

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



## EDITORIAL

Apologies for the late running once again. Life seems to be getting busier with less time to dedicate to the railcar website and bulletin, however we struggle on as always! It remains a time of change as various vehicles, some moderately rare, are put up for sale or disposal. In my last editorial I spoke about supporting DMU events as they were few and far between. Whilst the annual convention has retained its October slot, 2019 has seen the East Lancs Railway sadly reduce their November event from two days to just one, so continued support is required if those of us who enjoy these events want them to continue. Additionally, other events are being reshuffled with the Ecclesbourne Valley gala moving two months earlier to March and the Llangollen gala moving three months later to September. The combination of these two means there are now no events between March and September which represents the whole main season. It would seem we must make sure our heaters are working because DMU events are being moved away from the warmer months! But ending on a positive note, we do retain a similar number of actual events with no

cancellations of galas, which is great to see. I therefore look forward to another year of potentially bumping into people at some of these places!

## 24TH ANNUAL RAILCAR CONVENTION

The next railcar convention will take place at the Weardale Railway on October 4th-6th, a location that has never hosted before.

## 2018 RAILCAR OF THE YEAR

The results are now in for the Railcar of the Year. We can announce that the winner was Class 101 51228/56062 at the North Norfolk Railway. Throughout the competition votes came in thick and fast for the unit, gaining an early lead which only increased over time. By the close of voting, 253 votes had been cast for it, second place going to Class 141 141108 with 38 votes. The West Somerset's Class 115 was third with 27 votes, the Swindon & Cricklade 119 following with 23. Last place was Class 116 59003, down to single figures at 8 votes. So a clear winner with the Met-Camm, the second Class 101 to win the award. Well done to the restoration team responsible for its overhaul. It will be running throughout

2019 at its home railway all being well.

349 votes were cast in total, making this year the third most popular year for voters, behind the 2012 (541 votes) and 2016 (354) competitions. Interestingly, the Class 101 won with 253 votes, making it the highest voted for choice in the history of the awards, beating by some margin the previous record holder Class 101/111 50321/59575/51427 which won over 180 people back in 2016. Votes came mainly from the UK, but with a sprinkling of votes from across the globe, from as far afield as Zurich, Spain, the USA, Brazil, Saudi Arabia, New Zealand and even Malaysia! Many thanks to all those who took the time to nominate and vote.

## NEWS

**Nene Valley Railway:** A short film has been made showing Swedish Railcar 1212 in action along the line. It can be viewed [here](#).

**North Yorkshire Moors Railway:** Daisy ran faultlessly from 27th December to 1st January out of Pickering on a 72 miles per day diagram and good weather produced some loadings in excess of 150 which

is nicely full. People were taking advantage of the views from the unit and from the walks out of Newtondale Halt. The unit returned to Grosmont on the evening of the 1st and is next due out from 16th to 24th Feb, again based at Pickering and then from 30th March.



**Strathspey Railway:** Class 117 51367 & 51402 will be operating on February 13th, 14th, 16th, 17th, 20th, 21st, 23rd & 24th, departing Aviemore at 10:30, 12:30 & 14:45.

## RESTORATION NEWS

**Class 104 56182 (North Norfolk):** M56182 had its bodysides for the first class saloon shot blasted to highlight any welding work that had been missed and also to rid the bodyside of contaminants, notably old filler which can react to new paints and cause

bubbles in the final finish. This done, a period of sanding and filling work followed before a holding coat of anti-corrosive primer. Due to a drop in temperature, the bodysides are now halted at this stage, and are due to receive final filling and full painting up to gloss in Spring 2019. This will hopefully coincide with the fitting of the new cab front, which has been delayed due to some design modifications which were required to the original drawing. With the potentially destructive shotblasting now complete, previously restored components from the First Class saloon are at last able to be refitted, after (in some cases) several years in safe storage. So far the top fixed "quarterlight" and sliding lights installed, complete with all associated aluminium trim. This was followed by the main bodyside glass itself, and refitting of the cab-to-saloon bulkhead which makes the First Class area an enclosed space once again. The visual difference to the whole area is huge! Supporting woodwork (sometimes known as "noggins") has now been fitted throughout so that the rest of the interior, such as window surrounds and veneered panelling, all have timber to screw into. 2019 started with a



"challenge" after it was discovered the recent winds had torn down part of the restoration tent, carrying it part way down the bank towards the adjacent farmer's land. On the bright side however, it is now all repaired and the tent is watertight once again.

