

# *The Railcar Association Bulletin November 2010*



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## Introduction

The 15th Annual Railcar Convention was held on the Severn Valley Railway last month. Firstly, thanks must go to the DMU Group (West Midlands) team, the SVR and all the other railways/companies involved in making the event possible. I think it was an excellent weekend and a worthy successor to the last railcar event held at this premier heritage line in 2004.

As always the formal meeting was held during the weekend, this time on the Saturday afternoon, inside the new display building, *The Engine House*. An interesting and informative itinerary this year highlighted various issues for everyone to go away and work on over the next twelve months, but more of that in the minutes of the meeting which are included in this issue.

The next issue sees us into 2011 (where did the year go?!) and is issue 103 which could potentially be Park Royal themed. Sadly no Metro-Cammell contributions were received for Issue 101 so any Class 103 material will be gratefully received over the next two months.

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## News

**Llangollen Railway:** The summer months have found Pentrefelin to be a hive of activity with significant progress being made with the upgrading and ongoing restoration of the railcar fleet.

While the Wickham and the Derby 108 have been covering the B and early-late timetables the opportunity has been taken to undertake the six-yearly M exam on the class 127 51618, which was the original DMU to come to the railway 26 years ago.

We have been recently able to come to an agreement with the owner to purchase this vehicle and its original Cravens trailer outright and these have now become our property.

Consequently once in the workshops some mechanical upgrading was started, one of the vacuum brake exhausters has been replaced with a fully overhauled unit, the rod seals on the vacuum cylinders have been changed, all the multiple working jumper sockets have been replaced with reconditioned components, all the doors have been adjusted to try and make them fit better and there have been many smaller repairs as well. The exam itself also involved dealing with some fuel leaks on injector lines and replacing part of the passenger communication system tube which had corroded and which caused the chain to fail. This latter job involves removing part of the internal ceiling and making new as the tube is buried behind it in the roof. Some repair patches have been made for the roof to try and reduce the number of leaks and the roof has been scabbled down to bare metal and repainted.

The 127 is now running with class 108 trailer 56223 which during the period has been fitted with public address equipment, some new vacuum bags and has had repairs to its marker and tail lights and to its toilet, which had ceased to flush! Surplus batteries from class 104 50454 have also been fitted to this coach.

The Birmingham 104 set required an FP exam which went without incident. However a large air leak developed during the final days of the August Thomas which was traced to the feed for the forward/reverse air switch indicator under the desk in 50528, which was rather difficult to get at. It was dealt with by replacing a section with flexible plastic pipe and suitable adaptors. One EP valve has also been changed after it self-destructed and one lucky member got to remove the ceiling outside the toilet when a water leak developed, which was found to be as a result of a perished pipe. DMBS 50454 has had new batteries fitted as the originals were beginning to get a little tired. Those displaced have been cascaded down for use on a trailer car.

During September, when its duties on the early-late services were over, the Derby 108 had its A exam during which a partially seized brake hanger on 51907 was dealt with and a droplight spring was reattached. Replacement exhauster belts had to be fitted to one engine during August but otherwise this set had been gremlin free.



*The Class 104 during the October Diesel Gala*

The Wickham has seen much use, particularly on all-day services, and has proved extremely reliable with the only thing of note being the re-fixing of some woodwork which had fallen off. It has currently finished its duties for the winter and will shortly be going back into the shed.

**Midland Railway Butterley:** The very derelict – but unique Gloucester Class 100, has had some tidying up done. Two missing windows have been fitted and the roof ventilators have been removed and blanked over so that the unit will dry out inside. Some money may be allocated to contract welding on this unit in 2011 but it will be many years until it is restored again. This set, DMBS 51118 and DTC 56097, is interesting in that it entered preservation in the early 1970s and has been at the North Yorkshire Moors, Swanage and the West Somerset before we bought it and moved it to the MRB ten years ago.

