



The Railcar Association Bulletin March 2011



Introduction

Another modestly sized edition, although news of progress continues to make it through proving that many are still busy caring for the UK's collection of railcars.

The first event of 2011 will be taking place this month on the East Lancs Railway, who are continuing to expand their fleet, with (all being well) an impressive three sets planned to be in traffic for the event. If anyone takes any pictures during the day, we would welcome any submissions for a gallery in the next issue.

Finally, in next issue, which will be number 105, (you've guessed it) we will be welcoming any Cravens themed material that any readers can dig out.

News

Ecclesbourne Valley Railway: DMU's will be playing a significant role in the Grand Opening of the line between Wirksworth and Duffield on the weekend of 8th/9th/10th April 2011. The FIRST train will be operated by a DMU (a combination of as many as can be mustered probably) and then will operate alternating with a steam service for the three days. It is not very often that DMU's get a look in at prestigious events so the EVR DMU Group feel very lucky! Full details of the opening are [here](#).

- Class 101 DMBS M51188 has received a new set of modern batteries and has had a leak in the cab sealed.
- Class 101 TSL E59303's restoration is nearing completion and it is hoped the vehicle will be in the opening train.
- Class 108 DMBS E50599. Work to make the vehicle operational for the first time since arriving (and for the first time in a long time by the sounds of it) is virtually complete and this vehicle should feature in the opening train as well.
- Class 122 DMBS M55006 is out of traffic with lengthy investigations into a vacuum leak on the high side pointing to a problem with the cylinder on No.2 bogey. No repairs have been carried out yet.
- Derby Lightweight DMBS M79900 Iris, has had original patterned high back seats installed that have been freshly made from new (see image). This also frees up the cushions for installation in E59303.

Didcot Railway Centre: Restoration work has been progressing well on GWR railcar 22. These railcars are considered the grandfathers of the conventional DMUs and are fitted with 2 AEC A182 Series engines of 9.6 Litres & 105 BHP with 6 cylinders. They are direct Injection with Ricardo Heads.

On 22, the bottom end of Number 1 Engine has been rebuilt, which included new crankshaft and big end bearings, new pistons, new rings, and a slight hone of the bores. The roof has been rubbed down and repainted. Internally, the seats have



received brand new upholstery to the original Green Pattern, which has been made, and most interior wood work has been varnished. A new floor has been laid and new lino fitted. The Rexene panels have been renewed, the opportunity being taken to replace the red colour scheme with the original green. Ceilings have also been repainted. The refurbishment works are now coming to an end and it is hoped the vehicle will be use during 28th-30th May.

Churnet Valley Railway: The winter has seen the group tackle a second full engine rebuild. In February the completed engine was fitted and tested and the group are very proud of how smooth it sounds compared with its BR neighbour which was most likely to have been fitted in the late 1980's and is still going (touch wood!). This now means that the 104 set is back on all four engines as nature intended, with two rebuilt examples complimenting the two remaining "originals".



Bo'ness & Kinneil Railway: We have again concentrated on Sc79443. The end of the roof is now complete. A new door pillar has been fabricated and welded in at the corner of No. 1 end and corridor side. Metalwork above that door has been repaired and new panels are ready to go on. The first rotten body panels have been cut out from the compartment side of the vehicle, again starting from No. 1 end. No. 1 end passenger communication mechanism is now assembled from refurbished and repaired parts from the vehicle and Mark 1 stock. We have started to fit it to the vehicle and holes for the communication chain have been made in the new end plating. Both gangway doors are varnished and most fittings are back on. No. 1 end door's sliding mechanism is badly seized so a spare has been stripped and rebuilt to replace it. The nuts and bolts used on those windows refitted on the corridor side have been altered to be flush with their frames. Other alloy pieces and slider guides are being cleaned and polished as part of preparations to refit the sliding lights. Cleaning and painting of end components continues.

More of 51017's cab woodwork and pipework is being cleaned and varnished or painted.

Movements

The two National Collection 1st Generation DMU sets have been united following the movement of Class 108 power-twin 51922/51562 from NRM York to the East Lancashire Railway in January. 51922 is in green livery while 51562 is blue. The latter was the 1000th vehicle built by BR at Derby.



