

The Railcar Association News Bulletin



EDITORIAL

The whiff of Spring is approaching and many are dreaming of a time soon when the Smiths heaters no longer have to be endured! Restoration work becomes easier with the warmer and dryer weather, but paradoxically the requirement to undertake more maintenance work on already running units increases dramatically as running dates come in and DMU's are used during the main seasons for their host railways. A recent trip of mine saw the Worth Valley and East Lancashire Railways visited over a weekend, with a pleasing amount of activity at both. The Worth Valley's operating 101 set was inside their shed receiving roof repairs whilst work was also evident on the restoration of W&M Railbus 79962 (by the Vintage Carriages Trust) and the 108 set, which is currently receiving bogie overhauls. Across the hill at the East Lancs saw work progressing on Class 104, 105 and 110 sets, all on the same day! Meanwhile the Class 117 and 121 sets were outside awaiting their next running days... Be sure to add the East Lancs' Railcar Weekend to your diaries, as it is potentially shaping up as a very good event indeed, possibly one of the best for railcar

variety since the legendary Railcar50 event in 2004. See the separate section below.

Chris Moxon

22ND ANNUAL RAILCAR CONVENTION

The 2017 convention for the Association will be coinciding with the return of the East Lancashire Railway's DMU event and will be held on November 3rd-5th. After a few years without such an event or modified running days, the East Lancs' DMU gala is back and this year promises to be rather special, offering a bigger format with more attractions and of course, more operating DMU sets than normal. More details will be published in future bulletins, and all details (except the date) are still provisional. However some of the more established traditions such as Driver Experiences and the Fish & Chip special, are expected to be included within the gala itinerary. All being well, it will be an event not to be missed.

RAILCAR OF THE YEAR 2016

Congratulations to the winner of the Railcar of the Year award: Class



101/111 3-car set 50321/59575/51427, based at the Great Central Railway. Last year's award was notable for the closeness between the winner and the runner up. This year could be no more different, with a clear winner rising head and shoulders above its closest rivals. Voting opened soon after Christmas and the Class 117 took an early lead. However after just three days a surge of votes for Class 101 51213 put it in a very strong position, taking the top spot. This lead was maintained for over two weeks and 51213 was in first place for the longest time in the competition. However, mid January saw a wave of support for Class 101/111 3-car 50321/59575/51427 which, importantly, was sustained throughout the final week of voting. The 3-car set's lead became larger and larger as the final days went on, and an astonishing 169 votes had been cast for the winner by

the end. The set becomes the highest voted for British DMU in the award's history, being exceeded only by Swedish Railcar 1212 (which attracted 244 votes, many from Sweden, back in 2012). The set also won over 100 more votes than the closest runner-up, so a deserved win indeed. A very pleasing 354 votes were cast in total for the 5 nominations, making it the second most popular award since its inception in 2012. This was particularly pleasing as last year saw the lowest recorded number of votes, so hopefully the popularity will continue in 2017! Many thanks to all who voted.

NEWS

Avon Valley Rly: The Class 107 set based here remains out of service undergoing repairs.

Chinnor & Princes Risborough Rly: Class 121 W55023 has undergone some remedial work to keep it in traffic. Some badly corroded body work panels have been treated and re-painted. The alternator has been replaced to resolve charging problems and new batteries have been installed. The intention is to take W55023 out of traffic for a heavy

overhaul as soon as the restoration of W55024 is completed.

Colne Valley Railway: Rare AC Cars Railbus W79978 was sold to the Colne Valley Railway Preservation Society in November as part of a larger transfer of assets from private to charitable ownership. The new owners will be keeping W79978 at the railway and have aspirations to form a restoration plan for the vehicle and bring it back into operation in due course.

East Kent Railway: The railway has made its Class 108 set, which was on loan from the National Railway Museum, surplus to requirements so it will be returning to York in due course for static display.

East Somerset Railway: The Class 108 set has been receiving winter works. Power car 51909 has had replacement panelling fitted and some seating reupholstered, whilst trailer car 56271 is undergoing re-upholstery of its First Class compartment.

Epping & Ongar Railway: After approximately 10 years of railcar famine, the EOR now has an

operational DMU set once again as the restoration of Class 117 DMS 51384 has been completed sufficiently to allow it to have completed some test runs in early March. The vehicle is currently running with Class 121 DTS 56287, hired from the Colne Valley Railway (see Movements section), as the EOR's own Class 117 DMBS is still undergoing work.



Gloucestershire Warwickshire Rly: Class 117 51360 has entered service in the line's 3-car set providing a colourful alternative to BR Green.

