

The Railcar Association Bulletin November 2012



Introduction

A pattern which has been emerging is that of a particularly large bulletin each November. This is possibly due to groups getting their teeth sunk into restoration work as the summer operating seasons wind down. It is very pleasing to be able to share such work and all our groups are to be commended for the continued work on the railcars up and down the UK. Whether it be a full body rebuild (such as Llangollen's Class 105) or mechanical adjustments to re-commission a vehicle (such as Pontypool & Blaenavon's Class 117), more DMU's are returning to operational status.

This month features the long awaited running debut of Class 122 55009 which, with the possible exception of newly preserved 55019, means all preserved Class 122 "bubble cars" have run for their owners in preservation (all but one of the Class 122's are privately owned). A quick glance at our preserved Class 122's shows that 100% of the fleet are in mechanically serviceable condition, and all but three are regularly in service carrying passengers. Finally, of those three, two of them are expected to carry passengers in the next 12 months. Something to celebrate indeed for these most popular of vehicles.

The Railcar Convention was held as planned at the Great Central Railway during September, and went extremely well. I believe both the resident and visiting members of the association enjoyed the event which included plenty of action including a DMU itinerary and a fully fledged diesel gala also in operation during the background! Thanks must go to Renaissance Railcars and the GCR for putting on such a good event. A report is include in this bulletin.

Planning seems to get better year on year, and the 2013 Convention is already well into the planning stages. It will be held at the Gloucestershire Warwickshire Railway on 4th-6th October with additional DMU interest also being offered over the weekend at the Dean Forest where the convention tradition first started. Again more details are included in this issue.

Once again thanks for all the contributors for this issue. Permission to steal information/images from Facebook pages and group websites had made the bulletin encompass more groups than ever before this year!

18th Annual Railcar Convention

The 18th Railcar Convention will be held at the Gloucestershire Warwickshire Railway, which has recently been enjoying a rejuvenated railcar fleet and the reunification of its railway following a few dark years of severe landslip problems which severed the line several times into two halves.

The Gloucestershire Warwickshire Railway had been home to a Class 108 set (and briefly a Class 116 set) during the 1990's when a DMU was utilised in providing a low season service during times a steam service could not be justified. The ability to reverse without a run round loop was also useful whilst the railway was extending southwards from its base at Toddington. By the late early 2000's however the DMU fleet fell out of use, and for the next 10 years non steam services were handled exclusively by the railway's impressive diesel locomotive fleet. The 108 was later sold on. However the extensive landslip problems which blighted the line during the early 2010's saw DMU's return to provide emergency traction without expensive "top & tail" locomotive operations. At first hired in 117 sets were used, but later a Class 117 & Class 122 were purchased by volunteers to stay on the line. Following the railway's return to normal service, the DMU's continued to provide services, and it is this recently developed two set fleet that the association will be enjoying during its visit.



Members are invited to submit comments or queries via the DMU Group's dedicated webpage for the event:

[Cotswold Diesel Railcar 2013 Convention Page](#)

Services for the weekend will be based on the GWSR 2013 Green Timetable, with W55003 running between Laverton and Winchcombe, and the 117 set filling the advertised Diesel path between Winchcombe and Cheltenham Racecourse. There are a total of thirteen scheduled DMU departures from Toddington, with the occasional steam service in between!

Additionally, the Dean Forest Railway (site of the very first Railcar Convention back in 1996) will be operating trips for association members during the event utilising their Class 108 vehicles.

Stay up to date with 2013 convention news via the [Cotswold Diesel Railcar](#) and [Railcar Association](#) dedicated pages.

17th Annual Railcar Convention

Report by Paul Moxon

Introduction

For 2012, The Railcar Association's Seventeenth National DMU convention moved south to the Nott's & Leicester area Yorkshire, namely the Great Central Railway. Our thanks go to Tom Ingall and the Renaissance Railcar group and the supporting act of the railway's operating staff. In particular, we felt that the pricing structure resulted in a good value for money day(s) out. Once again our annual meeting was fortuitously pitched during two days of almost unbroken sunshine resulting in another excellent event.

The even was combined with the GCR's diesel gala and many of the delegates took time out to sample the varied fleet of heritage locomotives on offer between the DMU's timetabled running.

Friday

Friday saw Tom Ingall greeting the delegates as they arrived at Loughborough Central and also sorting out the last minute additions.

Renaissance Railcar's Class 101 E50321 & E51427 provided the delegates with their driver experience complete with a conductor and instructor.

The main attraction whilst under instruction was the ability to pass mainline diesels working on the opposite track, something which is of course unique to this railway.

The set was a power twin and combined with the ruling gradient (1 in 176) this meant that delegates soon managed "cruising speed" whilst heading from Loughborough to Rothley and return.

Timetabling of "our" trains (private charter in the timetable) was impeccable ensuring that all the delegates that had requested a drive, got one at a time that suited them.

