

# BULLETIN

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Towards 10,000 Miles PT3 • My First LCGB Experiences  
Looking Back At A Railway Line That Never Was  
*and much more ...*

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

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## **BRANCH OFFICIALS AND MEETING PLACES**

### **BEDFORD**

**Meetings at:** St. John's Church Hall, St. John's Street, Bedford, at 19.30.

**Secretary:** G. D. Biggs, 100 Richmond Hill, Luton, Bedfordshire LU2 7JQ. E-mail: biggsoluton@hotmail.com

### **BRIGHTON**

**Meetings at:** Brighton Model Railway Club Room, BR London Road Station, Shaftesbury Place, at 19.30.

**Secretary:** N. Kelly, 4 Kingston Close, Kingston Buci, Shoreham-by-Sea BN43 6LP.

### **DORKING**

**Meetings at:** The Friends Meeting House, Butter Hill, South Street, Dorking RH4 2LE, at 19.30.

**Secretary:** M. Kempself, 18 Carlton Green, Redhill, Surrey RH1 2DA. Email: lcgbdorking@outlook.com

### **CENTRAL LONDON**

**Meetings at:** Keen House, Calshot Street, London N1, at 18.30.\* (Ring lower doorbell to gain admission.)

**Fixtures Officer:** R. C. Mearman, 46 Anlaby Road, Teddington, Middlesex TW11 0PP.

### **NORTH LONDON**

**Meetings at:** The Parish Room, St Michael's Church, Bounds Green Road, London N22 8HE.

**Contact Details:** A.J.Stratford, 15 Booths Close, Welham Green, North Mymms AL9 7NW.

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### **NORTH WEST**

**Meetings at:** The Pied Bull, 54 High Street, Newton-le-Willows, Merseyside WA12 9SH, at 19.30.

**Secretary:** N. Bond, 3 Sheri Drive, Newton-le-Willows, Merseyside WA12 8PT. E-mail: lcgbnw@blueyonder.co.uk

### **ST. ALBANS**

**Meetings at:** Greenwood United Reformed Church, Watford Road, St Albans AL2 3HG, at 19.30.

**Secretary:** J. I. Green, 'Dhobi Lodge', Cottonmill Lane, Sopwell, St. Albans, Hertfordshire AL1 2HE.

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(\* Library facility available.)

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## CLUB NOTICEBOARD

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**Club AGM:** This is scheduled to be a 'live' meeting (not Zoom) which will be held at Keen House on Saturday 23/4/22. It is intended to take place following the Branch Officers' Meeting. Full details are contained in the form of a flyer which appears in this magazine.

**Fuller Obituary: John Hayward:** *Chris Lewis writes:* It was with sadness I was told of the death of John Hayward. I received an email from his daughters on 2/2/22 saying they were very sad to have to tell us that their wonderful dad, John, passed away peacefully at home that afternoon. They were at his side, holding his hand and he was not in any pain. I only knew John recently when he joined my three tours to India. I found him a lovely man and very supportive. I last met him at Christmas a few weeks ago and he was the same John I remembered despite him knowing for two years that he was terminally ill. Some of the others on those India trips sent me glowing tributes to John, even from India and Australia, which I have passed to his daughters. One pointed out he was fun to chat with, very polite and easy to get on with, and was always up for sniffing out a good "brew pub" with me, Adrian, Amit, Brian and others in India. I attended his funeral on 9/2/22 using a livestream link and realised by the numbers there, and the numbers watching via this link, that John was loved and respected by many. Jennifer and I shall miss his emails and his cheery company. *(Trevor Rolland writes:* John Hayward was 85 and was an LCGB member for many years (membership number 1821). He lived at Burgess Hill, West Sussex.)

**John Hayward: 21/11/1936-2/2/2022** *Charles Firminger writes:* John Hayward, a member of the Club for more than fifty years, died after a serious illness on 2/2/22. During his early years, John was moved around the country as a result of the Second World War and its aftermath causing several family moves. John joined the railway in 1953, and I first met him during the period 1962-66 when I was based at Essex House, Croydon. Like so many railwaymen, John held several positions during his career, some of which he enjoyed and others which he did not! Like so many of us, John took early retirement in March 1993, when an excellent offer was made to eligible staff (including myself!) and the railway lost a great deal of valuable experience prior to privatisation. John's railway and tramway interests took him to North America on many occasions, providing a number of interesting articles for the *Bulletin*. John had been involved with the Club's Brighton Branch for some years and recently contributed an article on the Corcovado Rack Railway (in Rio de Janeiro), which appeared in *Bulletin* 1/22. John's funeral took place at Burgess Hill on 9/2 where the congregation of 137 people included a good number of Club officers and members. The Club's sympathies are extended to John's family on their sad loss.

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Front Cover: *The highly unusual sight of back to back HST power cars was seen on the Watford Junction to St. Albans branch line over two days on the 8-9/2/22. Colas liveried 43251 and 43257 ran an early morning and late afternoon driver training run between London Euston and St. Albans via Watford Junction. Several runs between Watford and St. Albans were also made during the two days. This was a prelude to full 'Abbey Flyer' services resuming on the branch. The two power cars are seen passing Bricket Wood on 9/2/22 with a run from Watford to St. Albans. Bricket Wood Station has the distinction of retaining the only original station building on the single but electrified line. It originally had a passing loop and this has been the subject of much talk as to its reinstatement. It would certainly greatly improve services, as the branch is run at the moment on a 'one engine in steam' basis.*

(Photograph by CHRIS GEORGE)



*John Hayward is seen in this picture of the LCGB Indian group of 2019 posing in front of the restored Garratt at Kharagpur, steamed especially for us. The date was 28/1/19.*

(Photograph by CHRIS LEWIS)



*John Hayward.*

(Photograph courtesy of MR HAYWARD'S FAMILY)

**Fuller Obituary: John Toy:** *Charles Firminger writes:* John Toy, a long-standing member of the Club, died on 28/1/22. John was a railwayman during his working life, although our paths did not cross professionally. My main contact with John was at the weekend gatherings organised by the late Bob Bridger at Brighton and Winchester during the 1970s and 1980s, when John always produced interesting contributions. He married Aurelia during the 1970s and she would always accompany John to these events (Bob Bridger was best man at their wedding). The Club's sympathy is extended to Aurelia on her sad loss. The Club was well represented at John's funeral at Berton Crematorium, Bedfordshire, on 16/2/22.

**St Albans Branch:** Due to the lack of a permanent meeting location, a further Zoom presentation has been arranged for Thursday 14/4/22, when a talk on the infamous Tay Bridge Disaster will be presented. The speaker will be Dr Rudi Newman.

**Press Day:** Press Day for *Bulletin* 5/22 will be Tuesday 5/4/22 and distribution day for the same edition will be Wednesday 4/5/22. Press Day for *Bulletin* 6/22 will be Tuesday 10/5/22.

## BRANCH FIXTURES

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### Murray Eckett

**Bedford:** 5/4/22: *Decades of Railway Photography*. Speaker: Phil Wood

**Bedford:** 3/5/22: *Over the Hills & Far Away Part 2: Llandoverly to Swansea*. Speaker: Chris Jones

**Central London:** 22/4/22: *From Brora to Bo'ness: A Decade of Scottish Railway Progress*. Speaker: Keith Jones

**Central London:** 20/5/22: *The Great Eastern Railway: Rarely other than Idiosyncratic*. Speaker: Ray Schofield

**Dorking:** 13/4/22: *More Photographs from the Peter Bland Collection*. Speaker: Bryan Cross

**Dorking:** 11/5/22: *Colonel Stephens and his Railways*. Speaker: Doug Lindsay

**North London:** 12/4/22: *40 Years of High-Speed Rail in France*. Speaker: Michael Bunn

**North London:** 10/5/22: *Scotland Part 3*. Speaker: Ray Schofield

**St Albans:** 14/4/22: *The Bridge is Down! (The Tay Bridge Disaster)*. Speaker: Dr Rudi Newman

**St Albans:** 12/5/22: *Branch Annual General Meeting*

## BRANCH REPORTS

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### Murray Eckett

**Bedford:** On 1/3 Jim Connor presented his exploration of the line between North Woolwich and Palace Gates from his home in Colchester. Although the line opened to North Woolwich in 1847, some of the intermediate stations came later and some were re-sited during their lives. Others, such as Tidal Basin, were closed due to depopulation and several were damaged during World War 2 by enemy action. Among the major sources of traffic, apart from the Royal Albert Docks at Gallions, were Silver's rubber factory at Silvertown, named after it, and the sizeable gasworks at Beckton which had its own internal rail system. Jim showed illustrations of the majority of the stations on the line. They were far from uniform and appeared to receive more than their fair share of fire damage. The main building at Cannell Road was in the style of a Swiss chalet with that at Silvertown still gas lit. In later years Stratford High Street station surrendered its platform canopies to two stations on the Southbury loop. Some of the line's traffic was also illustrated. Motive power in steam days was mostly 0-6-2Ts of Class N7 but in later years L1 2-6-4Ts appeared, to the dismay of some crews. The service between Stratford

and Palace Gates closed in 1963 and that between Stratford and North Woolwich in 2006, the latter being partly incorporated into the Docklands Light Railway. The Branch commends Jim on presenting such a complex history with clarity.

