

BULLETIN

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Assistant Electronic Bulletin Distribution Officer Required: The Club requires a member to take charge of the distribution of the electronic Bulletins. The person must be familiar with email, and web services. The post requires approximately one hour's work every five weeks. He/she will need to liaise with the Distribution Officer and the Bulletin producers. Training provided. Initially please contact the Member Services Committee Chairman, Bob Stonehouse, if you can assist. Contact details are in the Bulletin.

The Late Hugh Gould: *Charles Firminger writes:* Further to the obituary and appreciation of Hugh Gould that was published in *Bulletin* 2/22, additional commemorative events have been arranged. On Monday 13/6/22 a 'get together' is being arranged at a hostelry in Ilford after which Hugh's ashes will be conveyed to Central London using the No.25 bus, a service frequently used by Hugh. On the following day, Tuesday 14/6/22, another event will take place at St Paul's Church, Rossmore Road, near Marylebone Station, the venue of Continental Railway Circle meetings, doors opening at 12.45. Finally, on Wednesday 15/6/22, Hugh's ashes will be returned to Glasgow via Edinburgh using the 13.30 train from King's Cross (Hugh invariably used this train when travelling from London to Glasgow). A diary-type list of these events is as follows:

Monday 13th June. Gather in Hugh's local – the Great Spoon of Ilford, 114-116 Cranbrook Road, Ilford IG1 4LZ from 11.00. At 13.00 approximately we will walk to Hainault Street, Ilford to join a No.25 bus from its first stop through to the terminus at St. Pauls Thameslink. Sadly we can't go to Oxford Circus anymore! The buses are every 7-10 minutes and the journey time is scheduled to take 80 minutes. This was one of Hugh's favourite bus routes and his ashes will be on the bus.

Tuesday 14th June. (Hugh's Birthday.) Mike Hill has booked the Church Hall at St. Paul's Church, 5 Rossmore Road, London NW1 6NJ. The Hall is about 5 -10 minutes' walk from Marylebone Station. Bus 139 from Waterloo to Golders Green and Bus 189 from Marble Arch to Brent Cross stop outside the Hall. Doors will open at 12.45 for a 13.00 start. This will be a simple memorial with Hugh's friends and colleagues invited to say a few words about their work and travels with Hugh, or any anecdotes they have about Hugh. If anyone would like to speak please contact Mike Hill at: mikehill2159@gmail.com

Wednesday 15th June. Peter Hedderley will be taking Hugh's ashes back to Scotland. He has booked coach J seat 48 on the 13.30 from King's Cross to Edinburgh, and then probably to Glasgow. The route Hugh used to travel to Glasgow. Any Club members are most welcome to join him for some or all of the route. If you have "B.R." staff travel facilities you can book a seat via the L.N.E.R. webpage although you need to have (or open) an account. Alternatively, your local station should be able to reserve a seat.

Press Day: Press Day for *Bulletin* 7/22 will be Tuesday 21/6/22 and distribution day for the same edition will be Wednesday 20/7/22. Press Day for *Bulletin* 8/22 will be Tuesday 2/8/22.

Front Cover: BR Standard Cl. 5 73082 Camelot awaiting departure from Sheffield Park on the 15:30 service to East Grinstead on 8/05/2022.

(Photograph by NORMAN HAYLLAR)

BRANCH FIXTURES

Murray Eckett

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

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

Central London: 15/7/22: *The Harold Clements Collection 1890-1950s*. Speaker: Bryan Cross

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

Dorking: 13/7/22: *A Rail Tour of Southern France*. Speaker: Mike Bunn

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

BRANCH REPORTS

Murray Eckett

Bedford: Branch Committee member Chris Jones was the presenter on 3/5, when he shared the second part of his exploration of the Central Wales line. Some may not have realised that for at least part of its life it has been regarded as a main line despite many speed restrictions, some as generous as 25 mph. Its parentage was divided between the LNWR, the GWR and the Llanely Railway and Dock Company. Resuming his southward journey at Llandoverly, Chris described the route, the branches off it to Carmarthen and Llanmorlais, and some of the occurrences that made its history distinctive. One such was the collapse of the bridge at Glanrhyd in 1987 while a DMU was crossing it. For much of the line's life the principal passenger service was the near legendary York Mail. In addition to passengers, fish was carried from Milford Haven to Leeds. Sources of freight traffic



Ex-GWR 57xx class 0-6-0PT No. 8706 at Swansea Victoria on the 4.20pm to Pontardulais on Saturday 4/9/1954.

