



The Railcar Association Bulletin July 2011



Introduction

We are now firmly in the summer with the warmer weather hopefully making the DMUs look a little more shiny or a little less rotten! One of the highlights in our calendar, the Llangollen Railcar Gala, is now over which featured the first UK running (beyond a small demonstration line) of experimental second generation Railbus RB004. It is pleasing to hear reports of record numbers for the weekend. The third and final event of the year, the annual convention, is still to come at Keighley, more details of which have been released in this edition.

Finally, apologies to the lateness of the issue, holidays dictated a release date one week later than usual. Normal service should be resumed for issue 107.

16th Annual Railcar Convention

The Railcar Association will be holding its annual convention on Friday 30th September-Sunday 2nd October 2011.

The dates are now confirmed and a provisional itinerary has been arranged between the event organisers.

The weekend sees a “return to our roots” style of event, reverting to the old style of running the resident DMUs and exploring the line itself. This contrasts to some conventions in recent years which have grown to become larger galas involving visiting traction.

We hope that the planned running, including tail loads and the traditional Fish & Chip Special, will appeal to both members and the public alike. This is the first convention where the association itself has approached the railway and organised the weekend “remotely”, as opposed to an in-house group doing all the organisation, so the success of the weekend will be monitored closely. Therefore we hope for as many groups & railways as possible to be represented.



Below is a table showing what is planned each day for the weekend. A timetable and firmer times for the meeting, shed tour etc will be released closer to the event. Features open to TRA members are highlighted in red, and it is stressed that the meeting on Saturday is open to all with an interest.

Friday 30th September (TRA members only)	Saturday 1st October	Sunday 2nd October
<ul style="list-style-type: none"> • No public passenger services • Driver experiences for TRA members using Railbus M79964 & Class 108 (lunch available on the railway at cost) 	<ul style="list-style-type: none"> • Public services all day, Railbus M79964 & Class 108 alternating alongside a steam service • Tail load using the 108 (still TBC) • Shed tour at Haworth (midday) • “Formal” meeting in Haworth (mid afternoon) • Public Fish & Chip Special (using the 108 which should have a bar for the runs!) (provisionally running 6pm-9pm) 	<ul style="list-style-type: none"> • Public services all day, Railbus M79964 & Class 108 alternating alongside a steam service • Tail load using the 108 (still TBC)

Driver Experience

Possibly the most interesting driver experience that the association has ever been able to offer, comes this year in the form of Waggon und Maschinenbau Diesel Railbus M79964, which the railway have kindly made available for use on the Friday of the convention.

This is a unique opportunity (believed not to have been offered before) to take the controls of an AEC engined vehicle that certainly doesn't feel like a "normal" blue square DMU! Such curiosities as a foot throttle and half gears will have to be managed on the branch's picturesque route including the challenging 1-in-59 bank out of Keighley...

As always, places are limited and available on a first come, first served basis. The Class 108 is also being made available if bookings for it are forthcoming, so we would welcome those with an interest to make themselves known as soon as possible, to ensure that the operational dynamics of the day can be finalised.

Please [E-mail Chris Moxon](#) to register an interest in these experiences. The fees for the experience will be raising money for the line so we urge members to "treat themselves" and show that it is worth putting them on!

- One round trip (10 miles) with DRB M79964 - £30
- One round trip (10 miles) with Class 108 M50928/M51565 - £30
- Two round trips (20 miles) with DRB & Class 108 - £55



News

West Somerset & Dean Forest Railways: In June 2011, a planned reduction in West Somerset Railway DMU mileage resulted in the railway deciding it only required three Class 115 powercars, two in traffic and a third as a spare. With the new turntable on the railway now operational, the third powercar would have the potential to cover for both north and south facing vehicles. Consequently Class 115 DMBS 51852, now the poorest of the four powercars remaining on the line, was put up for sale. Less than 24 hours after being advertised, the vehicle was purchased by a member from the Dean Forest Railway and was quickly relocated to the DFR. 51852 was recognised as being too far gone to economically repair the bodywork, so in just a few weeks the vehicle was dismantled for spares, with DMU groups all over the UK benefiting from the parts provided. The vehicle was not regarded as historically important, as at the time of its demise nine identical vehicles remained in preservation.