**Central London:** *Charles Firminger writes:* The meeting on 18/2 coincided with the arrival of Storm Eunice; as a result of the inevitable disruption to public transport, neither the booked speaker nor the Branch Chairman got to the meeting. The scheduled talk will be rearranged for a later date. On arrival I found the Club Librarian, Robert Barker, in attendance, and we agreed to show a selection of the many colour slides currently in situ at Keen House. In addition to Robert and I, five other members attended and a reasonable evening's entertainment followed, with those present doing a good job identifying most of the locations depicted. Scenes included the Severn Valley Railway, steam out of Marylebone and on the 'Met', together with industrial locomotives in Scotland and the North-East of England. A number of former heritage railway sites such as Ashchurch were included, together with scenes of Sittingbourne and the Festiniog Railway (FR), amongst others. Hugh Smith, the Model Railway Club steward, also assisted with the commentary, particularly in respect of the FR slides. All of the slides shown were taken by the late Jim Simpson over 40 years ago, showing how much domestic preservation has evolved.

**Dorking:** On 9/2 local member David Heal gave a memorable video presentation on *Steam in Germany*. This began with some distinctly novel content for the LCGB, namely an introduction to the stately world of Dresden's paddle steamers. As a regular visitor since 1977, David showed us the world's largest paddle steamer fleet, based on the River Elbe at Dresden. All nine current vessels were built in the local shipyard and have been magnificently re-fitted to provide an intensive service on a beautiful stretch of river deep in the European heartland, through 'Saxon Switzerland' to Bad Schandau and to the border with the Czech Republic. Another service runs downstream from Dresden. David's videos showed these stately ladies with their spotless machinery gliding serenely past local landmarks, emitting almost no exhaust except when sounding the occasional decorous whistle. In contrast, the locomotives on the metre gauge Harz system had a sharp bark and produced large quantities of atmospheric smoke and steam, emphasised by the below-freezing conditions of this *Harz in the Snow* segment. The comment was made that they were more smoke trains than steam trains. The *Harzer Schmalspur Bahnen* operates 86 route miles of track, much of which is steeply graded and picturesque.

David had copious run past sequences and some onboard footage, all demonstrating the visual and vocal power of the enormous 2-10-2 tank engines to be found and occasionally the 0-4-4-0 Mallets. Judging from the scenes shown, the drivers are happy to run their engines fast and furiously to show off the thunderous exhaust sounds – which all made for excellent viewing without any risk of frostbite. Further fireworks were provided by David's video record of the 2014 *Dampfspektakel* excursions around the Rheinland-Pfalz area. This five day steam-fest saw regular steam specials across the region, and David's photography was centred on the action at Neustadt. We were treated to numerous 2-10-0 *Kriegsloks* and Pacifics playing to the gallery with explosive departures on short trains. The combination of coal- and oil-fired engines and even some heritage diesels showcased both Germany's preservation achievements and a willingness to share the excitement of steam running with the public across a wide area – an example of which other administrations might well take note. David was thanked by his appreciative audience for a thoroughly entertaining evening.

**St Albans Branch:** On 10/2/22 Michael Bunn paid a return visit to the Branch, the subject of his Zoom presentation being French narrow-gauge railways. Using many illustrations, both from his own camera and from other sources, Mr Bunn gave an overview of the history of the narrow-gauge railway network in France. By 1870 the French standard gauge system had been completed and attention turned to filling in some of the 'gaps' by building a series of secondary routes both standard and narrow gauge.

The story of these lines was, in many cases, similar to that of such lines in Britain – initially successful to start with, but gradually overtaken by competition from the internal combustion engine. Closure followed in many cases. However, a thriving narrow gauge heritage railway scene has developed, one of the best known to domestic railway enthusiasts being the Chemin de Fer de la Baie de Somme Railway, a metre-gauge line in Northern France. The St Albans Branch would like to thank Mr Bunn for another high-quality presentation.



*The old, closed station at Beckton Gas Works, taken on 26/4/1952. Exchange/holding sidings on right. The station was built to enable workmen's trains to connect with the GER's North Woolwich branch at Custom House. It was sited south of Winsor Terrace, just east of the company houses. The single platform is seen facing south. This station formed part of Jim Connor's talk to the Bedford Branch on 1/3.*

*The station was reported to have opened for passenger use on 17/3/1873. On 18/3/1874 the line was leased to the GER who became responsible for all goods and passenger operations. The station remained in use until 7/9/1940, this being the first day of the London blitz when the area was heavily bombed. Goods trains continued to use the line. At one time there were seven passenger trains each way. But the timetable in 1938, Mon – Fri, showed trains arriving from Stratford at 5.25am, 7.01am, 1.25pm and 9.22pm. Returns from Beckton were at 6.20am, 2.08pm, 5.17pm and 10.15pm. On Saturdays only there was an additional 12.20pm. On Sundays, there was one train each way, arriving 5.38am and departing at 6.27am. Single journey time 20 mins Stratford – Beckton. [Ref Gas Light & Steam, Malcolm Millichip 1994.] The last train carrying chemical products, and which was a load of pitch, left the works on 1/6/1970. (From Wikipedia, the free encyclopaedia.)*

*(Photograph by THE LATE PETER BLAND)*

# PRESERVATION NEWS

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**Nigel Mundy**

**Comment:** As a crowd gathered at Bury Bolton Street Station to watch 46100 *Royal Scot* depart for Rawtenstall on Saturday 26/2, it was striking how many were silver haired and thus mostly in their seventies or perhaps even eighties. Simple mathematics demonstrates that anyone with memories of working BR steam must now at least be in their late sixties – probably much older. A generation that did so much to found, fund and develop the many preserved lines operating today, but now inevitably passing on. It is to be hoped that there will be a similar level of interest from succeeding generations, not only to provide the necessary volunteers, but also the passengers so vital to keep our preserved railways in business. (MS/NM)

**Bo'ness & Kinneil Railway:** 0-4-0ST NCB No 6 (AB 2043/37) ran to Kinneil Halt for the first time in preservation on 5/1/22. The locomotive once worked at Kinneil Colliery so this was a fitting end to its current spell of activity. The owner has yet to decide on a future overhaul. NCB No 19 (HE 3818/54) and CR 419 should be available for the 2022 season. The boiler of 80105 is expected to be reunited with the rest of the locomotive in late Spring/early Summer. On the diesel front D3558, 27001, 37403 and 47643 have all seen recent use. DRS owned 37703, which has been on the railway for seven years and has proved a consistently reliable performer, was recently put up for tender as part of a sale of redundant assets – Harry Needle is the new owner and the locomotive is expected to depart from Bo'ness early in 2022.

**East Lancashire Railway:** Following their now well established practice there were two trains operating hourly between Rawtenstall and Heywood and vice versa, crossing at Bury. In between there were short shuttle workings from Bury to Ramsbottom and back with a three coach passenger set but, unlike previous galas, no weekend freight train although *Gothenburg* was noted on a freight service on the Friday. Once again locomotives were swapped around throughout the day to give various combinations of double headers, top and tail, and single locomotive workings. Visitors to the Spring Steam Gala on Friday 25/2 found six steam locomotives in use with visiting 1501 and 46100 *Royal Scot* joining 34092 *City of Wells*, "51456", 52322, and MSC 32 *Gothenburg* (HC 680/03), in Thomas blue livery. These were joined on the Saturday by British Tar Products Ltd *Ann* (S7232/27) from the home fleet which performed some shunting of a few goods wagons in the Bury station area and, later, looking resplendent after its recent overhaul following its arrival from the Embsay & Bolton Abbey Railway, worked one three-coach shuttle from Bury to Ramsbottom and return assisted by *Gothenburg*. This was possibly its first passenger working as it now appears to have been fitted with vacuum brake and steam heating. The shuttle set was also notable for including in its formation 1910-built L&YR Brake Third 1474, normally to be found on the K&WVLR, whilst one of the other sets in use included GWR 1925-built RCO 9580 – both of these have been nicely restored although the latter, as it lacks gangway connections, I would consider now to be more of a saloon. The former is in L&Y livery and the latter in chocolate and cream livery. (NM/RP/MS)

Bury Council has signed off proposals from the East Lancashire Railway Trust to fully refurbish the Buckley Wells Locomotive Works' Carriage Shed building, where the Railway's steam and diesel locomotives are restored and maintained. Plans to restore and extend the grade two-listed Buckley Wells Locomotive Works have been approved in a project designed to facilitate the growth of the heritage railway attraction. The Victorian building, located on a 22-acre site off Baron Street, is one of the oldest facilities of its type in Europe. The second part of the project features the creation of a new locomotive running shed and heavy maintenance workshop. This will be located on the site of the original Buckley Wells engine shed (26D) that was

demolished by British Railways in the 1970s. The new-build element of the proposals will feature classrooms and workshop areas as well as a canteen and other ancillary facilities. A second new-build structure will be used to house, restore and repair the ELR's fleet of historic railway coaches. The ELR said the proposals are designed to "secure a managed expansion and enhancement of the operational, maintenance and restoration capacity of the site to facilitate the further managed growth of the East Lancashire Railway as a premier visitor and heritage attraction on a long-term sustainable basis".

