



# The Railcar Association Bulletin May 2011



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## Introduction

The East Lancashire Railway's gala in March went well with the National Railway Museum's 108 set generating a surprising level of interest. The Ecclesbourne Valley Railway also opened their five mile extension to Duffield in April with railcars featuring heavily, a 101/108 4-car set operating about 50% of the trains during the big weekend.

It is pleasing to hear that DMUs can still be useful on the larger lines who have moved on from fleets of earlier times. I am referring of course to the landslip stricken Gloucestershire & Warwickshire Railway, who have taken delivery of no less than five vehicles which will hopefully prove an asset to them while they reconnect their currently severed line.

The rebuilding of the Railcar Association's website continues. However photographic contributions and help with writing brief histories of preserved vehicles has not been very forthcoming. Several individuals have been very helpful in providing information which builds up a very good picture of a few key railways but many other railways represent "gaps" in the story. If anyone has any photos over the years of preserved DMUs that they would be prepared to have included on the website then they would be gratefully received. Also, due to holidays the next edition (July) will be delayed by just over a week.

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## News

**Midland Railway Butterley:** Corrosion repairs on the inner end of Class 108 DMBS 51937 are now progressing well. The bulk of the new metalwork has been completed in a week, the illustration shows the progress by mid April. The rest of the paintwork has been taken back to bare metal then primed. At the same time, work has progressed on stripping old paint from the roof. It is hoped that the corridor connection and exhaust pipes can be returned to the vehicle soon.

Investigations have been carried out on Class 100 56097 in advance of work to replate the cab ends during the summer. Some parts for this car, and partner 51188 have also been sorted out.

**Llangollen Railway:** A roundup of what has been happening at Llangollen in last 6 months:

- **Class 109 E50416/E56171** had been stored since October, returning into traffic April and working mainly mid week diagrams. The powercar has received a new bend, welded in at rear of no 2 exhaust. The No 2 radiator hoses have been altered slightly (more flexibles put in to stop the fixed pieces splitting), the No 1 radiator fan has been replaced with one which doesn't rattle(!) and the No 2 engine anti-vibration shock absorber has been replaced with new (specially made). Both vehicles in the set have also had the corridor canvas removed and replaced with new and an FP exam.
- **Class 104 M50454/M50528** have had FP and A exams. Additionally, M50454 has had a replacement heater panel and EP valve, and M50528 had had a No 1 heater glowplug renewed and the glowplug voltage adjusted to aid reliability. The No 2 bogie cylinder cross shaft also lost its pin, requiring the offending cross shaft to be removed, a new bush and pin manufactured and fitted. The oil was also drained from gearbox air pipe (which had been causing slipping gears).
- **Class 108 M51907/M54490** has been in traffic with an A exam carried out. – in traffic throughout period. Work on the powercar has included the adjustment of the heater solenoid plus the heater being rebuilt so that the glow plug is on outside. A stuck drain down valve on the air system has been repaired and internally the front saloon seat frames have been repainted. The trailer car has had the LED air/axle panel changed due to No5 r/h indicator being defective. Several horn guide bolts have also been replaced, having been loose.
- **Class 127/108 M51618/M56223** is currently in the workshop but did complete some January services and a Thomas event. Work has focussed mainly on the Class 127. The roof and headcode box paint has been removed and the roof is currently being repainted, five areas requiring patch repairs in the presence of corrosion. Due to high water usage all hoses from No2 engine have been removed and replaced with silicone type, this involved removing the radiator and



header tank! The same job is now being done on No1 engine. A leaking injector pipe has been repaired and a new Flexible pipe fitted to the air intake on No1 engine. The brakes have been adjusted and part of the Pascom chain and tube has been replaced (involved dropping the ceiling and making new). The battery straps in the vehicle and the negative mounting for fuses have been replaced, both due to corrosion. Work to repair the jumper socket covers has been done, with the cab end sockets replaced with recon units due to corrosion. The air system non return valves have been overhauled, the No1 brake cylinder DA valve stripped and cleaned, the No2 vacuum exhauster changed for recon unit, the No2 cylinder neck ring renewed and the cab air gauge replaced with a recon unit. All the EP valves have also been stripped, cleaned and O rings greased. The 108 trailer, 56223, has had the vestibule face plate wedge replaced as the original had gone missing.