(A separate overhaul update showing progress on Class 101 E50170 & Class 127 M51625 at the MRB is also in this bulletin)

**Weardale Railway:** The BREL class 141(113) is in regular service at the Weardale Railway where it acts as a "hot spare" for their own unit. It has covered some 3,500 miles there in five months and has done very well. Both engine overheat switches have been changed, 55513 has been fitted with a replacement engine thermostat and the auxiliary heater on the same car has needed electrical repairs and a new fuel nozzle. When working the line's community services it leaves the depot at 07.45 and returns at 20.30 on a daily diagram of 169 miles.



The 126 unit leaving Birkhill on the 1M07 13:00 Bo'ness to Manuel, DMS Sc51017 at the rear. Saturday 28th August 2010. (J.Horne)

**Bo'ness & Kinneil Railway:** No. 1 end of TFRB Sc79443 end has been re-plated (primed on the outside, painted on the inside) and we are working to replace the join between the end and the end of the roof. We have started to fit new and reconditioned timber around the gangway opening. Inside, the cantrail panels have been primed and painted along the corridor side. The refurbishment of both gangway doors is almost complete. A second bodyside door has been stripped down and its woodwork revarnished and fittings cleaned. The door itself needs a welding repair to progress further. Some underframe components have been



The unit heading back into Bo'ness yard after operating the extra DMU service (2M15) just after the Gala, DMBS Sc51043 at the rear. Sunday 29th August 2010. (J.Horne)

cleaned and painted, window glass cleaned and compartment luggage racks repaired.

The 3-car Ayrshire unit needed some attention to prepare it for use in the August Diesel Gala. Both power cars had alterations done to their air systems to blank off one air receiver that is very difficult to inspect. It can only be fully accessed by removing an engine. To avoid this we obtained agreement to bypass them. A test run beforehand revealed no problems so the unit was diagrammed for two trains on the Saturday and one on the Sunday. TC Sc59404's brakegear was also overhauled. This included replacement of two bent components. The 126 proved very popular – a few visitors were there specifically to travel in it. Some people missed the chance to travel in the DMU on the Sunday so an extra was arranged and ran after the last scheduled service. As well as cleaning and tidying, more finishing work was done in the unit before the Gala: a lot of the missing wooden trim was fitted in the power cars.

We are continuing to fit more trim in all Ayrshire cars, especially in DMS Sc51017's cab and secondman areas, but the main focus is back on the Buffet end and some components are being worked on off the vehicle.

**Ecclesbourne Valley Railway:** The Class 101 M51188/E51505 & Class 117 W51360 & Derby Lightweight M79900 have all been in traffic with nothing to report.

**Derby Lightweight M79900:** The hole in the fuel return pipe on No.2 engine (discovered at the SVR) has been replaced and the vehicle placed back in traffic.

Class 122 M55006 was used in an episode of Derren Brown in an illusion that aired on 8/9/10 at 10pm. A very slow starting problem was traced to a faulty Battery Isolation Switch!

The external repaint of Class 108 E50599 practically completed, internal work nearing completion soon. Should be in traffic before the end of the season. [See video on YouTube](#)

TSL E59303 is awaiting the installation of seats and finishing touches.

The restoration of Class 119 W51073 remains on hold.

**Churnet Valley Railway:** The 104 set (with visiting Class 110 trailer from the Wensleydale Railway) made DMU history on the 28th October when it ascended the soon to be reopened Cauldon Lowe branch (we believe this was the first DMU since September 1972 to travel the line). This was a 5 mile 1-in-45/1-in-59 climb which certainly cleared the cobwebs, especially as the set was only on three engines which consequently gave it a poorer power/weight ratio than a power-trailer set! A more in depth description of the run is [on their website](#).



The first DMU to reach Ipstones Summit since 1972

**North Norfolk Railway:** Class 101 - problems with maintaining high vacuum have

been identified as being caused by a corroded pipe inside the trailer car drivers desk. The pipe has been replaced. The opportunity was taken to remove various valves and replace diaphragms, reseal valves, etc. The unit was taken for a test run this afternoon, when the driver noted that the vacuum system seems back to normal.

LEV1 - a recent trip to the British Bus Sales yard provided many spare parts, including a fully upholstered drivers seat to replace one that had only a small amount of foam left, and no leatherette cover, an air compressor, and many other sundry small electrical items.