Saturday

The DMU was strengthened with a hybrid powered twin set comprising of Class 127 51622 and a third Class 101 50266 was added to the power twin and this formed the diagram for the Saturday. The 127 DMBS was said to be running for its second day of public service after 12 years of hibernation and it performed impeccably. The other half of the Class 127 & W79976, the A.C. Cars Railbus were also on display at the far end of the loco shed at Loughborough and several delegates went to view the Railbus restoration challenge!

Formal Meeting

The meeting opened in the restored Lovatt House – possibly the best period location we have held our meeting in to date. The official meeting opened slightly later than the revised start time of 14:00 due to a loco failure at the southern end of the line.

Despite this slight setback, 43 delegates managed to make the meeting, an increase over 2011.

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

As predicted at last years meeting, 2011 – 2012 has been one of consolidation (last year's figures in brackets):-

- One (0) Departmental single unit has been added to the ranks of preserved DMU's.



- Six (8) DMU's were returned to service.
- Nineteen (11) railcars had restorations started (or restarted).
- Seven (2) cars have been dismantled for spares and then scrapped.

Great Central Railway – Tom Ingal!

After issuing an invite for all delegates to visit the unique Met-Camm DMU buffet car, Tom gave us the hard sell of joining the GCR! He went on to outline a historical overview of the Great Central railway from its birth in 1900 to death under B.R. in 1966. Then in the 1970's came regeneration under the ownership of preservationists. He pointed out the cost of footplate rides in 1973 as being 5 pence when accompanied by purchasing a day's membership!

Renaissance Railcars (RR) was formed from a number of existing railway members and acquired four of the ex Sandite Class 101's then stored at Derby. Two vehicles were restored and put into service after a 6 month restoration in March 2004. A further Met-Camm was acquired from Shoeburyness in 2005 and then the centre buffet car (59575) purchased in 2006. Tom outlined the restoration of the all cars and then quashed the rumour that RR was to open a pole dancing bar within!

Renaissance Railcars claim two records on the GC, one that the DMU was the first passenger train on the Mountsorrel branch and two, that they operated the first 4-car DMU on the GCR since the 1960's.



Pole dancing? (Class 111 buffet)

Update on the Pacer Preservation Group – Peter Dickinson

Peter outlined the progress the group has made in the last 12 months and recounted the tale of their group helping out with one of the TOC's in the form of the group's cab moulding, recovered from underneath Manchester Victoria's platforms. (Ex 142059?)

The group has taken on board recommendations from last year's TRA convention and if they stick to their committees laid down principles; they should be in on stream to preserve a 2nd generation DMU in due course.



A.O.B. & Discussion Topics

A proposal by Chris Moxon was put to the floor inviting delegates to suggest ways of safeguarding rare or threatened classes of DMU.

- Kevin Dowd suggested we identify vehicles at risk and that the TRA writes to the owners to invite them to offer such threatened vehicles to the Association as a first step before scrapping.
- Chris Bull suggested listing and classifying these particular units and Kevin Dowd suggested that the TRA write to the current owners requesting that any vehicle identified as such, be initially offered to the Association before being dispatched to the scrap yard.

Action: C Moxon to review "rarity" ratings and classify those units under threat.

Various suggestions for the 2014 (and beyond) conventions were put forward.

- Representatives from the Gloucester & Warwickshire Railway reaffirmed their agreement to host the 2013 convention with an additional offer of a talk on the history of the Gloucester Railway Carriage and Wagon Company by Jim Poor.
- Llangollen (John Joyce) requested confirmation of acceptance of their offer to host "Railcar 60" in 2014
- Mid Norfolk offered to host in 2015
- Great Central offered to host in 2016

Action: P Moxon to review offers of hosting and discussion material and confirm with all the relevant railways

Jim Poor presented a sample of "cut price" lino and invited delegate's interest after the meeting had closed.



Actions Resulting From AOB/Discussion Topics in 2011

Paul Moxon is to contact Brian Smith in early 2013 for progress on "Overhaul and Component standards", "Wheel Profiles/Brake Testing" and possibly for the 2013 meeting "DMU roller bearings".

2nd Generation units on TRA (preservation) website (2011) Chris Moxon has included the Class 141 but is still in the process of completing the First Generation section.

The recommendation from the floor to have an earlier meeting had been complied with (14:00 start).

The meeting closed at 15:10, and Paul Moxon gave a short slide show entitled "DMU's in the 80's" which had been held over from 2011's meeting.



Tours to the 111

"DMU work in progress" tours

Delegates were escorted to Loughborough sidings to view the on-going restoration of the unique Class 111 buffet car. Further offers to convert part of the bar into a pole dancing area were repeatedly & politely refused and several delegates who had had various fingers (and hands) in & on this vehicle commented on the progress and the pitfalls of restoring it.

Delegates were then taken to Swithland sidings to view the yet to be restored "assets" of Renaissance Railcars, plus the Red Triangle Groups sole surviving Swindon built class 120 buffet car. This is the point where delegates can reflect on their own personal magnitude of DMU tasks awaiting them back at their railways, whilst reviewing the host railway's projects!