(Photograph by PETER BLAND)

included a brick works at Cwmdru, milk from Ffairfach and cockles from Penclawdd. In relatively modern times motive power was predominantly of LMS origin with an infusion of GW Panniers unkindly described as “matchboxes”. The route along the coast of Swansea Bay near Mumbles was particularly prone to near blockage by drifting sand. The profuse peppering of the presentation with anecdotes and the well-chosen photographs, some by the noted lensman Huw Daniel, made it far from dry and more than a little entertaining.

Brighton: The success of the Branch meeting on 25/4 was triumph snatched from adversity as presenter Paul Snelling had been given but three hours’ notice to assemble his ‘European Miscellany’ presentation following a medical setback by the intended speaker, Branch Secretary Nick Kelly. Paul’s excellent show covered Austria, Belgium, France and Germany, mostly on day trips to the nearer locations or flying weekends further afield. Austria was centred on Graz with GKB and OBB featured, but also a funicular which Paul sampled only after arm twisting by a fellow traveller – however, the experience converted Paul to an enthusiast for this specialist mode of travel! Maldegem formed the Belgium section of the show with its variety of standard and narrow-gauge offerings including ex-PKP 2-6-2 Ol 49.12 in action. Most of the programme was devoted to our nearest neighbours in France. Trips to the Val de l’Aa, Baie de Somme, Froissy Dompierre and St Quentin railways all featured, including a ‘behind the scenes’ workshop visit, with 231 C 78 and a North British-built 140C under repair. Actual travels ranged from a Picasso railcar to the variety of steam power available at the narrow-gauge lines. The German section was in and around Köln Hbf by way of a stopover during a family long-distance Rhine cruise. Paul was warmly thanked for producing such an interesting show at such minimal notice.

Central London Branch welcomed Keith Jones on 22/4 with *From Bo’ness to Brora, a decade of Scottish railway progress*, a presentation that had been postponed for about two years. The wait was well worth it! For convenience, Keith addressed the meeting from his home in Aberdeen and it was also shown on-line via Zoom. The Bo’ness and Kinneil heritage railway site near Falkirk was started by the SRPS from a brownfield site but is now a major heritage railway site with a main line connection. A wide variety of visiting motive power was noted, from Deltic D9000/55022 to A1 60163 *Tornado*, together with GW 0-6-2T 5643, K4 61994 stabled after a main line railtour, two Cl.50s, one in NSE livery and one in BR blue, Cl.40 40 106 in green to an 8F repatriated from Turkey and which is currently awaiting restoration. A more enlightened attitude to railway restoration in Scotland was illustrated by scenes from the re-opened Bathgate to Airdrie line, the electrified line from Stirling to Alloa, the Waverley route Borders Railway from Edinburgh to Tweedbank, the redoubling of the Dyce to Inverurie line and the Thornton Junction to Leven line in Fife on which work is proceeding as this article is written. The reopening of stations at Kintore, on the Aberdeen-Inverness line and at Laurencekirk on the ECML south of Aberdeen repeat that progressive attitude. The latter day scenes at Edinburgh Waverley showed a variety of locomotives such as ‘Thunderbird’ 57312 in Virgin Trains livery, 90049 in Freightliner livery and 92 014, used for sleeper trains to the south. Edinburgh trams were also featured, on the opening day at Haymarket together with views of the extension to Leith under construction. Of particular note were views recorded by Keith from the very top of the southernmost tower of the Forth Bridge. Glasgow views including de-liveried Pendolinos at Glasgow Central plus diesel and electric units in colourful liveries and the reconstruction at Glasgow Queen Street. Scenes at Aberdeen revealed a snow covered front on a Cl. 158 DMU, ECML HSTs in grey and white livery and, unusually, an HST Cl.43 in East Midlands Railway livery.

