



The Railcar Association Bulletin January 2012



Introduction

Bodywork seems to be the theme for this addition of the bulletin. It is pleasing to see several vehicles being accommodated indoors during the harsh winter months to receive repairs to cab ends and bodysides, the corrosion of which is an ever increasing problem for DMU preservationists. Derby designed vehicles in particular are reaching a point where the cabs can no longer continue in their "ex-BR" state of repair. Other vehicles are being repainted so there should be some nice shiny examples operating during the 2012 season.

I'd like to thank the group of contributors who have helped keep the *Preserved Vehicles* section of the website up to date as well as providing material for these bulletins at the same time. It is becoming clear which vehicles are regularly reported on by the increased number of images that exist for those vehicles in the *Preserved Vehicles* section. Best wishes to these contributors, and to all in railcar preservation, for the new year and 2012.

News

Strathspey Railway: Following Class 117 DMS SC51402's bodywork overhaul and repaint back in 2009, DMBS W51367 has received the same treatment this winter during November/December. The vehicle has been transformed into SC51367 with a fresh coat of BR Green with speed whiskers. The work has been completed in the carriage shed at Aviemore. SC51367 has now been out-shopped and reunited with partner SC51402 ready for its winter running during February 2012. Meanwhile, restoration project TCL S59511 continues to progress. A spell undercover earlier this year has allowed the completion of the bodywork, ready for a repaint during 2012. Interior restoration continues, so the vehicle is ready to return the line's Class 117 set back to a historically appropriate 3-car formation.



Before, during and after: W51367 is rubbed down and repainted inside the carriage shed at Aviemore during the month of November (B. Faulkner)

Great Central Railway: 2012 is to see even more use for Class 101 set E51427/E50321 which will be operating more winter services in addition to its current role as the first train of the day on most days during the operating season. A spare engine has therefore been rebuilt to be immediately available should one fail in service.

Current restoration project DMCL 50266 has lost its WW2 camouflage livery in favour of BR Green with half yellow warning panel. It continues to be available as a capacity boosting 3rd car for E51427/E50321 during special events. AC Cars Railbus W79976 is currently having restoration plans drawn up behind the scenes, and a restoration site is being secured, as the body

will not stand any further lifting on/off its chassis at Loughborough. Class 127 51616/51622 continues to see restoration progress, with the north end car, 51616, receiving bodywork repairs to the cab front. Mechanical tweaking also continues with heaters and batteries being revived after many years stood still.

The recent announcements to host the railcar convention at the GCR next September has set a target for several of these restoration projects. DMCL 50266 will be in operation and efforts to complete the restoration of Class 111 buffet 59575 are being made, and it is planned for the vehicle to receive some undercover accommodation soon to further the restoration. It is also hoped that the Class 127 set will make some sort of appearance at the event.

Class 101 50193/50203 and Class 120 59276 remain in storage at Swithland Sidings.

Ecclesbourne Valley Railway: Work for the railcars is easing now that the season is coming to an end, with only Santa trains left to operate. Several restorations have therefore been able to progress well.

- **Derby Lightweight M79900** has been operating without trouble.
- **Class 101 M51188/E59303/E50170** remains in traffic. **E50170** gained the most mileage over the season, with over 3500. **E59303** has received two new heaters ready for the Santa season after the "new" ones which were put on when the vehicle entered traffic mysteriously had stopped working over the summer.
- **Class 108/117 E50599/W51360** has been operating without trouble.
- **Class 122 M55006** has been withdrawn from service for bodywork repairs with some areas being removed to check for sub-frame corrosion. A full repaint will be done once this work is complete.
- The restoration of **Class 119 W51073** is gradually restarting. The vehicle was put on the maintenance pit recently and the team continued where they left off some 23 months ago returning missing components to the underframe.
- **Class 101 E51505** has seen the most visual transformation in recent months however. The second class saloons are now complete and work has focused on the front saloon which has received the same ceiling replacement and tungsten reinstatement as the other saloons. However the seating has also been removed and the area deep cleaned ready for the reinstatement of the first class seating and carpets, which will return this vehicle to DMCL status following several years as a DMSL. A cab repaint is also taking place and then the vehicle can return to traffic. It is believed that a rolling seat re-covering programme will take place in due course to renew the second class seating.



M55006 is receiving bodywork repairs to the cab and lower bodysides over winter (L. Gratton)



E51505's interior refurbishment is approaching completion, with the cab walls, doors and desk all having been repainted (L. Gratton)

Swindon & Cricklade Railway: Work has been progressing on the unique Class 119 2-car set with 117 TCL 51074/59514/51104. The powercars are receiving a mechanical overhaul with 51074 complete and 51104 ongoing. 51074 has been re-panelled internally, with 51104 partially re-panelled. 51074 is waiting for new lino/carpet flooring and then the seating can be re-instated. Meanwhile in 51104, the plan is to complete repainting on the 2 outer compartments and then transfer seats from storage in the centre compartment to their respective locations.

59514 is also undergoing internal refurbishment, seats are stored in there from scrapped TCL 59516 (from Swanage) plus 'the best of' seats from SR EMU stock at Caerwent. Brake and corridor connections have been acquired and are in store. Because of fire damage sustained at the vehicle's previous home the West Somerset, they are intending to create a central buffet/bar, in the toilet area.

The group have also acquired all the window glass from the 115 scrapped at Lydney and several from the 117 centre car scrapped at Swanage, so can supply to others on request.



