



The Railcar Association Bulletin March 2013



Introduction

As we enter March the weather finally seems to be getting better, albeit still cold, and thoughts turn to the season ahead. With the East Lancashire Railway's DMU Day set to kick off the modest DMU event season, a hopefully interesting year will follow. Possibly the most significant development is the planned introduction to service of Class 119 W51073, which will be the first chance for the public to experience this class since withdrawal from British Rail in the mid 1990's. Although fairly conventional looking on the outside, the Class 119's are quite different internally with their Cross Country design spec giving them a much more plush interior, including the luxury of arm rests in second class!

This issue includes the usual selection news and overhaul progress, for which the contributors have my continued appreciation.

2013 Convention

Driver Experience booking is now open and has already filled up quite fast. At the time of publication there is just one slot remaining on the Class 117 (on the Winchcombe-Cheltenham section) and four slots of the Class 122 (available for both halves of the line). [Book now](#) to claim these last slots!

Updates and more detailed information on the event (plans are already very advanced) is available on the [Cotswold Diesel Railcar site](#).

News

Nene Valley Railway: The first public runs on Swedish Y7 Railbus no. 1212 will provisionally be on Good Friday, 29th March. 1212 will be doing trips from Wansford to Yarwell throughout the day from 10.30. Normal fares will apply. A book on the history and restoration of 1212 is also currently being produced. Please see www.irps-wl.org.uk and www.nvr.org.uk to confirm the dates and for more details.

Bo'ness & Kinneil Railway: The spare engine for DMS Sc51017 was found to have many components missing so these were swapped over from the damaged engine. Several adjustments and fixes were required but we have almost completed this work, with just one or two tasks to be done.

South Devon Railway: An update regarding the fuel in sump problem with W55000. The group had the injectors tested and found four to be in really poor condition. The unit has worked the last 2 Saturdays with the oil level staying static so fingers crossed the problem has been found.

Helston Railway: The railway have now been operating passenger services since December 2012 and had a very successful year. They will be re-commencing operations in time for Easter and will run on Sundays, Thursdays and bank holiday weekends until October. They no longer operate from or within the Trevarno Estate, but now have a new platform at Prospidnick in the North and a full mile of useable track running south to Truthall. The Trevarno Estate has been sold and they run alongside their land.

The Class 103 is at present being used as a static buffet car, whilst awaiting funds for restoration. There are now no

immediate plans to use it, either hauled, or under its own motive power, however it is being really useful as a buffet car for the present. The full restoration back to a useful passenger unit is quite daunting and will be extremely expensive. The first class section is also open to the public as a sort of waiting room, and for general interest. The railway get quite a few visitors who are particularly interested and take some time looking over the unit.

Restoration Updates

Class 108 53645: 53645 has now been in the shed at the Great Central Railway (North) for almost a year and at first glance, little appears to have changed. In reality, a lot has been completed and work will begin shortly to re-plate the cab end. The 'fly in the ointment' has been the buffer beam. On close inspection, the unit had received a very heavy shunt at some point in its past which had caused the main buffer beam to bend. This issue had been partly addressed at a works as there was evidence of a new section being cut-n-shut into place. This however had not worked and both of the Oleo units were at a concerning angle. Having reviewed the issue the decision was made to remove the old buffer beam and fabricate a new one.



The new bufferbeam being trail fitted to 53645, 21/2/13 (M.Russell)

This has proved to be a significant task which involved the drilling out of 86 rivets and the removal and cutting of many bolts. Once removed the bracket sections have been straightened where required and some remade. The new steel is in the process of having the many holes drilled to take modern bolts (with heads machined to create a rivet appearance) and the re-fitting is scheduled to be completed in March.

We also now have a bare unit with all the paint removed revealing the aluminium sides, next step will be a full de-grease followed by a specialist etch aluminium primer.

Class 117 51351 & 51397: At the tail end of last year, the unit was moved from the Down Exchange sidings to the Main Yard (at the Pontypool & Balenavon Railway) in order to provide better access. Since then, Engine 2 on 51351 has had the missing coolant pipe and a couple of other corroded examples replaced thus enabling this engine to be started for the first time since August (one pipe was hacked off in a metal theft).



51351 in the sun prior to entering the shed for bodywork, 27/1/13 (M.Callaghan)

During mid January, space became available in the "Top Shed" which then saw 51351 split from 51397 and shunted into the shed. Since then the Carriage and Wagon department have been busy working away. The roof vents have received attention to make them water tight, the roof has been repainted, internal ceiling panels have been removed where necessary (replacements are in the process of being obtained), stuck doors have been free'd off and work has been started to rectify the corrosion on the drivers cab. As they guys were out with the angle grinder, the opportunity was taken to remove the High Intensity Head Lamp (*excellent news! - ed*).



51351 in the shed for bodywork, 10/2/13 (M.Callaghan)

Mechanically, attention will now turn towards acquiring the necessary filters and oil's in preparation for the oil and filter change which will be required before the unit enters service.

Class 103 M56160: Trees have been planted alongside M56160 to meet the County Councils requirements for screening from the road.

Class 101 (Cab) 53211: The drivers controls have now begun

to be restored. Arrangements have been made to move the cab to an area where it can also be restored, just awaiting suitable ground conditions.

E&G Sc79443: The group at Bo'ness have continued preparing and loosely laying key sheeting in position inside the vehicle. Cleaning, priming and painting of the underframe and roof continues and is working along the inside. The damaged bodyside door has returned after its successful repair but has not yet been put back together. New bodyside carriage letter holders are being prepared for fitting. More alloy window units and sliding lights have been cleaned and polished.



