

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 133. This month I have been busy compiling the nominations and details for the Railcar of the Year award, which this year is slightly later than usual for the highly technical reason that I forgot about it! It will still run for several weeks however, so readers will have their chance to cast their vote, which I personally encourage everybody to do. Open to all at zero cost, it is a nice way to chart each year which of the units around the UK we as a group of interested people are most impressed with.

There are only four nominations this year, as some of the potential reasons for nomination were just too tenuous, so rather than dilute the votes only the four most noteworthy achievements have been put forward. This is a similar situation to 2013's awards. It is interesting to note that again nobody sent any nominations in as suggestions, so again I have picked them myself, hardly democratic but given previous years not people seem happy with the choices available! Of course, if anyone sees any vehicles they feel worthy of the award during 2016, send in the suggestion at any

time. See the separate section below for details on how to vote.

The January bulletin is often one of the richest for showing off restoration progress, and this year is no exception, with lots of overhaul work being done during the season where few trains operate, most of which are steam hauled in any case. I hope 2016 brings good fortune to all our readers, and of course all our Railcars!

Chris Moxon

RAILCAR OF THE YEAR 2015

Voting is currently open to everybody to vote for this year's Railcar of the Year. Please register your vote between now and Friday 22nd January, one vote per person please.

You can view all of this year's nominations and cast your vote on the Railcar Association Website [Railcar Award page](#).

21st ANNUAL RAILCAR CONVENTION

The 2016 Convention is to be held at the Dean Forest Railway, the event

effectively returning to its birthplace two decades after it was created there. The Dean Forest is a very different place to what it was in 1996. It has doubled in length, reopened two new stations and more than doubled its operational fleet of Class 108 DMU's. It also operates one of only two Class 108 3-car sets in the country.

The event will be held on the 17th/18th September 2016 and hopefully Derby Lightweight M79900 "Iris" will be visiting for the event, allowing three first generation DMU sets to operate on the line for the first time ever. It will be a event not to be missed.

NEWS

North Norfolk Railway: Little to report this time, with little booked DMU running as such to report on. Two overhauled exhausters (to be distributed across the 101 fleet) have arrived and two more sent away for overhaul.

East Lancashire Railway: The group had decided to replace the seat covering (moquette) and the hardboard internal roof on Pressed Steel trailer car W56289 (Squeak as it is known



original as a layer of white asbestos board as located between the plywood floor and the thin sheet metal fire barrier. Work ceased at this point and a contractor was brought in for advice and a removal. A lot has been learnt about the construction of W56289 however the job has gotten rather bigger than expected!!! The replacement floor is now ordered and hopefully will be laid soon.

A failed gearbox on W55001 has also been swapped with a working example.



Poulton & Wyre Railway: A relative newcomer to the DMU scene, this fledgling railway has announced its intention to use Class 108 51937/56484 among its first items of operational rolling stock at their railway near Fleetwood, Lancashire. Currently in store at the Midland Railway Butterley, the society have bought and are now fundraising for the set to be overhauled

at the MRB before relocating to its new home.

Dean Forest Railway: The second half of the 2015 season has been worked by a combination of 2, 3, 4 and 5 car Class 108 formations dependant on demand, and 100% reliability for the year has been recorded. An unloader valve has been repaired on DMBS 50619. DTCL 56492 is currently in the paint tent, where its roof and cab end have been repainted with lining/whiskers reapplied.



DMBS 51914 is having more serious work this winter, and is covered in the restoration section.

G'shire W'shire Railway: The running Class 117 set has almost had its seat reupholstery completed, all the second

because it generally runs with W55001 Bubble). Once the seats were removed it was found that the lino was in poor condition so that was ripped up too on the basis that the job could be completed at the same time. As with all these things the floor was then examined and found it was not in very good condition and most probably

class has been reupholstered (including new springs and foam, so not just re-covered). The first class is awaiting the delivery of additional moquette for the side panels, but hopefully will be ready for March 2016. Note that W59510 assumed its correct number when it was recently outshopped.

