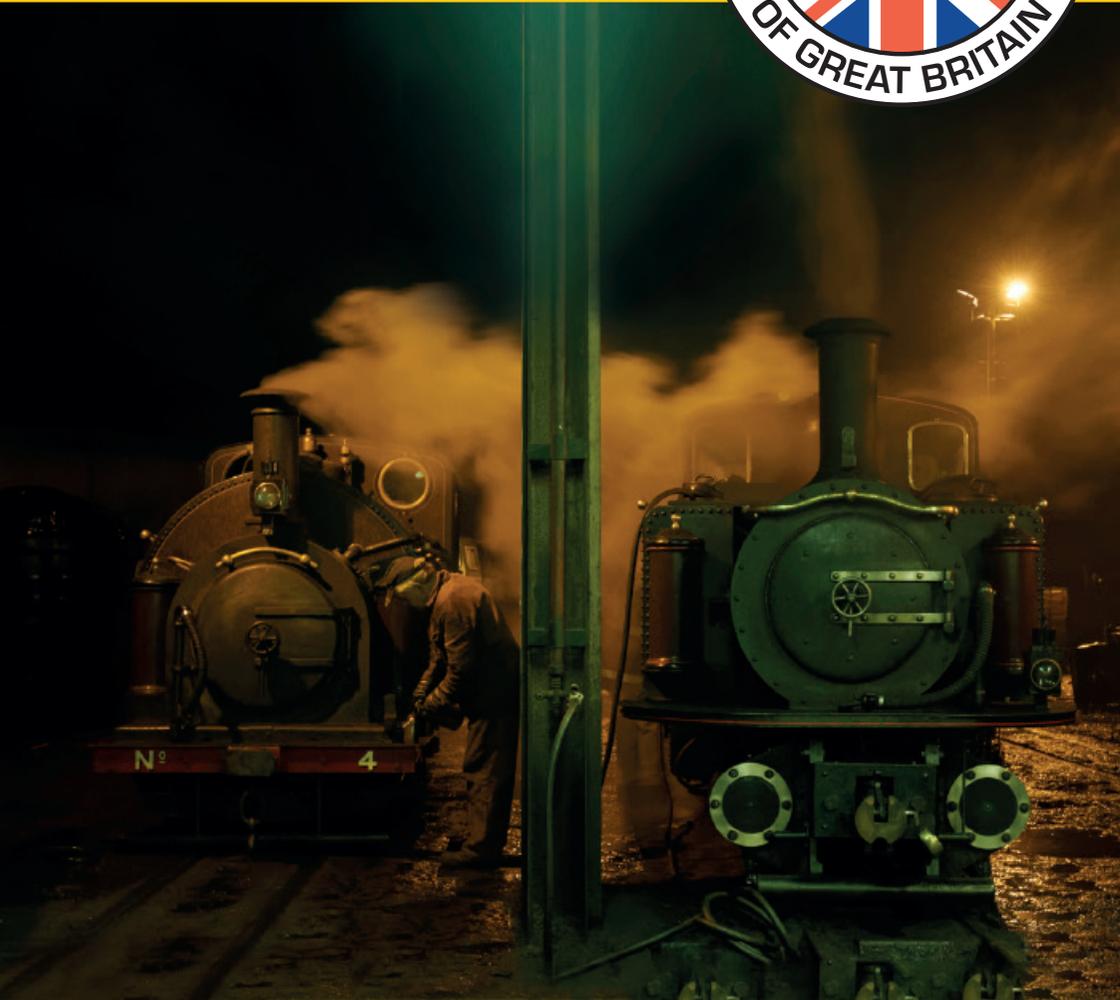


# BULLETIN

VOLUME 74 NO.02

JANUARY 2022



Towards Ten Thousand Miles • Sharnbrook  
A Week In Saalfeld, April 1979  
*and much more ...*

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

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(\* Library facility available.)

## THE BULLETIN OF THE LOCOMOTIVE CLUB OF GREAT BRITAIN

VOLUME 74 No.02

19 January 2022

## CLUB NOTICEBOARD

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**Bulletin by e-mail:** There has been a teething problem with this new version of the magazine. As a result, those who have opted to receive the *Bulletin* by e-mail will receive the printed version whilst the teething problem is sorted out. The Club sends its apologies.

**Central London Branch:** The Branch have arranged three meetings for the immediate future, these being on Friday 21/1/22, when Peter Robbins will present a lecture called *Ten Years of Digital Photography*, 18/2/22, when Richard Crane will give a presentation entitled *Blue is the Colour*, and on Friday 18/3/22, when Brian Garvin will present a talk called *Current Day Scene in Europe*.

**Obituary: Robert Burdon:** Robert (Bob) Burdon, a Club member since 1952, passed away on 17/11/21 after a long illness. His Club membership number was 186. Robert's funeral took place at Lincoln Crematorium on 13/12/21. The Club would like to send its condolences to Robert's family at this sad moment in time. (*The Bulletin Editor would like to thank Club Member Philip Adlington and Trevor Rolland for this obituary.*)

**Obituary: Raymond Stratford:** *Tony Stratford writes:* It is with deep regret and sadness that I have to report the recent death of Raymond Stratford, member 6048, He was a lifelong fan of Britain's Railways and a loyal member of the LCGB for almost forty years. He served on the committee of the North London Branch for nearly as long. He fulfilled the roles at different times of Secretary, Treasurer and Temporary Chairman. He was very diligent and always expressed balanced views. Raymond maintained an interest in the Irish and Welsh railways. He arranged many superb meetings. Away from Club meetings Ray and I went on many of what seemed to us to be 'Railway Adventures'. We took advantage of the Merrymaker, Persil Tickets and the famous Chris Green Network Days. Our adventures were not restricted to the UK either, we went on the Eurostar to Lille, Paris and Blankenberge via Brussels. We also visited Ireland on various one-day trips including the visit that lasted one hour and fifty-five minutes. His other interests included music and photography. Although he was quiet and unassuming, I am certain that he will be missed by all that knew him.

**Obituary: Hugh Gould:** Former Club member Hugh Gould (Club membership number 6524) passed away on 20/12/21 at the age of 88. An appreciation of Hugh, written by Cedric Spiller, appears elsewhere in this magazine.

**Press Day:** Press Day for *Bulletin* 3/22 will be Tuesday 25/1/22 and distribution day for the same edition will be Wednesday 23/2/22. Press Day for *Bulletin* 4/22 will be Tuesday 1/3/22.

## BRANCH REPORTS

### Murray Eckett

**Bedford:** Steve Sedgwick's presentation on 7/12/21, *A different point of view*, was, perhaps appropriately, delivered remotely from his home direct to St John's Church Hall with the aid of Zoom. This was the Branch's first and maybe not the last outside broadcast!!

Front Cover: *Caption to come*

(Photograph by ENTER NAME)

Few of Steve's pictures are the stereotypical three-quarter front view of a locomotive. Instead, he explores less commonly portrayed features, many of which are difficult to access. A case in point is inside motion. Many cameramen rely on bright sunshine for their ideal shots. By far the majority of Steve's work is in weather which many would consider less than ideal. For him, rain and its resulting puddles and wet patches provide a perfect source of light. At least one of his images was taken during a partial eclipse. Sunrise and sunset both provide opportunities to capture glint and he is no stranger to the silhouette, of which, it must be said, he makes a better job than many. On a foggy day he welcomes the chance to impart an air of mystery to the subject but is more than happy to make good use of a sunrise or a sunset. In spring he looks for bluebells, primroses and lambs to complement the subject, while in winter a fresh fall of snow is something he finds ideal. As for subjects, he is keen to portray locomotives receiving attention, whether repair or cleaning, and he is not the first to discover the photogenic possibilities afforded by drivers and firemen. Steve's atmospheric photography must have provoked a few thoughts among the cameramen in the audience. Steve seemed to get his camera out when most of us are putting ours away! Very early morning, very late evenings, cold, fog and just about every unsociable time and weather conditions imaginable. The result though was a presentation of quite outstanding variety, interest and quality. Steve takes 'pictures' not just images of trains and even on some of our best-known heritage railways he has found locations that have evaded most of us. Few such lines escaped Steve's camera in what was a quite outstanding presentation.

