

BULLETIN

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MAY 2022



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Club AGM and Branch Liaison Meeting: *Club Chairman Bob Breakwell writes:* The Meeting of Branches and the Annual General Meeting (AGM) took place on 23/4/22. It went very well, but the Club has been badly hit by the Covid, Energy and Ukraine crises, as have most other organisations. Over two years ago, an IGE Tour starting in Germany attracted over fifty members. In the event, because of Covid, it did not run. An IGE Tour to the Czech Republic this spring persuaded only two members to apply! Our accounts for 2021, which have been finalised, show that after normalisation of one-offs, adjusted annual income was £9,000 and adjusted annual expenditure was £19,000. Whilst our Reserves are very healthy, that sort of loss is unsustainable. The Management Committee will review the position in the near future. However there have been many successes, and Bob Stonehouse will give a more detailed account of the Branches Meeting and the AGM for the *Bulletin*.

Press Day: Press Day for *Bulletin* 6/22 will be Tuesday 10/5/22 and distribution day for the same edition will be Wednesday 8/6/22. Press Day for *Bulletin* 7/22 will be Tuesday 21/6/22.

BRANCH FIXTURES

Murray Eckett

Bedford: 7/6/22: *The Royal Scot Locomotives.* Presenter: David Hunt

Bedford: 5/7/22: *Crossrail.* Speaker: Christian Wolmar

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

Central London: 17/6/22: *Blue is the Colour.* Speaker: Richard Crane

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

Dorking: 8/6/22: To Be Advised.

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

North London: 14/6/22: *Branch Supporters' Afternoon*

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

BRANCH REPORTS

Murray Eckett

Brighton: For its second meeting in 2022, with current progress back to normality, on 28/3, the Branch welcomed the Club's IT Officer Jeremy Harrison with his presentation entitled *From Great War to Grouping 1919-1923*. The presentation had been compiled from the residential Ken Nunn Collection material held by the Club.

Front Cover: *Stanier's masterpiece, LMS Princess Coronation 6233 Duchess of Sutherland, is seen at Bushey with the RTC charter on 26/3/22 from Euston to Manchester.*

(Photograph by CHRIS GEORGE)

The post-war feeling was conveyed by a shot of a train loaded with 'Whippet' tanks being moved from Richborough Port to Aldershot over the South Eastern, and by ROD 2-8-0s cascaded to the SECR at Hither Green and to the Caledonian Railway at St Rollox. This set the theme for the wide geographical coverage, ranging from Jersey and Penzance to Aberdeen, and from East Kent to the north of Ireland.

Locomotives old and new featured – brand-new 0-6-2Ts for the Taff Vale Railway at Hawthorn Leslie's works in Newcastle, but also North Eastern Railway 4-2-2 and 0-6-0 engines at Percy Main Scrapyard. Non-steam subjects included a railcar on the Weston, Cleveland & Portishead, whilst Merseyside EMUs were shown on both the Liverpool Overhead and Mersey railways. Shots of steam at Strawberry Hill Shed with the third rail in place reminded the audience that Feltham Shed and Yard were still in the near future. This wide-ranging and fascinating talk was well received by the audience and is recommended to other Branches.

The Central London Branch welcomed Brian Garvin on 18/3 with his presentation *Current day scene in Europe*. Many years ago Brian gave a few presentations to CLB called *Continental Modern Traction* which often proved as popular as the steam traction-based topics. This show looked back at the railway scene over the last ten years or so in Belgium, Denmark, Germany, Italy, Poland, Sweden and, probably for the first time at CLB, the Baltic states of Latvia and Lithuania. The magnificent station at Genoa in Italy began this fascinating review of railway operation in the near continent. There were views of trams in Rome in an historical setting. A private railway 2 car unit, that had been imported from Belgium and showed its Budd ancestry, had been a newly-refurbished unit but was unfortunately not available for use.

Amongst the many locomotives, electric and diesel, seen in service in all the countries named above, was the familiar sight of a Class 66, such as one seen at Berchem in Belgium and another, labelled Beacon Rail Leasing Ltd, on a tanker train in Germany. In Lithuania, there was a shopping centre with wall paintings, in perspective, of steam locomotives as if at the buffers of a terminus. Portrayed on the platform were HM The Queen and the Duchess of Cambridge! There were scenes from a narrow gauge line with Soviet-era style loco and three coaches on a subsidised operation but all in good order. In Latvia there was a privately-owned train arriving from St Petersburg and a TEP 70 diesel arriving on a service from Moscow.

International working was evidenced by an Austrian OBB locomotive recorded north of Koblenz, a French TGV seen near Kaiserslautern, a Czech loco noted at Magdeburg, and Belgian locomotive 2804 observed at Aachen, all in Germany. There were a couple of acknowledgements of past glories with preserved German diesel hydraulic V200 033 on a Plandampf event, torpedo-style molten iron carriers to a steel works near Saarbrücken and in Denmark a weed killer train with a TGOJ locomotive in a livery from the 1950s. Views of Hamburg HBF showed a part of the station where there are plans for a new platform, in anticipation of increased traffic. A recurring theme throughout this presentation was the prevalence of private operation, predominantly on freight services, as opposed to state railway operation. Following on from that diversity of operators was the array of different liveries which, as in the UK, provides a source of interesting photography. This was a thoroughly researched and well-presented evening's entertainment for which the Branch gives grateful thanks to Brian.

Dorking: At a combined live and Zoom meeting on 9/3, the Branch welcomed Iain Whitlam and Stuart Duddy to give a talk on *Isle of Wight Railways through the Years*. Iain, a founder member of the Isle of Wight Steam Railway, and Stuart, a fellow trustee and long serving volunteer, gave between them a most comprehensive presentation which can only be covered very briefly in this report. Starting in 1862 with the line from Cowes to Newport, by 1900 three companies, the Isle of Wight, Isle of Wight Central and Freshwater, Yarmouth and Newport, plus the LSWR and LBSCR, owned a 55 mile network serving Ryde, Sandown, Ventnor, Newport and Freshwater. With the 1923 Grouping, all the lines were absorbed into the Southern Railway which made some much needed improvements, replacing all bar the ex-LBSCR 'Terriers' with bogie non-corridor coaches and a fleet of ex-LSWR 'O2' 0-4-4Ts plus four ex-LBSCR 'E1' 0-6-0Ts to handle coal traffic. Nationalisation in 1948, however, was

followed by steady closure until by 1966 only Ryde-Shanklin was left to be modernised with third-rail electrification and the replacement of the steam locos by ex-LT Underground stock now, in 2021, on its third generation. The end of steam however saw the formation of the Wight Locomotive Society which managed to purchase O2 W24 *Calbourne*, five coaches and sundry freight wagons. These were initially based at Newport but were moved in early 1971 to Havenstreet where the line from there to Wootton was in the process of being acquired.

Over the following 50 years the line, now the Isle of Wight Steam Railway, has gone from strength to strength with an extension to an interchange station with the electrified line at Smallbrook Junction, new loco and carriage works, improved catering and stock storage, display buildings at Havenstreet and a new station at Wootton. Two of the 'Terriers' which served on the Island have been acquired and restored along with two Ivatt 2-6-2Ts, two ex-WD and two industrial locos, plus an E1 currently on static display. Perhaps most impressive, however, has been the restoration to running order of some eight four-wheel coaches rescued from use as buildings from around the Island. All this was described in well-illustrated detail by Iain and Stuart, who were warmly thanked by their audience both in person and on Zoom.

St Albans: Colin Brading was the speaker to the Branch on 10/3, his subject being the famous Liverpool Overhead Railway (LOR), its rise and subsequent fall. Mr Brading began by explaining the origins of the LOR. The story began with the success of the Liverpool Docks in the 18th and 19th centuries. Although a number of the private railway companies had sidings running into the various warehouses constructed adjacent to the docks, there was no passenger railway in the area, one reason being because of the unsuitability of steam traction in an area frequented by sailing ships and potentially inflammable goods. The Mersey Docks and Harbour Board (MDHB), the owner of the docks, explored various ideas, starting in 1877. The design of the LOR was influenced by elevated railways in New York, operated by steam traction. The MDHB decided that the LOR would be run as an independent company, and put two eminent engineers of the day, Sir Douglas Fox and James Greathead, in charge of the project.

What evolved was a line eventually seven miles in length. It was a pioneering line in many ways. It was built at a level raised above the existing dock railway lines, the supporting viaduct being made up of metal supports, the 'viaduct' itself being built in prefabricated sections. This enabled the line to be built quickly and without too much disruption. The LOR was the first (and only) elevated railway in Britain, it used electric multiple units from the start as well as having automatic signalling. There were twenty stations on the route, the maximum distance between stations being a mere 1,087 yards. Despite the frequency of the stations, a journey over the LOR could be completed in twenty minutes. The line opened in February 1893 and proved popular, the peak annual passenger figure being reached in 1919 with no less than seventeen million passengers making a journey.

