

The Railcar Association Bulletin July 2012



Introduction

A quieter month regarding restoration/overhaul news but hardly surprising as we enter the peak season which brings additional railcar running, several galas and of course well earned holidays for DMU group members! Photographic reports are included in this issue for the two Railcar Galas held in June at the Dean Forest and Llangollen railways.

Due to an earlier convention this year, the next bulletin is released inconveniently close to the event. Readers are advised to keep updated via the TRA website, specifically the 2012 Convention page, which is where firmer plans and information will be posted as they become confirmed over the summer.

The Friday Driver Experiences for the convention sold rapidly within 24 hours of being advertised. Thank you to those who responded, the level of interest would indicate that it is certainly worth arranging them this year.

News

Ecclesbourne Valley Railway: The fleet remains busy with many vehicles both in service and under refurbishment/repair:

- **Class 101 E59303** has had work done to seal a leak in the roof around the toilet filler which had members on an errand thinking it was the toilet tank!
- **Class 101 E51505's** internal refurbishment is completed much to the 'relief' of everybody with new upholstery in standard class and some new in first class. The vehicle was about to go out into service when a large leak was discovered in the roof near the front. Up on investigation a likely candidate was found in the form of a ventilator hiding underneath the radio pod on the roof. The decision was then taken to remove the radio pod to reveal areas that had never been looked at - hence the leak. Opportunity is being taken whilst this is sorted out to give the front a new coat of warning panel yellow and paint some areas of the roof where paint had fell off.
- **Class 119 W51073's** restoration is now picking up speed again. Recent work has been in the vestibule and this is nearly "complete" for now. Work to panel the sides in the front first class compartment is about to get under way. It should make a big transformation!
- **Class 122 M55006's** refurbishment is continuing. Some sanding work on the roof is taking place at the moment.
- Other vehicles including Class 101 M51188, E50170, Class 108 E50599, Class 117 W51360 and Derby Lightweight M79900 remain in traffic with little to report.



E51505 (now back in traffic), with E59303 & M51188 at Wirksworth, 10/6/12 (L. Gratton)



The bodywork/repaint on M55006 continues at Wirksworth, 21/6/12 (L. Gratton)

Mid Norfolk Railway: Progress on out of service railcar sets has recently increased after the formation of the East Anglian Railcar Group. See the separate feature in this issue for more information.

