

## Headcode display at both ends

More metalwork repaired on 79443 and pass. comm. mechanism takes shape. Main structure of shelter built. 51017 now displays a headcode.



**Above.** Lunch break at Largs during our Ayrshire Wanderer railtour. Our very own SC51043 was at the head of the train at this point. Units 126 413 and 126 406 made up the train and were formed of 51043 + 59404 + 51026 + 51017 + 59411 + 51036. The DMBS vehicles were initially coupled together but some shunting at Largs rectified this. This Glasgow & South Western Railway station had several long platforms to accommodate large numbers of summer holiday trains and for many years was at its busiest during the West of Scotland's Fair fortnights. This traffic eventually faded away in the 1970s. The branch is now electrified and the station further rationalised. Rebuilding was also required after the damage caused by a Class 318 EMU failing to stop at the buffers. Members of Class 107 (seen on the left) were frequent visitors until electrification.

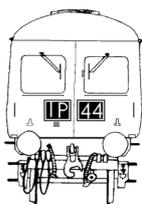
Photo: John Horne, 9th October 1982.

**Right.** The headcode blinds make a big improvement to the front end of 51017. It looks fatter here due to the difficulty of taking photos showing the full height while being squashed up against the running shed door!

Photo: John Horne, 26th January 2011.



## COMMITTEE



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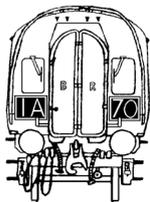
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## THE SHELTER

As can be seen in the photograph below, the contractors have been busy and it seems things are progressing quickly with this Museums Council-funded project. The main frame is complete and it uses the RCB frame as support on the south side. However, the structure is separate from the MMPD to the north. Most of the roof panels are on the northern half of the shelter. The roof uses the same corrugated sheeting, with occasional translucent panels to let in some natural light, as the RCB, SRE, etc. Trackwork will be sorted out once the structure is complete. Roads 6 and 7A need to be straightened out and road 7B currently does not exist, existing only as a point leading off 7A.

We now know that the DMU will be stabled in road 8, next to the MMPD, but plans for the rest of the accommodation are not yet known.



The frame of the new shelter shows the size and construction of the structure that will soon make its mark on the Bo'ness site. Photo: John Horne, 27th March 2011.

## MEMBERSHIP RENEWALS

**are now due**

Membership renewal forms are enclosed for those due to renew for 2011/12. We hope that you will continue with us for the coming year. This year will see completion of the shelter; giving the vehicles dedicated covered accommodation for the first time. Progress on 79443 is very much dependent on volunteer resources but we can make noticeable improvements with enough support whether financial or physical. Please return the renewal slip, with payment, to the Treasurer.

## NEW MEMBERS

There is also the topic of recruitment: do you know anyone you think would be interested in joining the Society and/or helping with our restoration work? We currently do not have a membership leaflet but the rates are £10 for Ordinary, £7 for OAP/unemployed/student and £5 for Junior members. Cheques should be made payable to *Swindon Diesel Preservation Society* and sent to John Horne (see address on left). We will be grateful for any spreading of the word that results in increased support.

John Horne

## WORK REPORT to 31st March 2011

### WORKERS

#### Members:

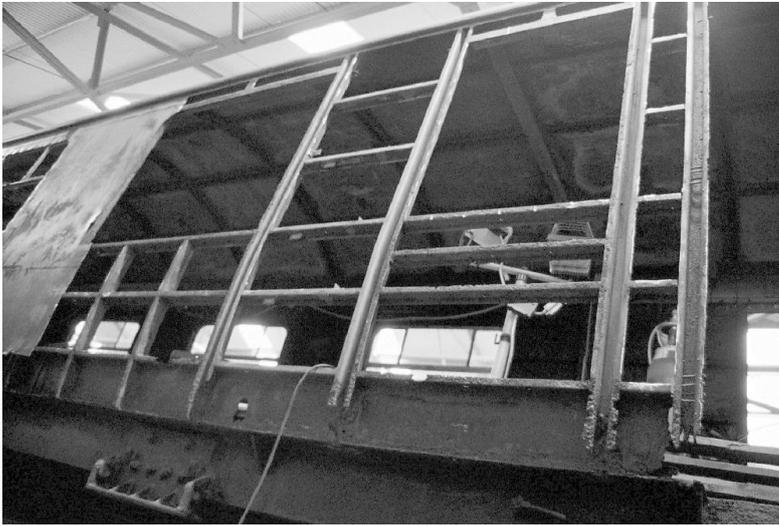
John Horne, Graham Johnston, Stuart Mackay, Andy McConnell, John Miller

#### Non-member:

Stefanie Jörß

Right at the start of the year we completed the welding of new 6"-wide galvanised plate to 79443's roof at No.1 end then resumed work on the compartment side, starting at that end of the vehicle.

