

# ***The Railcar Association News Bulletin***



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## EDITORIAL

Given the past two months there is one topic which simply cannot be ignored: the preservation of the Class 142's! The last two months have seen an additional nine sets touch down onto our heritage railways, making the Class 142 very quickly the fourth largest DMU class in preservation at 26 vehicles. When counting the sets that have been set aside for community use, along with the sets pledged to preserved railways later this year, it is looking possible that the Class 142 may become the largest of all the preserved vehicle fleets: the current "title" being held by the Class 117's with 53 survivors.

The reaction on social media has been mixed to say the least. I have been disappointed to see the amount of vitriol poured towards these new arrivals by "enthusiasts"; thankfully most of the names that I recognise from the world of preservation have offered far more mature, reasoned and balanced responses. Many people involved in the early preservation of the now respected first generation vehicles will remember the malice and criticism of their efforts to save "Bogcarts" - at the time considered as not real trains when one

could travel on preserved Gresley Pacifics or Class 50's at full cry. What a transformation in attitudes over the last 30 years, as our first generation fleets, many restored to as-built glory, have done so much good for preserved lines. It would seem many of the "platform enders" have short memories and now accept first generation units as heritage at the same time as pouring scorn on the 30 year old pacer fleets. I will look forward to them being proven wrong, when a Greater Manchester Orange Class 142 in five years time is taking part in a diesel gala, with visitors commenting favourably on its 1980's retro charm!

In conclusion, I would not be so quick to condemn these new arrivals who have, in the main, been located on smaller lines without strong first generation fleets. They are built very differently to the first generation vehicles we are so used to, so it will be natural that most of them will have their own groups who will build up their own skills to look after this type of unit (spare relay anyone?!?). However cooperation is still possible and The Railcar Association's help will be available to any who have recently received a Class

142. I wish them all the best of luck with the continued maintenance and preservation of their units, remember that buying them is the easy bit!

## 2020 CONVENTION

We were close to getting a date confirmed, however the announcement that Flying Scotsman was to visit the Mid Norfolk Railway for October has altered the railway's situation. We have currently been advised that an October date is still likely but the exact weekend is still to be confirmed.

## NEWS

**Dean Forest Railway:** In preparation for the 2020 running season, Brian Smith (Mid Norfolk Railway) visited the Dean Forest Railway to undertake 'Fitness to Run' exams on the group's five Class 108 vehicles. The exams showed that the vehicles are generally in good order, but the group now have a list of jobs that need to be completed to ensure they are fully fit for the year ahead. Initially, the priority is to get the 2-car set ready for the DFR's 50th Anniversary event on March 28th & 29th. DMBS 51914 is coming to the end of a protracted overhaul, which included replacement of the cab front, and is



now coupled back with DTCL 56492 as the final jobs are worked on. 2020 sees the 60th birthday of these vehicles and a running day is being planned on Saturday 25th July to celebrate this milestone. Once the 2-car set is back in service, the 3-car set (DMBS 50619/ TSL 59387/DMCL 51566) will be withdrawn from service to allow a number of maintenance tasks to be undertaken. This set has performed all DMU duties at the DFR over the past few years, either as a 3-car or 2-car set, whilst 51914 has been out of traffic. It is thought that 50619 has worked every year since it was built in 1958.

**Ecclesbourne Valley Railway:** Exams and routine items have been the order of the day recently. Mainline machine 55034 has arrived at the railway ready to star at this year's Multiple Memories Gala.



**Llangollen Railway:** Class 104 50454/50528 have provided all the early season workings so far, with good loadings during half term week: up to 100 on one train. As usual, disturbing the control air filters on exam led to an EP valve playing up shortly afterwards; a few other niggles also turned up but nothing that couldn't be coped with. The bodywork is getting a bit 'tired' and a plan is being hatched to give it a tidy up after the April Thomas event, pending a more substantial session at a later date.

The Class 108 & Class 109 "Wickham" are unchanged, though the latter will take over midweek services in a couple of weeks' time to spread the mileage around.



Class 127 51618's bodywork continues to progress. New door jambs are now on site; the outwards-opening guard's door on that side has been partially de-skinned and its profile has been 'adjusted' to be something like correct for the vehicle.

**North Norfolk Railway:** Class 101 E51228 has received its reconditioned engine, which following a successful test made the unit (E51228/E56062) ready for the 2020 season having missed last autumn. It was this set that ran for nine days over the half term week, again with no problems. The "reserve set", M51188/M56352, is doing just that: sitting in reserve but operational for when the other set fails or requires maintenance. All being well



the current situation should allow Class 101 4-car formations to be repeated this year at key special events.

## RESTORATION NEWS

**Derby Lightweight 79612 (Wirksworth):** The interior restoration of the trailer car continues, with most of the ceiling and wall panelling now up.