The Swindon buffet car was a veritable time capsule of Formica interior & Swindon practice with twin toilets and interior lighting as part of the luggage racks. It has to be hoped that the insulation issues can be overcome and the vehicle restored to its 1960's condition. There was an interesting demonstration by the apprentice to the group of the Smiths Heater on the class 120 – some of us found this a little odd, as the evening was turning out to be one of the hottest of the so-called summer!



The wonderful Class 120 buffet

Fish & Chip Special

The special train continued to Leicester North, where the obligatory group photograph (seminar) of delegates was taken. Back to Rothley on the DMU & the fish & chips were delivered. The only adverse comment being a slight lack of salt!

To conclude, many of the TRA delegates commented that they definitely will return to the GCR and quite a few of us would also like to plan a mini gathering to assist in the christening of the Class 111 buffet car!



Future project for Renaissance Railcars



Enjoying Fish & Chips



The hybrid set



News

Strathspey Railway: Sc51367's defective No2 engine was changed for a replacement example during August, returning the Class 117 2-car set back up to four engines.

Denbigh & Mold Railway: The stripping of the asbestos above the drivers side battery box on Class 103 M56160 was completed during October.

101657: An interesting restoration "winter project" has surfaced in the form of the cab from scrapped Class 101 53211. Latterly the DMBS in the refurbished 101657 set, it last saw use around Manchester but has since deteriorated in storage and will require work to make presentable. It is anticipated to start the



Sc51367's No2 engine during removal, 17/8/12 (B.Faulkner)

work this winter. Fortunately, the cab had been carefully removed from the body, however the driver's desk had been completely stripped, and both doors damaged when it was lifted away from the body. The buffers had also been removed 'for ease of transport'.



53211's cab (Ex 101657) in storage (R.Thornton)

- NE 50211 was built as a class 101 Driving Motor Brake Second by Metro-Cammell of Birmingham, entering traffic in June 1957 at Sunderland depot. By 1960 it had transferred to Darlington, becoming E 50211 in January 1965 with the demise of the North Eastern Region, and remained there until the late 1970's. The car was then transferred to Heaton depot, undergoing refurbishment at Doncaster works in 1982, and renumbering to E 53211 in April 1983 - to avoid confusion with

class 50 locomotives on TOPS. Following a brief stay at Neville Hill in the early 1990's (where it became 53211, losing its 'E' prefix with the abolition of the regions) a final move to Longsight came in 1995, remained there until withdrawal in January 2002. After 44 years service, 53211 was scrapped in December 2003 by Gwent Demolition.

Llangollen Railway: Up to date weekly reports are always available on the [Llangollen Railcars website](#).

Class 104 50454/50528

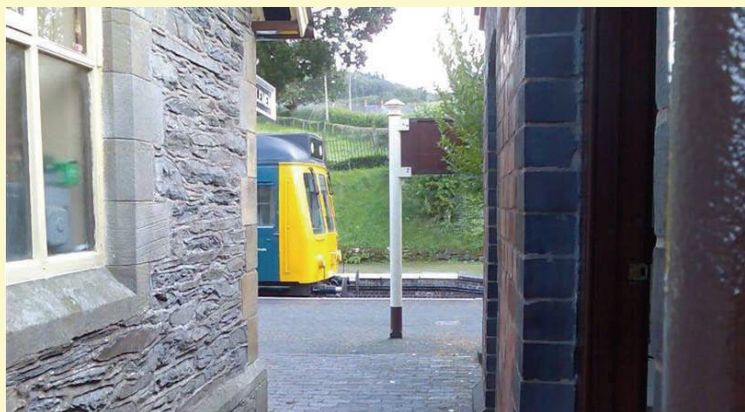
- Replacement engine fitted to no 1 of 50528 as existing engine has a water leak from an old stitch in the block, and new exhaustor belts and an up to date fire system was fitted while we were in there.
- Cylinder head replaced on no 2 engine of 50454 as the exhaust bolts had sheared. Old one to be recycled.
- 50454 has been suffering from slow cranking speeds on both engines and this was found to have been due to overheating of components within the BIS, causing a voltage drop. A new BIS has been fitted and the circuit board behind it has been removed, cleaned up and refitted.
- Also has had new generator belts, a replacement cab windscreen (which mysteriously shattered while the unit was parked up) and new batteries.
- A exam and an FP exam during the period



New Engine ready for installation under 50528 (Llangollen Railcar Group)

Class 108 51907/54490

- The grey area on the secondman's side of 51907 and the driver's side of 54490 has been sanded out and repainted as it was getting a little tatty.
- All gear and throttle controllers have been replaced with reconditioned/refurbished (powder coated components!) versions.
- Heater removed on 51907 due to excess noise, found due to bearing gone on fan motor. Motor replaced. Also no 2 exhaustor outlet manifold had to be rejoined when it developed an oil leak.
- On 54490 a new air/axle panel was fitted due to an LED failure.
- FP exam during period.



