

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 134. This edition contains the results of the 2015 Railcar of the Year Award, for which there was a most deserving winner.

During the grind of winter when everything is cold and outside restoration is particularly unattractive, we can seek inspiration in the achievements of our fellow preservationists. It is heartening therefore to report on the completion of the bodywork overhaul of Class 100 56097 and the commencement of identical work to sole-surviving powercar 51118. I think I speak for the entire DMU community when I say that the restoration of the only complete Class 100 set will certainly plug a huge gap in the First Generation DMU story. Well done to all those involved.

Unfortunately I finish on a sad note, after hearing of the heartbreaking news that the Drewry Inspection Car at the Middleton Railway had been gutted by a fire. This must be without doubt a devastating blow to the owning society and the individuals who have worked on the vehicle over the years. Thankfully, few groups can say that

they have suffered the same event, and we all hope the vehicle can be recovered.

Chris Moxon

RAILCAR OF THE YEAR 2015

This year proved to be very much a two horse race. On the first day, the Class 100 gained an early lead, but was quickly drawing with the Class 101 on the second day. A surge of votes for the Class 108 on Day 3 put this vehicle very much in the lead, which was maintained easily until the 11th day, when a dramatic increase in votes for the Class 100 closed the gap significantly. However E50619 managed to hold on to a narrow lead, which it kept for the rest of the competition. More votes for the Class



100 than the 108 came in the final three days which made the finale uncertain. In the end, the Class 108 maintained the lead and took the award, with the Class 100 in second place, having missed out by just two votes, making it the narrowest victory in the award's history.

The final voting totals were as follows:

1. Class 108 E50619 (61 votes)
2. Class 100 E56301 (59 votes)
3. Class 107 SC52029 (20 votes)
4. Class 101 E50253 (13 votes)

NEWS

Great Central Railway: The operational Met-Camm set has changed its configuration again to cater for vehicle overhauls. Class 101 DMBS 51427 is now back on the railway fresh from overhaul and has replaced DMCL 50321 in the set which has been sent away for repaint itself. The current set is now formed of 51427/59575/50266.

North Norfolk Railway: With the end of Class 101 DMBS E51228's overhaul still nowhere in sight, the National Railway Museum's Class 101 M51192/ M56352 has been readied for another season's running. This set, now known

as the "Desperate Multiple Unit" is now in need of an overhaul so E51228/E56062's return to service cannot come sooner.

Llangollen Railway: Class 104 M50528 was lifted in January due to the discovery of a loose brake support pin during a C exam which required welding back in. Two pins were eventually done on the front bogie, and some of the V bracket bolts were also replaced. The vehicle was quickly back down and back in service. Class 108 54490 was also on jacks soon after, this time for the repair of corroded air pipes under the cab desk tucked above the bogie. Photo courtesy of Mike Martin/Llangollen Railcars



Dean Forest Railway: Class 108 E50619 emerged from its repaint during January. It was quickly pressed back



into traffic as a 3-car set (with E59387 & 51566) for a birthday special for one of the DMU group members.

Severn Valley Railway: The rebuilt Leyland 680 engine repaired off site was found to be suffering from low oil pressure. Two other oil pumps were tried and found to be no better. Later DMU Group (WM) borrowed a pump from some well-known DMU men and this produced a pressure of 22lbs at idling, 45lbs at half throttle. We couldn't push it up to one thousand revs because it made the engine unstable! At a thousand the reading should be between 55-60lbs. The engine has been cleaned down and painted in a shade of green, waiting to be delivered to Kidderminster. The old pumps are to be assessed for rebuilding at a specialist gear firm in Redditch.

Meanwhile the gang are busy re-instating the rear passenger saloon in 56208. A new floor has been laid, all wall panels have been removed and fitted with new Formica and replaced with aluminium cover strips. The old seat frames are being dug out of storage for stripping and painting. The cushions will go out for new coverings when we have obtained sufficient Moquette to complete the job.

The dirty gang have been replacing brake blocks on centre car 59250. The bogies from under 52064 were due to be withdrawn in late February, then delivered to London Midland, Tyseley for tyre turning and NDT in mid-March. On return of these bogies we will exchange engines on No1 end of 52064. The engine to be removed will go out for rebuilding.

RESTORATION NEWS

Class 100 56097: At the Midland Railway Butterley, DTCL 56097 has been rolled out of the shed following two years of work to replace and repair corroded bodywork. This is the first time that anyone has been able to see what the complete vehicle looks like now that it has been externally completed.



Around 60% of the vehicle's outer skin and 40% of the framework has had to be replaced, along with all the glass which has changed for a more modern and safe variant. Work will now continue to begin the interior fit out but finance dictates that this will be restricted to the ceilings and floor for the moment.

Power car 51118 is now in the workshop and Llangollen Railcars have begun the long task of rebuilding this car to match the trailer.

Class 104 50455: January saw the final stages of "initial sanding" on the vehicle completed. The next phase of body filling and sanding is now in progress. Work to replace some of the cracked multiple working jumper cable sockets has also been started.



