



# The Railcar Association Bulletin May 2010



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## Introduction

The last bulletin was released in the middle of a prolonged period of counter productive weather so it is pleasing to note a rise in temperatures and in many cases a rise in output with restoration projects as well as several DMU sets operating again after a winter break.

Congratulations must go to the team behind the restoration of second generation Railbus LEV1 who have sent word of its debut in passenger service on the North Norfolk Railway. Thanks also to the several reports documenting the overhauls of various railcars around the UK; I think these now form the backbone of the bulletin sharing what progress we have all made.

If anyone takes any pictures of DMUs out and about during running days and galas please feel free to send them in, to form image based sections such as the Great Central 101 feature this month. The Llangollen Railway's annual Railcar Gala falls just before the next bulletin so images from that weekend will be welcomed for issue 100.

One last thing – if anyone has any possible images or material to do with the Gloucester Class 100's then I'd be grateful if you could submit them, as we could present a Class 100 special feature for issue 100!

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## News

**Gwili Railway:** The blue/grey Class 117 set (W51401, W59508 + W51347) transferred from the Nene Valley Railway to the Gwili Railway on 4<sup>th</sup> March 2009, and has now entered regular service. The unit is expected to operate on the 31<sup>st</sup> July, 7<sup>th</sup>, 21<sup>st</sup> and 28<sup>th</sup> August, with departures from Bronwydd Arms station at 1030, 1150, 1320, 1450 and 1610. The unit will also be playing a leading role in the Gwili's Diesel Gala on August 14th / 15th, when an intensive timetable will be operated. The image (see right) shows W51401, W59508 and W51347 at Dan-Y-Coed Halt (the northern-most terminus of the Gwili Railway, Carmarthenshire) on March 21<sup>st</sup>, during a crew training weekend. The Gwili is not usually this wet!



**Kent & East Sussex Railway:** The 2-car 108 there is owned by a group (TREAT Co) that works to restore and maintain it and other stock. With over 5,000 miles service per year, the unit soldiers on with a rolling work program, with bits and pieces being done when the unit can be taken out of traffic between running dates. In the past 12 months they have fitted 4 new engines, replaced a set of gearbox air seals, replaced a jammed freewheel, carried out the M and subsequent exams as required by the new maintenance schedule, refurbished one cab, fitted new lino and wall coverings in one passenger saloon, done some mods to the heating systems and some brake van work including a repaint.

**Garw Valley Railway:** Work has taken place on the seats and seat frames, new upholstery and attention to the window frames. The flooring has been deep cleaned and the original colours restored. The image (right) is a view of one of the front saloons.



**Ecclesbourne Valley Railway:** The EVR has recently received two new vehicles, class 108 DMBS E50599 and class 101 TSL E59303. Class 108 DTCL M56224 has also left the line. See the movements section for more details.

Class 101 set M51188/E51505 recently took a starring role in BBC1's *Five Days Drama*, aired in March. During a period out of traffic E51505 has had its throttle motors stripped and cleaned and is now back in service.

Class 122 M55006 has had work done on the gutters and preparation ready for bodywork attention in the summer.

Derby Lightweight M79900 "Iris" has had a complete set of new injectors sourced and fitted to its number 2 engine which makes it start instantly!

**LLANGOLLEN RAILWAY**  
*"Nostalgia for Everyone"*

**Railcar Gala**  
**Saturday June 26/Sunday June 27**  
**Guest – W&M Railbus 79964 from Keighley**  
First visit to another line for over 40 years!

**First appearance of class 108 56223**

**PLUS**  
**DMUs from classes 104, 108, Wickham, 127**  
**Also steam autotrain**

**Very intensive timetable - Full details**  
**[www.LlangollenRailcars.com](http://www.LlangollenRailcars.com)**



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**Llangollen Railway:** 56223 arrived during March from the East Anglian Railway Museum and work immediately started to make it ready for traffic. The vehicle has had an M exam, with wheel measurements and other acceptance work done at the same time. Some new panels were fitted to the interior of the saloon ceilings, a replacement buffer fitted, a charger socket overhauled, the bufferbeam painted, dynamo belts fitted, all cab instruments removed and refurbished and the cab interior repainted. New emergency equipment such as fire extinguishers were added also and many small jobs such as replacing perished window rubbers tackled. This trailer is now coupled to the class 127 51618 which has been in the works where it has been repainted to match 56223. Although nominally a quick "once over" paint job several pieces of steel had to be welded into the body, where corrosion has taken hold. Some panels were also renewed inside the guard's van at the same time. The 127 had an A exam, along with Cravens 56456, just before the February Thomas event.

