

The Railcar Association News Bulletin



EDITORIAL

Time waits for no man as they say, and back in January (Issue 157) I announced my intention to step down as the editor with this issue (162) being my last, and it seems to have come around quite fast. For anyone interested in the reasons why, I discussed it in the editorial of Issue 157 (which can still be downloaded) and rest assured there are no sinister reasons and no complete movements away from the DMU movement: I very much intend to still be on the scene! 66 bulletins later it has been fun but time to hand on to someone new. Luckily in the last few weeks Chris Walker of the Dean Forest DMU Group has volunteered to take on the bulletin, so it is looking like there will be an Issue 163 in January 2021 after all!

It is a strange time to hand over the bulletin, with the latest national lockdown potentially having very serious repercussions on the economics of heritage railways over the critical "Santa" and difficult winter period. The best of luck to everyone – and please spare a thought for those in our DMU community that have already been affected, whilst it would be

inappropriate to name examples, there have been casualties. I would have liked to have released my final bulletin in happier times, but alas some things can't be picked and chosen. Let us hope 2021 brings better times.

I will continue to keep the website up to date so will still be welcoming updates and photos. Chris will possibly update in the January 2021 bulletin what the new arrangements will be for submitting information for the bulletin.

NEWS

Dean Forest Railway: On 15th December 1990, the DFR DMU Group held its first meeting. Subsequently, Class 108 DMBS E50619 and DTCL M56492 were purchased by the group in 1992, followed later by DMCL M51566, DMBS M51914 and TSL E59387. M56495 was also purchased by the group in 1999, but was sold in 2008 and is now used as a static function room at the Kirklees Light Railway. In 1996 the group held its first DMU Day, which was the first of what is now the annual Railcar Convention. Thirty years on, the DMU vehicles owned by the group continue to operate regular services on the Dean Forest

Railway.



Since the DFR resumed services in August, M51914 and M56492 have worked every Wednesday, being joined in October by M51566 to provide additional capacity. In August, Brian Smith (Mid Norfolk Railway) visited the group and gave an advanced DMU vacuum instruction and training course. This helped the group investigate problems with the vacuum on M51914, which was subsequently traced to a failed underfloor joint on the passcom.

Over the winter the group plan to undertake major work on M51566, which requires the replacement of a faulty engine, radiator and wheelset/final drive. Our spares for this work are currently being assessed and space

has been booked on the DFR's jacks during December in order for the work to be undertaken.

North Norfolk Railway: Just a few days after the last bulletin was released, it was decided to use the Class 101's in 2020 after all, with a three-round-trip diagram being put in place over the October half term week. This was operated by E51228/E56062 as the 4-car formation was not required in the end, although it had been prepared just in case socially distanced loadings required the increase in capacity.

Strathspey Railway: On Saturday 21st Class 117 SC51402/SC51367 were started up for the first time since February 23rd after a days running on the Strathspey Railway. After carrying out maintenance checks all 3 engines fired up first, the 4fourth engine is due for a replacement sometime. The set is now back in its shed at Boat of Garten.



RESTORATION NEWS

Class 103 56160 (Denbigh): Work has concentrated on the cab front, with new metal having been welded in to replace the rotten and missing steel. Both marker lights have been refurbished and the headcode blanking plate temporarily refitted. A first coat of yellow has been applied. This just leaves section under the drivers windscreen to be replaced before winter arrives.



Class 104 56182 (North Norfolk): Restoration progress has continued to be rapid under the Furlough scheme – although this has now come to an end so progress will return to normal levels. The recently refitted bulkheads in the middle saloon areas have been fully sanded back, treated and re-varnished back to their (near) original 1950's glory! This allowed the restored ceilings, luggage rack backs, beading

and lighting to also be returned to this saloon. Electrical work has also progressed with a restored junction box being fitted under the cab and the front multiple working wiring re-terminated. Inside the cab, a great deal of reassembly work has gone on, with the fibreglass ceiling and wall panels fitted, along with the cab desk frame, replacement desk and some fittings including the destination blind and vacuum components.

