

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



## EDITORIAL

The theme for this edition of the bulletin is undoubtedly the good old fashioned "return to service". We have been blessed in just a two month period to see the return to traffic of several vehicles, well timed given the running season is now upon us given Easter has passed. I have been fortunate in being present for two of them: Class 101 M51188 at the North Norfolk following bodywork and repaint and Class 101 M51203 at the Great Central, the latter being particularly special for several reasons, covered in an article of its own in this edition. Others have included the exterior restorations of long-shabby 56271 at the East Somerset, Class 108 56223 at the Llangollen, Class 101 50266 (also Great Central) and finally the departmental back-conversion Class 121 55024 at the Chinnor and Princes Risborough. All of these (with the exception of 56271) have been toasted into service with multiple working running with other sets, showing off the middle letter of our DMU collections! Multiple working seems to be on the increase of late, which is hopefully a sign of stronger fleets. It also has the side effect of keeping our electrical

mindful volunteers who have the unenviable task of dealing with multiple working sockets when vehicles don't want to talk to each other – but that's a story in itself for many! Multiple working is a welcome development in our collective quest to try and keep many of our railcars out of the storage sidings and onto sustainable maintenance programmes that ensure long working lives, shorter downtimes and proper investment for the future. Long may it prosper...

## NEWS

**Bodmin & Wenford Railway:** The railway are considering the future of their stored Class 108 DMBS as part of a wider rolling stock review (for the



record it is not officially for sale at the present time). It has not run in preservation and the windows are plated over etc. If there is any interest in acquiring it then please get in touch via the newsletter.

**Chinnor & Princes Risborough Railway:** The biggest (railcar) news from this railway for many years has come in the form of the final commissioning and return to service of Class 121 55024 during April. This vehicle has been under restoration for five years and has been kept in its unique BR maroon colour scheme which was applied to it in its latter departmental days on the national network. It joins long term runner 55023 (in contrast, this is the only Class 121 to have never seen departmental service)



and indeed the pair have already been seen in service together as a 2-car set. This would appear to be a high quality restoration and the railway have suggested 55024 will now be well placed to take the mantle as the main railcar for service allowing 55023 to receive scheduled work.

**Dean Forest Railway:** The mileage records are in for 2018. Powercars 50619 & 51566 both operated 1,099 miles, with 3-car running bringing TSL 59387 in at a close 1,006 miles. The second set, 51914/56492 wasn't used last year as 51914 had front end and interior work awaiting completion. A lot of high quality restoration work has been carried out already and progress is being made but with limited resources. 56492 was serviceable but wasn't required. 2018 is the first year it has not been in use since the DMU Group started running DFR passenger services.

**East Somerset Railway:** The Class 108 was back in service in time for the running season following winter bodywork and a repaint to trailer car 56271. This 2-car set has seen ongoing restoration whilst being maintained in

serviceable condition for key dates every year, with the winter being the biggest "gap" in which to do the work. This has worked well over the last few years for interior renovation of the saloons etc, and the time had come to tackle the exterior. Whilst powercar 51909 is still to be treated, 56271 has been successfully repaired and repainted into early blue with half yellow warning panel. It will run for this season in an authentic shiny blue/worn green combination that was common in the mid to late 1960's on BR.

**Epping Ongar Railway:** In a repeat of the work undertaken to its partner Class 121 55033 last year, Class 121 DTS 56287 has travelled from the railway for tyre turning. This time it would be Reading depot completing the work, which was undertaken in a day in late March.

**Gloucestershire Warwickshire Railway:** The DMU Group have purchased a second Class 117 TCL, 59505. It is to be used initially to enhance the existing Class 117 3-car set, following restoration work.

**Great Central Railway:** The



completion of the restoration of Class 101 M50203 and the repaint of its new partner M50266 has created a second Class 101 set, so long an ambition of Renaissance Railcars. The launch of the new set is covered in further detail a separate article.

**Great Central Railway Nottingham:** Sadly the site at Ruddington was attacked by vandals during April and the unique Class 116 DMS was one of the vehicles targeted, along with a Class 117 TCL and at least one of the Class 108 vehicles based there. Early reports suggest that the bulk of the damage centres around smashed windows – annoyingly this includes the complex (and expensive) curved corridor end glass in the 108. Following

witness reports, two suspects (aged 12 & 14) have been arrested by Nottinghamshire Police.