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## 15th Annual Railcar Convention Meeting

*Written by Paul Moxon*

### **Introduction**

The Railcar Association's Fifteenth National DMU convention returned to the site of Railcar50 – the Severn Valley Railway. Our thanks go to Ian Parker and many other members of the DMU Group (West Midlands) for organising the event.

**Thursday** saw a variety of individuals sampling the driver experience, which was run in two halves. Railcar Enterprise's M55006 was working Highley to Bridgnorth, whereas the resident class 108 3-car was running Highley to Bewdley. Lunch was taken at Bewdley when all drivers were transported back in the 108. Tours of the boiler shop at Bridgnorth had been organised for those participants that wished to visit parts of the SVR that is normally "off limits" to the general public. As part of the driver experience, participants received tickets to the newly opened "Engine House" at Highley.



**Friday** was when the line was exclusively DMU operated. Several different units were available for delegates (and the public) to sample in the form of:

- Class 122 - M55006 (loaned by Railcar Enterprises)
- The ever popular M79900 "Iris", (loaned by Chris Lings/Nelson Keene)
- Class 121 - 55020 (loaned by Chiltern Trains, below)
- Not forgetting the 5 class 108 cars of the SVR's resident DMU fleet.
- Something a little different in the form of second generation unit in the form of prototype 150001 (loaned by Central Trains) made an appearance on both Friday and Saturday's services.



Saturday was a slightly different timetable with steam several hauled services



*Interior of M79900 with a selection of delegates aboard*

punctuating the DMU runs. A couple of delegates commented that the Friday's all DMU timetable ran like clockwork, whereas once the steam locomotives got in on the act, timekeeping went a little awry!

M79900 and M55006 formed a special train at 12:45 from Kidderminster to take the TRA delegates to the formal part of the weekend at the Kinlet Room, Engine House, Highley.



### **Formal Meeting**

Meeting and greeting – Paul Moxon welcomed everyone to the official part of the event.

### **DMU operations and maintenance on SVR - Ian Parker**

The DMU Group will have supplied cars to run on a total of 57 days by the end of this year, a large increase on 2009. Total mileage for 2010 is estimated to be 2100 miles that did not include test trips, trips for fuelling and shunts or movements for operational reasons. The year has seen work within the group and work contracted out to the Severn Valley Railway workshops.

51941 was side lined in December due to a fault with the batteries. The more major issue was with a over-heat of a cable under 59250, which brought inspections, impounding of the car and a I check over the 24vDC wiring and the car was back in service. Long term effect of this is the loss of the 240vAC generator in 51941 until a decision can be reached over the use of 240vAC on the train.

The knock-on effect of the derailment of 43106 (The Flying Pig in September 2009, was a rash of paperwork requirements for all departments in the name of H&S. The TRA Maintenance scheme was accepted for the DMU and a major M exam by Brian Smith in April showed the DMU to be in good condition. On the plus side it added services for the DMU.

During a spring steam gala, the DMU received a rough shunt and damage was caused to the buffers and some parts of the bodywork. After a long period of discussion the SVR has agreed to pay for the repair of the buffers, all 18 of them!

The DMU was used by HMRI & ORR to inspect the crossing at Northwood and time the automatic lights, also reviewed on the day was Fisherman's crossing near Highley, site of many near misses with vehicles on a private road crossing. The group has attracted some new members with one new recruit an ex-BR driver instructor on DMU's, Diesels, Electrics and HST's.

A program of refurbishing the seats started earlier in the year and has been done on a small batch basis by a commercial company, the remainder should be completed by the year end. 50933 will stay with the current pattern, but will be deep cleaned.

After some time refurbishing the underside of 50933, the interior and bodywork has received attention this year, in fact it has very recently come out of the works at Bewdley. The large brake area has been converted into a guard's area and an area for wheelchair passengers.

The group has been looking for a loan or hire vehicle for some time, for use when one of the driving cars is out of use, through the good auspices of Lee Sharpe and Chris Lings at Butterley, the group has arranged the use of 50170, a class 101 which visited the SVR during Railcar50 in 2004. Chris & Lee are busy re-painting and refurbishing the car for our use.

The group has started to record exams, maintenance work, repaired equipment and faults on computer databases, this allows us to monitor for recurring faults, schedule work and keep those all important paper records ready for inspection.

