



The Railcar Association Bulletin July 2013



Introduction

It is rather creepy that the next issue that will (all being well) contain the report/images for the public launch of Class 119 W51073, will be Issue 119! W51073 has been completely transformed since the days when it had narrowly escaped scrapping in 1993 but had not been spared full mechanical stripping of its components. Completed refitted both inside and out, the vehicle will be making its return at the Ecclesbourne Valley Railway's "Multiple Memories" event next month, giving the first chance to ride on a Cross Country Class 119 for 20 years. Another milestone reached in DMU preservation, and certainly a highlight for the year.

Speaking of highlights for the year, the Llangollen Railcar Gala proved the best yet, with two visitors for the first time, "bubble cars" M55005 & 55032. The event featured an interesting mix of formations, including a 9-car special each morning, something which hasn't been seen for a few years.



For anyone who doesn't know me: the editor caught on camera uncoupling a classic 1950's era tail load from a 1950's era Class 104 DMU! (T.Daw)

News

Great Central Railway: Class 101 set E50321/E51427 are proving very popular when used at Steam galas, to go into the loops at Swithland so people get a view of all the passing traffic. Meanwhile, "spare" DMCL 50266 is having a top coat of dark green paint added. Not a 'finished' job, but something to make the vehicle look a bit smarter for the next couple of years.

East Lancashire Railway: Class 117 W51382 was repainted in a contract by *Heritage Painting* in April, the process only taking 13 days start to finish. Whilst the vehicle retains its BR green livery, the half yellow panel it carried previously has been changed to speed whiskers. DMBS W51339 received the same treatment the following month.

Dean Forest Railway: Due to maintenance issues with loco hauled coaching stock, the DFR Class 108 set aided the railway early in the season operating extra passenger services. Most services have been operated by 2-car set E50619/M56492 with DMBS M51914 being added on two or three days when the railway requested 3-cars in service. Maintenance has been light with only odd issues with heaters and buzzers on the running vehicles requiring attention.



A Dean Forest Railway DMU group photo on the 21st anniversary of the first set arriving on the line

North Norfolk Railway: It has been a busy time for the DMU sets, which now number three (see movements section). The

National Railway Museum Class 101 M51192/M56352 is now in regular service following a prolonged period out of traffic for mechanical repairs to engines, gearboxes and exhausters. Several components from the NNR's own Class 101, 51228, have speeded this process.

51228 meanwhile has been deep inside the carriage works undergoing major bodywork and door repairs as well as some interior attention, most notably reupholstery of the seating. Much work has been undertaken on the bogies/final drives of this powercar, which are still ongoing but should see the vehicle perform reliably once returned to service. Four marker lights have been reinstated onto the front end, which is correct for class but not individual (51228 originally having a 2-character route indicator box). However it will match partner 56062 and aesthetically looks very pleasing and original.



51228 undergoing fairly major repairs, 17/6/13

A third set and maintenance lifeline has been hired in the form of Class 122 E55012. However more work has been required than originally anticipated before the vehicle enters traffic, both above and below the floor. Entry to traffic however is expected during July.

Bo'ness & Kinneil Railway: DMS Sc51017's engine has been completed and fitted under the vehicle, running successfully during the three return trips operated by the 126 in May.

Mainline News

Arriva Trains Wales: Arriva have recently bowed out of first generation DMU mainline operation after 121032 was withdrawn from its dedicated Cardiff Bay to Cardiff Queen Street shuttle. Never a reliable performer, the vehicle was dogged with a series of failures that were exacerbated by unavailability of spare parts resulting in the vehicle spending long periods out of service. Whilst Arriva valiantly returned the vehicle to service several times, time has run out and the vehicle sold to the only other passenger operator of such vehicles, Chiltern Railways.

Online speculation was rife as to whether Chiltern would utilise the vehicle as a third passenger carrying Class 121 to join 121020 & 121034 or alternatively break 121032 for spares to prologue the service life of its existing fleet. Before a decision had been announced however *Llangollen Railcars* secured the vehicle as an additional guest for their June railcar gala, potentially offering its last ever passenger carrying runs, and most probably its last in Wales.

Chiltern Railways: Some minor changes have been made to the Class 121 diagram, seen below:

Old Diagram

Headcode	Working	Notes
5P10	06:34 Aylesbury-Princes Risborough	Empty Coaching Stock
2A83	07:12 Princes Risborough-Aylesbury	
2P82	07:42 Aylesbury-Princes Risborough	
2A84	08:12 Princes Risborough-Aylesbury	
2P83	08:47 Aylesbury-Princes Risborough	
2A85	09:57 Princes Risborough-Aylesbury	
2P88	17:30 Aylesbury-Princes Risborough	
2A49	18:00 Princes Risborough-Aylesbury	

Headcode	Working	Notes
5P10	06:34 Aylesbury-Princes Risborough	Empty Coaching Stock
2A83	07:18 Princes Risborough-Aylesbury	
2P80	07:44 Aylesbury-Princes Risborough	
2A84	08:12 Princes Risborough-Aylesbury	
2P81	08:47 Aylesbury-Princes Risborough	
2A85	10:00 Princes Risborough-Aylesbury	Now calls at Monks Risborough Halt (previously non-stop)
2P88	17:30 Aylesbury-Princes Risborough	
2A49	18:00 Princes Risborough-Aylesbury	

Restoration News

Class 111 59575: 59575 finally made it into the paint shop at Rothley in May, another key stage towards returning to traffic. A full paint job and outstanding body repairs should be completed soon - there are some mechanical bits also still to sort and jumper cables to install.