The heritage sector was well covered with scenes including the rebuilt Ballater station on the former Deeside line, a refurbished Grantown on Spey East station now a cafe and pizzeria and the former GNoSR bus depot at Braemar which sports a railway sign but was never a station! There were views of numerous small heritage railways including the Alford Valley Railway, Whitrope Heritage Centre on the old Waverley route south of Hawick, the Caledonian Railway at Brechin, the Royal Deeside Railway at Crathes near

Aberdeen, and recently restored Black 5 5025 on the Strathspey Railway. The session concluded with views of steam railtours including 60163 *Tornado* at Edinburgh and leaving Aberdeen and at Stonehaven, 46115 *Scots Guardsman* approaching the Granite City, 46100 *Royal Scot* leaving the Forth Bridge at North Queensferry, Cl. 37s at Oban, and a Cl. 66 on an SRPS maroon-liveried special at Brora on the Far North line. This was a very successful and enjoyable meeting and the Branch thanks Keith sincerely for his time, trouble and effort in preparing and presenting this informative contribution. The writer feels another UK study tour coming on!

St Albans: On 14/4, the St Albans Branch was pleased to welcome Dr Rudi Stewart, who gave two separate Zoom presentations, looking at two of the most infamous of all British railway disasters, the first being the Tay Bridge accident of 28/12/1879. Dr Stewart began by giving the background to the construction of the original Tay Bridge, designed by Sir Thomas Bouch. The project commenced in 1869, an Act to build the bridge being passed the following year. The idea of construction was to bridge the Firth of Tay and speed up journey times on the North British Railway (NBR). The building of the bridge took nine years, was dogged by various issues (including a change of building contractor) and sadly cost the lives of twenty workmen. The completed bridge opened in May 1879 and, at two miles in length and a height of 169 feet above sea level, was the largest of its kind in the world.

The details of the accident, in which a total of between fifty-seven and seventy-eight people perished, are well known. Dr Stewart included these details as part of his lecture. However, he also put forward an alternative theory as to why the accident happened. It seemed that the locomotive involved, NBR 4-4-0 No. 224, had a broken spacer on its front bogie. As the train crossed over the bridge, the spacer dropped down beneath the engine, hitting an obstruction between the track and levering the engine up and across to the left-hand side of the line, hitting the adjacent interior of the gantry through which it was passing. This dragged this part of the bridge to the left, tearing out many of the bolts and supports for the right-hand side of the bridge, and starting the collapse that led to the train falling from the bridge. Dr Stewart provided written and photographic evidence to support his theory.

The second presentation of the evening was about the Quintinshill accident of May 1915, in which 227 people died as a result of working practices relating to the signal box at this remote location not being followed. Dr Stewart was a contributor to a recent television programme about this disaster and gave the audience a thorough insight into what happened and why. The St Albans Branch would like to thank Dr Stewart for two interesting presentations.

LCGB AGM 2022 REPORT

Bob Stonehouse

The Club AGM took place, as scheduled, on Saturday 23rd April at Keen House, home of the Model Railway Club (MRC) and the venue of Central London Branch. The day's proceedings began with the Branch Officers meeting with representatives from Bedford, Brighton, Central London and Dorking branches plus other Club officials. One of the topics discussed was the success of the on-line zoom meetings and how to pay for them. During the height of the pandemic Zoom meetings came into their own with audiences far exceeding that which might be expected for a 'live' meeting. Hybrid meetings, a mixture of live and zoom meetings, have also attracted larger audiences than would otherwise be the case but the venue hire charge still needs to be paid. There was useful discussion on how this problem might be resolved. The newly appointed Club Librarian, Robert Barker, has taken up his duties and he addressed the meeting. There will be further announcements regarding promotion of the Club Library in due course.

The AGM proper was attended, as is usual nowadays, by mainly Club Officers and a few ordinary members. The dearth of attendees from the general membership may be taken as a back-handed compliment! The main message was that The Club is facing an uncertain future. The membership subscription does not pay for the Bulletin and the Club is sustained by the profits from the Overseas Study tours programme. The pandemic has effectively stopped these with no obvious solution as yet in sight. Therefore, while the profits from them have disappeared, the Club's outgoings, mainly paying for the Bulletin, have remained. The Club currently has substantial resources but it is only a matter of time before those resources are used up and then the consequences are obvious. There was much discussion on the way forward. There is a definite benefit to The Club if members receive their Bulletin on-line. In common with many volunteer-run societies, the membership is ageing and is not being replaced by newer and younger members. There seems to be no easy resolution to this conundrum. Younger people use social media such as Facebook to communicate and it was agreed that this may be a useful means of contacting a wider and younger audience. Therefore, appointing a Facebook manager to promote The Club would be useful. All members were encouraged to visit The Club website and use The Club Groups.io on-line chat facility to publicise their activities. Rather more positive news was that the Branches are solvent and attendances are mostly good but at least one has experienced problems with finding a venue, now resolved. All the Officers' reports were accepted and the MC were all re-elected *en bloc*.