**Llangollen Railway:** The Class 104 ran all of the early season timetable 'A' days; the Wickham (Class 109) has now taken over the majority of services until it falls due for a 'C' exam later in May. Driver Experience courses remain with the 104, and all seven dates this year have sold out, apart from one space on 5th October. One customer on the most recent day enjoyed it so much that he has already booked a second go later in the year! The 6-car ensemble that covered Peppa (104/108/127) also operated the late April 'Thomas' days. Things now quieten down to providing a second train at weekends, plus events and driver-ex days.

**Midland Railway Butterley:** The fuel pump from engine number 1 of Class 127 M51591 has been removed from the vehicle, and is being overhauled, this being necessary to repair failed seals within the governor housing. The number 2 engine had the same fault a number of years ago (a common issue we have been told), with the pump off

and a pressure washer to hand, the engines have been degreased, although we know it won't last long. Its partner M51625 was used to drag M51591 on shed and while we await the fuel pump repairs, 51625 is getting a fresh coat of paint, some 8 years after returning to passenger use, while still very presentable it was deemed an obvious step given materials in stock and an extended stay in the yard while its partner receives attention. The roof and dome have been painted/gelcoated and the sides are seen here undercoated (photo end of April 2019) A return to green with speed whiskers is planned. One of the guards doors needs a repair to the bottom edge and this is to be tackled as part of the work.

Whilst the timing of recent Class 115 arrivals M51669 and M51849 from the Spa valley Railway isn't ideal due to

current workload, they have been obtained and saved from going for scrap. They have been cleared of Rubbish, externally painted as necessary to cover some graffiti and tarpaulins fitted to stop water ingress. They are major projects and will be dealt with after the Class 114 restoration is completed. If anyone has any Class 115/127 seat frames available please let us know as we don't have enough for the two vehicles.

**North Norfolk Railway:** For many years it has been the intention of the railway to have two serviceable DMU sets to allow one to be out of service for routine repairs and maintenance. Finally the benefits of this can be enjoyed. E51228/E56062 were busy handling all services until a final drive started leaking oil excessively in late April. However newly completed M51188 (and M56352) were quickly substituted onto services allowing E51228 to be immediately dealt with. In previous years it would have been much more troublesome finding a suitable slot in between running requirements to do this. 4-car multiple working using both sets has also been achieved following several weeks work





sorting out serious faults with the electrical jumper sockets on E51228/E56062. In contrast M51188/M56352 only required cleaning of the electrical pins. So far a test run has been made as a 4-car successfully and it is intended to announce soon when the sets will first operate in public in their lengthened format.

#### **North Yorkshire Moors Railway:**

Daisy completed her rostered turns in February, March and April without significant issues and is now having a quick service before being available for traffic but not at the moment planned for use until 30th September.



**Scunthorpe Steel Works:** The rarely reported on Class 108's 56207/59245, used as loco hauled stock around the steel works, have had their heaters removed with a view to resurrecting the heating facility for the first time in preservation.

**Severn Valley Railway:** Both Class 108 sets have been withdrawn from traffic for repairs, which will hopefully be completed later this year.

**Strathspey Railway:** The large new shed at Boat of Garten has been opened and stock is now being moved inside for protection from the harsh Scottish winters (and the harsh Scottish summers for that matter!!). Both the 107 and 117 sets would appear to now be undercover, an enviable position indeed for a humble DMU.

**Telford Steam Railway:** Class 108 51950/52062 was pressed into service over the early May bank holiday following the failure of the booked locomotive.

**Wensleydale Railway:** Class 101 51210 has been moved inside the restoration shed at Leeming Bar for



bodywork and a repaint. It is currently in a sanded down state with several windows removed for the required access for repairs. The loss of Class 121 55032 earlier in the year due to a running gear failure has left the railway without a fully serviceable DMU set, resorting to diesel locos being used to tow 2/3rds of the 3-car hybrid set as hauled stock. A return to service for

51210, being a useful powered brake vehicle, would undoubtedly ease the situation.

**West Somerset Railway:** In a repeat of previous winters, the out-of-season period has seen the opportunity taken to maintain the high mileage and sole operational Class 115 set based at the line. A multitude of accumulated mechanical faults have been attended to, along with other sundry items, to allow a (hopefully) trouble free season for the unit.

## RESTORATION NEWS

**Class 101 51188 (North Norfolk):** Painting continued on M51188 and was completed during April, just in time for test running before the main season started. The vehicle has now returned to traffic.