The LOR closed in December 1956. Although still busy (nearly nine million passengers were conveyed during 1956), problems with water invading the metal infrastructure meant that the choice was between closure and massive remedial work. The former was chosen and the LOR was consigned to history. However, the LOR lives on. Two carriages are still in situ, parts of the infrastructure can still be found, and a number of books have been published. Various short pieces of film depicting the line can also be found on YouTube and other sources. The St Albans Branch would like to thank Mr Brading for a fascinating and interesting talk on the LOR.

PRESERVATION NEWS

Nigel Mundy

Crich Tramway Museum: A visit on 2/4/22 found three trams in use – Sheffield 510, Leeds 180 and Metropolitan 331. The standard of restoration both on the operating fleet and those in the Exhibition Hall is impressive. 0-4-0VBT Steam Tram 47 (BP 2464/1885),

in company with its miniature (368mm gauge) counterpart 46 (Pritchard W/41) complete with its double-deck trailer, were noted in the Exhibition Hall but, unfortunately, neither is well placed for photography. (NM)

Didcot Railway Centre: The weekend 2-3/4/22 saw the official return to steam of 4079 *Pendennis Castle* which, having spent the years 1977 – 2001 in Australia, has now completed a lengthy restoration at Didcot. Some good sound effects, but surely a Castle should not slip with a load of three coaches on a dry rail? There was a service on both demonstration lines, the Castle sharing time on the 'Main Line' with D 9516 whilst *Trojan* provided a service on the Branch Line with the Trailer coach which normally runs with the Steam Railmotor. 5227 was still present, but is due to be dismantled shortly with parts, including the boiler, being earmarked for the new 4-4-0 3840 *County of Montgomery*. Several buildings were locked and could well have contained the locomotives not accounted for – 1363 (understood to be next in line for a return to steam), 3650, 5051, new-build 1014 and Steam Railmotor 93. 4144 is away on loan to the K&ESR and the two Broad Gauge locomotives were stored, along with their associated rolling stock, in the tranship shed – it would be nice to see one of these running again! (NM/GS)

Keighley & Worth Valley Railway: A steam gala was held 11 – 13/3/22 and I visited on the Saturday, arriving on the 11.26 from Leeds which arrived in Keighley in parallel with 52044 and TVR 85 on a shuttle from Ingrow – not a bad introduction! The trains were operating approximately every 50 minutes over the full line with a shuttle to Ingrow and back slotted between them. Two six-coach sets, each including a Buffet serving real ale, were used on the full line service with a three-coach suburban set working the shuttle. Of interest in one of the six-coach sets (the Jubilee set), the restored L&YR 'Blackpool Club' carriage was available for riding, a small donation being requested for this pleasure. The other set (the RMB set) included a vehicle of particular interest to me in the form of the Chatham Brake, BSK S3554S, once a regular vehicle on the SR Dover and Folkestone trains and with no corridor connection at the brake end. After withdrawal this vehicle was stored at Hassocks until it was moved for preservation. At the time I was employed at Essex House, Croydon in the Passenger Rolling Stock Section and the Divisional Rolling Stock Inspector lived at Hassocks! On the vehicle being moved to Keighley, we were each given a year's membership of the K&WVR which I later transferred to life membership at a cost, I believe, of £15.

An interesting selection of locomotives was provided. The first three full-line departures after my arrival produced 52044 + TVR 85, 45596 + 46100 and 7714 respectively. 41241 was also working trains whilst 78022 was in steam, but not booked to work any trains on the Saturday. The timetable was possibly rather too ambitious and by the time I left trains were running up to 25 minutes late. I was impressed by the 'Railstory' display at Ingrow – 'The Carriage Works' by the Vintage Carriage Trust and 'The Engine Shed' by the Bahamas Locomotive Society. One of the displays at the latter concerned the last train on the Abergavenny to Merthyr line which utilised the LNWR Coal Tank and an 0-8-0 in January 1958 – it is a sobering thought that I was on that train! Despite the minor problem with punctuality, the K&WVR is to be congratulated for organising another excellent steam gala. (CF)

Mangapps Railway Museum: A 20 minute walk from Burnham-on-Crouch station on the Southminster branch line preceded my visit on 3/4/22. I was previously there over 10 years ago since when many new buildings have been constructed and these have enabled more of the vintage rolling stock to be placed under cover. The museum has a fantastic collection of railway signs and memorabilia and includes *Minnie*, a Fox Walker product of 1878, together with a signal box from Halesworth on the East Suffolk Line. Some of the vintage coaching stock was formerly used as part of breakdown trains or in departmental service so was either modified inside or completely gutted. Many of these now hold more displays, maps and signs, so not to go inside these vehicles means you will miss much of the museum's collection. The short train ride, operating at hourly intervals from outside

the museum, starts from a platform with various buildings moved from closed stations such as from the M&GN station at Great Ormesby, whilst the terminus of Old Heath is the former terminus of the MSLR at Laxfield. The train was worked by 0-6-0D 03 399 with a BR standard non corridor suburban coach, 43264, and a former GNR Brake First built in 1910, E43178E, in use as a Driving Trailer Open. Other steam locomotives seen were KS 3063/18 inside the maintenance shed with more class 03 diesels and, I presume, to be in operational condition outside this shed, was *Fambridge* (AB 2157/43) together with a second steam locomotive, 0-4-0ST AB 1619/19 covered by a tarpaulin. A further boiler was present which I presume is from WB 2613/40 as pannier tanks were nearby, but the frames were not visible. A site that doesn't get much coverage in the various magazines but is much improved from my previous visit and it is thoroughly recommended to see this collection. (RA)

North Norfolk Railway: The North Norfolk Railway held a gala weekend 1 - 3/4/22. The visiting locomotive was 41241 resplendent in its recently restored LMS red livery. This engine was bought out of service by the KWVR after its withdrawal from Skipton shed in December 1966 and hauled the inaugural KWVR train in June 1968 but, at that time, BR insisted it had to run with a different livery, hence its painting in LMS red. On Friday 1/4/22, apart from 41241, four locomotives from the NNR's collection worked services. These were ex-GER 0-6-0 564, ex-S&DJt 53809, BR 76084, and BR 92203 *Black Prince*. WD 2-10-0 90775, now named *The Royal Norfolk Regiment*, stood at Weybourne as a standby engine, but otherwise was booked to replace 53809 on Sunday 3/4/22. B12 61572 is now withdrawn for its 10 year boiler overhaul.

This gala also introduced some innovations with regard to coaching stock. A vintage train comprising of restored ex-GNR, M&GN and GER coaches ran. In addition two of the newly repainted four coaches of the BR Mk1 suburban stock were used to create a mixed train and 92203 hauled a short freight between Sheringham and Weybourne. At Holt the quad-art set remained locked in its shed. Also at Holt there are two long term projects, both of which require funding before any work can begin. The first is a plan to erect a footbridge to connect the up and down staggered platforms. This will eliminate the present need for a lengthy walk around the headshunt to get from one platform to the other which, on gala days especially, with short intervals between arrivals and departures, can result in missed "connections". The other project is to install a turntable and to this end the Railway has acquired one previously recovered from Hull Botanic Gardens shed - this is stored in the goods yard area. A rover ticket bought on the day cost £25, and was certainly good value for money. Passengers seemed mostly to be enthusiasts, given that schools had not broken up, and trains were around one third to half full. But is this enough to sustain future events? The NNR is particularly fortunate in having two Riddles 2-10-0s in working order, but are they economical to use? Coal is now over £400 per ton, so merely raising steam in either of these two engines must cost around £1,000 or the equivalent of at least 40 gala day tickets each. After emerging from the impact of Covid lockdowns all preserved lines are faced with the twin challenges of containing costs and attracting customers. With inflation growing sharply, many people may find leisure outings an expense to curtail or even eliminate, depending on their personal circumstances. (MS)

Ribble Steam Railway: A gala held 26 - 27/3/22 was visited on the Saturday when a basic 45 minute interval service was being run using three locomotives - FR 0-4-0 No 20 and together with a pair of 0-6-0STs, *Courageous* (WB 2680/42) and 21 (HL 3931/38). Two locomotives worked each service, either double-headed or 'top & tail'. I was impressed by the station building and exhibition hall, but disappointed not to find any information or directions to the site at the main line station. Whilst there is an hourly bus service from the City Centre which runs close to the site, it is probably better to take Service 100 which stops outside the station and also stops outside McDonald's which is 10-15 minutes' walk away. Access to the opposite end of the line would be useful as this would be within easy walking distance of the station and near a 'Park & Ride' facility! (CF)



Hall L/2012 - DHR 44 at the Ferry Meadows Railway on 7/4/13.



