

The Railcar Association

Bulletin

November 2011



Introduction

A busy bulletin this time thanks to the number of contributions and the coincidental number of newsworthy events that have involved DMUs over the last two months. The highlight was of course the annual convention which we are pleased to report came off without a hitch. The Association would like to thank the Keighley & Worth Valley Railway for their efforts in accommodating us. It may be a cliché but I had feedback from several individuals who thought the convention was one of the best in recent years.

Following feedback from members, we have agreed the dates and venue for the next convention nice and early, so there will be no excuses for not getting time off work! I hope you all agree that the choice for next years event is a good one.

Finally, a separate "Restoration & Overhauls" section has been included this issue, as groups have clearly been busy this autumn doing lots of work on preserved vehicles.

17th Annual Railcar Convention

The Railcar Association are pleased to announce that the 17th Annual Convention will be held at the **Great Central Railway** from **Friday 7th September to Sunday 9th September 2012**.

This will be the first time the Great Central have hosted the event, which should prove unique with the railway's mainline ethos and five mile double track section.

Following feedback from members, the initial announcement has been made earlier than normal so delegates have plenty of time to make arrangements with work etc. This means much of the weekend is still to be planned and confirmed, and updates will be released during 2012.

However we can confirm that the now well established itinerary will be followed, which includes the private *Driver Experiences* on the Friday followed by the main public event on Saturday (including a meeting & evening train) concluding with more running on the Sunday.

The railway have a varied collection including classes 101, 111, 120, 127 & AC Cars Railbus, so it will be a weekend not to be missed.



E50321/E51427 pass Kinchley Lane on the railway's famous double track section, 17/4/10

News

Ecclesbourne Valley Railway: The EVR fleet continues to give good service, and has recently been restructured to even out vehicle mileages and cater for operational requirements. The report on vehicles is therefore split into the current sets which are operating:

- Class 108/101/117 3-car E50599/E59303/W51360 is currently the set seeing the most use. E50599 has returned to service following the fitting of a new set of batteries which makes it start like a dream! E59303's battery charging has also improved after replacement dynamo belts were fitted. W51360 operated 1450 miles between April and June, quite an achievement considering this vehicle is normally the spare power car.
- Class 101 2-car M51188/E50170 has been formed as the maintenance spare set. The new engine on M51188 is performing well. E50170 is taking a well earned rest in the spare set after clocking up 850 miles in a single month

(August).

- Class 122 M55006 is in traffic and has had a faulty vacuum exhauster replaced.
- Derby Lightweight M79900 "Iris" continues in traffic.

Spa Valley Railway: In recent years the Spa Valley Railway's little known 1st Generation DMU fleet has taken a backseat while volunteer efforts have concentrated on the restoration of Class 207 unit 1317. However the other three vehicles have not been forgotten. Class 101 DTCL 56408 is now operational as an observation saloon and is seeing regular use in the hauled coaching stock. It has been repainted into southern region green to match the Mk1 fleet. Internally, the orange Formica has been painted over improving the appearance of the passenger vestibule areas and the tired Regional Railways upholstery has been replaced by a pleasing green pattern. The vehicle retains all the equipment to operate as a DMU, and indeed has run in multiple with Class 115 powercar 51669 during tests. 51669 is now operational and has been externally restored into BR Green. Its partner, 51849 is currently in store, pending a decision of what to do with it. Although in good mechanical condition, the body work is in typical corroded condition of this class. The image shows 51669 two years ago at Birchden Junction.



Llangollen Railway:

- Class 104 50454/50528 - A head gasket has been changed on the No1 engine on 50454. 50528 has had a replacement No1 gearbox fitted following selection problems. The throttle motor was removed from engine 1 and fitted with new seals/cleaned. On No2 engine, the fuel pump timing case was removed, broken studs drilled out and re-tapped. The fan drive was refitted with new belts after the fan drive had fallen off. All the springs on this car have been re-set to give correct ride height. The toilet waste pipe has been re-secured to vehicle and the flush tank changed after it was found to be leaking. Internally, a new air and axle panel has been manufactured and fitted. Both cars received an FP exam.
- Class 108 51907/54490 has seen both cabs repainted, the cab seating reupholstered and an A exam.
- Class 127/108 51618/56223 - The 127 has had a new fire control panel fitted to no 2 side while the 108 has had the 2nd class upholstery replaced.
- Class 109 50416/56171 has had an A exam. Additional work on the powercar has included the removal and refurbishment of an unloader valve, a replacement air tap and a new injector pump on No2 engine. This was following two "engine stops" in service and was thought to be due to the lift pump jamming.