A 10 year maintenance plan is being put together to cover the cars, this will ensure that the cars are kept in tip-top condition. We hope to attract more staff from the apprentice club over the next few years. 51941 is due into the Bewdley works in the new year for roof repairs and bodywork re-painting. After this 56208, 52064 and 59250 will need attention on a rolling five year cycle.

#### **Implication of changes to diesel fuel - Trevor Daw**

Trevor briefly outlined the reduction in sulphur in "red" diesel which, as a result of an EU directive, will affect all of us in the next few months.

The main implications appeared to be the inclusion of a higher percentage of bio fuels in the form of alcohol produced from plants rather than the traditional distillation process. It was discussed as to how this different mix of diesel will reduce the "lubricity" of fuel and the fact that it would become more vulnerable to attack by living organisms ("diesel bug")

The main points were made that we would all be forced to use the low sulphur diesel within 6 months. WMDMUG were getting supplies of the older fuels and the rest of us were urged to try to find out what sort of fuels we were using.

Various representations were being made on behalf of the Heritage DMU by John Cronin (?) and Ian Jackson (of the WLA?) via Alan Pace.

#### **Air Receivers & Pressure testing - Chris Nesbitt**

Chris gave a sobering talk on the various aspects of the air receivers that adorn the control systems of our DMU fleet. A tailored version will be submitted to the technical section of the TRA website, so a heavily précised version is given below. Typical hazards (explosion, flying debris and air damage) and cause of failures (poor equipment, design, system of working and installation repairs and modification) were detailed.

In order to manage the various risks, we should be using Engineering standards BS EN 286-3: 1995 for our air receivers. This covers the "Must do's" and the "Suggest you do's" and Chris suggested we incorporate the best practice into our maintenance of these vessels and their associated systems. Health and Safety leaflet INDG261 and Pressure systems "Safety and you" were advised as being available from the Internet.

Exceptions to the general rules were discussed, and examination of pressure vessels was covered. Chris outlined his own (unfortunate?) experiences with air tanks on his preserved "Bubble" culminating in having to have reconstructed tanks made.

Chris concluded with considerations of getting engineering approval for these hybrid tanks posed the thought "A 40 year old air tank might now be considered a foreseeable risk" and asked the floor if they had any questions.

#### **Batteries, supply and maintenance - Pete Maddicks**

Pete gave a general discussion about the types of batteries in use on our DMU's and went into how the current traction battery has evolved from the original lead-acid cells of the 1950's. A lot of useful advice was given including the need to "gas" batteries when charging, 'cycle' your batteries and don't go a winter without using them. The company he represents can offer consultancy and "battery kits" and he discussed various methods of topping up traditional batteries from manual methods to fully automated watering kits. He was looking at the feasibility of reproducing a modern version of the railwayman's "Bardic" lamp and invited comments from the floor. (As usual, it was the cost factor that



would be the deciding factor for most of the group present)

Pete closed with telling us about disposal charges for old cells, and the requirement to store batteries upright and marked "Service cells for refitting to vehicles".

### **TRA Announcements & Updates from previous meeting - Paul Moxon**

The "Tony Fox" style round up of DMU news was produced by Chris Moxon and presented by Paul Moxon. There was the breaking news of the introduction of another mainline Chiltern Bubble as maintenance cover for 55020, the moving round the railways of certain Class 108's, works overhaul for the Swanage 108, and one ex departmental class 121 trailer (W56285) cut up.

Chris Moxon outlined the progress with the re launched Bulletin and received a vote of thanks for his efforts so far. He thanked the current contributors and asked if anyone else could supply news articles, larger overhauls and images.

When asked by a delegate, he stated that some of the publication dates had been delayed with Stuart McKay's day job resulting in the bulletin appearing on the 1st Gen Yahoo web group before being later linked to the TRA's main website.



He outlined the preparatory work he has done with the re-write of the preservation pages and stated that there were issues "future proofing" the pages, that the Bulletin had taken a lot of his spare time, and the pages will be released in stages. As always, information can be sent to Chris via the TRA website on any of the preserved 1st generation DMU's.

