



The Railcar Association Bulletin May 2013



Introduction

I hope plenty of people enjoyed the East Lancashire Railway's DMU Day in March, the first of the modest number of DMU dedicated events planned this year. The "new" Class 117 set made its gala debut at the line and was finished very nicely, particularly inside. Its appearance is currently being further improved through an external repaint into as-built green with speed whiskers, which is being undertaken by *Heritage Painting* at the moment. The gala also showcased the excellent progress being made on the last surviving Class 105 Cravens 2-car set, which is edging ever closer to completion. Like the return of the Class 109 & 126 sets, a Class 105 moving under its own power promises to fill a gap in DMU preservation that has been present since the set finished its West Somerset service in the 1990's.



51382 undergoing repaint, 24/4/13 (Heritage Painting)

The next issue should see a report on the Llangollen gala, the longest running DMU event (aside from the Annual Convention which is nomadic) and a firm favourite now in its 8th year. With the prospect of a "Blue & Grey reunion" between the resident Class 108 set and visiting Class 122 either crossing or working in multiple, it will hopefully be a good show.

2013 Convention

Driver Experience booking is drawing to a close, with only a single slot on the Class 122 remaining. [Book now](#) to take the last one!

Updates and more detailed information on the event (plans are already very advanced) is available on the [Cotswold Diesel Railcar site](#).

News

Nene Valley Railway: Unfortunately the hoped for runs of 1212 over the Easter weekend did not happen due to a number of reasons. Crew training is progressing at a steady pace however. Following a number of bedding in runs, the NVR can now confirm that 1212's first public passenger runs will be at the diesel gala on 18th/19th May. For more details [click here](#).

Great Central Railway: Both Class 127 power cars are now formed together and connected up for the first time in a long while. On M51616, both stop solenoids have been replaced as well as a diode in the fire system. M51622 has run without fault the couple of times its been out. The 2-car set moved under its own power (with both cars) for the first time in April. The Class 101 set remains busy operating the regular first train of the day weekend diagrams and has been used for some galas and charters as well. A recent track covering charter proved a DMU's worth in being able to quickly negotiate sidings etc.

Keith & Dufftown Railway: The railway's most recent acquisition, Class 108 M56224, has been repainted from BR Blue into BR Green to match the other four vehicles in the fleet. Speed whiskers are due to be applied in the near future.

Churnet Valley Railway: The operational 104/110 3-car set has been cleaned inside and outside ready for the new season. This refresh was also extended slightly by breaking out the white paint to repaint the two cab roof domes which has improved the external appearance slightly to help the vehicles get through another season before repainting. Restoration project TCL M59137 is still waiting patiently while group members pursue the long overdue project of cataloguing the spare parts collection, not glamorous but necessary task.



56224, now in green livery, 9/3/13 (B.Angus)

Bo'ness & Kinneil Railway: After being sidelined since October 2011 due to Sc51017 having a defective engine, the unique Class 126 3-car set had recently been returned to four engines again. It is intended that the set will be operating the last (15:35) round trip of the day from Bo'ness on Saturday 18th & Sunday 19th May. HOWEVER readers should be aware this is a provisional plan, subject to availability and subject to a successful test run being carried out in the next two weeks. Please check before travelling if planning to see the unit on this weekend.

Restoration Updates

Class 108 51950/52062: The Telford Steam Railway's newest form of traction arrived at the railway in June 2012. Class 108 51950 and 52062 were based originally in Newton Heath then spent a lot of time based at Chester as set CH629. In the last part of service it was based at Tyseley as set T070. The unit entered preservation at the Gloucestershire Warwickshire Railway.

When the unit was purchased 51950 DMBS was complete but the interior was in poor condition. 52062 DMCL interior was in better condition but both engines had been removed for refurbishment. The first job to tackle was to check 51950 engines and start them. After only 10 days of being on site 51950 moved under its own power for the first time in 4 years.

The next few months were spent on re-building and testing the engines off 52062. The first engine which was supplied complete was powered and ran successfully. The second engine was in poor state after being left outside with no protection on inlet or exhaust ports. When the engine was stripped it was found to be rusty inside the cylinders and head. Lots of time and effort was spent stripping this down and renewing, refurbishing components. The engine was successfully tested in November on a test pallet before being installed into the unit.

In between this engine rebuild the cabs on both units were stripped and rotten metal removed. New metal was welded into the cabs and then this was filled and sanded to original profile. The interior of both cabs were cleaned and rust-proofed. The original BR grey painted cab panels in 51950 were replaced with new Formica cut to the original patterns.



52062 during cab bodywork repairs (K.Jones)



52062 after cab bodywork repairs (K.Jones)

One engine in 52062 was fitted before Christmas and the second engine was fitted during the Christmas period. After some niggling problems with electrics and water leaks both engines were test run. A problem was found with the air controls in that some of the E P valves (which provide the signals to the gearbox and engine) were found to be missing. Replacements were sourced from the Severn Valley DMU group and a faulty air pipe was replaced. After this a successful run of all engines has been recently be made and all engines can be controlled via the cab controls. Recently work has started in the interior to replace the damaged roof panels.



Engines being refitted to 52062, 30/12/12 (K.Jones)

The next steps to bring the unit back to service are:

- Test and adjust brakes
- Finish off first class section with carpeting
- Renew damaged roof panels
- Full mechanical exam

W&M Railbus E79963: The engine is going back together at the East Anglian Railway Museum and bodywork and floor corrosion repairs are progressing well. It is anticipated to move forward with investigation of the interesting electrical system. However, sourcing another pair of voltage regulators is proving rather challenging, the group would be interested to hear from anyone who may have contacts with Bosche or have knowledge of Lucas equivalents. The split 12 / 24 volt electrical system is unlike anything else on vintage or heritage BR diesel stock, and must have proved a headache when the 5 of these German built vehicles were in service, and can only conclude that was one of the many reasons they withdrew them.