**Embsay & Bolton Abbey Railway:** A visit here on Thursday 24/2, school half term and Dino (dinosaurs) Week - a new idea to attract passengers. Apparently the railway just runs the trains and a company organises the rest to entertain children. It was a bitterly cold day, but there was a steam service running in connection with 'Dino' - this was the name of the largest (apparently benevolent) dinosaur! A short visit was made to the shed which produced 0-6-0STs *Jessie* (HE 1873/37), *Illingworth/Mitchell* (HC 1208/16) and *Cumbria* (HE 3794/53) and to the works where, noted among others, were D5600 (which should be running next year) and 0-4-0ST NCB No 4 Area 54 (AB 2320/52) looking smart in newly applied NCB maroon livery - this locomotive previously carried *East Hetton Colliery No 22*. In steam and working the service was another 0-6-0ST - 7 *Beatrice* (HE 2705/45). (RP)

**Gloucestershire Warwickshire Railway:** In 1/22 the Churchward County Trust announced that they had acquired a number of key components required to construct their new 4-4-0 3840 *County of Montgomery*. The Great Western Society at Didcot had agreed some time ago to transfer ownership of these parts to the Trust once certain key milestones had been achieved, notably the erection of the main frames and completion of a successful bid for charitable status. The components from GWR 2-8-0T 5227 include standard No 4 boiler No 5212, a pony truck wheelset with both axleboxes plus four axleboxes for the coupled wheels from 2-8-0 2861. A rolling chassis for Churchward 3,500 gallon tender No 2143, in a suitable condition for restoration, was also donated. The components will be transported to Tyseley and will mean that all the major parts to enable the construction of the new locomotive are now available. There is an agreement in principle for the locomotive to be based here when it is operational. What remains of 5227 is expected to be dismantled as was the case with 2861 in 2014.

**Great Central Railway:** The Winter Gala was held 28-30/1/2022. Admission for the day was £30.00 on Saturday and Sunday, a little less on Friday with fewer trains booked. With eight steam and a triple DMU running an intensive service, this represented good value. With admission came an excellent programme, including timetables for each day, showing the diagrammed power. A visit on the Saturday found a busy railway with plenty of visitors. Refreshments were available on one of the steam-hauled sets and the DMU in addition to each of the stations. There were also plenty of sales stands. With the intensive timetable of both passenger and freight workings, punctuality was excellent with the majority of trains running exactly on time with none noted more than five minutes late. An added attraction on Saturday only was a free shuttle bus service connecting Loughborough Midland and Central stations operated with a preserved Leicester double decker. All concerned should be congratulated for an excellent and well organised event. (CF)

Visits were made on the Saturday and Sunday mornings when six available locally based locomotives (6990, 46521, 48305, 73156, 78018 and 92214) were joined by 34072 from Swanage and 80080 from Butterley. On both days they worked a variety of services including express and local passenger trains along with two freight trains, the latter each composed of around twenty vehicles, one of mineral wagons, the other of vanfits, both with a brake van at each end. A three-car CI.101 DMU was also in use. Trains tended to be running a few minutes late on the Saturday morning, but there

were some determined efforts to regain time with good sound effects! The railway gave the impression of being busy, possibly more so on the Saturday, and the two non-corridor coaches forming one of the local sets proved popular, often with the sort of loadings they would have experienced in their heyday! The efforts of the Quorn-based "Wagon & Wagon" group are impressive and few (if any?) other railways in the country could match the number and variety of steam-age goods rolling stock now available for demonstration freight trains here. (NM)

**Sittingbourne & Kemsley Light Railway:** The railway had a reasonably successful 2021 despite the various restrictions imposed as a result of Corona Virus. Bookings by internet were at a good level during the Summer and a fair number of "walk-in" visitors was also recorded. The three weekends of "Santa" specials were fully booked and the arrangements were well received by the passengers. Apart from a few diesel workings the trains were worked by 0-4-2STs *Leader* and *Melior*. The former's boiler ticket expires in May when it is anticipated that *Premier* will be available for traffic. An event is planned for 21-22/5 using all three Kerr, Stuart 'Brazils' – the Saturday will be for SKLR members and invited guests with the Sunday being a public gala. Sunday 3/4 is the first day of the season and trains are scheduled to run on Sundays and Bank Holidays until the end of September. (CF)

**Spa Valley Railway:** A visit on Saturday 12/2/2022 found two steam locomotives in use in top & tail mode - 51456 on the Tunbridge Wells West end and 2890 on the Eridge end. The load was 4 coaches (1 full diner, 1 diner cum buffet and 2 passenger coaches). Although the first and last trains were not noted, others were full and standing all day. As it was school half term, I think they should have added another passenger coach to the train (no struggle with 2 locos). At Tunbridge Wells West 51456 took water in the station while 2890 was detached and took water in the shed. A nice sunny day. (AF)

(Allan Faulkner, Charles Firminger, Nigel Mundy, Robin Patrick, Michael Smyth, "Blastpipe", "The Cornishman")

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

*Movements:* 1369 to WL000, HE 1873 to E5002.

# TOWARDS 10,000 MILES (PART THREE)

**Mike Hudson**

*(Continued from Bulletin 3/22)*

Easter in 1961 came at the beginning of April. On Saturday 1/4/1961 I had A1 60114 *W.P.Allen* from King's Cross to Grantham, then a DMU to Lincoln, but D259 forward to Doncaster. An extra train at 4.16pm produced A1 60150 *Willbrook* to Peterborough with V2 60854 finishing the run back to London. This was followed by a 'Southern' day on Easter Monday, 3/4/1961; in stages to Bournemouth and back gave five locomotives, finishing with 30852 *Sir Walter Raleigh* on a 7.07pm extra train from Basingstoke to Waterloo.

Saturday 8/4/1961 was spent on the Somerset & Dorset, joining BR Standard 75027 at 11.49am, travelling from Poole to Evercreech Junction and, fortunately, Midland 3F 43682 onwards to Highbridge – Western influence in the form of Collett-designed CI. 2251 0-6-0s was starting to dominate. I then had 4947 *Nanhoran Hall* forward to Bristol Temple Meads, my usual return train at 5.0pm, with 6806 *Blackwell Grange* to Salisbury and a further BR Standard, 76028, on to Fratton.

Moving to Saturday 29/4/1961 and my final steam run from Charing Cross with Bulleid Pacific 34025 *Whimpe* on the 9.10am to Ashford, followed by BR Standard 4MT 80065 down to New Romney for a session on the Romney, Hythe and Dymchurch Railway.



*A northbound A3-hauled express passes Doncaster on a wet Easter Saturday, 1/4/1961.*



*Also seen at Doncaster on 1/4/1961 is a southbound freight with a Cl. O4/8 2-8-0 engine as motive power. By this date these rebuilds with Thompson boilers constituted the majority of the class.*

*(Both photographs by MIKE HUDSON)*

Next day, Sunday 30/4/1961, I travelled on my second-ever railtour – the Club's *Solent Limited* which produced six locomotives, rare track and 233.5 more miles of steam, so that the month of April had added 1,046.5 more eligible miles for the year. May began with a repeat on 6/5/1961 of my first trip of the year : Merchant Navy Waterloo-Exeter - 3MT Polsoe Bridge and back – Merchant Navy to Salisbury – U 2-6-0 31791 to Portsmouth & Southsea and back.

Whitsun was next. Friday 19/5/1961 was only a half day worked, so I travelled behind 'V' class 30915 *Brighton* on the 11.43am from Redhill to Reading General, changing to GWR 5076 *Gladiator* forward to Wolverhampton Low Level. I then returned to Paddington at 4.20pm with 6011 *King James I*. Next day, 20/5/1961, was a 'Pembroke Coast Express' round trip to Swansea with 5077 *Fairey Battle* outward and fellow 'Castle' 7020 *Gloucester Castle* on the return run. An all-steam May of 969  $\frac{3}{4}$  miles.

June was different – very different. The miles for steam during this month were 73  $\frac{1}{4}$  - that was on Saturday 3/6/1961 with Bulleid Light Pacific 34101 *Hartland* on the 9.0am from Victoria to Folkestone boat train, with Pannier Tank 4631 taking me down the hill to the harbour en route to my first-ever trip abroad. A week later, main line steam in Kent was over, with the Phase 2 electrification implemented. My venture into the unknown world of Europe did produce some steam haulage, but it was not part of my 10,000 mile quest. So, at the halfway mark of 30/6/1961, I had achieved 4,102  $\frac{1}{4}$  miles.