Apart from a small section below the gutter, all panelling has been removed from door 4 to the far edge of compartment A's window (no. 15). As well as cutting through the panels, welds have to be ground off from inside or outside, depending on ease of access. Primer was applied to the resulting bare metal on the framework. The vehicle's number (for both green liveries) is on the lower panel between windows 15 and 16 (passenger lavatory). Careful sanding was done to



79443's compartment side after removal of panels around the toilet and compartment A windows. Photo: John Miller, 6th February 2011.

reveal the details and this eventually uncovered almost all of the original number. It was prefixed "Sc" whereas the next version had "SC". Like the BUFFET lettering these were painted on and the colours and edging matched that lettering. The size, position and spacing of these were measured, documented and photographed then the number was carefully cut out for posterity (see page 8). The section of bodyside carrying the 3" white number from the original blue/grey livery has also been removed.

As part of the above work the aluminium edging strip was removed from the hinge side of door 4. The heads of 12 hinge retaining screws in the door frame were drilled out, the hinges removed and

stored temporarily on the restored door. Doing this revealed areas of blue and grey paint plus white and yellow tape and tells us that these edging strips (fitted to reduce corrosion at the doors) were added

later than we thought (see page 8). We had assumed this was done in the green era. The timber underneath was then removed as carefully as possible. Some original wooden trim and wall panelling survived inside at door 4. They were carefully removed after photography in situ and will be used as a basis for new trim and veneered walls at that end of the carriage.

Inside 443, the compartment-side cantrail was primed and painted from No. 1 end to beyond window 14 (compartment B). Short lengths of the old communication chain conduit were left in many frame members when the vehicle was stripped on the NYMR. All 15 were removed to clear the way for new conduit later on. Any weld left after this was ground and filed off until the hole was circular again.

We began work to loosen all fixings holding window 14 to the bodyside – we know from others that this is not easy. One of the alloy window units removed from the other side of the vehicle a while

ago was cleaned up, sanded, etc.

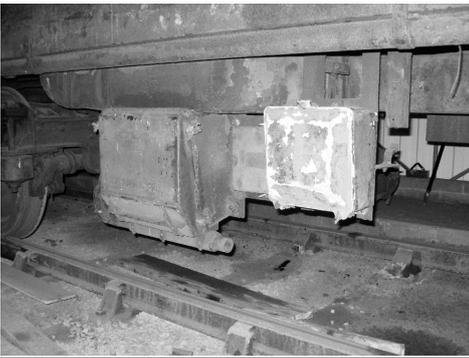
Seeing as we survived last year's Winter Work Week (but only just!) in bitterly cold February, we arranged another this year but dared to do it in January. It was actually noticeably milder this time.

The most obvious Work Week work occurred in 51017 – it now has a full set of headcode blinds! Many parts of the mechanisms were missing when the unit was purchased from BR but James Robertson (SRPS) recently turned new end fittings (and supplied rod for new guides) and new rollers were fabricated by cutting up spare rollers from EMU destination screens (supplied by Alastair Cowan, Diesel Group). Once a set of eight had been made we began trimming the blinds to fit the space in the headcode display boxes.

We have two types of character blinds: one is cloth with 8"-wide characters; the other plastic with 7" ones. Ayrshire Swindons should have 7" characters but we decided to use cloth as we do not have a full set in plastic and wanted all character positions to be the same size. This meant that the full length of each blind had to be trimmed down both sides to fit inside the headcode screens. After filing out the square drive hole and rolling the second position blind tightly on to the first pair of rollers, it was fitted as a test. It was OK but the characters are a bit too wide. The other three blinds were then cut to width and the same work done to fit these too. These "lovely little things" make a big difference to the cab front. Headcodes should be changed by turning winders in the cab and second-man areas but we will have to turn the



Some component parts for 51017's headcode blinds: end fittings, guides and the rolled-up blinds. Photo: John Horne, 25th January 2011.



**Above.** Two large electrical boxes have been temporarily fitted to 79443 to free up some workshop space. Photo: John Horne, 27th March 2011.

**Right.** The new corner plates and door pillar on 79443. The plate above the door has also been replaced. Photo: John Miller, 6th February 2011.

rollers by hand for the foreseeable future because we do not yet have the full mechanisms and handles required.