After 10 years of relative inactivity, work on the set is progressing well with the aim of a return to operational condition. It is hoped it will debut at the East Lancs Railway's DMU Day on Sunday 19th March, an advert for which is included in this issue.

LEVs

Jonathan Ford has kindly shared a definitive list of the Leyland National based Railbuses

- **R1 (also known as LEV1):** Original vehicle built as an experiment. Completed May 1978 but not fitted with engine until 1979. 12.3 metres long. Now at North Norfolk Railway, owned by NRM.
- **R2 (also known as class 140):** Two car over-engineered set. 16m long fitted with class 210 cabs. Now preserved at Keith & Dufftown.
- **R3/1 (also known as LEV 2):** Single car prototype built by Wickham of Ware and evaluated in USA (has "right hand drive" control position and doors on the left). Same length as R2 but with Leyland National Mk2 cabs. Preserved in USA.
- **R3/2:** Single car prototype built by BREL used in UK and Northern Ireland (has "left hand drive" control position and doors on the right). Preserved in Ireland.
- **R3:** There was also a third R3 bodyshell made which was used only for strength tests at Derby and was never made into a complete vehicle.
- **R4:** Designation not officially used (commonly known as class 141). 20 two car units. 4 preserved in UK, 2 scrapped, 2 in Holland (rumoured to be destined for Cuba!) and rest in Iran.
- When the class 141s were built FOUR additional bodies were made, these didn't have official numbers but were known by name. (Please note these were not considered to be prototypes).
- **THAILAND** was a two-car unit built to metre gauge and used as a demo in the far East. Similar to look at to a class 141 but with entrance doors opposite cabs and "right hand drive".
- **USA:** A single car unit with three doors each side. Toured America and now preserved at Telford.
- **EUROPE:** A single car unit with "right hand drive" and one door each side opposite the cab. Visited Denmark and other places. Now preserved in Eire.
- The Workington factory then went on to the class 142 and later the class 155.

Further Reading: *Railbus Systems* by the Institute of Mechanical Engineers which was published in 1982. *Beyond Reality* by AD Jack covers the history of the Workington plant. There is also an article in *Rail Magazine* which appeared in Issue 240 (November 23 1994) and which was about Thailand, USA and Europe.

EAST LANCASHIRE RAILWAY

Bolton Street Station, Bury, BL9 0EY
Telephone: 0161 764 7790 (Lines open 10.00 - 16.00 everyday)

DMU DAY



Heywood - Bury - Ramsbottom - Rawtenstall

Saturday 19th March 2011

Featuring: Class 101, Class 122/121 & Class 108 DMU's
(all units and services subject to availability)

Yellow timetable & normal ELR fares in operation
Travel all day for only £12.50 Adult, £8.40 Child

www.eastlancsrailway.org.uk



QUALITY ASSURED
VISITOR
ATTRACTION

Unipart Rail Sale

Unipart Rail are selling more spares, with the latest batch including many items suitable for first generation use. The catalogue is in Microsoft Excel format so cannot be included here but the editor will [send a copy on request](#). The items however will no longer be available after March 4th so interested parties must act fast.

Driver Experiences

The Gwili Railway in West Wales are pleased to announce two dates for DMU driver Experience courses this year, in an exciting new venture. Ride up front in the heritage diesel unit, whilst enjoying the scenic Gwili Valley - on Saturdays 2nd April and 5th November. Prebook only, ring 01267 238 213 for further details.

The cl.117 DMU (W51347, W59509 + W51401) is also expected to see action on the 4th/5th June ("Classic Transport" weekend) and 25th/26th June ("Festival of Food & Crafts") alongside the regular steam service.

Forthcoming Events

Date	Railway
March 19th	East Lancashire Railway
June 25th & 26th	Llangollen Railway
October (TBA)	Keighley & Worth Valley Railway

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
 - Requests for information
 - News & images of recent DMU activity
 - Anything that featured in the pre 2004 bulletins
 - 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 30th for Issue 105 (due out May)