The formal proceedings ended to be followed by a 'cuppa' and chat followed by a superb slide presentation by Adrian Palmer. One scene shown was the preserved O4 on the Great Central Railway at Woodthorpe in the location where the former open green fields have now been completely replaced by housing estates. Grateful thanks are due to our Club General Secretary, Tony Stratford, and Hugh Smith, of the MRC, for the successful organisation of the day. The date and venue for the 2023 AGM will be announced in due course.

PRESERVATION NEWS

Nigel Mundy

Aln Valley Railway: This comparative newcomer to the preservation scene, which began limited operations in 2013, was visited on 27/4/22. Its ambitious objective is to restore a link between Alnwick and Alnmouth station. Although the elaborate Alnwick station still exists, and is occupied by a large second-hand bookshop and a JCB repair workshop, all the surrounding railway land has been redeveloped. Furthermore, building of the dual carriageway A1 Alnwick bypass to the east of the town cut the branch's original route. Consequently, the railway's base is on a spacious greenfield site where there is a station named 'Lionheart', after the name of the adjacent industrial estate and through which visitors must pass. This site lies on the east side and parallel to the A1 bypass, but the route then turns sharply south to pick up the original formation. A little over halfway to Alnmouth the line terminates at a run round point known as Greenrigg Bridge. Prior to reaching here a seven-arch viaduct, built in 1845, is crossed. Recently this has received a new membrane and improved drainage under the track but still requires other repairs to the arch brickwork, for which an appeal is in progress. Journey time is 10 minutes in each direction. Five steam locomotives were on site during your correspondent's visit, which was a non-operating day. Two lay derelict: 0-6-0ST HE 2843/43, originally WD 75015, but now numbered No. 48, and 0-4-0ST *Penicuik* (HL 3799/35). Three others were apparently in working order: 0-6-0T HC 1247/17, 0-6-0T S. Fox & Co Ltd No. 20 (HC 1731/42), and an anonymous 'Austerity' 0-6-0ST - HE 3686/48 which was last numbered 60. Other items of rolling stock present included an unidentified Class 08 diesel shunter and 'Pacer' set 144.004. Operating days are restricted mainly to weekends, through to September. Their timetable shows steam working on two weekends per month, with either 'Pacer' or diesel

7 1/4" GAUGE SOCIETY MINI-GATHERING AT RUDDINGTON



Lilla (Carr T/2016) from Spenborough on 22/4/22.



Llyn Padarn (Devillers M & Keating P/c.91) from Oxford on 23/4/22.

(Both photographs by NIGEL MUNDY)

hauling on the other two weekends. (MS)

Bluebell Railway: The Bluebell Railway was visited on 17/4/22 when three locos were in use: Q 30541, BR Standard tank 80151 and SE&CR 65, the last mentioned working the Golden Arrow Sunday Lunch dining car service. 30541 was working a 5-coach train with the 4 Metropolitan Railway vehicles plus SR 1309, a Maunsell open third built in 1935. 80151 was working a 6-coach train comprising 5 BR Mk 1 vehicles and GNR saloon 43909, built in 1897. At Sheffield Park, on display, were *Stepney*, *Bluebell*, *Normandy*, 3 *Captain Baxter*, 178, 263, 473, 592 and 30583 with Schools 928 dismantled outside the works. West Country 21C123 was displayed at the south end of Platform 2 near the superb railway museum with many interesting items on display. At Horsted Keynes more locomotives are to be found, some only partially visible from the platform or from northbound departing trains, these include USA tank WD 1959, 1638, 2650, 80100 and 92240 together with 1942 built R. & R. steam crane with Motive Power Gorton RS 1083/45 markings. Conducted tours were also available to the carriage and wagon workshops showing the huge variety of rolling stock located on the railway such as LBSCR 328 (built 1890) undergoing a heavy rebuild, LBSCR 270, a ventilated van (built 1908), SR Hastings gauge 3687 built 1931 and Pullman 54 built in 1923 by Claytons Wagons Limited in Lincoln. (RA)

