

# ***The Railcar Association News Bulletin***



## EDITORIAL

Welcome to Issue 125. Details are starting to be confirmed for the annual convention planned at the Llangollen Railway in Wales which also serves as a celebration of 60 years since the introduction of the pioneer First Generation sets, the Derby Lightweights. Hopefully the event will see strong patronage from the association, I hope to see as many groups and individuals from around the UK as possible there.

*Chris Moxon*

## 19th ANNUAL RAILCAR CONVENTION

A dedicated page is now live on the Llangollen Railcars website which will keep us updated on the event in the next month leading to the weekend itself:

[Railcar60 Event](#)

So far the confirmed itinerary is as follows:

- **Thursday 2/10/14** - Driver Experience Trips
- **Friday 3/10/14** - Driver Experience Trips and evening

photo event

- **Saturday 4/10/14** - 30 minute DMU service, AM tour of Llangollen Engineering & steam shed, annual conference of the Railcar Association, topical film shows, sales stall, evening Fish & Chip special
- **Sunday 5/10/14** - 30 minute DMU service, AM tour of Pentrefelin DMU & carriage shed, topical film shows

## NEWS

**North Norfolk Railway:** The DMU running season has been shortened due to the failure of [M51192](#) during late August. The No2 engine radiator fan drive failed in service resulting in damage to the adjacent engine. The repair, thankfully inexpensive, will nevertheless require the engine to be removed for repairs, during which the main operating set (currently running as [M51192/E56062](#)) will remain out of traffic.

“Spare” DTSL [M56352](#) was available for traffic, however during the summer it was relieved of its cab end buffers to repair some failed examples on E56062 rendering the vehicle unfit for all except

emergency use. This being said, it is planned to repaint E56062 during the autumn/winter which will require M56352 to return to traffic to act as a replacement while the work is undertaken.

Repair work on [E51228](#) has progressed well over the past two months. The second engine's overhaul is now complete and both now await refitting by the locomotive department. The exhausts have been repainted and await refitting.

The vehicle has been moved into the Carriage & Wagon workshops for its exterior and interior overhaul to be completed. Internally, the cab desk has been stripped down and repainted, all seating reinstalled and the guards van fully repaired and repainted. Other than a deep clean, the interior is now ready for service.

Externally, body repairs are concluded which involved the rebuilding and refitting of the guards van double doors. A repaint is currently in progress. So far, the preparation work has been completed and the vehicle coated in BR Green. The vehicle's lettering and

numbers have been applied. All that remains is the application of the lining, half yellow warning panel, end data panel and solebar repainting.

**North Yorkshire Moors Railway:** Sadly Class 101 [E59539](#) was vandalised whilst stored at Grosmont.



**Churnet Valley Railway:** The Class 104 set has completed most of its booked running for 2014 and is currently undergoing an A exam.



**Llangollen Railway:** Class 108 [M51907/M54490](#), along with the Class 104 & 127 sets, made history as the first DMU between Carrog and Corwen (for the purposes of gauging the line) in 52 years.



**Bo'ness & Kinneil Railway:** The Class 126 3-car set has been in use during May and June but a fault developed in one of DMS Sc51017's engines – an internal coolant leak is filling the sump with water. It has been taken out of service and there are no plans for it to run again this year.

## RESTORATION NEWS

**E&G 79443:** The vehicle has seen another burst of activity that has resulted in further bodywork improvements. The last three windows

have been removed from the compartment side. Substantial frame repairs are now level with the partition that separates the kitchen from the open seating area. In addition, frame repairs have begun around the staff lavatory window. New body panels are now on around another window opening. The rebuild of the second bodyside door is complete and it is being painted.

Inside the vehicle another section of underframe has been painted and a bit more of the corrugated key sheeting has been attached. Another stretch of box section has been welded in along the bottom edge of the corridor side.

Sanding of compartment doors and veneer panels (for both the corridor and the compartments) is ongoing.

