



The Railcar Association Bulletin May 2012



Introduction

Another few months of good progress, with several vehicles currently under cover for cab and/or bodywork repairs around the UK. It is also pleasing to note that another DMU set, the Pontypool & Blaenavon's Class 117, is now out of storage and under restoration once more.

Interesting news is the disposal of (possibly record breaking for the preservation era) no less than five powercars in recent months, two Class 101 and three Class 117 vehicles. Comments from a small number of enthusiasts about these disposals does bring up interesting questions about current and future DMU preservation, which is mainly in the hands of private owners. With similar problems in the Diesel Locomotive sector, it is the opinion of many that there are too many first generation DMUs preserved, but more importantly, not enough of them in reliable operating condition. With finite resources of time and money, we cannot do much about the imbalance where there are too many DMUs taking up sidings, yet still demand for running sets which can't be satisfied. However, I believe that it is sensible to "clear out" low-quality vehicles that belong to the well represented classes such as 101, 108 & 117. The five recent scrappings are textbook examples of these, none of the vehicles being unique as original DMU vehicles. The spares from them are known to be benefitting many established groups.

Eventually, all DMUs, no matter what their current condition, will require major investment to ensure continued survival. Once the condition of the good Class 101/117 fleets obtained in the 2000's deteriorates, they will require similar investment as the more challenging projects such as the Class 100's, 103's & 105's of the world, albeit without an asbestos threat. With a smaller number of the more popular classes such as 101's & 117's in storage, I hope that extra time can be bought for rarer vehicles in store currently awaiting the resources to run again.

News

Great Central Railway (North): Class 108 set: 53645 has now been moved to number 5 shed where the dome and windscreens have been removed and the rotten metal work around the drivers end has been cut out. This has revealed corrosion to the top hat sections which need to be replaced before re-plating can commence. These replacement parts have been fabricated and are now on site ready for fitting. Whilst the parts were being sourced, the air system was pumped up to check for leaks. Sadly this revealed a hole in the in-board main reservoir tank and a missing 4th gear EP valve both of which will need addressing. When these leaks were temporarily plugged, the system held pressure successfully. 53926 has received new engine filters, fluids, a close examination and been barred over in preparation for starting of the engines for the first time in four years

Class 116 set: Work on the 116 set has been progressing with the roof re-paint complete and attention now moving to the running gear. During its days on the mainline, part of the brake actuator beam had been cut to address what is assumed to have been a seized brake fault. The beam has been removed, inserts fabricated and a temporary jig constructed to ensure correct alignment before the beam was re-welded back together. Following this the opportunity was taken to fully clean and paint the part before refitting to the unit, all of which has now been completed. A replacement buffer has been sourced and is ready to re-fit once the buffer beam area has been cleaned and painted. In addition, a vac pan needs to be changed in order to complete the brake work. Attention will then focus on the interior of the unit.



53645 in the shed receiving the usual "Derby Front" treatment! 15/4/12. (M. Russell)

Pontypool & Blaenavon Railway: The Class 117 2-car set is now in the ownership of the railway, who have made a start on

returning both vehicles to service. The first task that was undertaken was to inspect the batteries. One car had a full complement of Crompton cells and on the other 2 industrial 12 volt truck-style batteries. On inspection all batteries were found to be on the arid side, quite a lot of de-ionised water was required to top them up. On the voltage side they came up to 24V with nearly all cells holding at the 2V mark (on the Crompton Cells) and 11.5V on the truck cells.

All of the coolant header tanks have been filled for the first time in a while, this was fun in the units present position (it could be worse though), it took three fire hose extensions to reach the unit and they were still 3feet short of the last filler! All of the engine stop solenoids were found to be still and not operating when the stop button was pushed. Three of these have been freed up, the fourth one for some reason is not accessible without being over a pit. The engines have been barred over manually with none found to be seized however volunteers are concerned with water ingress.



51397, restoration work having recommenced, 26/2/12. (M. Callaghan)



51351, restoration work having recommenced, 26/2/12. (M. Callaghan)

There are a number of jobs that need to be done on the unit before she can operate again including overhauling all of the door locks, bodywork repairs and the mechanical servicing of the unit. At least with the purchasing of the unit the journey can be started. John Down had started a number of things which were not all quite finished so volunteers do have quite a bit of repairing and finishing off to do. They would like to be able to run the two cars in service at some point this year, even if it's just the one car that is "habitable". This will give some weight towards getting the other car finished.

