

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 148. What does summer bring to your local DMU Group? Perhaps it is a quiet affair with steam locomotives operating all of the services and group members going away on holiday, taking a well earned rest from arduous winter maintenance schedules. Or perhaps you're progressing a restoration project outdoors and are using the dry weather to feverishly undertake as much bodywork or repainting work as possible to the exterior. Either way, it has also been the season for enjoying other peoples' hard work, with several galas in quick succession. I was able to attend both the Ecclesbourne Valley and Llangollen events in May and June respectively, both good weekends featuring popular 1960's era visitors. I got the sense these were somewhat of a risk for both organisations involved. The Ecclesbourne Valley event has previously always been a home fleet affair with the decision being made to bring in a visitor (the quaint W&M Railbus) for the first time this year, putting the event on a different playing field financially. Equally, the Llangollen gala featured a 2-car visitor (the mighty Rolls Royce 110) thereby doubling

transportation costs, a single unit being regarded as the norm for previous years. This was only the second event in their history which had featured a 2-car unit. I very much hope that enough of us bought tickets for the two events to bolster the organisers' decisions and keep these events successful. With less than half a dozen railcar galas each year in the country, it is essential that the few railways that do host them for our benefit can continue to do so. We operate within a small market: railcars are very useful for day-to-day services but are unattractive to most gala aficionados, so it's great that the East Lancs, Ecclesbourne and Llangollen have all given us a good show recently. Long may these events remain sustainable!

Chris Moxon

NEWS

Bo'ness & Kinneil Railway: The three-car Ayrshire Class 126 set is scheduled to operate the last train of the day on 21st & 22nd July, 1st, 15th & 16th September, 20th & 21st October.

East Lancashire Railway: Early May saw the first Class 104 & 110 working

in multiple for about 30 years! This was to create a 5-car formation for the line's Thomas weekend. On the depot, the past two months have been spent focussing on completing an M Exam on the Class 104 and also getting through more snagging jobs on the Class 105. The latter has seen mechanical work being concentrated on with the main problem being worn bushes on the engine mounts fitted to the No2 engine. This has meant the engine's removal and replacements are currently being sought.



East Somerset Railway: After suffering poor charge, Class 108 DTCL 56271 has received a swap around of second hand cells to bring it back to life electrically. Meanwhile on partner DMBS 51909, the brakevan is currently being sanded down as part of a rolling refurbishment of this area.

Ecclesbourne Valley Railway: The railway held its annual Multiple Memories gala in May and had five sets in traffic including Derby Lightweight M79900 (Iris), Class 101 E50253/E59303/E50170, Class 108/119 E53599/W51073, Class 122 W55006 and visiting W&M Railbus E79960.



Gloucestershire Warwickshire Railway: Services are currently in the

hands of Class 117 set W51360/W59510/W51363 which currently carries two brakevans. This is while DMS W51405 is in the Carriage & Wagon workshops for remedial attention inside and out plus a full repaint which is progressing well.

Keighley & Worth Valley Railway: Summer services are normally handled by the Class 101 allowing W&M Railbus M79964 to have any repairs. This year, it would seem corrosion under the sliding centre passenger doorway is the item to be tackled.

Llangollen Railway: The railway held its annual Railcar Gala in June and had four sets in traffic including Class 104 M50454/M50528, Class 109



E50416/E56171, Class 127/108 M51618/M56223 and visiting Class 110 E51813/E51842.

Midland Railway Butterley: The repaint to Class 127 DMBS M51591 has now been completed.



Mid Norfolk Railway: Recent events has seen Class 101 51434/51503 getting a rare run out and at one stage an all Class 101 5-car formation was formed using vehicles 51226/51499/51434/51503/56347. The only Class 101 vehicle not in use was centre car 59117. With six Class 101's now based on the Mid Norfolk and a further five currently at the North Norfolk down the road, is that a preservation record having 11 of the same class in one county?!?

North Norfolk Railway: Services

continue to be operated by M51188 (hired in from Ecclesbourne) & M56352. This set has been performing remarkably well and has clocked up a respectable mileage with few issues. Reupholstering of the seating for M51192 (M56352's proper partner) is now complete with just some refitting work still to tackle. The railway's own set E51228/E56062 has at long last had the two disparate halves reformed in the yard as it is thought that after 7 years testing is not far away! More details on this are included in "Restoration News".



North Yorkshire Moors Railway: Following the completion of 50160/59539/50164's timetabled early season activity, the DMSL 50160

(former DMCL) was taken into the paintshop and given a much needed repaint. It was released in mid June and now matches the other vehicles in the set. The next timetabled outings are at the 60's weekend event on July 14/15 when it will be running two return trips based from Grosmont.

Severn Valley Railway: After a prolonged period of winter maintenance that sadly caused the Class 108 to miss its booked early summer evening trains, it is pleasing to report that all five cars are now back in service and operating once again.

Strathspey Railway: The guards van floor inside Class 117 51367 has received a fresh coat of paint improving its appearance greatly.

Swanage Railway: With the conclusion of its overhaul programme for its Class 117 and 121 sets in sight, the railway is looking to dispose of its Class 108 set, which is in full working order, as there is not a requirement in the future for three sets.

Swindon & Cricklade Railway: Long



term resident Class 119 51074/51104 has returned to traffic after several years out of use. It nearly made it for the line's diesel gala in May but last minute electrical issues thwarted runs under its own power. However a few weeks later having quickly resolved these, the unique 2-car set was able to operate fully as a set. Much more work remains to be done on a rolling basis, however it is now possibly to travel on the last surviving Cross Country set.

