

The Railcar Association News Bulletin



EDITORIAL

Now we are storming through the month, the first railcar event of the year is already gone. The Ecclesbourne Valley put on their usual good show which this year included tail load traffic behind Derby Lightweight Iris. A lucky few were also escorted during the weekend into the yard to view progress on Derby Lightweight trailer car 79612, which is progressing well, a most worthy project and of course one of the famed "Holy Grail" sets.

Whilst straying away from our remit as DMU operators, a couple of members were also present at the National Railway Museum's launch of their 2-HAP Electric Multiple Unit powercar which is coming to the end of a major cosmetic restoration. They have done an excellent job and the level of investment they have put into this commuter designed run-of-the-mill vehicle shows that the NRM have not solely focussed on Flying Scotsman these last few years, something they are commonly criticised for by many enthusiasts. There appears to be a small but growing movement within the museum, the 2-HAP being their first achievement, who have intentions to



move onto other vehicles within the national collection, if agreed. Whilst it would not be appropriate to list vehicles here, it is clear that the team responsible for the 2-HAP would like to see their work continue on some of the "typical" (as opposed to "famous") rolling stock within the national collection. What a lot of enthusiasts cannot fathom is that not everything in the world *has* to run, and successful cosmetic restorations of multiple units in museum and display environments where they would otherwise be rotting away in my view is a good thing.

In other NRM news, the Science Museum Group have very recently released a 15 year strategy document detailing their plans for the collection.

Relevant to us are the railcars of course. The way the document reads, it would appear that the GWR Railcar (unsurprisingly) will remain as it has always been, a well presented static display item. The Class 101 will remain operational on loan provided the loan terms remain in the best interests of the vehicles. The Class 108 is listed as to remain at NRM York and may receive work in the future to allow operation at York on passenger rides. Finally, they intend to expand their DMU fleet via the acquisition of a second generation Class 142. With the latter's withdrawal planned for this year, I feel it will not be long before the website is being updated with a new class, alongside the existing Class 141 page!

NEWS

Llangollen Railway: Class 108 vehicles 51933 and 54504 arrived from Swanage on 29th January and 31st January respectively. Although nominally 'ready to run', a substantial amount of commissioning work has been undertaken to both. Both engines lacked working hand throttles, and the no.1 fuel pump was somewhat awry on a cold start. A replacement pump has been fitted, but that has idle issues

instead. Both vehicles are unusual in having Webasto heaters fitted in place of the normal Smiths units: time will tell how useful they actually are, as the rated output is somewhat lower at 9kW. A test run to Glyndyfrdwy was undertaken late on 10th February, with no major problems found. A broken quarterlight and a missing partition glass have been produced and fitted. Extensive attention to the saloon lights was required, mainly in the trailer. After considerable attention to the jumpers, a 6-car ensemble of 50528/50454/54504/51933/56223/51618 made a brief foray out of Pentrefelin yard late on 17th March to Goods Junction and back. The new set debuted in traffic in the 6-car for Peppa on 23rd and 24th March, with a peak loading of 217 on the Saturday.



50454 / 50528 have handled all the

early season services so far, with little to report beyond the usual minor problems, an FP exam, fuel and so on. Services are currently terminating at Carrog until the new station at Corwen is opened, so there is a long layover at Carrog once more.

56223 has seen a lot of effort over the Winter to repaint its roof, 'weather' side and underframe. Approximately eight days of roof preparation with a scabber, wire brushes and pop riveter were followed by coats of etch primer, undercoat and gloss. The side has also had attention from filler, undercoat and gloss. A second session after Peppa will be required to put a second gloss on the roof and side, line it out, and attend to the bogies. Hopefully the roof attention will also deal with the various minor water ingress issues as well.

North Norfolk Railway: The season has now started with a 9 day period of half term running for primary set E51228/E56062 which was completed without issue. The set is now running weekends throughout March before taking a rest for two weeks over the Easter holidays whilst an all-steam timetable is in place.



North Yorkshire Moors Railway: 101685 performed duties during the February half term and should next be out supporting the visit of Union of South Africa on a Pickering based return trip on 30/31 March and 2/3/4/6/7 April.