*Former Penrlyn Gwynedd (HE 316/1883), visiting from Bressingham, at Statfold Barn on 19/3/22.
(Both photographs by NIGEL MUNDY)*

Sittingbourne & Kemsley Light Railway: The 2022 Season opened on 3/4/22 with trains worked by *Leader* from 13.00-16.00 with reasonable loadings. In addition to the “Brazil” weekend mentioned in *Bulletin 4*, the following events are planned:

2-5 June	Platinum Jubilee
25-26 June	Steam & Beer
24-25 September	End of Season gala with enhanced service

The afternoon service – trains 13.00-16.00 – is scheduled for 8, 15, 29 May, 12, 19 June, 3, 10, 17, 24 July, 4, 11, 18 September also Wednesdays 27 July - 31 August.

On 2-5 June inclusive, 31 July, 7, 14, 21, 28, 29 August trains will run at 11.30, 12.30, 14.00, 15.00 and 16.00 from Sittingbourne (note there is no 13.00 train on these dates). Santa Specials are scheduled for 3, 4, 10, 11, 17, 18, 19 December. Please check www.skrlr.net to confirm times. (CF)

Spa Valley Railway: A visit on 2/4/22 for their ‘Scottish Steam Up!’ - the first event of the railway’s 25th Anniversary 1997 to 2022 celebrations. All trains were steam hauled using home based 34053 *Sir Keith Park* and rebuilt Hunslet Austerity 2890 together with two visitors from Scotland, CR 419 from the Bo’ness & Kinneil Railway and CR 828 from the Strathspey Railway. It was noted that the Caledonian locomotives were in different shades of blue – they have previously made separate visits south of the border, but have never worked alongside each other outside of their native Scotland. Two sets of stock were in use providing an approximate 50 minute interval service over the whole line. Bar Car *Kate* in set A was serving a range of eight Scottish real ales from the Cairngorm Brewery plus six ciders. Set B also included a Buffet Car, but comment was passed about the lack of refreshments at Tunbridge Wells, although there was a small kiosk at Groombridge. The day admission charge of £25 was considered ‘not unreasonable’.

The Scottish theme was extended to 34053 having a Scottish Region light blue backed shed and smokebox number plates and stations having temporary BR (ScR) light blue running in boards! Other steam locos seen in the loco shed at Tunbridge Wells West were *Ugly*, *Lady Ingrid*, *Newstead*, *Terrier Sutton*, 47493 and an unidentified frame partially hidden by other locos. Non-steam items in the shed yard were Electro Diesel 73140 painted in Network SouthEast livery with 31430 *Sister Dora* in BR blue, D3489 *Colonel Tonline* in black with a Felixstowe Dock & Railway Company crest, along with 33065 inside the shed. Sidings at Tunbridge Wells contained more rolling stock with steam items such as cabs and saddle tanks - all unidentified - some of these I presume belonging to the locos inside the loco shed together with more items in the siding at Groombridge. It was noted that the track on the Ashurst spur at Groombridge has now been taken up and fenced off so siding space on the railway is now at a premium. Trains were full most of the day with many standing on the two four coach rakes in use. (CF/RA)

Statfold Barn Railway: Saturday 19/3/22 was billed as a Penrhyn Quarry themed day and, indeed, five lined black former Penrhyn locomotives were in steam – *Cegin* (AB 1991/31), *Ogwen* (AE 2066/33), *Marchlyn* (AE 2067/33), *Gwynedd* (HE 316/1883) and *Sybil Mary* (HE 921/06) - *Ogwen* and *Gwynedd* were visitors. In all fourteen locomotives were in steam, the others being *Ryam Sugar No 1* (Dav 1650/18), *Lautoka Mill No 11 Fiji* (HC 972/12), *Lautoka Mill No 19* (HC 1056/14), *GP39* (HC 1643/30), *Howard* (HE 1842/36), *Saccharine* (JF 13355/12) which failed during the day (hot bearings?), *Harrogate* (P 2050/44) and *Isibutu* (WB 2820/46) along with *Roger* (KS 3128/18) on the garden railway. A new-build Quarry Hunslet named *Juliette* was under construction in the machine shop, coupling rods fitted, no pistons or connecting rods yet, whilst (*Handyman*) (HC 573/07), formerly at York Museum, was loaded on a wagon in the roundhouse in derelict condition as was, newly arrived from Queensland, (*Seaforth*) (HE 1026/10). *Minas de Aller 2* (CL 439/1885) and the former Cameroon ‘Tamar’ 0-4-2PT (HE 3756/52) were dismantled as was standard gauge Austerity *S134* (HE 3168/44). The frames of BLW 4-6-0T (44657/16) were also in the boiler shop, reduced to their component parts, looking like they had been crack tested. In the Oak Tree building, Webb Locos Ltd had a stand with 184mm gauge KS 0-4-2T *Hampton* on display. Their mission is said to be to build one of the three original (*Ed - replica?*) locomotives that

once ran on the Metropolitan Water Board's light railway between 1915 and 1947. It was noted that hard core was laid for the extension from the loop back to the station. (NM/DW)
(Richard Awde, Charles Firminger, Nigel Mundy, Michael Smyth, Geoff Suich, David Williams)

MINIATURE NEWS

Ferry Meadows Railway, Peterborough: This 260mm gauge line has recently changed hands and the steam locomotive – Darjeeling 0-4-0ST+T 44 (Hall L/2012) - has been sold and left the site in early March. (JP)

NSMEE, Ruddington: Saturday 26/3/22 was a day of celebration in recognition of the contribution a recently deceased member made to the Heritage Centre at Ruddington, home to both NSMEE and GCRN. Members of his family, along with members of both NSMEE, GCRN and other associated groups on site, were invited to attend. All tracks were operating from 11.00, initially with the facilities closed to the public until members and guests finished riding, after which members of the public were able to travel - thankfully the weather could not have been better. Steam locomotives operating on the ground level track included B1 61283, 'Tom Rolt' 0-4-2T, 0-6-2T+T *Sweet Rocket* along with *Ruddington Grange*, the last-mentioned also providing 'footplate experience' trips for members of the family - under supervision of course! Three diesel outline locomotives also saw use during the day, Peak D60, Hymek D7086 and 47835. The raised track played host to Black 5 44845, Jubilee 5682 *Trafalgar* and 47447, two apple green B1s, 1018 *Gnu* and 1033 *Dibatag*, P2 2006 *Wolf of Badenoch*, Standard 4MTT 80079 and a solitary 'diesel', 47546. (NM)

Prospect Park, Reading: 127mm Gauge apple green B1 1008 *Kudu* was in use on the raised track, in addition to which, two American style 0-6-0s, reportedly built in South Africa by B. Joyce in 2006, shared the dual-gauge ground level track with malachite green Schools 4-4-0 901 *Winchester*. (GS)

The Sutton Collection – It has been reported that this 381mm gauge collection is to move to Tyseley – most of it has been located at Cleethorpes in recent years and, of course, includes the two Atlantics *Sutton Flyer* and *Sutton Belle*.

(Nigel Mundy, Jonathan Perks, Geoff Suich)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Add Location: E8009 HELE (nr Exeter) - Leaky Finders.

Movements: 1638 delete *E8000, add *E8009, 2873 to E8001, 3803 to E8001, 4144 to E7400, AB 2015 to E8800, KS 3063/18 to E3003.

TOWARDS 10,000 MILES (PART FOUR)

Mike Hudson

(Continued from Bulletin 4/22)

The Continental foray had also seen my first ever use of colour film, so with the summer now in progress, my outings now leaned towards photographic opportunities.

I have provided a sample page of the notebook where my travels have been recorded, and will now identify the entries for this page.



Unrebuilt Patriot 45542 is seen heading for Chester at Prestatyn on 12/8/1961.



At Wellow on 29/7/1961, a classic Somerset and Dorset Joint combination of 2P 4-4-0 40697 and 'West Country' 34042 Dorchester is seen on a northbound express.

