



The Railcar Association

Modern Railways Illustrated 207

Errors & Additional Information

Page	Location	Class	Type	Comment
5	1st Column	DLW/108	A	How soon is "soon"? As Class 108's were aluminium bodied and saw traffic until the 1990's
5	Bottom Image Caption	108	E	Sets were formed DMBS/DTCL
6	1st/2nd Column	123	A	The Class 123's were the sole class of DMU to benefit from B4 bogies
6	2nd Column	Met Camm LW	E	Met Camm Lightweights differed from Derby Lightweights, emerging with three thinner cream lines (cantrail, waist and bottom)
6	3rd Column	120/126	A	Inverness 120's and Ayr 126's carried blue livery for several years
7	1st Column	101/102	E	The prototype refurbished set was a Class 102
7	3rd Column	DLW/108	E	Steel was used for <i>most</i> later production vehicles: the considerable Class 108 fleet continued the use of alloy
7	Image Caption	Met Camm LW/101	E	Some later production run (101) vehicles were delivered with four frontal marker lights
8	Table Row 1	DLW	E	79118-149/79169-181 were DMBS vehicles
9	Middle Image Caption	DLW	E	E79621 is a DTCL not DMCL
10	1st Column & Table Row 21	Met Cam LW/101	E	Both Met Camm Lightweights and production Class 101's had steel bodies, only the roof panels being alloy
10	2nd Column	E&G	E	These units were not based on Mark 1 stock but had integral construction which later formed the basis of the Mark 2 design
10	2nd Column	E&G	A	The outer ends of the leading cars had no multiple working jumper connections
10	3rd Column	E&G	A	Two were preserved and five sent to Liberia
12	Top & Bottom Image Captions	E&G	A	Stencils were removable, a range of letters being able to be displayed
12	Table Row 1	E&G	E	TFBK should be TFKRB
12	Table Row 9	E&G	E	Seating: 2+1 (both columns) should be Compartments (3 seats per side)
12	Table Row 11	E&G	E	Toilets: 1 / 1 / 1 / 1 should be 2 / 1 / 2 / 1 + 1 staff
12	Table Row 18	E&G	E	Coupling type should be Buck-eye (all columns)
12	Table Row 21	E&G	E	Body structure should be Steel (all columns)

Page	Location	Class	Type	Comment
13	1st Column	108	E	Class 108's were examples of alloy bodied production vehicles
13	1st Column	114	A	The first unit (50000/56000) had significant mechanical differences (mentioned in table on Page 20)
13	2nd Column	101	A	The 'Lightweight' description applied to the early build is a misnomer
13	2nd Column	101	A	101's lasting to the end to DMU operations is a debatable statement: last withdrawals were 2003, Class 121's remaining in service more than 10 years later
13	2nd/3rd Column	101/111	E	No 4-character displays were fitted to Class 101's. The batch referred to in the text were Class 111's
13	3rd Column	101/111	A	The 111 buffets are known to have been "floating" vehicles diagrammed into different sets as required. Therefore despite being delivered with Class 111's they spent as much time, if not more, running in 101 sets.
14	1st Column	Cravens	E	The body profile of the Craven's were identical to the Mark I coach, but construction was different.
14	1st Column	Cravens	A	Some Craven's (Class 113) had the destination indicator incorporated into a larger box also containing a 4-character indicator
14	1st Column	100	A	The first 20 sets were fitted with a single marker light on the cab dome rather than two lower marker lights
14	2nd Column	100	A	8 vehicles in total saw further non-passenger use
14	2nd Column	116	E	Only some vehicles received retro fitted gangways, not all
14	3rd Column	103	E	Bodywork was steel
14	3rd Column	103	A	The destination blinds were fitted in boxes mounted in the centre cab window
14	3rd Column	103	E	Several Class 103s survived into the 1980s. The final two cars were withdrawn in 1983
14	3rd Column	103	E	5 vehicles entered departmental service
14	Table Row 5	101	A	Several vehicles in the 59100-109 range were renumbered to avoid clashing with Class 59 Diesel Locomotives
14	Table Row 12	101	E	First class seating was 2+2
14	Table Row 13	101	E	TCL's were gangwayed throughout
14	Table Row 15	101	?	Ian Allan ABCs and show 79xxx power cars as 26.5 tons but some other publications show 31.5 tons versus 32 tons for Class 101
15	Top Image Caption & Table Row 3	103	E	DMBSL should be DMBS