Bo'ness & Kinneil Railway: After a lot of work the pass. comm. mechanism has been fully painted and rebuilt and is now installed on No. 1 end of TFRB Sc79443. Holes have been made in the new end panels to allow both communication chains to be hooked up whenever they are fitted. The buffer beam is now fully repainted and the cleaned-up jumper sockets and other bits are being painted. In DMS Sc51017, all pipes, conduit and equipment in the cab, behind the driver, have been painted in the appropriate colours and some of the desk has been repainted black. DMBS Sc51043 has seen a new timber section made to replace that missing from around the van's gangway door.

Ecclesbourne Valley Railway: News on the fleet can be summarised as follows

- Class 101 M51188/E59303/E50170 is in traffic, an engine on M51188 is due to be changed shortly. Work on E50170's "troublesome" No2 engine has ensured the vehicle remains operational.
- Class 101 E51505 has been used as a control trailer for steam shuttles since E50170 has arrived, but has since been withdrawn from traffic for replacement ceilings and de-refurbishment (fitting of original tungsten lighting). The toilet is also due to be re-commissioned.
- Class 108/117 E50599/W51360 was in traffic at the start of the season, but the 108 was later sidelined with starting problems due to poor batteries. W51360 remains available for use.
- Class 119 W51073's restoration is still on hold.

- Class 122 M55006 has returned to traffic. The team have successfully resolved a long standing issue with vacuum leakage which had rendered the vehicle out of traffic for over 6 months. A "new" vacuum cylinder has been fitted to No.2 end, solving the problem. Attention will turn to bodywork as and when funds permit.
- Derby Lightweight M79900 remains in traffic.

Movements

Experimental Railbus RB004 moved from the Telford Steam Railway to the Llangollen Railway on 20th May following the vehicle's sale. The new owners are based on the Aln Valley Railway but the line at present does not have any track so cannot take delivery of the vehicle. RB004 has therefore stopped off at Llangollen as a short term measure, the vehicle starring at their annual Railcar Gala.

Class 115 51852 moved from the West Somerset Railway to the Dean Forest Railway for scrapping following the sale of the vehicle (see separate news item).

New Supplier: Windscreen Washer Seals

Olly Wise reports that "new type rubber seals are available...from Bristol Hose to replace the leather type in the windscreen washer manually operated pumps. I have fitted to class 107 on the Avon Valley railway with great success".

The following is an extract from a quote received from the supplier which may be of interest:

With reference to your recent request, I take pleasure in submitting our quotation for your perusal.

1 x Washer Plunger Seal Kit – WPKIT-001 @£20.80 EA PLUS VAT

Please note only two seals per kit.

*Please use **WPKIT-001-OW** in all correspondence*

Quotation details shown are valid for 30 days from above date.

Bristol Hose Ltd is an AS 9100 & BS EN ISO9001:2008 quality management accredited company & Airbus Approved

We are committed to assisting you and believe these prices to be very competitive. I would therefore appreciate your feedback and progress on this project.

Those interested in these kits can contact Olly by [E-mail](#) or on 01179348304.

New Supplier: Filters

Crosland M10987 filters available from Rail Order for £3.35 each at www.rail-order.co.uk.

Lucas 296 or FRAM C1191PL will work with a couple of suitable washers under the top bolt head.

Dean Forest Railway



M51566 and E50619 at Parkend on 6/4/11 (Alan Pace)



Unique TSL 59387 at Norchard 28/5/11. (Chris Walker)



51852 makes its final journey from Minehead to Bishops Lydeard on 25/6/11 (Chris Bull)

LEV Yahoo! Group

All those interested in the "LEV" generation of experimental railcars are welcome to join the new Yahoo! Group set up by existing members. It can be found at <http://uk.groups.yahoo.com/group/railbustrust/>

Class 110 Comparison



E51842 early in its preservation days in 1992 at Rawtenstall (John Law)



E51813 in April 2011 on the Wensleydale Railway (Carl Gorse)

North Norfolk Railway Railcars

A selection of images taken of the NNR DMU fleet which was in action at the Diesel Gala on the 25/26th June and also during the following weeks on their normal duties.



LEV1 works ECS into Sheringham early on the Sunday of the Diesel Gala



LEV1 passing Dead Man's Bridge working from Sheringham-Holt during the Diesel Gala



E79960 on a Sheringham-Holt service with Weybourne Windmill in the background



E79960 powers up the 1-in-80 Kelling bank between Weybourne & Holt in the evening



E79960 departs Holt on the first train of the day



E79960 on Kelling Heath having just passed over a walkers level crossing



Previous stalwart E79963 now awaits overhaul at Weybourne Works



Under a threatening sky Class 101 E51228/E56062 works back to Weybourne ECS after the conclusion of the days services

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 August 30th for Issue 107 (due out September)