E&G TFRB Sc79443: The four windows fitted on the corridor side a while ago are now complete with sliding lights and the top timber and alloy trim is fitted. The four window openings on the other side have been trimmed to exact size. Main and quarter lights were then fitted to the three compartment windows but only the main pane has been fitted to the toilet window so far. All sliding lights not on the vehicle have been repainted and are ready for use.

We are now working to rebuild the partitions between the toilet, compartments and buffet area and have made a template for these. The first partition has been cut to size and shape and successfully trial-fitted. All components needed to rebuild the compartments are being gathered together to assess what we do and do not have. Partitions and panelling have been cleaned of many years of dirt.

Painting of the interior of the roof is now complete.

Class 103 M56160: A spare windscreen has been purchased from the Birmingham Railcar Workgroup as well as two new heater control panels and an 'air axle' panel from Llangollen Railcars. The fuel tank gauges have also been repaired.

Class 101 (cab) 53211: The throttle controller, train light switch, brake valve and gauges have been overhauled with the gear controller under repair. Movement of the cab has been postponed due to weather.



Windows fitted to Sc79443, 24/6/13 (J.Horne)

Movements

Class 122 E55012 has moved from its base at the **Weardale Railway** to the **North Norfolk Railway** on lease. The vehicle had been made available for sale or lease following the announcement by the Weardale Railway that it was discontinuing heritage railway services. With no sale agreement reached, the vehicle has been put on loan to the NNR who have recently been unable to provide its booked DMU services due to prolonged mechanical difficulties with both of its Class 101 powercars, one of which is resident on the line, the other on hire from the National Railway Museum. E55012 will be able to operate on its own providing off-peak services, or in multiple with other DMU vehicles on the NNR.



E55012 undergoing repairs in the carriage shed at Weybourne, 17/6/13

Class 117 W59515 has moved from the **West Somerset Railway** to the **Yeovil Railway Centre**. The vehicle was part of a once four-strong rake of Class 117 TCL vehicles which were used by the railway as hauled coaching stock, suburban DMU's being fairly similar to some GWR coaching stock in exterior appearance. However this set has been disbanded over the past 10 years and most of the vehicles moved on. W59515 still carries the carmine & cream livery that this set was painted in. The vehicle will be used by the centre and funds are currently being sought for improvement works.

Class 101 56356 moved at some point from the Great Central Railway (Nottingham) to the Barry Tourist Railway, possibly during May.

A **Class 117** TCL (identity currently unknown) in restored condition was noted at Tyseley in June, expected to be dispatched shortly to a heritage line.

Disposals

L835 Dispute Resolved: The dispute over the ownership and condition of class 101 vehicles 51432 & 51498 (Set L835) was resolved in the Central London County Court on the 26th June.

Both parties accepted that due to the vehicles having been partially stripped and the components sold (which in turn led to the offers of accommodation on several heritage railways being withdrawn) there was no realistic chance of the vehicles being restored. Therefore the MoD will continue to strip the vehicles of asbestos at its expense, before recovering components and finally scrapping the bodies.

The MoD accepted it did not own the vehicles. and under the terms of the Judgement will pay the owners the income from component and scrap sales it was due to receive. The MoD's counterclaim for storage charges was also reduced by 50%.

Whilst it is regrettable that L835 could not be saved, there are numerous examples of Class 101's in preservation, and it is hoped the recovery of components will allow those vehicles to operate for many years to come.

Churnet Valley Railway Tail Load Day

Sunday 5th May 2013 saw the Birmingham Railcar Workgroup showcase their latest restoration, the prototype General Utility Van W86500, at the Churnet Valley Railway as a tail load behind 3-car Class 104/110 M50455/E659701/M50517. Although the GUV had made its first runs in preservation at a steam photo charter in February, and had been included in a demonstration freight set at a steam gala the same month, the 5th May was chosen as the official launch for the vehicle as it would be in use as a tail load behind the Class 104 set.

Much effort was required by the group and the CVR operations department before the day to enable the method working of the tail load (specifically running round the vehicle at each end of the line with passengers on board the DMU) to be safely agreed.

Thankfully the day went well and the operation of the tail load ran very smoothly with no problems. Trains ran to time other than a slight delay on the last train due to the steam train being held by cows up on the Cauldon Lowe branch. Several people made the journey to see the van being towed by the DMU and relive memories of the rural railways of the 1960's and 1970's. Many favourable comments about the GUV's appearance were received and a good day was had by all.