**Class 101 50253:** Work on the interior progresses with seating being repainted and further areas of the saloons cleaned up and restored. Mechanically, some electrical work enabled the vehicle to undertake its first test run at Warksworth which undoubtedly provided a boost to the restoration team. Externally, work on the repaint

continues and the 2-character box has been reinstated to the front end.

**Class 117 51365:** The vehicle is currently undergoing some restoration work inside the Plym Valley Railway's shed.



**Class 121 55029:** Exterior bodywork continues to progress. More and more of the Network Yellow is being lost as the areas of green primer and bodywork completion spread around the vehicle. The No2 end was being tackled during July & August.



**Class 108 51950/52062:** The newly repainted set has been out and about on test runs prior to its planned re-entry into service.



**Class 111 59575:** The vehicle was inserted into Class 101 set [E51427/E50321](#) during August for brake system and through wire testing. It is thought this was its first time in a DMU formation for 40 years. After a few pipes were tightened up, the test was declared a success.



**Class 117 51342/51381:** Epping Ongar Railway's class 117 is progressing

nicely. It needs the wheels turning, but the railway are not able to get it into Ilford until mid-September at the earliest, due to ongoing issues with their road access being restricted because of the Crossrail project. The 117 also needs more work done to the bodywork than was anticipated. Removing the guttering revealed corrosion which will have to be dealt with.

All the seats have been re-upholstered, and the floor has been re-covered, so the interior is starting to look good. Both engines on 51342 have been serviced, and the gearbox oils changed, so the car is at least moveable under its own power. Shortly the team will be turning their attention to the 51381, but first the team have to deal with the compressor and exhausters on 51342, as they are not working as well as they should. The railway hope to see an entry into service for the unit late 2014 or early 2015.

**W&M Railbus 79963:** Work is progressing on painting the underfloor steelwork, installation of new plywood floor panelling to the northern end passenger compartment and construction of a new control desk.

Owing to the unique nature and individual fitment, refitting of the seats and side panelling is the next challenge, together with the reinstallation of the cab bulkhead partition. Repairs to the corroded battery compartment are in hand, but all will be curtailed whilst the ever popular Chappel Beer Festival is ongoing from the 8th -13th September.

## MOVEMENTS

**Class 108 51922/51562** has relocated to the East Kent Railway from the East Lancashire Railway. The EKR has already started using the Class 108 and the set debuted at their diesel gala in multiple with the resident Class 101 set.

## VACUUM PACKING SMALL PARTS

Following my article on the long-term preservation of parts, I decided to test the theory using a cheap domestic vacuum sealer intended for packing food. These are available on line or in discount supermarkets from time to time. Mine was £19.99 from Lidl.

For the purpose of this test, an injector was selected. The



*The injector in its bag ready to be sealed*

# RAILCAR 60

## OCTOBER 4th & 5th 2014

### Exclusive Opportunities

- Visit Llangollen Engineering and Steam Shed
- Visit Pentrefelin Depot (Sunday)
- Friday Night Photography Event
- Cinema Display at Llangollen Station
  - Driver Experience Trips
  - Fish and Chip Supper Special
  - Railcar Association Meeting



### Fares

	One Day	Two Day
Adult	TBA	TBA
Senior	TBA	TBA
Child	TBA	TBA
Family	TBA	TBA



### Intensive Service

- Trains Every 30 Minutes
- Four Classes of DMU
- Stunning Dee Valley Scenery
- See How The DMU Revolution Shaped The Modern Railway.



**60 Years On From The Revolution**  
For More Information Visit [www.llangollenrailcars.com](http://www.llangollenrailcars.com)

All units and events subject to availability, Llangollen Railway reserve the right to cancel or amend any events.

machine will seal bags up to 28cm wide, and as long as required, but the vacuum pump may struggle with larger items. The procedure was simple and quick.

1) A length of the supplied plastic film was cut to length. The instructions suggested allowing an extra 6cm for sealing, but I allowed more as the weight of the injector tended to pull the film out of the machine.

2) One end of the film was sealed to create a bag.

