

The Railcar Association Bulletin September 2011



Introduction

Plans for the 16th convention are progressing well, and thankfully the driver experience bookings were plentiful making it well worth putting them on. There is a single place on the Class 108 remaining if any members are interested.

Final and confirmed details for the convention are included in this issue. As always, we hope to see as many faces there as possible. If any readers are part of a group running or restoring DMUs and have not been to a convention before, we highly recommend you considering joining us for the day. Meeting many of your counterparts from across the UK can be a useful and enjoyable experience.

Although not strictly “our area”, it is pleasing to note the continued use of the Class 121’s on the national network. The Cardiff Bay (Arriva) unit is reported to have returned to use following a lengthy period out of traffic, whilst on the other 1st gen route between Aylesbury and Princes Risborough Class 121 55034 has been launched into service with Chiltern Railways, joining 55020 which was the first of the three Class 121s to be converted for such running.

16th Annual Railcar Convention

The Railcar Association will be holding its annual convention on Friday 30th September-Sunday 2nd October 2011 on the Keighley & Worth Valley Railway in Yorkshire.

Friday 30th September

Friday sees members of the association participate in driver experiences on both the resident units, therefore there are no public services on this date. The event organisers thank those who have booked for the experiences, all but one of which were snapped up. Participants will shortly be provided with the information for the day.

Saturday 1st October

Saturday sees the Railbus and Class 108 taking turns alongside a steam service.

At Haworth there will be a **shed tour** (recommended donation of £5) in the afternoon connecting with the 14:20 Railbus arrival. Those interested in this view behind the scenes should meet in the Haworth booking office at 14:20 for the tour at 14:30 which is planned to last approximately 45 minutes.

The **meeting** itself will be held at the *Old White Lion* in Haworth. This will follow the shed tour, starting at 15:45. Directions from Haworth station are as follows: turn right out of the station building and up the footbridge which crosses the line at the end of the platform. Then proceed (uphill) along the cobbled street named Butt Lane. Cross the next main road (Rawdon Road) after which the lane will bend right and join Haworth’s “Main Street”. Continue uphill along Main Street and the Old White Lion is located at the top of the hill.

The length of the meeting may vary but is anticipated to be up to 2 hours. It is of course free and open to all. Amongst other subjects and open discussion, the meeting will include talks on: the Keighley DMU fleet; safety management system competencies; the Railbus Trust; railcar website update; and a slideshow of DMUs back in their mainline heyday. If anyone has any further topics to bring to the meeting, there is still time to include them so please [E-mail](#) the ideas.



Following the meeting is the traditional **Fish & Chip Special**. This will be operated by the 108 unit and a bar is included! Orders will be taken on the day. £5 includes Fish & Chips or Sausage & Chips plus a bread roll. Although money/orders will be taken on the day, the organisers would appreciate a provisional booking to gain an idea of the required number of meals required. Therefore if eating please [E-mail Chris Moxon](#) with a brief note stating the intention to dine!

Sunday 2nd October

Sunday sees a further opportunity to explore the line with the Railbus in the morning and Class 108 in the afternoon running alongside a steam service.

Timetables

SATURDAY	DRB	108	Steam	108	Steam	DRB	Steam	DRB	Steam	DRB	Steam	108	108	108	108
			B		B		B		B		B	F	F	F	F
Oxenhope	0900	1015	1100	1145	1230	1315	1400	1445	1530	1615	1700	1745	1930	1930	2115
Haworth	0905	1020	1106	1151	1236	1321	1406	1451	1536	1621	1706	1751	R	R	R
Oakworth	0908	1023	1109	1154	1239	1324	1409	1454	1539	1624	1709	1754	R	R	R
Damems	0913	1028	1113	1158	1243	1328	1413	1458	1543	1628	1713	1758	R	R	R
Ingrow (West)	0916	1031	1118	1203	1248	1333	1418	1503	1548	1633	1718	1803	R	R	R
Keighley	0925	1040	1125	1210	1255	1340	1425	1510	1555	1640	1725	1810	1950	1950	2135

SATURDAY	DRB	108	Steam	108	Steam	DRB	Steam	DRB	Steam	DRB	Steam	108	108	108	108
			B		B		B		B		B	F	F	F	F
Keighley	0940	1100	1145	1230	1315	1400	1445	1530	1615	1700	1745	1830	2000	-	2155
Ingrow (West)	0945	1106	1151	1236	1321	1406	1451	1536	1621	1706	1751	1836	R	-	R
Damems	0948	1109	1154	1239	1324	1409	1454	1539	1624	1709	1754	1839	R	<<<	R
Oakworth	0952	1115	1200	1245	1330	1415	1500	1545	1630	1715	1800	1845	2015	2045	R
Haworth	0955	1120	1205	1250	1335	1420	1505	1550	1635	1720	1805	1850	>>>	R	R
Oxenhope	1000	1125	1210	1255	1340	1425	1510	1555	1640	1725	1810	1855	-	2100	2215