Class 108 in service (Llangollen Railcar Group)

Class 127/108 51618/56223

- On 51618 No 2 transmission oil cooler pipe developed a leak and this was removed and fitted with new O rings which cured the problem.
- Replacement heater fitted to no 2 position due to excess fumes gassing the passengers!
- Also a new air and axle panel has been made and fitted.
- 56223. Repairs were required to generator when one of the brush boxes came adrift, causing unit not to charge and also causing earth faults. Two new brush boxes were fitted.
- We had a problem with the jumper cables on 56223 in that the train wire for reverse was not working. This was found to be a pin which had come loose in the captive end of the jumper, was a pig to remove but was eventually replaced.
- FP exam

Wickham 50416/56171

- Required a new starter motor on the no 2 engine when the clutch failed during the autumn. Electrical problems with the speedo on the power car and one of the heaters have been dealt with.
- Trailer has had a replacement vacuum feed valve.
- Has had a C exam and an FP exam.

Class 141 55513/55533 (while at Llangollen)

- Had a B3+A exam during which we found that 55513 was not making much air. The compressor head assembly was changed when a broken spring was discovered.
- Both unloader valves have been replaced; brake blocks all changed on one car and numerous small repairs done arising from the work it had done at Weardale.
- Unit now back at Midland Railway.



141113 back in service at the Midland Railway (Llangollen Railcar Group)

Spa Valley Railway: Class 115 51669 will be coming up to the shed at Tunbridge Wells West in November for work to be carried out with the intention to get it running for the latter part of next years running season. This will be as a power-trailer set with operational Class 101 56408.

Gloucestershire Warwickshire Railway: Whilst the majority of visitors to The Gloucestershire Warwickshire Railway on Saturday 22nd September 2012 were at Winchcombe to see Thomas The Tank Engine, it was originally meant to be service as usual for the DMU service operating out of Toddington. When the DMU driver "booked on" for duty at 0830, there was an instruction to use Cotswold Diesel Railcar's three coach Class 117 for the weekend (Plan A). This immediately presented a problem since one power car W51363 was still stabled around on the pit road, having had received its A Exam on the previous afternoon, so extra shunting would have been required to reform the three car set. An initial view was to bring W51363 around from the yard and simply couple it to Bubble Car W55003 to provide a two coach service (Plan B). This plan was "shelved" temporarily and the decision was made to run services solely with W55003 (Plan C), and if passenger numbers required more capacity then it would be a relatively quick task to implement Plan B.



l-r the following CDRL volunteers, Ian Butler, George Forrest and Ian Carpenter, standing next to our 4 car formation on 30 Oct 12 just prior to the first through train to Winchcombe. (J.Boskett)

Plan C started off well and the Bubble Car departed Toddington heading South towards Hailes at 1030. Some ten to fifteen minutes later Plan C started to falter as W55003 reappeared at Toddington, this time heading Northbound for Laverton, but trailing a vast cloud of thick white smoke. On leaving the train to collect the single line staff at the North end of Toddington's platform one, the driver immediately noticed the pea-souper that was engulfing the station, and immediately shut the engines down.



The first through DMU approaching Winchcombe on the recently reinstated Chicken Curve, 51363 leading. (J.Boskett)

A quick on the spot appraisal by CDRL's engineers decided that W55003 should continue its trip to Laverton and back on a single engine and that the pre-prepared W51363 would be "bolted on" on arrival at Toddington; in other words it was back to Plan B! Interestingly this was the first time that any multiple working between the Bubble and the 117 had been carried out since CDRL brought DMUs back to the railway in 2011, and fortunately everything worked just as planned. The unusual formation of W55003 and W51363 was relatively short lived, as the 117 was reformed as a two car set (W51405 and W51363) at lunch-time on Sunday 23rd September.



The "classic" Chicken Curve shot of the same formation heading back to Toddington. (J.Boskett)

First thoughts were that an injector had failed, a running test was done on injectors but was not conclusive so a decision was taken to change full set of injectors. The injectors had not been out for a long while and required a degree of engineering brutality to remove, as a result no.1 injector came out with its mounting tube, and it was found that the sealing washer had not been fitted at all. On turning over engine to clear the water from no.1 cyl. It was noticed that no.2 cyl had water in it which was not good news!! No. 1 cyl head was removed and the gasket and block examined, nothing conclusive being seen. The head gasket was replaced, and it was found engine runs better when tappets set to 20, thou not 12!! Subsequent to repairs detailed above, W55003 was tested successfully and returned to passenger operation on Saturday 20th October.

Following the immensely successful One Million Pound Appeal organised by the Gloucestershire Warwickshire Railway to repair landslip damage to the line between Toddington and Winchcombe, through trains recommenced over the full line length between Laverton and Cheltenham Race Course on Tuesday 30th October 2012. In preparation for the big occasion, all of Cotswold Diesel Railcar's Heritage railcars received extra special attention in the cleaning and polishing department, and in honour of one of their stalwart drivers a newly upholstered driver's seat was fitted. The reunification the Gloucestershire Warwickshire Railway now allows CDRL's Heritage railcars will now operate alongside steam services for the first time since arriving at the railway in 2011. The GWSR reopening day on 30th October was the first time that all of CDRL's DMUs have operated as a four car formation in public service since their arrival from the Mid Hants Railway in 2011.



the first through DMU from Laverton arriving at Cheltenham Racecourse at around 1520 on Tuesday 30th October. Although the 122 visited briefly in 2011, it is anybody's guess when a 117 last visited the station (I.Butler)

Colne Valley Railway: Pressed Steel Heritage have been hard at work this year on the interior of 121 driving trailer car 56287. The interior had started to look worn and in need of attention.