Just before the Work Week all parts (many large and heavy) stored in the workshop at the No. 1 end of 443 were moved out of the way so that scaffolding could be erected to enable us to progress the rebuild of the bodywork. Door 1's (corridor side) rotten pillar was cut out and a new one welded on. It, along with an as-yet-unfitted new top hat section for door 4, had previously been formed to the correct profile from straight top-hat section using the same technique used to shape the roof end L-section. Once in place the edge was ground away to match the original. The corner framework was cleaned up then two new pieces of plate cut and welded on to cover the gap between the new pillar and the corner. We removed the gutter from above the door then cut out and repaired the rotten metalwork underneath it. Old sealant and corrosion was removed from the back of that length of gutter and both end pieces (removed from No. 1 end a while ago). They were then primed and painted on the reverse only. New panels for the bodywork between the corner and door 1 and above that door have been made, painted (reverse only) and welded onto the new framework (also painted). The curve at the bottom of that corner was also corrected. Nuts for the water filler pipe on the corner of No. 1 end were replaced. The pipe and lower bracket were cleaned up with a wire-cup brush then

primed and painted black. Holes were drilled on the corridor side of the end for the pipe's top bracket.

Much time and effort has been spent on the complex matter of 443's passenger communication mechanism. Two rough holes have been cut in the new end paneling, one at each side, for the communication chain to eventually connect with the mechanism at No. 1 end. Trial fitting the

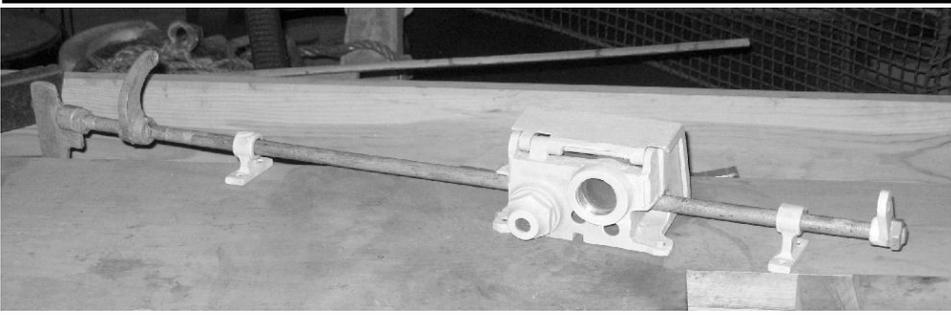


centre part of the operating linkage through the slots in the gangway timber showed that the slot was not deep enough on one side. A chisel was used to rectify this and allow the bracket to be mounted on that end without the linkage fouling the timber. Inspection and measuring of a mark 1 coach end helped this work. A template was made from the surviving section of original end panelling to establish positions for the pass. comm. linkage bracket studs. The long linkage was fitted temporarily and this revealed that more chiselling of the gangway timber was needed to allow it to rotate freely. Once that was done the holes for the lower bracket studs were marked and drilled (after a dry run assembly and checking of

the 3-car unit ends). A second template was made to work out the approximate position of the linkage and butterfly mounting plate on the corridor side of No. 1 end. The plate's position was marked using the original holes in the template then the vertical position was adjusted until they lined up accurately with the hole for the chain, linkage position and roof curvature. The template was reversed and the same procedure repeated

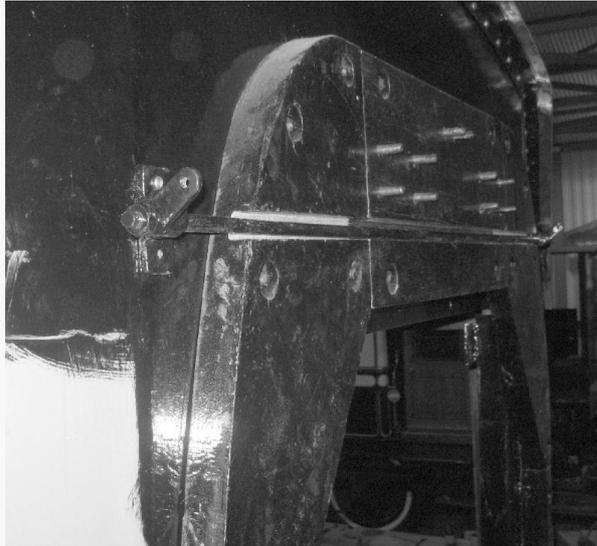
on the other side. The compartment side linkage and valve were trial-fitted and lined up exactly with the marked positions so the hole for the chain was opened out using a file to match the newly-established plate position. The new L-section roof/end join fouls the butterfly plates so the excess was ground away. The section of pass. comm. rod with the valve box attached was slightly bent so the clamp was released and the box moved along the rod, clear of the bend. It was then heated and straightened. This assembly is from a Mark 1 carriage as 443's was missing when it was purchased. The rod, valve box and cover were then thoroughly cleaned, removing layers of dirt and paint, and the whole assembly primed. We had kept the piece of original end panel with the valve box plate attached. Its position on the new panel was determined by drilling reference holes through the original, mounting it over the foot-