**Class 103 56160 (Denbigh):** Since the last update, M56160 now has a full set of step boards. Which have been painted and sealant applied to prevent rainwater getting behind them. Attention has turned to the roof, the cab having been stripped to bare metal & painted, and re-riveting of the aluminium roof sheets has begun. The first section of bodyside, between the drivers and fist door has been stripped to assess the condition and given protective coats of paint. New handrails are being sanded down to remove the casting marks and will be fitted as each section if body is painted.



**Class 104 56182 (North Norfolk):** Reassembly of the First Class saloon has leapt forwards, almost through to

completion. The insulated walls are now totally covered after the successful fitting of the ceilings, luggage rack backs and veneered panelling. This was followed by all of the ceiling lights, ventilator grills and beading, along with all the mahogany window surround woodwork. The area now looks very smart.

**Class 105 56456 (Llangollen):** The interior continues to progress, with more insulation and ceiling works, plus the woodwork that will support the panelling. A batch of Formica type laminate has been ordered for the first class area, to see how it compares with the original which is still on the partitions. Reproduction of the original pattern turned out to be difficult, and as the pattern is so difficult to spot except under close scrutiny, the closest standard shade available has been chosen. Electrical work also continues to the rear jumpers and cab, with the main underframe wiring run being the major item yet to be tackled.

**Class 114 50019/56006 (Butterley):** Work continues to locate and repair parts for the internal completion of the power car, the trailer car cab has had



its internal dome fitted, this proved difficult as the dome needed trimming on all sides. When preserved the cab had a complex hardboard ceiling, the dome was salvaged from another unit, the same process is shortly to be repeated on the power car. Electrical work continues to chase a couple of annoying faults on the trailer car desk wiring, the end is in sight and will be completed once the ceiling and associated trim works are out of the way. Additionally, inspired by the fitment of a headcode box to M51188 at the North Norfolk, we have finally started making them for the 114, the outer panels have been made and glass ordered, we have the blind mechanisms to hand, along with several sets of blinds and 'just' need to assemble them, provision of a power supply has been made when repairing the cab wiring to enable illumination.

**Class 117 59511 (Strathspey):** Work on 59511's interior continues, now inside the new shed at Boat of Garten.



## **MOVEMENTS**

**Class 117 TCL 59505** moved from **MOD Long Marston** to the **Gloucestershire Warwickshire Railway** in April.

**Class 117 DMBS 51354** moved

between private sites from Wishaw to Redditch during April, for its restoration work to continue.

## **FOR SALE**

[Gareth Coleman](#) has a number of seat frames (both sizes) and cushions that we believe are 117 origin available for free, therefore ideal for 121/122 ex departmental projects, photos available. Will be scrapped and disposed of if no takers by the end of the summer!

Class 127 set 51616/51622 at the Great Central Railway remains for sale. [Enquire](#)

*The remaining items below are for sale from the same seller. Please contact [Chris Nesbitt](#) with expressions of interest. NO VIEWING WITHOUT APPOINTMENT / PRIOR ARRANGEMENT*

Class 108 DMBS – 51942: Unrestored/as-withdrawn condition. Major equipment all fitted; Leyland 680 engines and R14 gearboxes and final drives. Engines turn with bar but are tight. Tyres good; Three wheels measure 3mm of wear; one wheel measures 10mm of wear (has been

turned once by BR since new). Interior fitted. Brake van doors seized (not forced open). Corrosion present at cab structure and gangway structure (both steel frame and panels) otherwise aluminium underframe and body in good condition. One window smashed by ballast otherwise water-tight.

Class 108 DTCL – 56270: Unrestored/as-withdrawn condition, with exception of removal of previous BR paint back to bare aluminium. Roof ventilators removed and plated over to prevent water ingress. Tyres good; all wheels measure only 3mm of wear since new full size. One leaf spring buckle fractured. Dynamo fitted (no belts). Voltage regulator currently removed on-loan to another railway but will be returned and included in sale. Gangway removed for repairs/overhaul and end covered with ply sheet to keep watertight. New glazing and rubbers fitted to non-driver's side. Sliding ventilators on same side also removed for repair. Interior part removed but seat backs/bases are stored and available, including several spares purchased in good condition. Ceiling sheets removed (where not previously damaged with water ingress).