The interior walls have had a new layer of Formica complete with wood trimming in keeping with the original design. The opportunity arose to have all the seats reupholstered in a red cloth which goes well with the Formica.

The trailer car runs with bubble car 55033 on busier days at the Colne Valley Railway.



Restoration Updates

Class 117 51351/51397 (Pontypool & Blaenavon Railway): In April 2012 following the owner's death, Class 117 51351/51397 were acquired by the railway itself and authorisation was obtained to embark on restoration to passenger service. Below is a reproduction of the railway's restoration report so far, which they have kindly allowed to be reproduced here:

Day 1

The main problem was that the batteries were flat. Numerous attempts at charging the existing cells proved fruitless. A set of OK batteries were eventually discovered and connected up to the DMBS. The exhausts on this vehicle had been loosened and any residual water was allowed to drain. With the batteries connected up, an attempt to start the first of the engines was made. This engine had been turned over by hand previously so were quick to fire up and soon settled down, with the characteristic rattle from the fan bearings and drive confirming that this was defiantly a DMU. Shortly after the second engine was fired up, again this had been manually turned over and fired up quickly. At this stage checks were made to see if the Air and Vac systems were charging, the Vac was ok but no air. As time was running out, the engines were shut down.



The unit when last operating in April 2008 (A.Grieve)

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www.railcar.co.uk



51351 shortly after restoration work restarted (M.Callaghan)

Day 2

Returning a week later, an attempt to start engine 2 (right hand side) was made. When the engine failed to even turn over it was left and engine 1 was started without fault. On investigation it was seen that a pipe from the engine to the radiator had been hacked off in an apparent metal theft. Efforts are on-going to source/fabricate a replacement.

Day 3

Roll on four weeks or so and the unit had been reformed into the two car set (both cars had been stabled next to each other for a while) and had new batteries installed on both the DMS and the DMBS. On Sunday 14th October, both engines on the DMS were started for the first time. This time the engines took a few turns to get going but once they fired a column of water 7-10 feet high erupted from the exhausts, showering that end of the vehicle. The engines settled down and were left to warm up whilst investigations were made into why the unit didn't want to make air. This was traced to all of the air cocks being open, although there were two that were hidden. Once all the cocks

were closed the air started to build.

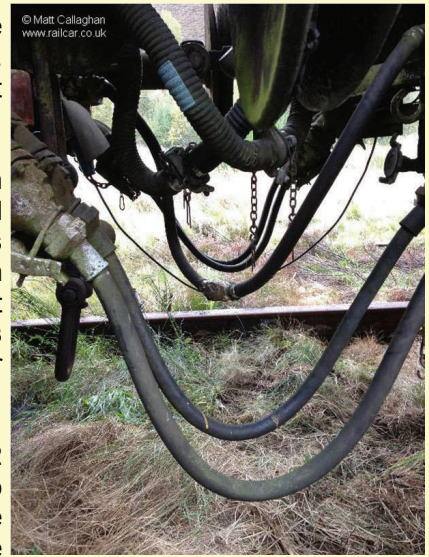
With the air building up, a walk around the unit was made to listen for any air leaks, none were apparent at this time. With the air pressure now over the required 75psi, the next step in the process was to check the status of the final drives. The reverser handle was put into its slot and pulled to the forward position. The Air/Axle board showed that three engines (2 on the DMS and 1 on the DMBS) were running but no Axle lights. This was expected as the DMS had been used as a hauled vehicle and the DMBS had been out of traffic for a while. The next thing done was to un-isolate the three final drives using the "fork" and by cycling between forward and reverse. With both the Final Drives on the DMS and one on the DMBS now engaged, a look at

the Air/Axle panel reflected that the DMS was now as it should be and the three LED's were now alight. Reverse was then selected, air light goes out... clunk...air light re-lights. Perfect, we are able to change direction, at least on the DMS. The desk was then shut down and the same thing tried from the cab in the DMBS, with success.

The next thing that was tried was the throttle. Notch one was selected with an increase in revs on all three of the running engines. Notch Two was then selected which resulted in full revs on all engines, so something is amiss and will need to be looked at. With the engines idling the gear selector was moved around to first, after a pause of a second, a hiss from the EP valve followed by a slight reduction in engine speed as well as a noticeable jolt (against the hand brakes) showed that first gear had been selected. The gear lever was then moved through gear two, three and four, with a pause in each to ensure that the gear engaged, before returning it to neutral. The same process was repeated from the DMS.

All engines are showing the same fault of revving up to max revs when placed into notch 2 so something is not right. Engine 2 on the DMS was also very slow to run back to idle, so this will need to be looked at. Another fault found was on the Vacuum side, where we are unable to create 21" on the train pipe. This is suspected to be perished seals on the Vacuum pipes so 16 are now on order.

