

# *The Railcar Association News Bulletin*



## EDITORIAL

Welcome to Issue 123. A nice spread of news this time with some useful illustrations with the help of our new Facebook group, more of which later. Everybody seems to be feeling more positive as we edge closer to summer, Easter providing for many groups the start of the season “proper” and increased running for our heritage vehicles. The warmer weather also brings out more volunteers, makes paint dry faster and gets DMU’s restored quicker! There are already encouraging reports coming in at work being completed this year, inspiring stuff for the rest of us either active elsewhere or just keeping watch on the preserved scene.

Worthy of a special mention (I make no apologies for plugging this) is the association’s new Facebook page. Whilst many disagree with social media and are not a part of it, there are as many if not more who have embraced it to a greater or lesser extent. It has been decided to encourage the sharing of information and images of our preserved railcars to run a Facebook group for this purpose, the fruits of which can be used to form a historical

record by inclusion of the information in the bulletin and preserved section of the website for the benefit of all. The group does not replace any parts of the bulletin, website or First Gen E-mail group, and is entirely designed as a forum for sharing pictures and updates.

If you are active on Facebook, I wholeheartedly recommend joining the group, which can be found [here](#). Already it has proved successful in gaining members and sharing images we perhaps wouldn’t have previously seen. It relies on a large membership and those willing to share their images that they take when visiting or volunteering on heritage lines so please invite any friends who may be interested to raise awareness of the group.

The next issue comes just after the Llangollen gala, one of our finest events in the calendar. Hope to see you there!

*Chris Moxon*

## NEWS

**Rosyth Dockyard:** Potentially sinister news for Class 115 [M51655](#) which was sighted in April at Rosyth Dockyard,

in a non-public area close to a location known to be used by scrap metal merchants. Details are currently sparse. It is known that Squirrel Self Store, the last known owners of the vehicle who had moved it to Perth in 2012, are no longer trading as a company. Any more information on these illusive developments would be welcomed.

**North Norfolk Railway:** Class 101 [M51192/E56062](#) had a deep clean over Easter whilst the railway’s service was upgraded to 2x steam operation rather than 1x steam 1x DMU. This allowed a period out of service for the interior to be cleaned thoroughly and the exterior to be polished which has improved the appearance greatly. Rust is starting to come through on the cab of [M51192](#), which received a very quick poke and rust treatment as a (very!) temporary solution until more serious work can be scheduled.

Power car [E51228](#) has now had the No1 engine fully rebuilt. Work will start shortly on the No2 engine following which the vehicle’s mechanical reassembly can take place.

Trailer car [M56352](#) remains stored.

**Worth Valley Railway:** During April a day was spent stripping all the components to drop a defective No1 engine on Class 101 [51189](#) for a replacement unit. The engine hasn't worked for well over 15 years and a replacement has been overhauled and is ready to go in. Hopefully the engine will be dropped in the coming weeks however the set remains available for service on 3 engines. Meanwhile the Class 108 set has not operated services for six months, but overhaul work has not yet started so the set is still technically available for traffic.



*The contents of the No1 exhaust system on 51189 (S.Whitehead)*

**Dean Forest Railway:** Much work has been completed on several of the Class 108 fleet members. [M51914](#) has had faulty EP valves repaired, and has had an overhauled alternator fitted. [E50619](#) has also received an alternator.

Centre trailer [E59387](#) has also had the toilet converted into a store cupboard for cleaning materials.

The entire fleet was available for inspection on the Railcar Day which was successfully held in March, and involved a visiting Class 150 unit from First Great Western.



*Cleaning cupboard inside E59387*



*The two Class 108 units plus the visiting Class 150 unit can all be seen together in this view at Parkend during the Railcar Day (S.Ancaster)*

**Strathspey Railway:** Winter maintenance work has included some replacement ceiling panels in Class 117 [SC51402](#). The unit will be in service on May 3rd, 4th and 5th.