Weardale Railway: Llangollen Railcars' Class 141 55513/55533 is still on loan to the Weardale Railway and has received two A exams. On 55513, the door air regulator has been replaced, the rocker gaskets on the engine replaced and the fuel return pipe replaced. 55533 has had the flexible coupling to alternator drive



replaced, the auxiliary heater body changed and wiring repaired and the rocker gaskets renewed.

141103 has had a replacement engine "lifted" from the remains of 141110 and has also had a wheelset swap at the front end following a bad slide.

Midland Railway Butterley: The five ex Dorset County Council Class 117 vehicles, un-restored and in storage at the MRB, have been confirmed as being purchased by Evan Green Hughes and Chris Bull.

Two of the vehicles will be broken for parts within a few weeks but the other 3, which are salvageable are up for sale at scrap price. There is a DMBS, a TS and a DMS. All parts are available so if anyone needs anything, including alternators, exhausters, exhausts, etc please let us know. The wheelsets on all the vehicles are virtually unworn and it seems a shame to scrap them, so if anyone has a "bubble" or a class 117 with poor wheels this would be a chance to get replacements at a good price.

More information is available from [Evan Green-Hughes](#).



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16th Annual Railcar Convention Meeting

Written by Paul Moxon

Introduction

This year, the Railcar Association's Sixteenth National DMU convention ventured north to Yorkshire, namely the Keighley & Worth Valley Railway. Our thanks go to Sam MacDougall & Shaun Whitehead supported by many of the railway's enthusiastic operating staff. Coupled with two days of almost unbroken sunshine (hopefully) a good time was had by all the delegates.

This was the first time that the TRA has organised the convention remotely and I would like to thank Chris (Moxon) for deciding to persevere with the phone calls and emails that resulted in an excellent event.

Friday

Friday saw the usual TRA suspects sampling the driver experiences, which was run with the Class 108 and the W & M Railbus working from each end of the line.



Chris Nesbitt enjoying M79964

Despite the 108 being overdue an overhaul, the mechanical systems were functioning well and gear changes up the gradient out of Keighley had to be brisk otherwise delegates would lose too much momentum.

Driving the Waggon und Maschinenbau Railbus was an eye opener. With 6 forward gears, various "half" gears, foot mounted throttle & horn, and air brakes it was certainly different to drive!

Mention must be made of the railway allowing drivers to position their steeds for many impromptu photo calls, as long as we were within the timetable, it seemed almost any pose was possible. (Driver Bill Black referred to cameras as "festoonographs")



Photo stop for the Class 108



Photo posing the DRB



Saturday

The DMU alternated with the Railbus and a steam service in the morning and a few delegates that couldn't get the Friday off work joined the trains in the morning.

Tour of Haworth Yard - The delegates were taken round the locomotive shed and works and given a very informative tour of the yard by an enthusiastic (and particularly pro-steam!) guide who outlined the railway's overhaul programme and other facts and figures about the way the KWVR is managed from an engineering /

overhaul point of view.

During the tour, the opportunity to take a “seminar” view of the attendees was organised in front of the railway’s Class 101 set which is getting ever closer to its operational debut.

The DMU group were hoping to have one car ready for demonstration on the head shunt but sadly a generator decided to throw a belt or two, so the group had to be content with showing the interior off to the TRA.



Refurbished Class 101 Interior



Seminar for 2011

Formal Meeting

Meeting and greeting – Paul (Moxon) welcomed everyone to the official stage of the event and ran through the usual update of DMU activity in the UK over the last 12 months.

Summarised, eight DMU’s and a GWR railcar were returned to service, 11 further railcars had restorations started including the challenge of the Gloucester Class 100! Two cars (51852 & 59516) were dismantled for spares and then scrapped.

Early days of the KWVR - Bill Black

Bill gave an animated and amusing talk on the early days of the KWVR railway with particular reference to the operation and maintenance of the two German rail buses that the KWVR had bought when every other railway were trying to raise funds for steam locomotives that were then being phased out from British Railways.

Aided by Robert, head of DMU’s, Bill recounted a few of the many incidents that the team had had to cope with over the many years of ownership. There were a selection of photographs at the back of the room to illustrate Bill’s talk.



The meeting

Website update – Chris Moxon

The original website address www.railcar.co.uk has been placed back on the Internet, and this means that the split is as follows:-

HISTORY is administered by Stuart MacKay and encompasses Features/Gallery/Numbering/Modelling/Books and Abroad.

