

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 131. Immediate thoughts for this time of year must of course be the convention weekend, scheduled for the 25th to 27th September. This is the 20th such event held by the association and promises to be a great weekend.

The news bulletin is also looking for a features writer. I personally have now found that pressures from my own commitments, not least DMU restoration(!), has created the situation where I am able to dedicate enough time to collate the news and regular features of the bulletin, but not enough to share some of the stories etc that could be told in these pages. I am looking for someone who would be able to suggest ideas for features in the bulletin (either one-of or a small series) and then approach others to contribute either words or pictures. An example could be a series on DMU depots, with a different location featured each issue with a selection of half a dozen photographs. Simple enough, but the time taken to contact people for permission to use their photos etc is something I currently can't give. If anybody is interested in such a role

then please get in touch.

Chris Moxon

20th ANNUAL RAILCAR CONVENTION

This event is to be held at the Ecclesbourne Valley Railway (Wirksworth, Derbyshire) from Friday 25th to Sunday 27th September.

Friday

Friday is the tried and tested Driver Experience day and there is a choice of two railcars to drive: single unit Derby Lightweight M79900 and 3-car Class 101 E50253/E59303/E50170. At the request of the railway the prices have had to be increased to £50 per single trip and £100 per return trip.

Saturday

Saturday follows a gala format and is held simultaneously with the railway's "Multiple Memories" event. Five sets will be in operation: Class 101 E50253/E59303/E50170, Class 101 M51188/E51505, Class 119/108 W51073/E50599, Class 122 W55006 and Derby Lightweight M79900. The latter two sets will be coupled in multiple throughout

the day.

The all-important AGM for the association is to be held at **14:00 in the Red Lion Hotel, Coldwell Street, Wirksworth**. In the evening is the traditional Fish & Chip special departing Wirksworth at 18:15 for a round trip, priced at just £7.50. This will be an impressive 9-car formation with all serviceable units in multiple. During the stop for chips at Duffield, the Class 119/108 will operate £30 Driver Experiences to Hazlewood and back (4 miles) on a first come first served basis.

Other attractions include the Llangollen Railcars stall and under restoration vehicles M79018, M79612 and 977975 on static display at Wirksworth.

Sunday

Sunday will follow the same format as Saturday with the exception of the AGM and evening special.

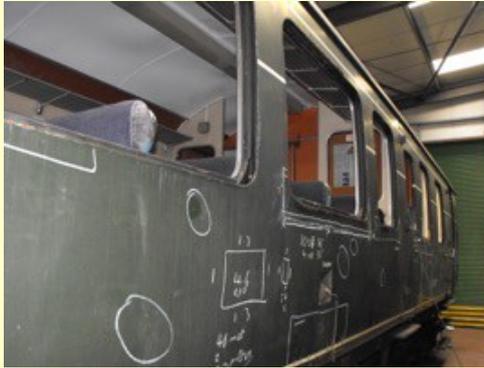
Further Information & Booking

More information on any of the above, plus extra details such as how to get to the railway, the timetable in operation and accommodation lists, is available at the EVR's website, www.e-v-r.com

NEWS

Keighley & Worth Valley Railway:

Services continue to be operated reliably by Railbus M79964 and Class 101 51189/51803. M79964 has recently been receiving repairs to its fuel tank which had been leaking. During this work, it was discovered that 79964 now carries 79963's fuel tank, suggesting a swap during BR days. Communication between Railcar Association members has now conformed that 79964's tank is fitted to 79963, as the latter is also preserved at the East Anglian Railway Museum.



items. The bodywork is now complete and paint is currently in the process of being applied. Back at the GCR, a 3-car set has been created using E50266/E59575/E50321 which although missing a guards brake area can still maintain a service whilst E51427 is undergoing its repairs.



Great Central Railway: Class 101 DMBS E51427 is still receiving repairs at Grinsty Rail. More bodywork corrosion has been discovered so the scope of the original work (repaint, spring change and engine repair) has now been extended to include the extra

Ribble Steam Railway: Railbus E79960, on loan from the North Norfolk

Railway, has seen its busiest time of year during the summer where it has been working many services successfully.



Middleton Railway: The unique Drewry Railbus DB998901 has returned from contract work at the Keighley & Worth Valley Railway and looks fantastic in its BR Green colours. It has already operated some services since its return.



North Norfolk Railway: Class 101

M51192/M56352 continues to provide all the required services, albeit with a long list of niggles attached to it. One situation which has improved is the set's inability to keep its high side vacuum. Following attention to some valves it is now a lot better.



Resident Class 101 set has received a boost as trailer car E56062 has now been out shopped following a repaint and is ready for service once again. It is now in store awaiting the wheelset repairs to its partner E51228 to be completed.



Dean Forest Railway: On 1st August on the DFR they ran all the Class 108

DMU's in combinations of 2, 3 and 5 cars. A number of enthusiasts were present as well as families who appreciated the views from a railcar as well as the high standard of refurbishment.



Having renewed the cab of E50619 last winter the group plans to replace the one on M51914 this winter.

