

The Railcar Association Bulletin September 2010



Introduction

A slightly smaller bulletin this time, understandably as railways operate at full capacity for the summer season, particularly over the month of August. Whilst for the larger railways this can be a quiet month for low season diesel units, smaller railways have been busy running DMU's alongside steam, when normally perhaps only a single (steam) train would be running at other times of year.

The next bulletin however should be busy with reports and pictures from events at the Midland Railway Butterley & Severn Valley Railway, held in September & October respectively. The latter is of course the Annual Railcar Convention, and I would recommend the event to any railcar owners, operators & enthusiasts.

15th Annual Railcar Convention

The Railcar Association will be holding it's annual convention and DMU running days on Thursday 7th October through to Saturday 10th October, in addition there will be a variety of DMUs running during the Classic Car day on Sunday 11th October.

Thursday will be for drivers from other DMU groups, there will be two DMUs running, applications forms are on the [DMU Group \(West Midlands\) website](#). No passenger services will be running on Thursday. Friday will have all passenger services run by DMU traction. Saturday will be a mixture of steam and DMU passenger services. Sunday will also be a mixture of DMU and steam passenger services.

The annual meeting will be held at The Engine House near Highley station from 14:00 to 17:00 on Saturday 10th, a special train will run from Kidderminster for delegates.

The following vehicles are lined up for the event:

- London Midland Class 150 three car 2nd generation DMU, No. 150001 Shortly to be withdrawn from LM services.
- Chiltern Railways Class 121 modified 1st generation bubble car, No. 121020 Normally to be found on the Princes Risborough to Aylesbury branch.
- Class 122 1st generation bubble car, No. 55006 from Ecclesbourne Valley Railway, this car ran the last passenger services on the full Severn Valley line from Shrewsbury to Kidderminster.
- Derby Lightweight 1st generation bubble car, No. 79900 "Iris" from the Ecclesbourne Valley Railway. The oldest working DMU in the country.
- Class 108 1st generation five car set, Nos. 51941, 59250, 52064, 56208 and 50933, resident units on the Severn Valley Railway. No. 50933 will be fresh from a full overhaul and repaint.
- Two Wickham PW trolleys will also be on show at Highley, with a run to Arley and return on Friday and Saturday. Note these will not be carrying passengers. A PMU (petrol multiple unit).

The latest information can be obtained from the DMU Group website at www.svr-dmu.org.uk.

SEVERN VALLEY RAILWAY
8-9 October 2010

Railcar Reunion

News

Ecclesbourne Valley Railway: Class 101 M51188/E51505 is in traffic, with the new throttle arm on E51505 reported in Issue 100 working a treat at the moment. M51188 had to have another set of injectors after an internal fuel leak was discovered after the other new set were found to be faulty.

Class 101 E59303's restoration is nearing the final stages. The vehicle is nearly ready to receive the seats. It is hoped to have this vehicle in traffic in the near future.

Class 108 E50599 is currently having a repaint into BR Blue (see image). Work has started and is progressing well.

Class 122 M55006 is in traffic with minor repairs to keep the vehicle running pending major body work. Due to visit the convention this year so work is taking place to brighten up tired paintwork as a repaint will not be possible beforehand.

Class 117 W51360 & Derby Lightweight M79900 continue in traffic, the latter will also be visiting the convention.

Class 119 W51073's restoration has slowed while the team concentrate on the vehicles above.

M56160: Things are moving on with this vehicle, with new handrails being cast.

Mid Norfolk Railway M55009: At the end of June the No.2 engine was successfully started having been idle for several years after removal of the Halon fire bottles. After priming the fuel pump, and leaking fuel by the injector pipes, the engine coughed into life, and without part of the exhaust system sounded great! The following weekend the exhaust system was repaired by fitting the flexible previously removed for a pattern, and things sounded much better. This has highlighted two cracks in the rigid steel exhaust pipes; these will be dealt with somehow. With the air reservoirs off the vehicle for overhaul and testing/certification, a vacuum was created in the reservoir pipe, but not the train pipe. After a bit of head scratching this was traced to both pass-com valves being in the operated position. After the valves were reset the train pipe vacuum was quickly created, and operation of the vacuum cylinders and brake gear could be achieved for the first time in several years. Judicious applications of waste oil onto the now-dry brake rigging joints on both bogies has now enabled weekly operating checks to be undertaken.

Work is now focusing on the cleaning and painting of the No.1 engine bay after the seized engine has been removed. The opportunity is being taken to repaint this area before a spare engine is refitted later this summer. Of which, the necessary "AEC" modifications have been carried out on the engine destined for use, the throttle motor bowden cable brackets, and spring clip, as well as re-routing the compressor delivery pipe fittings to suit the vehicle pipe connections.

A number of small corrosion areas will need attention this autumn/winter, particularly the renewal of wasted cantrail section above one of the door apertures; new material is on-order from a local supplier for this. A persistent leak from the roof gutter into the cantrail will be investigated and repaired at the same time; thus allowing the refitting of interior insulation and panels/trim, as well as some body skin repairs. The batteries are now regularly capable of starting the No.2 engine unaided; so they are being retained until the restoration is complete, when new cells will be fitted.



Movements

Un-restored Class 117 TCL 59520 moved from the Pontypool & Blaenavon Railway to the Dartmoor Railway in June where it will be used as hauled stock.

Midland Railway Butterley Overhauls

M79612 enjoys the daylight in the yard at Butterley. Two years ago, this vehicle presented a sad sight with missing windows and doors and a gutted interior. As it stands now, the shell is watertight and all underframe work has been done to bring it as close to as-built as can be achieved, apart from fitting the proper bogies. At present, it sits on Class 108 power bogies. The fitting of insulation is likely to be the next task, which should then pave the way for ceiling and wall panels!

M51625 is currently in the shed with interior work progressing. Ceilings and side panels all now done in the passenger saloon and luggage rack installation ongoing. New lino has been fitted at the rear end of the saloon over the weekend 24/25 July, as shown. Obviously, this is not easy to fit with a selection of floor hatches and header tanks to make things awkward.



Guard's van of this vehicle progressing too, with the correct type of doors in the process of being fitted to the driver's side. The driver's side of the roof has been wire brushed ready for painting.



LEV1 Carpet Information Appeal

LEV was originally carpeted. However, this has rotted away, and cannot be used. If anyone knows where to find carpet as shown in the image, please contact a.smith100@tiscali.co.uk.



North Norfolk Railway Railcars in August





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
- 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 but no later than October 30th for Issue 102 (due out November)