PRESERVATION administered by Chris Moxon & includes The Railcar Association (descriptive)/Bulletin/Preserved Vehicles/Running Dates/Convention/Societies/Driving/Suppliers and Contact details.

- The Railcar Association, Bulletin, Preserved Vehicles, Societies & Contact have already been re-launched.
- Running Dates, Convention, Driving & Suppliers will follow in the next 12 months.
- Preserved Vehicles in particular has grown considerably this year.

TECHNICAL section is unplaced at present.

The floor expressed their thanks to Chris (M) for his continuing efforts with the preservation side of the TRA’s web site.

Railbus Trust – Craig Owen

Craig gave a detailed presentation that covered the prototype second generation Railbuses (RB001 to 4) and 140-001.

He told us the story of the Swedish “Y7” rail bus and how it had survived from Swedish railways through play room to garden shed and now “proper” preservation.

He outlined the fundraising required to try and repatriate LEV2 from the USA.

Heritage Railway Competency – Evan Green Hughes

Evan detailed the current thinking of the Railway authorities and warned the TRA that these may be adopted and applied in the future.

He explained the following:- Who is required to be competent, What competence is, and how competence can be achieved.

A fuller transcript has been uploaded to the website.

[View Heritage Railway Competency Document](#)

Awareness of the Pacer Preservation Group – Peter Dickinson

The Group's aims are:- To preserve at least one representative of the Pacer family of rail buses (Classes 142-144) for future generations, establish and maintain a collection of Pacer-related documents and artefacts, as an historical archive for enthusiasts and preservationists and to improve public awareness of the Pacer-type rail buses.



The group is a new addition to the preservation scene, having been formed in January 2011, has a current membership of 20, hosts regular meetings at Crewe and a website at pacer-preservation.webs.com

The floor offered encouragement to the group, a recommendation to research the Pacers that still had various original features fitted & a warning to gather spare parts whilst they were still available and/or plentiful.



It was agreed that space could be made on the Railcar website to accommodate the new groups. (Action CIM)

A.O.B. & Discussion Topics

- Asbestos – Evan commented that it cost the Llangollen Railcar group £16,500 to strip Class 105 DTCL M56456
- Overhaul and Component Standards – No further progress had been reported. It was requested that we chase Brian Smith up to see where he had got to.
- 680 Engine Mounts – Chris Bull reported that a supplier had been approached with a view to remaking these items. Costs and supply were ongoing. A guide to variety was to be produced and put on the TRA website.
- Bio Fuel –Reported that it was tending to loosen dirt from the tanks (as predicted) and this was getting into (and clogging) the filter systems. Trevor Daw reported that the bio fuel in use on the Severn Valley Railway was not causing them any particular problem at present. The question of suitable fuel filters appeared to be quashed with two suppliers being mentioned.
- Wheel Profiles/Brake Testing – please refer to Overhaul and Component standards above.
- There was a recommendation from the floor to have an earlier meeting (which was agreed to)
- Various suggestions for the 2012/2013/2014 conventions were put forward. From Quanton Road, Great Central, Dean Forest, Gloucester & Warwickshire and Llangollen it was agreed in principal that the Great Central to be approached for 2012, Chris Bull approach the GWR for 2013 and Evan requested that Llangollen host "Railcar 60" at Llangollen in 2014.
- An impromptu collection from those remaining delegates was started by Trevor Daw. This resulted in £14 which will be used for stamps and phone calls for organising the 2012 event.
- The floor also thanked Chris for his efforts in organising the event.

Actions Resulting From AOB/Discussion Topics

- Contact Brian Smith for any progress on "Overhaul and Component standards" and "Wheel Profiles/Brake Testing"—Action: Paul Moxon
- Accommodate 2nd Generation units on TRA (preservation) website—Action Chris Moxon
- There was a recommendation from the floor to have an earlier meeting—Action Chris Moxon

Fish & Chip Special

A few delegates sampled the on-train bar and the train stopped at Oakworth for Fish & Chips.



The Railbus Trust's RB004 in action on the Midland Railway Butterley



Restorations & Overhauls

Battlefield Line: Class 122 M55005 returned to traffic during October following a few years out of service for repairs. These have centred around the cab ends and cant-rail area in the vicinity of the guards van, which are well known corrosion “hotspots” for all suburban vehicles. Previously in BR Green with speed whiskers, M55005 returns in BR Blue & Grey livery and will be a welcome addition, becoming the only “bubble car” to now carry this livery in preservation. All the other vehicles in the Class 121/122 preservation family are currently in BR Green with the exception of DMBS/DTS W55001/W56289 (which sport Rail Blue).

