

# *The Railcar Association News Bulletin*



## EDITORIAL

Welcome to Issue 128. In the time since the previous issue, the disposal of three Class 101 vehicles has been reported, proving that there isn't always room in preservation for the rows of long stored railcars that result from the mass sales that we have seen in the past, notably after the final withdrawals of the Class 108, 117 and finally 101 fleets. It is comforting to note that none of the "losses" sustained this time round are of historically significant vehicles, but it only reminds us that as a wider community it can be argued that we have a responsibility to keep a close eye on the more valuable examples to ensure that no important vehicles are lost in the name of siding space creation. Do readers have views on this?

*Chris Moxon*

## NEWS

**North Norfolk Railway:** The NNR has taken delivery of its first resident (as opposed to loaned) railcar in 12 years after Class 104 M56182 arrived for full restoration. It is intended for the vehicle to be returned to service and used as a spare vehicle for the two Class 101

trailer cars while a suitable powercar is sourced and restored to operate with it. It will then provide a much required extra set to share some of the railway's high DMU mileages.

In terms of the operating Class 101 fleet, the DMU running season has already begun during February half term week. Currently Class 101 M51192/M56352 is handling all services and is currently in full working order.

The NNR's own set, E51228/E56062 is still out of service. E51228 is stored undercover awaiting replacement final drives. The repairs will however hopefully be happening soon as in mid February two bogies (ex 51432 from



L835) arrived to surrender their wheelsets for this purpose. Meanwhile partner vehicle E56062 is standing outside the Carriage & Wagon workshops ("stored serviceable") and is next in line to enter the shed for a quick repaint so that it matches E51228 when the set is ready to return to service.

**Ecclesbourne Valley Railway:** Winter is always a difficult time at our railway as the majority of facilities are outdoors. Maintenance and restoration work usually involves fighting with the elements in some way and this year has been no exception.

Apart from the boring examination process which takes place, one or two interesting things have been taking place. Firstly, the cylinder head gasket on Iris' No.2 engine blew on the last day of service, 28th October 2014. It has been a long process to return this engine to good health, with overhauled heads having to be fitted. Some sleeves had to be manufactured from new also which delayed proceedings somewhat, along with the weather. Happily though the engine now runs brilliantly, with an overhauled fuel pump being put on for good measure.



## MAINLINE NEWS

Chiltern have placed their third bubble car, 121032, up for sale. More details in the For Sale section.

## CONVENTION

The Ecclesbourne Valley Railway DMU Group are very much looking forward to hosting the TRA Convention on 26th and 27th September. They're hoping to do some quite exciting things which will be announced in due course, including some TRA activities on the Friday. The meeting itself will be at 14:00 on Saturday 26th September at The Red Lion, a short walk up from Wirksworth Station.

## RESTORATION NEWS

**Class 101 50253:** Work progresses at the EVR at a gentle pace. The focus has been on the middle compartment over winter, with the ceiling being painted, Formica being cleaned and recently the heater ducting at floor level has been given a good scrub. The seat frames have recently been painted too. The worst part of this was the seat legs, which rust at the bottom due to years of wet feet and mopping. The legs were taken back to bare metal with a grinder, which is a really horrible job. We hope

that progress will speed up a little towards the summer as we look to clean the lino in the main compartment and return the seats back to the vehicle.

**Class 101 51512:** At the Cambrian Railway, work is progressing inside 51512 as the weather is not encouraging for out door work. The luggage racks have been cleaned and replaced, all the work on the ceilings has been completed and the light defusers replaced. At floor level the seat fixings have been cleaned up, painted and the seat bases and backs repaired as required then replaced. Also completed at this stage is the repainting of the aluminium cover over the heater ducting. Work will now focus on the doors and this will be followed by sprucing up the driving cab and corridor connection.

**Class 104 56182:** At the North Norfolk Railway, steady progress has been made on removable components for the cab of the vehicle. So far, the lighting control box (pictured), a passenger communication valve and four GRP (fibreglass) covers which house various gauges/equipment have been treated to

The overhaul process. Whilst this seems like modest progress, a fact to bear in mind is that in February a five consecutive day period was required in order to ready the vehicle for its move from the Churnet Valley to the North Norfolk, so it has fact been very busy two months with a restoration milestone reached!



**Class 108 56271:** At the Mid Norfolk, newly cut/profiled and polished glass for the fixed quarter-lights have been delivered. Most of the wooden trim for the non-driver's side windows has been taken off site for drying out and sanding. A single coat with deep mahogany wood dye has restored several pieces to a very presentable finish.

