

# *The Railcar Association News Bulletin*



## EDITORIAL

Apologies for the late running of this issue. Most "spare time" (what's that?) has been spent on the organisation of the annual convention being held in a few weeks time at the Epping & Ongar Railway. All concerned are working hard to put on a good show and make sure all of the traditional features are present for us. I look forward to seeing as many people from around the country there as possible – as of course it's the only time of the year that we all see each other in one place!

## 23RD ANNUAL RAILCAR CONVENTION

This year's convention will be held at the Epping & Ongar Railway. The organisers are particularly pleased that this year sees us visit a new railway that has never hosted the event before, the first time this has been the case since the Gloucestershire Warwickshire event five years ago.

### *Friday 5th*

Friday is open to members of the association only and will feature the traditional driver experiences. The set in use will be Class 117/121 2-car set 51384/56287 - a rare chance to sample

a Suburban "power/trailer" which will work hard climbing Epping's gradients, most of the line runs at around 1in70 with the steepest section 1in 56! These experiences are now fully booked.

### *Saturday 6th*

Saturday is the main day for additional activities. There will be an intensive timetable in operation featuring visiting Class 121 55033 from the Colne Valley Railway alongside the resident Class 117/121 51384/56287 and a steam service.

Heritage connecting buses will be in operation between Epping Underground, North Weald, Ongar and Shenfield stations. The railways standard fares apply, allowing unlimited all day travel on all of the trains and heritage buses. Adult £14; Concession £13; Child £7; Family (up to 2 adults and 3 children) £36.

In the morning there will be a shed tour at North Weald for members which will hopefully coincide nicely with one of the DMU arrivals at that station. The tour will hopefully encompass the whole site but we will obviously register an interest in seeing the current state of the Class

117 DMBS currently under restoration there. Look out on the convention page on the association's website for the time and place for the tour which will be advertised once confirmed.

In the early afternoon (time TBC but likely to be around 14:00) we will hold our AGM in a local venue, location TBC. Again look out on the convention page on the association's website for the confirmed details.



### *Saturday Evening (Fish & Chip Special)*

The traditional Fish & Chip special will see both sets in multiple to operate after normal services have finished for a run with chips served at some point in the proceedings!

Exact details (including how to book) will be added to the convention page on the association's website but it is likely that orders will need to be placed by the end of the day on Friday, we are currently investigating the best way to do this practically!

### *Sunday 7th*

For those delegates making a weekend of it, Sunday sees more railcar running on an intensive timetable alongside the railway's steam service. The heritage busses are also running and are included in the standard travel ticket. With no official business pencilled in, Sunday will be the best day to simply explore the railway at one's own pace!

## **NEWS**

**North Norfolk Railway:** The big change to DMU running has been the return to service of the railway's own Class 101 set E51228/E56062 following completion of its 7 year overhaul (see

restoration section). This has allowed the other set, M51188/M56352, to step down from 5-day-a-week operation and it now has a more relaxed role as the spare set which will be deployed when E51228/E56062 need an exam or in the event of failure. Regular readers will remember that M51188 is on hire (from the Ecclesbourne Valley) and is acting as a replacement for National Railway Museum owned M51192 which is out of traffic following engine failure. Now that E51228 is overhauled, hopefully M51192 can be extracted from store to have some replacement engines fitted. In the meantime, the railway is enjoying the flexibility of having two DMU sets available for service which has made exam scheduling and downtime periods so much easier to organise. This will also allow M51188 to receive a much needed repaint over the winter.

**North Yorkshire Moors Railway:** The planned DMU workings in October have been replaced in a timetable upgrade due in part to improved availability of steam locomotives. At the moment it is planned that the DMU will feature in the Wartime Weekend (13/14th October) on some Pickering/Levisham runs and over the Christmas Holidays.

## **RESTORATION NEWS**

**Derby Lightweight 79612 (Ecclesbourne Valley):** Following resealing work on the troublesome aluminium roof to make the vehicle watertight, 79612 also received a repaint to one side and one end to protect it while the rest of the restoration progresses. As it was just a holding coat, some fun was had and the vehicle out-shopped in Rail Blue, which is no doubt the anti-Christ for those hankering for an original Derby Lightweight twin set in full green regalia!



**Class 101 51228 (North Norfolk):** After many false starts and challenges, the 7 year overhaul of 51228 was finally completed in early August after the vehicle reached test running stage in



late July. On the 23rd of that month, it ventured out and did a round trip of the line and a small snagging list produced containing various adjustments. These completed, the reunited set (51228/56062) was tentatively put onto the railway's summer evening turns (two round trips at the end of steam services) during August. So far, the set has proven reliable and it is looking like the overhaul has been successful with many positive comments received. This set is now officially "back in traffic" so 51228 can move out of the restoration section of the bulletin for the first time! It is currently in use five days a week (Sunday-Thursday) until the end of October.



to accept the brackets for the slightly narrower class 101 vacuum reservoirs, which have been fitted, as has the Auto Isolating Valve. 3D battery box signs have been printed and fitted. If any group needs any please get in touch.