(To be continued.)

## MY FIRST LCGB EXPERIENCES – SIXTY YEARS AGO

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**Mike Turner**

On 25/2/1962, two days before my 17th birthday, I arrived at London's Victoria to meet with a work colleague for a steam tour of Kent. After working our way through the crowd of enthusiasts milling around the concourse and platforms, we found 'Schools' No. 30926 *Repton* at the buffers on a set of empty stock.

At the other end of nine bogies of B.R. and Bulleid stock was 'King Arthur' No. 30782 *Sir Brian* which was one of a handful of survivors and which had worked up from its home shed of Bournemouth for the Tour. Neither of these two classes would survive the year. The Tour was 'The Kentish Venturer', organised by the LCGB, who else? One thing which particularly struck me was the number of participants wandering over the third rail electrified tracks for their photos - not a hi-viz in sight despite the service of EMUs coming and going! No.30782 set off at 9.30 on the pre-war 90-minute schedule to Margate and appeared to struggle a little on the climb to Grosvenor Bridge, though banked part of the way by *Repton*. Approximately a quarter of an hour was lost on this tough schedule, a good portion of which was due to weekend track works. Stops for water and photos were made in sunshine at Margate and Ramsgate respectively prior to a snowy circuit of the coast through Deal, Dover and Folkestone to a further photostop in heavy snow at Shorcliffe, later Folkestone West. The 'King Arthur' ended its stint shortly later at Ashford, having picked up a few minutes.

Here participants could visit the works where a selection of Maunsell classes were among those present while the more fleet of foot managed the shed as well. On return to the station H Class No.31263 and C Class No.31690 had come on to the rear, departing 10 minutes late along the Hastings line prior to turning off at Appledore onto the New Romney branch, soon to lose its passenger service. Slow progress was made, including a photostop at Lydd Town, prior to arrival at New Romney where the run-round was

recorded from every possible angle as had the scene at every stop. It's pleasing to note that much of the branch survived well into the 21st century to cater for the nuclear traffic. On return to Appledore, *Repton* awaited to work the final leg to Charing Cross, this changeover point having been switched from Ashford which was mentioned in the Tour publicity.

Given their reputation, enthusiasts of loco performance seemed to be expecting some fireworks from the 'Schools' but, alas, it was not to be. We were already approximately 25 minutes late and thus out of our path and time was steadily lost through the London suburbs. Prior to this, No. 30926 did, however, give us a brief glimpse of its ability by slightly improving on the even-time schedule over the traditional racing stretch between Ashford and Tonbridge with a maximum speed of 78 m.p.h. The main point of interest on the return run on a damp, cold evening was the passage of the mid-Kent spur at Beckenham caused by a steam ban in the tunnels on the South-Eastern main line. With the various minor delays the Tour ended approximately 45 minutes late into Charing Cross, one of the last steam arrivals there.

Impressions? Firstly, what an excellent day out and way to enjoy the hobby.

Well organised.

Must do more of the same.

Since moving to London in 1960, King's Cross had been my favourite station to visit and I was concerned at the number of Deltics, English Electrics Type 4s and other big diesels and never having travelled with any type of East Coast Pacific. So, when a day trip to Doncaster with works visit was advertised, this just fitted the bill for me and I booked right away - well, when pay-day came! Arriving at King's Cross on the late morning of Saturday 19/5/1962 found A3 No.60066 *Merry Hampton* thoughtfully posed just outside the trainshed on the eight bogies of 'The Great Northern Rail Tour', the LCGB again. No.60066 was in the condition you would expect from Top Shed for a special occasion. For students of detail, the loco was one of a few examples which could be distinguished visually by a raised cab-roof ventilator.

I have no surviving detailed timings save to note from the *Six Bells Junction* website that we kept very close all the way to the 156 minutes for the same number of miles. I would have assumed that this would have been fairly easy for a good A3 with only 8 coaches on. Most participants adjourned immediately to the works where it was open house, a fabulous selection of all types of motive power from new construction to scrapping. The highlights for me were ex-works A3 No.60037 *Hyperion* of Haymarket shed and the Class J50 works shunters, unfortunately out of steam for the weekend. After a while A4 No.60017 *Silver Fox*, with Club headboards, arrived to stand on display for an hour prior to working the Tour back to London. This loco was absolutely immaculate, having been prepared by Top Shed for a royal working a few days earlier. Indeed, if the sun had been shining, you could probably have shaved in your reflection in the paintwork!

After a very pleasant couple of hours, *Silver Fox* set out on the return to King's Cross on the same scheduled timing as outward. There was much anticipation as to whether our driver would attempt 100 m.p.h. down Stoke Bank, though the schedule hardly demanded such exertion. There was some disagreement among the timers as to whether the 'ton' was actually achieved but we got pretty close. It was during the passage of Stoke that the late Malcolm Burton, the Club's Rail Tours Officer, and a colleague were doing a ticket check in my coach, with Malcolm enquiring 'Is everybody happy?' After the excellent works visit and now the high speed running, the answer was a resounding 'yes'. Steady progress and little in the way of delays got us back to the Cross three minutes early. The Great Northern Main Line seemed quiet on this spring evening. My impression? Much the same as on the first trip earlier in the year. Another interesting and well organised Rail Tour, both trips well planned, aimed very much at the enthusiast, not the trainspotter.

FAST FORWARD TWO YEARS TO EASTER 1964. By now I had been on half a dozen LCGB Rail Tours. Like many enthusiasts I attended the then annual Model Railway Club exhibition at Central Hall, Westminster and was doing the rounds of the enthusiast society stands and stopped for a second time at the LCGB stand which was a hive of activity. Here I got into a conversation with Malcolm Burton, by the end of which he had persuaded me that the LCGB was the society for me. This is a decision I have never regretted as I have enjoyed Rail Tours, Continental Tours, Branch meetings and activities, Club Reunions, the S&K and more. Indeed the LCGB has provided a continuous thread of enjoyment throughout the leisure part of my adult life.

## **LOOKING BACK AT A RAILWAY LINE THAT NEVER WAS**

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**Murray Eckett**

Despite almost seventy years having elapsed since its official abandonment in late 1953, the proposed extension of the Northern Line of London Transport (LT) from its present-day terminus at Edgware to Bushey Heath, near Watford, continues to fascinate and intrigue not only railway enthusiasts but also other interested parties. The Elstree and Borehamwood Museum is currently holding an exhibition that looks at the history of what was planned to be a 3.5 mile extension to the Tube network.

As far back as 1863, a Bill was deposited in Parliament by a group of interested parties under the name of the Watford and Edgware Junction Railway Company, this being the first of a series of schemes to link the towns of Edgware and Watford by rail. In 1897 another Bill was proposed for a similar scheme, but this was objected to by the London and North Western Railway, although the plan eventually lapsed through financial problems and a lack of support from the Great Northern Railway. In the early twentieth century, the situation improved with the northbound extension of what was the Charing Cross, Euston and Hampstead Railway (CCEHR), today of course the Northern Line. With the available financial backing, this route expanded rapidly in the period of time before and after the First World War, reaching Hendon in November 1923 and Edgware the following August.

During the 1930s, under the guiding hands of Lord Ashfield and Frank Pick, of the newly-created London Passenger Transport Board (better known as London Transport or simply LT), a possible extension of the route north from Edgware was one of a series of schemes planned to expand the existing Tube network. Things progressed rapidly in the latter half of the decade, to the point that the Bill to construct the extension from Edgware to Bushey Heath received Royal Assent in July 1937. The plan included the provision of two intermediate stations at Brockley Hill, near to Stanmore, and Elstree South, before terminating at Bushey Heath, adjacent to the A41 trunk road. Detailed plans were drawn up and construction work commenced in June 1939.

As is well known, the Second World War, the advent of the Green Belt around London, and changes in transport priorities meant that the Bushey Heath extension was never built. The scheme was officially abandoned in November 1953, with a public announcement following in February 1954. Probably the only part of the plans which came into use was the site of the former Aldenham Bus Works. This was originally to be a depot for the maintenance of Northern Line tube trains. A little while after the beginning of the Second World War, it became instead a factory making components for Halifax and Mosquito bomber aircraft; it also housed facilities for the Napier aero-engine company. Following the return of peace, it was then turned into the Bus Works, opening in 1956 and closing thirty years later. However, traces of the work undertaken to build the route itself can still be seen to this day.

# OFF THE RAILS

## The Line That Never Was



See the exhibition at 96 Shenley Road (2nd floor) from 20 January to 20 August 2022  
Admission Free | Opening hours: Tuesday and Thursday 12 - 6pm, Saturday 10am - 3pm  
Tel: 01442 454888 for further details | [www.elstree-museum.org.uk](http://www.elstree-museum.org.uk)



Registered charity no 1157770

Probably the most prominent are the remains of what would have been the low viaduct over which the trackbed at Brockley Hill Station would have run.