**Class 121 55027:** Bumbling along in the background at Wirksworth is progress on 977975 for the Permanent Way team there. This project is being done very much on a time and money basis. The sandblasting process revealed lots of corrosion in the usual areas for a 'bubble', the dome cant rail area. The main cant rail along the vehicle and one cab has been done in a previous life but the No.1 end dome is probably going to have to be removed for the metalwork to be replaced. Some priming has taken place to cover the bare metal. One member is spending spare time at home gradually overhauling spare parts for the vehicle, including throttle motor boxes and controllers.

**W&M Railbus 79963:** With work concentrating on bodywork and interior on the North end, it offers a glimpse of a before and after restoration project on one vehicle! 79963 is progressing with reinstatement of the restored and re-varnished North end cab enclosure, interior side panelling and window cappings. The remade ceiling panels are to be finished in original cream which presents a homely ambience especially when the lights are on!

Refitting of the refurbished luggage rack frames has also begun, and are we now seeking any assistance with the replacement of the degraded netting. The roof exterior has been stripped and repainted in light grey, with repairs necessary to both roof mounted horn boxes and horns refurbished and retuned. Remanufactured body end marker lamps have been refitted, rewired and are operational.

On the mechanical side, the exhaust system has been totally rebuilt and embellished with the manufacture of a stainless steel cap to prevent water ingress into the body voids.

Repatriated to the area it once worked in, this vehicle features on the Chappel Winter Beer Festival glass this year and is attracting a following and many donations.

## MOVEMENTS

**Class 104 56182** has relocated from the Churnet Valley Railway to the North Norfolk Railway. This is part of a wider disbanding of "Class 104 HQ" from the CVR to other railways, started last November with the movement of 2-car



set 50455 & 50517 to the East Lancashire Railway. The restoration of 56182 is already in progress and the arrival of the vehicle itself at its new home will in time allow heavier work to commence in the near future.

**Class 108 51933 & 56504** has been moved by rail from Eastleigh works to the Swanage Railway following the completion of overhaul work and mainline registration preparations. The move was undertaken on the 4th February by West Coast Railways' 37706

Long stored **Class 117 51356, 59492 & 51392** has been moved, again by rail, from the Swanage Railway to Eastleigh Works, it is expected to be providing spare parts for the overhaul and

mainline registration of the Swanage's resident Class 177 set, 51346, 59486 & 51388.

## DISPOSALS

At the Wensleydale Railway, final spares such as bogies were removed from **Class 101 51247** in autumn 2014 and the remains sent for scrap.

Although not confirmed it is thought that **Class 101 51432/51498** (set L835) has been broken up on site at the Swanage Railway in early 2015 after a protracted process of stripping salvageable parts.

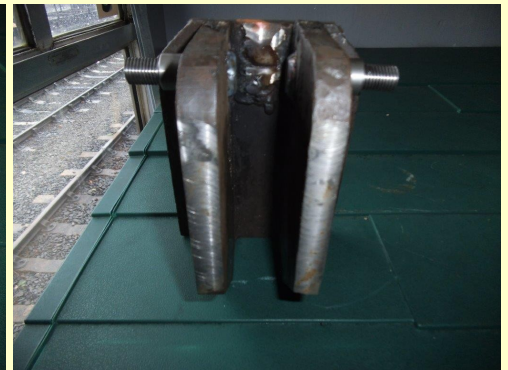
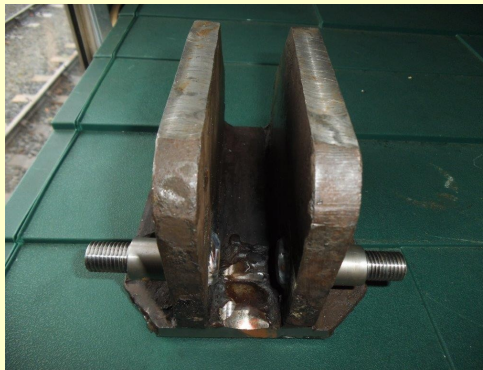
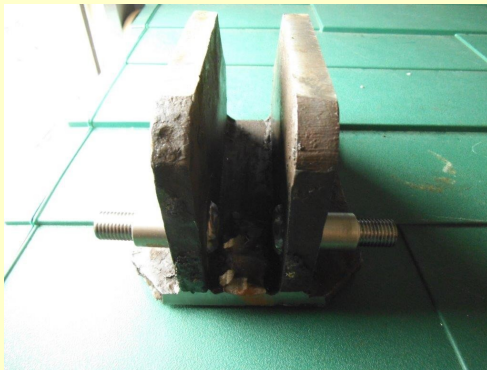
## RAILCAR BRAKE DESIGN FLAW