Class 122 DMBS – 55009: Part-restored condition. Has operated, last in autumn 2012. Requires body repairs to renew corroded cant rail structure (typical of Derby design steel cars). Interior restoration carried out to excellent standard. All significant part available to complete restoration, including spare seat backs/bases. Guard's van floor stripped to begin repairs to corrosion in corrugated floor structure but not complete. No.2 engine exhaust pipes removed to facilitate repairs/renewal due to corrosion. Tyres good – approx 10mm wear since new/full size; flanges thin on one side (due to Cornish branchlines); still safe to operate but would recommend tyre-turning during restoration.

Two Class 117 Power Bogies: Complete with all major equipment fitted (final drives and vacuum cylinders) and with good tyre profiles – approx 15mm of wear since new/full size. Acquired to provide spares for Class 122. Smiths axle speedo-drive generator missing.

Leyland 680 Engines - Quantity of engines available.

- Two 680/1 in LH 'blue' – ex Cl. 101; missing fuel pumps/starter motors but otherwise complete.
- Two 680/1595 – ex Class 117 with larger oil sump/flange mounted starter motors; some parts missing.
- Two 680/1 in BREL Derby 'green' – unknown origin. One has been partially stripped; other engine believed to be complete.
- One 680/1 in BREL Derby 'green' removed from Class 101 and complete/working condition.

Other DMU Spares - Quantity of other spares available for DMUs. Please contact with your requirements as too many items to list.

## **WANTED**

Class 115 second class or Class 127 seat frames, for the restoration of M51849 and M51669 we require some seat frames of both 2 and 3 seater types. Please contact [Gareth Coleman](#)

## **DESTINATION SPONSORSHIP**

Llangollen Railcars are looking ahead to the completion of the restoration of the Cravens (56456) and Gloucester

(51118/56097) vehicles, with a need to order some new destination blinds.

They are seeking sponsorship towards the cost of the new blinds, with a donation of £10 securing your destination of choice. It must be a UK railway station (though it could be closed).

Donations can be made via online [charity checkout](#)

Don't forget that if you donate via charity checkout, and are a UK tax payer, you can easily gift-aid your donation to allow them to claim an extra 25p per £1 donated. Alternatively, if you would prefer to donate via a bank transfer, please contact [Karl Latham](#) for details (and a gift-aid form if applicable).

Once you have donated, please send an email to [Karl Latham](#)

## **THE RETURN OF THE STUMP! A GCR ANNIVERSARY TRIUMPH**

*Warning: the following article contains extremely high grades of DMU-nerd material. Readers of a sensitive nature*

*may wish to avert their eyes to the next article!*

Friday 3rd May saw a forgotten crumb of railcar history recreated in the true spirit of preservation, at the Great Central Railway. The launch of DMBS 50203 (which will be described in more detail later) brought a new front end variation to the ranks of the preserved Class 101's. For the first time since BR's removal of route indicator boxes during their refurbishment programme, a Class 101 is now running with both a route indicator box and a plated over "stump" above the middle windscreen where a top marker light would normally sit.



The reason for such an odd combination goes back to the production process of the Class 101 fleet in Metropolitan Cammell's works in the 1950's. The first class 101 cars were produced in a similar manner to BR's Derby Lightweights, with four marker lights arranged in an identical position to lamps on a steam locomotive, which were capable of displaying the same combination of headcodes that were in use on the railways at that time. Class 101's delivered up to April 1957 were built to this specification.

However it is thought that during early 1957 BR changed this specification to replace the two centre marker lights (one above the windscreen and one below) with an illuminated 2-character route indicator box with roller blinds displaying numbers and letters to describe the train instead, located below the windscreens. This alteration would not be a problem for later vehicles (delivered after May 1957) however there was a batch of Class 101's which it is thought were inside the works at the time, mid construction, when the change of specification occurred. These vehicles, ten power/

trailer sets which would be numbered 50198-209 and 56050-061, had already had the holes cut out in preparation for the four marker lights to be fitted. It is believed that at this point, the lower hole was opened out further into a square, and a 2-character route indicator fitted, whilst the other hole at the top was neatly plated over with a circular disc, never to run in service with the marker light that was originally intended. These 20 "stump fitted" vehicles, ran like this for many years and can be spotted in photographs of the period once you know what to look for. Most lost the stump during the refurbishment programme when the route indicator boxes were also dispensed with and the cab front cleaned up considerably with all redundant extras welded up flush. After this treatment, the "stump fitted" vehicles lost their individuality and joined the rest of the 101 fleet in appearance.