Class 116 DMBS M51131 has now been withdrawn from traffic to undergo some bodywork attention, sealing of roof ventilators and replacement of the brake floor. The No1 engine is also to have the head gasket replaced amongst other jobs.

Ecclesbourne Valley Railway: Outside the operational fleet, Class 101 DMSL E51505's internal refurbishment is progressing well, with most of the new ceiling now fitted and painted.

Class 119 DMBS W51073 remains stored awaiting its turn, although there are hopes for renewed progress during the operationally quieter winter months.

Great Central Railway: Class 127 set 51616 & 51622 has been removed from storage following new custodianship. They have been released from the care of original owners the Red Triangle Society as ageing membership had resulted in the vehicles falling out of use due to a shortage of working volunteers. It has been nine years since the set last operated. All four engines have been started and work has been progressing on the air systems and body side doors, of which there are many!

51616/51622 form one of three and a half Class 127 sets that have operated in preservation. Sets also exist at the Midland Railway Butterley (51591/59609/51625) and the South Devon Railway (51592/51604) while a further powercar (51618) operates with a Class 108 trailer at the Llangollen Railway.

Colne Valley Railway: Pressed Steel Heritage have spent September repainting Class 121 DTS W56287. It has been painted Mid Brunswick supplied by Williamsons. The trailer car works with the bubble car W55033 on busier days and Thomas events. The interior of the vehicle has had new ceilings and tungsten lights refitted and the seating will be reupholstered next year.

W55033 is currently being repainted to match. W55033 is used regularly at the Colne Valley Railway for school visits and on normal running days.

National Railway Museum - Shildon: Class 122

“Bubble Car” 55012 has come to the end of an extensive contract restoration at Rail Restorations North East. The vehicle has been at the site since 2009 being converted back to passenger use. The vehicle was latterly known as the Load Haul liveried route learner 977941 which was stored at Thornaby for many years before being saved for preservation. 55012 has moved to the National Railway Museum's Shildon site where it is expected to replace a minibus operating passenger shuttles between the museum and car parks.

55012 became the seventh Class 122 to enter preservation and is expected to be the last, with all realistic future acquisitions from the mainline being Class 121 vehicles.



A freshly repainted M55005 emerges from the shed at Shackerstone following repairs (R. Marcus)



E51505's interior refresh is progressing well with the original tungsten lighting now operational (L. Gratton)

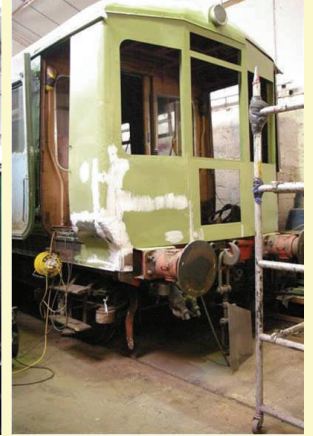


Newly repainted W56287 (M. Smith)

Dean Forest Railway: A new aluminium cab front has been made in Yorkshire and is now down on the Dean Forest, awaiting fitting to Class 108 DMCL M51566.



Midland Railway Butterley: The restoration of the sole surviving Class 100 set 51118/56097 has now started. Both cars have been partly repainted to improve their outside appearance. However the major work has centred on 56097, which has had the cab stripped down to nothing. The cab frame and sheeting have been replaced, along with the roof edges at the front. The cab desk, floor and fittings have been removed, along with the windows from the first class saloon. Some restoration work on original Formica partitions has also been undertaken. Additionally, many parts for the restoration have been sorted and taken away for refurbishment.



Class 101 DMCL 50160 is also now undercover having its contact restoration progressed.

Mainline Update

It would seem that the future structure of the mainline registered fleet of first generation DMU's has been decided upon following Chiltern Railways' decision to overhaul several vehicles and dispose of others. The two images below show three of the Chiltern Bubble car fleet having arrived at Tyseley during September. All the vehicles arrived in convoy on with 55020 and 55024 providing the power boxing in 975042 which had both engines running but was not fitted with OTMR and has had it's cab radio equipment removed, so is unable to be a leading vehicle.



55020 & 55024 are to both receive heavy general overhauls, while 975042 is to be broken for spares.