**Class 100 56097 (Butterley):** Work continues on the electrics at the front; once the mountings for the new jumper socket boxes are welded on, this section of the electrical work can then conclude. Much elbow grease has been expended on cleaning the red paint liberally splashed around by the asbestos men off the formica of the interior partitions. This has turned out

surprisingly well. Insulation for this vehicle has been delivered and stored, as has panelling for the first section of ceiling. Work is ongoing on the luggage rack supports - a lot of holes and studs to re-thread - and sorting out the doors and door locks, along with making preparations for the ceiling.

**Class 104 56182 (North Norfolk):** Mild weather has allowed the welding repairs to the middle saloon to surge forwards well ahead of anticipated timescales. The whole area has been needle gunned fully identifying areas that require replacement. Most of the lower "feet" that attach the sides to the underframe require replacement, and a six foot section on the drivers side, which had a bad leaking window, has also been removed from the waist down for full replacement. The exterior skin only requires patches mainly, however three out of the eight windows do require new window bottoms. So far, the secondmans side has been completely renewed where required (framework and skin) and any bare areas rust primed. Meanwhile the drivers side is approximately 1/3rd of the way through its repairs. All being well the welding work should be



completed before Easter. The front 1/3rd of the vehicle took over a year to complete the welding, so such progress on the middle 1/3rd really shows how much better a condition it is in! Away from the restoration tent, smaller items but just as important have been progressed, including the mechanism for the route indicator box, the sliding windows for the middle saloon, the roof vents and the underframe cable trunking.

**Class 105 56456 (Llangollen):** Interior panelling continues, with one side of the first class completed. Although the new panelling is plain grey, rather than patterned, it needs a very close inspection to reveal the difference between that and the original. A plan is





being made to lift the vehicle over Easter, in order for the main underfloor wiring between the two ends of the vehicle and the main fusebox to be replaced. It is also hoped to turn the tyres at the same time.

**W&M Railbus 79963 (EARM):** The almost completed vehicle was moved outside in order to clear the shed for the famous Beer Festival event. This obviously gave the opportunity for photographs!



## NEW SECOND GENERATION VEHICLES

Since the last bulletin, the following Class 142 sets have been preserved: 142017 (East Kent), 142019 (Whitrope), 142020 (Whitrope), 142027 (Chasewater, spares donor), 142028 (Wensleydale), 142033 (community use, Wales), 142038 (Mid Norfolk), 142060 (Wensleydale), 142084 (Rushden) & 142091 (Rushden). The Railcar Association website continues to be updated as new vehicles come on stream.

## MOVEMENTS

Restored Class 117 3-car set 51356/59488/51388 plus parts donor 51392 returned from Eastleigh Works to the Swanage Railway during February after their epicly expensive overhaul to mainline standards. Following the overhaul, sale and scrapping of various Class 117 & 121 vehicles, for the first time in many years Eastleigh Works is now free of Swanage Railway DMU's!

Class 127 51616 moved from the Great Central Railway to the Helston Railway in January. Partner 51622 was also due to move but problems with access led to the transfer being cancelled, so the



2-car set is now split between the two railways.

Although not presently regarded as preserved as such, Class 121 55034 moved by road from Crewe to the Ecclesbourne Valley Railway in February to star at their Multiple Memories Gala in mid March.



Class 141 141108 moved from the

Colne Valley Railway to Eastleigh Works in February. Reports suggest the two vehicles are to receive cosmetic attention and a repaint in readiness for static display elsewhere by its new owner.

AC Cars Railbus 79978 moved from the Colne Valley Railway to the Swindon & Cricklade Railway on an unknown date. Any confirmation as to which month it moved would be appreciated.

## **TIME TRAVELLER**

### **Blue Era**

[Class 100 – Blackpool North – 26/7/86](#)

[Class 105 – Manchester Victoria – 26/7/86](#)

[Class 114 – Cleethorpes – 20/10/75](#)

[Class 120](#)

### **Blue/Grey Era**

[Class 101 – Abergele – 8/83](#)

[Class 108 E59245 – Ayr – 1986](#)

[Class 110 – Skipton - 29/10/1988](#)

### **“Modern”**

[Class 101 54372 – Twyford – 8/5/93](#)

[141109 - Milford South Junction – 4/8/93](#)

[143005 – Carlisle – 1988](#)

## **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](mailto:railcar@live.co.uk) The following types of submission would be most welcome:

- Photographs of vehicles in service
- Restoration articles
- Reports on special events
- Articles on DMU history
- Recollections of DMUs on the national network.

Feel free to send submissions at any time to [railcar@live.co.uk](mailto:railcar@live.co.uk) but no later than April 28th for Issue 159 (due out May).



## GALLERY



51622 left behind at Quorn, 18/2/20 (*M.Rivett*)



M50203 stands at Loughborough, 11/2/20. (*A.Spittle*)



Swedish Railcar Trailer 1987's restoration progressing at Ferry Meadows, 4/2/20 (*D.Shell*)



55029 under restoration at Rushden, 9/2/20 (*A.Bryan*)



W55006 departs Ildridgehay on its return run back to Wirksworth, 21/2/20 (P.Brentnall)



55032 has lost an argument with a tree, 22/2/20 (D.JB)



51941 after washing at Bewdley, 8/2/20 (M.Miller)