The Elstree and Borehamwood Museum have created a splendid exhibition which tells the story of 'the line that never was'. Various wall panels give the details of the plan together with an appropriate video and other artifacts such as a 1939 tube map which shows the extension as a 'work in progress', together with other such schemes, some of which were built and some not. However, the focal point of the exhibition is a highly detailed N gauge model layout, which gives a condensed version of the route that would have been taken had the line been built. I was informed by the Museum staff that the layout was built by Mr Tony de Swarte over a two-year period. Eighteen foot in length, the layout includes miniature 1938 tube stock trains, together with a fully-operational colour light signalling system. Layouts based on the London Tube are very rare and Mr de Swarte's creation is a colourful and detailed addition to those already in situ.

The exhibition, entitled *Off the Rails*, runs until 20/8/22 and is well worth a visit. It is located in Borehamwood High Street and is within the public library. At the time of writing (February 2022), the opening hours are Tuesdays, Wednesdays and Thursdays 12-6pm, and Saturdays 10am-3pm, although these hours will be extended later in the year. Further details can be found on the Museum's website: [www.elstree-museum.org.uk](http://www.elstree-museum.org.uk) For those people wishing to discover more of the story, the Museum has made much use of Tony Beard's book *By Tube Beyond Edgware*, published in 2002 by Capital Transport. The ISBN reference is ISBN 185414 246 1. (I would also like to acknowledge the use of [www.tube.history.uk](http://www.tube.history.uk) in the writing of this article.)

## SOHAM STATION

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**Michael Smyth**

Soham station, closed in 1965, was formally re-opened on 13/12/21. It lies on the line from Ely to Bury St Edmunds, a route which nowadays carries considerable container traffic from the North and Midlands to and from Felixstowe. The passenger service is two hourly in each direction between Ely and Ipswich, although trains originate from a variety of destinations beyond these two points.

The station lies at the edge of what is now a large village, with extensive farmland bordering the line's southern edge. It is also the point where double track reduces to single for the remaining, approximately, five miles to Ely Dock Junction. This stretch was earmarked for doubling by Network Rail but this project now seems to have been abandoned. The station itself consists of a newly built single platform, as all previous structures were demolished, and is unmanned with two ticket machines and bus type shelters for passengers. An automated passenger address system provides a mix of train information, warning messages of approaching trains, and the usual catalogue of inane announcements. Furthermore the decibel level is set very high, far more than is needed for an essentially rural spot.

Structurally the most prominent features are a large footbridge and six foot high metal fencing. The former replaces a footpath level crossing and is sufficiently wide for a second platform and running line, as well as being high enough for future electrification. The fencing surrounds every aspect of the station and unused grounds of presumably railway owned land. A plaque at the platform entrance records the tragedy of 2/6/1944 when heroic action by railwaymen prevented a massive explosion of a train of bombs at the cost of two of their lives.

Built at a cost of several millions of pounds, the rationale for its re-opening is political rather than economic. Those who commute to work in Cambridge or London are hardly likely to forego a short drive to Ely, where there is ample parking, in



*On 11/2/22, 66504 approaches Soham Station and the start of the single track to Ely with a Felixstowe South to East Midlands Gateway working.*

**Dedicated to the memory of our railway colleagues involved in the Soham rail disaster  
on  
2nd June 1944**

**near this location whose brave actions prevented a greater tragedy for Soham.**

**Driver: Benjamin Gimbert GC**

**Fireman: James Nightall GC**

**Signalman: Frank Bridges**

**Train guard: Herbert Clarke**



**greateranglia**

*Also depicted on 11/2/22, the memorial plaque at the platform entrance, commemorating the sacrifices made during the 1944 accident.*

*(Both photographs by MICHAEL SMYTH)*

exchange for a sparse two hour service. The same applies to those whose work is in the Ipswich direction. In your correspondent's opinion the money would have been more productively invested in re-doubling the single track section to Ely to facilitate further freight workings from Felixstowe.

## LETTERS TO THE EDITOR

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Dear Murray,

Further to David Bosomworth's review of the new *Leader* book (*Bulletin* 2/22) and Tony Millard's subsequent letter (*Bulletin* 3/22), I am reminded of the late 1940s when I was going to school in Brighton and later working as an engine cleaner passed for firing duties at Brighton shed.

In 1947-1948, I often saw Brighton Atlantic 2039 *Hartland Point* on test runs in the Brighton area. This locomotive had been rebuilt with sleeve valves as an experimental trial engine for the forthcoming *Leader*. On visits to the locomotive works where I saw it under construction, the *Leader* was always described as a 'top secret engine'.

One afternoon at the end of June 1949, as I was about to go home, having finished my turn of duty as a fireman, I was surprised to see 36001 coming on shed. Within two or three minutes, it was surrounded by a number of high-ranking officials, many of whom were wearing black suits and bowler hats. I stood some distance away, watching as they discussed the locomotive and then, after about 15 to 20 minutes, they began to disperse, leaving only the driver, fireman, a mechanic and the shed foreman standing by the locomotive. I went over and asked if I could have a quick look in the cabs, to which they nodded their agreement. I climbed up into the driver's cab at the smokebox end and tried to quickly take in everything I saw before walking through the corridor to the fireman's cab. This interested me more than the driver's cab because of its unusual layout, with the firebox door on the left-hand side and the coal bunker and shovel plate at an angle to the right. After a couple of minutes, I was beckoned to get down as they had the signal to depart for the works. I saw it a few more times after this on test, but never again on Brighton shed. It was always stabled and serviced at the works. Also, I saw its two sisters, 36002 and 36003, which were partially completed, and the frames of 36004 and 36005. I sometimes wonder if I am the only person still alive to have been in both cabs of the *Leader* when it was in steam?

Finally, I would mention that, like Tony Millard, I cannot agree with David Bosomworth's comments about O.V.S. Bulleid. Yes, the Pacifics had some faults, but overall I believe they were very fine engines.

Yours sincerely  
Paul Spencer (Member 3638)

Dear Murray,

Looking at the lower picture on the rear cover of *Bulletin* 3/22, Chris George is mistaken in saying L&Y 0-6-0ST 51456 was the next number in sequence. As stated, the loco came in to the LMS where it was 11456 so if it had stayed in main line use it would have become 51456 upon nationalisation.

Regards  
Brian Garvin

Dear Murray,

On page 79 of *Bulletin* 2/22, we notice that a WW2 bomb near Braunschweig was unfortunately diffused. Presumably it was meant to be defused. These accidents will happen.

Regards  
John Batts



*S 7232/27 – Ann at Ramsbottom, East Lancs Railway, on 26/2/22.*



*HC 686/03-32 Gothenburg at Ramsbottom, East Lancs Railway. On 26/2/22.*

*(Both photographs by NIGEL MUNDY)*



*On 6/3/22, the interior of the roundhouse at Lagos, with one of the Beyer, Peacock-built locomotives mentioned in Bill Davies' article.*



*Also seen on 6/3/22 is one of the Cl. 0450 DMUs operating between Lagos, Faro and Villa Real San Antonio.*

(Both photographs by BILL DAVIES)

# PORTUGAL'S FORGOTTEN RAILWAY MUSEUM

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**Bill Davies**

For well over 10 years the one third roundhouse at Lagos has remained locked and barred whilst arguments have raged about its future. The contents consist of two Beyer, Peacock locomotives, these being 0-6-2T CP 013 and 2-6-2T CP 033, two coaches, plus a variety of ancient track cycles. The only way to view the occupants is by lying flat on the ground and poking a camera under the steel shed doors. I have done this several times over the years noting no changes. Local authorities claim that the building is unsafe with no money available for repairs. So, unfortunately no change for the foreseeable future for these priceless exhibits which once were in a temporary museum in Faro. The local line along the coast remains in the hands of 0450 class DMUs operating a very infrequent and sporadic service between Lagos, Faro and Villa Real San Antonio where the old steam shed used to contain a further selection of old rolling stock. There is also a DMU maintenance facility. Currently the line from Faro to Villa is under electrification, to be followed by Tunes to Lagos.

## OVERSEAS NEWS

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### AUSTRIA

**1014.** There has been talk of these locomotives leaving Austria and now it becomes clear as 1014 014 was seen in Hannover on 19 January en route to Bremerhaven and Tanzania! Later there was a short video of the loco being unloaded at its destination.

**Preservation.** B&B locos 52.1227 and 52.7612 have been sold to Germany together with some carriages. See Germany – preservation news.

### BELGIUM

**New Electric Locomotives.** On the second day of 2022 Alstom signed a contract with SNCB for the purchase of up to 50 TRAXX MS3 electric locomotives to become class 17. This is a framework contract and the first batch will be 24 locos for domestic and international passenger train use, being planned to work into Germany, Netherlands and Luxembourg. Deliveries are planned to start in 2026 which is just as well as the class might be authorised for NS and CFL use by then, not to mention Belgium! The locos are, of course, what are class 188 in Germany. So is Alstom now in favour rather than Siemens?