*Replacement ceiling panels inside SC51402 (B.Faulkner)*

**East Somerset Railway:** Class 108 set [51909](#) & [56271](#) is now in regular use again, at its new home the ESR. During 2013, the vehicles moved to its new owners, has had its insides altered to include facing seating and tables, has had some electrical upgrades carried out, has had new Vacuum hoses fitted, has received a temporary repaint to smarten it up and had lots of other little things done too.

2014 has seen the set make its first test runs on the ESR in January, followed by more interior work including the repainting of the seat frames. The set made its passenger debut in service on April 20th, and more running days are planned on May 4th and May 5th.



*51909 & 56271 on its final test run in April before it entered passenger service a week later (Mendip Traction & Rolling Stock Group)*

**Keith & Dufftown Railway:** Class 108 units [53628](#) and [56224](#) "Spirit of Speyside", started off the season for the KDR this year after having a slight refurbishment to the first class section of 56224 and an overall change to any worn looking seats in both cars. Everything is running well after the first few weekends.

[51568](#) has now had the repaint finished and has had speed whiskers and lining applied. The unit has now been recoupled with [52053](#) to complete the "Spirit of Banffshire" set. The changing of worn seats is also taking place in this set, as well as a general refurbishment when the unit is not in service.



*50628 at Drummuir on a training run, 29/9/13 (B.Angus)*

**East Lancashire Railway:** Volunteers have been working hard on a six week stint of light repair work to [W55001](#). This included reupholstery, internal heavy clean, bodywork and repaint, all faults rectified and annual ELR exam completed. The set is due to feature at the Thomas event on May 3rd-5th with trailer [W56289](#).



*The reupholstered interior inside W55001, 29/4/14 (G.Thornton)*

**Llangollen Railway:** As always, the DMU group have been very busy at Llangollen

The Class 104 set has been in the works for major cab repairs to [M50528](#) which has seen the windscreens removed followed by new metal all around the top and above the doors.

The work is now at an advanced stage and the cab has been repainted into an all-over yellow livery.

exam in March and is now in traffic again.

The Class 127/108 has been in traffic throughout the spring with no major problems. Work on the Class 127's replacement bogie continues, and a number of door defects have also been attended to, including the inward opening guard's door on the driver's side, which had been difficult to close and one of the saloon doors which was not fitting properly.



*Stripped cab of M50528 (L.Railcars)*



The Class 109 emerged from hibernation during March and has been operating services regularly.

**Ecclesbourne Valley Railway:** Class 101 [M51188](#) has received a C exam and is now back in traffic for the season. A step board on the No.2 guard door has also been changed as it was getting a bit past it.



*After repairs, repainted yellow (L.Railcars)*



*The Class 109 pauses at Berwyn, 8/3/14 (P.Dickinson)*

Class 108/101 [E50599/E51505](#) have returned from their loan at the Bluebell Railway.



*E51505 returns to Wirksworth (EVR DMU Group)*

The Class 108 set has received a C

Bubble car [W55006](#) has had the insides of the doors painted in March.

Class 119 W51073 was pitted for an A exam in April. The injectors on No.1 engine were changed now some overhauled ones were in stock and this was coupled to a simple oil change. An oil leak on No.2 engine from the vicinity of the filter was looked at as well. The brakes were also adjusted now that they have had time to bed in since launch.

## RESTORATION NEWS

**Class 115 M51669:** Other commitments of the restoring group have unfortunately dictated that the vehicle go into store for the rest of 2014, its restoration to hopefully recommence next year.

**E&G Sc79443:** At Bo'ness the new bodywork on the corridor side has been painted inside and out. Coach letter holders have been fitted to both sides at No.1 end. Another window has been removed from the corridor side and we have started on another. One of the bodyside doors has been repaired and is being rebuilt. Careful sanding of No. 2 end has revealed further details of the

vehicle's overhaul history.