The Wickham has needed a repair to a cracked copper Y-shaped radiator hose on no 2 engine which had to be removed and brazed while the rest of the Llangollen fleet have variously had seats recovered, running exams and running repairs as the season has gone on. As usual the Railway's Thomas event involved three units running for nine consecutive days in various 2, 4 and 6-car formations. Unfortunately the 104 lost the last part of a day's work when some sort of altercation on the platform resulted in one of the guard's van doors being torn off its hinges (honestly). This was repaired during the same evening.

Cravens 56456 is now withdrawn and is sheeted up at the back of the shed awaiting asbestos inspection.

**Dean Forest Railway:** The DMU caravan is nearly stripped of bits and contents before its' eventual scrapping. We eagerly await delivery of our replacement portacabin.

On the centre car E59387, the bogies are being greased and brake linkages oiled, the smiths heater swapped out for a refurbished high output type, and the door locks now need refitting after overhaul by the SVR C&W Dept. The replacement corridor connection parts are being machined away from site by two separate engineering firms. The batteries, their boxes and the lead connections are methodically being refurbished. E59387 is off to Lydney Junction Tues am for the roof to be shot blasted, and will afterwards be shunted into the DFDA covered accommodation courtesy of David Hurd and Luke Wayman. The ancillary bits (corridor connections, etc) will be loaded into my trailer and driven down. We aim to aluminium primer paint the roof wed am, and undercoat wed pm if all goes well. Thurs could the grey gloss applied in 2 coats if all is still well and people come and help.

M56492s solebar heater plug has been renewed and is now rewired, All the internal trim and securing screws were checked over and tightened in all our 3 working cars. The heater was swapped out for a newly refurbished high output one, but unfortunately this didn't work so we eventually refitted the old one in the dark, which did the business for Sundays' service.

E50619 has had an massive external power wash, and all fluid levels checked ready for service on the diesel gala. All the driving cab wiper blades were serviced and overhauled/replaced/adjusted as required - the view ahead is now clear.... A tidy up in the sales stand of E50619 is planned in readiness for the diesesel gala.

Monday saw a massive shunt to put E50619 & M56492 together as the running set for the diesel gala, and put M51914 over the pit (ditch) ready for its' next planned oil and filter changes. We much appreciate the perfectly timed oil delivery from our supplier, ready for the occasion..... :-)

M56492 was also shunted into place where David Hughes and Ian Perham could gain better access to repaint the east side, in difficult conditions. Off the scene, our treasurer is sorting the bills out and balancing

the accounts for last year, the membership secretary is dealing with all the membership renewals, shares are being counted. There is also lots of ongoing discussions for charters & buffets in 2010, and also the special dfr/S&Wye 200th anniversary events in the planning. The year is starting very positive, thanks all for helping so far - with still lots to do... :-)

**Bo'ness & Kinneil Railway:** Work continues mainly on TFRB Sc79443. Everything has been stripped off No. 1 end, including studs and all fittings around the gangway opening. The bottom few inches of the pillars at that end were rotten so have been replaced with new metal. Most of the panelling has been cut out too. New metal has been welded on the inside of the length of bodyside replaced earlier, along the bottom edge, to form the new box section. All new metal, plus adjacent panelling and framework, has been primed and covered with bitumen paint. The first three window units have been removed from the other side of the vehicle – a difficult job. Refurbishment of the first bodyside door is close to completion and we have started on a sliding gangway door.

DMS Sc51017's driver's seat has been repainted. The last interior door is now back in this car and the renovated driver's luggage rack is fitted inside the cab. This vehicle's air tanks have successfully passed inspection.

**Midland Railway Butterley:** The 141 has had its rolling B1 exam completed and currently the door control covers are being removed one at a time so that the hinges can be replaced, as they are seized. Much easier said than done. The auxiliary heater on 55513 has needed specialist attention after a delicate gauze within became blocked and stopped it working. Unfortunately this set was attacked by thieves who stole the inter-vehicle jumpers and sawed through the main starter motor cables. Fortunately the Weardale were able to help with a spare set of cables and, after suitable electrical work, the set was only out of traffic for about two weeks.