51363/51405 were fitted with Kenlowe fans some time ago. Experience has shown that the temperature detectors as supplied with the kits aren't the best in the world, so a better design has been sourced of the screw-in variety and will be fitted over the winter break.

Severn Valley Railway: The new engine fitted to 51941 a year ago has settled down and is giving good service after a few hiccups. Oil leaks occurred where we did not expect them and repaired as we went along. Then the fluid flywheel paper gasket failed and we had to strip it down (in situ) and fit a new better class seal as shown at TRA meeting last September. When the gland seal was refitted it failed after a few miles, this had to be exchanged owing leaking back along the splines of the drive shaft. We had new seals and rubbing rings lapped and we fitted one of these which is now running without



fault. The old engine ex 51941 is currently being rebuilt off site after months of delay in getting new parts for repair. It ran well on test before Christmas, but is low on oil pressure. This will be investigated in the New Year. Maybe another oil pump is required.

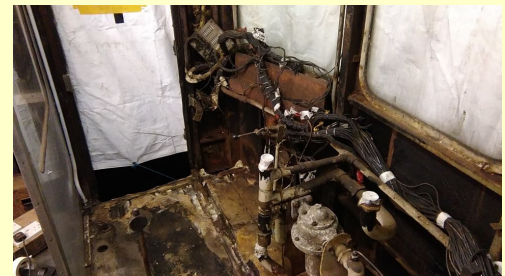
Other than snagging problems the five car set is running well and has had a busy few weeks up to 4th January 2016. Then a break for a few weeks then back to daily trips in passenger service till Easter.

RESTORATION NEWS

Class 104 50455: November has been spent further prepping the vehicle for eventual repaint. Work has been ongoing over many days cleaning the

gutters and more importantly the joint between the gutter and the roof. This has failed over the doors and will need re-securing and the entire length of both gutters resealing to stop water ingress prior to painting. A lot of time and effort is also going into prepping the door edges and door jams.

Class 104 56182: Work to prepare M56182 for its first phase of bodywork repairs has now started. The vehicle has been shunted into a position where it can stay semi-permanently and power/lighting has been installed, again semi-permanently. Housekeeping tasks to allow future work on M56182 to be as easy as possible have continued, with the removal of the departmental corridor end plating. This had been added in the 1980's so that the vehicle could be propelled backwards as a "single unit". It has now been removed



and the vehicle's tarpaulin adjusted so that we can access the interior regularly through a temporary door. The first area to be dealt with in spring 2016 will be the cab, so all fittings have now been stripped out of the area, including the cab desk and frame itself, to gain full access to the metal skin and framework. The cab windscreen surrounds and their wooden supports have also been stripped out, revealing



the framework from the inside. So far it would appear that the metalwork is in fairly good condition around waist height, but is very poor at the top where the gutters are located, and will require full replacement in these latter areas. More individual components have been restored off-vehicle during the autumn/winter months. The Formica driver's partition (which stands to the right of the driver's seat) has been transformed with a mix of patching, cleaning and repainting. The driver's brake valve has been surface ground and shot blasted/repainted ready for eventual re-use. The speedometer drive unit has been stripped down, repaired/repainted and reassembled. Wooden components from the toilet including the toilet seat and towel rack have also been sanded and re-varnished. The overhaul of the cab doors has also continued.

Class 108 51914: Cab work is continuing at the Dean Forest inside "the tent". The new cab front is now fitted onto repaired steelwork and is in the process of being painted. After interior dismantling it was soon found that the partition between the cab and the passenger saloon needed replacement as this had rotted.



However the cab front itself and framework was found to be in better condition than last year's cab project (50619), mainly due to the fact that a lot of work was carried out on 51914 before it first entered preservation service in 1999.