SUNDAY	DRB	DRB	Steam	DRB	Steam	108	Steam	108	Steam	108	Steam
			B		B		B		B		B
Oxenhope	0900	1015	1100	1145	1230	1315	1400	1445	1530	1615	1700
Haworth	0905	1020	1106	1151	1236	1321	1406	1451	1536	1621	1706
Oakworth	0908	1023	1109	1154	1239	1324	1409	1454	1539	1624	1709
Damems	0913	1028	1113	1158	1243	1328	1413	1458	1543	1628	1713
Ingrow (West)	0916	1031	1118	1203	1248	1333	1418	1503	1548	1633	1718
Keighley	0925	1040	1125	1210	1255	1340	1425	1510	1555	1640	1725

SUNDAY	DRB	DRB	Steam	DRB	Steam	108	Steam	108	Steam	108	Steam
			B		B		B		B		B
Keighley	0940	1100	1145	1230	1315	1400	1445	1530	1615	1700	1745
Ingrow (West)	0945	1106	1151	1236	1321	1406	1451	1536	1621	1706	1751
Damems	0948	1109	1154	1239	1324	1409	1454	1539	1624	1709	1754
Oakworth	0952	1115	1200	1245	1330	1415	1500	1545	1630	1715	1800
Haworth	0955	1120	1205	1250	1335	1420	1505	1550	1635	1720	1805
Oxenhope	1000	1125	1210	1255	1340	1425	1510	1555	1640	1725	1810

NOTES	
B	Buffet car conveyed.
F	Fish & chip special.
R	Request stop.

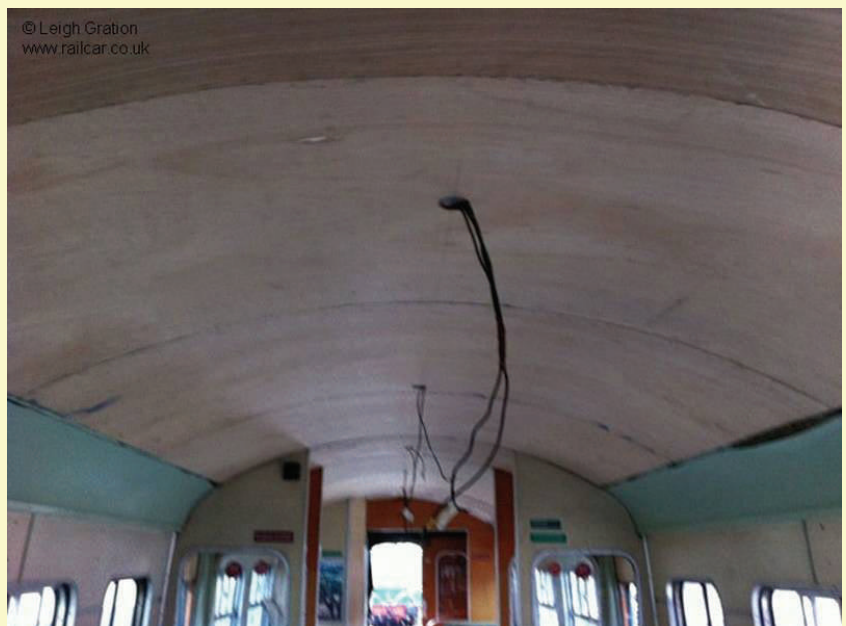
News

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

- Class 101 M51188/E59303/E50170 is in traffic, M51188 has received a "new" No.1 engine at the start of August allowing the vehicle to return to the three car set with proper power!
- Class 101 E51505's internal refresh is progressing well with the new ceiling now in place and general spruce up well under way.
- Class 108 E50599 is currently sidelined awaiting new batteries. It is being used as a control trailer for steam loco operation in the meantime.
- Class 117 W51360 has had a varnish of the older paintwork to make it shine again.
- All other vehicles are in traffic except Class 119 W51073 which is awaiting volunteer time to continue the restoration.

Denbigh & Mold Railway: Slow but steady progress with M56160. The ex-WSR Stones generator has been cleaned up and is ready for fitting to the trailing bogie.

Although many smaller items have been sourced and restored ready to go back on, this is the first major component to be put back on the car in several decades!