Discussion then took place on various TRA website related issues:

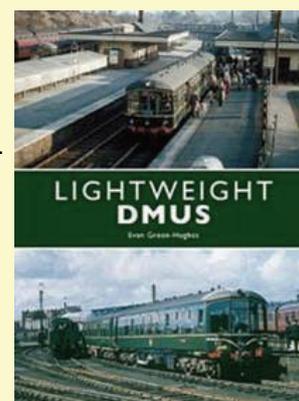
- We should be looking at a revamp of the TRA Home Page – try to make it timeless (not to look outdated) – Maybe more of a welcome page? – A delegate quoted "it is our key window in the UK, lets rescue it!"
- A request for updates to the Contact details section.
- Mike Evans felt that there was a decrease in interest in the conventions, so a discussion followed on how public the meetings/conventions were, or could be in the future, and what might be done to improve the situation. – Should they be private or public?

### **Book Plugging - Evan Green-Hughes**

EGH is following in Stuart's footsteps in publishing a book on DMU's which will be on sale in February 2011, published by Ian Allan.

In the book, he intends to examine in detail the decisions behind these pioneers of lightweight railcars.

It covers the Derby Lightweights & Metro Cammell vehicles from the 79xxx number series, the battery two car set (Sc79998/9) and the two single units (M79900/1)



### **A.O.B. - All**

Brian Smith gave us a short talk on wheel profiles and their wear standards and re-iterated the importance of full brake testing and documentation of the results. He also covered doors and their importance.

Fuel issues – There followed more discussion on the effects of the low sulphur fuel. It was suggested that we refer to British Waterways/ Vintage Tractor Societies and the National Bus preservation group to see if the new fuel was having any effects on old diesel engines similar to DMU's.

Chair person – I asked if anyone wished to democratically elect a chairperson. After a hastily organised poll from the floor, I [Paul Moxon - ed] was "voted" in as Tony Fox's successor. (I didn't really feel stitched up on that one, honestly!)

### **For sale/on offer**

Tim Stubbs of Highfield engineering – fluid flywheel glands - £30 each

Trevor Daw – Torque arm bushes at £57.50 each

Trevor Daw – Re-sleeving of air seal castings for forward and reverse drive - £350 each

### **Next years meeting**

Discussion took place as to whether the TRA should issue a direct invitation to all DMU groups to bolster attendance. Following the suggestion of a Scottish convention further afield, a straw poll was taken with 9 votes in favour and 10 to remain closer to the Midlands. In the absence of the Scottish contingent, the 2011 location was unresolved for present, although Llangollen was suggested if no other railways came forward.

### **Actions resulting**

An abridged copy of Chris Nesbitt's slides to be put on the TRA technical area.

(Action - Paul/Chris Moxon to discuss with John Horne)

A version of the fuel additives to be posted, either via TRA or 1st Gen Website

(Action - Trevor Daw)

Contact details for Pete Maddicks to go on TRA  
(Chris Moxon to John Horne for contacts)

Update the VMI system to include Wheel profile, & a "how to test profiles" guide. Also review the air storage tanks with a similar practical "How to inspect / repair" guide etc. Review DMU brake testing and documentation; check that doors are adequately covered in the TRA's VMI system  
(Chris Nesbit, Brian Smith, then Evan Green-Hughes)

Issue direct invitations for next years meeting:  
(Paul & Chris Moxon)

**Close of Meeting** was at 16:30, and the special DMU then departed from Highley Station at 17:40.

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## LEV2 Wickham / Leyland Railbus Repatriation Project

This unique British-built Railbus which is languishing in an American Museum may be brought back to the UK if sufficient funds can be raised.

LEV2, which was built by D Wickham of Ware in Hertfordshire using a bus body supplied by Leyland Motors, is currently stored at the Connecticut Trolley Museum in East Windsor, Connecticut, where it is not seen as appropriate to their collection and has therefore been put up for sale.

The Railbus was ordered by the USA's Federal Railroad Administration as part of an energy efficiency programme instigated by President Jimmy Carter following the oil crisis of the 1970's. At 15.6 metres long it was over 3 metres longer than the LEV1, the original prototype which worked both in the States and in the UK, and is now preserved at the North Norfolk Railway.