Page	Location	Class	Type	Comment
15	Bottom Image Caption	101	E	Class 101's were low density layout
15	Table Row 12	102	E	First class seating was 2+2
15	Table Row 14	103	E	DMBS vehicles had no toilet
15	Table Row 15	101	E?	Ian Allan ABCs and show 79xxx power cars as 26.5 tons but some other publications show 31.5 tons versus 32 tons for Class 101
15	Table Row 25	103	E	Bodywork was steel
16	1st Column	109	A	Vehicles were delivered with no whiskers, these being added later
16	2nd Column	104	E	Multiple working classification was Blue Square
16	2nd Column	104	E	Seating was 2+3 (excepting first class)
16	2nd/3rd Column	104/110	A	The vestibule end windows were repeated in BRCW's second low density design, the Class 110
16	3rd Column	104	E	Early sets were not fitted with two marker lights, they had a single marker light on the cab roof dome
16	3rd Column	120	A	10 sets (the third batch) were fitted with TSL vehicles which didn't include buffet facilities
16	Table Row 6	104	E	DMCL vehicles were introduced 1957-1958
17	1st Column	120	A	W59301 was fitted with B4 bogies
17	1st Column	119/120	E?	Buffet areas just locked out of use rather than "removed"?
17	1st Column	108	A	No mention of alloy body construction, although implied in Class 107 text on page 25
17	Image Caption	107	E	TSL vehicles had 3 passenger doors per side
17	Image Caption	107	E	There were 26 Class 107 sets
17	Table	105	A	Cravens centre cars were all scrapped before they became "Class 105"
17	Table Column 5	105	E	Some centre cars were TSL
18	Image Caption	108/114	E	Image shows a Class 114
18	Table Row 25	108	E	Body structure was alloy
18/19	Table Row 1	111	E	DHMBS and DHMCL were described as DHBS/DHCL (or DHSL)
19	Top Image Caption	111	E	Interior shows a DMCL vehicle not a DMBS. E50275 was a DMCL
19	1st Column	122	E	Exhausts were at No2 end
19	1st Column	122	E	All were originally allocated to the Western region: transfers being made to the Midland in the 1970's
19	1st Column	131	A	Three vehicles were converted into 131's
19	1st Column	122	A	The seating capacity of the trailers was later reduced to 91

Page	Location	Class	Type	Comment
21	1st Column	126	A	Lack of through air on its own would not prevent working with other units. More likely White Circle was due to different jumper wiring and lightweight buffers
21	1st Column	126	E	Familiar myth which has appeared in several books already. These units were allocated to Ayr from new although some cars did work on the E&G, particularly buffets
21	1st Column	126	E	The last Class 126 units were withdrawn in 1983, not 1982
21	Table Row 14	116	E	Toilets: All should be Not fitted (despite what Brian Morrison says)
21/22	1st Column	118	E	4 character box does not exactly set the 118's apart from BR Derby built suburbans, Class 115's and 127's also having this feature.
22	1st Column	118	A	A way of telling a Class 118 is that the 4-character indicator box had a curved top as opposed to a straight edge, this being unique to the Class 118's with the exception of a few early built Class 117 vehicles
22	1st Column	118	E	Many 118 vehicles were delivered with no marker lights, these being added later
22	1st Column	118	A	A single 3-car set also carried the "celebrity" yellow telecomms livery
22	1st Column	117	E	Some sets were delivered without lining
22	2nd Column	117	E	Toilets were not provided "for each class" i.e. Segregated. Rather, both first and second passengers had shared access to a central vestibule containing two toilets
22	2nd Column	117	A	A single 3-car set also carried a "celebrity" Western Region chocolate & cream livery (see page 65)
22	Image Caption	117	A	Many sets also carried blue/grey livery between the refurbished white and NSE eras
22	2nd Column	121	A	Class 121's still operate at the time of writing (2014)
23	1st Column	121	A	On the subject of liveries, post-NSE Class 121's have carried a multitude of liveries (too many to detail here) both for privatised passenger operators and in departmental service
23	1st Column	127	A	Class 127's were built Blue Square and could always operate with other fitted vehicles provided the hydraulic "auto" gear select feature was not used when driving from the 127. After a series of accidents the Class 127's were classified Red Triangle to avoid this mistake
23	Table Row 17	119	E	These were originally fitted with AEC engines