**Central London Branch.** It was almost back to old times at Keen House on 19/11/21 when Nick Lera presented *Italian Steam: A Living Museum* to a near-capacity audience. Nick outlined the history of Italian steam traction, explaining that steam development was essentially put on hold from the formation of FS in 1906 while electrification was exploited. The fact that Italy had no indigenous coal but plenty of running water for hydro-electric power was the key factor in this situation. Nick gave a superb video presentation of vintage Italian steam locomotives, some built in 1911, still at work alongside much more modern traction in the 1970s. There was a good variety of locomotives including Cls. 625 2-6-0, 685 2-6-2T, 740 2-8-0, 835 0-6-0T shunters, 880 2-4-2Ts, 940 2-8-2T, seen in Italy from Sicily to Calabria, Tuscany and the Dolomites. The rather ungainly Crosti-boilered Cl. 741 2-8-0 was also seen in action. These locomotives were said to show 25% reduction in coal consumption but produce 10% more power than their non-Crosti boilered counterparts. On the Treno Natura route in Tuscany, Mogul 640 148 was seen on a special, fired by the Italian equivalent of a QC and being recorded at a run-past by our very own Jeremy Harrison! Of particular note -and shown for the first time to an audience- were the scenes recorded on the Vatican Railway in 2011 with a steam hauled special starting on the 289-metre-long line, in reality an over-engineered siding. It was built as a prestige project to show that Mussolini wished to make peace with the Papacy. Apparently, no Pope has ever used it though some Cardinals have. It still looks very impressive! The special was hauled by black-liveried 685 089, a 2-6-2 built in 1911. It was recorded leaving the Vatican City, with a Cardinal on board, and later on it was noted out on the main line, briskly moving along with a very smart rake of six vintage coaches. Half were in light chestnut brown and the other three were in an attractive green livery. The Branch thanks Nick for a superb and, yet again, educational presentation.

**Dorking:** The Branch held a second in-house meeting on 10/11/21 when Chris Meredith gave a presentation on *Operating Clan Line*, starting with a look at *Clan Line's* history. Built in 1948 as one of the last of the 'Merchant Navy' Class, the first part of its BR career was spent based at Stewarts Lane on the Eastern Section of the SR before the electrification of the Kent Coast lines saw its transfer to the Western Section, based at Nine Elms. It was the last of the class to be rebuilt, in 1959, and worked its last

train in BR service on 5th July 1967. As the most recent recipient of a major repair it was purchased direct from BR by the Merchant Navy Locomotive Preservation Society (MNLPS) for the sum of £2,200, hauling its first revenue earning train in preservation in 1974. Since then it has operated almost exclusively on the main line and is currently based again at Stewarts Lane, becoming closely associated with what is currently the Belmond British Pullman. Apart from the professional railwaymen who crew the loco on the main line, *Clan Line* is owned, maintained and operated by the volunteer MNLPS. Operation involves not only maintaining the loco itself in the very best of condition but checking a planned trip to highlight any issues which may need to be considered in addition to the official checks carried out by the Train Operating Company and Network Rail to produce the final timings. These issues might include the location of water hydrants, or where a road tanker can gain access, and where the loco can be safely serviced en route. In normal operation, lighting up will take place two days before a trip with the next day seeing the 'fitness to run' examination of the loco and support coach, the cleaning, oiling, watering and coaling of the loco, and the stocking of the coach with spares and supplies. On the day of the trip, a support team, usually of eight, will assist the crew with coaling and watering, fire cleaning, etc as well as dealing with any problems with the loco. A record of timings, coal and water consumption and any other matters affecting the running of the train is also made for future reference. Return to shed sees the loco serviced and the carrying out of any maintenance required before the next trip. Chris was thanked for a most informative talk on the work involved in maintaining and operating a loco on the main line which was supported by a selection of excellent photos showing *Clan Line* both undergoing maintenance and at work out on the line.

On 11/11/21, the **St Albans Branch** was pleased to welcome back Bryan Cross, who gave a Zoom presentation covering a further part of *The Peter Bland Collection*. Much of the selection of pictures shown were taken on an organised tour of Irish railways (the organising groups being the RCTS, SLS and the Irish Railway Records Society), both north and south of the border, that took place in the early part of June 1961. An incredible miscellany of locations and locomotives of all types were seen, the latter ranging from some very ancient machines to what were then brand-new diesel locomotives and multiple units. Peter's pictures highlighted the relaxed atmosphere of this tour, one location being the scene of where, once the steam locomotive in question (a 4-4-0 tender engine) had uncoupled from the tour passenger train, it was then coupled to a rake of four-wheeled open wagons, then carrying out a series of impromptu run pasts! Elsewhere, the presentation took a look at the complex rail system serving the long-demolished Beckton Gas Works, and also the MR route in and around St Albans City, a time when steam was still very much in charge. The St Albans Branch would like to thank Bryan for a wonderfully nostalgic evening's entertainment.

## CLUB REUNION 2021 REPORT

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**Bob Stonehouse**

The Club Reunion took place at the Institute of Education on 27/11/21. After all the uncertainty of recent months it was good that the Reunion actually took place as a live meeting. The three guest speakers were **Mark Allatt** on *The P2 Project*, **Steve Armitage** on *All things Great and Eastern* followed by **Jack Boskett** with *10 Years of Saying Cheese*. All three guest speakers had given presentations at the Reunion before and were invited because the quality of their offerings was known to be excellent. We were not disappointed!

Mark Allatt began the proceedings with a slick presentation of the new build project to construct an LNER P2. Mark outlined the history of the original mid-1930s P2 series of locomotives, all of which were different in some way. They were all rebuilt in the mid-1940s as A2s. The modern locomotive continues the number series as 2007 and will be named *Prince of Wales*. This powerful machine will be capable of taking worthwhile loads over difficult routes such as Perth-Inverness and Exeter-Plymouth. Its route availability is good for much of the rail network and it will have a range of 110 miles between water stops. Much of the P2 has parts in common with 60163 *Tornado* such as the boiler. Two boilers are now on order with DB at Meiningen with expected delivery of both in the first half of 2022. Having a spare boiler will greatly reduce the time taken for a subsequent overhaul of either the A1 or the P2.

The completed P2 locomotive will be slightly modified from the original design to meet modern main line requirements, such as reduced overall height and cylinder width, with modern electrical systems and safety equipment. Much use has been made of Computer Aided Design which has greatly helped in the re-design of the leading bogie and the crank axles, which had known weaknesses in the original design. VAMPIRE software has been key to this issue. Mark also gave an intimate account of the actual engineering such as the Lentz-Franklin valve gear, modelled on that of a South African Railways Cl.15E. The underlying theme to the whole success of this project is the finding of the money. Mark outlined the schemes that have been so successful with the A1, such as the Cylinder Club and the Boiler Club. In the latter case, 300 covenanters pledge a total of £2,000 each, thus raising the huge sum of £600k. It is this level of finance that will allow this new build scheme to succeed. Overall about £4million of the required £6million has been raised so far and, at the current rate of progress, the Mikado should be ready for service sometime in 2023. When the P2 is complete, attention will pass to the new-build V4 2-6-2 tender locomotive, the last design of Sir Nigel Gresley. The company and bank account for this project have already been set up.

Steve Armitage was the second presenter. He says his grandfather had met Sir Nigel Gresley himself and that he was chorister at Wakefield Cathedral when Eric Treacy was in charge. Steve gave a wonderful show, almost entirely in monochrome, of matters pertaining mainly to the former Eastern Region area of BR with a look at the old Great Eastern Railway. Thus there were some pictures including an old GER 2-2-2 and the two beautifully presented Liverpool Street Station pilots, the N7 and the J69, recorded in about 1957. There were many shots of ER motive power and of particular note to the writer were the well-turned-out Sandringham 4-6-0s. These locomotives were extinct by 1960 but there is a new build project to create the next in the number series. The B12s were common in East Anglia but they appeared in other parts of the LNER and early BR network, illustrated by a B12 recorded entering Kittybrewster, near Aberdeen. However, the really interesting picture for the writer was one, taken in October 1959, of a K3 approaching Stowmarket from the footbridge by the level crossing. This was a favourite childhood haunt for the writer's train watching activities when he stayed with an aunt who lived literally a few yards from the crossing. The picture is readily commercially available.