**Class 114 50019 (Midland):** The brake van floor has been completely removed and will be replaced, problems sourcing suitable materials delayed things a little, with like for like proving difficult. The same profile material was only available in 75% thinner metal, which was unsatisfactory, so a local fabricator has produced a replacement. All of which is now on site and awaits fitting and welding into place. The passenger compartment nears completion with



Class 114 nearing completion, thoughts are turning to this vehicle. A couple of rolls of moquette have been acquired, and discussions about how much restoration (turning back to original state) have been held. A repaint and bodywork is planned in early 2019, we don't think this vehicle has been used in a DMU in preservation, only hauled stock, so something we are looking to correct, unless anyone knows better. Initial attention to the heaters and lights will be undertaken to permit working inside during the cold and dark.

### **FOR SALE**

Pair of 127 vehicles (51616/51622) in reasonable condition, plus spares. On sale for 6 weeks or liable to be scrapped. [Enquire](#)

heater ducting being refitted, and seat frames are being sorted out ready for attention.

**Class 114 56006 (Midland):** The vehicle has been completely repainted, the cab is now receiving new floor covering material, the ceiling dome has been fettled, repaired and painted and awaits fitting. This then leaves

numerous trim pieces, door cards and a few minor wiring repairs and this should see the cab completed. Only heater ducting covers in the vestibules are now to sort and we can consider this ready for use, hopefully 2019 will see the full 114 set finished and we can look at operating it.

**Class 115 59659 (Midland):** With the

R14 gearbox, overhauled c1993 but never used as the fleet it was intended for was withdrawn Stored under cover ever since and in excellent condition. Best offers over £2,000. Contact [Adrian Shooter](#)

### **TIME TRAVELLER**

**Green Era**  
[Class 100 - Stirling - 17/4/65](#)

[Class 101 – Guard Bridge – 21/8/64](#)

[Class 105 – Rugby Central – 22/4/67](#)

[E&G – Bathgate Junction – 25/6/66](#)

### **Blue Era**

[Class 108 – Rugby Central – 5/4/69](#)

[Class 114 – Sheffield – 30/3/77](#)

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

[Class 101 – Hexham – 14/3/87](#)

[Class 116 – St Blazey – 1991](#)

[Class 117 – Earles Court – 7/6/94](#)

[Class 142 - Mytholmroyd – 25/11/87](#)

- 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 February 27th for Issue 152 (due out March).

## **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:

## GALLERY



Class 104 M50517 at Bury Bolton Street on winter services, 19/1/19 (*I.Dobson*)



Last day of M51188 in blue at Weybourne, 10/10/18



Class 101 M51189 interior, 24/11/18 (*L.McMahon*)



51401 at the Gwili Railway, 1/1/19 (*N.Bunt*)



Class 122 W55001 leads an all blue 3-car formation (Class 104 behind) at Rawtenstall, 12/1/19 (*P.Wallis*)



W51321 having cab tinworm attended to inside the shed at Shackerstone, 9/11/18 (*M.Miller*)



M51562 on static display at York, 16/1/19 (M.Miller)



Recently repainted 51591 at Butterley, 18/11/18 (A.Fowles)



Original pairing Class 108 M54490/M51907 at Swanwick Junction, 1/1/19 (S.Clark)



M79900 "Iris" at Warkworth, 8/12/18 (S.Graves)