All in all this was a successful day although the fault list is growing, which is only to be expected. Work will continue to reinstate systems and fix faults with a view of getting the unit to move under her own power and possibly get her out for a test run.



51351/51397 reformed as a set (M.Callaghan)



Buffet area inside 51397 (P&BR)

Day 4

With Dan's help, the first order of business was the fuel. Due to the location of the unit this had to be done using 2x5 gallon jacks and a funnel. Around 30 gallons of fuel was put into the tanks. Attention then turned to the bleeding of the of the engine 1. As the unit is nowhere near a pit, this involved rolling under one of the heaters and crawling into position near the fuel pump. With the bleed screw loosened the priming lever of lift pump was pumped and after a while, fuel was bleeding through the run off pipe.

With everyone out from under the vehicle, it was time to fire Engine 1 up. With the BIS in and the CIS key turned on, the start button was depressed. The engine turned over and over with no sign of combustion. We knew fuel was getting to the pump so put this down to an air lock in the pipes feeding the injectors, so we tried again. After 5 or six revolutions one cylinder started to fire and eventually all six were doing what they were designed to do. That was three jobs ticked off straight away.

The next job, the vac, required the three running engines to be, well running so the two on the DMS were fired up. With the air building up the throttle 3 EP Valve was found to be passing air so this would need attention before we went any further. All of the engines were stopped and the battery isolation switches off, the rogue EP valve was removed for cleaning

up. When on the bench, the nut on top of the valve was carefully removed followed by the spring, needle valve and two bits of rust. The unit was re-assembled and put back in place and the engines started up again, fault fixed.

Moving on to the vacuum fault, a number of the vacuum pipe seals were replaced which made a difference but there is still a leak somewhere, possibly in one or both of the feed valves. New seals are also on order so all seals will be replaced. Some attention was given to the brake cylinder on the DMS as after checking the pipework the hand brake on that vehicle was taken off but the brakes were still solid. It was found that the brake cylinder was still in the apply position and even after pulling the string to release the vacuum, there was no movement. With the vehicle chocked, a brake stick was used as leverage and eventually the cylinder released. A number of applications and releases were made and all seemed to be in order. Some oiling of the accessible brake rigging was also carried out on both vehicles.

The last item on the list was to see if the unit would move under its own power. So, with the unit held on the vac, the chocks were removed and handbrakes were wound off, 1st gear was selected and the brake released. Straight away the unit started crawling along, although some brakes were still binding as things were still stiff and there is still a vac leak somewhere on the train pipe. Once notch one was selected the unit moved. As we only had about a coach length to play in, as soon as walking speed was obtained neutral was selected and the brakes tested, the brakes did work.



Passenger saloon inside 51397 (P&BR)

The remainder of the day were spent moving back and fore along the coach length of siding that we had to work with (a demo

freight train is fowling at the moment) checking that the systems are working ok, changing ends, vac dumping and creating - generally giving all the components a bit of work to do. The main fault found today is the lack of a return pipe from the fuel pump on engine 1 on the DMBS. As there is a length of flexible pipe on the unit I suspect that the former owner had spotted this as well.

[Video of First Move](#)

[Video of Second Move](#)

Class 104 50447/Class 105 56456 (Llangollen Railway): **50447**

The roof of this vehicle has been fitted with new ventilator blanking plates and is being scabbled down so that some protective paint can be applied. Both engines are now in good working order following further work. Coach was in Llangollen shed for a while for a full assessment. Now being used to house parts for Cravens job.



56456

The full restoration of the bodywork on this vehicle has commenced. The second-man's side of the first class area has been

completely repanelled and the frame has been repaired on the other side. All the windows have been removed from one side and a team are working two days a week on the body restoration. No

target set for completion of job but it is hoped to have the sides finished by the spring.



50447 indoors (Llangollen Railcar Group)



Cab rewiring in 56097 (Llangollen Railcar Group)

Class 100 56097 (Midland Railway Butterley): Some work done to repair the ceiling supports in 56097 and to make new woodwork to support the side panels. Rewiring of the cab of 56097 is progressing with new terminal boards and electrical trunking installed. Finance has been authorised for further body repairs on 56097 which will take place over the winter at the Midland Railway.

Class 122 55009 (Mid Norfolk Railway): The protracted restoration of Class 122 DMBS 55009 is nearly complete – at approximately 7pm on 30/9/12 it ventured out on the MNR line from Dereham to Yaxham on its first test run in preservation, and probably its first powered run since withdrawal by BR at Laira Depot (Plymouth) in July 1993. It was the north-end of a 3-car formation; with 101 DMCL 51503 leading south, TCL 59117 in the middle, and 122 DMBS 55009 bringing up the rear. The exhausts were particularly smoky, but as they warmed up and burnt off residue oil deposits from idling and years of general inactivity they became clearer and less noticeable. Generally the test run was trouble free, but has highlighted a few adjustments necessary, particularly with one engine which isn't dropping the revs as quick as we'd like (a legacy of cable-operated fuel pumps!) This didn't deter from having a second trip out to Yaxham "just to make sure"...