**M56160:** There has been little to report recently, however the jumper cables have been refitted to the cab end.

**Churnet Valley Railway:** Attention has recently been back on operational vehicles M50455 & M50517 which have received their first M Exam following six years in passenger service. With over 100 jobs to complete per power car (whoever said power twins were the way forward!?) the exam was undertaken over three weekends. They have also had a nice internal and external clean ready for the 2010 running season.

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## Movements

Four vehicles have moved recently. The East Anglian Railway Museum's class 108 power-trailer set has been split up, with **E50599** moving to the **Ecclesbourne Valley Railway** and **M56223** moving to the **Llangollen Railway**. E50599 is currently out of service pending small electrical investigations and a full repaint, probably into blue. More information and the future plans for M56223 can be found in the Llangollen section of the news reports above.

E50599 replaces class 108 **M56224** at the Ecclesbourne Valley, which moved to its new home the **Keith & Dufftown Railway** in March. The vehicle joins four other class 108 vehicles which have formed the mainstay of passenger services on the scenic 11 mile line since its opening in 2001.

Finally, class 101 TSL **E59303** has moved from the Midland Railway Butterley to the **Ecclesbourne Valley Railway**. Much restoration work has been completed on this vehicle, but some finishing touches are required such as the fitting of the seats.



E50599 shortly after arrival at the EVR



E59303 shortly after its repaint into BR Green, at the Midland Railway Butterley



Interior view of E59303



Interior view of class 108 pioneer E50599



M56224 at the 2009 Annual Railcar Convention at Wirksworth. This was the last time it was used on the EVR in passenger service



M56223 with class 101 E51213 at the 2008 Annual Railcar Convention at the East Anglian Railway Museum.

## LEV1 Returns to Service

Over the weekend of 17th and 18th April the North Norfolk Railway held it's first Vintage Bus Weekend. During this weekend LEV1 made it's first passenger runs on the NNR since arriving in June 2004. It is believed that the last time LEV1 carried passengers was on the Keighley and Worth Valley Railway in July 1983.

Restoration tasks have included:

- Sourcing & replacing 5 windows and rubber seals
- Overhauling 4 vertical dampers
- Refitting seating in one compartment, including sourcing a number of missing fittings
- Sourcing and fitting overhead luggage racks in one compartment
- Removing, repairing and replacing leaking fuel tanks
- Changing oils in engine, gearbox and final drive
- Replacing air and oil filters
- Various tasks on the engine, including repair of the stop solenoid bracket and bleeding the fuel system
- Repairing wiring to axle box speed sensors for gear change system and wheel slip control system

The pictures, taken by Tony Smith on the 18th April, shows LEV1 passing Waggon und Maschinenbau Railbus number E79960 at Weybourne station on the NNR, forming an interesting comparison.

Has LEV1 now rubbed shoulders with all the preserved W&M Railbuses following time on both the Worth Valley and North Norfolk?

**Carpet Information Appeal:** LEV was originally carpeted. However, this has rotten away, and cannot be used. If anyone knows where to find carpet as shown in the image below, please contact [a.smith100@tiscali.co.uk](mailto:a.smith100@tiscali.co.uk).



## Midland Railway Butterley Restoration Progress

### **Class 108 DMBS M51937**

The cab end now has a coat of yellow undercoat and is rubbed down ready for gloss. Work has started on the rear end with the removal of the exhaust silencers, gangway faceplate, diaphragm and scissors to enable corrosion repairs to start soon. Internally, the cab ceiling is back in with the new panelling still to fit.



## Derby Lightweight DTCL M79612

This unique vehicle has been progressing both internally and externally. Internally, major steps forward are the fitting of the plywood floor, the luggage racks (temporarily), the vestibule partitions and glazing. These give at least an impression of what the finished vehicle will look like. The heater ducting is coming together and the toilet partitioning, obtained from a donor 108, is in preparation with the framing already in place. Electrical work on the vehicle is also now progressing.

Externally, progress has been the temporary fitting of Class 108 power car bogies to allow the vehicle to be shunted out of the workshop. It is good to see this vehicle on wheels again. A year or two ago there was a three way bogie exchange which led to the well-worn bogies from M79612 going beneath Class 108 M56495, the static exhibit at Kirklees, while M79612 gained the bogies from Class 108 TSL E59387. The "new" bogies will need access steps and life guards fitting eventually and work has already started on the leading bogie, with the No 1 wheelset removed to allow painting there is easier access to paint the frame. Contributor Eddie Knorn noted "although I painted my arms, I did get some paint on the bogie"! Chris Lings has been busy fitting droplights and locks to the bodyside doors.