Jack Boskett is a young photographer most definitely making his mark as a top quality professional. There were some stunning pictures of non-railway subjects such as Tewkesbury Abbey surrounded by flood water, a spectacular fireworks display and cheese rolling festivities in Gloucestershire. His pictures of royalty, including HRH the Prince of Wales, are, in the reviewer's opinion, the best that he has seen. A superb picture of 6201 hauling the Royal Train into Hereford was only possible because Jack had arrived for his photographic duties properly attired for the occasion. Jack had recorded the launch of the *Lumo* service from London to Edinburgh and, sadly, the scene of the recent Salisbury incident. More conventional pictures such as 7029 *Clun Castle* on the main line were of excellent quality. A superb picture of a Cl.800 unit, named after the late Sir Tom Moore, recorded as a panned shot, had made the national press with 5 minutes to spare on the deadline. The Reunion was rounded off by a video showing how a modern counterpart was made to a photograph,

dating from 1938, of a rider on a horse pacing Stanier Pacific *Princess Louise* near Tring. The details of what had to be done to set up the shot on the Gloucestershire and Warwickshire Railway were of interest, such as bringing the horse on site, talking to the driver of the locomotive and the lady rider preparing for the day. However, the final part of the video was the rider being slowly overtaken by an immaculate 35006 *Peninsular & Oriental SN Co.* on its train to the accompaniment of a perfectly timed Elgar's *Pomp and Circumstance March No. 1*. This brought the day's proceedings to a truly magnificent end. The resulting picture was, of course, superb and it was published in the November 2021 *Steam Railway* magazine.

Huge thanks must go to our three presenters who gave us a wonderful day's entertainment. That thanks includes the support given by Jeremy Harrison and Trevor Rolland. Thanks must also go to all those who attended, showing that the LCGB is alive and well!

RDS 5/12/21

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## HUGH GOULD: AN APPRECIATION

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**Cedric Spiller**

I first came across Hugh in the mid-1980s when I became the Passenger Services Officer at the BRB. Hugh was very much involved in the running of the railways in Wales, as part of Regional Railways. My initial view of Hugh was of a very 'nice' man, being extremely courteous, polite and *very* intelligent. It was not long before we found out that we had something in common; a love of music.

His life was dominated by music and railways (being a gricer in those BR days was, in some quarters, frowned upon). Hugh was an alumnus of Glasgow University where his musical talents were soon noted – more about that later. Like myself, he was selected for the BR Traffic Scheme (later the Management Training Scheme). Amongst his contemporaries were the likes of Ted (Harry) Roberts (Southern Movements Manager), Henry Sanderson, Rupert Shervington and Gerry Fiennes. Eventually he was appointed to the Shipping and Continental Division where he became, at one point, the European Sales Manager. When Sealink went, Hugh was very much involved in BR operations in the West.

Hugh's love of railways can be gleaned from his long-standing membership of many railway societies. For many years he was the President of the RCTS and was involved heavily in the Railway Study Association. His passion included the record he set himself of riding behind every A4 Pacific when travelling from London to Scotland and back.

Hugh died on 20/12/21 aged 88 years. He had been weak for some time and, shortly before his death, was taken ill in London. Sadly, his last journey home was not by his beloved railway but all 400 miles by ambulance. His funeral was on 11/1/22 in Scotland. His last days were spent in the loving care of a nursing home. It is hoped that there will be a special memorial service later on in 2022, held by his longstanding friends in the choir at Glasgow University.

From my own point of view, I shall always remember him as the 'perfect gentleman'.

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## TOWARDS TEN THOUSAND MILES

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**Mike Hudson**

Congratulations to Nick Hodges on his determination and stamina in achieving 10,000 steam hauled miles in 2004 ('A Month of Polish Steam' in *Bulletin* 10/21). This brought to mind when I first reached the same target, which was in 1961 and, of course, much more readily attained in those days.

Being resident then, as now, at Bognor Regis, deep in territory electrified before I was even born, steam was always a special rarity. I first recorded my steam haulages in 1956 whilst still at school, and hardly ever used the special EMU provided for us at 4.10PM from Chichester to Bognor. Instead, having watched the Brighton Atlantic or L 4-4-0 leave on the daily Bournemouth-Brighton train, I caught the 4.30PM Chichester to Barnham (11.10AM Plymouth to Brighton), normally with its Brighton-based 'West Country' (one of 34039/45-8), thus attaining 6 ¼ steam miles per day.

There were occasional substitutes – U1 2-6-0 31897 on 5/10/1956 for example. Later, there were run-throughs when the turntable at Salisbury was out of action, so that Exmouth Junction locomotives were gathered in as well. Then, as the 'Light Pacific' rebuild programme gained momentum, Brighton's allocation was constantly changing as the depot stayed 'flat top' until very late on.

The main event of 1956 was my annual week during the summer holidays with an Area 8 runabout ticket, which took me to Hayling Island, Portsmouth, Southampton, Eastleigh and Winchester. That is a separate tale, but was a major contribution to my 1956 part-year recorded total of 1,396 ½ steam-hauled miles. In the full year of 1957 I attained 2,061 ½ miles, in 1958, now with a London Midland Railover for a week, 3,080 ¼ miles. Leaving school in 1959, I then took a North Eastern railover for a week before starting work, and thus got in 4,583 ½ miles that year. My first full working year of 1960 produced 9,716 miles, hence I set the 10,000 steam hauled miles target for 1961. Some details of how that was in fact achieved will appear in part two of this essay.

## PRESERVATION NEWS

**Nigel Mundy**

**Didcot Railway Centre:** A gala weekend was held at Didcot Railway Centre on 23-24/10 to commemorate the sixtieth anniversary of the Great Western Society's founding in August 1961. Since the Society took over Didcot engine shed from BR in 1967, the 21 acre site has become home to the world's largest collection of artefacts relating to a single transport company. Perhaps appropriately two of the four engines in steam were respectively the oldest and newest locomotives of GWR lineage in current use. The former being 0-4-0ST 1340 (Avonside /1386/1897), which came into GWR service at the 1923 Grouping, from the Alexandra Docks Railway. It was sold out of service in 1932 and was eventually restored and returned to service in May 2021. The newest locomotive was Saint Class 2999 *Lady of Legend* which entered service in 2019 and was created by reverse engineering ex-Barry survivor 4942 *Maindy Hall*. The other two locomotives in use were GWR 2-6-2T 4144 and 'Terrier' 0-6-0T 2678 in Southern Railway livery from the Kent and East Sussex Railway.

On Saturday 23/10, 4144 began the day working the main demonstration line service with 2678 on the branch line, hauling an ex-SR milk tanker and a Churchward non-corridor brake 3<sup>rd</sup>, No. 3655. From approximately mid-day 2999 took 4144's place and likewise 1340 swapped over with 2678. Both services proved popular with visitors and ran well filled throughout. The four road engine shed is a unique feature here as it is the only such building surviving intact and unaltered from steam days in the UK. Moreover it still has the atmosphere of a running shed with light and shade filtering along its four roads, even though all its occupants were out of steam. On display on the outside roads were 6106, 6998 and 2999 being prepared for its day's duty. Later on, 4079 *Pendennis Castle* was pulled forward from the lifting shop to join the line up as was 0-6-0PT 3738, fitted with a spark arrester, and coupled to auto coach No. 190.

Elsewhere on site the workshop contained another re-creation project, 1014 *County of Glamorgan*, and ex-Barry 2-8-2T 7202.



127mm gauge 'Jinty' 47447 at Ruddington on 11/12/21.

(Photograph by NIGEL MUNDY)



4079 *Pendennis Castle*, 2678, 6998 *Burton Agnes Hall* and 4144 outside the shed at the Didcot Railway Centre on 23/10/21.

(Photograph by RON HYNES)

Both have chassis and some superstructure complete but lack their boilers, the most complex and costly item in any restoration. The gas turbine 18000 stood on one of the turntable roads, looking somewhat neglected with fading green paint. In the transfer shed broad gauge replicas *Iron Duke* and *Fire Fly* remain stored out of use, as they have been for some years. Another long term project is to rebuild Heyford station building at what is currently termed Oxford Road station on the demonstration line. Some preparatory groundwork has been done and the recovered stone and brickwork from the original building at Heyford are stacked alongside the line. However there remains a great deal of work to complete this project. (MS)

**Great Central Railway:** The “Last Hurrah” weekend (20-21/11/21) saw six steam – 6990, 46521, 48305, 73156, 92214 and ‘68067’ in use along with D8098 and a three-car DMU. Three passenger sets were in operation – also a mixed freight and a train of 16T mineral wagons. A visitor to the shed at the end of October noted many locomotives under overhaul – 7027, 30777, 34039, 45491, 48624, 63601, 70013, 78019 and RSH 7684 with 45305 now awaiting its next overhaul and, between the shed and the canal bridge, S 9370 very much in store. (NM)

**North Norfolk Railway:** Further international boiler repair work here, this time from Switzerland. The boiler of RhB G3/4 *Rhaetia*, having left Landquart on Friday 10/12, arrived at the NNR workshops at Weybourne on Tuesday 14/12 – the frames and wheels are being overhauled by the RhB in Landquart. (RA)

**Princess Royal Locomotive Trust:** It is understood that 0-4-0ST *Georgina* (NBRES/2016), which had provided a steam presence at the 508mm gauge North Bay Railway in Scarborough, has found a new home based with the Princess Royal Locomotive Trust at Swanwick Junction. Curiously it will find itself in a similar role here, providing a steam interest on a railway otherwise the preserve of pre-war Hudswell Clarke steam outline diesels! The move involves a one inch widening of gauge from 508 to 533mm which will be carried out by NBRES at Darlington.