Page	Location	Class	Type	Comment
23	Table Row 1	120	E	TBSL should be TSLRB. TSL should be in a separate column as they were built without buffet areas
23	Table Row 4	120	E	Original number range: 51781-51787+ should be in DMBCL column, 51788-51794 (missing from table) should be in DMSL column
23	Table Row 11	120	E	Seating: 68-seat TSLs (59579 to 59588) were not modified but built as such and should be shown separately
23	Table Row 14	120	E	Toilets: 1 / 1 / 1 / 1 should be Not fitted / 2 / Not fitted / 2, also 2 for as-built TSLs in separate column
23	Table Row 26	120	E	Notes: '+ 51783-51786 modified to DMBCL' should be in DMBCL column
24	Left Image Caption	121	E	Class 121's could operate with more than three vehicles
24	Left Image Caption	121	E	The exhaust/brake end is the No2 end
24	Table Row 11	121	E	Seating of DTS should be Original - 91S Modified - 89S
24	Table Row 13	121	E	Gangway of DTS should be Original - Not fitted Modified - Inner End
24	Table Row 12	122	E	Gangway of DTS should be Original - Not fitted Modified - Inner End
25	Table Row 1	124	E	Vehicle type: TBFL should be TFLRB
25	Table Row 14	124	E	Toilets: TFRB had at least one for public use as well as one for staff
25	Table Row 21	124	E	Coupling type: Should be Buck-eye (all columns), although dropheads were removed from cab ends in later years
26	1st Column	124	E	Sets were 6-car units, not 3-car, although wiring provision was said to have been made on the inner ends of the intermediate power cars to allow the retro fitting of cabs (therefore splitting the 6-car sets into two 3-cars) if required. This modification was never made however
26	1st Column	124	A	By the time of the reduction to 4-car formation, mixed sets of Class 123 and 124 vehicles were commonplace
26	Image Caption	126	E	Image shows Sc50936 not Sc50963
26	Table Row 1	126	E	Vehicle type: TCL should be TCK, TBFKL should be TFKRB
26	Table Row 13	126	E	Gangway: Redundant references to 'Intermediate'. All DMSs were intermediate and all DMBSs were gangwayed at inner end only
26	Table Row 14	126	E	Toilets: 2 / 1 / 1 / 1 / 1 + 1 staff should be 1 / 1 / 2 / 2 / 1 + 1 staff

Page	Location	Class	Type	Comment
26	Table Row 22	127	E	Multiple Restriction: should be Original - Blue Square Modified - Red Triangle
27	1st Column	110	A	Other changes involved the upgrade of the windows to alloy frames and the use of Formica interior panelling
27	1st Column	110	A	Earlier refurbished sets also carried the blue/white scheme
27	3rd Column	128	E	The first four (not three) vehicles were non gangwayed
27	3rd Column	128	A	There were variations in the rail blue livery (see page 63)
27	3rd Column	128	E	BR parcels red was applied to more than one vehicle
27	Table Row 10	128	E	55987-990 never had gangways. 55991-996 were gangwayed throughout from new with several being removed in latter years
28	Lower Image Caption	104	E	No4, No7 and No2 are indicator lights not switches, No14 is a buzzer button, No17 is a windscreen wash button, No20 is the inspection light socket & switch
30	Top Right Image Caption	E&G	A	In later life, secondman's winscreen wipers were fitted, as well as additional handrails below the cab windows. Both these modifications are visible on the E&G vehicle shown on page 50
32	Top Image Caption	126	A	Pictured vehicle Sc59404 is now preserved
32	3rd Image Caption	119	A	On the right of the image can be seen one of the Hawksworth coaches which were converted with through vacuum and MU equipment to boost some 119 sets to 4 cars (see page 33)
32	Bottom Image Caption	101	E	These vehicles had 3+2 (second class) seating
33	Middle Image Caption	119	E	DMBS should read DMBC
34	Middle Image Caption	118	A	Not all 118 sets were used as 3-car sets from new. It is thought the "spare" centre cars were used in 117 sets
34	Bottom Image Caption	110	E	E51840 is a DMCL not DMBS
35	Middle Image Caption	101	E	No Class 101's were allocated to the Western region from new
36	Bottom Image Caption	101/111	E	Image shows a Class 111. These were fitted with 4-character boxes from new and were not a Class 101 modification. They were later removed
38	Middle Image Caption	109	E	Trailer car is not E50455 (this was a 104 powercar!). Although not certain, the trailer is likely to be E56170
39	Bottom Image Caption	121	E	Exhausts were at No2 end