Four new interior partitions are essentially complete and will be installed when more repair and preparation work has been done inside the carriage. These will form the walls between each compartment plus the toilet at No.1 end. Sanding and repair of compartment doors and corridor veneer is ongoing.



*New bodywork on corridor side of Sc79443 has been painted, 19/1/14 (J.Miller)*

**Class 105 M56456:** Exploratory work has been going on to design the new ceiling supports and sketches were made of what will be required for this job.

**Class 100 56097:** Work has progressed rapidly on the full reconstruction of the middle saloon framework and steel panelling. This area has involved the same extent of work as the first class area and cab already completed.



*Progression of bodywork repairs to 56097, showing new framework and metal panelling (Llangollen Railcars)*

**Class 101 50253:** Cab repainting work has seen the walls and ceiling returned to its light green colour. Also in the cab, a new desk has been fitted and the refurbished gauges etc are being refitted.



*50253's desk coming together (EVR DMU Group)*

A start has been made on removing the nasty 70's orange Formica from the vestibules. It will be replaced with 'stock' wood effect which will improve the area and make it more pleasant for passengers.

No.1 side body has been completely sanded and filled ready to receive undercoat. Some of the windows have been removed which allowed welding repairs to be undertaken to the usual hotspots underneath them. The heaters have been fired up for the first time in 4 years and operate successfully.

**Class 121 55029:** Work is progressing on de-departmentalising 55029 at Rushden. Work has recently focussed on bodywork at the No1 end.



*Primer applied to the end of 55029, 24/4/14 (D. West)*

## MOVEMENTS

Class 108/101 [E50599/E51505](#) have returned to the Ecclesbourne Valley from their loan at the Bluebell Railway.

## DISPOSALS

Not an official disposal as yet, but work is taking place by specialist contractors on scrapping Class 101 L835, [51432](#) & [51498](#). The vehicles were collected from Harmans Cross sidings on 7th April, and are currently outside the goods shed at Swanage. They have been stripped of engines, exhausts, doors, drivers desks and destination equipment. The two vehicles had arrived at Swanage Railway in 2012, and although there was an attempt to save them, a dispute over ownership



*At Swanage for stripping (K.Mitchell)*



*Orange Formica replaced (EVR DMU Group)*

and their poor condition prevented this. They will however provide a source of spares for the Class 108, 117 and 121 units based at the SR, and may also be of use to other groups.

## LLANGOLLEN RAILCAR GALA

One of the final “first-generation” DMUs to see public service in the UK 10 years ago is to make its debut in preservation at the Llangollen Railway’s Railcar Gala on June 21/22.

The two-car set, known in its later days as “Daisy” because it had been specially restored in original green livery and consisting of Driving Motor Brake [50164](#) and Driving Motor Composite [50160](#) will visit the Welsh line for only one weekend, following which it will move on for service elsewhere.

This unit gained celebrity status in 1994 when it was repainted in British Railways green for services on the Llandudno to Blaenau Ffestiniog line. It remained in service until the last day of heritage DMU operation in December 2003, following which it was bought for preservation, then spending brief periods at both the Elsecar and the

Chasewater Railways before moving to the Midland Railway in 2009 for contract restoration.

Since then both vehicles have been extensively rebuilt but the set has not yet seen public service. It is due to be taken to Llangollen in late May where it will be used for driver experience and a photographic charter in the week before the gala but will see passenger service

for the one weekend only, along with four of the resident units.

The annual Llangollen DMU Gala has established a reputation as being one of the foremost events of its type in previous years and features up to 16 departures each way per day with the units working in two, four and six car formations. This year trains will also travel as far as Bonwm on the new



Corwen extension.

As well as the five units in service each day the line's DMU Group will be exhibiting their partly-restored Class 105 trailer and its Class 104 power car in Llangollen station to show visitors the extent of work required in restorations. There will be sales stalls as well as the customary Saturday evening social function, which will this year take place at Glyndyfrdwy Station, with a special train operating to the site, which will also be used for "turn up and go" driver experience sessions.