- **Class 104/105 M50447/M56456** are both undergoing more major work. M50447 has had a fuel filter assembly made up and fitted to No1 engine, missing manifold nuts fitted, rocker covers removed, valve gear checked, pipe modifications made to the diesel lines on the engines, wiring rectification to the engines, batteries fitted and engines started. No2 engine has a bit of a knock, but still progress towards restoration. The guards van has also been cleared out of stores. M56456 has had all the interior removed with seats, luggage racks, doors, etc all stored away. The asbestos contractors have since stripped the panels and are currently removing any asbestos which they find.

In addition the group have recovered their spare class 127 engine and bogie from the Midland Railway Centre which involved jacking up the spare vehicle there and swapping the bogie as well as removing the engine and bringing it over to Llangollen. They currently plan to have the 127 set back in traffic for the June Gala, following which the 108 will receive some attention. During the summer they hope to be able to start welding work on both class 104 50447 and class 100 56097.

**Ecclesbourne Valley Railway:** The opening event went smoothly and included the launch of Class 101 DMCL E50170, Class 101 TSL E59303 and Class 108 DMBS E50599, all following restoration work. E50170 arrived on the line from the Midland Railway Butterley on 28th March. The four day event went very well and the trains were packed out. Many people were making use of the main line "connection" at Duffield too. 51188/59303/50170 ran Thursday and Friday, but a problem was encountered with 51188's engine No.1 after the 1st trip on Saturday which paved the way for 50599 to be added to the north end of the set as a strengthener for power on the gradients. As it happens, the extra seating was necessary anyway. The 4 cars ran together on Sunday too. It was the first time 50599 has carried passengers for a good number of years! Over the whole period, Iris has proved popular on the 1 in 27 incline.

- Class 101 TSL E59303's restoration is now complete and the vehicle has been operating with other 101 vehicles as a 3-car set.
- Class 101 E51505 will need cosmetic work internally soon including the replacement of a rotten ceiling.
- Class 122 DMBS M55006 is still out of traffic awaiting attention on a vacuum leak on the high side.

**Bo'ness & Kinneil Railway:** Buffet car **Sc79443** continues to improve slowly. New body panels are now on at the No.1 end/corridor side corner and filler applied to form the correct body profile. Pass. comm. work is time-consuming but welding is complete and the various bits have been cleaned and painted. The main valve and linkage assembly has been trial fitted and will operate correctly after slight adjustment. Fittings for one water filler pipe have also been welded on. Cleaning and painting of buffer beam components (jumper connections, dummy ends and the buffer beam itself) continues. More alloy window parts have been cleaned and polished. Both gangway doors have been repaired and reassembled. More interior metalwork is being de-rusted.

**DMS Sc51017** now has a complete headcode display after the installation of four sets of rollers, guides and blinds. The only other progress has been confined to the cab. Rust and flaking paint has been removed from the various pipes, conduit and fittings behind the driver and primer applied. Painting, in the different colours, is underway.

**Weardale Railway:** The Llangollen Railcar Group's Class 141 set ran for 41 days out of 42 (only having Christmas Day off) during December and early January at 115 miles per day in temperatures down to -15degrees and proved very reliable indeed. The set has had two A exams and a B2 exam completed.

**55513** has received electrical repairs to non working lights (invertors faulty), the L/H roof fan motor changed, the guard's heater wiring altered, a broken air pipe to horns mended, the auto air draindown valves removed and serviced to stop them leaking, a broken windscreen washer pipe repaired, the drive shaft from engine to alternator gearbox replaced after it fell off and the driver's sun visor replaced.

**55533** has had a broken air gauge mended, the cab door look replaced and the door mended, the fuel filter on the engine changed after a blockage, the auto air draindown valves removed and serviced to stop them leaking plus electrical repairs to the wiring in the cab near the driver's foot after a small wiring fire.

**Churnet Valley Railway:** Work has concluded on preparing the operating 104 set for the increased running demands of the heavily graded 8-mile Cauldon Lowe branch line. The diesel running weekend on March 26/27 saw the 104's first public runs "up the hill" which were completed successfully. The set is diagrammed to operate on a further 5 days this year (approximately one per month), the first of which is scheduled for May 8th. Following changes of policy and circumstances, the railway no longer requires the heavily modified (Ex Network Rail) Class 101 test unit, 901001, and the set has been sold to the DMU group who will use it as a source of spare parts.

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## Movements

- **Class 101 50170** has moved from the Midland Railway Butterley to the Ecclesbourne Valley Railway following the completion of its restoration back into original green livery. The vehicle becomes the second 101 vehicle to have the 4-marker light arrangement restored to the cab end.