Buckinghamshire Railway Centre (Quainton Road): This Centre is unique in railway preservation as it is divided into two by the former GCR main line from Aylesbury to Claydon Junction. This is now reduced to single track and has been lifted from a point immediately beyond the northern end of Quainton Road's platform. This is to facilitate construction of HS2 Phase 1 and, at some point in the future, may be re-instated to form part of an Aylesbury to Milton Keynes through route.

Over the weekend of 1 - 2/5/22 a steam gala was held and a visit on 2/5 found five engines in use. Visitor entrance is from the eastern side of the complex and normally this is where former main line engines are used on the shuttle service. However none were in use today as the only operable locomotive, 6989, was stopped for cylinder and motion repairs. Three others, all without boilers, were in various states of restoration namely 7200, L99 and 6984. 0-6-0ST HE 3890/64 stood intact but with its firebars out. The shuttle service was run instead by 0-4-0T *Swordfish* (AB 2138/41) and 0-4-0ST *Waleswood* (HC 750/06), a visitor from Chasewater, which shared the duty between them. Otherwise this side of the site remains unchanged and an advantage is its spaciousness. This attracts families with young children who can run about in safety. The restored ex-LNWR Oxford Road station still contains LNWR 2-2-2 3020 *Cornwall* and an attractive set of coaches. In contrast to this fine example of preservation, SAR 25NC 4-8-4 3405 stands outside - a magnificent example of steam power but now just a rusting hulk, with all boiler cladding removed.

On the site's west side again little has changed. The three locomotives in use: 0-4-0STs WB 2469/32 on its last outing before a boiler overhaul, HC 1746/46, and the star visiting attraction, recently restored 0-4-0 FR 20 (SS 1448/1863). The latter hauled the vintage train, made up of restored ex-GNR, MS&LR and LCDR carriages, from around mid-day onwards. This proved a popular attraction with visitors queuing for its repeated trips. The museum shed with its considerable collection of railway artefacts and well restored freight wagons was open. A volunteer guide stood by the entrance ready to answer any questions people might have. This was in contrast to the adjacent overhaul and repair shop where, although the door was open, entrance was forbidden. Nor was there anyone on hand to talk to visitors and no-one had bothered with a seemingly simple provision of a board listing the engines visible inside, after all it was a gala day. Outside in the adjacent yard Beattie 2-4-0WT 30585 stood out of use and awaiting a general overhaul.

As a site in a non-tourist area and with steam operations normally only on Sundays, it is clear this Centre has significant challenges to overcome. How can it improve visitor attractiveness and hence revenue? How can it better afford the onerous costs of restoration? How can it attract more volunteers, especially those with engineering skills for restoration work? Should it dispose of stored items, however significant, for which there is no realistic

prospect of renovation let alone return to working order? Questions which no doubt many other preserved railways are trying to answer, especially given the seemingly uncertain economic times ahead. (MS)

Chinnor & Princes Risborough Railway: This was visited 18/4/22 when GWR 6412 was in use although, apart from the first round trip from Chinnor at 11.00, which it worked by itself, all the remaining three trips were topped and tailed with type 3 diesel 37227. A run round loop is available at Princes Risborough, but the layout at Chinnor is very restricted, requiring a second locomotive to release that on the passenger train. The delightful station building at Chinnor is very small and, with bank holiday crowds, the train remained at the platform. On previous visits the train left the station so as to release the loco. On this day 6412 was at the Chinnor end with 37227 at the Princes Risborough end. The railway is now very easy to reach by train as it shares the northbound platform at Princes Risborough with Chiltern Railways trains from Marylebone towards Oxford and Banbury. (RA)

