

The Railcar Association News Bulletin



EDITORIAL

I write this shortly before departing for sunny Wales for the Llangollen Railcar Gala, so will hopefully see several friendly faces there! We also have the annual convention in October which of course is central in the calendar for meeting up. Away from galas, it's been another few busy months of "business as normal", almost to the extent there's no time left for writing bulletins! Enjoy this issue in any case! (PS: Special thanks this issue to Clive Hanley for the excellent front cover photo – to which he retains copyright)

2019 CONVENTION

This year's annual gathering for Railcar Association members will take place at the Weardale Railway in County Durham, with activities being centred on Stanhope Station.

Friday October 4th

The customary driver experience trips will take place using the section of line between Stanhope Station and Scotch Isle Loop (where the main depot is situated) using Class 122 'Bubble car' 55012, covering a distance of just over five miles each way. Departures will be on the hour from 1000 until 1700, and

the cost will be £25 single trip or £50 return. Members will be allowed to ride on this train. Catering will be available at Stanhope station café, including hot meals and drinks all day. For bookings email [Elizabeth Green-Hughes](mailto:Elizabeth.Green-Hughes)

Saturday October 5th

The line will operate a two-train DMU service which will see one of the first appearances of the former Bodmin Railway Class 108, alongside the Class 122. For those who wish to attend the event by rail the Weardale Railway station is close to the Network Rail station at Bishop Auckland (which has hourly trains from Darlington). It is also possible that a visiting unit may be able to attend from mainline operator Northern.

The 'formal' meeting will take place at 1500 hrs in Stanhope, with a fish and chip special departing at 1745 for a return trip to Bishop Auckland (this will connect with Network Rail service). Either fish, chips and peas (£6) and sausage, chips and beans (£5) will be available and it would be useful for the catering department if members could email [Elizabeth Green-Hughes](mailto:Elizabeth.Green-Hughes) with their orders at least a week prior to the event.

Sunday October 6th

Will see another running day with members able to sample the full length of the operable section of this scenic line, which is just over 15 miles long, rising by over 300 feet and in the process crosses the River Wear many times by a number of large bridges.

Further Information

Timetables will be available nearer the event. Day Rovers for a single day will be priced at £16, or will be £30 for both days.

Any enquiries other than bookings to [Evan Green-Hughes](mailto:Evan.Green-Hughes)

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NEWS

Llangollen Railway: Class 104 50528 has had metalwork repairs to the cab, which was a bit 'crusty' at the bottom. At the same time the bufferbeam, jumper sockets and other paraphernalia have been needle gunned and painted up to smarten it all up. Viewers will need sunglasses for at least the first few weeks until the Welsh weather has weathered it all down a bit. The false route indicator cover hasn't been



refitted for the time being to give a change of appearance. An errant fan drive on partner 50454 stopped things for a while: it is a mystery why two of the four fasteners suddenly decided to shear, but shear they did. Fortunately the fan drive remained attached until dealt with.

The never-ending list of small jobs that take forever continues to be tackled on the "new" Class 108. 51933's demister was replaced but required much messing to access it under the desk; the two worst exhaust leaks have been dealt with using a 'gun gum' kit for now.

The auto isolating valve had a cover fitted - turns out the reason it was missing is that it is impossible to fit once the valve is in situ! No.1 engine is still awaiting a properly overhauled fuel pump as it occasionally stalls when 1st gear is selected, and doesn't idle at all when cold without a lump of ballast behind the hand throttle. Destination indicators have been prepared for both cars but await the woodwork team to fit them. The front end of 54504 is next in line for similar treatment to 50528, as that is also quite tatty. The set made an unusual appearance on a Driver-Ex when the timetable had it needing to overtake the Wickham. which was on a charter: this suited the first participant who had already driven the 104 twice and the Wickham, and fancied a change.

The "Wickham" 109 had a 'C' exam completed over the Summer and was back in traffic for the Autumn season, when there are quite a few midweek days to cover. The set was split for some months whilst 56456 was occupying one of our spots in the shed. A long awaited repair to air pipework was completed using some locally sourced flexible pipes to replace the

60-year-old steel ones that had corroded badly. A final drive air cylinder was also replaced as it was quite badly worn and needs sleeving if it is to be used any more.

Not much news on the 127/108 set, but 51618 is due back in the shed over the Winter for the next section of corrosion to be tackled. Hopefully the first section will also receive its second gloss and lining out at last!

In other news, a couple of box vans have been tidied up a bit as tail loads for the forthcoming gala; new destination blinds are also in hand and will provide a selection of different options from those available previously. Evening trains on the Saturday, and the 'Oktoberfest', should provide a bit more interest too.

