



The Railcar Association Bulletin January 2011



Introduction

A quieter bulletin this time, not surprising due to the time of year. The snows and icy weather have affected the operation of many heritage lines, so it's not surprising there are fewer restoration reports from the last couple of months.

January sees lines finalising their 2011 operating dates, and with luck we shall see more railcar running than ever. In the current economic situation, railways (especially smaller examples) will hopefully be recognising that Diesel Multiple Units are the most economic way of providing a "full" service and keeping the line moving when it would not perhaps be worth steaming a locomotive.

TRA are also pleased to announce the venue of the 2011 Convention: the Keighley & Worth Valley Railway. Whilst a date has not yet been set, it is understood that the event is to remain in an October slot. With the possibility of three types of unit available, coupled to an incredibly interesting, varied and well established railway, it is anticipated to be an excellent get-together. We urge all with an interest in DMUs to consider keeping this date free, as after all, the convention is arguably the most important event in the railcar calendar.

Lastly, the modified logo for this (loosely) Park Royal themed issue is, excepting the destination blind, not altered. A 103 with "Santa Special" headboard has indeed been photographed! Next issue, if anyone has any contributions (all are welcome), the bulletin will look at the BRCW 104's, a class I am rather biased towards, which will not come as a surprise for those who know me!

16th Annual Railcar Convention

The **Keighley & Worth Valley Railway** has now been confirmed as the venue for *The Railcar Association's* annual convention in October 2011.

The K&WVR is one of the pioneering Heritage Railways. The scenic line has had a long association with DMUs, in fact the two Waggon und Maschinenbau Railbuses have been based there from the beginning, when the railway was opened in 1968. Class 108 and Class 101 sets have also been acquired during the intervening 40 years.

Members may remember that 10 years ago (in 2001) a visit by delegates was made featuring Railbus 79964 in conjunction with the main event which was held at the East Lancashire Railway. This year is the first time K&WVR have hosted the convention however.

As always, more details will follow nearer the time. Hopefully as many people as possible will be able to meet up during this event.



The Class 108 (M50928/M51565) at Keighley in April 2009

News

Strathspey Railway: Class 117 Centre Car Sc59511 is now in the yard at Boat of Garten (see image) after receiving extensive body repairs in the shed at Aviemore. Interior work will continue in the new year, followed by a re-paint.

South Devon Railway: After a busy season, Class 122 W55000 is now stopped for attention to fuel leaks and renewing both vac cylinder rolling rings to cure an intermittent brake fault on no1 bogie. We hope to have it back in traffic at the end of February for weekend and half term duties.



Sc59511, Boat of Garten, 30/10/10

Bo'ness & Kinneil Railway: Sc79443 has received the most attention. New curved L-section pieces for the join between the end and roof have been painstakingly made and fitted to No. 1 end. We have started welding galvanised plate to them to cover the gap at the end of the roof. All studs, except those for the water filler pipes, have been welded on for gangway timber, fittings and footsteps. Some timber and springs have been attached to the end. Many fittings have been cleaned up and painted, ready to go back on. We did not have the full passenger communication mechanism for this end so we have dismantled a set from a Mark 1 carriage. All components have been refurbished but some other parts are required due to damage and differences. Two alloy window units have been made ready to go back on when bodywork repairs resume. Corrosion, broken fixings, dirt, etc. have been removed and paintwork rubbed down.

Improvement work continues inside Sc51017's secondman area: fitting of new skirting board is well underway and unsightly orange AWS pipework has been repainted black.

Liberian Swindon Intercity survivors: More images have emerged on the remaining Edinburgh & Glasgow vehicles "marooned" on the LAMCO system in Liberia. It shows them still in existence in May 2010 but it is believed by many that their days are numbered. The original article on the web can be found [here](#).

The LEV Family

Jonathan Flood, of the LEV2 Project has produced this roundup of the LEV vehicles following increased interest in them as a result of the LEV2 Appeal (see issue 102). He is currently researching RE002 and urges anyone who has any information about this currently illusive vehicle to [contact him](#). Contact details of the owner would be particularly helpful.

Number	Cars	Gauge	Location	Notes
LEV1	1	Standard	North Norfolk Railway, UK	Owned by NRM
LEV2	1	Standard	Connecticut Trolley Museum, USA	-
LEV3/RB3	1	5' 3"	Downpatrick & County Down Railway, Northern Ireland	-
RB004	1	Standard	Telford Steam Railway, UK	Privately Owned
RE002	1	Standard	Riverstown Old Corn Mill Railway, Northern Ireland	"The Denmark". Railway now closed
-	2	Metre	-	Demonstrator send to Thailand, Malaysia & Indonesia

More images of these vehicles are available on [this website](#).

Class 103's on BR



Roger Sutcliffe has provided these three views of Blue 103's on BR. The first (top left) is DMBS M50408 departing Crewe in May 1980, on the rear of a four car formation. The set looks like it has recently received a repaint and looks smart, which isn't how most will remember the 103's!

The next image (left) shows DTCL M56155 in March 1980 standing at Manchester Victoria.

The last image (top right) depicts the final use of the 103 vehicles on BR, departmental duties. ADB977047 was a Sandite vehicle, after it was no longer required as conventional DTCL M56156.

Helston Railway Class 103

In line with this issue's Park Royal theme, Paul Weston kindly sent in two images showing the Helston Railway's Class 103 set (now the only complete set in existence) W50413/W56169 at Trevarno Station, 7/9/10.



For Sale - RB004

Leyland National railbus RB004 is for sale. It is in full working order, including the door operating systems. It has run relatively few hours since new as it was only ever a demonstrator. The bodywork is in excellent condition, all the lower skirts were replaced in fibreglass a few years ago. All upholstery is in as new condition. It comes with a set of electrical drawings, a drivers manual, HMRI documents, etc. The fire suppression system has been modified in accordance with HMRI guidelines and inspected by them and passed fit for use. The necessary fire extinguishers are included in the sale. It has run with great success at Telford. It needs a new set of batteries, these are normal truck batteries so are not mega expensive. For further details please email **rbaily807 [at] btinternet [dot] com** (Please substitute correct symbols when emailing).



Image courtesy of Evan Green-Hughes

Forthcoming Events

Date	Railway
March 19th	East Lancashire Railway
June 25th & 26th	Llangollen Railway
October (TBA)	Keighley & Worth Valley Railway

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 February 27th for Issue 104 (due out March)