Class 122 55003: At the Gloucestershire Warwickshire Railway, restoration continues although at 18 months in the restoration team exceeded the initial contractor's time estimate of 6 weeks by a fair way! The roof has been repainted; in the process all the ventilators were removed and powder coated and have been refitted with blanking panels. The internals have progressed; ceiling completely renewed using flexibly, new glazed bulkhead in (what was) the guard's



compartment is being installed, most of the hardwood door frames are being replaced. Probably to the annoyance of the purists, some modern (but period looking) lighting has been obtained from Screwfix, and will be used in conjunction with some eBay sourced E27 fitting LED bulbs. Hopefully before the New Year, reglazing should commence. Once the glass is back in a body rub-down can be done in preparation for the team at C&W (Winchcombe) to restore it to green with whiskers. The group still need to know the paint code for the early green! Both engines have been removed from W55003 for fitting under W51363 and W51405. The latter two vehicles have "tired" engines and these will be sent away for rebuild over the GWSR closed

season (Jan-Mar 2016). The reason for this swap is to maintain the reliability of the 117 set, which provides the staple for most of the GWSR services.

Class 117 51360: At the Gloucestershire Warwickshire Railway, W51360 has had a complete exterior paint into blue, and the C&W chaps have done a great job, especially in removing the large dent that was in the front on the secondmans side. It is believed that a lot of the interior (original?) Formica has been re-exposed following removal of a top layer, and subsequent removal of the 1970s BR contact adhesive. This vehicle does have a wheel flat on the drivers end bogie but should not prevent the owning group putting it into service at some point in 2016 to allow the release of DMBS 51363 for remedial work. This may give the opportunity for a green/green/blue combination to annoy the photters!



Class 105 51485: A milestone has been reached with the application of the first coats of green gloss to 51485 at the East Lancashire Railway. It is now being flatted off and subsequent coats added.



Class 107 52029: At the Gloucestershire Warwickshire Railway, SC52029 hasn't received too much attention, although one of the engines has been started. Ultimately it is hoped to return this to BR blue and pair it up with Class 117 W51360. Things that the owning group like to know about 107s: where can we get a new corridor connector canvas? Does anybody want to refurb the 4 character headcode mechanism for them? Do the fibreglass doors have the same profile as Class 117 aluminium ones?

W&M Railbus 79963: Progress now focuses on the other half of the vehicle at the East Anglian Railway Museum, following completion of the repairs to the steelwork of the flooring. A complete rebuild of the 2nd control desk has been undertaken and it now awaits installation after refurbishment of the cab demister and blower assembly. New window rubbers have been fitted to the droplights, and work on the interior panelling has commenced.

Class 103 56160: When M56160 was delivered to site in Denbigh, it had supposedly been stripped of asbestos, and came with a thick report and clean

air certificate to support this. Unfortunately it quickly became clear that this was far from true, and work was restricted to making the body cosmetically acceptable, and the acquisition of missing parts.

In November, asbestos contractors A&D Environmental Services wrapped the vehicle in an air tight enclosure and began stripping the known asbestos. This was thought to be the blue asbestos under the ply floor and the white fabric on the heater ducts. Testing confirmed that the lino also contained asbestos, as did the gangway bellows. The bellows, and heater ducting were removed, and the decision made to remove the whole floor, with attached asbestos above and

below. In order to do this the internal heater ducting and toilet cubicle were removed. Asbestos was found behind the ducting, which was also removed, and the scheduled work completed within a week. A&D also removed the toilet header tank, and the asbestos behind it.

At this point things took a major turn for the worse. When the floor was removed, it was possible to look up inside the body sides from rail level. Asbestos was found in the window pillars, including those on the cab front, below the drivers desk, the end of the car and the cab/saloon bulkhead. This had not been found before, as the pillars and ends had steel plates screwed on, effectively making them



box sections. The contractors estimating that only 20% of the asbestos had been removed in the original strip.

Following a protracted site meeting it was agreed that it was impossible to effectively encapsulate these areas, and they were decontaminated, necessitating the removal of the desk, window frame trims, and cab ceiling. The extra work taking a further two weeks.

M56160 is now ready for bodywork repairs, with welding to the cab front due to start in January.

MOVEMENTS

Streamlined GWR Railcar No4 has been moved from the Swindon Steam Museum back to its home at the NRM York, where it has spent a period on display in the Great Hall on the turntable.