In response to requests at previous events Llangollen station's buffet is to open specially early at 0830 for breakfast on each day of the event and all the line's intermediate stations will also be offering refreshment.

The Class 101 units were built by Metro-Cammell in Birmingham with production starting in 1955. They were at one time one of the most numerous of the first-generation DMUs and six of the type survived to the last day of operation in December 2003. The oldest of "Daisy's" coaches dates from 1956, making it one of the oldest DMUs to have survived in preservation.

This will be the first time that a Class 101 has been seen on the Llangollen Railway since it was reopened.

### **MODEL CLASS 123**

Silver Fox models have announced they are to produce a Class 123 kit in 4mm scale, available as a 3 or 4 car set.

### **TIME TRAVELLER**

#### **Green Era**

[Class 116 - Looe](#)

[Class 121 - Southall Shed - 30/5/65](#)

#### **Blue Era**

[Class 101 - Earlestown](#)

[Class 108 - Edge Hill](#)

[Class 108 - Blacon - 7/9/68](#)

[Class 129 - Gobowen - 25/2/79](#)

#### **Blue/Grey & Later**

[Class 117 L419 - Hereford - 11/83](#)

[Class 124 - Swindon - 18/2/84](#)

[Class 101 - Felixstowe - 1989](#)

[Class 128 - Clay Cross - 1987](#)

### **CLASS 123 IMAGES**

[Swindon Works - 1967](#)

[Ealing Broadway - 10/71](#)

[Reading - 26/8/75](#)

[E52103 - Chinley - 27/7/80](#)

[E52098 - Doncaster - 17/7/81](#)

[E52097 - Doncaster - 17/7/81](#)

[E52092 - Doncaster - 11/6/83](#)

[E52092 - Leeds - 27/9/83](#)

[Barnby Dun - 17/4/84](#)

[Barnby Dun - 25/4/84](#)

### **FOR SALE**

Class 117/121 Power Bogie. Contact [Bob Faulkner](#).

### **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](mailto:railcar@live.co.uk) The following types of submission would be most welcome:

- Photographs of vehicles in service
- Restoration articles
- Reports on special events
- DMU modelling articles
- Articles on DMU history
- Recollections of DMUs on the national network.
- Requests for information
- News & images of recent DMU activity
- Anything that may be of interest to readers

Feel free to send submissions at any time to [railcar@live.co.uk](mailto:railcar@live.co.uk) but no later than June 30th for Issue 124 (due out July)



*Front Cover: A Class 123 runs through New Mills Central*

*Rear Cover: Railcaropoly has been made by EVR DMU Group whizz Ben Field from a kit available. All the properties are classes of vehicles (and OK they are subject to opinion) and the counters are BR sectors. The money features the head of Dr Beeching!  
(L.Gration)*

## GALLERY



*Old and new: 150244 lines up alongside M51566, 22/3/14 (C.Walker)*



*GWR Railcar 22 in action at Didcot, 26/4/14 (R.Moxon)*



*Class 104 M50454/M50528 approach Berwyn, 15/2/14 (P.Dickinson)*



*51432 being stripped at Swanage, 19/4/14 (K.Mitchell)*



*SC51803 at Damems, 3/14 (S.Whitehead)*



*M51566 passes M56492 on the Dean Forest Railway, 22/3/14 (S.Acaster)*



*Class 104/110 M50455/E59701/M50517 at Consall, 27/4/14 (D.Underwood)*



*A busy scene at Parkend, 22/3/14 (S.Acaster)*



*Double trouble: Class 122's W55006 and E55012 together at Wirksworth (L.Gration)*



*M51618/M56223 substituting for a Class 37, 22/3/14 (P.Dickinson)*



*W55033 at the Colne Valley Railway (N.Bunt)*



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