

# *The Railcar Association News Bulletin*



## **EDITORIAL**

Welcome to Issue 127. It is now five years since the re-booted bulletin was launched back in January 2010. When I look back on what has been achieved since then, the hard work of all those individuals who are part of DMU groups across the UK is highlighted. On the subject of hard work, we are firmly in the closed winter season and as always it is pleasing to see so much essential heavy maintenance and restoration progress being made on our vehicles. I mean, how hard can it be to bolt a brand new cab onto the front of a Class 108?!?

Thanks to all those who chose to vote in our third Railcar of the Year award, a worthy winner indeed was selected, but as readers will see it was clearly a two horse race with the winner by no means clear throughout the month of voting.

We are still looking to increase our articles this year in the bulletin of non-regular features. Whilst the news and gallery sections seem to be "ticking over" nicely, the bulletin would be greatly enriched with more one-off articles. If anyone out there has a day trip on another line on DMU's or has

memories of the mainline era of railcars and would be able to share their thoughts, then please consider putting pen to paper (or fingers to keyboard!).

Finally I hope everyone had a great Christmas/New Year and is refreshed and recharged for another adrenaline fuelled year of DMU's!

*Chris Moxon*

## **20th ANNUAL RAILCAR CONVENTION**

The date for the convention, to be held at the Ecclesbourne Valley Railway, has been confirmed as the weekend of September 26th and 27th. As always, more details will be released in time, although on the internet, members have already been talking about which set they would like to see on the driver experience trips!

## **RAILCAR OF THE YEAR 2014**

Thanks to all of those who chose to share their choice of railcar for the third Railcar of the Year award. 176 people participated, which although wasn't as many as last year, was still a reasonable result. I am pleased to announce that Class 111 E59575 won

the award.

E59575 is a unique vehicle, the last survivor of the Class 111 fleet, but overlooked for much of its preservation career, perhaps partially due to the similarity between the class with the far more numerous Class 101. Saved very early on in 1973, E59575 entered preservation with serious asbestos content, a feature which was to curse its fortunes. The rules concerning the lethal material prevented any serious work being undertaken on the vehicle, which understandably deteriorated over time. After 10 years in use as a loco hauled coach, a second spell of 10 years in static use followed before the vehicle's condition forced it into storage. The asbestos issue had to be tackled at this point and the expense of the operation put the future of the by now unique survivor in doubt. Around the millennium the vehicle was finally freed of its asbestos but the process had left it an empty shell requiring full restoration. Step in Renaissance Railcars, who undertook this work between 2007 and 2014 leaving no stone unturned. 2014 was the year E59575 was launched, and the vehicle operated within a DMU set for the first

time in 40 years. The vehicle was a deserving winner, both for the high quality of the restoration, as well as the wider reaching historical importance of securing the Class 111 in our preserved fleet and operating it in a historically accurate Metro-Cammell 3-car set, a formation E59575 would have worked within for most of its working life.



However it wasn't a clear cut race to the finish. The Class 111 did secure the lead on day one of the voting process, however on day two the votes turned towards Class 108 W51950/W52062 which had been turned out in Chocolate & Cream colours at the Telford Steam Railway. The Class 108 then proceeded to hold the lead for 21 (out of the 31 days) days before a flurry of

support for the Class 111 reclaimed the lead on the 23rd of December. With no further game changing numbers of votes, E59575 was declared the winner of the award by just 18 votes. The final votes came out as follows:

- Class 117 59515 - 0
- Railbus 79962 - 8
- Derby Lightweight 79900 - 18
- Class 108 51950/52062 - 66
- Class 111 59575 - 84

Once again thanks to all who took part, and hopefully the award will attract even more voters next year.

## NEWS

**North Norfolk Railway:** The currently operational Class 101 set M51192/ M56352 continues in traffic with no problems.

The second (rebuilt) engine for E51228 (ex M51192) is approaching completion and has been assembled and is now receiving its ancillaries. The rest of the vehicle is still in store awaiting the final drive repairs. Partner E56062 remains operational but is currently resting awaiting the return of E51228.

**Nene Valley Railway:** Swedish Y7

railcar 1212 has been receiving engine repairs during December. So far a cylinder head has been removed and after re-grinding the valves and polishing a damaged valve stem, a valve guide was also replaced. The team wish to do the same with the other 15 valves.