Ecclesbourne Valley Railway: In the knowledge that steam had been advertised, I visited this railway on Saturday 30/4/22. The service of three return trips was worked by 80080 with five coaches – four Mk. 1s and an LMS Stanier vehicle. Duffield main line station is an island platform – access by footbridge – and I made for the 11.50 departure from the adjacent EVR station. There was no fare table to be seen here and I was only offered a Day Rover at a concessionary rate of £18-00, which seemed to me to be rather expensive for a single round-trip, but I paid up and received what can only be described as a scrap of paper with the ticket description and fare printed on it. The train ran punctually in both directions, up to the permitted line speeds between the various restrictions along the line. The Ravenstor incline was not operating but the catering service, using nicely preserved coaching stock, was functioning. There is not a lot else available to see at Wirksworth, although fund-raising is in progress for the station rebuilding. A model railway is contained in another carriage; this has a wide selection of stock and layouts and promises to be a good attraction in the future. Patronage of the trains seemed reasonable and included some group bookings. (CF)

The overhauls of 0-6-0T *Cathryn* (HC 1884/55) and 0-6-0ST *The Duke* (WB 2746/44) are now nearing completion whilst 0-4-0ST *Henry Ellison* (AB 2217/47) has departed on a visit to the Cambrian Railways at Oswestry. BR Standard 2-6-4T 80080 has returned from its visit to the GCR at Loughborough.

Kent & East Sussex Railway: This Railway was visited on 16/4/22 when a two-train service was in operation worked by 25 *Northiam* and WD 75008 *Swiftsure* in Longmoor Military Railway blue livery. *Northiam* worked a 5-coach train comprised of 4 BR Mk. 1 vehicles and SR 5618, a corridor composite built in 1931, whilst WD 75008 worked the vintage train comprising vehicles LMS 27687 - built in Wolverton for the NLR in 1911, District Railway 100 - built 1884, LNER 6197 - built by the GER at Stratford in 1887, SECR 2947 - built Ashford in 1901, and SECR 1100 - built Ashford in 1910. At Tenterden Town station were DMU vehicles M51571 and M50971 with diesel shunter D2023, whilst resident 0-4-2WT *Gazelle* was inside the excellent Col. Stephens Railway Museum. Outside the loco shed at Rolvenden were K&ESR 12 *Marcia*, Terrier 2678 and the frame of the P class 0-6-0T together with diesels D9504 and former Rowntree, York 0-4-0D RH 423661/58 with GWR 4144 being lit up for service the following day. Outside the carriage shed was 0-6-0DH D9526 while two further locos, both under tarpaulins, were GWR 5668 at Wittersham Road and type 2 D7594 at Northiam. (RA)

Locomotion, Shildon: Your correspondent last visited Shildon over 8 years ago. Then the 'Great Gathering' of the six A4s attracted thousands. In complete contrast a visit on the morning of Friday 29/4/22 found an empty car park and almost no one in the museum apart from a school party. Nevertheless, for the enthusiast at least, the exhibits therein illustrate the range and depth of the National Collection, so making any visit worthwhile. The covered accommodation comprises 7 parallel tracks, fronted by glass doors which

help to give a well illuminated entrance area. Immediately adjacent to these doors, on tracks six, five and two respectively, stood the replica Hetton Colliery locomotive, the *Locomotion* replica, and Beattie 2-4-0WT 30587. In complete technological contrast and set back further in to the museum, the APT-E, *Deltic* and speed record breaking HST power car 43102 were grouped together on roads five, four and three. Together these items provided a striking tableau for visitors entering the museum. However beyond this point one must of necessity walk up and down the lines of exhibits. There is a display board giving a concise history and significance of each item, but each line is a random set of museum pieces with little or no thematic connection. Thus the average visitor might be impressed by the variety of items, and in most cases their restoration to exhibition standards, but would find it hard to better understand the evolution of railways from the early 1800s to the recent past. The NRM continues with its statutory task of collecting items of historic significance. To this end Pacer 142 001 stood amongst various vehicles in the outside yard. Arguably more significant, at least in the history of railway freight, is the original EWS 100T bogie coal hopper, HTA 310000. This complements the original MGR hopper 350000, now restored to perfect condition and on show inside the museum. Bizarrely 310000 stood, not on the external sidings, but on an isolated piece of track in a far corner of the overflow car park, still marked as withdrawn and otherwise covered in graffiti! (MS)