RESTORATION NEWS

Class 101 51188 (North Norfolk): Not



a major restoration as such, but the vehicle's bodywork and repaint has been progressing well. All welding, filling and sanding has now been completed and the primer and undercoat has now been applied to the vehicle. It is hoped to complete the work in April.

Class 104 56182 (North Norfolk): Focus has continued to be on the refitting out of the first class saloon interior. The rear bulkhead has been stripped, sanded and re-varnished back to its former glory to match the front example. This done, the walls and ceiling have been insulated and the previously restored heater ducts fitted into place. Roof wiring for lighting and speakers has been tested and fitted

into position prior to ceiling fitting. The floor has also been repaired where required and finished in several coats of resin.

Class 105 56456 (Llangollen): 56456 has seen a lot of progress in recent months, with most of the roof now insulated, and the ceiling panels starting to go in. For those interested, the panels are polyester coated 3mm ply - more commonly supplied to caravan outfitters we are told. Refurbished light fittings and new PA speakers are also going in. Meanwhile wiring work to the cab and jumpers has also continued - as with most wiring work, running the actual wires is less work than making sure there is something to run them in, and the things they connect to are refurbished.

Edinburgh Glasgow 79443 (Bo'ness): Underneath good progress has been made restoring the two underfloor heater air intake grille covers and gas bank boxes, and the descaling (with a needle gun) and painting of the solebar has continued. Inside the focus has been on building up the timber framework for the partitions / ceilings of the three compartments. We have a lot less to work with than we did with Sc59404 after its asbestos strip, there is a lot of fact finding required (aka how the f*** do we do this?) to determine sizes, positions, layouts. We have a lot of work drawings to work with but they can also cause confusion and doubt... But progress has been made; pieces of timber have been cut, shaped, treated with intumescent paint, and fitted. It's slowly but surely coming together.



W&M Railbus 79963 (EARM):



Preparations are being made for restoration of the seating.

MOVEMENTS

Class 108 51933/56504 moved from the **Swanage Railway** to the **Llangollen Railway** in January. The railcar has been purchased by a private individual and it is now under the custodianship of Llangollen Railcars. They have been very busy bringing the vehicles up to scratch and are in the process of working through a list of faults and tasks before it enters service later this year.

Class 115 51669/51849 moved from the **Spa Valley Railway** to the **Midland Railway Butterley** in March. They are in a poor condition so will require considerable restoration work by their new owners in the future.



SUPPLIERS

[Filtration Control Limited](#) manufacture filtration and there have been recent discussions between their head of Rail and the Gloucestershire Warwickshire Railway about producing some glacier filters. If any groups have any requirements for filters, including oil, HVAC, air-intake, hydraulic and fuel then Carl Wilson (07971068473) invites any contact.

FOR SALE

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

TIME TRAVELLER

Green Era

[Class 101 – Crail – 28/6/65](#)

[Class 110 – Red Bank – 1964](#)

[E&G – Bathgate Jcn – 28/8/65](#)

Blue Era

[Class 101 -Shippea Hill – 6/74](#)

[Class 108 – Arnside](#)

[Class 116 – Stratford](#)

Blue/Grey & Later

[Class 101 – Bristol](#)

[Class 119 - Little Bedwyn – 10/12/86](#)

[Class 128 – Clay Cross – 16/5/88](#)

[142012 - Mytholmroyd – 25/11/87](#)

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 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 153 (due out May).

GALLERY



51427 in the loop at Swithland 27/11/19 (B.Morley)



51610 stored at Butterley, 17/3/19



Class 104 M50517 leads a 3-car formation on winter services at Summerseat, 2/2/19 (F.Richards)



E51228 between Sheringham and Weybourne, 22/2/19



Newly arrived 51669 at Butterley, 17/3/19



54484 receiving work at Swanwick Jcn, 21/2/19 (M.Hughes)



51189/51803 head through Oakworth running a half term service to Oxenhope, 23/2/19 (R.Beckett)



56062 between Weybourne and Sheringham, 22/2/19



59500 stored at Leeming Bar, 10/3/19



141113 running services at Butterley, 21/2/19 (P.Hughes)



59509 in service as hauled stock at Leeming Bar, 10/3/19



999507 at Isfield on the Lavender Line, 3/2/19 (S.Hodgson)