**Bo'ness & Kinneil Railway:** After stating that there were no plans to run the Class 126 unit again in 2014, it was put back into service, running on three engines, for a filming contract in November. The film crew applied vinyl logos to each vehicle to represent a fictitious railway company. However, the removal of these has caused significant damage to the paintwork on

all three cars. Centre trailer Sc59404 was least affected as only the varnish layer came off but there are now patches of primer and bare metal on both power cars. This is particularly annoying as the unit had been repainted to such a high standard as part of the Lottery-funded restoration project.

The group have been investigating the cause of the oil/water mix in one of Sc51017's engines and are getting close to identifying the cause. Work is ongoing. Some cleaning out and inspection of the first damaged engine has also been done.

**Churnet Valley Railway:** The clearance of Class 104 vehicles from this railway has started with 2-car set M50455 & M50517 departing for pastures new (see movements section).



It is planned for the centre car for this set, M59137 to follow during 2015.

**Wensleydale Railway:** Class 101 DMBS 51247 was dispatched for scrap in September. This vehicle has never run in preservation and was a spare parts donor for Class 101 vehicles 51210 & 50746. The loss of the vehicle is considered of negligible impact as the vehicle was common and had a TRA designation of 5 (the lowest).

Meanwhile, after spending all of 2014 without any serviceable DMU's, a 3-car set formed of Class 101 51210, Class 117 59509 and Class 117 51400 was returned to service in late December following completion of repairs to 51210.



**Strathspey Railway:** The seating has

recently been cleaned on Class 117 SC51402.



**Keighley & Worth Valley Railway:** It has been Class 101 that has seen the most use during the early winter, with duties including operating as the second train during the tail end of the season and as a support service during the line's Santa Specials.



## MAINLINE NEWS

The editor has received vague reports of Class 101 vehicles visiting Doncaster during 2014 for contract repairs. If anyone has any further information, particularly concerning when vehicles moved to/from site, we'd be very interested to hear to complete our records.

## RESTORATION NEWS

**Class 104 56182:** Work on cab components continues slowly. The emergency brake valve has been overhauled and painted up "as new" and a variety of GRP panels are mid-way through restoration. This has involved a lot of tedious sanding/filling and painting to get them pristine.



**Class 108 50619:** This coach has been withdrawn from service at the Dean Forest Railway in order to receive a replacement cab front. It is planned to

fully repair the framework and replace the entire front panelling. Work started in late October and the old cab was removed in early November. Repairs to the steel framework progressed throughout December and the cab roof dome has recently been refitted.



**Class 108 50645:** Work continues at Ruddington and is currently focusing on engines. Two examples have been



stripped down and just some of the issues have involved damaged liners, worn main bearings and corroded crank journals. Also refurbished is the driver's brake valve.

**Class 108 56271:** Corridor end repairs to 56271 have now been completed with much fresh metal welded in. The passenger saloons have also been stripped of their seats and the lino fully replaced.



**Class 116 51131:** As 2014 drew to a close 51138 (Dotty) had to move sheds due to operational needs of the railway. Once again the little team got busy and

made even more progress. Virtually all exterior structural welding is now complete. Guttering has been refitted and great swathes of green primer now greet the eye where once was rusty holes and bodgery.



The main Brake doors are back on having had new steel work, window mechanism repairs and new internal wood and work on the hinges. Doors that open and close as intended! One has been internally finished in the new cream colour scheme. The Brake section is slowly changing appearance from what looked like a derelict public convenience into somewhere fit for use. Below stairs after much studying of photos of brake rigging on the West Midlands group website, ours is being

removed and labelled up and cleaned, checked and painted ready for later refit. This has shown shortcomings in the rigging design and badly hung brake blocks. So at last after months of work progress is actually being achieved.

**Class 121 55027:** Work has started immediately after its arrival at Wirksworth. The interior has been cleaned out and the lighting now works. Externally, the vehicle has been shot-blasted, the sides filled and primed, and the roof cured of leaking vents.