The images show: the new internal partitions, the vehicle back on wheels, the completed toilet cubicle framing & the leading bogie under refurbishment.



## Class 127 DMBS M51625

For the last few years this vehicle has been mechanically serviceable and driveable, but has not had a usable passenger saloon. It was taken out of service last year to attend to maintenance and some niggling defects and the opportunity has been taken to reinstate the interior. A legacy of former life as a Parcels vehicle, the large opening in the partition between the Guard's van and the saloon will be retained to allow through access for wheelchairs. Also the transverse partition will not be re-instated, so there will be one continuous passenger saloon.

The saloon ceiling is mostly complete and the interior lighting workable. Side panel reinstatement and door recommissioning is also going well. Driver's side interior panelling and luggage racks are mostly fitted, including a rack across the two "half" windows where the partition was. The driver's side of Guard's van presently has a pair of outward opening luggage doors, but recent work has seen construction of new hinges to allow in-swinging door to be fitted soon.

Externally, cantrail repairs on secondman's side just ahead of Guard's van. Guttering and part of roof skin removed and corroded angle section cut away, with replacement angle section let in this weekend. The angle iron section shown on the floor is part of a donor vehicle.



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## Keighley & Worth Valley Class 101 Restoration Progress

Following on from the restoration work of Class 101 Driving Motor Second Lavatory Sc51803, out shopped from Ingrow last year, Driving Motor Brake Second 51189 is now progressing well at the same workshops. Considerable body, door and window work has been undertaken including the fitting of a new corridor connection. Internally, restored seat frames and reupholstered seats compliment the new floor and ceiling. Mechanically, one engine is serviceable, the other requiring further work. The two car power twin set has been painted in standard BR green with cream lining, and it is believed this is the only 101 set to currently carry this livery, all others in green having the "Met Camm" style of three (thinner) cream lines. The first four images show 51189 inside the shed at Ingrow whilst work progresses and the last two show Sc51803 after being out shopped last year.



## Swanage Class 108 Overhaul Progress

Many thanks to Carl Watson for supplying these images from Eastleigh Works. This Fotopic website can be found [here](#).

Since arriving at Eastleigh Works much work has been undertaken on M51933 & M54504. Both vehicles are to be repainted, with M54504 now almost complete, following a few weeks in the paint shop. M51933 has been rubbed down in preparation for the same treatment.



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## Smiths Heater Refurbishment

Now that the winter running season is over perhaps it's time to overhaul those hard worked Smiths heaters. Martin Harris is able to undertake complete overhaul and testing of heaters and will shortly take delivery of a new heater test rig. He's also able to overhaul fuel solenoid valves and all the other individual components contained in a Smiths heater.

He can be contacted via email:- [martin.harris.rhf@ntlworld.com](mailto:martin.harris.rhf@ntlworld.com) or by telephone between 7pm and 9pm on 01536-398948

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## Class 101 at Great Central Railway Diesel Gala

A few images showing Class 101 E51427 & E50321 in action on the Great Central Railway during their spring Diesel Gala on 17th April. The unit ran three return trips each day, a duty it performed in addition to its normal diagram of the first train of the day which it does for most normal operating weekends of the year.







## Class 117 at Strathspey Railway

This image (right) shows class 117 Sc51402 & W51367 on Aviemore shed on April 20th 2010.

## Forthcoming Events

Date	Railway
June 26th & 27th	Llangollen Railway
September 11th & 12th	Midland Railway Butterley
October 8th-10th	Severn Valley Railway



## Class 100 Material Appeal

Do you have any memories or accounts of Gloucester Class 100s?  
 Do you have any images of Class 100's either in BR service or one of the vehicles that saw use on preserved lines?  
 Have you ever been involved with any of the six vehicles that have been in preservation?

Hopefully we can gather as much information as possible on these interesting 2-car units to put together in a special feature for issue 100. Any submissions, no matter how small or unusual would be welcomed before the next bulletin.

## 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
- Requests for information
- News & images of recent DMU activity
- Anything that featured in the pre 2004 bulletins
- 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 June 29th for Issue 100 (due out July)