**Shrewsbury Railway Heritage Trust:** The long-closed one-time Shropshire & Montgomeryshire Railway’s Shrewsbury Abbey station held an open day on 30/10. Originally opened by the Potteries, Shrewsbury & North Wales Railway in 1866, the line never prospered and came under the wing of Colonel H. F. Stephens in 1909 – it closed to regular passenger traffic in 1933. It was later acquired by the War Department in 1940, who duly passed the line to BR for dismantling. Track was lifted from the station area in 1970 although an adjacent oil terminal, which had opened in 1934, survived until 1988. The Abbey Station project, involving the restoration and conversion of the long-derelect station building to create a visitor centre, started in 2009 and was completed in 2012. It is currently run by volunteers and is proving popular with family and leisure groups as well as railway enthusiasts! (PS)

**GWR 4920 Dumbleton Hall:** An unconfirmed report has been received that this locomotive was noted sheeted over, southbound on the M6, and allegedly destined for Japan, presumably in connection with *Harry Potter*?

(Richard Awde, Nigel Mundy, Michael Smyth, Peter Sutton)

## MINIATURE RAILWAY NEWS

**Coleham Pumping Station, Shrewsbury:** On Sunday 28/11 a previously unrecorded 184mm Gauge Quarry Hunslet 0-4-0ST+T *Elidir* (Targett J /2018) was performing on a section of portable track. The owner said they bought it as a half built project. (DW)

**Nottingham SM&EE, Ruddington:** Saturday 11/12/21 saw a Winter steam-up with a number of visitors mainly from Derbyshire and Yorkshire. On the 184mm

ground level track 6109 *Royal Engineer* and 70008 *Black Prince* were joined by Thomas 2 0-4-2T+T 273 *Ross*, Hercules 0-4-0T+T *Henry*, Sweet William 0-4-2ST+T *Jacque ‘O’* and KS Wren 0-4-0ST 8. A further eight 127mm gauge locomotives, most of which ran on the raised track, were also present – GWR King, LMS Cl. 5, Jubilee and Jinty, LNER B1, BR 4MTT along with a Sweet Pea and Maxitrak Dixie – a pity about the weather!

On Sunday 19/12 B1 61283 and 4F 44376 were working services on the ground level track. The trains were attracting a satisfying number of passengers on this cold and very misty day, but perhaps the atmospheric effects made it worth their while! (NM)

**Wells Harbour Railway (260mm Gauge):** This line closed at the end of September 2021 and removal of the track commenced shortly after.

(Nigel Mundy, Dave Williams)

## ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

*New Location:* S6030 LATHALMOND – Railway Museum, West of Fife Munitions Railway.

*New:* NBRES/2021 *Big Dave* 0-4-0ST 610 WB *Sipat* to S6030.

*Movements:* 34010 to E7403, 34070 delete \* E0700, 80104 to E0700, AE 1772 to E2972, BP 2028 to E2972, HE 2880 to E1504, HL 3597 to E1700, P 1903 to E9300.

## SHARNBROOK

Bill Davies

As Margaret slaved away at the easel painting her latest masterpiece, I had the freedom to roam the Midland Railway’s Great Ouse river crossings of which there are approximately seven in seven miles. In the glorious sunshine of 17/11/21, together with Bentley, we wandered through the gravel extracted ponds to Sharnbrook, which is the most impressive of all seven viaducts. It was not without its problems, the first attempt failed when embankments either side started to move, thus slowly collapsing the original structure. Fortunately the goods line viaduct had just been constructed so traffic was diverted whilst the fast line structure was rebuilt into its present form. Just to the north of the viaducts was Sharnbrook Station and Goods Yard which was expanded to accommodate supplies of bombs for the American bases nearby in the Second World War and several of the older generation of footplate staff told me of seeing Great Western locos in there. I have never seen any evidence of this but they are normally correct.

As per normal most trains crossing on 17/11/21 consisted of an endless succession of Cl. 222 Meridian units, all gaining speed to pass through Bedford without stopping to gain those extra minutes to ‘improve’ the service. From a photographer’s point of view the overhead line equipment is a problem but is not too obtrusive at this location. In the first picture an Up Express in purple and silver speeds by.

Meanwhile Bentley waited patiently for his ball to be thrown before the Railhead Treatment Train arrived, squirting on the Down Slow before waiting to join the Down Fast at the junction to administer its portion to the ascent of the original route over Sharnbrook Summit. In the second picture, note the palisade fencing which doesn’t quite reach the riverside thus making it easy to circumnavigate. On the upside of the viaduct there appears to be earthworks of a much lower level embankment, on which I have no information. So whilst Bentley waited, 66121 headed a clean classmate on the Down Slow Line, proceeding at a slow pace to ensure enough gunge is spread evenly to ensure that the Sharnbrook Donkey didn’t have to shake his head denoting that the summit will not be reached, a nod says you will!!!



*Caption goes here.*

(Both photographs by NAME SURNAME) / (Photograph by NAME SURNAME)



*Caption goes here.*

(Both photographs by NAME SURNAME) / (Photograph by NAME SURNAME)



*6233 Duchess of Sutherland worked a special train from Norwich to Worcester on 2/12/21. It is depicted near Three Horse Shoes signal box, west of March on the Peterborough line.*

(Photograph by MICHAEL SMYTH)



*On 11/12/21, the Railway Touring Company organised a steam hauled day trip, 1Z22, from York to Edinburgh. 60163 Tornado was scheduled, but, having been found to have flats on its tender tyres, was replaced by 46115 Scots Guardsman. The 'Royal Scot' and its train are seen passing through Cramlington on what was a cold, dull December day.*

(Photograph by HOWARD FORSTER)



Depicted on 10/10/21, during the Bluebell Railway's 'Giants of Steam' Gala, visiting MN Pacific 35028 Clan Line is leaving Horsted Keynes with the 15.00 train from Sheffield Park to East Grinstead. The red-backed nameplates are noteworthy, as in recent times the black-backed ones are usually carried.



At the same location and on the same date, another visitor, 'Schools' class No. 30925 Cheltenham, is seen with another Sheffield Park-East Grinstead train.

(Both photographs by BOB STONEHOUSE)



To mark the recent Glasgow Climate Change summit, Avanti West Coast turned out 390121 in COP 26 Climate Change Livery, seen approaching Headstone Lane with a working from Glasgow to London Euston on 4/11/21.



DRS 68009 leads the Dagenham Dock to Garston Car Terminal Ford Motors train past Bushey station on 24/11/21. This working has previously been in the hands of a DRS class 88.

(Both photographs by CHRIS GEORGE)



Putting up a fine display passing Bushey on 14/12/21 is West Country class 34046 Braunton. Its train was an ECS working from Southall to Crewe.



Merchant Navy class Bulleid Pacific 35028 Clan Line with a British Pullman Luncheon Charter from London Victoria to Chertsey and return. The picture was taken on 2/12/21 from the Cromwell Road bridge between West Brompton and Kensington Olympia station on the West London Line, in beautiful morning light. As ever 35028 was immaculately turned out, fully justifying its title as the 'Master Machine'.

(Both photographs by CHRIS GEORGE)



On 29/10/21, just after a thunderstorm and just before a similar downpour, rainbow bedecked 66720 had charge of 69003 on a movement from EMD Longport, Stoke to Tuebrook, Liverpool, for purposes yet to be revealed. The location is Winwick Junction, where the ensemble will ascend the Vulcan bank to join the Chat Moss line at Earlestown for the remainder of their journey to Liverpool. Previous conversions from Class 56s to 69s at Longport have been taken to Eastleigh for their new liveries to be applied before being brought into use. No doubt this loco will make the trip to the south coast at some stage.

(Photograph by NEVILLE BOND)



Depicted at Lenham, Kent, on 20/8/21 is EMU 377504.

(Photograph by JOHN GREEN)



127mm gauge Sweet Pea 21 Mary at Ruddington on 11/12/21.