Lakeside & Haverthwaite Railway: The Class 110 2-car set saw some rare operations during half term week in February, operating all services over a nine day period on the almost

exclusively steam operated railway.



North Norfolk Railway: The first Railcar services were successfully operated over February half term week, featuring Class 101 M51192/E56062, the latter vehicle seeing its first use for several years following exterior repairs and interior reupholstery. A set has been formed featuring the powercar of the (loaned) National Railway Museum set paired with the trailer car from the railway's own 101. The reason for this was that the NRM's trailer car (M56352) has been in for bodywork and a repaint. This work has now been completed and M56352 is now ready to be reformed back with M51192 for the main operating season.

Strathspey Railway: Class 117 DMS SC51367 has received a new set of batteries during February. The 2-car

117 set continues to operate all of the DMU services on the railway and was in use throughout February.



MAINLINE NEWS

The last two mainline registered (passenger) Class 121 units, currently operated by Chiltern Railways, are reportedly to cease operations in a few weeks time, with the last day of operations likely to be May 19th. This may be an important date therefore in the history of First Generation DMU's. No plans for any special enthusiast arrangements to mark their passing have been published by Chiltern, so current advice is to get on the Aylesbury-Princes Risborough shuttles before it's too late!



RESTORATION NEWS

Class 104 50455 (East Lancs): Filling of the new cab front has now been completed and several coats of

primer and undercoat applied.



Class 121 55024 (Chinnor):

Internal work has continued at a steady pace removing traces of its former use as a sandite unit. The generator that once lived in the centre of the unit has been removed via one of the single doors (yes – we were amazed it fitted as well) and sold on. The large window that had been swapped out for a vent in the generator room has been replaced

and most of the window woodwork replaced along with new condensation drains. A new ceiling and new side panelling has been installed along with LED lighting. The drivers partitions have been rebuilt and glazed at both ends of the unit along with new sliding doors. A new vinyl floor had been laid throughout. Seat frames and cushions purchased from the Wensleydale Railway have been refurbished and recovered. The three rows of route learning seats that came with the unit are currently being refurbished and some will be installed in what used to be the guards brake to provide two forward facing rows of seats. A servery will be installed in the main passenger compartment to add to the versatility of the unit. A new set of batteries have



recently been installed and work is ongoing to refurbish No 2 engine. We are currently negotiating a slot to move the unit undercover for external bodywork treatment and repainting. The current plan is to return her to service in Maroon, this being the colour it was painted by Rail Track and later re-painted by Chiltern.

Class 104 56182 (Noth Norfolk):

The first of M56182's passenger seating has been reupholstered, in this instance it is approximately half of the First Class seat cushions. It may seem a little early to be thinking about seats! However these are being done at an advantageous rate for us on the basis that they are completed over a longer period of time as the upholsterers'



workload allows. It is quite a boost seeing such a quality job done! Both of the fibreglass roof domes (inner and outer) have also been undergoing work recently. The outer dome has only just been sanded down so far but the inner dome is more advanced and has received comprehensive sanding and fibreglass repairs followed by painting in primer and undercoat. Before cold weather stopped play, the cleaned up frames around the cab end were fully painted and a new floor fitted to the whole cab area.

MOVEMENTS

Class 121 56287 moved from the **Colne Valley Railway** to the **Epping & Ongar Railway** in February for a period on hire. It will be operating passenger services with Class 117 51384 before returning to its home base.

TIME TRAVELLER

Green Era

[Class 100 – Callendar – 25/6/65](#)

[Class 101 NE50138 – Carlisle – 16/10/66](#)

[Class 105 – 20/4/61](#)

[Class 117 W51396 – Oxford – 30/7/66](#)

Blue Era

[Class 101 M50324 – Hereford – 5/75](#)

[Class 116 W50862 – West Ealing – 4/1/75](#)

Blue/Grey & Later

[Class 103 M56162 – Doncaster](#)

[Class 119 W51080 - Nailsea & Backwell – 8/77](#)

[Class 124 51951 – Ardwick – 13/9/80](#)

[155344 – Hebden Bridge – 29/10/88](#)

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 April 29th for Issue 141 (due out May).

GALLERY



E56062 at the end of the day's services at Weybourne, 2/17
(A.Fowles)



977975 sees red at Wirksworth, 5/2/17 (L.Gration)



SC51367 getting a clean up, 15/2/17 (B.Faulkner)



51118 making good progress at Butterley, 28/2/17 (I.Huws)