(Both photographs by MIKE HUDSON)

1961

No.	CLASS	TRAIN	FROM	TO	MILEAGE			DATE
					TRIP	YEAR	TOTAL	
34101	W.C.	9.0AM.	VICTORIA	FOLKESTONE JN.	72	4384½	22,929½	3/6.
4631	S7XX		FOLKESTONE JN.	FOLKESTONE HBR	1¼	4385¾	22,930¾	3/6.
7036	"CASTLE"	9.15AM.	PADDINGTON	KINGHAM	84¾	4470½	23,015½	1/7.
5182	S1XX	11.18AM.	KINGHAM	CHELTENHAM SPA (MALVERN RD)	23¾	4494½	23,039½	1/7.
8491	94XX	2.3AM.	GLOUCESTER CTL.	STONEHOUSE (B.R.)	9	4503¾	23,048¾	1/7.
6960	"HALL"	4.33AM.	STONEHOUSE (B.R.)	PADDINGTON	105	4608½	23,153½	1/2.
30796	M15	2.54AM.	WATERLOO	FLEET	36½	4644¾	23,189¾	8/2.
73111	B.R."S" 4-6-0	5.51AM.	FLEET	WATERLOO	36½	4681½	23,226½	8/2.
31619	U	8.30AM.	PORTSMOUTH & SEA	SALISBURY	49¾	4731	23,276	29/2.
34054	B.B.	10.32AM.	SALISBURY	TEMPLECOMBE	28½	4759¾	23,304½	29/2.
73051	B.R."S" 4-6-0	11.24AM.	TEMPLECOMBE	EVERCREECH JN.	10½	4770	23,315	29/2.
75071	B.R."L" 4-6-0	12.14PM.	EVERCREECH JN.	WELLOW	19¾	4789¾	23,334¾	29/2.
75071	B.R."L" 4-6-0	4.55AM.	WELLOW	TEMPLECOMBE	30¾	4820	23,365	29/2.
34110	B.B.	7.5AM. ADDTL.	TEMPLECOMBE	SALISBURY	28½	4848½	23,393½	29/2.
60869	V2	1.45PM.	KINGS CROSS	CLAYPOLE	115¾	4963¾	23,508¾	4/8.
60908	V2		CLAYPOLE	YORK	72¾	5036½	23,581½	4/8.
61053	B1	10.8AM.	YORK	MANCHESTER VIC.	75½	5112	23,657	5/8.
45210	L.M."S" 4-6-0	5.27AM.	PRESTON	MANCHESTER VIC.	30¾	5142¾	23,687¾	5/8.
60073	A3	9.49AM.	YORK	GRANTHAM	82¾	5225½	23,770½	7/8.
60054	A3	1.56PM.	GRANTHAM	KINGS CROSS	105½	5330¾	23,875¾	7/8.
4096	"CASTLE"	12.5AM.	PADDINGTON	WOLVERHAMPTON	141¾	5472½	24,017½	12/8.
7012	"CASTLE"		WOLVERHAMPTON	CHICHESTER GEN.	72½	5544¾	24,089¾	12/8.

A section of Mike Hudson's Travel Log from 1961.

(Photograph by MIKE HUDSON)

It will be noted that the 1/7/1961 route took me over the useful line from Kingham, which met up with the MSW route from Andover, heading for Cheltenham and Stonehouse, and which provided traffic on both the Gloucester-Bristol and Gloucester-Swindon routes. The afternoon departure on 8/7/1961 was an indication of a working Saturday morning. Fleet was a photographic location for me. The major expedition of

the month of July was that of the 29th to Wellow on the Somerset and Dorset, which duly produced 2P 4-4-0s at the end of their careers, the indigenous 7F 2-8-0s, and 9F 2-10-0s in the early days of their short S&D usage. So July, in its entirety, produced all of 462 $\frac{3}{4}$ more miles.

For 1961, the August Bank Holiday still came at its traditional position at the beginning of the month, so a half-day worked on Friday 4/8/1961 saw me on the V2-hauled 1.45pm from King's Cross. However, 60869 proved to be unwell and our train was shunted into a Down siding at Claypole on a hot afternoon, and we watched the passing parade before relief in the form of 60908 arrived light engine from Grantham.

The joys of overnight travel, and also their usefulness, had been another aspect of my European expedition, and this now began to replace my use of bed and breakfast accommodation. The 12/8/1961 journey on the midnight run from Paddington, via Oxford, was the starting point of a lengthy and productive lineside session at Prestatyn. The four tracks there were hyperactive on this peak summer Saturday. I stayed at a bed and breakfast place in Chester, returning home on the following Sunday via the GW routes. No more steam in August, therefore the miles added for this month were 951 $\frac{1}{2}$.

On the Southern Region, 'Schools' class 4-4-0s displaced from Kent were known to be having their last fling on summer Saturday Lymington Pier trains, so on 4/9/1961, I travelled to Southampton – for BR Standard 2-6-0 76006 on the 9.46am train to Waterloo! However, 30913 *Christ's Hospital* was on the 12noon Down, and 30906 *Sherborne* Up again from Southampton at 4.09pm.

Serious miles a week later, although these were dented by two diesel incursions. Scotland! I travelled via the midnight train from Paddington again on 9/9/1961, double-headed to Oxford. I then made my way to Rock Ferry on this Birkenhead service, then the 9.43am from Liverpool Exchange, also double-headed, to Preston. I then travelled to Beattock for photography, continuing via Carstairs to Edinburgh, for a stop at another 'B & B'. I then returned south on 10/9/1961 at 9.55am from Edinburgh Waverley, a Covent Garden opera special. The locomotives used were Pacific 60538 *Velocity* to Newcastle, Cl. 40 D252 to York, a second Pacific, 60515 *Sun Stream*, to Grantham, and then a second Cl.40, D208, to finish with.

The final outing in September was on 23/9/1961, over to Wareham, for M7 30110 on the park-and-ride service Down to Swanage and back, then N15 30788 *Sir Urre of the Mount* on to Bournemouth, and then a 'Merchant Navy' back to Waterloo. My September steam mileage was 1,111 $\frac{1}{2}$, my third quarter total was 2,525 $\frac{3}{4}$, and my total for the year to date being exactly 6, 628 – two thirds of my target!

(To be continued.)

A TRIP TO CARLISLE AND BACK

Michael Smyth

My wife, Susan, and I had not travelled on a steam special in the UK since a journey on the 'Scarborough Spa Express' in August 2008 behind 70013 *Oliver Cromwell*. So we decided it was about time to refresh our experience of such trips and booked on 'The Cumbrian Coast Express', organised by the Railway Touring Company, on Saturday 12th March. What's more we decided to treat ourselves to premier first class dining at £285 each.

Although the special originated at Euston our most convenient place to join was at Milton Keynes Central. Preserved 86.259/E3137, named both *Peter Pan* and, after the owner, *Les Ross*, drew in at 07.48 in bright early morning sunlight. After a brief stop we began to speed northwards. Our seats were in the end coach, a former BR Mk 1 FO

Diagram 73 built 1962/3 but painted in Pullman livery and owned by the West Coast Railway Company, as was the whole set. Once underway, service of breakfast began with a choice of fruit juice or Bucks Fizz. A selection of cereals or porridge or fruit segments followed and once these were consumed it was time to tackle a full English breakfast. Toast with preserves and unlimited tea or coffee rounded off this feast and so we were replete by Crewe.

Basford Hall sidings contained a line of 10 Freightliner Class 86s. Presumably all now withdrawn as a consequence of that company's decision to stop using such locomotives because of increased electricity charges. On the Up side, several brand new Class 777 EMUs stood in the carriage sidings. These units are destined to replace all of Merseyrail's fleet of Classes 508 and 509. Adjacent to Crewe station the former diesel depot is now Locomotive Services Limited repair and restoration base. Lines of carriages alongside meant little could be seen other than preserved 87.002 *Royal Sovereign*.

After a final stop to pick up passengers at Preston 86.259 quickly accelerated its train to line speed.

Hest Bank with its brief sight of the sea, except the tide was out, flashed past. Carnforth, Oxenholme and the climb to Grayrigg went by without any noticeable diminution in speed. A similarly swift ascent of Shap seemed likely but at Tebay our train slowed as signals began to show successive double yellows. The reason was a late running special double headed by 47.614 and D1994. This had originated at Milton Keynes, destined for Fort William, the first day of a three day trip organised by Statesman Rail. This was scheduled to stand in the loop at Penrith station for our train to pass, which it did. Approaching Carlisle station 45690 *Leander*, with its support coach, stood in High Wapping sidings by the power box. We ran into platform three on time at 11.43. 86.259 uncoupled and ran round via the now little used centre roads. After the 12.07 Edinburgh – Euston left it set off back to Carnforth, there to await our return later in the afternoon.