(Photograph by NIGEL MUNDY)

## VERY RARE WEATHER CONDITIONS ON THE SETTLE AND CARLISLE

**Michael Smyth**

On Saturday 18/12/21 there occurred a very rare set of weather conditions on the Settle and Carlisle. 60103 *Flying Scotsman* worked from Hellifield to Carlisle with a special which had come from Liverpool. Settle Junction was shrouded in thick mist with visibility reduced to around 50 yards. This mist filled the Ribble Valley until, between Horton in Ribblesdale and Selside, the train emerged into sunshine with not a cloud in the sky. Frosty air made for perfect steam effects but it was the absolute absence of even a gentle breeze which made for the rarest of conditions. Steam and smoke hung in the air directly above the train and lingered long after it had passed. These conditions continued all the way to Blea Moor tunnel. A magnificent picture, taken from a drone, of the whole train on Ribblesdale Viaduct, appeared in the next day's *Sunday Telegraph*.



*Caption goes here.*

(Both photographs by NAME SURNAME) / (Photograph by NAME SURNAME)



*Caption goes here.*

(Both photographs by NAME SURNAME) / (Photograph by NAME SURNAME)

## A WEEK IN SAALFELD, APRIL 1979

Nick Hodges

The train came to a stop and somebody called 'Aussteigen!' And get out we did into the cold of a Leipzig April morning. The greyness and the gloom were all pervading. Colour? There was none – for this was East Germany in Communist times: the Deutsche Demokratische Republik (DDR).

The rail journey from Tunbridge Wells, Kent, to Dover and the ferry to Ostend, and rail once again on to Cologne, had been tiring enough but the overnight service from West to East had not been restful either. The German – German border saw us (a friend and I) quizzed and searched by guards which seemed to take up half the night. However, we were under no illusions: this was no traditional beach holiday. When steam finished in France those of us who enjoyed Continental steam moved on to West Germany; after that we continued our hobby in the Communist East: behind the Iron Curtain – and this was to be my first visit. Saalfeld and the surrounding area was a steam lover's Mecca – especially if you enjoyed riding behind the modified 01.5 Pacifics, which proliferated.

The massive Leipzig station dwarfed us as, desperate for a drink, we stumbled along the scruffy platform. But there were no enticing cafes. We soon learnt that the DDR was always grey – there were few bright lights; neon was used sparingly if at all. And what was that smell? As for those toy-like cars outside the station splashing through dirty puddles! Well! The smell turned out to be brown coal – the smell of East Germany. The cars were Trabants. The DDR was crumbling, battered and broken. After a breakfast of tasteless bread and cheese we headed, diesel-hauled, to Saalfeld, about 86 miles to the south-west. This was to be our home for a few days, a small town in Thuringia, not far from the border with the west.

At Jena we caught our first glimpse of steam: a rebuilt, semi-streamlined 01.5 Pacific. Not long after, we arrived at Saalfeld where there were several more 01s and also 44 class 2-10-0s on freights. My spirits rose. But first we had to locate the centuries' old *Goldener Anker* Hotel and our accommodation. The building was located in the main square, which could have been pleasant but, like most of East Germany, was a dilapidated shock. However, our room, though basic, was clean. Then back to the station to do a bit of spotting. There was plenty to see and the 01.5 and 44 classes were now joined by massive 95 class 2-10-0 tanks (a class dating from 1922 and also known as Prussian T20) from Probstzella depot. We'd been led to expect this because just outside the station was a massive hoarding featuring a giant photo of half a dozen steam crews kneeling in front of several 95s. Apparently Probstzella depot had won an award for exceeding its work targets or some such. Another huge sign – commonly seen – boasted, 'It Lives – the DDR'. I wondered who needed convincing.

The 95s appeared to haul nearly all trains between Saalfeld, Probstzella and Sonneberg to the south-west, close to the heavily fortified border. These lines, we believed, were off limits to westerners. We observed 44s heading long freights out of the station under a road bridge and away up the bank towards Gera and Leipzig. The far side of the bridge saw the main line split; the left track headed also to Leipzig but via Jena. Trains also headed north from Jena to Weimar and Berlin. We watched, too, the passenger trains to Probstzella and Sonneberg coming and going. We bought tickets for a local train departing around 17.00 and enjoyed the run, which lasted around 25 minutes, to Oppurg where we explored the small settlement and confirmed what we had suspected: with every house drab and peeling, paint surely didn't exist in East Germany. Eighty minutes later we returned to Saalfeld with the 95. The *Das Loch* (German for 'The Hole') restaurant provided us with a dubious meal but we subsequently discovered that the fare offered by the *Goldener Anker* was better.

The next day saw us heading out on a train hauled by 01.0525 to Jena Sud where we alighted to catch a cross country service to Gera, which arrived in that town shortly before a train hauled by 01.0524 hurried us back to Saalfeld. Then followed a day of photography and observation around Saalfeld. The road bridge to the east of the station, that we'd noted

before, allowed unhindered views of the depot and turntable with their oily black pools glinting in the weak sun. Here were many parked locos both steam and diesel. Much enjoyment was had watching the constant comings and goings of all three classes of steam loco as well as a few diesels. I recall 01.0510 leaving on the 10.09 Berlin, via Jena. 01.0520 was moving around the depot (as was 01.0513) before leaving with a grubby set of khaki green, double-decker stock on a local for Jena. Several 44s were seen including 44.0397 heading a freight up the bank in the Gera direction. 44.0233 put in several appearances: it left travelling tender first with what looked like a train of chemicals up the Gera line; later it ran back light then departed again with an empty coaching stock working.

44.0305 was seen coming down the bank with a freight before later heading back from whence it came. One of the 95s (0004), belching filthy black smoke, was also seen on freight and one of the big 2-10-0s, 44.0231, left with a freight, apparently for Konitz. This was followed by a Russian built diesel double-heading with 01.0521 in the Gera direction with a train of vans. Two 65 class were also observed at the depot but were not in use. There was always something to be seen whether from the bridge or in the station; the water column at the end of the platform was a constant source of activity and entertainment.

The next day saw us heading out to Jena Sud (01.0524) where we changed for a train via Goschwitz (where a 65 tank was seen) to Weimar hauled by 01.0501. Here we took trains via Erfurt, where 44.0106 was observed, to Arnstadt where the depot was passed in a blur allowing only the briefest glimpse of another 65. And so to Saalfeld, completing a circular tour. Interesting though the day was, the dull April weather – a thin dribbling rain falling on still wintering fields – was depressing. Ditto the foully smoking industrial chimneys. Back at Saalfeld I stepped from the wrong side of the coach on to the ballast by mistake. This was reason enough for the ever present police to check my papers (this happened repeatedly) and give me a grilling.

Around this time I noted a through train come in from West Germany via Probstzella. How bright and cheerful the coaches were compared with the washed-out green of the DDR passenger stock. Several immigration officials detrained complete with barking dogs and ladders – the former to sniff out who knows what; the latter a necessary item enabling compartment racks to be searched for undesirable western influences.

The next day we took the morning Halle departure behind 01.0520. A change at Camburg saw us arrive, diesel-hauled, at Leipzig where we connected easily with a departure hauled by a freshly painted, super shine, 01.0529 for the 80 plus mile run back to Saalfeld. After a final morning of observation we left behind 01.0525 for Gera where a change was made en route to Bautzen – known for the STASI operated prison for political prisoners. Information received alerted us to the prospect of 52 class, Kriekslok, 2-10-0, activity to be discovered there. It was too. Saalfeld had offered us thirteen members of class 01.5, thirteen 95 class and fifteen 44 class locos. Once we'd come to terms with the country we'd had a most successful time.

I seem to recall that most, if not all, of the steam locos around Saalfeld burnt oil rather than coal; certainly the Pacifics did. However, when we returned the following year (1980), admittedly only a lightning visit, there were changes. A rumoured oil shortage had seen the introduction of several coal burning members of class 01.5 as well as two of the original 01 Pacifics: 01.2204/2118. There were still plenty of steam-hauled freights but diesels were making inroads: indeed, 119 diesels had taken over most 95 workings. Other diesel classes were seen too. Time was catching up with Saalfeld. Of note, however, was the 20.46 Saalfeld to Arnstadt passenger train which left two evenings in succession behind a 44, 2-10-0.

I last visited Saalfeld in 2017 for the IGE/LCGB *Winter Steam Express* which involved a double-headed run with two 44 class: 44.546 and 44.1486 from Gera to Lichtenfels – via Saalfeld. I was looking forward to steaming through the town once more. As we approached I felt quite nostalgic. Maybe 44.1486 felt so too for it was giving trouble and had to be removed at the station. Perhaps it felt at home there.