Interior restoration inside 51074 (J. Poor)

Spares Sale

Alstom Transport are having a clear out at their Preston site, specifically a stock of ex Longsight Class 1XX spares. Details are on the [railcar "for sale" page](#) for those who are interested.

They have a list of items they know to be from Class 101 vehicles but have much more (possibly from other classes) which they wish to identify. They are looking to our association to help them with this task, as they require a list of catalogue numbers relevant to first generation vehicles. Please E-mail [Stuart Broadbent](#) if anyone thinks they can help them with this.

Book Review

The Allocation History of BR Diesel Multiple Units - Part 1 Nos 50000-51828

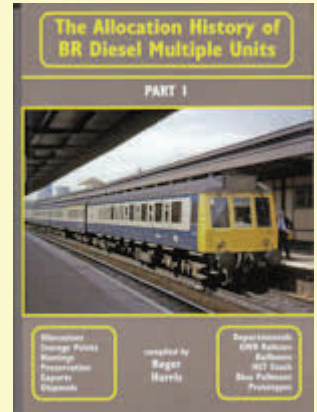
I don't think book has been widely publicised in the usual railway magazines, so when I saw it available I obtained one from our local book shop; it arrived today and have started to read it. Part 1 covers DMUs in the number series 50000 to 51828; for those of us with vehicles in a higher number series we'll have to wait patiently for Part 2 to arrive next year.

Compiled and published by Roger Harris it follows the theme and format set by the author in an earlier series of books charting the allocation history of diesel and electric locomotives from build to demise. If the popularity of the locomotive books is anything to go by then these will become sought-after books in a matter of months; demand for the loco series outstripped the printing run, and second-hand copies in good condition can now command decent prices.

If you're interested to learn where your preserved vehicle has been operating during it's working career, the date of build, withdrawal and all the usual allocation information then this is definitely the book you've been waiting for.

Price is £21-50; A4 sized and some 158 pages. Softcover.

By Chris Nesbitt



Movements

Class 107 set 52005/52031 departed the Nene Valley Railway in November to join long term restoration project 51993/52012 at the Tanat Valley Railway where it is hoped the set c operate passenger services during 2012. The vehicles had not operated during their stay at the Nene Valley, after being brought in as a replacement for a 3-car Class 117 set which moved to the Gwili Railway in 2009. Centre car 59791 is still at the NVR.

Class 108 51909/54271 finally departed Long Marston for a heritage railway in November. The set, originally intended for the Avon Valley Railway, has been in storage for 15 years. However, a recent long-term loan agreement has been reached with the growing Somerset & Dorset Railway Heritage Trust, who were seeking a DMU to provide passenger trains at their expanding railway at Midsomer Norton. The vehicles have, this year, seen rapid restoration progress both before and after the move, with the tired graffiti stricken livery replaced by green primer along with repairs to the cab. By December the set was moving under its own power and was in use for driver training.



54271/51909 already operating driver training runs at Midsomer Norton (S. Mitchell)

Northumbria Rail Ltd and **The Railbus Trust** are pleased to announce that agreement has been reached for **SJ Class Y7 Diesel Railbus 1212** to return to the Nene Valley Railway, the move being undertaken in November. 1212 was based on the NVR between 1984-1989 before it left to go on static display at Fleggburgh. There is still a little bit of body work to repair before a full repaint and we are grateful to *The International Railway Preservation Society* for their offers of assistance. It is hoped that 1212 will be in public service from Spring of 2012.

Gallery



During a rare running day in November on the Lakeside & Haverthwaite Railway, resident Class 110 set M52077 & M52071 departs Newby Bridge bound for Lakeside



Class 110 set M52077 & M52071 approaches Lakeside running alongside the southern extremity of Lake Windermere on the Lakeside & Haverthwaite Railway



Class 110 set M52077 & M52071 approaches Newby Bridge on the last train of the day back to Haverthwaite



Rarely photographed or reported on Class 110 DMCL M52077 rests between trains at Lakeside Pier



Often forgotten: the third preserved AC Cars Railbus 79979 (now scrapped/buried following asbestos issues) awaiting delivery to the Strathspey Railway at Coatbridge, October 1977 (B. Robertson)



Often forgotten: the third preserved AC Cars Railbus 79979 (now scrapped/buried following asbestos issues) grounded at Aviemore, Strathspey Railway, November 1977 (B. Robertson)



977391 (901001) now stripped at Cheddleton awaiting final cutting, 29/11/11



SC51367 stands outside the sheds at Aviemore having recently been repainted, November 2011 (K Holyland)



Recently repainted SC51367 stabled in the bay at Boat of Garten, 10/12/11 (H. Pollock)



SC51402 & SC51367 stabled in the bay at Boat of Garten, 10/12/11 (H. Pollock)



The cab of 977391 (901001) now stripped at Cheddleton awaiting final cutting, 29/11/11



51907 inside the works having cab front repairs. The new sections have been welded in, and the rest of the cab stripped back to bare metal in preparation for a repaint, 20/12/11 (Llangollen Railcar Group)



Class 119 DMBC 51074 under restoration at Blunsdon, Swindon & Cricklade Railway (J. Poor)



Unique Class 119 DMSL 51104 under restoration at Blunsdon, Swindon & Cricklade Railway (J. Poor)

Forthcoming Events

Date	Railway
March 17th	East Lancashire Railway
June 16th	Dean Forest Railway
June 23rd & 24th	Llangollen Railway
September 7th-9th	Great Central Railway (17th Annual Convention)
October 20th & 21st	Mid Norfolk 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
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Feel free to send submissions at any time to railcar@live.co.uk but no later than February 28th for Issue 110 (due out March)