New ceilings fitted to E51505 during August (Leigh Gratton)

Great Central Railway (North): Having been sat for some time in the main yard at Ruddington, Class 108 set 50926/50645 now has a new management team who are actively pushing forward the restoration of the vehicles to operational condition. The team is made up of two of the original owners plus two new members with all four parties owning a quarter share. To date, work has concentrated on the roof of the cars so as to ensure they are both water tight before interior work starts. A large number of the rivets which join the sheet sections together have been replaced with modern polyurethane sealant being used between the roof joints to ensure a water tight joint. All the original roof covering has been removed and then painted with a specialist etch primer and multiple coats of undercoat and top coat. Work is ongoing on stripping paint, cleaning and painting of all the lower sections including the buffer beam where two failed Oleo buffers have been removed for overhaul. DMCL 50645 will shortly be moved under cover where the front dome will be removed along with the front gutters to allow re-plating of the cab ends to be carried out along with replacement of any corroded structural parts. Both engines from 50645 are currently removed and will be rebuilt over the winter months ready for fitting in the new year. Seats and cushions for use within DMBS 50926 are available on site and will shortly be moved into one of the buildings for painting of the frames and a deep clean of the upholstery prior to fitting.

Bo'ness & Kinneil Railway: The 3-car unit has moved into its new home. It will now be protected from the weather by a new shelter. The structure is almost complete and is a very welcome development, much-needed to protect the DMU, Class 303 EMU and other historic rolling stock. The unit saw use, for the first time this year, during the SRPS's 50th Anniversary Weekend on 27th/28th August. It successfully operated the 12:53 and 14:51 departures from Bo'ness on both days. The next scheduled runs will be on 1st/2nd October – the Bo'ness Diesel Gala.

- DMS Sc51017: Our old batteries have been replaced by a new lead-acid set. The driver's windscreen wiper has been overhauled, painted and fitted in position but does not yet function. More cab woodwork has been varnished.
- DMBS Sc51043: The batteries have been replaced as above. Toilet wall panels, fittings, etc. are being gathered together with the aim of rebuilding the toilet in this car. Missing timber framing has been made and fitted; Formica panels and ceramics are being cleaned.
- TFRB Sc79443: The rebuilt pass. comm. mechanism and fittings have been adjusted where required and joints sealed. Cleaning and painting of jumper sockets continues.



The Ayrshire unit sitting in the new shelter building, 17/7/11 (John Horne)

Disposals

Class 117 TCL 59516 was scrapped at the Swanage Railway in March. It has been replaced by 59486. 59516 was not regarded as historically important, as at the time of its demise 22 identical vehicles remained in preservation.

Class 115 DMBS 51852 was scrapped at the Dean Forest Railway in July. The vehicle was not regarded as historically important, as 9 identical vehicles remain in preservation.



Class 115 51852, recently purchased from the West Somerset Railway, has provided many valuable spares for other vehicles before being dismantled on the Dean Forest railway (Chris Bull)



Class 115 51852 approaches the end at the Dean Forest Railway (Chris Bull)

Movements

Experimental Railbus RB004 was travelling again in August after moving from the Llangollen Railway to the Midland Railway Butterley.

Class 117 TCL 59486 has moved from the Midland Railway Butterley to the Swanage Railway following contract restoration.

Midland Railway Butterley DMU Event

Details of the above event are finally being sorted. The event will be held on September 10th/11th.

Saturday will see the 3-car 127 set, prototype BREL Railbus RB004 and the Hastings DEMU unit 1001 in operation (Hastings unit visiting on a railtour) on an intensive timetable from around 10.00 to 21.00. There will be a real ale bar through the day and a fish 'n' chip meal train around 19.00. Progress on the various restoration projects will be viewable, with 35 multiple unit vehicles on site during the day.

Sunday will be a little less hectic, with the 127 and RB004 working a half hourly diagram between 10.00 and 17.30.

New Supplier: Destination Blinds

"Blinds For Buses" specialise in replica bus destination blinds, capturing the correct sizes and fonts of any given period.

They recently completed an order for the Gloucester & Warwickshire's Railway DMU's, a set for the Bubble 122 and a set to go into their Class 117 when it arrives.

They would be happy to hear from any other DMU owners who require some headcode box number blinds as well.

Contact details are:

www.blindsforbuses.com

info@blindsforbuses.com



Railbuses in Preservation

These interesting images of all the preserved W&M and AC Cars Railbuses during the 1980's & 1990's have recently been made available to the Railcar Website courtesy of David McGuire (who retains copyright)



79960 at Weybourne (North Norfolk Railway) 27/8/86



79962 at Haworth (Keighley & Worth Valley Railway) 7/6/87



79963 at Weybourne (North Norfolk Railway) 27/8/86



79964 at Haworth (Keighley & Worth Valley Railway) 7/6/87



79976 on the Bodmin & Wenford Railway 17/8/89



79978 on the Colne Valley Railway 11/10/99

Driver Experience

Didcot Railway Centre is offering the unique driving experience (RED) on GWR Diesel Railcar No 22 on Tuesday 6 September.

Telephone 01235 817200 or [Email](#)

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 October 30th for Issue 108 (due out November)