Titley Junction: The last remaining DMU on the line, Class 117 51412, is set to depart in the not too distant future as it has been purchased by the same group restoring DMBS 51370 at the Whitwell & Reepham Railway. Transfer to its new home is expected later this



year. 51370 & 51412 are no strangers as they were together a few years ago at Titley Junction and operated as a 2-car set in the late 1990's & early 2000's at the Chasewater Railway.

Wensleydale Railway: Ex Arriva Class 121 55032 has been repainted into BR Green and quickly returned to service in the main operating set, a 121/117 hybrid 3-car. Despite there being a dozen vehicles on site, reportedly all railcar services are being handled by this one set.

RESTORATION NEWS

Class 104 56182 (North Norfolk): A month of restoration time was "lost" re-roofing the restoration tent that covers the cab and first class saloon as

the old tarpaulin covering had become porous. However this will allow exterior restoration to continue in all weathers all being well. It also had an added bonus that the front end of 56182 saw some daylight for the first time in two years as the tent was exposed for just one morning... The remaining time has been spent making a start on underframe cleaning and repainting between the two bogies. This is an awful job needle gunning detritus off in an enclosed space followed by repainting in rust-kill primer. This is another job that is going to have to be done in stages as it will be interrupted by the shot-blasting contractors who are due to come "in between other jobs" at some point to blast the bodysides in the first class area. The bare metal



cannot be left long, so once the blasting is done underframe cleaning will be paused and body prepping and repainting work on the first class area shall take priority. Busy times!

Class 114 50019 (Butterley): Restoration efforts continue with 50019 now berthed outside the shed at Butterley. The interior is ongoing, with a paintwork refresh planned after the interior.



Class 117 59511 (Strathspey): The roof has now been painted and looks rather fine in light grey.



E&G 79443 (Bo'ness): The winter work week on buffet car Sc79443 in February was ill-timed with the severe winter storms, progress suffered but meaningful advances were still made. With the vehicle moved from the museum into the goods shed at Bo'ness for the week where 'hot work' is allowed, replacement work was done to the bodyside panels and framework at the buffet end of the vehicle. By the end of the week just one small area remained to complete work on both bodysides.

Back in the museum work has continued on descaling and painting the south-side solebar, conduit, battery gas boxes. Timber framework has begun to be fitted to the roof areas in the compartments. The new areas of key

sheeting flooring have been painted, as shown in the image, at the buffet end of the vehicle. Research has begun into getting new seating for the buffet area manufactured, four are missing and those we have will need recovered.

FOR SALE

Class 121 single unit 55025 - ex-departmental "Pandora" - offers invited

This vehicle is a major restoration project, although the majority of missing parts are included in the sale, together with a full set of seats and frames. The vehicle is currently on a private site at Long Marston, Warwickshire and viewing can be arranged via the contact below

Contact [David Hancox](#) 01789 842222.

FREE

Class 101 seating cushions. 1x 1-seat base (we think from the single seat fitted to some vehicles), 1x possibly secondmans seat & 1x 1-seat unknown seat back all in brand new NSE blue material, which we have reupholstered this year in error! Also 1x 2-seat back, 1x 3-seat back & 1x 3 seat base all in worn Regional Railways material. 2x 2-

seat base stripped of material to reupholster.

Located at the North Norfolk Railway. For more pictures and information or to register interest contact [Chris Moxon](#)



WANTED

DMU Loudaphone cab unit with handset (not the guards van version with funnel mouthpiece). Condition unimportant, but it must have the handset present.

Contact [Chris Moxon](#)

MOVEMENTS

Reported but not yet confirmed is the sale and movement of Class 117 TCL 59522 from the Chasewater Railway to a new owner/location also in the Midlands. More details to follow when confirmed.

AC Cars Railbus 79976 has moved from the Great Central Railway to Nemesis Rail after being threatened with scrapping. It was saved last minute and is now in private hands. Whether it remains in storage as a project for the future or finally sees some restoration work is still to be determined.

TIME TRAVELLER

Green Era

[Class 101 – Ferryhill – 1966](#)

[Class 105 – Bury – 3/12/66](#)

[Class 114](#)

[Class 121 – Uxbridge – 21/7/62](#)

Blue Era

[Class 104 – Scarborough – 197?](#)

[Class 117 – Fenny Compton – 6/72](#)

Blue/Grey & Later

[Class 101 – Norwich – 2/9/90](#)

[Class 108 – Mexborough – 13/2/91](#)

[Class 120 – Bolton – 7/7/84](#)

[142012 – Horsfall Viaduct – 21/4/88](#)

SUBMISSIONS

Hopefully the contents of this bulletin was both interesting and informative. If you know anyone who could provide similar material found in this issue for future bulletins, please make yourself or them known to railcar@live.co.uk The following types of submission would be most welcome:

- Photographs of vehicles in service

- Restoration articles
- Reports on special events
- DMU modelling articles
- Articles on DMU history
- Recollections of DMUs on the national network.
- Requests for information
- News & images of recent DMU activity
- Anything that may be of interest to readers

Feel free to send submissions at any time to railcar@live.co.uk but no later than August 29th for Issue 149 (due out September).

GALLERY



51104 rests at the end of the days services at Blunston,
20/5/18



51352 stored at Long Marston, 20/6/18, (A.Browning)



Class 110 51813 looks at home on the Llangollen Railway
departing Berwyn in green surroundings, 3/6/18



55006 leads an impressive 6-car formation at Wirksworth during the gala weekend, 19/5/18



Rarely photographed 59515 in use at Yeovil as loco hauled stock, 14/6/18 (R.Harwin)



56171 at Glyndyfrdwy leading a 109/110 combination, 30/6/18 (B.Battersby)



Visiting 79960 at Duffield during the Railcar Gala, 19/5/18