- **Class 117 51339/51342** has moved from LH Group, where the set was in storage, to the Gloucestershire & Warwickshire Railway, where the set will return to passenger services on the Hailes-Laverton (via Toddington) section of the currently severed G&WR.
- **Class 117 51365/51407** has moved from the Plym Valley Railway, where the set was used as loco hauled coaching stock, to the Gloucestershire & Warwickshire Railway, where the set has returned to traffic for the same purpose as 51339/51342.
- **Class 122 55003** has moved from the Mid Hants Railway to the Gloucestershire & Warwickshire Railway. The single unit is fully operational and has been sold to a new group, Cotswold Diesel Railcar Ltd, who will be using it in the short term on the same duties as the Class 117 sets above, and in the long term they hope it to be a useful income-earner for the railway on off-peak days when no trains are currently run - for example, in winter months.

## Llangollen Railcar Gala

**Llangollen Railcars is proud to announce that the visitor for this year's event is unique railbus RB004.**

This railbus was built in 1984 by British Rail Engineering and Leyland Vehicles as an export demonstrator, principally for work in the USA.

Fitted with a front bell it first went to New York where it operated on the preserved Newport Rhode Island Railway Line. It then made its way under its own power along the Eastern seaboard on Long Island Railroad tracks for further demonstrations.

It was then taken by road to Washington where it was shown at the 1984 International Exhibition on Transportation Systems before moving under its own power to New Orleans where it was used in public services. It then moved on to visit Cleveland before being shipped back to the UK.

While operationally it was a success no orders were forthcoming and the unit was stored, later to be used as a mobile classroom at the British Rail Engineering Works at York.

The railbus was eventually bought for preservation and taken to the Embsay and Bolton Abbey Railway where it remained isolated and unused at their main depot. A move to the Telford Railway enabled it to be returned to full working order and it has from time to time worked at low speeds on this short line. During late 2010 it was sold to the AIn Valley Railway and will eventually be used to provide services there.

RB004 has many similarities to the British Rail class 141 unit, having the same Leyland TL11 engine and SCG mechanical gearbox. Unusually it has a central driving position, designed for one-man operation, and the driver controls the gears manually.

RB004 is painted in chocolate and cream livery, similar to that applied to some of the class 142s when they were new, which is most fitting for service on an ex-Great Western branchline. It will arrive at Llangollen well before the event but will only be used on passenger services for the one weekend only.

The 2011 event will follow the pattern of the very successful 2009 and 2010 weekends with 14 trains each way on each day and with a timetable designed to enable almost continuous travel for those who wish to enjoy this feature. An evening event will also be held at Berwyn station which will be open to members of the public and which will include a barbecue.

Four DMU sets will be used, as will a steam push-pull train. These are expected to be as follows:-

- Class 104 DMBS 50454+DMC 50528
- Class 108 DMBS 51907+DTC 54490
- Class 109 (Wickham) DMBS 50416 + DTC 56171
- Class 127/108 DMBS 51618+DTC 56223
- GWR Pannier tank 6430 and autotrailers

### FARES

- One Day Gala Return (Valid for one full return trip on the day of issue only) - Adult £13, Senior £11, Child £9, Family (2 Adults + 2 Children) £35
- One Day Rover (Valid for unlimited travel on the day of issue only) - Adult £16, Senior £13, Child £9, Family (2 Adults + 2 Children) £40
- Two Day Rover (Valid for unlimited travel on the days of issue only) - Adult £30, Senior £22, Child £15, Family (2 Adults + 2 Children) £75

Tickets can be [purchased online](#) please note that there are no booking fees for online bookings. A £2.50 booking fee applies to telephone and office bookings. Telephone 01978 860979. Terms & Conditions apply.

## Forthcoming Events

Date	Railway
June 25th & 26th	Llangollen Railway
October (TBA)	Keighley & Worth Valley Railway

# Churnet Valley Railcars



977392 & 977391 (901001) at Froghall Junction



M50455's first preservation lift to enable bogie, brake and air tank work

# East Lancs DMU Day



The NRM 108 set passing Heap Bridge Quarry



121/122 at Rawtenstall



The 101 set crossing Heap Bridge Viaduct



The NRM 108 set at Rawtenstall

# 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
  - 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
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Feel free to send submissions at any time to [railcar@live.co.uk](mailto:railcar@live.co.uk) but no later than July 10th for Issue 106 (due out July)