Despite the efforts of the weather on the Friday before the railway's "Multiple Matters" event, the team managed to get 55009 painted and ready for its return to operational condition. The weekend was relatively incident-free, dislodged dirt in the air system causing a few EP valves to stick and leak-by, and a possible tired leaf spring were about the highlight of issues faced.

Despite the appearances of glossy green paint the restoration continues; The team are hoping to get another coat of gloss green onto the bodyside before the onset of the worst winter weather, and a heavy duty grey paint for the roof. There remains the issue of engine throttle cables to resolve, and some exhaust pipe leaks to correct, and a small matter of preparing to attack the rust worm corrosion under the cab domes, and some window frames in early 2013. Their work is never done!



Proud owner Chris Nesbitt and 55009 waiting departure on an afternoon train from Wymondham Abbey station to Dereham.

Spares & Replacement Parts Database Project

The following article is offered from Graham Bell in response to the article included in Issue 113 about the using of donor vehicles.

My interest in railcars is my attempt to record and preserve specifically class 101 DMUs that ran in the North East in the 1960's and 1970's. My response is driven by the fact that a number of class 101s that met my criteria were scrapped in recent years.

What I feel that this process been driven by is either that these donor parts are more readily available and they are very cheap, but there will come a time when this source of parts dries up and then some long term serious issues will need to be addressed.

As we know DMUs were constructed in the 1950's at the same time as other rolling stock, and therefore share a number of components. If we were to identify these components then it would open up a whole new source. I am sure that this knowledge exists either in people's heads or from other sources.

The next stage would be to catalogue which parts are still available new or reconditioned. Take for example seat fabric this is easily available but the knowledge of which design and the manufacturer may not be known to all. The final stage would be to identify those parts that are no longer available. At this point we need investigate if they can be replaced with an updated part. Now some may not like this idea but the question is do we want running examples or a museum piece? As technology moves forward it is possible to produce some plastic items in very small quantities at a reasonable cost and even metal items can be sourced for, dare I say it, overseas!

How do we move forward? Here are some ideas:

- Produce a database of all the part numbers used on DMUs
- Identify sources for each item answering questions-
 - Is it standard off the shelf item?
 - Is it available from specialist suppliers?
 - Can a modern replacement be found?
 - Does it have to be re-manufactured?
- Cross reference with other rolling stock of the same era.

I am sure that all this data is available and lives in people's heads or on dusty shelves, or that this information has been collected in the past. It will require a lot of work to collate this data and for people to pitch in and answer questions but in the end we would have a base of knowledge that will see the current fleet of DMUs running well into the 21st century.

I think that this is the way forward and I am willing to donate my computer and purchasing skills to help put the database together. WHO IS WITH ME????

Editor's thoughts to add to this article: indeed, this process of identifying parts sources (either original or new/replacement) is alive and well and occurs very regularly on the First Gen Yahoo group. As DMU owners, we frequently go in together when having new parts manufactured (there are countless examples of these "bulk orders" stretching back over the last 10 years). The process exists, the only missing link is the recording of such data and centralising the data for future easy referencing.

For some time now the association has been considering the online creation of a combined Technical and Supplier section for the "new" railcar website, this was proposed to be the next major website project after the completion of the Preserved Vehicles project, which is still in progress. This new section would currently be scheduled to be started during 2013. Clearly this offer to create a computer database detailing such DMU parts and current sources goes hand-in-hand with the website expansion proposals. I am prepared to extend Graham's offer by proposing that if such a database be possible via the cooperation of members, that it would be available on the Railcar site in some form and fully integrated into any future rejuvenated technical section, if appropriate and with Graham's permission.

Such a database could of course grow over time (each year we produce and source more and more DMU parts) and would rely (as always) on contributions of information from members, something we are now well known and indeed admired for in preservation circles. I look forward to seeing if this project can be realised through Graham's kind offer to help put the database together.

Multiple Memories Weekend

The Ecclesbourne Valley Railway will be holding a DMU event dubbed "Multiple Memories", featuring all operational vehicles. This will be the first DMU event held on the railway since the line opened to Duffield.

Friday 9th August 2013

We will be holding driver experiences for Railcar Association members on the full line between Wirksworth and Duffield. These will have to be pre-booked and Leigh Gratton will provide details closer to the date of how to book, the prices and which vehicle(s) will be in use.

Saturday 10th August

A public running day featuring all operational vehicles, leading up to a traditional Fish and Chip Special in the evening. We hope the special will include all operational vehicles in one train.

The Saturday includes the best connections for visitors from main line trains due to the main line timetable, so visitors wishing to make full use of our main line platform interchange may find it easier on the Saturday.

Sunday 11th August

Another public running day featuring all operational vehicles.

Accommodation

[The railway's website](#) includes a comprehensive list of local accommodation for visitors wishing to stay overnight.

Many more details closer to the date will be given as they are worked out, but member's can now save the date!

