

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 146. This is a special edition for me as editor as it is the 50th news bulletin produced, my first one being Issue 97 back in January 2010. This was the point in which the news bulletin was resurrected after a six year absence. 2018 is therefore the ninth year of the bulletin in its current format and this version has now been running for longer than the original. With this in mind it is my wish that it remains beneficial to the movement and if not fresh then at least fit for purpose! Any ideas, improvements or feedback are always welcome using the contact links on the last page.

Chris Moxon

NEWS

Bodmin & Wenford Rly: Long serving Class 108 50980/52054 has been put up for sale with tenders closing in March. It has been replaced by recent arrival Class 121 55020 which is more appropriate for a Cornish branchline.

Chasewater Rly: Class 127 59603 has been repainted recently, not a vehicle often reported on very often as it is used purely as hauled stock. It carries a

non-authentic (for DMU's) BR maroon livery.

Dean Forest Rly: Various important small jobs have been progressed in preparation for the new operating season including a water pump change, feed valve overhaul, Smiths heater fault finding & rectification. A troublesome brake cylinder has also been investigated and since it is fitted to a power car will be a challenge to change – we suspect the ball valve is stuck or the passages blocked. Work also progressed on rebuilding the cab interior of Class 108 51914 with wires and instrumentation being connected. An experiment was done on one of our 680 engines where we locally connected a pressure gauge and when

cold it registered over 60 psi.

East Lancashire Rly: Class 122 “bubble car” 55001 has received a rebuilt engine during February, which is now being tested and run-in.



East Somerset Rly: Class 108 51909's brakevan floor has been removed and is currently being replaced by a plywood alternative. Meanwhile, trailer car 56271 has received two new buffers on the corridor end after the existing ones failed.

Ecclesbourne Valley Rly: Derby Lightweight M79900 "Iris" has received some new batteries so the engines now start much more readily. Class 101 M51188 has been dispatched for a year on holiday to the North Norfolk Railway (see movements section). Class 101 E59303 has had LED bulbs installed in the light fittings to replace the tungsten ones. This has reduced power consumption from 22 amps down to about 3 amps, which will save considerable draw on the batteries. Class 122 "bubble car" W55006 has had a new battery isolating switch fitted which has resolved an electrical issue. Finally, the DMU event, "Multiple Memories" is being held on the 19th & 20th May and features visiting Waggon und Maschinenbau Railbus E79960 courtesy of the Ribble Steam Railway (custodian) and North Norfolk Railway (owner).

Keighley & Worth Valley Rly: With railbuses in operation until April the opportunity has been taken to concentrate on running repairs to 101 set 51189/51803. This has included an overhauled horn being fitted, heater fault finding and repairs to one of the cab doors.

North Norfolk Rly: The railway was on the brink of achieving the goal it has been working towards for more than seven years, to have two DMU sets available for service. The railway entered half term week with Class 101 set M51192/M56352 in service and hired-in Class 101 M51188 (from Ecclesbourne Valley) on its way to form a set with E56062. Sadly on the final day of the 9-day running week the No2

engine on M51192 suffered a terminal failure withdrawing it from service. M51188 has now arrived (see movements section) and has immediately replaced M51192 and will now be operating for the first part of the season on its own. Hopefully later in the year the (some say cursed) plan of having two sets will come to fruition!

North Yorkshire Moors Rly: Class 101 50164/59539/50160 completed all its booked turns during the February half term running, albeit on three engines due to an issue with apparent fuel starvation on one engine of 50164, and returned to Grosmont ECS on Monday 19th for attention. Its next outings will be as a feeder to the visit of Tornado when it will be running from Pickering on 3/4/6/7/8/10/11 March, usually an out early/return late trip.



RESTORATION NEWS

Derby Lightweight 79018 (Ecclesbourne Valley): An engine rebuild is now taking place at an off site location. The battery Isolating box has also been refurbished and modified for standard (Blue Square) wiring.

Class 101 (cab) 50211 (Denbigh): The housing for 50211's brake gauges has been cleaned and painted, however I need two air and one vac gauges if anyone has spares they are willing to part with?

Class 103 56160 (Debigh): Over the winter work has concentrated on erecting 70m of fencing around M56160's compound and installing security lighting. A new step iron for the gangway end has been fabricated and is being painted, and further 'temporary'



glazing has been fitted.

Class 104 56182 (North Norfolk): Three more sets of items have been through the "winter restoration programme". The eight sliding lights from the four First Class windows have all been dismantled, overhauled and reassembled including a serious cleaning of corrosion and stripping of the BR blue paint. As always, they now await refitting. The emergency flag case, located inside the cab, has also been restored. These were all removed from the 104's many years ago, but when stripping down the cab bulkhead, the original outline and screw holes were discovered. Pleasingly, they were a "standard BR" item, so whilst M56182's was lost decades ago, the



group managed to purchase an original example from a Mark 1 brake coach to restore. The final item to report is the cab-to-passenger saloon bulkhead which had hefty woodwork repairs where water ingress had rotted it. This involved some in depth veneer splicing on the passenger side and full woodwork restoration and re-varnishing of the remaining bits. The cab side was stripped, rubbed down smooth and repainted cab grey.