Sc79943 at Bo'ness, 13/7/12 (J.Horne)



Sc79943 at Bo'ness, 13/7/12 (J.Horne)



New sheeting inside Sc79943, 13/7/12 (J.Horne)

Class 119 W51073: And so we are at the start of the 2013 operating season already! This winter seems to have gone very quickly as it doesn't seem five minutes since we were talking about November Saturdays (at the Ecclesbourne Valley Railway). The winter has been a very useful opportunity to progress well with the restoration even though it has been quite a difficult drag. The weather seems to have been a limiting factor this year because, even though we had good temperatures around Christmas, it seems to have been particularly cold throughout January and February. This makes working outside on mechanical components a chore and painting nearly impossible.

Nevertheless, we have come through. When we look back to where we were at the start of the winter period with the restoration then it becomes clear how much has been done. At the start of November the team were putting up the ceiling panels in the standard class compartment and preparing to panel the walls. Now, at the end of winter, the compartment is virtually complete with new lino and seats ready for passenger use.

The start of the winter also saw mechanical work. Firstly the systems that service No.1 engine were built up (coolant, fuel and electrics) and a successful start for the first time was made. Mechanical work then continued to install other missing components such as alternators, exhausters and freewheels resulting in a very special occasion in the first week of January. As darkness descended the vehicle made the first tentative steps in preservation. The first time the vehicle had moved under its own power for twenty years.

Spurred on by this momentous occasion mechanical work has now turned to the exhaust systems, fault finding and general tweaks to prepare the vehicle for service. Internally, work has begun in the large guards area. Important repairs to the cant rail (the area which joins the roof to the body side; always a source of trouble on Mk1-style vehicles) have progressed to allow the guards doors to operate properly. Some painting of the parcels cage and bulkheads has also been done. The walls and ceiling



The W51073 restoration team at Wirksworth

will be started once the metalwork repairs are complete.

There is still a lot to do but 2013 promises to be an exciting year for our Class 119 W51073. With a fair wind, the vehicle should return to former glory operating services for the first time in preservation on the weekend of 10th/11th August at our Multiple Memories event. The weekend will include all of our operational DMU vehicles and the Saturday night will have a special train featuring fish and chips and all of our vehicles coupled together in one train. That certainly will be a sight! If you would like to join us for our special occasion then full details can be found on the [railway's website](#) and you can pre-book the special evening train online from there.

Time Traveller

A regular feature: ten external links to images taken of DMUs on British Railways

Green Era

[Class 105 - Trent - 1960](#)

[Wickham DRB - Glen Eagles - 1961](#)

[Class 108 - Piddington - 1961](#)

[Metro Cammell Lightweight E79057/E79273 - Ipswich - 2/5/1971](#)

Blue Era

[Class 120 Sc51782 - Inverness - 14/9/1970](#)

[Class 100 - Colchester - 1971](#)

[Class 127 M51593/M59621/M59613/M51625 - Radlett - 22/8/1976](#)

[Class 114 - Stamford - 14/12/1981](#)

Blue/Grey & Later

[Class 101 51518/59545/51451 - Haymarket - 27/3/1976](#)

[Class 101 101345 - Forth Bridge - 6/1986](#)

ELR DMU Day

DMU Day, 16 March Join us as we pay tribute to the stalwart DMU. These historic machines will be running on an all Diesel Multiple Unit Service timetable. Please note that ordinary travel fares apply during this one day event.

[More Details](#)

Mainline

Aylesbury based Class 121 960014, the former 55022 was hired by Stagecoach East Midlands Trains at the beginning of January for Route Learning work. Out based at Nottingham, the car has been seen out and about in the EMT area.

Classmate 55034 has seen extensive use on the Risborough shuttles recently due to 55020 also being used away from Buckinghamshire, 55020 being seen in the Tyseley area at St Andrews Junction in mid-January.



W55034 in service at Aylesbury 11/1/13 (D.Henwood)



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W55034 in service at Aylesbury 11/1/13 (D.Henwood)



W55034 in service at Princes Risborough 11/1/13 (D.Henwood)

Tail Load Running

Although not yet confirmed, the BRCW 104 Group at the Churnet Valley Railway hope to run a normal service day with recently restored Prototype General Utility Van W86500 towed behind the 3-car Class 104/110 set, making for some unusual photographic opportunities as well as making the set work a little harder!

It is likely to be April 7th or May 5th. Updates will be posted on [their website](#).

Gallery



Class 117 SC 51367 & SC 51402 with the 10 30 Aviemore to Broomhill, 13/02/13 (M.Duncan)



Class 117 SC 51367 & SC 51402 at Boat of Garten on the 12 55 to Broomhill on 16/02/13 (H.Pollock)



Class 104/110 M50517/E59701/M50455 on the Cauldon Lowe branch on a works trip, 5/1/13



Class 104/110 M50455/E59701/M50517 on the Cauldon Lowe branch on a works trip, 5/1/13

Forthcoming Events

Date	Railway	Expected Traction
March 16th	East Lancashire Railway	108, 117, 121 & 122
June 22nd & 23rd	Llangollen Railway	104, 108, 109, 127, Steam Auto & Visitor
July 27th	Dean Forest Railway	108
August 9th-11th	Ecclesbourne Valley Railway	DLW, 101, 108, 117, 119 & 122
October 4th-6th	Gloucestershire Warwickshire Railway (18th Convention)	117 & 122

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
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Feel free to send submissions at any time to railcar@live.co.uk but no later than April 29th for Issue 117 (due out May)