Gloucestershire Warwickshire Railway: Only a 2-car Class 117 is currently in service, such is the level of restoration and maintenance currently underway. The centre car of the (normally 3-car) 117 set is in the carriage & wagon sheds receiving bodywork repairs and a repaint. Also in with carriage & wagon is Blue 117 powercar 51360 which is also getting

bodywork repairs and reupholstery of its seating.

Bo'ness & Kinneil Railway: The Class 126 unit features prominently in the last five minutes of BBC drama 'Stonemouth'. The damage to the paintwork incurred after filming hasn't been repaired yet. A contractor has been agreed so it is hoped that this will be done soon.

The cause of the problem with Sc51017's No. 1 engine has been identified as the cylinder heads not being tightened up to sufficient torque during the Lottery-funded rebuild. It has been dismantled, components thoroughly cleaned, a stud with a stripped thread replaced and new gaskets fitted. The engine is now back together, minus rocker covers, and will be tested under power soon before everything goes back on.

RESTORATION NEWS

Class 104 50455: Work at Bury continues on the bodywork overhaul. The replacement steel sections have gone "hi-tech" with the cab fronts being replicated on the computer and then

laser cut from new steel. Work to repair the fibreglass roof dome has included rebuilding the corner which was damaged in a BR accident during the 1980's.



Class 101 50211: new wooden cab window trims and a handbrake linkage cover has been made for 50211, which has had the drivers windscreen and destination blind windows removed in preparation for welding.

Class 104 56182: One of the main focuses has been on the sliding interior doors, which have now almost reached completion having been re-varnished. Also revarnished have been the four "garnish rails" (wooden sections that go below the opening window) for the passenger doors. Many of the fibreglass sections for the cab interior (restored last winter) have also been

finished in gloss paint, and throttle controller has also been overhauled. New components that have entered the restoration process include the speedometer drive and the six exterior doors themselves.



Class 103 56160: The Park Royal is also being prepared for welding, the first 'bay' of three windows (drivers side 1st class) had been scraped down and work started on drilling out the pop rivets so the window frames can be removed for repair.

Class 117 51384: The Epping & Ongar Railway's Class 117 is no inside for one of the cars to be repainted.



Class 140 140001: The sole surviving Class 140 has received a repaint at the Keith & Dufftown Railway, considerably improving its appearance. It has yet to operate a passenger train in preservation.



Class 121 55029: The Rushden bubble continues to progress with more of the fie damaged bodyside cleaned up and repainted. Varnished indicator boxes have also been completed.



E&G 79443: Most of the underframe has been painted and we have now fitted new key sheeting to just over half of the vehicle. The first compartment partition brackets have been welded to the floor to allow us to do final adjustments to the partitions. The two partitions either side of the middle compartment are now complete and in position and the others are ready to fit but will have to wait until further welding work is done. There have been bodywork improvements too: rotten framework near the staff lavatory window and adjacent door has been replaced. Another bodyside door has been rebuilt. Corridor veneer repairs are complete.

MOVEMENTS

Class 107 52029 moved from the **Llanelli & Mynydd Mawr Railway** to the **Gloucestershire Warwickshire Railway** in August. This coach requires full restoration, having never operated in preservation, and it is intended it will form a 2-car set with Class 117 51360.



TIME TRAVELLER

Green Era

[Class 119 - Cheltenham - 1964](#)

[Class 108 - Huyton - 1968](#)

Blue Era

[Class 122 DB975042 - Euston - 6/70](#)

[Class 104 - Buxton - 28/5/78](#)

[Class 114 E56009 - Hathersage - 13/7/81](#)

[Class 105 E53365 - Stratford - 1/5/85](#)

Blue/Grey & Later

[Class 124 E51956 - York - 10/8/74](#)

[Class 120 - St Helens Jcn - 8/83](#)

[Class 115 - Marylebone - 15/1/86](#)

[Class 143 143612 - Saltburn - 1989](#)

A DAY WITH 121020, 8th July 2015





GALLERY



Class 108 M51941 leads a 4-car set stabled at Bewdley
(K.Gale)



Class 101 E50266/E59575/E50321 at Loughborough,
29/8/15 (I.Dobson)



Class 101 E50253/E59303/E50170 undertake a test run at
Wirksworth, 24/8/15 (L.Gration)



Class 101 E50170 stabled at Wirksworth, 18/8/15
(L.Gration)



The Dean Forest DMU fleet in full force: 50619/56492 on the left with 51914/59387/51566 on the right at Lydney Junction during their gala, 1/8/15 (C. Walker)



Class 117 W51405/W51363 running in power-twin formation at Winchcombe, 26/7/15 (K. Gale)



Class 122 W55003's overhaul continues at Toddington, 26/7/15 (K. Gale)



Major rebuilding continues on Class 100 56097 at Butterley, 13/7/15 (I. Huws)



Interior of W51405 showing NSE moquette (*D.Henwood*)



Interior of 55032 on the Wensleydale Rly (*D.Henwood*)



W51363/W51405 at Todington (*D.Henwood*)



W51400/55032 at Leeming Bar (*D.Henwood*)



101695 works the 2330 Dereham to Wymondham Abbey seen awaiting passengers at Dereham on the Mid Norfolk Railway, 11/7/15 (*D.Orr*)



55029 under restoration at Rushden, 15/8/15 (*N.Benning*)

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 October 30th for Issue 132 (due out November)