Soon 47.614 and D1994 appeared with their Fort William special and made a very short stop for a crew change. The north bay platforms had a solitary Scotrail two coach DMU, 156.507. 61 years ago this same location might have held one of the famously rare (to most English spotters) Carlisle Canal A3s, 60079, 60093, or 60095, waiting to work over the Waverley route. The south end bays were likewise quiet because buses replaced services between Carlisle and Hexham. The only freight noted was 88.002 on a Coatbridge to Tilbury Freightliner. 45690 backed on to our train earlier than scheduled and a queue soon formed as a friendly crew allowed visits to the footplate.

45690 departed exactly on time at 13.25. Since we were now separated from the engine by only its support coach and, with sliding ventilation windows open, the distinctive three cylinder sounds of a Jubilee filled our carriage. Staff came around to serve our pre-ordered aperitifs whilst loudspeakers reminded everyone to remain in their seats until Maryport. A restriction imposed by Network Rail because of limited overbridge clearances on this stretch, with a consequent risk of serious injury to anyone leaning out of a window. The sun was shining when we left Carlisle and remained so as we began to run along the coast south of Workington. Near Parton, recent cliff landslips require single line working, as well as severe speed restrictions. Although the sea was calm and glittering with sunlight as we passed, it was not difficult to imagine how a fierce Irish Sea storm could wreak havoc on this exposed stretch. After Whitehaven lovely views to the western Lake District fells opened up.

At Sellafield we stopped adjacent to the Nuclear Plant exchange sidings, just south of the station, where a road tanker provided water. Stabled in these sidings were several bogie wagons carrying nuclear flask containers and four Class 88s, which now form the mainstay of motive power for these unique trains. After we left Sellafield the sky became somewhat overcast, although clear views both east and west remained. However we now had something else to distract our attention as service of a four course



Alongside a Pendolino, 86.259/E3137 waits on the centre roads at Carlisle ready to run back to Carnforth on 12/3/22.

(Photograph by MICHAEL SMYTH)

dinner commenced. The main course comprised roasted beef fillet followed by the Lake District's very own Cartmel sticky toffee pudding.

Our train approached Barrow on the single line from Park South junction and ran through the station, still an outpost of semaphore signalling, without stopping. Soon 45690 attacked the day's last climb up Lindal Bank before speeding through Ulverston. Crossing Leven viaduct our final most scenic part of the trip opened up as we ran along the shore of Morecambe Bay, past Grange over Sands and the Kent viaduct at Arnside. Shortly afterwards 45690 came to a stop in Carnforth's Up and Down goods loops where 86.259 took over once again. An early departure, just before 18.00, followed and a clear run south culminated in a 15 minute early arrival back at Milton Keynes at 21.05.

Was the day worth it? Overall our answer is yes. Our train ran to time, and even early, and we had over 100 miles on a most scenic route behind steam. The service of meals was faultless with an experienced staff serving cooked, as opposed to microwaved, food. Thus recreating a sublime experience now lost on ordinary services in this country. What were the downsides? Firstly our coach needed maintenance. A wheel flat and a hunting bogie meant our northward run to Carlisle was unsteady. Coming south this was less of a problem as with 86.259 attached next to our coach it damped any excessive movement. Secondly we both found the time simply sitting at our seats as uncomfortably long. Intermediate stops were brief for pick up or set down only. So we sat for nearly four hours northwards and over seven and a half hours south from Carlisle to Milton Keynes. Will we make other trips? Probably, but only if we can select pick up points that avoid prolonged periods of sitting without a break.



Britannia 7MT Pacific 70008 Black Prince arrives at Bury St Edmunds on the Liverpool Central to Harwich Parkeston Quay service. The Pacific worked to and from Sheffield Victoria and it was the only regular scheduled Britannia working through Bury St Edmunds. This photograph is by the late Grenville Ellis, a contemporary of mine at school, and it is the only photograph I can trace of this working at Bury St Edmunds. The date is unknown but it was probably taken in the summer of 1959.



D604 Cossack was one of the very first batch of WR 'Warship' diesel hydraulics and is seen here at Plymouth in late August 1965. The entire class was withdrawn by December 1967.

(Both photographs by BOB STONEHOUSE)



A4 Pacific 60019 Bittern is seen leaving Glasgow Buchanan Street with the 17.30 to Aberdeen in early September 1966, only a matter of days before withdrawal of steam on this route.



Next to the A4 is BR Standard 5 4-6-0 73150 with Caprotti valve gear, taken on the same day as the A4, in early September 1966. The destination of this service was not recorded.

(Both photographs by BOB STONEHOUSE)

OUTLINE HISTORY OF THE RAILWAYS OF WIDNES

Chris Lewis

The History: As many of you know I was brought up in the south then moved to the north and have lived in Widnes for 40 years. Not only is it famous for the birth of the chemical industry in the UK, and once had a very good rugby league team, it also had one of the first railway lines in the UK. The Liverpool and Manchester Railway opened in 1830 and was less than 5 miles to the north of Widnes. Three years later the first railway to Widnes opened, called the St Helens and Runcorn Gap Railway (SH&RGR); the line ran from the centre of St Helens to the north bank of the River Mersey at Runcorn Gap. The southern terminus of the line was at Widnes Dock which is now a part of Spike Island in Widnes. It was built to transport coal from the St Helens coalfield to the Widnes Dock where it could be taken by ships to Liverpool and other places. It had two rope worked inclines, one in the outskirts of Widnes and one at Sutton in St Helens, but these were removed by easing the gradients between 1849 and 1850. Between 1833 and 1845 the line was in direct competition with the St Helens Canal, the first canal of the industrial age in the UK, opened in 1759. This competition forced down the prices charged by both until the two companies merged in 1845 as the St Helens Canal & Railway Company (SHC&RC). The chemical industry in Widnes started in 1847 as a John Hutchinson chose to build his manufacturing site there, recognising that it combined the advantages of coal from St Helens, salt from Cheshire and for transportation it was on the Mersey. A basic passenger station, called Runcorn Gap, located on the north side of the St Helens canal, opened in September 1833.

The next railway to come to Widnes was that built by the SHC&RC between Warrington and Garston that crossed and had connections to the original line in Widnes. It had opened throughout by 1854. The SHC&RC built a dock at Garston that was better situated than its facility at Widnes. The original station was replaced by a better facility on the new Garston line. Located at Waterloo Road, on the west side of a level crossing, it was also called Runcorn Gap. It also had an end on junction with the Warrington and Stockport Junction Railway which enabled a daily service of through trains to operate from Widnes to King's Cross. The London and North Western Railway absorbed the SHC&RC in 1864. They renamed Runcorn Gap station as Widnes.

The crossing in Widnes, where the line from St Helens to Widnes Dock (Spike Island) crossed the Warrington to Garston line, became so busy it became a bottle-neck. A new line was opened from the Warrington direction to the Garston direction that "flew over" this crossing. It opened in 1869 and was called the Deviation. A replacement Widnes station was opened on this line in 1870.

The LNWR operated its trains from Euston to Liverpool via Earlestown until it built its cut off line from Weaver Junction to Ditton Junction and hence to Edge Hill and Lime Street in 1869. The bridge over the Mersey between Runcorn and Widnes was described in a recent article. Ditton Junction is in Widnes and it is where this line joined the route from Warrington/St Helens via Widnes to Garston line, by then also owned by the LNWR.

The Manchester, Sheffield and Lincolnshire Railway (MS&LR) and the Great Northern (GN) wanted some of the Manchester to Liverpool market, particularly access to the docks at the latter. These two companies, along with the Midland Railway (MR), formed the Cheshire Lines Committee (CLC) to realise this aspiration. They built a new direct line of their own between Garston and Manchester which opened throughout in 1873. A new terminus for the line was opened at Liverpool Central in 1874 and at Manchester Central in 1880. The line passed through north Widnes with a station in Farnworth.



On 30/3/22, the Deviation line, still double tracked, is seen with a Class 66 diesel heading from Ditton to Warrington Arpley depot. Widnes, later Widnes South, closed to passengers in 1962, this was where the locomotive is.



The current Widnes station, previously named Widnes North and Farnworth. The station building is the typical style built by the CLC for this line. A Class 150 DMU is calling on 30/3/22.

(Both photographs by CHRIS LEWIS)

Because this was away from the centre of Widnes and the industrial area, a loop was constructed by the MS&LR/MR through the centre of Widnes. Widnes Central station opened in 1879. This line was called the MS&LR/MR Widnes Branch Railway but was often referred to as the “Widnes Loop”. The GN had no interest in the line. The MS&LR became the Great Central Railway of course in 1897.

The chemical industry expanded rapidly in Widnes, served by many connections with the main railway lines. Many had their own sidings and shunting locomotives.