Mid Hants Railway: I visited on Saturday 9/4/22 when a two-train service was in operation using Schools 30925 and Ivatt 2-6-2T 41312. At Ropley in the shed was S15 506 and outside 53808, 76017, the frames of S15 499 and diesels 47579 and 12082. The works was seen through the viewing windows and contained a Bulleid pacific tender, dismantled P 1788/29 and a BR Standard (75079?). In the sidings at the Alton end, only visible from passing trains, were the tender of 850, two Bulleid pacifics under tarpaulins, a green BR Standard (73096?) along with diesels D8059 and D8188 (both in BR green), 50027 (NSE livery) and diesel shunter 08032 (BR blue). At Alresford 0-6-0 diesel shunter 08288 was stabled in the cattle dock. There is a new museum in the former goods shed above the shop displaying artefacts from the Somerset and Dorset Railway Trust. The trains were lightly loaded despite it being a sunny day, which makes me wonder if the cost of fuel is adversely affecting visitor numbers to the preserved lines? (RA)

North Yorkshire Moors Railway: A long weekend in Scarborough provided an opportunity to pay a short visit to the North Yorkshire Moors Railway at Grosmont on Sunday 24/4/22. First to depart from the station was 5428 with the 10.30 to Pickering which left with approximately a dozen passengers. Just after 11.00 76079 arrived with the corresponding first departure from Pickering and it too had only a handful of passengers. After shunting its coaches into the sidings 76079 ran back to the shed. In the running shed were two ex-SR locos, 926 and 825, the latter without its tender. In the adjoining workshop and visible through the viewing window was 44806, without its boiler, although work appeared well advanced on its frames and motion. In addition D7628, plus another unidentified Cl. 25, were noted. Outside, 92134 was in steam with 65894 out of steam and 76079 by the coaling plant. Unfortunately the museum display shed was closed to visitors and so the only other steam engine visible was 2-10-0 3672 part stripped in the adjacent storage yard. Shortly after 12.00 63395 arrived from Pickering with a fairly full train, most of whose passengers crossed over to join the Pullman Dining train waiting in platform 3. 63395 ran round its stock and coupled up to the Pullman, which left on time at 12.30 with almost all seats occupied. This is clearly a popular and hopefully lucrative attraction. After a lunch in the 'Station Tavern', during which 5428 stopped with the 12.00 from Pickering to Whitby, the final departure observed was 92134 working the 14.30 to Pickering.

As with some other preserved lines the NYMR continues with a policy of requiring advance booking for selected services, first introduced under Covid restrictions. This applies to the services from Pickering to Whitby and vice versa where passengers must use their booked return trips, unless they choose to get off and use one of the ordinary

Pickering to Grosmont workings. The daily timetable through to September has three such workings to and from Whitby and Pickering plus three Pickering and Grosmont ordinary returns. During August these increase to four per day for each type of service, but on all Sundays there is only one Pickering – Whitby return working. The Pullman dining train, for which pre-booking has always been required, runs on Sundays and limited other dates. It seems likely that this requirement to pre-book at least some services will become a permanent feature of at least the more significant preserved railways. Its application forces better tailoring of services to typical customers' requirements whilst potentially saving costs from running otherwise un-remunerative services. (MS)

47077 *North Star* arrived on 17/1/22 on long-term loan, but will require some work before it can enter traffic. Meanwhile, as the Class 25 will not be available, 31128 has been temporarily hired in for Whitby workings and arrived on 22/3/22. On the steam front, LMS 5428, 63395, 76079, 80136, 92134 and 29 were expected to be available for the start of the 2022 season to be followed by 65894, SR 825 and 926.

Peak Rail: A brief visit was made to Matlock Riverside on 30/4/22. At the main line station, the only reference to Peak Rail was a notice on the station wall pointing through the car park towards the main road – times were quoted on the notice, but these were incorrect. Arriving at Riverside I was in time to see the last train of the day arrive with D7659 before running round and departing – the train appeared to be very lightly loaded. (CF)