**Class 104 56182 (North Norfolk):** The bulk of the summer has been (and continues to be) spent on de-rusting and repainting the underframe between the two bogies (the rest will be done once the bogies are removed). All de-rusting has now been completed and the frames painted in primer and undercoat with just gloss black left to apply – this will hopefully be completed before the cold wet weather sets in. In between doing the chassis the underside of the aluminium corrugated floor has also been cleaned on its underside and repainted into a light



grey colour. This will hopefully contrast nicely with the chassis black and will look very clean when the vehicle is on a maintenance pit and staff look upwards at it! (until "running grime" ruins it of course!)

**Class 114 50019 (Butterley):** Work in the last 2 months has seen the completion of the provision to enable wheelchairs to be accommodated in the main passenger saloon, taking inspiration from what Mr Lings did to 'Iris' we have retained the existing sliding door (now slides the other way) and provided a fold away door to enable items up to 36" wide to fit in the saloon, this is above the minimum required for wheelchairs. Work has seen all the Formica replaced, new trim



**Class 103 56160 (Denbigh):** The underframe behind the cab end battery box has been cleaned and repainted. The cross members have been drilled



DMU on Halloween trains so hopefully completion is not far away.

**Class 117 51412 (Whitwell):** Restoration work on 51412 at Whitwell started immediately after the vehicle arrived (see movements section). 51412 is in better condition than partner DMBS 51370 so the former has been receiving temporary remedial work to enable it to enter service at Whitwell, after which more serious work can then be done to 51370. 51412 has therefore been receiving some filling and painting to tidy up corrosion around the windows and doors on the bodysides.



and fittings throughout, new marmoluem flooring is currently being fitted so clean boots only.

**Class 117 51351 (Pontypool):** The project to replace the outer skin on the cab front is nearing completion, with gloss paint now having been applied, complete with lining and half yellow panel. The railway would like to use the

**Class 117 59511 (Strathspey):** New step boards were fitted during July at Boat of Garten. Work has started on sealing the roof vents and once this has been completed work will start on the interior to include a Buffet area. This will involve continued installation of replacement wooden panels which will be varnished.

**W&M Railbus 79963 (Chappel):** 79963 is progressing slowly due to the new season now in full swing. Suffice to say the vestibules are almost complete with new vinyl coverings to the paneling of the luggage areas. The trainpipe air leaks on various valves have been sorted and the unserviceable electrical circuit breakers have been replaced with a more modern variety which has



restored full gear selection from both ends. Further work continues on the exterior in preparation for refitting the distinctive aluminium mouldings. The doors are the next project which will have to be removed for modifications to the spindly latching mechanisms which have suffered from a previous lack of understanding of how to open the doors when there is no air available.

**Railcar 1987 (Nene Valley):** The team have been working hard, particularly on the exterior restoration with much in the way of welding repairs and body preparation being undertaken. Cream undercoat has been applied with top coat currently being applied to the upper section which is a mark of how well things have progressed. Further preparation work and painting will now continue.



## FREE

Believed to be Class 114 second class seats (due to the chromed tops so they're not 108), two triples and one double. Very poor condition upholstery wise but good as spare frames. Will be scrapped if nobody takes them as they've been sat in the yard which is now having a tidy up by higher management! Free to any home. Located at North Norfolk Railway. Contact [Chris Moxon](#) if interested.

## WANTED

Class 117 driver's door for Gwili Railway set.

Contact [John Roberts](#)

## MOVEMENTS

Class 117 DMS 51412 moved from Titley Junction station to the Whitwell & Reepham Railway in late August. The vehicle joins DMBS 51370 already resident and will form a 2-car set. Restoration work to enable 51412 to operate has already started as it is in significantly

better and more complete condition than 51370, so the former will be available to carry passengers with much less work.



Although it was unable to be confirmed in the last edition of the bulletin, it is now known that Class 117 TCL 59522 moved from the Chasewater Railway to the Great Central Railway (Nottingham) in June. Whilst it has changed ownership, future plans for the vehicle remain unknown.

## TIME TRAVELLER

### Green Era

[Derby Lightweight – Tebay – 30/4/66](#)

[Class 101 – Eaglescliffe – 30/4/65](#)

[Class 105 – Rugby – 22/4/67](#)

[Class 121 W55021 – Staines  
West – 21/7/62](#)

### Blue Era

[Class 101 – Grosmont – 26/6/78](#)

[Class 116 – London Liverpool Street](#)

### Blue/Grey & Later

[Class 108 – Keighley – 1979](#)

[Class 115 - Chalfont & Latimer – 5/84](#)

[Class 120 – Hebden Bridge – 16/9/86](#)

[Class 101 LO602 – Llandudno  
Junction – 1990](#)

## 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 October 29th for Issue 150 (due out November).



## GALLERY



The Severn Valley Railway's Class 108 DTCL M56208 prepared for service, 14/7/18 (*R.Cresswell*)



M54270 stored awaiting its restoration to restart, 5/7/18



55003 under restoration at Toddington, 8/7/18 (*N.Jones*)





Class 107 52025 in use at the Avon Valley Railway, 16/9/18  
*(R.Harwin)*



Class 117 51384 at North Weald during a diesel gala,  
16/9/18 *(A.Fowles)*



51616 faces an uncertain future at Quorn & Woodhouse,  
9/9/18 *(B.Astill)*



A 104/108 hybrid formed 50454/56223 departs Carrog,  
14/7/18 *(J.Joyce)*