Gloucestershire & Warwickshire Railway: The group now has a [new website](#) which has been developed recently. On the railcars themselves, Class 117 W51405 now has a Kenlowe fan fitted on No2 engine, taking the lead from the Dean Forest. Some stepboards have also been replaced on vehicles, mainly the examples at the driving ends that get all the use. Both the Class 117 3-car set and Class 122 single unit have seen regular use which has helped stop silly faults cropping up. The group are hoping to run the Class 122 & 117 sets on a 10 days in service rotation to help keep up with maintenance.

Great Central Railway: Class 127 M51622 is progressing well, with the bodywork now completed, including repainted speed whiskers and roof dome. The last of the doors and stepboards have been returned to serviceable condition. The marker lights also now work again. Mechanically, the air tanks have been removed/tested/passed/painted/refitted, No2 engine oil changed and all other oils checked/topped up. A successful test run in April was made with Class 101 DMSL 50266.



M51622 on test. (L. Tinsley)

Denbigh & Mold Railway: An agreement has been reached with Denbighshire County Council, who no longer require M56160 to be removed from its present location. With the threat of scrapping lifted, work will resume on the vehicle, initially to prevent any further deterioration and make it weatherproof. The long term aim remains to return it to operational condition.

Llangollen Railway: Class 108 (51907/54490) has been in for an M Exam, which was knocked off over three weekends. One of the fan drives had sheared two of its studs and had to be swapped for a new one, both water level switches had to be removed as one wasn't working and a lot of crud removed from them (not the easiest job on a 108), some of the vac hoses were replaced with new, the tappets and throttle settings were adjusted, the interior given a bit of a tidy up and some missing trim replaced. Much oil and many filters were consumed!

Class 127 (51618) - The troublesome heat exchanger has been fixed, the tubes were withdrawn and new O rings fitted which seems to have cured it.



Maintenance at Llangollen. (Llangollen Railcars)

Class 109 (50416/56171) - The no 1 engine's fluid flywheel was removed as it had a slight leak from the rear and was fitted with new seals and then put back.

Class 104 (50454/50528) - A spare engine has been obtained for 50528 as one of the engines has a water leak which cannot be dealt with quickly and easily. The "new" engine has been thoroughly checked over and run with a temporary water and fuel system. An oil leak behind a mounting plate was found to be due to the previous main line owners neglecting to fit a gasket. We also mended a fuel leak, cleaned out the primary filters and gave it an oil and filters change so it is ready to fit.

Class 104 (50447) - The interior area formerly used for stores is now almost clear and most of the shelves are out. Some parts are now being reconditioned ready for fitting.

Midland Railway Butterley: Volunteers have carried on working on Class 100 DTCL 56097. The original floor was removed from the first class area, and the metal floor underneath cleaned down and repainted. A new wooden floor was laid on top. All the windows in the first class and cab are now back in, with the big panes being stuck in using modern adhesives, rather than by using the traditional method. Even the sliding lights are being removed and fully refurbished, an extremely time-consuming task, as anyone who has ever tried to dismantle one will know. The wall panels for the first class area have been retrieved and some have been cleaned down ready for refitting. A new desk has been made for the cab, as has a new air/axle panel and the instrument panels and cab controls are currently going through the shot-blasting/power coating process prior to be made available for fitting.



56097 looking more like a Class 100 again. (Llangollen Railcars)

Models

Bachmann's stand at Alexandra Palace this last weekend showed, amongst many other models, their Derby Lightweight DMU in green livery. Car numbers are E79044 and E79260. Thanks to Adrian Willats for sending the photo.



Asbestos Removal

Covering all of the UK, **Nationwide Environmental Services** are a multidisciplinary company but specialists in Asbestos Removal & Abatement and Asbestos Management Services.

They are fully HSE licensed asbestos removal and abatement specialists and have fully trained surveying team. Offering timely, quality assured solutions they hope railcar preservationists would consider using them with future asbestos projects.

They have previous experience with the complex decontamination of railcars and if you would like to discuss future

opportunities with NES Ltd then please don't hesitate to get in touch. They will always match or even better like for like quotes.

Dan Dubell (Director)

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Time Traveller

A new feature: ten external links to images taken of DMUs on British Railways. If readers find any interesting examples, please send in the links for inclusion next time.