Built to British Rail drawings on Wickham Order No. 15700 and given Wickham Works No. 11382 it was fitted with a Leyland 690 turbocharged engine (No. 7964290/E0690/3007) and has suspension based on the High Speed Freight Vehicle but with flexicoil springing.

The body was built at Workington Works of Leyland Vehicles, Bus Division and the Railbus left Wickham's Ware Works on 1 October 1980 and underwent some testing on the Old Dalby Test Track. The Railbus has had six different owners in the last thirty years in America and for the first time an opportunity has arisen for it to return to the UK.

The Group behind the project has agreed a purchase price and has estimates for the shipping of the vehicle as well as interest from UK-based preservationists and railways which may provide a potential home. However it is now seeking expressions of interest from anyone who might like to be involved in the scheme, either practically or financially.

If you are interested in seeing this Railbus repatriated to the UK and put back into regular use on preserved railways in the UK, then please make contact using the following email address:

[lev2project@btinternet.com](mailto:lev2project@btinternet.com)



LEV2 at the Connecticut Trolleybus Museum 11/4/09 - image courtesy of Peter Wreford

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## BRCW Group Fundraising

The Birmingham Railcar Workgroup (Class 104's on the Churnet Valley Railway) are appealing to people with an interest in DMUs to take part in this online fundraising scheme.

Funds for the group are generated by searches made from their [easysearch page](#). Designed as a "drop in" replacement for other more well known search engines such as Google or Yahoo, progress of the total amount raised is updated weekly on the page.

The more people who make searches (which of course costs them nothing!), the more funds are generated.

All proceeds are to be directed towards the rebuild of the

The screenshot shows the easysearch.org.uk website interface. At the top, there are navigation tabs for Web Pages, Images, Video, News, and easyfundraising. Below this is a search bar with a search button and a "Preferences" link. A banner asks "Make easysearch your Home Page? Yes, please | Not now". The main content area is divided into three columns:

- Widgets:** Includes links for "Set as my Home Page", "easysearch from my Browser", "Add to my Favourites", "Change Organisation", and "Add a New Cause".
- Welcome to easysearch:** Contains a message: "You can now raise funds when you search the web! Use easysearch every time you search the Web and we'll give 50% of the fees paid by our advertising sponsors to Birmingham Railcar Workgroup - more info...". Below this, it says "You are supporting: Birmingham Railcar Workgroup" and features a small image of a railcar.
- easysearch Statistics:** Displays "£7.55 total funds raised from 1,502 completed searches". It also shows "Searches made by all easysearch users: 27,997,239" and "Statistics are updated weekly. What does this mean? Last Updated: 20/10/2010".

unique Trailer Composite Lavatory M59137, which at present requires some investment to enable some major elements of the restoration to proceed.

The page supporters need to "bookmark" can be found at [brcw.easysearch.org.uk](http://brcw.easysearch.org.uk). As can be seen, a few pounds have already been generated after a trial internally by group members, so any new searchers will contribute considerably towards the total.

## Midland Railway Butterley Restorations



**Class 101 DMCL E50170:** August, September and October have seen this vehicle undergo a transformation from faded SPT blue to lined green. In the latter part of the 1980s, this vehicle was based at Crown Point depot in Norwich for use on East Suffolk Line services and was fitted with the obligatory RETB antenna. The stump of the antenna remained on the cab after the Regional Railways facelift in the early 1990s, and was still there in the SPT blue liver phase. This has now gone and the cab front has reverted to the as-built four marker lamp style. Many of the bodyside glazing units were removed to enable corrosion repairs to take place, and now the exterior shines in a coat of two-pack green. Internally, the First Class seating has been reinstated.



**Class 127 DMBS M51625:** Work on M51625 has been progressing well. New lino is now down in the passenger saloon and the cab and the seats are starting to appear. The weekend of the SVR Railcar Reunion, members of the MRT Railcar Group were busy fitting the first seat cushions in the saloon. All but 1 luggage racks are installed on No2 side.



The brake van is also progressing and now has the correct bodyside doors fitted.