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

[Derby Lightweight - Penrith](#)

[Class 114 - Sheffield Midland](#)

Blue Era

[Class 108 - Featherstone - 24/11/1968](#)

[Class 110 - Gathurst - 1978](#)

[Class 114 - March - 5/9/1979](#)

[Class 101 - 53321/59119/53305 - Bescot - 26/3/1982](#)

Blue/Grey & Later

[Class 120 - 53736/59290/53651 - Ipswich - 8/6/1982](#)

[Class 110 - Stainforth & Hatfield -1/10/1987](#)

[Class 127 - 910 - South Kenton - 17/5/1988](#)

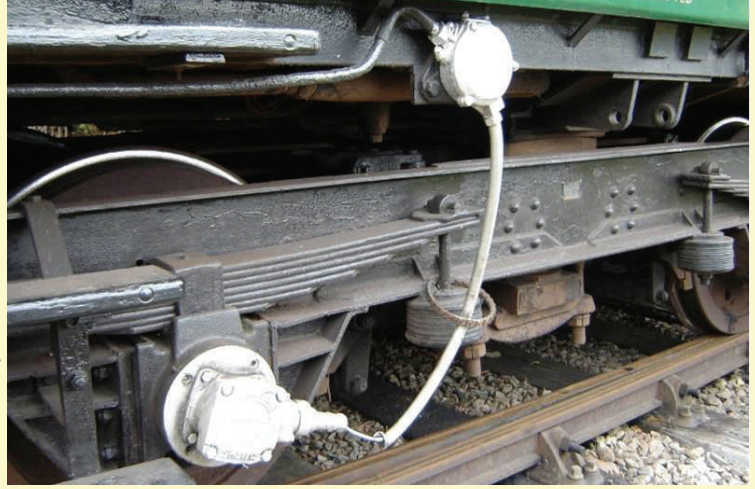
[Class 101 - L222 - Sudbury - 17/4/1991](#)

Wanted

Smiths speedo generator, armoured cable and resistor box.
It doesn't matter if the generator itself is U/S as all that is required from that end is the connector components that the lead plugs into but the lead itself needs to be in reasonably good order as does the resistor box on the solebar.

Contact

[Jeremy Dunn](#)



Low-back DMU type seats (enough for one coach). Condition of material/moquette not important.

Contact

[Mark Jenkins](#)

For Sale

2 x Leyland Albion engines.

Located on the Spa Valley Railway, they have been stored (covered up) outside.

Contact

[Mark Jenkins](#)

Movements

Class 117 51339/51382 continues its tour of railways after moving from Peak Rail to the East Lancashire Railway in October. The set only spent three months at Peak Rail, and it is thought the vehicles did not see any passenger use there. The unit is to immediately enter service at the ELR, and operationally can be seen as a replacement for the National Railway Museum's Class 101 2-car set which departed for the North Norfolk Railway in August. The set increases the suburban feel at the line, joining resident Class 122 and 121 trailer set 55001/56289. Along with the NRM Class 108 twin, the ELR fleet has now returned to three operational sets.

Railbus LEV1 moved from the National Railway Museum (Shildon) to the Wensleydale Railway in October and moved under its own power about two weeks after arrival. The vehicle did not spend long at the NRM, having relocated earlier this year from the North Norfolk Railway where it was restored to operating condition.

Disposals

Although not a disposal yet, the owners of **Class 115 51849** at the Spa Valley Railway have indicated that this vehicle will be soon broken up for spares. It was a tough decision to make, but in reality, the railway just don't have the time or volunteers in enough numbers to restore it to running condition. By dismantling 51849, it will release all the spares needed to keep 51669 running for many years. Some parts from 51849 will be disposed, but a definitive list has not yet been constructed.

Gallery



W51401 & W51347 stabled at the Gwili Railway, 30/10/12 (C.Walker)



W51401 & W51347 stabled at the Gwili Railway, 30/10/12 (C.Walker)



56317 in storage at a haulage yard, 5/10/12 (Vinny)



56271 stabled at Midsomer Norton, 29/9/12 (D.Deacon)



51914, 59387, 50619 & 56492 make a 4-car set north of Norchard, 16/6/12 (C.Walker)



A highly polished 51914 brings up the rear at a very wet Lydney Town, 16/6/12 (C.Walker)



59387 interior, 16/6/12 (C.Walker)



M51941, NE59250 & M52064, at Kidderminster during a diesel gala, 6/10/12



M56208 & M50933 stabled at Bewdley during a diesel gala, 6/10/12



W55001 replaces a late running steam service between Bury & Heywood, 27/10/12



Long stored Class 104 53437 at Cheddleton during re-sheeting, 29/10/12



Long stored Class 104 M53494 at Cheddleton during re-sheeting, 29/10/12

Forthcoming Events

Date	Railway	Expected Traction
August 9th-11th 2013	Ecclesbourne Valley Railway	DLW, 101, 108, 117 & 122
October 4th-6th 2013	Gloucestershire Warwickshire Railway (18th Convention)	117 & 122

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 115 (due out January)