Chiltern Railways continues to operate two Class 121 vehicles and a 3-car Class 117 Water Jetting Unit from its base at Aylesbury. However all the other vehicles of Classes 121 and 117 which were held at Aylesbury either as spares or in store have been scrapped this year. It is also believed that the remaining vehicles previously used in Network Rail departmental service have now also been scrapped or are stripped with disposal planned.

The only other operator of First Generation stock is Arriva Trains Wales with a single Class 121 passenger vehicle. Therefore once the current set of overhauls is completed, the mainline First generation fleet should consist of the following eight vehicles:

Passenger Vehicles

Vehicle No	Unit No	Orig. No	Type	Class	Operator	Function	Livery
55020	121020	Ex 977722	DMBS	121	Chiltern Railways	Aylesbury - Princes Risborough service	Chiltern Blue
55032	121032	Ex 977842	DMBS	121	Arriva Trains Wales	Cardiff Bay Shuttle service	Arriva Trains Wales
55034	121034	Ex 977828	DMBS	121	Chiltern Railways	Aylesbury - Princes Risborough service	BR Green

Departmental Vehicles

Vehicle No	Unit No	Orig. No	Type	Class	Operator	Function	Livery
977987	960301	51371	DMBS	117	Chiltern Railways	Water Jet Unit	BR Green
977988	960301	51413	DMS	117	Chiltern Railways	Water Jet Unit	BR Green
977992	960301	51375	MS	117	Chiltern Railways	Water Jet Unit	BR Green
977858	960010	55024	DMBS	121	Chiltern Railways	Route Learner & Sandite Car	Maroon
977873	960014	55022	DMBS	121	Chiltern Railways	Route Learner & Sandite Car	Blue & Grey

Movements

Class 115 TCL 59664 has been sold by EMR to a private individual who relocated the vehicle to a private site in Dorset for static use. The two DMBS vehicles 59664 operated with remain for sale.

Class 117 DMBS/TCL/DMS 51363/59510/51405 has been sold from the Mid Hants Railway to Cotswold Diesel Railcar Limited, who moved the set to their base at the Gloucestershire & Warwickshire Railway during October.

Class 122 DMBS 55012 has moved from Rail Restorations North East to the National Railway Museum (Shildon) following contract restoration (see news section).

First Generation Diesel Railbuses

For the first time in one volume this new book tells the whole story of British Railways' experiment with four-wheel Railbuses during the 1950s and 1960s.

Drawing on original research from official records the author charts the origins of the scheme, born amidst disagreements and political wrangling, through to its ultimate failure only a decade later.

The book contains full details of all 22 vehicles built, their origins, differences and operational history, together with withdrawal dates and subsequent fates. Drawings of each class are also included.

Containing much new material this book explodes some of the myths surrounding these vehicles, provides much new information and is set to become the standard reference work on the subject.

The book will be launched on the Saturday of the Warley Model Railway Exhibition on the Ian Allan stand.

Gallery



M55005 gleams in the sun at Shackerstone following repairs (R. Marcus)



M55005 on the Battlefield Line following repairs (R. Marcus)



Visiting Class 14 D9520 hauls 50933, 59250 & 52064 into Arley during the Severn Valley Diesel Gala



Class 108 set 52064, 59250 & 50933 stand at Arley during the Severn Valley Railway Diesel Gala



Not required for the Diesel Gala was 56208 seen here at Bewdley



52064, 59250 & 50933 stand at Kidderminster operating evening shuttles at the Diesel Gala



Class 114 50019 on display at the MRB DMU Gala



Class 108 51937 on display at the MRB DMU Gala



RB004 at Butterley during the MRB DMU Gala



Class 127 51591/59609/51625 at Butterley during the MRB DMU Gala



New destination blinds fitted to SC51402, 18/9/11. (B. Faulkner)



SC51402 & W51367 at Boat of Garten, 3/5/11. (B. Faulkner)



51565/50928 at Oxenhope on Driver Experience day during the convention



Passing 79964 at Damems loop on Driver Experience day during the convention



79964 at Oxenhope on Driver Experience day during the convention



79964 passes Ingrow on Driver Experience day during the convention



79964 arrives into Keighley, packed with passengers during the convention



Class 101 set 51803/51189 at Haworth during the shed tour



50928/51565 stand atmospherically at Keighley during the Fish & Chip special



51565/50928 stand atmospherically at Keighley during the Fish & Chip special

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 December 30th for Issue 109 (due out January)