Outside the vehicle, the front bufferbeam has been restored including the replacement of the later oleo type buffers with the original sprung type which matches the green livery better. The metalwork was needle gunned and repainted along with all the usual

sundry pipes and sockets. The rear saloon roof has also been stripped, repainted and the cosmetic roof vents added. The vehicle has recently been moved into the shed and lifted to allow its bogies to be removed in order to needle gun the corroded chassis above and re-protect with new paint.

FOR SALE

Class 110 3-car set E51813/E59701/E51842 currently located at the East Lancashire Railway.

The set is in good, operational and restored condition. All three cars recently received bodywork and repaints prior to relaunching in 2017. Several overhauled engines have been fitted over recent years.

A very rare chance to obtain a ready-to-run low density 3-car set, and the first time a Class 110 has been on open sale for 30 years. Only two sets survive in preservation and this one is uniquely still in its as built 3-car format.

Pictures of the set available at:

preserved.railcar.co.uk/51813.html

preserved.railcar.co.uk/59701.html

preserved.railcar.co.uk/51842.html

For further information and to make sales enquiries, please [Email](#)

Class 142 spares including: Engines, Gearboxes, Alternators, Fuel Tanks, Splitter Boxes (for alternator drive), Air Tanks, Brake Valves, And most other underframe components. Email [Harry Needle](#)

NEW VEHICLES

Since the last bulletin more second generation units have been preserved. Class 142's 142036, 142045, 142055 & 142061 have been preserved at the East Kent Railway, Kirk Merrington Primary School, Foxfield Railway and Mid Norfolk Railway respectively. Meanwhile Class 144's 144003,



144008, 144009, 144020 & 144022 have gone to the Great Central Railway Nottingham, West Glebe Park (Corby), East Lancs Railway (temporary), Wensleydale Railway and Keith & Dufftown Railway respectively. A large number of vehicles indeed to enter preservation over the past 12 months.

MOVEMENTS

Class 104 50479 moved from the Telford Steam Railway to the North Norfolk Railway in October. The vehicle had been stored at Telford and will continue to be until the restoration of other vehicles is completed.



Class 104 59228 moved from the Telford Steam Railway to the East Lancashire Railway in October. This

vehicle is in poor condition and in long term store, and its restoration will continue to be a future aspiration for the present.

Class 122 55009 moved from the Mid Norfolk Railway to the Great Central Railway in October 2020. It remains under the same owner but will have its restoration completed by the GCR team at Loughborough under a new custodianship agreement.

TIME TRAVELLER

Green Era

[Derby Lightweight 79252—Tay Bridge—12/8/69](#)

[Derby Lightweight DB975010 – York – 9/8/70](#)

[Class 128 M55993 - Monument Lane – 31/12/67](#)

Blue Era

[Class 116 50090 – Plymouth – 5/74](#)

[Class 121 L103 - Bradford Junction – 4/10/85](#)

[Class 127 M51623 – Elstree – 12/4/80](#)

Blue/Grey Era

[Class 101 E53149 – York – 1/85](#)

[Class 119 W51077 – Weymouth – 7/84](#)

“Modern”

[L830 – Elsenham](#)

[155344 – Salwick – 24/9/88](#)

TIME TRAVELLER SPECIAL

In order to mark what could have been the final bulletin (thankfully it turns out that we are continuing) Tim Stubbs submitted the following photographs directly of early railcars in East Anglia



79023/79615, Ipswich, 30/7/64



DLW drivers cab



Paston & Knapton DLW, 4/9/64



Derby Lightweight at Munesley, summer 1957



A Derby Lightweight at North Walsham, 1957



Two sets (Derby & Met Camm) at Norwich Trowse, 16/5/64



A Class 100 in Norwich Thorpe's Platform 4, 11/7/72

SUBMISSIONS

From the next issue Chris Walker will be editor. This may involve changes when it comes to submitting material for the bulletins. I'm sure Chris will advise any changes (if any) that will occur.

GALLERY



Unique class 118 51321 under overhaul at Shackerstone,
1/10/20 (M. Miller)



56287 sits under a rainbow at Ongar, 10/10/20
(*K.Pickersgill*)



51192 stored out of service at Holt (*C.Moxon*)



Still stabled outside the NRM awaiting to enter a different part of the site at York is 51922/51562, 26/9/20 (*R.Moxon*)