3) The injector was placed in the bag, and put the open end over the pump. Once the machines lid was closed the air began to be sucked out of the bag



*Removing the air*

4) When all the air had been removed, the sealing strip was pressed and the bag sealed



*The finished item*

The size of the machine limits its use to smaller items, but corrosion will be inhibited as long as the seal remains intact. Adding a desiccant such as a sachet of silica gel would further protect items, as some air will remain in the bag. One further use of these machines has been found by classic car owners in the US. It is to pack roller bearings with grease! The bearing is packed in the normal way, then placed in the machine and the vacuum created draws the grease further into the bearing.

*Richard Thornton*

## **TIME TRAVELLER**

### **Green Era**

[Class 104 - Crewe - 24/12/63](#)

[Class 101 - Ferryhill - 1968](#)

### **Blue Era**

[Class 101 - Darlington - 5/76](#)

[Class 101 - Slaggyford](#)

[Class 105 E51272 - Norwich - 14/6/85](#)

[Class 116 W50868 - Topsham - 7/75](#)

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

[Class 101 59108 - 7/88](#)

[Class 108 53960 - Park South - 9/5/86](#)

[Class 123 - Ludgershall - 1972](#)

[Class 128 55993 - Leicester - 14/4/90](#)

## **CLASS 125 IMAGES**

### **Green Era**

[E51173 - Stratford - 1958](#)

[DMBS - Tottenham Gas Woks - 1962](#)

[E50991 - London Liverpool St - 7/66](#)

## Blue Era

[DMS - Finsbury Park - 11/5/74](#)

[DMBS - Kings Cross - 4/75](#)

[E50993 - Wood Green - 6/76](#)

[DMS - Dalston Jcn - 4/11/76](#)

## After Withdrawal

[DMS - March - 5/3/77](#)

[E51162 - Booths Scrapyard - 4/4/80](#)

[TS - Booths Scrapyard 18/1/81](#)

## FORTHCOMING EVENTS

- **October 2nd-5th** - Annual Convention / Railcar60 - Llangollen Railway
- **November 1st-2nd** - Multiple Matters - Mid Norfolk Railway

## SUBMISSIONS

Hopefully the contents of this bulletin was both interesting and informative. If you know anyone who could provide similar material found in this issue for future bulletins, please make yourself or them known to [railcar@live.co.uk](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 October 30th for Issue 126 (due out November)



## GALLERY



*Class 108 E50599 at Wirksworth in use as hauled stock, 3/7/14 (J.Boddy)*



*Y7 Railcar 1212 at Wansford on a special, 5/7/14 (D.Shell)*



*Class 108/127 M56223/M51618 at Glyndyfrdwy, 6/7/14 (N.Jones)*



*Class 104 M50528/M50454 stabled at Pentrefelin, 27/7/14 (M.Callaghan)*





*Class 101 50256 at Shepherdswell, 27/7/14 (J.Watkins)*



*Class 108 M51562 at Shepherdswell, 27/7/14 (J.Watkins)*



*Strathspey Railway Class 117 SC51402/SC51367 with 37885 in the yard at Boat of Garten, 31/7/14 (B.Faulkner)*



*Class 117 W51401 at Winchcombe, 27/7/14 (A.White)*



*M79964 stabled at Haworth, 5/8/14 (R.Vardy)*



*141113 at Swanwick Junction during the Indie Tracks event, 25/7/14 (T.Meakin)*



*Class 101 M51188 at Wirksworth, 9/8/14 (R.Hargreaves)*



*Class 119/101/108 hybrid formation enters Duffield during the EVR's Multiple Memories gala, 9/8/14 (R.Hargreaves)*



*Major bodywork progressing on Sc79943, 1/8/14 (J.Horne)*



*M50517 stabled at Cheddleton, 12/7/14 (C.Moxon)*



*56408 in use as loco hauled stock near Groombridge, 3/8/14 (C.Moxon)*



*W59501 stored at Ruddington, 13/7/14 (C.Moxon)*