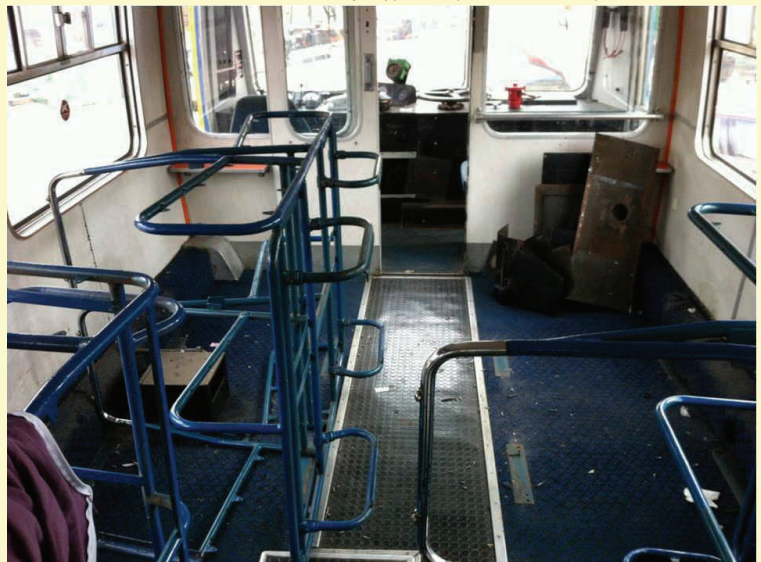
- **Class 101 51226 & 51499:** The railway owned green liveried power twin set (ex 101695) remains in service and is currently providing all of the railway's DMU services while work continues on the other two sets.
- **Class 101 51434, 59117 & 51503 (L836):** A plan to overhaul the three car unit has been implemented. Whilst centre car 59117 currently remains in store, work on the two powercars has been started. The plan is to return 51503 to service first, as that is in a better condition than 51434. During March, 51503's cab was partially dismantled and the panels sanded and repainted. Many components including the controllers have also been removed for restoration. The first class saloon, which was looking tired, has also been stripped out for restoration and/or cleaning of seating, carpets etc. By May, work had also progressed on the mechanics of the vehicle, with the front end and all associated components (such as draw gear, vacuum hoses etc) inspected and consumables replaced where necessary. An engine which needed replacing was also removed. Meanwhile on 51434 some limited progress has been made with the ongoing major bodywork which is being undertaken. The reason for the prolonged spell out of traffic for this vehicle is the necessity to tackle the effects of collision damage at Reading. BR effected an unorthodox repair where a new skin was welded crudely over the top of the original and then smoothed off on the outside, resulting in a large part of the brakevan being completely out of alignment. The "double skin" has since rotted and further inspection has left no option other than to strip away the panelling (and much of the distorted framework) and replace with new. The poor weather this year in the UK has made progress on this difficult, as all the repairs are being done outside, however there is an aim to make the area watertight by winter.
- **Class 122 55009:** During June significant progress has been made on the restoration of Class 122 DMBS No. 55009 based at the Mid Norfolk Railway, Dereham. On Sunday 3rd June the vehicle was moved under its own power for the first time in preservation, albeit on an extended isolated track panel. Having refitted the replacement No.1 engine during May work continued to make all of the necessary re-connections; a situation not helped when the original R14 gearbox was found to have suffered a catastrophic internal failure of some unknown description. Thankfully a replacement gearbox was available to fit, so thanks to the extended Jubilee Weekend bank holiday the opportunity was taken to change the gearbox. Once the plumbing was sorted and the radiator and drive refitted, the euphoria of a hopeful start turned to despair when the water rail decided to resemble Niagara Falls... Once removed the joint faces were fettled up flat with the use of engineers' blue and a surface plate. Result – no leaks.



55009 moves for the first time in preservation



51503's fuel tank number 2 being stripped ready to have its leak repaired



51503's stripped out first class saloon

On Sunday 1st July the team made further progress when, having resolved (with much head scratching) electrical supply issues, and a suspect starter motor, the replacement No.1 engine was started. Such was the level of debris that had collected inside the exhaust during some 18 years of standing idle and subject to the ravishes of rainfall, we were treated to a rust shower once the exhaust pressure built up. The starting itself was not without incident – the new hand throttle cable snapped at the crimped connection! Clearly the strength of the cable was no match for the enthusiasm and energy of the team. During the restoration of 55009 any success or achievement is soon followed by a bumpy return to planet earth. When a casual check was made on the oil level at the filler cap we were faced with a fluctuating oil level over spilling onto the ballast; when the engine revs were increased the flow of overflow oil increased. Engine stopped and more head scratching. "It'll be an air lock" said one. "Blocked filters" said another. Decision – let's investigate. Well half a ton of solidified oil removed from the centrifugal filter and a new oil filter fitted, attempt two at

running the engine. Much better oil level performance but still not correct. The engine was breathing heavily, but not smoking, so having checked operation of the oil galleries without the covers on we were all pleased to see jets of fresh oil being squirted over the valve stems. No evidence of water leaks suggested the head gaskets are sound. We called it a day to let the engine oil return to the sump and continue our investigations into what might be causing the pressurisation of the oil in the sump.

Work will now continue with resolving the oil issue on the replacement No.1 engine, and will also turn to the final drives and vacuum cylinders.

The reports above do not really do justice the amount of work and the number of components that have seen attention. More detailed updates for those interested can be found on the group's [Facebook page](#) which is regularly updated.