This vehicle has a dedicated wheelchair area at the rear of the saloon, where a bank of seats has been omitted. Access is via the brake van and through the large opening in the partition.

Externally, the body is freshly painted, lined and lettered, with crests and varnish complete.

Once this vehicle is outshopped, the MRT 127 will take to the rails as a three car set for the time being: M51591 - M59609 - M51625. The fourth vehicle, M59659 is on hold as attention will soon switch to E50019 of the green Class 114 set.



## Low Sulphur Fuel & Diesel Bug Links

Following discussions about impeding changes in fuel that may affect diesel multiple unit operators, Steve Beck has provided some online sources of information from the world of waterways:

[www.marine16.co.uk](http://www.marine16.co.uk)

A producer of bug killer and fuel conditioning products.

[www.marine16.co.uk/acatalog/diesel\\_bug\\_pbo\\_test1.pdf](http://www.marine16.co.uk/acatalog/diesel_bug_pbo_test1.pdf)

Practical Boat Owner magazine test results for a wide range of fuel treatment products.

[www.canalworld.net/forums/index.php?act=idx](http://www.canalworld.net/forums/index.php?act=idx)

One of several inland waterways boat owners forums. Try typing ulsd or red diesel into the search box to see recent discussion and links of interest.

A few other marine links which may be worth looking at:

[www.britishmarine.co.uk](http://www.britishmarine.co.uk)

[www.rya.org.uk/Pages/Home.aspx](http://www.rya.org.uk/Pages/Home.aspx)

[www.waterways.org.uk](http://www.waterways.org.uk)

## Railcar Reunion Event Gallery

**50933**



Stabled in Bewdley's platform 3 on driver experience day



Surrendering the token at Bewdley on Friday



Awaiting departure from Bridgnorth on Friday

**51941**



At Highley alongside 55006 on driver experience day



Arriving into Highley on driver experience day



During the pause at Bridgnorth on the Saturday Fish & Chip Special

**52064**



At Highley alongside 55006 on driver experience day



Arriving into Highley on driver experience day



During lunch at Bewdley on driver experience day

**55006**



Arrived back at Bewdley after the driver experience day



A busy scene at Highley, on the Saturday of the event (P.Budd)



Awaiting to depart Kidderminster after the Saturday Fish & Chip Special

55020



Awaiting departure from Arley during the Friday



Hiding at Arley during the Friday



Stabled at Kidderminster on the Saturday night

56208



Stabled in Bewdley's platform 3 on driver experience day



At Bridgnorth having lead the Saturday Fish & Chip Special

59250



Back at Bewdley after the end of the driver experience day

150001



Arriving into Bewdley on the Friday



At Arley on the Friday



Crossing M55006 at Hampton Loade on the Friday

## 121020 Heads Home

*Derek Billings captured Chiltern's 55020 at Leamington Spa (General), after the Railcar Reunion event where it was timed to lay-over on the Up main before getting the road to Banbury and Princes Risborough.*



# Gwili Railway

A selection of images showing the continued running of this Blue & grey 3-car Class 117 set, all provided by Phil Budd.  
Also of interest is this [YouTube Video of the 117 set in action](#).



On a handful of occasions in August 2010, the Gwili Rly's resident DMU (DMBS 51347 + DMS 51401 + TC 51508) was pressed into service to cover for lack of steam crews. The unit proved very useful in 'keeping the service running' throughout the month. The cl.117 is seen here cresting Penybont Bank, approaching Bridge 8 at Llwyfan Cerrig on August 4th 2010.



Running continues, despite a repaint being in progress! This Summer, much filling work has been done to tidy the cab-end of 51357 - seen again on August 4th, rushed into service to cover for a lack of steam crew. This work had been completed by the following week, in time for a starring role in the Gwili Railways first ever Diesel Gala, where the unit celebrated its 50th Birthday in style.



The cl.117 is seen passing through the green fields of Cwmdwyfran, en route to Bronwydd Arms.



The unit is seen at Danycoed, crewed by driver (and DMU part-owner) Rob Voyle, second-man James Rodgers, and guard Rob Phillips.

## 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](mailto: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](mailto:railcar@live.co.uk) but no later than December 30th for Issue 103 (due out January)