Most of the group were in attendance either as train crew on the DMU or riding as passengers. The day was rounded off nicely by a visit to *The Boat* public house at Cheddleton for a drink after railway operations were over and the sun had come out for the evening!



The 4-car formation standing at Consall ECS



The 4-car formation standing at Consall ECS



The tail load passes luggage at Kingsley & Froghall



The tail load seen from the gardens at Consall whilst waiting for the delayed steam service



The ECS posed at Consall with a passing canal boat



The ECS posed at Consall with a passing canal boat

Class 108 Brake Rigging Problem

The following is from Trevor Daw who feels this may be of interest to active Class 108 operators:

While carrying out a 'B' exam on our 108's, we found a fault on No. 2 bogie of DMBS 51941. You will see from the photo the vertical lever guide bracket that holds the block links in place secured with a 5/8th Binx nut either side. The picture was taken on one of our spare bogies because it is easier to get a good view. On 51941 the nut and stud on the left side of the guide bracket has pulled out of the bracket. From the evidence it is pretty certain this has been repaired before, using a sawn off stud pushed back into the hole and badly welded in position.

Discussion reveals that the vertical guide brackets have always been a problem on Class 1XX, because so many have had a later repair by removing the original rivets and repairing using the Huk bolt system. It is down to poor design with too much stress on the fixings by virtue of the constant push and pull of braking. Now we know the problem we will have to have the car lifted and the bogie run out so we can cut off the old Huk bolts. Then repair the bracket and the Block link studs and fit back onto bogie using new Huk bolts.

This is a simple explanation of the problem, with the kind assistance of Chris Nesbitt he has searched for the correct drawing number from RDDS. More news as it happens.



Time Traveller

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

Green Era

[DLW M79187 - Derby - 6/1964](#)

[Class 105 - Mablethorpe](#)

[Class 118 W51330 - Radley - 4/4/1965](#)

Blue Era

[Class 100 51116 - Whitby - 27/8/1981](#)

[Class 114 50006 - Chinley - 15/5/1979](#)

[Class 115 - Gerrard's Cross 18/2/1975](#)

[Class 122 SC55005 - Inverness - 13/4/1977](#)

Blue/Grey & Later

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

[Class 124 E51965 - Hull - 30/9/1985](#)

[Class 128 - 55993 - Newport - 3/8/1988](#)

Class 118 Images

As it's issue 118 , below are online links to 10 images reminiscing of the days when these vehicles were an everyday sight on the mainline

Green

[Twyford 1959](#)

[W51304 - Saltash - 1960](#)

[Exeter St David's - 1/1968](#)

Blue

[P461 - Exeter Central - 24/7/1980](#)

[W51312 - Gunnislake - 8/1980](#)

Blue/Grey

[P461](#)

[P461 - Newquay](#)

[W51311 - Vic Berry's](#)

Telecoms Yellow

[51302 - Sapperton Tunnel - 1988](#)

[51302](#)

Wanted

Wanted for Leyland 680 (0.680/1):

- Set of big end shells +0.010
- Set of piston rings (2x compression, 1x oil control, 1x scraper per piston)
- An overhaul gasket set (we already have the cylinder head gaskets in stock)

Contact Ian Wild 07836 382808

Gallery



51382 inside the shed at Bury in primer during its repaint (Heritage Painting)



51382 following its repaint which only took 13 days (Heritage Painting)

Gallery



Class 126 Sc51043 awaits departure from the yard at Bo'ness before re-entering service (J.Horne)



The Class 126 unit in use at Birkhill, 19/5/13 (J.Horne)



The Class 126 unit in use at Bo'ness, 19/5/13 (J.Horne)



E56301 under restoration at Country School, 16/6/13



E56301 under restoration at Country School, 16/6/13



51499/51226 in service at Thuxton, Mid Norfolk Railway, 16/6/13



E56317, in a very poor state at Whitwell station, 16/6/13



E56317, in a very poor state at Whitwell station, 16/6/13



M51192/M56352 in service at Holt, 17/6/13



M56352/M51192 in service at Holt, 17/6/13

Mainline Gallery



121020 arrives into Pricas Risborough, 16/5/13 (D.Henwood)



121020 stands at Pricas Risborough, 16/5/13 (D.Henwood)



121034 stabled at Aylesbury, 17/5/13 (D.Henwood)



121034 stabled at Aylesbury, 17/5/13 (D.Henwood)



The ascent to Monks Risborough and Whiteleaf Halt from Princes Risborough, 16/5/13 (D.Henwood)



En route to Aylesbury from 121020, 16/5/13 (D.Henwood)



960014 stabled at Aylesbury, 16/5/13 (D.Henwood)



Aylesbury depot overview, 17/5/13 (D.Henwood)



121034 & 121020 stabled at Aylesbury, 17/5/13 (D.Henwood)



121020 stabled at Aylesbury, 17/5/13 (D.Henwood)

Forthcoming Events

Date	Railway	Expected Traction
July 26th-28th	Bo'ness & Kinneil Railway	126
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

Feel free to send submissions at any time to railcar@live.co.uk but no later than August 30th for Issue 119 (due out September)