### CZECHIA

**Changing Times.** The CD has announced that new maintenance regulations and the introduction of ETCS will mean big changes to the existing fleet with some 900 vehicles to be withdrawn by 2030.

**242.** These locomotives will disappear in Bohemia this year and from south Moravia as soon as new EMUs are delivered there. However, they are expected to remain on R11 trains from Plzen to České Budějovice - Jihlava until 2025. The class 460 and 560 EMUs are soon to go as well as all old electric locomotives. The introduction of ETCS will mean the end of classes 150.2, 151 and 371. Class 162 and 163 not fitted for push-pull operation are also to go by 2024. The old DMUs of classes 810 and 814 are to be replaced by new units from PESA or second hand Regio Shuttles from other countries.



*Russia. Classic 0-10-0 Eu699-74 waits for work at Moscow Podmorskaya shed on 16/2/22.*



*Russia. TE-3162 and L-0022 stand at the gates of Moscow Podmorskaya depot ready for work on 16/2/22.*

(Both photographs by ALEXANDER SMIRNOV)



*Germany. Intercity 141 from Amsterdam arrives at Berlin Hauptbahnhof on 15/2/22 behind 193,263 which had worked through from Amsterdam. See Netherlands News.*

*(Photograph by PETER VAN ROSMALEN)*



*Russia. L-0022 on shed at Moscow Podmorskaya on 16/2/22. Note the Vanderbilt style tender.*

*(Photograph by ALEXANDER SMIRNOV)*

## FINLAND

**New Locomotives.** Early in February the first of a batch of 60 new diesel locomotives arrived in Finland. Dr19 2831 is a Stadler centre cab Bo-Bo DE delivered ahead of series production so that it can be tested in winter and summer conditions on line work and shunting duties. Another four will be delivered in 2022 after which there will be regular deliveries until 2026. They are to replace most of the existing diesel fleet, some of the locos now being 40-60 years old. The Stadler works in Valencia is where the new locos are being built and with an option for 100 more the workload seems good for five years or so at least.

## GERMANY

**AH3.** The former Hamburg Hbf. shed yard is still used for stabling with 212 323 and 218 470 noted there on 19 February.

**Battery Electric EMUs.** Alstom and DB started test running in public service of a prototype battery electric unit. It is 8442 100 and was in fact built by Bombardier before the Alstom takeover. Monday – Friday it works on the Stuttgart to Horb route via Tübingen but at weekends it moves over to work between Pleinfeld and Gunzenhausen. The tests are expected to finish at the end of April.

**City Bahn Chemnitz.** For the last three years the line from Chemnitz to Aue has been closed for a total rebuild with track renewed and some bridges rebuilt and new signalling installed. The last weekend in January saw the line reopened as part of City Bahn Chemnitz. Instead of DB Desiros, hybrid City Link units will run on routes C13 Burgstadt to Aue and C14 Mittweida – Thalheim. Both routes operate hourly so that Chemnitz to Thalheim gets a 30 minute service.

**DB Cargo Orders.** DB Cargo (DBC) has been reviewing its locomotive fleet and started off the year by placing orders for dual mode and hybrid locomotives. 100 new dual mode locomotives had already been ordered from Siemens. These were of the type now being delivered to private operators but as DB wanted some further modifications these may appear as class 249 rather than 248. It is believed this is because of a shunting platform in front of the cabs and also remote controls. 46 more have now been ordered for DBC plus another four for DB Bahn Bau. There will now be 100 Toshiba HDB 800 hybrid shunting locos. These first two are expected to be built by Talbot in Aachen with the remainder being built by Toshiba and DB at Rostock Seehafen depot. The first loco is expected to be delivered in 2024. A further 50 hybrid locos are to be built by CRRC Vossloh in Kiel. No class numbers are known so far. This order was placed last year with the model being quoted as DM20 BDD. It is now stated that the order is in fact part of a framework agreement for 200 such locos. DBC has now admitted that the conversion of class 294 diesels into hybrid locos at Cottbus works has been abandoned. Two prototypes emerged in the last two years but the costs and time involved showed that new locomotives were the simple answer. DBC also announced that light shunting will in future be done by road-rail vehicles.

**DB Regio.** DB Regio has won two lots of the Pfalznetz contracts. Lot 1 to operate December 2024 – 2039 and covers RE6/RB51 Kaiserslautern – Neustadt – Landau – Karlsruhe; RB68 Saarbrücken – Pirmasens is from 2025 whilst in 2026 RE/RB64 Kaiserslautern – Pirmasens and other routes. Lot 2 has been won and this starts earlier in December 2023 until 2037. The main routes here are RE15/RB33 Mainz – Kaiserslautern and RE15/RB33 Bingen – Kaiserslautern and other routes. A mixture of train types, new and hired in, will be used and some battery electric units as well.

DB Regio has retained the operation of the Main – Weser Express (Frankfurt/M – Kassel) from 15/2/24 and has ordered 17 Alstom Coradia Stream HC EMUs. There will be 13 x four-car sets and 4 x five-car sets. These sets are the opposite of the Siemens Mireo units in that the double-deck vehicles are the driving cars and the intermediate cars are single-deck. In February the Rhein Main Verkehrsverbund (RMV) and Nordhessischer Verkehrsverbund (NVV) awarded DB Regio the contract to run the Kinzigtalbahn (RE50 Frankfurt/M – Bebra) from December 2025 for which 29 Alstom Coradia Stream HC EMUs have been ordered.

The *SMART* subsidiary will take over the running of the Maas – Wupper Express RE13 Hamm to Venlo in December 2026. The route is to be extended to Eindhoven when its new dual voltage Stadler Flirt XL units arrive.

In February DB Regio won another contract, this time from Mecklenburg Vorpommern to continue to operate the Warnow II network. The S-Bahn remains with DB Regio from December 2024 and lines 11 and 12 contracts renew in December 2026. Here Desiro DMUs will be replaced by 14 new Stadler Flirt Akku battery electric 2-car units.

**EBN – Expresskreuz Bremen – Niedersachsen.** For this new service the LNVG has ordered 34 Coradia Stream EMUs from Alstom. It has been announced that the intention is that trains going to Norddeich will have a Wilhelmshaven portion on the rear to be detached at Oldenburg. A new depot is to be established in Bremen.

**Eifel Route.** It will be recalled this route was badly damaged by the floods in 2021 and is unlikely to reopen for some years. Local groups have been pressing DB to reopen the Eifelquerbahn which links Gerolstein to Kaisersesch and on to Mayen and Andernach. DB were initially against this as they had managed to close the line some years ago. However, common sense has prevailed once it was realised this route could be used to bring in materials for the rebuilding of the Eifel route. Machines were brought in to clear vegetation and amazingly a weak viaduct was found to be in reasonable condition after all the years of disuse. So it was that on 15 January the first evacuations took place from Gerolstein. The first vehicles to be rescued were some TEE Rheingold carriages which were moved, topped and tailed, by two V60s (403/1140). This was repeated the next weekend when some more TEE vehicles were moved together with a private 701 class unit. About five DB DMUs are stranded at Gerolstein and these were moved over the same route to get the units to works for cleaning and overhaul after being stranded in flood waters. For these movements Railadventure diesels 4185 011 and 365 221 brought in some freight wagons for brake force and with adapter couplings. These arrived at Gerolstein on Friday 21 January, allowing a train to depart on the Saturday at 09.11 with two DMUs reaching Kaisersesch at 16.30. On the Sunday the locos and wagons returned, allowing another move with DMUs on the Monday. Progress over the line is very slow as there is no signalling so trains have to be hand-signalled over the numerous level crossings. The DMUs, 620 004/018/034/036/044, were all eventually taken to their home depot at Köln Deutzerfeld for detailed inspection. There are still some units trapped in the area: 620 015 at Densborn; 620 045 at Kreuzberg (Ahr); 620 014 at Phillipsheim.

Meanwhile DB announced in early February the reopening of the southern end of the line from Ehrang to Auw an der Kyll (18 km) which now has an hourly shuttle. On this section three badly damaged bridges had to be restored and three signal boxes repaired. Track, sleepers and points all needed attention. Hopefully later in the spring another 20 km can be reopened to Kyllburg and in the summer Gerolstein ought to be reached; another 24 km.

At the northern end of the line the NRW government has agreed to not only repair the line but to modernise and electrify it at the same time. Lines to be electrified include the Eifel Line from Hürth-Kalscheuren via Kall to the state border with Rhineland-Palatinate, the Voreifel Line between Bonn and Euskirchen, and the Erfttal line between Euskirchen and Bad Münstereifel.

**Electrification.** Two projects are nearing completion. In Baden Württemberg two lines around Tübingen should be ready by December this year. These are the Ammertalbahn Herrnberg – Tübingen and Metzingen – Urach which will allow through services from Herrnberg to Urach. Further north in Niedersachsen, the line from Oldenburg to Wilhelmshaven, including perhaps Jade Weser Port, is also being electrified. Also announced is the electrification of the Niddertalbahn (Frankfurt/M) – Bad Vibel – Nidderau – Glauburg-Stockheim; this should be completed by 2027.