Churnet Valley Railway: There has been little to report with the restoration of centre trailer 59137 due to increased running demands of the operational vehicles (50455, 59701 & 50517) as well as the requirement to complete some restoration work on some stores vehicles to prevent further deterioration. The opportunity is also being taken at the same time to catalogue all the stores built up over the years, a much bigger task than it sounds. Although not directly contributing to the Class 104s, this stores project has been deemed essential, and with one van already restored and properly organised internally, the effects are already starting to be felt, with the finding of parts etc now taking seconds as opposed to hours! The group feel that once this long overdue "housekeeping" work has been completed, they will be in a much stronger position to maintain the running DMUs and progress major restorations simultaneously.

Ecclesbourne Valley Railway Restoration Update

A more detailed restoration update from Leigh Gration

It has been a couple of months since I last wrote so I thought I would pen another insight into the goings-on in the world of our DMU's as we approach the summer season. Whilst most of the fleet is out earning revenue for the railway, there are still a few vehicles nestled away in the nerve centre receiving attention.

As hinted at in my previous update, the refurbishment of E51505 has been completed with the installation of reupholstered seats. By the time you receive this update it should be running down the valley for all to see as, at the time of writing, it is receiving attention to the paintwork at the front and on the roof. It is now pleasing to see three restored Metro- Cammell Class 101 vehicles together, in what would be an original formation (DMBS-TSLDMCL for the technical people out there), for our passengers to enjoy.

The main push is now to get the rare Class 119 W51073 into an operational condition. There is much work to be done but since the completion of E51505 the team have really pressed on. New Formica laminate has been installed in the passenger entry vestibule and a new ceiling has also been installed. Attention then turned back to the front compartment which was original First Class Smoking (now just First Class). At the start of the May Bank Holiday weekend this area was a metal frame with just the ceiling installed but just five working days later the area had brand new side panels to create 'walls' along with a fully trimmed and painted ceiling and the first luggage rack in position! Not one member of the team had ever panelled a vehicle before so it was very much a form of trial and error but with very pleasing results in the end. Each panel would have to be cut to the correct size using a jigsaw, receive Formica cut to the correct size and then glued and finally screwed into the framework. The joins between the panels would then be trimmed with varnished wood.

An area of Formica was created on the bottom of the ceiling which forms a 'bump area' for luggage being put on the racks. This was fully trimmed with the same varnished wood and the original aluminium trim was returned to the correct position joining the side panels to the ceiling panels. Wooden trim was put up going across the ceiling panels to join the edges together along with the rings which will eventually hold the light shades. The whole lot was then given a coat of gloss paint.



Reupholstered seating inside E51505



Painted underframe components on E51505



New panelling installed into the "First Class Smoking" saloon (at the front of the vehicle) in W51073. Original Formica can be seen in the form of the refurbished sliding door, now also refitted.

Finally the first luggage rack to be returned to the vehicle was given a good scrub and then bolted into the framework through the new panels. This is not an easy task as the racks go the full length of the compartment and they have to be located in the original holes tapped into the frame. Whilst there is still a very long way to go with this vehicle I am sure you will agree that there is quite a transformation when looking at comparison photographs!

This work was then repeated in the next compartment, which is half the size. At the time of writing, the second luggage rack is being put up in this area. New window surrounds are away for manufacture which should be back shortly. Hopefully work will continue to progress quickly so that the vehicle can be launched in to traffic for all to enjoy!

Work is also progressing on the 'bubble car' with all of the welding repairs being completed and work beginning on preparing the roof for a repaint. At the time of writing special filler paint is being used to fill out the old paintwork and make it smooth again. Once this has been completed the painting can begin.

I have to say that I am most grateful to everybody who is helping out with the work on the vehicles. We have recently developed quite a youthful group of volunteers who are very keen to help out; their help is invaluable so thank you to those people. Without them there wouldn't be enough of us to progress with the restoration and refurbishment work that is taking place! Whilst I am at it, I would also like to thank a couple of individuals (you know who you are) for financing the purchase of the necessary materials to make the projects happen – I know refurbishments and complete rebuilds are not cheap!