**Class 121 55029:** Cleaning of air valves has seen the control air system working properly for the first time.

**E&G 79943:** The new metalwork has been painted and the team continue repairing, rebuilding and painting bodyside doors. Sanding of compartment doors and corridor

partitions is now almost finished but most compartment veneer panels still need the varnish stripped. The repair of lifted veneer continues. New brackets have been made to help secure the compartment partitions to the body frame.

## MOVEMENTS

**Derby Lightweight 79018/79612** is the latest in a series of movements from the Midland Railway Butterley to the Ecclesbourne Valley. Restoration of the only surviving Derby LW 2-car set has stalled in recent years after the power car was fully finished to concourse standard with the help of lottery funding in 2004 but a lack of external funding for the trailer contributed to a stagnation in progress in recent years. All that is



hopefully set to change with the owning group relocating to Wirksworth to join forces with the vibrant DMU group operating there. Progress so far has focussed on reversing some deterioration of the completed 79018 that it has suffered in the last 10 years stood idle, and it is eagerly anticipated for 7908/79612 to feature in the "restoration news" over the coming issues.

**Class 104 50455/50517** has relocated from the Churnet Valley Railway to the East Lancashire Railway after working all DMU services at the latter location for ten seasons. The 2-car set, which is mechanically and internally sound but is let down by a poor external appearance, is fully operational but will nonetheless enter the workshops shortly for required bodywork repairs followed by a full repaint. It is then anticipated for the set to enter the ELR's operating fleet which currently consists of Class 117 and 121/122 2-car sets.

## **DISPOSALS**

**Class 101 DMBS 51247** was dispatched for scrap in September. This vehicle has never run in preservation

and was a spare parts donor for Class 101 vehicles 51210 & 50746. The loss of the vehicle is considered of negligible impact as the vehicle was common and had a TRA designation of 5 (the lowest).

## **VACUUM PACKING UPDATE**

In Bulletin 125 I described a method of vacuum packing small parts. Since then, the seal on some of the packed parts has failed. It would seem that the sharp corners of the injectors had damaged the thin film used, allowing air to slowly seep in. However a further trial has been carried out, this time for larger items. I used one of the thicker bags normally used for storing clothing etc. They are available quite cheaply on line, or from Argos etc. in a range of sizes up to 480 x 540 x 910mm. The lessons (perhaps obvious with hindsight!) are, wrap sharp items, corners etc. in plastic to protect the vacuum bag, and periodically check stored items to ensure they are still air tight!

## **TIME TRAVELLER**

**Green Era**

[Class 120 - St Newport - 26/9/64](#)

[Class 119 - Clevedon - 1/10/66](#)

[Class 122 - Bude - 1/10/66](#)

**Blue Era**

[Class 101 - Heysham - 18/7/75](#)

[Class 101 W51462 - Bristol Temple Meads - 9/4/81](#)

[Class 105 E54135 - March - 7/5/84](#)

**Blue/Grey & Later**

[Class 108 - Ribbleshead](#)

[Class 120 51584 - Glasgow Central - 23/8/86](#)

[Class 120 & 126 - Barrhill - 8/81](#)

[144001 - Scarborough - 2/10/86](#)

## **CLASS 127 IMAGES**

**Green Era**

[Souldrop - 8/6/63](#)

[Harpenden - 12/9/63](#)

[Hendon - 8/67](#)

## **Blue Era**

[M51605 - Elstree - 4/8/79](#)

[M51612 - St Pancras - 21/10/82](#)

[St Albans - 1983](#)

[Harpenden - 1/67](#)

[55969 - Manchester Victoria - 30/10/87](#)

[55966 - Bletchley - 29/8/88](#)

[55976 - Finedon - 12/4/89](#)



## GALLERY



*M79964 at Oxenhope, 23/11/14 (C.Gluyas)*



*M79900 & M79612, 30/11/14 (EVR DMU Group)*



*M79964 at Keighley, 29/12/14 (T.Stronach)*



*SC51402 being turned at the Strathspey, 10/14 (B.Faulkner)*



52053 at Dufftown working Santa's, 12/12/14 (B.Angus)



51189/51803, 6/12/14 (B.Battersby)



51210/59509/51400 at Leeming Bar, 31/12/14 (B.Battersby)



E50170 at Wirksworth after working 9 days of Santa Specials, 29/12/14 (EVR)

## 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 February 28th for Issue 128 (due out March)