Class 104 56182: Work to overhaul individual components taken off the vehicle has continued in the relative warmth/safety of the shed! Items that have been completed include a pair of



windscreen wiper motors from the cab and the vacuum "feed valve" from under the desk. The major winter project of overhauling the six exterior doors is progressing well, with five out of the six doors stripped down, repaired and the wooden frames and individual components all repainted. The exterior metal skins are currently awaiting shot blasting, after which the doors can be reassembled.

Class 105 51485: Unique DMBS 51485 has been lifted at Bury to enable the removal of the bogies for work to be carried out on them, the underside of the vehicle with also be cleaned and painted.



Class 108 51914: Progress on the cab rebuild continues at the Dean Forest Railway. The ceiling has been cut to shape and prefitted to check its size

after having its thickness reduced. Meanwhile in the guards compartment the two sheets of new plywood have been cut and trimmed to size for behind the drivers side. Screwholes have been made in readiness for cascamate wood glueing and screwing together to form the correct thickness.



Class 101 50321: This vehicle has been dispatched to Peak Rail for contract restoration, which will mainly centre around bodywork and a repaint.

Class 101 51427: The contract overhaul at Peak Rail has now been completed, and the vehicle returned to its home the Great Central Railway. The work included major body work and a repaint into BR green. It now also has a 'new' engine, (which came from the 117 vehicles purchased for the Wareham project but later scrapped). 51427 has also received new woodwork around the cab and in the brake area.



Class 110 59701: Following arrival at the East Lancashire Railway, restoration on this unique TSL has

started immediately. During February, the seating was removed from the rear saloon and the toilet also stripped out which enabled the rear 8ft of the lino and flooring to be removed as it was rotten. The ceilings above and next to the toilet were also removed.



Class 117 51342/51384: At the Epping & Ongar Railway, restoration of the 2-car set is taking somewhat longer than first thought. Work on DMBS

51342's exterior has now started, but the area around the guards' door is worse than was first thought. However, the matter is in hand and work on this will continue once space is available in the workshop. On DMS 51384, the sides have now been rubbed down and filled ready for the first coat of primer, which should go on in the next few days. The corridor connection on this car needs some attention, and work on this is expected to commence soon.



MOVEMENTS

Class 101 51427 has moved from Peak Rail back to the **Great Central Railway** following the conclusion of its contract repair work.

Class 101 50321 has moved from the

Great Central Railway to Peak Rail for contract bodywork repairs and a repaint.

Class 110 59701 moved from the **Churnet Valley Railway** to the **East Lancashire Railway** during February, where some restoration work will be completed on the vehicle.

COMPARISONS

The Dean Forest DMU Group have captured a fascinating comparison almost 60 years apart. Pictured is Class 108 DMBS E50619 when brand new during test running on the Wirksworth branch presumably 1958 or thereabouts. The second image shows the DMU group's attempt at a similar scene near Tufts Junction during January 2016.



TIME TRAVELLER

Green Era

[Class 101 - Walsall - 30/5/59](#)

[E&G - Glassgow Central - 20/6/63](#)

[Class 101 E50275 - 5/9/64](#)

Blue Era

[Class 105 E56143 - Stratford - 30/4/74](#)

[Class 128 W55992 - Ealing Broadway - 5/7/84](#)

[Class 122 - Dartford - 11/11/85](#)

Blue/Grey & Later

[Class 120 - Par - 15/5/74](#)

[Class 101 - Glasgow Works](#)

[Class 117 L407 - Paddington - 21/12/91](#)

[144014 - York - 1/12/98](#)

FOR SALE

Ex-Sandite Route Learning car 960014. The unit is available sold as seen. It maintains registration for passenger use on the national rail network and is fitted with GSM-R radio, data recorder, TPWS and AWS. It retains the generator set formerly used to power the sandite equipment. This can be used to power on-train electric heating and equipment. The interior of the vehicle is designed for drivers route learning and includes small classroom/viewing area at each end of the vehicle. The vehicle is in mechanically sound condition but has not been run for a number of months. It is available for



inspection at Aylesbury Train Maintenance depot (max 2 persons per visit). Those wishing to view the unit must be able to walk around on ballast and climb up into the unit. Those interested in bidding for the unit shall submit offers by email to [Simon Jarrett](mailto:Simon.Jarrett@railcar@live.co.uk) by 12:00 Monday 4th April 2016.

WANTED

Class 117 Vestibule Curtain or details of supplier. Contact [David Hunnikin](mailto:David.Hunnikin@railcar@live.co.uk)

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 April 30th for Issue 135 (due out May)



GALLERY



Class 108 53926 stored at Ruddington, 20/2/16
(*B.Battersby*)



E52064 in service at Kidderminster, 19/2/16(*K.Gale*)



51226 putting out TSR boards and replacing some signs
which had been vandalised during the closed season,
19/2/16 (*D.Orr*)



GWR Railcar 4 round the turntable at York NRM, 13/2/16
(*H.Allum*)



Drewry Inspection Car after being gutted by fire, 11/2/16
(I.Dobson)



Class 108 52062 leads a charter on the Telford Steam
Railway, 7/2/16 (C.Moxon)



51566 and 56492 side by side at Norchard, 23/1/16
(C.Walker)



Class 116 51131 at Ruddington