Page	Location	Class	Type	Comment
41	Middle Image Caption	126	E	Does eight or more years constitute a 'short period'!?
44	Top Image Caption	E&G/126	E	White Circle units were prohibited from hauling a tail load
45	Top Image Caption	116	E	Image shows one of the batch 2/3 DMS vehicles (50871-50923 & 51141-51153) so cannot be M50101
45	Middle Image Caption	128	E	Exhausts were at No2 end
46	Top Image Caption	Various	A	Derby Carriage Works and Glasgow Springburn (St Rollox) Works also did DMU refurbishments
48	Top Image Caption	119	E	Class 119's were GRCW sets not Swindon
50	Top Image Caption	E&G	A	All six vehicles are pre Modernisation Plan. Of the White Circle units, only the 79xxx cars were blue/grey in 1971
50	Middle Image Caption	110	A	The centre car is now preserved
50	Lower Image Caption	126	E	1960s should read 1980s, although this modification started being carried out before 1980
52	Top Image Caption	101	A	Both vehicles are now preserved, the leading vehicle resides at the Great Central Railway and the rear vehicle at the North Norfolk at the time of writing
52	Bottom Image Caption	101	A	The rear vehicle is now preserved at the Ecclesbourne Valley Railway at the time of writing
54	Top Image Caption	Various	E	The Regional Railways livery and brand did not appear until 1991, though based on what had been applied to Class 150/2s in late 1986
54	Top Image Caption	101	A	Both vehicles are now preserved, the leading vehicle resides at the East Kent Railway and the rear vehicle at the Ecclesbourne Valley at the time of writing
54	Middle Image Caption	117	A	The leading two coaches are now preserved
54	Lower Image Caption	101	A	Both vehicles are now preserved, the leading vehicle resides at the Keighley & Worth Valley Railway and the rear vehicle at the East Kent at the time of writing
55	Top and Second Image Captions	101	A	The centre car is now preserved at the Ecclesbourne Valley Railway at the time of writing.
56	Bottom Image Caption	101/111	A	The second vehicle back is a Class 111, the last driving vehicle to survive, which ran in 101658 until withdrawal and scrapping

Page	Location	Class	Type	Comment
57	Top Image Caption	101	A	The rear vehicle is now preserved at the Spa Valley Railway at the time of writing
57	Middle Image Caption	122	A	The vehicle was later used as a departmental route learner and then preserved and back converted for passenger use
58	Top Image Caption	121	A	The vehicle is now preserved
59	Middle Image Caption	108	A	The rear vehicle is now preserved at the Llangollen Railway at the time of writing
62	Middle Image Caption	127	E	51627 was not preserved
63	Upper Middle Image Caption	128	A	The upper shade of blue is "BRUTE Blue"
63	Lower Middle Image Caption	127	A	55982 may have been retrofitted with shutters, as the conversions to parcels went through a number of iterations
64	Top Image Caption	101	A	All three vehicles of the set were preserved
65	Top Image Caption	117	E	Typo: 51401 should read 51410
65	Top/Middle Image Caption	117/121	E	Strictly speaking this is 1957-1963 BR (Western Region) livery, not GWR
67	Middle Image Caption	101	A	Both vehicles are now preserved, at the Ecclesbourne Valley Railway at the time of writing
68	Top Image Caption	DLW	E	This number series started at 975000 and all numbers in between were used, so 975010 is the eleventh number
68	Top Image Caption	DLW	A	The vehicle is now preserved at the Ecclesbourne Valley Railway at the time of writing
70	Top Image Caption	901 (101)	E	901001 was rebuilt at Cardiff Cathays, not Derby
70	Top Image Caption	901 (101)	E	Typo: 910001 should read 901001
70	Top Image Caption	901 (101)	A	901001 also carried Railtrack livery
70	Bottom Image Caption	977 (121)	E	Image shows 977860, ex 55028 not 977850 ex 55035
72	Bottom Image Caption	977 (117)	E	The cab-less former driving car is 51375 not 51413
73	Table Column 2	114	E	56000 was built by BR Derby