Notable exceptions were 56055, which kept its stump post refurbishment and ran in Blue/Grey livery before having it removed much later (in the early 1990's) when it was overhauled again in the Regional Railways life extension



programme. Another 2-car set, 50208/56060, also escaped with stumps, and it is thought that these two kept theirs until withdrawal and scrapping. 50208 lasted longest, being converted into Sandite vehicle 977903 (half of set 960995 - see photo above) and so became the last "stump fitted" vehicle to operate, being finally withdrawn in June 1999 and scrapped a few years later.



Three vehicles from the "stump batch" were saved for preservation, 50203 at the Great Central, 50204 at the North Yorkshire Moors, and 56055 at the Cambrian Railway. In the mid 2010's, idle chat of the "wouldn't it be nice" variety led to discussions about whether any of these odd "stumps" could (or should) be recreated in preservation – for the simple reason of because we could! 50204 & 56055 were discounted before their owners were approached as they were both out of service at the time and would be requiring much more important work in order to run again. However 50203 was a possibility as although previously stored, its full restoration to working order had just been announced, so a lot of work would be commencing. A tongue-in-cheek E-mail proposing a stump (and route indicator box) be fitted was duly sent, with the expectation being that the response would be polite but essentially tell me keep my nose out of other peoples vehicles! To much surprise the response was the opposite: the owners were keen to see the vehicle returned to its late 1960's condition and would happily accept the offer to receive a stump and route box. So essentially, the deal was sealed at that point.

A period of relaxation followed, as it was thought the restoration would take years. Surprisingly, an E-mail prompt was received asking for the stump and route boxes earlier than planned, as there was a plan to get 50203 operational in time to launch it on the 50th anniversary of the closure of the Great Central Railway through Loughborough. The owning group wished to recreate the final train, which was two (blue) units in multiple. To do this they wished to complete DMBS 50203 and pair it with a repainted DMCL 50266 (already in service as a maintenance spare) to create a blue set which could then multi with the existing green 3-car set for the final run. The stump and route box was duly fabricated and delivered for fitting to the vehicle.

Several weeks later and Cinderella made it to the ball! Renaissance Railcars successfully brought 50203 to a standard where it was capable of carrying passengers, and at lunchtime on Friday 3rd May services began, two DMU sets shuttling backwards and forwards, in an identical manner to how the timetable operated in early May 1969. 50203 clearly carried its stump and route box and was presented externally in its 1969 condition: most fitting for the day.

As was the case 50 years ago, the two sets were coupled in multiple for the last train, and a nice touch was that the final service arrived northbound into Loughborough central at 19:41, the exact time the final train did so 50 years earlier.

Of course the stump was but a tiny piece in the big effort to restore the vehicle generally. The past few years has seen a serious amount of mechanical work to get the long-stored vehicle up to scratch, with several repairs complimented by more component swaps and even more fault finding to reverse some strange modifications, undoubtedly made during the vehicle's departmental life as 960992. This mechanical work was complimented by much interior work, and in the final 12 months a big push on exterior restoration, welding and repainting.

The owning group were clear that 50203 has more work to be done yet, and much had to be missed in order to get it running for the day. The vehicle



will now receive this outstanding work to bring the interior up to a standard closer to what the group want. However the GCR has still now moved into the category of having two available sets operational. Their 101 fleet will now form two distinct sets: a green buffet fitted 3-car (51427/59575/50321) and a blue 2-car (50203/50266).



It was a pleasure playing a small part in the vehicle's restoration, albeit a non-safety critical one, and it was very satisfying seeing the vehicle take to passenger service. We wish Renaissance Railcars well with their outstanding works, and with running 50203 in preservation service into the future. Another vehicle "out of the sidings"!

## **REVIEW: LOOKING BACK AT DMU 1 From the Railways's Own Workshops (Strathwood)**

The first impression of the book is good, an attractive feature early on is the inclusion of a selection of DMU themed Ian Allen books and BR posters of the period on the pages adjacent to the contents. The book is split into three chapters, each detailing the designs produced by the three BR works: Derby, Eastleigh and Swindon. Each chapter is then laid out by class chronologically based on build order. This order is an interesting break from the more traditional method of detailing each class numerically by TOPS classification, and gives the reader a better idea of the development of the DMU's as you can see the development through time: with marked differences between the DMU's at the start of the production (such as Derby Lightweights) compared to the final designs such as the Inter-City 123. The Eastleigh chapter is given over to the Southern Region DEMU's – given these are not covered by the Railcar Association the review will not dwell on them, but needless to say they are well covered and in a similar manner to the

first generation types that we are examining.