Midland Railway Butterley: Class 127 M51591, engine number 1, has been restarted with the overhauled fuel pump returning from servicing. Further work is required to ensure the engine runs smoothly as initially it is thought not to be firing on all cylinders, and an oil leak around one of the filter bowls need attention. Its partner M51625's repaint

has been completed. It was dragged off shed for use at the diesel gala prior to having its numbers and roundels applied, it's hoped that it can return soon to have these applied and completion of the underframe paintwork.

North Norfolk Railway: With the generous help from our friends at the Ecclesbourne Valley Railway, a replacement final drive protection relay was sourced which allowed both Class 101 sets to be "in traffic" at the same time once again. Both sets have been operating throughout the summer season with little trouble.

North Yorkshire Moors Railway: Diesels will run from Pickering on most days from 30th September to 20th October, which were originally planned to be DMU operated. However depending on projected loadings and ambient temperatures these could be either loco hauled or railcar?

RESTORATION NEWS

Class 104 56182 (North Norfolk): Re-skinning of the bottom of the fuel tank has been completed and the reassembled item tested with diesel,



following which it received paint and has been refitted to the vehicle. More underframe electrical trunking has been removed, from on top of the bogies, some of which is corroded and requires repair/replacement. On the vehicle itself, the two cab doors are now fully rehung onto the vehicle following overhaul. The wooden door jambs then followed and the lock and catch

combination fitted. In addition to the above, the secondmans door has been taken further with the droplight window installed and the remaining furniture fitted to the rear of the door, giving it an almost complete appearance (just the handrail still to refit). Final sanding and filling bodywork preparation has also been completed on the first class bodysides, these being re-primed (again), finally receiving a green undercoat. The biggest news however is the arrival of the laser cut replacement cab front, which has currently been pinned (prior to welding) to the front to check the initial fit. Some adjustments are required to get around a collision the vehicle has had on the drivers side, but other than that the fit is good. The vehicle now needs its dome





refitting and it will finally have its “face” back again! Lastly, a pair of Class 104 powercar bogies has arrived on the railway for storage/future insurance. Although the powercar that 56182 is eventually to run with has not yet arrived on the railway, the spare bogies needed re-homing and may even prove useful as accommodation bogies whilst 56182's own are removed for overhaul, possibly next year sometime.

Class 105 56456 (Llangollen): The last of the luggage rack supporting woodwork has been fitted, bringing one task to a close. Most of the rest of the ceiling can now go in. The roof has finally had three coats of paint applied, some months after it was shotblasted ready for that. Evidently the cab dome

is a patchwork fabrication and was never galvanized, unlike the rest of the roof. The mess coach 5809 had a brief excursion from its long term resting place to allow 56456 to regain its usual spot.

Class 114 50019 (Midland Rly Butterley): E50019 has recently been fitted with a new brake van floor, the previous was showing significant signs of corrosion and the decision made to replace it. Big job, but it will last a long time. Internally all the seat frames are now painted and await cushions.

Class 115 59659 (Midland Rly Butterley): M59659 has finally made it to the yard, recently suffering vandalism. 2 exterior windows smashed and 4 internal partition windows

destroyed, the vehicle is now having a bodywork overhaul. Areas for welding have been identified and the doors (20 of them) are in the process of being checked over and a work list for each one created. Internally all the seats are being removed to enable the floor covering to be replaced.

MOVEMENTS

Class 121 55028 moved from **Eastleigh Works** back to its home the **Swanage Railway** in July. This is following the completion of a protracted overhaul. It was moved by rail by Class 33 D6515 and the 121 has not yet returned to passenger use. It has however been used on a series of driver training trips.

TIME TRAVELLER

Green Era

[Class 105 - Noel Park – 13/9/58](#)

[Class 120 – Gollanfield](#)

Blue Era

[Class 101 – Pennistone – 31/7/80](#)

[Class 104 - Upper Holloway – 30/5/85](#)

[Class 105 – North Woolwich](#)

[Class 109 56171 – Doncaster](#)

Blue/Grey & Later

[Class 101 – Tywardreath – 9/9/91](#)

[Class 108 53964 – Crewe – 7/88](#)

[Class 120 53666 - Farington Junction –
1983](#)

[142070 – Grindleford – 20/6/87](#)

- 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 29th for Issue 156 (due out November).

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.

GALLERY



52006 stands at Avon Riverside, 29/6/19 (*P. Weston*)



50266/50203 were in action at the Great Central's diesel gala running Mountsorrel shuttles, 7/9/19



51562 on display at NRM York, 7/9/19. (*J. Stallwood*)



51131 working services at Shackerstone, 6/8/19 (*C. Baines*)



Almost forgotten 59664 at Midsomer N'ton, 7/9/19 (S.Smith)



51131/55005 at Market Bosworth, 22/6/19 (P.Weston)



Class 122 55005 running in multiple with Class 116 51131 at Market Bosworth, 22/6/19 (P.Weston)



52025 stands at Avon Riverside, 29/6/19 (P.Weston)