Green Era

[Class 101 - Birmingham New Street - 1958](#)

[Class 125 E51173 - Stratford - 1958](#)

[Class 105's & Class 110 - Scarborough - 1966](#)

[Class 108](#)

Blue Era

[Class 101 E51551 & Class 104 - Stratford \(Low Level\) - 1970](#)

[Class 101 - Peterborough - 4/2/1972](#)

[Class 101 - Bardon Mill - 23/7/1979](#)

Blue/Grey & Later

[Class 124 - Cross Gates - 16/8/1982](#)

[Class 123 E52091 - Sheffield - 1984](#)

[Class 121 55031 - Reading - 24/8/1987](#)

Llangollen Railcars Gala June 23/24 2012

The Llangollen Railway's Railcar Gala on June 23/24 will see a number of firsts, including the first visit of a second-generation unit to the Welsh line and also the first diesel services on the new Carrog-Bonwm section of line.

Five dmu sets will be in action as well as a steam autotrain, working with carriages each side of the locomotive for comparison with the more modern traction.

The visitor will be 141113, which is part of the Llangollen Railcars fleet but which is normally based at the Midland Railway and which has never been to Llangollen before. It is currently on its way back from the Weardale Railway where it has been used for community services.

It will work trains at Llangollen for one weekend only before moving on to Butterley.

141113 is one of the first 20 second-generation units built in 1984 as replacements for the ageing 1950s built fleet. It was unique amongst Class 141 in being fitted with Cummins engines and Voith gearboxes, rather than the conventional Leyland/SCG layout. Withdrawn in 1999 it returned to service in 2007.

The gala will allow the public the first chance to see the new extension “as the driver sees it” as all trains will traverse the new 1.25 mile section of track. Following the event the extension will close again to allow construction to recommence.

Also in service will be units from classes 104, 108, Wickham and 127 operating in two, four and six-car formations. The auto-train will be powered by ex-GWR Pannier tank 6430.

Thirteen services will be available each way per day, starting at 0930 from Llangollen, and there will be a barbecue on the Saturday evening at Carrog station with a special train provided from Llangollen. “Turn up and Go” driver experiences will take place using the 141 on the Saturday evening at Carrog with money raised going towards the extension to Corwen.

Timetables and unit allocations will be available nearer the time at the Llangollen Railcars website.

[More details available online.](#)

Movements

Waggon und Maschinenbau Railbus E79963 moved from the North Norfolk Railway to the East Anglian Railway Museum, after being sold. The NNR had decided it not require both of its Railbus vehicles, which have been resident since the late 1960's. The move was completed in February, but was missed from the last bulletin.

Class 117 51353 became the first of the “Dorset 5” Class 117 vehicles to be sold on rather than scrapped. It moved to the Wensleydale (from the Midland Railway Butterley) in January, where it is to be restored to operate with DMS 51400, already operational on the railway.

Class 117 59521 is the second, and final, vehicle from the “Dorset 5” Class 117 fleet to “escape”. It has moved to the Helston Railway in Cornwall during March where it is to be tidied up, repainted Chocolate & Cream and used as hauled stock.

Disposals

Class 101 51433 was scrapped on site at Oakamoor, Churnet Valley Railway in February. The vehicle was heavily modified (numbered 977391) and provided spares for several groups, mainly for the Class 104 fleet at the CVR.

Class 101 50167 was scrapped on site at Oakamoor, Churnet Valley Railway in March. The vehicle was heavily modified (numbered 977392) and provided spares for several groups, mainly for the Class 104 fleet at the CVR.

Class 117 51341 was scrapped on site at the Dean Forest Railway in March. In poor condition and part of the “Dorset 5” fleet formerly stored at the Midland Railway Butterley, the vehicle has provided spares for many groups.

Class 117 51398 was scrapped on site at the Dean Forest Railway in March. In poor condition and part of the “Dorset 5” fleet formerly stored at the Midland Railway Butterley, the vehicle has provided spares for many groups.

Class 117 51359 was scrapped at Booth's in April, after it had been fully stripped for spares at the Northampton & Lamport Railway. This vehicle was always intended for spares and has aided the restorations of several Class 117 & 122 vehicles.

Gallery



59521 after arrival at the Helston Railway, 30/3/12 (P. McDonagh)



51359 about to depart the Northampton & Lamport Railway for Booth's scrap yard, 30/3/12 (B. Faulkner)

Forthcoming Events

Date	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 June 29th for Issue 112 (due out July)