**OWS Service.** This company is located in Weiden in what was the former DB Ausbesserung workshop. DB closed the workshop in the 1980s after which a private

company took over. This became known as PFA Weiden and also known as the centre that built the Inter Regio carriages, using a lot of glass from local producers. This continued until 2004 when Stadler took it over for three years. OWS was founded in 2010 and started rebuilding the plant. Since 2014 it has been busy overhauling and repairing all sorts of railway equipment including road-rail vehicles. Agilis and City Bahn Chemnitz DMUs are known to have received attention here.

**PRESS.** It is reported that the PRESS company is reactivating the old depot at Pockau-Langendorf. This depot was closed in 2001 and has been sleeping since then and disconnected from the main line. Press apparently has owned the depot since 2017 and has been slowly getting the site in order with a main line connection expected to be reinstated in 2022. The six V100s recently repatriated from Bulgaria have gone to Press and are now at Espenhain.

**Railpool.** This German based leasing company has ordered 15 TRAXX 3 electric locos from Alstom for use in Norway, Sweden and Italy. The A/C locos for Scandinavia will be built in Kassel whilst the D/C locos for Italy will be built in Vado Ligure. All the locomotives will have last mile equipment. The announcement on 27 January did not say whether the locos were AC, DC or MS so the details above have been assumed.

**SWEG.** Ortenau services from Offenburg to Freudenstadt, Hornberg, Ottenhofen, etc are to be worked by battery electric units. One unit has already appeared and is a Mireo + B unit and numbered as 563 005/105 and is articulated. So once again in Germany the 5xx series of numbers will be in use.

**Talbot.** This factory continues to attract business. It has recently rebuilt 140 former DB carriages for use by Flixtrain on its trains in Germany. Talbot is also overhauling cl. 420 EMUs for the München S-Bahn and modifying class 401 power cars.

**Tram Trains.** In January Stadler announced it had received the biggest order in its history. A consortium of German and Austrian operators had ordered 504 City Link 3-car tram trains (246 are firm orders (F) and there are options (O) for 258 more). The German operators are AVG in Karlsruhe (75F/73O), Saarbahn (28/21), Stadtbahn Neckar-Alb (30/57), VBK Karlsruhe (73/52). In Austria the two operators there are Salzburg City (20/5) and Schienen ÖÖ (20/50).

All the units will be built in Valencia with the first delivery being four pre-series units to the Saarbahn with series delivery starting in 2025 to Saarbahn and AVG. The other operators will start receiving their units in 2026. Interior fittings will be to the order of the operators as will be coupler heights; other variations can be the number of doors but all units will be air conditioned whilst the AVG ones will have toilets.

**101.** The new timetable has only 77 diagrams for the 124 locomotives available. The introduction of more ICE trains has seen some IC services made ICE. The largest diagram has 19 workings all over Germany with the next largest being for 17 locomotives covering workings into southern Austria. Another diagram for 14 locomotives again covers most of Germany north of Stuttgart whilst another for 7 locomotives covers the Berlin to Bad Bentheim route. Then there is a diagram for 6 locomotives which are all on standby duties at Hamburg, Hannover, Köln and Karlsruhe. As more ICEs arrive on the scene the 101s will obviously be put into store and eventually head off to the scrap yard. DB is already advertising some locos for sale.

**143.** After a long pause over the holiday period, on 24 January, 159 235 hauled 18 class 143s away from the storage point in Niederau and took them to the well known scrapping centre in Opladen which no doubt will dispose of them soon after arrival, 2-3 a day usually. By the end of February no reports of actual scrappings had been received. Environmental problem?

**155.** MEG has sold locos 711/712 (ex-155 167/249) to Leipziger Dampf Kul Tour.

**156.** DB sold all the locos of this class to its subsidiary MEG some years ago. Now, MEG has sold them to Fahrzeugwerke Karsdorf for use by Erfurter Bahn Service.

**266.** Or 077, 247 and 266! All 60 locos acquired by European Cargo Rail are now in

Germany. The first to arrive were given DB class 247 numbers but class 266 EVNs. Later locos retained their French numbers with EVNs ending in F-DB.

**403.** The former Lufthansa Airport units are still around but plans to overhaul for a private operator seem to have stalled as some vehicles have been seen at Niederau.

**408.** In July 2020 DB ordered 30 ICEs, reported as a follow on order to the 407s. So when the first unit appeared it was not a 407 but a 408 and called Velaro Neo! This unit is now on test runs prior to entering service. Despite being multi voltage their first reported duties are to be from Dortmund to München via Frankfurt /M and either Stuttgart or Nürnberg. Reportedly the sets are to be more comfortable and have more spaces for bicycles and families. 43 more sets have since been ordered with the first 30 to be delivered 2022 – 26 and the remainder 2025 – 29.

**430.** The Stuttgart S-Bahn is about to receive some more units, this time numbered from 430 200. There must be two manufacturing centres as the first units to make an appearance have been noted at Braunschweig and Magdeburg on 7 February (so probably from Salzgitter) with 430 246/247 being seen in a new Stuttgart area livery. It is thought that the earlier batch is to come from Hennigsdorf.

**445.** DB Regio will have two types of trains classed 445 but of two different types. DB already has some 445s but these are classed as 91 80 0445; these are Bombardier *TWINDEXX* units that have power cars classed as locomotives as the intermediate vehicles are ordinary double-deck carriages but the new sets are Stadler *KISS* double-deck units which are classed as proper EMUs, hence they are 94 80 0445.

**554.** This classification is for new hydrogen powered units from Alstom, in effect a modified LINT unit. The first sets have gone to EVB at Bremervörde.

**Preservation.** **VT40 901** is now plinthed outside the VPS offices at Salzgitter Watenstedt. This was an original unit for the line and was sold out of service to Italy but brought home some years ago. **E16 09** (Krauss/BBC 1927), privately owned, has left Bahnpark Augsburg and is now with Leipziger Dampf Kul Tour. The loco was withdrawn in 1980 having spent all its life working in Bayern. **LOCON** has sold locos 201/202 (ex-**DB 201 211/222**) with 201 going to Dampflokkfreunde Berlin and 202 going to Berliner Eisenbahnfreunde!

On 19 February a special train was seen heading north from Schwandorf heading for Hof. It had originated in Wien some days previously now being hauled by 202 843, and was formed of seven former Brenner & Brenner carriages sandwiching locos **52.1227 and 52.7612**. It has since been learnt that they have been sold to someone in Germany. Rumours were rife they were heading for Hamburg but were labelled to Gera and that is where the train eventually terminated on 20 February. It turns out the new owner lives in Hamburg! There are two organisations in Gera using the roundhouses there. The small roundhouse on the west side of the railway is used by Historisches Bahnbetriebswerk Gera but on the opposite side of the line the larger roundhouse is home to Eisenbahnwelt. **Klein Mahner** is where 41 096 is being overhauled to the detriment of Saarbergwerk 37 (0-8-0T KM 17576/1949) which is gradually disappearing into undergrowth. **OHE 2000.92** (KHD 57650/1964) has now been preserved and is now with AVL Lüneburg. **SVT Görlitz gGmbH** is overhauling 175 014/019 at Dresden Altstadt. Some money has come through allowing carriage 175 413 to go for overhaul at Halberstadt in September 2021 whilst 175 014/509 have followed in early 2022.

## ITALY

**Accident.** On 22 January a CFI grain train with three locomotives was leaving Torino Orbassano yard when it collided with a light engine entering the yard. The three CFI locomotives were 190 322 (ES64U4), 191 011 (Vectron) and 189 409 (ES64F4) whilst the light engine was MRCE Vectron 191 024. Strangely all the locos were Siemens built but the leading loco trapped between Vectrons suffered a badly bent frame and is considered beyond repair.

## MEXICO

**News.** Ross Middleton reporting.

The Mexican government is looking to kick off operations this year on the 300km freight rail line that is being rehabilitated between the coasts of Veracruz and Oaxaca states as part of the 20bn-peso (US\$1bn) Tehuantepec isthmus rail corridor. Rehabilitation of a 213km section of the 300km rail corridor reached general progress of 66% in December. There are also ongoing plans to launch tenders for several projects that will be key to fully start operations on the Interoceanic corridor project, which is intended to provide competition for the Panama Canal by connecting the Atlantic and Pacific oceans via land across Mexico's Tehuantepec isthmus. Two of these tenders involve two new container terminals, one on each coast, while a third entails a series of concessions to construct and operate 10 industrial parks along the 300km rail line.

This year tenders will be launched for the construction of 10 industrial parks along the railway, the CIIT has already secured eight of the 10 areas where the parks will be built. Asked about the issue of the tenders for the container terminal projects planned for Salina Cruz port in Oaxaca state and Coatzacoalcos port in Veracruz, the official said, "Right now we're working on the executive projects." Once the plans are completed, Marín said, the projects will be ready to be tendered. He confirmed that the tender for the Coatzacoalcos terminal will be issued "this year," while the tender for the Salina Cruz terminal could take a little longer because the government is currently working on finishing a breakwater project.