Class 103 56160: A 60 gallon fuel tank, ex Class 117 51338, has been purchased for the vehicle and will eventually supply the heaters.

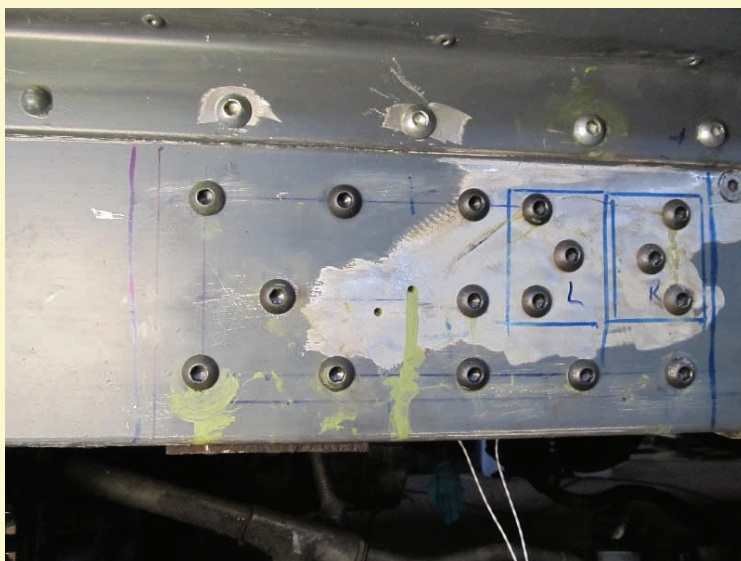


The filling work on the front end after a new one was fitted, 20/4/13

Class 108 51566: A sole bar repair plate has been added after the engine was removed. This was due to a crack in the aluminium between rivet holes where the engine mounting x-member attached. The vehicle is also having a repaint, both engines refitted, corridor end metalwork repairs, filling, sanding and fibre glass repairs to the new front cab end, and a power wash to the underside to rid the years of BR grime.



The sole bar repair plate, 15/4/13



The sole bar repair plate, 15/4/13



51566's corridor end repairs, 20/4/13



Considering an engine before fitting, 20/4/13

Tail Load Day

Churnet Valley Railway

Sunday 5th May

Class 104/110 3-car set
M50455/E59701/M50517

Towing newly restored Prototype General
Utility Van W86500

3 Round Trips

Normal Fares

2 Steam services to Caudon Lowe also
operating

[Timetable](#)

(DMU/Tail load services in black)

*Plus an earlier non-passenger run is also available (for
photographers): Consall dep 11:13, Cheddleton pass 11:20,
Leekbrook 11:25-11:35, Cheddleton arr 11:40
(note actual run may deviate slightly from these times)*



Movements

Following its sale last month, Class 117 51354/51396 has moved from the Llanelli & Mynydd Mawr Railway to Peak Rail.

Time Traveller

A regular feature: ten external links to images taken of DMUs on British Railways

Green Era

[Class 100 - Harlech](#)

[Class 101 - Britannia Bridge](#)

[Class 110 - Ferriby - 1970](#)

[Class 123 W52086 - Derby - 1964](#)

Blue Era

[Class 104 - Edale - 9/11/1985](#)

[Class 105 - Doncaster - 3/1973](#)

[Class 116 - 9/1971](#)

[Class 120 - Haresfield - 7/7/1967](#)

Blue/Grey & Later

[Class 101 - High Shields - 19/5/1981](#)

[Class 123 - Swinton Central - 12/4/1984](#)

Wanted

- End corridor sliding door to suit Class 108. Contact Robin Wallington 01833640461
- Small on and off relays for the main saloon lights in a working state. Contact [Leigh Gratton](#)
- Secondary air receiver (with the boss for the diverter valve type) for a Class 117. Contact [Cotswold Diesel Railcar Ltd](#)

For Sale

[Class 122 55012](#)

Fully refurbished to a very high standard throughout, replicating its original condition (all asbestos removed).

Fully operational, due to its complete mechanical overhaul, including engine rebuild. Benefiting from a fully working AWS, vacuum braking system, 2x Smith heaters and a spare engine.

Located on the Weardale Railway.

Demonstrations available upon request.

P.O.A Serious offers considered. Enquiries through [Rail Restorations North East](#)

Immingham 2003/2004

An interesting collection of Class 101's about to meet their demise from Richard Thornton



Gallery



52006/52025 during the Avon Valley Railway's diesel gala, 13/4/13 (C. Walker)



52025/52006 during the Avon Valley Railway's diesel gala, 13/4/13 (C. Walker)



59510, incorrectly numbered as 59515, stands at Toddington, 1/4/13 (P. Harris)



Sc51367 inside the shed at Aviemore, 23/3/13 (M. Insch)



Sc51367/Sc51402 in the yard at Aviemore, 24/3/13 (B. Faulkner)



Sc51367/Sc51402 in the yard at Aviemore, 24/3/13 (B. Faulkner)

Forthcoming Events

Date	Railway	Expected Traction
June 22nd & 23rd	Llangollen Railway	104, 108, 109, 127, Steam Auto & Visitor
July 27th	Dean Forest Railway	108
August 9th-11th	Ecclesbourne Valley Railway	DLW, 101, 108, 117, 119 & 122
October 4th-6th	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
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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 118 (due out July)