Class 105 56456 (Llangollen): All the vertical timbers for supporting the wall panels have now been fitted and a start made on the horizontal ones. The luggage rack support framing is now being prepared for fitting.

Class 121 56289 (East Lancs): the cab end rebuild continues at Bury. The cab desk has been removed allowing



access to the front end for stripping and welding repairs and also a rewire. The cab roof dome has been removed and two large sections of bodywork paneling removed from the sides to allow the steel framework to be repaired and painted.

Class 127 51618 (Llangollen): The newly fitted body panels have been rubbed down, the windscreens refitted and a start has been made on repairing the fibre glass dome which sits above the cab and which was damaged. It has been given a good hand sanding. New wooden door pillars are now almost complete and await shipping back to Llangollen for fitting and there has been a trial fitting of the inner window frames. New areas of replacement plywood

flooring are being fitted in the passenger saloon at the front where repairs have been made.

E&G 79443 (Bo'ness): Work continues preparing the new corrugated steel 'key sheeting' flooring for fitting to buffet car Sc79443, production now reaching the eight and final row (each row has three sheets). The blank sheets have to be cut to size, have any additional holes or cutouts added, primed glossed and bitumened. They are then ready for welding in place, this can only happen when the vehicle is in a location where 'hot work' is allowed and the adjacent bodywork is complete. Progress was also made de-scaling the south side solebar, as well as priming and glossing once cleaned. Underneath traffic dirt and rust was removed from the outside of the 'B' bank propane gas boxes, conduit, pipework and a large vacuum tank, followed by painting. The covers for the 'B' bank gas box covers are now fully painted complete the 'B' and all raised lettering picked out in red and white. Above the solebar, four full-sized sidelight aluminum frames were temporary fitted to the buffet area, joining the two existing temporary frames. This was to allow the steel



body panels to be marked accurately so they can be trimmed to the correct size for the glass.

W&M Railbus 79963 (East Anglian Rly Museum): Work continues on 79963 with the reinstallation of the rebuilt main engine radiator, where a previous repair was found defective after an extended engine run up. Recent refitting of refurbished passenger compartment heaters has completed the cooling system. The interior is approaching completion with new vestibule ceiling panelling and re-varnishing existing bulkheads and trim. The characteristic exterior aluminium trim sections are currently being refurbished. The air operated door latching mechanisms will necessitate a certain amount of



redesign to strengthen the existing linkages which have been identified as inherently weak. A full mechanical test run is anticipated in April, although it is anticipated the fuel rack assembly and will need overhaul by a local specialist. Other finishing work is dependant on practicality and availability of proprietary commercial items if refurbishment of existing equipment is not feasible or possible. There is already a certain amount of RS and Screwfix integral!

WANTED

“Standard gangway” (corridor connection), as fitted to most (non suburban) types of DMU's. Wanted by the Poulton & Wyre Railway Society for Class 108 51937 which is undergoing restoration at Butterley. Contact Nigel Kirkpatrick (n.kirkpatrick@sky.com)

MOVEMENTS

Class 101 51188 moved from its home the Ecclesbourne Valley Railway to the North Norfolk Railway in February. This is a 12 month hire and 51188 will be covering for Class 101's 51192 and 51228 which are current out of service either for repairs or overhaul.

It is reported that **Class 117 51339/51382** have been moved away from the East Lancashire Railway, although the move and their destination remain unconfirmed. Anyone with any enlightening images or confirmed information please get in touch!

Class 117 51354/59506/51395 has moved from Peak Rail to Moveright International's yard at Wishaw for storage.

Class 117 51370 is due to move from the Gloucestershire Warwickshire Railway to the Whitwell & Reepham Railway in March. This is following its sale and the new owner plans to start on its restoration at Whitwell immediately after it arrives.

TIME TRAVELLER

Green Era

[Derby Lightweight - Derby St Sillith - 26/3/64](#)

[Class 101 – Alnwick – 12/3/66](#)

[Class 105 – Keith Town – 19/6/67](#)

[Class 123 – Newport](#)

Blue Era

[Derby Lightweight 79612 – East Croydon – 24/2/81](#)

[Class 101 – Hull – 12/10/78](#)

[Class 108 – Acklington – 2/6/77](#)

Blue/Grey & Later

[Class 107 107728 - Dalmeny – 29/7/89](#)

[Class 101 101683 – Llandudno Jcn – 4/9/97](#)

[Class 142 142015 – Exeter St Davids – 17/2/86](#)

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
- 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 29th for Issue 147 (due out May).

GALLERY



FRANK RICHARDS
PHOTOGRAPHY

E53599 approaches Wirksworth, 20/2/18 (F.Richards)



A panoramic view featuring the NYMR Class 101 set running through Fen Bog, 16/2/18, (P.Wilson)



SC51402 running on the Strathspey, 19/2/18, (C.Faulkner)



51371 in the shed at long Martston, 15/2/18 (M.Hughes)



E52064 in the shed at Kidderminster, 17/1/18 (M.Miller)



M54490/M51907 stabled at Butterley on a quiet day, 22/2/18, (R.Bray)



A chilly view of E51427 at Quorn, 21/1/18, (B.Pollard)