## NETHERLANDS

**News.** Hans Scherpenhuizen reporting.

**NS Vectron to Berlin.** On 15 February (for the first time) an NS-liveried Vectron worked an international revenue earning train throughout the whole route (and back); the IC train connecting Amsterdam with Berlin. Locomotive 193 263 ran throughout with DB coaches between Amsterdam Centraal and Berlin Ostbahnhof via Bad Bentheim. Usually in the latter place a time-consuming locomotive change takes place. NS uses class 1700 1.5kV dc electric locomotives on the Dutch section of the route.

It is not a secret that NS wants to reduce the travel time between Amsterdam and Berlin. There have been many announcements and good intentions, but speeding up an international train that also serves as a normal intercity in both countries is not an easy task. Many issues need to be resolved. The easiest way to win a little time is to use one locomotive for the entire trip. Yes, the locomotives are predominantly hired by NS International for the Nightjet services; these haven't started yet in full swing. Working on the 'IC Berlin' is a good test case to get drivers acquainted with the new locomotives and for route-learning.

**Arriva.** This company uses Stadler WINK bi-mode / hybrid EMUs around Groningen and Leeuwarden. They are similar in appearance to a Flirt with a power pack in the middle of the train but a difference is they are also fitted with batteries that can be charged by regenerative braking. But after some partial electrification in the area the units will be converted to become BEMUs with the diesel engine removed and more batteries inserted. Then power will be collected from the overhead wire or from the batteries on non-electrified sections. With this in view a modified unit was used on a series of test runs with alternating battery and electric driving on 24, 25 and 26 February. The test runs were executed between Almelo and Hardenberg and between Arnhem – Zevenaar - Doetinchem. The test unit was (temporarily) modified by Stadler. Usually the battery is used for energy storage rather than giving traction energy. The test trains were not open to the public.

## NEW ZEALAND

**News.** Ross Middleton reporting.

As part of its new contract to operate the Auckland metro services, Auckland One Rail has signed a contract with CAF for an additional 23 EMUs with an option for 5 more. These are all due to be delivered by 2025 and will coincide with the opening of the city rail link.



*The former Penrhyn Slate Quarry Andrew Barclay 0-4-0WT No. 1994 Glyder, built in 1931, was operational again in 2019 for the first time since 1965 following the completion of its overhaul at Beamish. It was at the Bowes Railway when photographed on 28/9/21.*



*On 26/2/22 Jubilee 45699 Galatea hauled the Railway Touring Company's 'Cumbrian Mountain Express' from Carnforth to Carlisle and then to Preston via the Settle and Carlisle line. It is seen at Carlisle awaiting the signal to return its train to a platform. It shows the number 45627 on the front, the name Sierra Leone and the cabside number of 45562. A case of confused identity!*

*(Both photographs by CHRIS LEWIS)*

More details have emerged on the proposed Bi-mode units to replace the BR mk2 stock in use on the Capital Connection and Wairarapa trains. These will be 1.6 kV dc and 25 kV ac with batteries for operation away from the wires. Waikanae to Levin will be wired at 25kV and there will be discontinuous electrification in the Wairarapa at 1.6kV dc. Apparently the electricity supply there is insufficient to support using 25kv.

More details have also emerged about the work being carried out on the railways north of Auckland. Whilst the line from Auckland to Whangarei will soon be passed for 18 ton axle loads, north of Whangarei will remain only suitable for low speed operation with 14 ton axle loads. The money set aside for the new branch line to the port at Marsden Point is for the purchase of the required land.

In Auckland a decision on the route and technology for the light rail to the airport should be announced shortly. The government is planning to bring forward the construction of a light rail line to the north shore area and plans that the two lines will be linked. However that does not necessarily mean they will be built at the same time.

## **RUSSIA**

**Steam News.** The Podmorskaya depot in Moscow is now a major steam centre maintaining locos for tourist trains around Moscow and elsewhere. It has also done cosmetic restorations on reserve locomotives for display in other cities. A passerby on 16 February noted TE-3162 and L-0022 in steam at the depot exit but others in the yard were also in steam, these being P36-0027, SO17-3241 and Er699-74 whilst L-2180, L-5218, LV-0182 and Su213-58 were serviceable but not in steam. Also present for attention were three P36s – 0031, 0107, 0110 and Eu683-89. The depot is not the only one handling steam locomotives as on the North Caucasus Railway there is Tikhoretskaya depot, on the South Ural Railway there is Troitsk depot, and on the Oktyabrskaya Railway there is a St. Petersburg Moscow depot. Steam locomotive traffic is developing in Russia. Most recently (February), the steam locomotive P36-0071 was taken from the locomotive museum in Nizhny Novgorod and will be restored to working condition. This locomotive worked hard on tours including two for the LCGB in 1992 in Belarus and south from Archangelsk later that year. L-3162 was seen at Roslavl shed on the LCGB 2000 tour having been in a reserve dump, and was to be overhauled there.

## **THAILAND**

**News.** Ross Middleton reporting.

The Thai government has created a working panel which will coordinate with transport authorities in Laos on plans to build an 873 km line linking Bangkok to Vientiane. Under the plans, the line will cross the Mekong River at the north-eastern Thai city of Nong Khai and is part of a longer-term plan to connect Thailand's railway system with China via the recently opened 1,024 km Kunming – Vientiane line. In that line's first month 670,000 passengers were transported (620,000 in China and 50,000 in Laos), as well as 170,000 tonnes of freight. International passenger travel is currently prohibited due to Covid-19 travel restrictions.

The new panel will provide data integration on procurement and cross-border travel as part of the planning process for the line. Last year the Thai government signed several contracts to cover civil engineering works along the Nava Nakhon – Ban Pho section, construction of a maintenance depot at Chiang Rak Noi, and rail engineering works along the Phra Kaew – Saraburi section of the line. These are part of the Baht 179.41bn (\$US 5.7bn) 253 km first section of the line for which two contracts were signed with Chinese state enterprises in September 2017. The first phase of the line is expected to open in late 2026 or early 2027. Recently the Thai government has ordered the SRT to expedite the construction of a new railway bridge over the Mekong river.

## USA

**News.** Ross Middleton reporting.

The Commonwealth of Virginia has finalised a definitive agreement with Norfolk Southern Corporation to expand passenger-rail service to the New River Valley for the first time since 1979, Virginia officials recently announced. The so-called Western Rail Initiative would expand passenger-rail service to the New River Valley in south-western Virginia. The expansion would complement former Gov. Ralph Northam's \$3.7 billion *Transforming Rail in Virginia* programme. The agreement with NS, which was announced in May 2021, was achieved after authorisation from the Virginia Passenger Rail Authority's board.

Brightline West has applied for environmental approval for an extension of the line to Las Vegas over the Cajon Pass where it will make a connection to the Los Angeles metro. Brightline West is expecting to start construction of the line in about 12 months' time with completion expected in 3.5 years' time. Just the small matter of finance still to be sorted.

**Silvis (IL).** It has been announced that Railroading Heritage of Midwest America, the group that operates MILW 4-8-4 261 at Minneapolis, has bought Silvis workshops. This major facility was the former main workshops of the Chicago, Rock Island and Pacific RR, latterly used by the National Railway Equipment Company for refurbishing withdrawn main line locomotives and selling or leasing them. The site is served by three main line companies. In a clever move the new owners have leased back part of the shops to NREC so getting some income for at least five years. Long term it is hoped to establish a museum and perhaps attract business from preservation groups which may want to have locomotives or carriages overhauled there.

**Preservation. Fillmore (CA)** – a former Fillmore & Western Alco S6 Bo-Bo diesel has been purchased by the Virginia & Truckee RR in Virginia City. Numbered 1059 this was originally with Southern Pacific; it is in working order. Another loco sold is GP35 3501 which has now got a new home on the Santa Maria Valley RR in Guadalupe (CA). **Folsom (CA).** The Placerville & Sacramento Valley RR this year is to operate Santa Cruz Portland Cement No. 2, an 0-4-0ST (HKP 4390/1909) on excursion trains, the first steam to operate here since 1957. The former Southern Pacific line is available for 15 miles from Folsom to Latrobe. **Monticello (IL).** The Monticello Railway Museum in Central Illinois is adding to its collection with the donation of former Illinois Central SW14 No. 1407. Latterly it was a GATX lease loco as GMTX 526; it is currently stored in Lexington (KY).

*(LOK-Report, Drehscheibe, Railcolor News, Eisenbahn Kurier, Ross Middleton (4), Hans Scherpenhuizen, Alexander Smirnov, Trains Newswire, Railfan)*

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

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*46100 Royal Scot, a visitor to the East Lancs Railway for their Gala Weekend, has just passed over the River Irwell and is approaching the tunnel at Brooksbottoms with the 12.50 Heywood - Rawtenstall on 25/2/22.*

(Photograph by ROBIN PATRICK)