# OVERSEAS NEWS

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## AUSTRIA

**Achenseebahn.** All through the summer and early autumn work on track renewals continued, concluding in early October. It is reported that 5,400 metres of rails, 4,200 sleepers and 5,500 tonnes of ballast have been provided with much of the equipment being moved to site by steam worked ballast trains.

**Zell am See Narrow Gauge.** Some rebuilding was already taking place ahead of winter. One of our German members has sent photographs showing the line just days before the July storms. These can be found in this issue.

**Preservation News.** Various lines ran specials in early October mostly in fine autumn weather. On 3 October there were photo specials on the branch from Korneuburg to Ernstbrunn with diesel 2062.53 working passenger and mixed trains. Next day similar trains were operated by 52.4984. On 9 October the **Gurktalbahn** used 699.101 on a mixed train whilst not far away on the **Rosentalbahn** 2-8-2T 93.1332 worked a similar train from Weizelsdorf to Rosenbach, understood to be the first train over the line since 2016.

## BELGIUM

**Preservation News.** The CFV3V held its autumn gala on the traditional third weekend of September, this being 25/26 in 2021. Four locomotives were in steam: AD 05 (0-6-0T, Tubize 2007/1926); NE 61 (0-8-0T, SACM 8099/1952); SA 01, 0-6-0T (FB 2596/1945). Visiting from Dendermonde was *HELENA* (0-6-0T, Tubize 2069/1927). Diesel 6086 also appeared on some workings.

## CANADA

**Winnipeg.** The Railway Museum in Winnipeg is under threat of relocation. It is currently located in platforms 1 and 2 at the Via Rail station but plans for more passenger trains, including commuter trains, means that the platforms will have to return to traffic use. Further news is awaited.

## DENMARK

**Locomotive Movements.** Late September saw various locomotive movements around Denmark. Earlier DSB had announced the sale of nine Köfs to a scrapyard in Randers. These included 253 and 290 from the depot in København and 270 and 287 from Hoje Taastrup. These were staged to Odense. At the end of the steam anniversary at Odense Museum there was a train of locomotives and support carriages back to Randers, so the Köfs were attached to that train, picking up 265 at Fredericia and 280 at Aarhus. The steam locomotives in the convoy on 26 September were R 963, E 991, H 800 then the Köfs followed by C 708, S 736, D 871. Köfs 271, 285 at Fredericia were not considered roadworthy and went on low loaders.

**ME Diesel Locomotives.** During November it was confirmed by DSB that all 32 class ME diesel locomotives have been sold to Nordic Re-Finance in Sweden. Their work in Denmark finished on 11 December with the timetable change. The locomotives will head north in batches to Långsele where work will take place to make them suitable for Sweden and Norway as Railcare will fit them with ETCS. ME 1518, 1519, having been sold to Nordic Re-Finance, left for Sweden on 27 September.

**Vectron Locomotives.** On 22 October DSB Eb 3240 was displayed at the Siemens Factory in München as being the 1,000<sup>th</sup> Vectron sold. This is difficult to understand when Swiss WRSCH 475 901 was Vectron 1057 and delivered in December 2020. But we

are in the area of publicity and there are various stages where publicity can be made, such as the 1,000<sup>th</sup> ordered, built, delivered, sold, etc.

**Preservation.** In the 1960s the Aalholm Automobil Museum constructed a replica of "ODIN" using as a base 700mm 0-6-0T Henschel 10842/1912. This was previously with the Danish Sugar Industry. The museum closed in 2008 with the loco stored until sold privately in 2013. Well, it has now turned up at Hedehusene with very little having been done to the loco in the last ten years.

## ECUADOR

**News.** Ross Middleton reporting.

Ecuador plans to launch a tender in the second half of 2022 to restore its rail network, which is estimated to require an investment of at least US\$2.5bn. The work will be carried out through a concession or PPP and will involve both freight and passenger services. The rail system has 966km of lines. In March 2020, operations stopped amid the COVID-19 pandemic and in May the government decided to liquidate the public rail company, which between 2012 and September 2020 recorded losses of US\$144mn.

## FINLAND

**Electrification.** In November 2021 work started on electrifying the line from Hyvinkää to Karjaa and Hanko. The first section to be done will be Karjaa to Hanko to be followed by the route on to Hyvinkää. The 165 km line is mostly single track so completion is envisaged in 2024.

## FRANCE

**Akiem.** This leasing arm of SNCF has announced it is to build a new locomotive maintenance depot at Ostricourt, just north of Douai in northern France. Work is expected to start in 2022 and be completed by spring of 2023. It is expected that the mid-life overhauls of up to 150 locomotives will be done here over a five year period. The centre will look after locomotives being used in France, Belgium and Luxembourg.

**Steam.** 140C27 has been under repairs/overhaul at Anduze for some time but the work has been completed so that on 5 October 2021 it was taken by road to Alés. A few days later it steamed away light engine to its new home at Nîmes. In 2022 it is expected to work several trips on the Ligne des Cévennes. It is also lined up to deputise for 241P30 at Le Creusot whilst that remains out of service.

## GERMANY

**Agilis** won the contract for Nürnberg – Regensburg – Passau service in 2021. Now it has announced that it is to order 23 4-car Siemens Mireo EMUs for the route. It takes over the service in December 2024 for 24 years which is just about the life of a train these days.

**Berlin – Niederbarnimer Eisenbahn.** Having had its operating contract renewed, the company has now ordered 31 Mireo Plus B 2-car battery EMUs from Siemens. The battery range is quoted as 90 km but many of the routes concerned start from electrified stations (e.g. Berlin Lichtenberg) allowing batteries to be charged whilst en route. Elsewhere regenerative braking also allows batteries to be topped up. It is not clear whether any charging installations will be provided away from the electrified lines at branch line terminals, etc.

**DB Netz** 182 536 has been repainted at Cottbus Works into yellow livery. It appears to have replaced 120 502 on test trains.

**DB Regio** has retained the contract to work route RE30 Frankfurt/Main to Kassel. It has now ordered 17 Coradia Stream HC EMUs from Alstom which will replace the locos and double-deck sets currently used. There will be a mixture of 4-car and 5-car sets. These new EMUs have double-deck driving cars and single deck intermediate



Denmark. DSB Class ME 1511 diesel stands in København H. station and looks in a sorry state on 6/12/21. It was withdrawn a few days later.



Denmark. The replacement locos for the ME diesels are Vectron electric locomotives with EB 3240 telling the world it is Vectron Nr 1000. Seen in København H. station on 6/12/21.

(Both photographs by OVE TOVAS)

cars. DB Regio has also won other contracts based on Nürnberg and München. For the former 26 Desiro HC EMUs (18 4-car and eight 6-car) will start entering service in time to take over, in December 2023, routes from Nürnberg to Würzburg, Saalfeld, Coburg / Sonneberg. The 6-car sets are intended for the route to Erfurt. In December 2024 the new arrangements for the Donau-Isar region will commence. For this area 25 Desiro HC and six Mireo EMUs have been ordered. The Mireo units are intended for the new RE22 München Airport – Landshut – Regensburg airport express service.

**DB Regio** has also won the contract for local trains in Rheinland Pfalz with Kaiserslautern being the central point. The service has been won by reducing diesel traction and ordering new Stadler Battery Electric hybrid Flirts. To ensure good availability certain stations will have short stretches of catenary allowing the batteries to be recharged (e.g. Pirmasens Nord, Laudau). 44 new units will be provided to start entering service from December 2025. The range on battery operation is understood to be at least 80 km but Stadler reports test runs up to 185 km. It is stated that the longest section between the wires is 48 km. On electrified lines the units operate as straight EMUs and can also recharge the batteries.

**Hannover S-Bahn.** DB lost the contract for the S-Bahn to Transdev. The winter timetable saw the new company starting to operate its first services on S3, S6 and S7, the so-called Ost Netz. 64 new Flirt 3 XL EMUs are being provided (3427 029-092) with the first 15 going into use on the Ost Netz. Displaced DB class 424s are expected to transfer to München. Transdev is expected to take over the remaining routes in June.

**München S-Bahn.** It was recently announced that all the class 423s at München had been refurbished. The work was carried out at two DB workshops in Nürnberg and Hagen. The former is an EMU overhaul base but Hagen? This had to be investigated and it has come to light that the old goods shed (loading / unloading shed) on the east side of the main line more or less opposite the old Eckesey Shed is the place concerned. It turns out it is now in fact an annexe of Krefeld Oppum works. It is thought this change of use must have been about five years ago when stored stock was removed to Mukran.