THE ROYAL DMU!

Friday 24th October was a very special day for all at the Ecclesbourne Valley Railway and in particular the DMU Group. His Royal Highness Prince Charles, the Prince of Wales was to visit the railway and travel along the line meeting members of staff. The visit was arranged in a relatively short space of time, in fact so short that the visit wasn't

known about at the time of the TRA Convention just a few weeks before!

Representatives from Clarence House held a meeting as a precursor to the visit and chose former Railcar of the Year Class 119 W51073 as the vehicle for HRH to travel in. HRH wished to meet a selection of volunteers who had either been at the railway since the early days or had helped to restore the train in which he was to travel. This bestowed a great honour on members of the DMU Group as it was hurriedly arranged to get everybody in on a Friday when they would normally be going about their daily lives.

The days preceding the event were spent checking and double checking all sorts of things with the unit both internally and mechanically. Recently painted 53599 was to be the partner and so this had to be checked also. The cab was thoroughly cleaned as too was the carpet in First Class and the linoleum in Standard. The Standard Class seats were given a wet vac treatment too. The paintwork was given a polish as this is already becoming weathered.





HRH was then escorted past a line up of volunteers which included seven members of the DMU Group on to the train and to the front cab where he was invited to sit in the driver's seat by driver Graham Walker, who is a member of the DMU Group himself and former employee at Derby Locomotive Works. HRH did not wish to drive the train but instead opted to spend time talking to the volunteers along the route to Duffield, where he would disembark and depart by road. A small number of seats had been left vacant through the vehicle to allow HRH to move along and talk to the volunteers in their various groups. DMU Group members got about ten minutes with him to talk

and he was very interested in the restoration of the vehicle and what had to be done. During the chat, Catering Manager Eric Hills served a traditional cup of tea with Derbyshire honey and the occasion was generally very social.

It was a very special day for all involved in the restoration of the Class 119 and I guess now it can genuinely be called The Royal Train! It was most satisfying to be flying the flag for the humble DMU too!

TIME TRAVELLER

Green Era

[Met-Camm LW](#)

[Met-Camm LW M79632 - Manchester Piccadilly - 5/5/66](#)

[Class 101 - Halston—1964](#)

[Class 105 - Rolleston Jcn - 1959](#)

Blue Era

[Derby LW M79177 - Preston - 13/5/67](#)

[Class 104 M53427 - Warrington - 6/84](#)

Blue/Grey & Later

[Class 108 - Pleasington](#)



The royal car arrived at Wirksworth Station shortly after 14:00 to a greeting from local cadets, farmers and school children. HRH was escorted around the platform to unveil a plaque, which was on an easel in front of 53599 to commemorate the visit. The plaque will later be affixed to the wall in the new Booking Office at Wirksworth as the demise of the crumbling cabin is coming ever closer. The Royal headboard was at the front of the train.

[Class 120 M53731 - Doncaster - 29/7/84](#)

[Class 107 SC52005 - Irvine - 17/5/84](#)

[Class 101 101683 - Chester - 5/12/00](#)

WANTED

Single car DMU in full working order.
Contact [Nick Rose](#)

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
- 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 but no later than March 30th for Issue 134 (due out March)



GALLERY



Class 108 E50619 undergoing repaint at Norchard, 6/1/16
(C.Bull)



Class 104 50479 stabled at Spring Village, 1/11/1 (C.Moxon)



Rarely photographed is Class 108 W53926, seen here
stored at Ruddington, 28/11/15 (Notts Railcar Group)



Class 117 W51339 pauses at Ramsbottom, 7/11/15
(P.Wallis)



Class 101 51434 under restoration at Dereham, 13/9/15
(*R.Moxon*)



SC52029 stored at Todington, 18/10/15 (*C.Walker*)



Class 108 51950 stabled at Spring Village, 1/11/15
(*C.Moxon*)



Class 108 M56492 emerges from the paint tent at Norchard,
6/1/16 (*C.Bull*)