Completion of replacement ceilings and Formica panelling in W51073, along with refitted original components such as luggage racks and alloy trim.



Bodywork & repaint progression on M55006 - anyone for white & blue stripe!??

Time Traveller

A regular 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

[GWR Railcar W8W - Birmingham Snow Hill - 1958](#)

[Class 101](#)

[Class 114 - Conisborough tunnel - 1967](#)

[Met-Camm Lightweight E79057, E79273, E79066 & E79270 - Ipswich - 2/5/1971](#)

Blue Era

[Class 105 - Edinburgh Waverley - 7/1969](#)

[Class 100 E56307 - Norwich - 8/1970](#)

[Class 110 E51820, E59813 & E51833 - Sheffield - 8/5/1976](#)

Blue/Grey & Later

[Class 103 RDB975089 & RDB975090 - Reading - 11/8/1982](#)

[Class 117 51396](#)

[Class 101 53268 & 51188 - Birkenhead - 21/8/2000](#)

Movements

Class 117 51395 moved from the Midland Railway Butterley to the Dean Forest Railway in June for parts recovery.

Railbus RB004 moved from the Midland Railway Butterley to the Waverley Route Heritage Centre in May, where it will provide the motive power for initial passenger operations on the embryonic line.

Class 141 141113 moved to the Llangollen Railway in May following the completion of its contract to operate community services at the Weardale Railway. The set is not due to stay for long, with planned return to the Midland Railway Butterley soon.



51395 on arrival at the Dean Forest Railway, 14/6/12 (C.Lings)



51395 on arrival at the Dean Forest Railway, 14/6/12 (C.Lings)

Some parts from 51395 are still available including doors, buffers, aluminium cab window frames, DSD isolation valve assembly and rad fans. Interested parties should contact [Evan Green-Hughes](#).

Disposals

Class 101 56365 has been disposed of from the East Anglian Railway Museum. The vehicle was never intended to be restored and was purchased to be stripped for spares and to enable an original interior to be fitted to 56358. It had been stripped bare over the past five years.

East Anglian Railcar Group

There is a new group forming at the Mid Norfolk railway aiming to get Class 101 set L836 and Class 122 55009 back into service. In the past few months they have worked hard to get some momentum back into the railcars at Dereham and hopefully soon there will be some big developments which will see a fleet back in operation before the year is out.

The East Anglian Railcar Group is formed from owners and like-minded enthusiasts committed to the restoration and running of heritage railcars, they are based on the Mid Norfolk Railway and are looking to maintain a fleet of Railcars in active service.

They have set up the group page on facebook, [available here](#).

Its early days for us at the moment, But they're committed to getting L836 back up and running again. They're keen to keep the current momentum running and it seems the interest in the railcars at the MNR has taken off in the past few weeks, possibly due to 55009 moving under her own power.



59117, currently out of use at Dereham, 17/6/12



Evening Scenic Specials 2012

on selected summer dates



Enjoy the panoramic views of the Severn Valley through the large windows of our Heritage Diesel Unit, restored to its original 1960's livery

Calendar & Timetable

Saturday Evening Scenic Specials

operate on the following dates:

June 2, 9 & 16 • July 7, 14, 21 & 28;
August 4, 11, 18 & 25 • September 1, 8 & 15

Friday Evening 'Spice Trains'

operate on the following dates:



June 8 • July 6

Timetable

	Saturday Scenic Specials	The Spice Train
Kidderminster	(dep) 7.00	(dep) 7.00
Bewdley	(dep) 7.16	(dep) 7.13
Highley	(dep) 7.43	(arr) 7.35
Bridgnorth	(arr) 8.08	-
Bridgnorth	(dep) 9.00	-
Highley	(dep) 9.25	(dep) 9.45
Bewdley	(dep) 9.47	(dep) 10.05
Kidderminster	(arr) 9.57	(arr) 10.15

Arley and Hampton Loade stations are request stops. If intending to board here, please give a clear hand signal to the driver. To leave the train at these stations, please inform the guard on joining the train.