Page	Location	Class	Type	Comment
76	Top Image Caption	BEMU	E	Restoration was partially undertaken by the West Yorkshire Transport Museum, the East Lancashire Railway completing the work
77	Table Row 1	BEMU	E	DTC should read DMCL
77	Table Row 12	BEMU	E	DMBS had no toilet, DMCL had 1
77	Table Row 15	BEMU	E	The 216 lead-acid cells were distributed over the two vehicles
78	Middle Image Caption	115	A	The coach was later converted from a civil's coach into a bar car
78	Bottom Image Caption	105	E	The West Somerset purchased the Class 105 set in 1982
78-81	Table	Various	E	Several locations were incorrect at the time of publication, although correcting them is of negligible use due to the ever changing nature of preserved DMU locations
80	Bottom Image Caption	116/117	E	Image shows Class 117 59507, not Class 116 59004
80	Table Row 57	126	E	For consistency 59404 vehicle type should be TCK (sometimes shown elsewhere as TCL, or TSL when downgraded)
81	Table Row 15	E&G	E	79443 is a Swindon Inter-City TFKRB
81	Bottom Image Caption	E&G	E	The LAMCO cars were exported from Leith Docks, in June 1972

Published August 2014

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The Railcar Association wishes to thank all contributors in forming this list

Abbreviations used in this document:

Abbreviation	Full Term
A	Additional Information
AEC	Associated Equipment Company
BR	British Railways / British Rail
BRCW	Birmingham Railway Carriage & Wagon Company
BRUTE	British Rail Universal Trolley Equipment
DHBS	Driving Half Brake Second
DHCL	Driving Half Composite Lavatory
DHMBS	Driving Motor Half Brake Second
DHMCL	Driving Motor Half Composite Lavatory
DHSL	Driving Half Second Lavatory
DLW	Derby Lightweight
DMBCL	Driving Motor Brake Composite
DMBCL	Driving Motor Brake Composite Lavatory
DMBS	Driving Motor Brake Second
DMBSL	Driving Motor Brake Second Lavatory
DMCL	Driving Motor Composite Lavatory
DMSL	Driving Motor Second Lavatory
DMU	Diesel Multiple Unit
DTC	Driving Trailer Composite
DTCL	Driving Trailer Composite Lavatory
DTS	Driving Trailer Second
E	Error
E&G	Edinburgh & Glasgow
F	First
GRCW	Gloucester Railway Carriage & Wagon Company
GWR	Great Western Railway
LAMCO	Liberian-American-Swedish Minerals Company
LW	Lightweight
Met Camm	Metro Cammell
MU	Multiple Unit
No	Number
NSE	Network SouthEast
S	Second
TBFKL	Trailer Brake First Corridor Lavatory
TBFL	Trailer Brake First Lavatory
TBSL	Trailer Brake Second Lavatory
TCK	Trailer Composite Corridor
TCL	Trailer Composite Lavatory
TFBK	Trailer First Brake Corridor
TFKRB	Trailer First Corridor Restaurant Buffet
TFLRB	Trailer First Lavatory Restaurant Buffet
TFRB	Trailer First Restaurant Buffet
TSL	Trailer Second Lavatory
TSLRB	Trailer Second Lavatory Restaurant Buffet