The Position Today: Although many of the chemical companies have closed, there are several still operating but none are now connected to the railways. Spike Island, once covered in railway sidings, has been restored and is a lovely green area surrounding the canal and next to the Mersey. The original line from St Helens to Widnes closed as a through route on 1 November 1981 with the last section in Widnes closing in April 1982. The southern end through Widnes is now a dual carriageway road. Passenger services were withdrawn in 1951. The passenger service on the Warrington to Ditton Junction/Liverpool line finished in 1962. (Widnes station, on this line, had been named Widnes South in 1959.) The Widnes Loop with Widnes Central station closed in 1964. There remains the ex-CLC line from Manchester to Liverpool via Warrington Central and Widnes, now to Liverpool Lime Street rather than Central. This happened in 1966. The line from Weaver Junction through Runcorn to Ditton Junction has a frequent service of trains from London, Birmingham and Chester to Liverpool but they do not stop in Widnes but do in Runcorn. The station at Ditton Junction closed in 1994. The Deviation line is still open though very few trains use it or any part of that line since Fiddlers Ferry Power station closed in 2020.

Recently a new road opened in Widnes called Incline Way. It leads to an area where one of the rope worked inclines on the St Helens and Runcorn Gap Railway operated until about 1850. Most Widnes people would not know that was the reason for the name.

The Future: It is disappointing that it is proposed that as a result of rationalisation, following the fiasco of the Castlefield Curve, there will be only one train an hour from Widnes to Manchester instead of three. Apart from this line and the main line from Weaver Junction to Liverpool, the only other line still open is from Warrington to Ditton Junction. The latest plans for the London to the North and the Northern High Speed lines make use of this line. Trains from London to Liverpool will join the northern high speed line from Manchester to Warrington in Cheshire and then use that line to Ditton Junction through Widnes. Will it use the Deviation line through Widnes? The report states trains will take just 35 minutes from Manchester to Liverpool. In 1883 certain trains were operating via the main routes from Manchester to Liverpool in 40 minutes. Such is progress!

More Information: Widnes Railway Club, 8D, named after the steam locoshed code, has an excellent website. It gives much more information, including many photographs, about the railways in Widnes and the surrounding area. Much of it is written by the Chairman of 8D, Paul Wright: <https://8dassociation.org>

ANOTHER METROPOLITAN LINE MEMORY

Rodney Salter

Many summers ago, I was working on Metropolitan Line train No. 407, the Chalfont & Latimer to Chesham shuttle service, and brought the train into the bay platform at Chalfont under very threatening skies. As I shut the train down in readiness for the return working it started to rain and within moments the monsoon broke! I thought, “I’m not changing ends in this”, and hoping that the rain, although very heavy, would be short lived, I

remained for the time being in the south end cab. Thunder had started almost as soon as the rain; suddenly there was an almighty bang and the cab heater caught fire, followed by an ominous silence! I knew at once what had happened; there had been a lightning strike on a conductor rail, the huge voltage had travelled along the rail and up into the train, setting fire to the dust on the heater, which is fed from the 630-volt traction current.

I telephoned the controller and told him what had occurred and he alerted the fire brigade – an exercise in futility, as the fire burnt itself out in around fifteen seconds, but this had to be done. The four-car unit, comprising train 407, had been seriously damaged by the overload voltage, and remained in the platform at Chalfont until close of traffic. The service to Chesham was provided instead by the diversion of Amersham trains. The crippled unit was, I understand, dragged to Neasden Depot by night duty men; an operation I was heartily glad not to be involved with! I was told later that the unit had been so badly damaged by the overload that it would have to be reduced to spares, but this proved not to be the case. Several months later, I found the unit – I can't remember the car numbers: wish I could! – on the south end of an eight car train, which I had picked up at Wembley Park, going to Watford.

And finally – for some weeks after this incident, I was called 'Lighting Rod' by some of my more frivolous colleagues!!

BOOK REVIEW

British Railways Mark 1 and Mark 2 Coaching Stock by Hugh Longworth.

Crecy Publishing Ltd.

Hardback. 29 x 22cm.

304 Pages. 150 photographs and numerous line drawings.

ISBN 9781910809754. Price £35.

Here we have the second edition of a renowned book on BR rolling stock first published in 2013. The book has been revised and corrected, additional material including photographs added, and all the diagrams redrawn to a higher standard. It deals with all types of vehicles in the categories so includes vans, sleepers, post office vehicles and the like, often built for traffics no longer carried. Very few Mark 1s and 2s are now left in main line service and these are mostly confined to the charter train sector, but the preserved railways have a good range of usually well maintained specimens to enjoy. So this heavyweight, detailed book is well recommended to those who want building information, dimensions and explanation of this vast ubiquitous family of coaches and you will probably agree with the publisher's claim it is a "classic work". (DAB)

OVERSEAS NEWS

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AUSTRIA

Orders. In 2021 ÖBB awarded a contract to Stadler for the supply of 186 *KISS* EMUs. There followed legal objections regarding electronic signatures which went to court and now a decision has been reached authorising the contract as legal. The framework contract lasts for ten years and is for various numbers of four-, five-, and six-car sets. It is expected that there will soon be an announcement about the first batch of units.

Vectron. 1293 085 was delivered to Austria in February.



During the recent KWVR Gala on 11/3/22, GWR 0-6-0PT No. 7714 is seen departing Keighley on the 10.00 to Oxenhope alongside TVR 0-6-2T No. 85 drawing empty carriage stock out of the sidings into the shunt neck for the 10.30 departure.



45596 Bahamas makes a very steady departure from Keighley with the 09.10 to Oxenhope on 11/03, during the recent KWVR Gala.

(Both photographs by ROBIN PATRICK)



Imposter 45627 Sierra Leone (but still 45699 on the cab sides!) heads the Railway Touring Company's 1Z73 'The Peaks Express' on 6/3/22 as it passes Hurst Hall Farm at Glazebury (Warrington, but only just). Its destination was Derby by a somewhat rambling route. Originating at Preston (following an empty stock movement from Carnforth), it took the WCML as far as Golborne Junction and then proceeded to Manchester Victoria via the Chat Moss line. Travelling via Miles Platting and Reddish South, the train rejoined the main line at Heaton Norris and, south of Stockport, headed onto the Hope Valley Line. Having passed Sheffield, the train headed for Chesterfield, the reversal of direction being accomplished by using the line through Darnall and Beighton Junction. Alfreton was next on the route followed by Toton Centre, Sheet Stores Junction before arrival at Derby giving a total distance travelled of 138.31 miles, just a little more than the 78 miles as the crow flies!

(Photograph by NEVILLE BOND)



Two of the disappearing Cl.455 EMUs, 455806/833, arrive at Crystal Palace with the 10.31 London Bridge to Beckenham Junction working on 24/3/22. The main station buildings can be seen above the train.

(Photograph by BRIAN GARVIN)

DENMARK

News. 12 December 2021 saw Hector Rail 241 006 haul **T66K714** from Sweden through Denmark en route to Germany for attention by EMD at their workshop in Hagen. The loco had suffered fire damage and needed some TLC to the engine.

Battery Units. Midtjyske Jernbaner has ordered seven battery EMUs from Siemens which will be 2-car Mireo units. Illustrations show no pantograph as the trains will have to use fixed charging points. The first units are expected to be used between Holsterbro and Skjern from December 2024 with all seven in use in early 2025, which will see them also being used between Vemb, Lemvig and Thyborøn.

Vectrons. EB 3227/8 were delivered to DSB 13 March.

Preservation. Köf 274 has now moved from Randers to Mariager where the museum line will use it on works trains. 259 has been sold to OSJK and is back in Sjælland. Just like elsewhere several preserved locomotives were in use on pre-Christmas specials including K 564 4-4-0, SJ S2 1307 2-6-4T and TKVJ 12 2-6-0.

FRANCE

Traction News. Ten 36000 have gone to Fox Rail for use by CER Cargo Budapest and Transagent in Rijeka. Five 27000 have also gone to Fox Rail. Eight 75000s have been transferred to the Infrastructure department allowing some 66000 and 66400 to be withdrawn. Six 60000 have also been sold to Eiffage whilst six 27000 have gone to Captrain.

Preservation. Train des Mouettes, Saujon has now received CC 65005. It was transported sandwiched between 67542 and 67558 on 3-5 January from Pont de Dore via Clermont Ferrand, Montluçon, Limoges and Bordeaux. **Marseille.** The old roundhouse at St. Charles station has not been used by locos for some years now. The depot building has been restored by SNCF in a unique way. The turntable has been removed and all the old pits filled in. Additional entrances have been provided so that now five sidings continue through into the roundhouse, allowing EMUs to be stabled.