step studs then marking and joining up hole positions on the end sheeting. Checking showed that the positions of adjacent bracket studs were slightly out so they were corrected and the valve and linkage trial-fitted. This showed that the plate (that the domed butterfly cover fits on to) had to be moved slightly. The hole for the other chain was enlarged to line up with the hole in the plate once its exact position was confirmed. The butterfly mounting plate was removed from the original end panel only after heating stubborn nuts. The valve box was moved back to its correct position, using the mounting studs on the original bodywork for reference. Its mounting plate was cut out of the original bodywork and cleaned



These photos show most of the passenger communication mechanism to be fitted to 79443's No. 1 end. **Top.** The left-hand rod holds the valve box that opens to destroy the vacuum when the chain is pulled. The chain is attached to the horn near to the flag at the left-hand end of the rod. Photo: John Horne, 20th February 2011.

**Middle.** The centre section allows the chain on the other side of the carriage to operate the valve. Each end connects to a short vertical rod as seen below. Photo: John Horne, 28th January 2011.



**Bottom.** The right-hand rod and the vertical section that connects it to the centre section above the gangway. The linkage and butterfly plate have been placed on the original panel to determine exact positions. The hole in the base plate allows the chain to connect with the mechanism. Photo: John Miller, 6th February 2011.



up. The pass. comm. assembly has been primed and given a first coat of black.

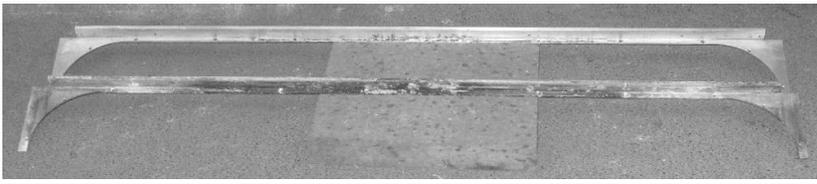
Newly-varnished beading was fitted in the corner of 17's cab, behind the driver. This entailed removal of the seat so the opportunity was taken to properly sort out the back wall area. The skirting board and final drive key support were sanded,

the wall panels cleaned and work to remove rust, flaking paint and dirt from pipework and fittings began. The small heating vent in one corner was badly bent so it was removed, cleaned, polished and reshaped. So far, the drive key support block on the rear wall of the cab has had red undercoat and gloss, there is one coat of varnish on the skirting board and some

pipework and fittings have been spot primed.

The sliding ball race mechanism for 443's No. 1 gangway door is seized so a spare was stripped down, cleaned, primed and sprayed with black acrylic paint then reassembled to use as a replacement. Once both gangway doors were fully varnished we began to refit handles, locks, etc. and all are now on apart from one "SLIDE" notice (screw holes don't match up so seems not from either door) and one French key catch (currently in only primer). The remains of one broken screw stuck in No. 2 gangway door meant that, rather than risk damaging the wood trying to extract it, the head was cut off a screw and glued in place cosmetically. No. 2 door has a blue Formica panel rather than veneer. It had come off the door and has been already been fitted with new hardboard backing. The exposed timber frame on the door has had all old panel pins removed or flattened and the remains of old hardboard removed. The wood at the bottom of the door had split so it has been glued together. The Formica was cleaned then glued back on to the door. Several heavy tins and drums were left on top to ensure it adheres properly to the curve of the door.