Image quality is very good, the book is produced using shiny paper and is hard backed. The cover photo shows a Transpennine Class 124, representing the subject matter that lies within. Text is of a reasonable size and is easy on the eye. The layout consists of a series of mainly full and half page images (although there are examples of three to a page) and it doesn't feel like too many images have been squeezed into limited space. In my opinion the author has the correct balance of image size, with some excellent pictures that deserve a full page not having to be reduced to a postage stamp like in some other publications.

The choice of photographs is interesting. Stocked entirely with colour views, I am pleased to report that this book does not rely heavily on the easier to come by photographs of vehicle's in the latter dying days, rather, the focus includes many views of the BR green and early blue era which provides a good balance. Whilst some of the green photos are of views published before from sources such as Colour Rail, they

are joined by interesting new additions, with a particular mention required for the inclusion of a strong variety of hybrid era views. The book includes an unusually high number of images depicting rare views of green vehicles that have full yellow ends, and early blue variations such as wrap around yellow ends. It is these interesting inclusions that will stand out to the hardened DMU enthusiast who has many DMU books already on his shelf. Every design produced by the BR works is pictured except the experimental set 50000/56000, and even this set is mentioned in the caption of a similar Class 114. The parcel modifications (such as the class 130's) are also included making a very comprehensive coverage of the types produced.

Captions are skilfully written providing a remarkable amount of historical details considering this is a mainly image rather than text focussed book. The captions are not repetitive as they can sometimes be, and the trap of listing every caption as number, location and when the vehicles were scrapped has been avoided. My only reservation about the captions is the decision to

merge two or sometimes three images into one caption rather than having one per photograph. I found this strange to read and often had to go back to decipher which photo the caption was referring to at a given moment. I'm not convinced this method works well.

A good level of research has been put into this book, with the following classes pictured: Derby Lightweight, 107, 108, 114-116, 120, 123-127, 130, the Edinburgh Glasgow 79XXX units and finally the Battery Electric unit. As mentioned already this is a very comprehensive view with no serious omissions present. Some small errors are present in the captions (I counted approximately ten) but this does not detract from the overall quality and level of historical content that is within the captions.

Pricing is £25.95 which would seem reasonable by today's standards for a high quality book with 120 pages.

In summary, this is an excellent and worthy addition to the bookshelf for anyone interested in DMU's. Comprehensive and without omissions, an excellent spread of colour images

spanning all eras of their working lives makes this a recommended purchase.

## **TIME TRAVELLER**

### **Green Era**

[Class 101 – Ballinluig – 1965](#)

[Class 105 - Ryehill & Burstwick – 6/64](#)

[Class 108 – Menai – 19/6/65](#)

[E&G – Whitelaw – 24/8/66](#)

### **Blue Era**

[Class 108 – Siverdale](#)

[Class 116 – Mortimer St Jcn – 6/5/76](#)

### **Blue/Grey & Later**

[Class 101 - Dundee West – 25/1/81](#)

[Class 116 – Skegness – 16/6/90](#)

[Class 121 - Aspley Guise – 8/5/93](#)

[142070 – Grindleford – 20/6/87](#)

## 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
- 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](mailto:railcar@live.co.uk) but no later than June 29th for Issue 154 (due out July).

## GALLERY



50160 calls at Goathland, 13/4/19 (M.Richardson)



M50266, newly repainted into the early version of BR blue, waits time at Rothley on the GCR, 3/5/19



M50203 during launch day at Loughborough, 3/5/19



M50528 leads a 6-car formation containing 104, 108 & 127 vehicles near Glyndyfrdwy, 24/3/19 (F.Richards)



M51188 leads the first 4-car DMU to ever run on the North Norfolk Railway, 15/4/19



SC51402 shortly before being moved undercover, 26/4/19 (B.Faulkner)



A fresh 55024 at Chinnor, 11/4/19 (P.Weston)



A fresh 55024 near Chinnor, 11/4/19 (P.Weston)



E51427 at Leicester North, 3/5/19 (P.Weston)



51618 leads a 6-car near Gathydwr, 24/3/19 (F.Richards)