Patrons are respectfully reminded that they ARE NOT PERMITTED to bring their own drinks for consumption on the train.

Follow us on:  



The Railway Station, Bewdley, Worcestershire DY12 1BG

Telephone: 01299 403816

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Photographs courtesy of Jed Bennett.

Dean Forest DMU Day

The Dean Forest DMU Day, held on the 16th June, saw the return to traffic of unique Class 108 TSL 59387 which has become the fourth Class 108 vehicle now in service on the railway.



51914, 59387, 50619 & 56492 on a test run the day before Railcar Day, the debut into traffic of 59387, 15/6/12 (A. Pace)



Star of the show 59387 at Norchard before the test run the day before, 15/6/12 (A. Pace)



51914, 59387, 50619 & 56492 on a test run the day before Railcar Day, the debut into traffic of 59387, 15/6/12 (A. Pace)



56492, 50619, 59387 & 51914 at Norchard on the test run, 15/6/12 (A. Pace)



51914, 59387, 50619 & 56492 call at the recently rebuilt Whitecroft station on a test run the day before, 15/6/12 (A. Pace)



A sign of scenes to come? 51914 & 59387 give the impression of a second set at Lydney Junction while 50619 & 56492 depart for Parkend during the Railcar Day, 16/6/12 (A. Pace)



56492, 50619, 59386 & 51914, 16/6/12 (C. Walker)



51914, 59387, 50619 & 56492, 16/6/12 (C. Walker)



51914, 59387, 50619 & 56492 at Parkend, 16/6/12 (C. Walker)



50619 at Whitecroft, 16/6/12 (C. Walker)

Llangollen Railcar Gala

Another excellent event at Llangollen with Classes 104, 108, 109, 127 & 141 in action, including the first public diesel trains over the new extension to Bonwm.



141113, star of the show at Llangollen, 24/6/12



141113, star of the show at Carrog, 24/6/12



The Class 104 arriving into Carrog, 24/6/12



The Class 104 alongside the Class 108/127 hybrid at Carrog, 24/6/12



The 108 & 109 sets await the run onto the new extension west of Carrog, 24/6/12



The 108 at Berwyn sporting its new "domino" headcode, 24/6/12



The Class 109 at Llangollen, 23/6/12 (L. Gratton)



The Class 109 & 104 at Llangollen, 23/6/12 (L. Gratton)



During a layover at Carrog, the Class 127/108 waits to return to Llangollen, 24/6/12



A view of the 108/127, taken from the recently reinstated section of platform at Glyndyfrdwy, 24/6/12



Also in service was a Pannier Tank and auto coach, seen at Llangollen, 24/6/12



The immaculate interior of the auto coach, 24/6/12



Old & new: 141113 passes the auto train at Carrog, 24/6/12



The incredibly popular Class 104 exhaust system, 24/6/12



141113 amongst the flowers at Carrog, 24/6/12

Gallery



M50455, E59701 & M50517 on the first train of the day at Kingsley & Froghall, 5/5/12



M50517, E5970 & M50455 in rare sunshine at Caudon Lowe, 20/5/12



M51562 stabled at Haworth during the K&WVR Diesel Gala, 26/5/12



50266, M51622, E50321 & E51427 pass Woodthorpe during the 1940's Weekend at the Great Central Railway, 9/6/12



Class 127 M51622's first passenger run for many years, 9/6/12



E51427, E50321, M51622 & 50266 pass Woodthorpe during the 1940's Weekend at the Great Central Railway, 9/6/12



Bodywork repairs on Class 100 E56301, 17/6/12



Bodywork repairs on Class 100 E56301, 17/6/12



E51228 & E56062 approach Holt on the North Norfolk Railway, 20/6/12



E56062 & E51228 in Kelling Heath cutting on the North Norfolk Railway, 20/6/12



E79960 nears Weybourne on the North Norfolk Railway, 12/6/12



E79960 lost in the landscape on the North Norfolk Railway, 12/6/12

Forthcoming Events

Date	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 August 30th for Issue 113 (due out September)