Edinburgh – Glasgow windows were built to a different design from the Ayrshire ones. E&G vehicles have an additional alloy piece that is shaped to fit directly around the top of the main window unit and the top sliding light guide is attached to it. This is more elaborate so perhaps this was altered to save money in the later build. Ayrshire stock has the sliding light guide attached to hidden timber and uses only a small piece of Formica to fill the gap at each top corner. As the corners and sliding light guide are visible, we have cleaned and polished many of these pieces from the windows that have been removed so far plus other alloy interior trim for the kitchen and buffet areas. Some have had remains of broken screws removed. The four refitted window units had been attached using standard nuts and bolts but those along the top need to be flush with the window unit to allow the sliding lights to go back on. We have now made the correct countersunk nuts (pre-cleaned and re-threaded) so a four-stage process was used to fit them (see diagram on page 6):



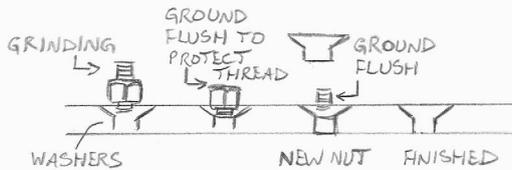
E&G alloy window fittings before and after cleaning. They fit just above the main window unit. Photo: John Horne, 27th January 2011.

grinding the bolt part of the way down, fitting the countersunk nuts t h e n grinding

brown spray paint and used it to finish painting the mesh.

We have a bundle of electrical studs, nuts and washers gathered during the dismantling of spare circuit boards. These are being degreased and the stud threads cleaned before being stored (in an organised fashion) for future use.

Fitting countersunk nuts to window frame



away the remainder of the bolt protruding from the frame of the window unit.

The two guides for the rubbing plate rods (removed from 443's No. 1 end buffer beam) are bent through wear and tear so we took them over to the Romney Hut and Ian Forsyth of the steam department helped us straighten them. They were then wire-brushed to prepare for welding and painting. The vacuum hose dummy end brackets and caps have also been dismantled and cleaning started. A seized bolt had to be ground and knocked out. After wire-brushing was completed, the dummy vacuum connector bracket (long) was primed.

Another big tidy-up was done in mid-March: to improve the public's view of the workshop, to improve safety, to create space by moving out unwanted machinery, to dispose of unusable materials (such as old paint and cement) and to get more things over to our store in the RCB (coincidentally nearer to our proposed new home) or to the goods shed. The main way to create space would be for all of the equipment that isn't ours and isn't used by anyone to be moved elsewhere. We labelled everything that should go but so far nothing has moved.



The back wall of 51017's cab has been cleaned. The various pipes and conduits are next to be done. Photo: John Horne, 25th January 2011.

51043 has not been completed neglected – the cab luggage rack is at last ready to be fitted after we finally sourced more

2011 volunteer days:

John Horne	13
John Miller	12
Stuart Mackay	9
Andy McConnell	4.5
Graham Johnston	3
Stefanie Jörß*	0.5
<b>TOTAL</b>	<b>42</b>

\* non-member

**THE UNIT IN SERVICE**

Day	Date	Time	From	To	Headcode	Notes
Sat	28/08/10	13:00	Bo'ness	Manuel	1M07	Diesel Gala
			? Manuel	Bo'ness		
		16:30	Bo'ness	Manuel	1M13	Diesel Gala
			? Manuel	Bo'ness		
Sun	29/08/10	13:00	Bo'ness	Manuel	2M07	Diesel Gala
			? Manuel	Bo'ness		
		17:30	Bo'ness	Manuel	2M15	D. Gala (17:45 due to late previous service)
			? Manuel	Bo'ness		

TFRB Sc79443



John Horne

The top photo shows that the kitchen is not quite in as-built condition: cupboards have been removed from the left-hand and end walls and a water heater added above the sinks. There were originally urns on either side of the stainless steel flue on the right of the picture. The boiler below them has been replaced by a fridge and another fridge now blocks access to the staff door on the left.



The lower photo shows the buffet area as seen from the compartment end (opposite of that seen in *WCN114*). The photos were taken by Stuart Mackay, probably on 30th September 1990 but possibly on 19th January 1991.



**Left.** View of Stranraer station with an all-blue DMS sitting at the head of a train that is either about to be filled with passengers and their luggage or has just disgorged them. It looks as though there are reservation labels on some saloon windows.

Photo: Hugh Dougherty, July 1976.

**Below.** Newly-revealed details at 79443's door 4 after removal of the alloy strip down the left-hand side of the opening. It was covering the first blue and grey livery with yellow first-class band. Some green is visible under the yellow. Green-era lining can be seen to the left, under the white tape separating the blue (or yellow) and grey.

Photo: John Horne, 23rd January 2011.



**Above.** The No. 1 end/corridor side corner of 79443. Door 1's pillar and the section above the doorway have been replaced and new sheeting welded over that.

Photo: John Horne, 6th March 2011.

**Right.** Cut-out panel with original "Sc" number. Traces of the differently-spaced second "SC" number are visible.

Photo: John Horne, 16th January 2011.