GERMANY

Abellio NRW. This company has collapsed with its services and stock passing temporarily to other operators. DB has taken over 3427 001-008, 3429 001-024, all being Flirt 3 XL EMUs, and 0426 100-107 and 0427 100-108, these being 2- and 3-car Flirts respectively. The Flirt 3 XL are still marked D-STAP and continue to be maintained by Stadler at its depot in Herne but the other units are now marked D-DB and maintained by DB at its Essen depot. National Express takes on 35 VRR Class 462s which remain based at the Siemens depot at Dortmund-Eving. VIAS has taken over 2429 001-007, 1429 008-021 and DMUs 1648 001-008; the EMUs will be based at Duisburg whilst the DMUs will continue to use Hagen. The one Abellio loco, depot shunter V 1 (332 161), has been sold to Behafa in Berlin.

Accident. There was a head on crash on the München S-Bahn on 14 February. Train S6776 had been delayed by a defective level crossing so the crossing point on the single line was altered to be at Ebenhausen-Schäftlarn. Train S6785 did not wait for the crossing and passed the starting signal at danger but was stopped by the safety system. But the driver, having stopped, isolated the system and continued without contact with the signaller so the head on crash took place. 423 731 (S6785) and 423 611 (S6776) crashed and became derailed. There was one fatality and both drivers and several passengers were severely injured.

DB Cargo. Not wanting to miss out, DB Cargo is to lease six Euro Dual locomotives with the first expected in June and the remainder by the end of the year. Private operators are finding the locomotives most useful, being able to replace an electric locomotive and a last mile diesel.

DB Fernverkehr. Inter City trains are to serve Chemnitz from 12 June with two morning trains to Berlin and Warnemünde and two return trains in the late afternoon. The trains are in fact an extension of the Warnemünde to Dresden service to Chemnitz, bringing Stadler KISS EMUs to the city.



Services on the Bletchley to Bedford line, suspended during Covid, are operating once again albeit to a reduced frequency. The attached picture shows 230.004 departing from Kempston Hardwick Halt for Bedford on 19/3/22. There are three of these DEMUs, converted from ex-LT D78 stock, at Bletchley.



Included within the workings at the North Norfolk Railway's Gala on 1/4/22 was their own 'Vintage Train', seen leaving Weybourne for Sheringham behind GER 0-6-0 No. 564.

(Both photographs by MICHAEL SMYTH)

DB Gebrauchtzug. This rather new subsidiary is in effect a leasing company. Its purpose is to market DB surplus locomotives, either selling them or leasing for various periods. Some of the locomotives have marketing slogans on the body sides such as 'buy me' or 'rent me'. Those involved so far are 111 067, 74, 111, 121, 158, 174, 212; 112 139, 166; 143 250, 276, 326, 837, 893 and 218 409, 438, 443, 460, 473. Several carry nostalgic liveries: 111 074 being in tourist livery, 111 in Ruhr S-Bahn livery and 212 being in TEE livery!

DB Regio. The current timetable saw DB Regio taking over the DMU services from Dresden to Kamenz / Königs-brück, Heidenau – Altenberg and Pirna – Sebnitz, previously lost to a private operator some years ago. This caused the reallocation of some Desiro DMUs to Dresden to beef up the numbers there. The livery has been amended to include VVO markings whilst the interiors have been refreshed.

DB Regio Regionalverkehre Start. This relatively new DB subsidiary is proving useful on winning new contracts. Latest one to be landed is for 12 years to run the Taunus sub-network, taking over from Hessische Landesbahn. Routes involved are RB11, RB12, RB15 and RB16. The contract will start in December this year using 27 new hydrogen units of class 554. These are in effect a hydrogen version of the Lint DMU. The units belong to the Land which had ordered them in advance and that is why they will be available immediately. In fact 554 101/601 was seen in Wien in September 2021 where it was to undergo tests.

Neubaustrecke Wendlingen – Ulm. 28 March saw the ICE-S test train complete runs at 275 km/h which represented the normal line speed of 250 km/h plus 10%. This is another milestone for the construction of the line which is scheduled to open to public services with the timetable change on 11 December. The new line is about 60 km long with 61 km of tunnel bores, 37 bridges and a station at Merklingen.

New Trains – New Numbers! The new battery trains for Schleswig Holstein are to be class 2526; the 526 can be compared to the two-car EMUs of class 426. Similarly, the new Mireo plus B are to be class 563 again, the pure electric version is 463. The Coradia iLint hydrogen units for EVB have already appeared and are class 554, the diesel equivalent being 654.

Sales. DB locos continue to be sold off with the following reported recently: 151 020 to Train4Train; 115 350 to Lok Partner; 111 185 to SVG Horb.

Schleswig-Holstein. 21 February saw the Land sign contracts with Erixx Holstein (subsidiary of Neterina) for the operation of Network Ost which are the DMU services out of Kiel to Schönberger Strand, Lübeck, Lüneburg, and Preetz. The existing DMUs will be used from December 2022 but will be gradually replaced by 26 FLIRT Akku units of the order for 55 from Stadler. The contract is for 13 years. Another contract has already been placed for FLIRT Akku battery EMUs. DB will start providing charging points in various stations this year. Extra catenary will be provided in the stations at Kiel, Bad Oldesloe, and Büchen during autumn. Next year there will be extensions to the wiring at Flensburg on the Kiel line and between Kiel and Kiel Hassee whilst catenary-island charging points will be installed at Heide, Husum and Tönning. The 55 battery trains are likely to be numbered 2526 001 onwards. Elsewhere a Mireo plus B unit has been seen numbered 563 001/101. The battery revolution is starting!

Scrappings. The yard in Opladen had a quiet start to the year, dealing with buses and other non-DB items. Besides the 18 locos delivered earlier other odd locos kept arriving. The last of the 143s was demolished on 11 March followed by 101 108, 120 149, 101 106 and 101 058, the last one being finished off on 18 March. No doubt another train load should arrive soon.

Triangula Logistik has acquired 109 073, more recently running as GVG 109-3 and now running with its old DR number of 211 073.

151. A few years ago DB Cargo sold all its 151s to Railpool and leased some of them back with another two being acquired in February so the total is now 32, none have DB markings. Most work is in the north around Bremen, Hamburg, Hannover and Oberhausen. Two locos in multiple work steel coils from Oberhausen to Andernach whilst there are two locos based at Altenhundrem for banking duties.

Preservation. **V20 036** at Glückstadt has been returned to DB Museum, arriving at Koblenz 11 March. A similar locomotive, "V20 042", has been obtained from Heilbronn Museum. On 10 March DB Museum 103 245 towed 103 113 and E03 001 from Koblenz to Seelze depot where they will receive some maintenance ahead of the tourist season. **Ulmer Eisenbahn Freunde** has been shopping around and acquired five Köfs from Karlsruhe Rheinhafen so it was that on 5 February 360 583 hauled 323 152/628/690/773/826 from Karlsruhe to Heilbronn. There have been other changes to the UEF shunter fleet with 323 264 being leased to Smartrail whilst on an unknown date 323 620 was moved from Stuttgart to Heilbronn. 323 173 was at Heilbronn Museum and has now been purchased by UEF, joining their 322 602 and 324 044 already in Heilbronn.

Nordrhein-Westfalen. This Land has been dishing out grants to various organisations in connection with heritage items. €27,108 has been given to the Alsdorf group preserving locos and rolling stock in connection with the mining industry there whilst €14,000 has gone towards the fireless loco in Bergisch Gladbach. The museum at Bochum Dahlhausen has received €98,000 aimed at restoring V36 231, with an even larger amount going to the Gütersloh group with €99,500 towards getting a German steam loco from the Brecon Mountain Railway. Finally €55,418 goes to the group based in Köln restoring the twin KBE EMUs.

HUNGARY

Orders. MAV-START is to order 115 Vectron electric locomotives from Siemens. There will be 90 dual-voltage and 25 triple-voltage locomotives. These will allow many of the existing V43 class locos to be replaced, some of which are over 50 years old. The locomotives are intended for IC and IC+ services and will be capable of 200 km/h as opposed to the 120 km/h of the V43s. But the fact that the Vectrons can run on different voltages means there must be plans for them to operate into other countries.

JAPAN

Preservation. The month of March usually sees steam specials running on Hokkaido Island but during test runs in January **C11 171** (2-6-4T, Kawasaki 2333/1940) broke the left hand piston ring twice. JR Hokkaido has now withdrawn the locomotive to investigate the problem with detailed examinations of valve gear, valves and cylinders. It is not clear whether the specials were cancelled or other traction provided.