**RWS Railway Service GmbH, Wustermark.** A new three road depot has been built just to the west of the old roundhouse. From photos it appears to have some contract work with Stadler as one of the Austrian former Westbahn units is pictured there. The tracks do not appear to be electrified so perhaps HVLE diesels have to shunt the depot?

**Scrap Locomotives.** On 16 November MEG 159 217 (Euro Dual) hauled a train of scrap locomotives from Leipzig Engelsdorf to Opladen. There were 10 cl. 120s and 101 092. The last loco is in fact the youngest member of its class, being a replacement for the original locomotive which crashed in Brühl near Köln. It is thought that many 101s will be made spare with the new timetable so Fernverkehr is making room for new arrivals at Engelsdorf.

**Preservation.** It has been confirmed that DB Museum has obtained 605 016. The unit was hauled away from storage at Mukran by 111 001 and 115 114 on 22 October, arriving at Koblenz Lützel the next day. The unit is mis-formed, being comprised of 605 016, 605 101, 605 216, 605 516. DB Museum has also obtained 143 119 from the dumped at Niederau. It was hauled away from there by 115 114 on 12 October to Leipzig Engelsdorf where two former S-Bahn loco hauled carriages were attached. Last overhauled in 2013, the 143's claim to fame appears to be it was the first of the class to receive the 'Verkehrsrot' livery.

**01 1102.** This is the streamlined one that has been trapped in Ceske Velenice works (CZ) for eight years. It went there for overhaul but shortly after arriving the works went bankrupt. There followed many years of proving ownership, etc but in November 2021 it seems to have been settled when it and its Pullman cars were released, all being hauled away to the German border at Decin. All sorts of rumours were circulating but it seems likely that the loco will go to MALOWA at Klostermansfeld and the carriages will go to Halberstadt works for overhaul.

**50 3606.** This loco belongs to Magdeburger Eisenbahnfreunde but it has been stuck at Stassfurt for some time. On 13 November 2021 it was hauled away to Schweinfurt and next day continued to Crailsheim which will be its new home, the locomotive having been sold. **109 028**, at Weimar Museum, has been externally restored as DR 211 028 in the blue livery of the old Leipzig S-Bahn.

**Visit Report.** Rod Pierce reporting on a visit to the Berlin area, 15-19 November 2021.

**General:** Travelling to and from Germany, it soon became clear that one needs to have proof of full vaccination with a smartphone and internet access, because countries including the UK expect completion of a 'personal location form' (PLF) before arrival which must be submitted to the relevant border control service no earlier than 48 hours before travelling. The airlines won't allow boarding without showing it. Although paper copies of the forms can be printed out and carried, the information must have been sent electronically before travel. In addition, before return to the UK, a 'day 2 Lateral Flow test kit' must have been purchased (the free NHS ones are not allowed), each with a unique code which must be quoted on the PLF form, and subsequently used to demonstrate one's covid-19 status by day 2 following return to the UK.

In the aircraft, in hotel public areas and on all public transport it was necessary to wear a medical-grade face mask. A man in front of me in the queue for the aircraft was refused access to the flight because his mask was a home-made one and he was told to go and buy a medical grade mask before he could travel.

Moreover, it was found to be necessary to carry evidence of full vaccination upon arrival at hotels, otherwise entry to the breakfast room isn't permitted, and likewise all restaurants required to see the 'vaccination passport' from the UK before admittance. On the one occasion I had forgotten mine I was not allowed into any eating establishment on Berlin Hbf. and had to be content with a takeaway!



*Germany. The new order on the Berlin S-Bahn. Depicted on 18/11/21, 484 010 is seen in use on S47 at Johannestahl. See the Overseas News in this Bulletin for more information.*

(Photograph by ROD PIERCE)

On the railways, several changes were seen since my last visit some three years ago: The 20 Class 147.1 locos and double-deck stock based at **Lichtenberg** were now seen on most of the airport shuttle services from Brandenburg airport, as well as other RB services through the city, some 14 of the class being noted plus others not identified in the depot. Three were used on the shuttles to and from the Hbf low level via Ostkreuz, part of the 'Ringbahn' and Gesundbrunnen, while others were seen on services to Brandenburg, etc via the high level platforms of the Hbf.

Several ex-Austrian Westbahn units of type 4110 were seen on IC trains through the low level platforms.

Alstom hybrid locos were more in evidence, with Talgo owned 1 002 021 towing another loco passing Gesundbrunnen, and two further examples, 1 002 038 'Hansestadt Stendal' and 1 002 039 'Weibstadt', were seen shunting ICE units at Rummelsburg.

The 412 series of ICE units was also much in evidence, both the longer 90xx unit series and a few of the 'short' 92xx series. Additionally some in the 94xx were also noted.

On the **S-Bahn**, the older units of 480 and 485 were still much in evidence, the 480's on the Ringbahn, and both types on many of the services to the south-west, based at Grunau. Conversely, few of the new 483 and 484 units were in service, being confined to the short S47 service between Hermannstrasse and Spindlersfeld (where three matched six-car pairs of 483/484 001, 002 and 005 were working), and one 8-car set comprising 484 010/484 011 which shuttled between Brandenburg airport and Ostkreuz only. A two-car set, 483 004 in an unusual 'spotted' white and black paint scheme, was seen on several occasions and seemed to be in use for crew training. (It is to be hoped that when they are in full service, their destination indicators inside show the correct location – on 484 011, when heading to Brandenburg airport, it indicated we were travelling in the opposite direction, next stop Baumschulenweg!)

On two short visits to the old station at Schönefeld on the 'Sud-ring', now named Flughafen Brandenburg Terminal 5, no through freights were seen and the station seemed very much abandoned, despite a much better S-Bahn service than previously with trains every 10 minutes in each direction.

**16 November.** A day trip using the Berlin/Brandenburg card initially to **Cottbus** found 'class 77s' 77012 now owned by MEG and '266 442', which appeared to still be in DB colours, in the works yard together with two ex-works 294s in DB livery numbered 1094 001 and 1094 002 (are these 'hybrids' as their EVN numbers might suggest?) (*Yes, prototypes with Toshiba input – Ed.*) and several other DB and ex-DR types including 714 009 & 014. Private locos included HVLE V60.1 (346 823), Press 346 019 (3345 212) and SGL V300.18 (232 446). Kof 310 882 remains plinthed at the main gate.

Passing Finsterwald en route to Falkenberg (Elster) a small preservation set-up had V.68 (ex-HTB, 3345 206), 1293 515 (believed to be the prototype Alstom ex-202 conversion, wks nr 70110) and two 'Ferkel-taxis'. Nearby, Czech multi-voltage 372 010 was seen on a car train, also noted later at Falkenberg.

Arriving at **Falkenberg** the sadly closed preservation set-up owned by Bernd Falz in the roundhouse was passed to the east of the town, with at least one class 52 visible, and near the main station, the local eisenbahn club has 52 5679 plinthed. This 'crossroads' of routes had two stabled EVB Logistik 140s (759 and 848) and a steady stream of loco-hauled freights passing, both private and DB, including Stadler Eurodual 159 202 (in F=MA livery, numbered 20.02), 152 059, PRESS 145 023 (145 083), Railpool 186 300 and ELL 193 735.

## INDIA

**News.** Ross Middleton reporting.

This year Indian Railways is expected to commence operations on the third rake of the semi-high-speed Vande Bharat Express train. Two semi-high-speed Vande Bharat trains are currently operating in the country, with one from New Delhi to Varanasi and the

other from New Delhi to Katra. The trains' coaches have been produced at Chennai's Integral Coach Factory, Kapurthala's Rail Coach Factory, and Rae Bareilly's Modern Coach Factory. Nearly 102 trains are anticipated to commence operations by 2024. A senior official of Integral Coach Factory (ICF) reported that, at present, six bodies of Vande Bharat Express trains are ready and work on their propulsion system is in progress. The official added that the third rake, which will include additional technical features, is scheduled to be launched by the end of March 2022. After manufacturing, the Railway Board will receive the new rakes from the ICF and plan out their operational routes. By August next year, Indian Railways aims to launch at least ten new Vande Bharat trains that will link 40 Indian cities.

#### ITALY

**Steam news.** To celebrate 150 years of the Fortezza to San Candido line, Fondazione FS provided two steam locos and a train of *Centoporte* carriages. 740.409, 740.296 double headed the train. It is not clear whether the locos were turned at San Candido using the 'star'.