DMU Group West Midlands have

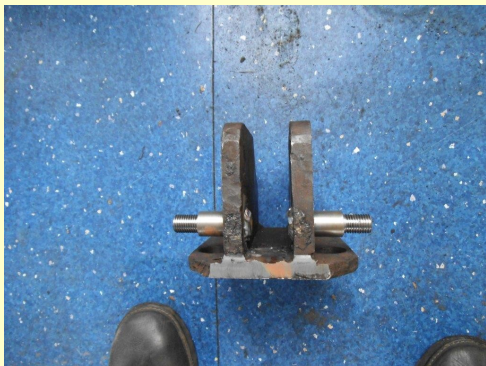
recently been repairing the brake rigging on Class 108 51941. We found that on taking it all apart one of the brackets that support the brake block links, normally riveted to the bogie frame, was in need of urgent repair. On lifting the car to refit the bracket it was noted the other three brackets in need of the same repair. By looking at the photographs you will see what is being referred to. The bright studs are the modern repair to a badly designed part of the brake work. The originals were located with 7/8th in studs screwed into the bracket on both outer sides. The design asked for these studs to be seal welded. This was near impossible to do with a stick welder at the time the cars were built. These brackets are meant to hold the weight of the block links, the

brake head and the block, and to cope with the unequal forces brought about by the vertical link passing through the centre of the ears of the bracket. Plus the pulling down or pushing up action when the brakes are applied. When in service the rivets securing the brackets to the bogie frame allowed shear forces to place undue stress on the four rivets. The BR solution was to replace rivets by using Huck Bolts instead because they could be repaired without lifting a car. Indeed Huck bolts are still used in railway engineering today.

It seems any brackets that were showing the damage referred to above. They repaired the damage by using more modern MIG welding technology to seal-weld the studs again. By this



time the area was already contaminated with dirt, carbon fumes and iron oxide corrosion. In our case the welds failed again and probably were already breaking out when we acquired the cars. The advice of the writer would be to ask all heritage car owners to check the inner ends of power car bogies. In my opinion as the bogies are mainly of a standard design there could be the same problem



lurking that has not yet been noticed.

## **TIME TRAVELLER**

### **Green Era**

[Class 110 - Blackpool Central - 27/10/63](#)

[DLW - Fenny Stratford - 1965](#)

[Class 103 - St Albans Abbey - 1965](#)

[Class 116 - Looe - 9/65](#)

### **Blue Era**

[Class 104 M53519 - Manchester Victoria - 21/1/84](#)

[Class 110 E52083 - Newton Heath](#)

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

[DLW 975007 - Oxford - 17/5/86](#)

[Class 110 - Malton - 25/6/88](#)

[Class 117 - Hungerford - 10/89](#)

[Class 121 55027 - Bedford - 2/2/99](#)

## **CLASS 128 IMAGES**

### **Green Era**

[M55994 - Birmingham Snow Hill - 4/67](#)

### **Blue Era**

[M55989 - Newton Heath - 10/4/71](#)

[M55988 - Manchester Victoria - 20/8/77](#)

[Shrewsbury - 3/6/78](#)

[M55993 - Manchester Victoria](#)

[M55993 - Manchester Victoria - 6/83](#)

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

[M55993 - Crewe - 3/11/87](#)

[55993 - Crewe - 28/6/88](#)

[55993 - Crewe - 20/9/88](#)

[55993 - Manchester Piccadilly - 19/9/89](#)

## **WANTED**

Vacuum exhauster for fitting to a diesel shunter.

Contact [Gordon Stabler](#)

Brand new FG1 switch, or details of a suitable supplier.

Contact [Richard Thornton](#)

## **FOR SALE**

Chiltern is selling mainline registered Class 121 55032

Details [here](#)

Class 117 seat cushions & backs (NSE)  
4 Class 117 doors

Contact [Robin Johnson](#)



Leyland 680?  
[Bidspotter.co.uk](http://Bidspotter.co.uk)

Various DMU spares  
Contact [Bob Faulkner](#)

## GALLERY



*SC51367/SC51402 having its batteries charged after its winter break in the yard at Boat of Garten, 6/2/15 (B.Faulkner)*



*M59664 not forgotten at Midsomer Norton, 16/1/15 (P.Dickinson)*

## 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 April 30th for Issue 129 (due out May)