Oigawa Railway. *Steamlocomotive.info* has recently had some useful information about this railway. Repatriated from Thailand, **C56 44** (2-6-0, Mitsubishi 179/1936 ex-RSR 735) was taken out of service in 2019 for an overhaul but tank engines C10 8 and C11 227 are ahead of it in the queue. So it has been painted red and displayed as... James the red engine! **C56 135** (Hitachi 978/1938) was plinthed at Takino and was threatened with scrapping at the end of 2021 so the Oigawa Railway stepped in and bought the loco on 2 November. It arrived on the line 12 February and will be given a more detailed examination in due course.

LEBANON

News. Ross Middleton reporting.

Lebanon's transport minister has said that Spain will finance a plan to revive the railway network that has been out of service since the start of the 1975-1990 civil war. A deal for a "comprehensive master plan for the 407 kilometre-long (252 miles) railway" is expected soon.

Lebanon has had a railway network since the end of the 19th century which connected Beirut to the Syrian capital Damascus. It was built during Ottoman rule and inaugurated in 1895, operating until the devastating civil war which started 47 years ago. Several proposals to revamp the network, and public transport in general, were made after the end of the war in 1990 but were shelved.



As part of the KWVR Gala referred to elsewhere in these pages, BR Standard 78022 together with GWR 0-6-0PT 7714 stand outside Keighley Station on 11/3/22, awaiting permission to proceed with the 09.10 freight from Oxenhope; in the siding is TVR 0-6-2T No. 85.



Depicted at Emsay on 24/2/22, on the Emsay and Bolton Abbey Steam Railway, is 0-6-0ST Beatrice, receiving a drink of water prior to undertaking its next passenger train duty.

(Both photographs by ROBIN PATRICK)



During the East Lancs Railway Gala on 25/2/22, visiting GWR Pannier Tank No. 1501 departs from Ramsbottom.

(Photograph by ROBIN PATRICK)

The network, like most of Lebanon's post-war infrastructure, fell into disrepair, and illegal construction sprouted along the railway. With public transport effectively non-existent, there are more than two million cars for six million people in Lebanon.

In 2018, the World Bank approved a \$295 million package to jumpstart the country's first modern public transport system. But that too was put on hold as Lebanon has been struggling since 2019 with a major financial crisis dubbed by the World Bank as one of the planet's worst in modern times. Spain's government will pay a Spanish firm to draft a feasibility study, a survey of current infrastructure and proposals to settle infringements on the rail network.

MEXICO

News. Ross Middleton reporting.

The first tracks were laid at the end of January on the 257km Izamal – Cancún section 4 of the 1,525km seven-section Mayan Train project in Mexico. This paves the way for the arrival and movement of ballast machines representing the first definitive tracks laid. Land reconnaissance has started in the Bahía Príncipe area of the 110km Cancún – Tulum section 5, while the delivery of rails for the 60.3km section 5 south was completed and has begun on the 49.8km section 5 north. The new line will bypass the urban area of Playa del Carmen on section 5 to reduce the impact of the project on third parties and economic activity in the area. On the 228km Palenque – Escárcega section 1, the manufacture of sleepers is progressing at the sleeper plant in El Triunfo, Balancán, and maximum production will be reached in May when the plant will produce 1,500 sleepers per day.

On the 235km Escárcega – Calkiní section 2, channelling of polyducts for fibre optic cables is underway in Kobén, Campeche, while embankment laying and shaping work is being conducted in Pomuch. On the 172km Calkiní – Izamal section 3, the construction of level crossings is progressing in Becal, Campeche. Trains are expected to be running on the first section of the new railway in 2023.

Mexican federal and state authorities are welcoming a private sector proposal pushed by consulting firm TM Sourcing to construct a 416km passenger rail link between Mexico City and Guanajuato state via Querétaro and Mexico state. The project, known as the Bajío train, needs an estimated 50bn pesos (about US\$2.5bn), of which some 80mn pesos would be required for studies. Investments would be allocated within five years and most or all of its financing would come from the private sector, according to a report. The Guanajuato state governor told daily Milenio that his administration is willing to help finance the studies to determine its feasibility and that, in the upcoming days, he will discuss the proposal with infrastructure undersecretary Jorge Nuño.

Other Proposals. The federal government proposed at the end of 2020 building a high-speed train to connect Mexico City with Querétaro state. The proposal was added to the 2020-24 national infrastructure plan but neither its tendering nor planning has moved forward. Similarly, the Guanajuato state government has been wanting to build a passenger railway to connect its capital, León, with Querétaro.

PORTUGAL

Orders. In July 2021 the government authorised CP to embark on the acquisition of new rolling stock, in particular 117 new EMUs. Tenders have gone out with the following firms interested: Alstom, CAF, CRRC Tangshan, Stadler and Talgo. 34 EMUs will be for the Cascais line which will be converted to 25 Kv, whilst 16 sets will be for other services in the Lisboa area with another 12 for the Porto area. 55 units are needed for Regional services.

SPAIN

New Lines. *New Civil Engineer* has reported that civil engineering firm Ferrovial has been contracted to build 31.3 km of new railway for the Almería to Murcia high speed line to be completed in 34 months! Work includes rebuilding Pulpi station and a new station at Almendricos. Ferrovial also has work on the Californian High Speed Line as well as on HS2 here at home.

New Locos. Stadler has delivered four Euro 6000 electric locos to Alpha Trains for use by Continental Rail. The short numbers are 256 004/5/9/10. They were moved together from Valencia Fuente San Luis to Fuencarral depot in Madrid on 23 March. The missing numbers do exist, these being locos leased by Alpha Trains to Captrain España.

SWITZERLAND

175 Years of Swiss Railways. This event is being celebrated this year. Full details are still awaited but at least we now know the dates. Events will take place on the following dates: Region North 21/22 May; Region East 11/12 June; Central Region 3/4 September; Region West 1/2 October; Central Switzerland/Ticino Region 22/23 October. In connection with the event Yverdon Works turned out Re 420 251 and Re 460 119 in special liveries on 9 March.

USA

Brightline. Brightline is a private Inter City train operator in Florida. It started operating in January 2018 between Fort Lauderdale and West Palm Beach over tracks belonging to Florida East Coast, extending its run through to Miami in May of the same year. An extension to Orlando is currently under construction with others to Tampa and Jacksonville planned.

Brightline has averaged 1,100-1,300 construction workers on the project across all zones of work. Workers from Zone 2 have now been directed to other portions of the project. Having an Intercity rail service at Orlando International Airport has been envisioned for decades, said Brad Friel, director of planning and development of the Greater Orlando Aviation Authority, in a prepared statement. Service by Brightline would come as Orlando International Airport soon will complete its \$2 billion-plus

Terminal C facility, which is slated to start operations in July 2022. Amongst the work that remains in Zone 1, the \$100 million 135,805-square-foot vehicle maintenance depot and infrastructure around that is expected to be finished by August. Work in the station at Orlando International Airport has just started and is set to be completed in November as part of the phase. Zone 3 stretches along State Road 528 to Cocoa, the segment – including more than 35 miles of track and bridgework – is expected to reach substantial completion in September this year. Zone 4: Going from Cocoa to West Palm Beach, this roughly 130-mile segment is being targeted for completion before the end of this year. All completion dates would represent the timetable for physical construction, not the start of service, as safety testing is needed along the corridor. Federal Rail Administration certification will be the key for the system starting service in 2023, and Brightline is expecting to receive the required parameters as it nears the end of construction in the fall. Trains are formed of Siemens push-pull sets powered by Siemens Charger SCB-40 diesel locomotives.

Coal. The war in Ukraine and sanctions on Russia are expected to see an increase in USA coal production and exports, especially to countries in Europe.

Preservation. Wabtec has donated GECX 6002 to the Lake Shore Railway Museum in North East (PA). The loco is one of the AC6000 demonstrators built in 1998 to show off the 6,000 hp AC traction system and was UP 7511 for a while.

(Lok-Report, Jernbane, Echo du Rail, Stadler, Eisenbahn Kurier, Steamlocomotive.info, Railcolornews.com, New Civil Engineer, Ross Middleton (3), Trains Newswire.)

The opinions expressed in this Bulletin are those of the Editor and his contributors.
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Publicity on Leeds Station for the Settle and Carlisle line, taken in February 2022.



On 24/2/22 recently overhauled 34067 Tangmere hauled the 'Northern Belle' from Carnforth to Carlisle as part of its journey from Leeds. It is seen backing its train out of Carlisle after arrival.

(Both photographs by CHRIS LEWIS)