#### LAOS

**News.** Ross Middleton reporting. The new Chinese built railway from Vientiane to the Chinese border officially opened on 3 December 2021. A limited public passenger service started the following day. This consists of one train a day departing Vientiane to the last station in Laos, returning at Midday. The other service departs Vientiane at 15:44 for Luang Prabang and returns at 18:16. The border with China is currently closed. The station in Vientiane is several miles to the north of the Thai metre gauge station and whilst the new railways are connected this is used for freight only. Meanwhile the Thai metre gauge railway is also being extended by around 10 miles to a new station much closer to the centre of Vientiane.

#### LUXEMBOURG

**Preservation News.** Train 1900 at Fond de Gras held an autumn Gala on 3 October. The title for the day was Diesel Classics. Three diesel railcars, Z 105 (De Dietrich 1949), Z 151 (Uerdingen 1951) and Z 208/218 (Westwaggon 1956), were on show as well as locos 804 (AFB 1954), 856 (B&L 1956), 1604 (AFB 1955) and 1806 (BN 1963). Monocabine electric loco 3608 (MTE 1958) was also displayed. Being Train1900 a vintage steam loco had to be in steam, so 0-4-0VBT 503 (Cockerill 2952/1920) was provided for this duty.

#### NETHERLANDS

**Preservation News.** SHM (Stoomtram Hoorn – Medemblik) held a festival 21, 21, 23, 26 October with four of their classic locomotives in use on different train formations. The locos were Haagsche Tramweg Maats 8 (0-4-0Tm B&R 227/1904), Gooische TM 18 (0-4-0Tm Henschel 18776/1921), Limburgsche TM 0-4-0T (Hanomag 9857/1922) and NS 7742 (0-6-0T, BMAG 5249/1914). There was some double heading.

#### NEW ZEALAND

**News.** Ross Middleton reporting. The Te Huia commuter train between Auckland and Hamilton has not run since August because of Covid. It was expected to resume on 24 January when an off peak service was scheduled to start, leaving Auckland in the morning and returning in the afternoon. All trains will run through to the Strand station from where the Northern Explorer also operates. This is handy to the city centre. Initially the train will operate in top and tail mode but in June it is expected that equipment will be installed to allow push pull working. Hence only one peak service will run until then. Also in June it is hoped to be able to provide a stop at Puhinui where the Airport shuttle buses will provide access to and from the airport.



*Austria. Member Elnar Pfannerstill took this photo on 15/7/21 just before the awful floods destroyed a large part of the rail and this station was later encircled by a landslide. Former JZ 760mm gauge 2-6-2 73-019 (Bp 3287/1913) has just arrived at Krimml with the tourist train from Zell am See.*



*Austria. Most trains on the Pinzgauer Lokalbahn are diesel push-pull trains. B-B diesel Vs81 (Gmeinder /2007) is seen approaching Krimml on 15/7/21. The line here is not expected to reopen until later in 2022.*

(Both photographs by ELMAR PFANNERSTILL)

In September 2022 all of the diesel shuttle trains between Papakura and Pukekohe will be withdrawn and the service will not be reinstated until the railway has been electrified. Not only will this enable Auckland regional transport to avoid a costly overhaul of the ex-Perth DMUs used, the work to build and rebuild four stations as well as the electrification works mean that much of the time only one track will be available, creating a capacity issue. This again raises doubts about any further expansion of the Te Huia service.

## POLAND

**Visit Report.** Rod Pierce made a day trip from Berlin.

**17 November 2021.** A day excursion across to Rzepin on the Berlin-Warsaw express each way found no particular border checks, just railway staff examining tickets. I had armed myself with PLF forms just in case, but they were not needed in either direction. **Rzepin** had a good mix of private and PKP locos awaiting work, including 111Ed 018, 311D 03, three S200s, each in a different livery, along with more usual types such as TEM2, M62, SM42, ST48, ET22, EP08, EU46 and several units of different types. Of these, M62 3536 was in PKP cargo livery. I was unaware that PKP had re-purchased one of its 'old' ST44s as I understand this to have been ex-ST44-952 which was sold off many years ago. It's even more unclear why it hasn't been renumbered back into an ST44 series.

I was due to catch the IC 'Barbakan' train north to Kostrzyn but it was clearly delayed and I was able to board the following IC 'Chelmonski' despite having a reservation for the other train. At **Kostrzyn** I wanted to see the plinthed 2-8-2 Pt47-121 which I found somewhat uncared for, plinthed in the yard of an auto repair shop some 1 km from the station. It isn't obvious who owns it, probably not the auto garage, and it does not look as though it is owned by the town, due to its strange location. On returning to the station later, 'my' booked Barbakan service arrived, running some 90 minutes late. My return was on another IC 'Wyczolkowski' service. All three IC services were seen hauled by EP07 10xx locos. In contrast to the poor condition of the Pt47 at Kostrzyn, the plinthed 2-10-0 Ty51-37 at Rzepin looks splendid and is clearly well looked after.

## PORTUGAL

**Electrification.** 2 November 2021 was the official start date for the beginning of electrification works between Faro and Vila Real de Santo Antonio (56 km). A second contract will cover Tunes – Lagos.

**Medway.** This private freight train operator is expanding in Portugal and Spain. It has recently ordered 16 Euro 6000 locos from Stadler Valencia. The first locos to arrive will allow five former CP class 5600s to be returned when the lease expires at the end of 2023. The Euro 6000 locomotives are rated at 6,170 kW (8,274 horsepower!).

## SLOVENIA

**New Trains.** Since early 2020 Slovenia has been receiving new DMUs and EMUs from Stadler. The first to arrive were Class 610 FLIRT 3 car DMUs followed by the first Class 510 FLIRT 4-car EMU and in 2021 Class 313 KISS 3-car EMUs started to arrive.

## SPAIN

**Preservation.** **Renfe 316 003**, under restoration at Lleida for the best part of 17 years, is now restored to use and now owned by ALSA, a Spanish rail tour and charter organisation. Restored as 1603, it is one of the Alco World Series that started off main line dieselisation in Spain in 1955. Two other ALCO locos of the DL 500T series are also owned by ALSA, these being 321 048, 050.

## SWEDEN

**Nordic Re-Finance.** This leasing company acquired former SBB Cargo International 482 036/40/42-45 which were then handed over to Railcare and subsequently leased to Kaunis Iron. ETCS is being installed and the blue Swiss livery is being changed to black.

## USA

**Union Pacific.** On 20 October 2021 UP withdrew 140 locos of the SD9043AC type. Over 300 were built for UP from 1995 but there soon problems with the locomotives and many were stored. Some were sold to other companies with about 140 going to Canadian Pacific and Norfolk Southern, who had them rebuilt. It could well be that the class is now extinct on UP.

**Preservation.** **Nevada Northern** is well known for its steam specials and its preserved depot. A group there has been interested for some time in acquiring some of the original diesels that operated there. Well, this is slowly being realised. In early November 2021 Alco HH660 (once Northern Pacific 125) was taken by road from the Port of Longview (WA) to Snoqualmie (WA) and swapped for Kennecott Copper RSD4 201, which was taken to Nevada.

**Active Steam.** *Trains Newswire* has done a census revealing that there are 153 active steam locomotives expected to see service in 2022. The states with the largest number of locomotives are: California 19; Colorado 16; Pennsylvania 13. Oregon has 8 whilst Michigan, Nevada, New Mexico, Ohio each have 7. Other states have fewer locomotives but Alabama, Arkansas, Kentucky, Louisiana, Mississippi, Montana, North Dakota, Oklahoma, South Carolina, Vermont do not have any at all. The criteria is two foot gauge and wider.

*(Railcolornews, Railvolution, Jernbanen, Voie Etroite, Echo du Rail, R. Middleton (4), R. Pierce (2), Eisenbahn Revue International, LOK-Report, Trains Newswire)*

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The opinions expressed in this Bulletin are those of the Editor and his contributors.

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*A beautiful half scale model of Metropolitan Railway No.1 with two carriages has been sited on Oakfield Corner, Amersham, a short distance from the railway station. It was designed and built by two of the leaders of the 1st Chesham Bois Scout Group, who are master carpenters, under the auspices of Amersham Town Council. It commemorates the arrival of the Metropolitan Railway in the town and the opening up of the area with new housing and job opportunities promoted as "Metroland." It sits on rails donated by one of the preserved railways and is protected by a low roped fence with tastefully planted shrubs. Picture taken on the opening day, 10/11/21.*

(Both photographs by CHRIS GEORGE)