Statfold Barn: A model railway weekend was held on 9 - 10/4/22. I visited on the Saturday (my first visit here) and was most impressed. A free vintage bus service provided by Wythall Transport Museum was using a pair of Daimler Fleetlines and connected Tamworth Station to the site. I travelled on the 08.46 from Euston, found a bus timetable and directions to the bus stop at Tamworth Station - a bus arrived within minutes and got me to the site by 10.30! There was a queue at the entrance although, by splitting it into "pay on the day" and "pre-booked" visitors, it was running very smoothly and quickly. I paid my admission (£13.50 concession, if I remember correctly) and received my wristband ticket. An excellent show programme was provided giving details of the 70+ layouts, traders and enthusiast stands; the layouts varied from the large, such as Karolina Falls, to a small Tramlink layout and even suitcase trains. Unlimited rides were available on the steam trains and the Burton & Ashby tram. Locomotives in steam were *Jack Lane* (HE 3904/2006), *Howard* (HE 1842/36), *Sybil Mary* (HE 921/06), *Isibutu* (WB 2820/46), *Alpha* (HC 1172/24) and *CSR 19* (HC 1056/14) – the last mentioned additional to those advertised. All worked trains with occasional double-heading on at least one case with locomotives built almost a century apart! One other locomotive was in use in the form of 0-6-0 *Fiji* (HC 972/12) which was offering a "driver for a fiver" service. This was an excellent event with plenty of food and drink available around the site. I left by the 15.00 bus which got me to Tamworth Station in good time for the 15.19 Cross Country service to Derby. (CF)

ISLE OF MAN: These notes were taken on a series of photo charters from 23/4 – 1/5/22.

Isle of Man Railway: Three locomotives were working - 4 *Loch* in Indian Red livery, 11 *Maitland* in Ailsa Green livery and 13 *Kissack* in Holly Green livery. MNR 4/IMR 15 *Caledonia* was lifted off its wheels and awaiting boiler inspection according to the status board in Douglas workshops, whilst in Douglas shed 8 *Fenella* in Indian Red livery was out of service - it was scheduled to go to Welshpool for display at the "Beyer Bash" celebrating the 120th birthdays of *The Earl* and *The Countess* from 20-22/5/22. The former County Donegal diesel railcars, 19 + 20, are stored, no work having been done on them for many years. 21, a 2013 USA built Bo-Bo diesel, was shown on the status board as still unserviceable! The siding just beyond the carriage shed on the formation of the Peel Line contained 2 steam boilers, both under tarpaulins on flat wagons. Port St. Mary Goods shed contained the frame, with wheels and side tanks, of 5 *Mona* under cosmetic restoration –

the boiler (identified from the number 5 on the chimney) was on a flat wagon in Port Erin Carriage shed with the frame, complete with wheels and side tanks, of 9 *Douglas*. Port Erin Railway Museum has 1 *Sutherland* in Holly Green livery and 6 *Pevenil* in Indian Red livery. At Jurby, near Ramsey, in an Industrial Estate workshop, was the frame with side tanks, but no wheels or boiler, of 16 *Mannin* under restoration. Locomotives off the island for overhaul are 10 *G. H. Wood* (at Alan Keef in Ross on Wye), 12 *Hutchinson* at the Severn Valley Railway in Bridgnorth and 14 *Thornhill* at John Fowler in Bouth, Cumbria. (RA)

Douglas Horse Tramway: This was not in operation and there seems some doubt that it will reopen this year as there is still much work to be done. If services start they will terminate at the War Memorial, about half the distance of the previous route terminating at the Sea Terminal. Inside the depot at Derby Castle were 1, 12, 18, 21, 27, 29, 36, 38, 42, 43, 44, 45 plus one un-numbered. (RA)

Great Laxey Mines Railway: *Ant* was working a demonstration freight train, the other steam loco, *Bee*, was dismantled with parts in a locked shed at Laxey and some parts in a workshop in Douglas. (RA)

Groule Glen Railway: The new steam loco *Brown Bear* was working – it carries works plate “W. G. Bagnall Ltd. Engineers Stafford England John Fowler & Co. (Leeds) Ltd. built 2019 No. 102 Old Hall Farm, Bouth, Cumbria”. Other steam locomotives *Otter* and *Sea Lion* were outside the shed on display with *Annie* receiving attention inside the shed. Also working were: battery electric *Polar Bear*, built by Alan Keef in 2006, but carrying a plate stating British Electric Vehicles Ltd. No. 313 Southport England, 0-4-0 steam outline diesel *Maltby* built by Baguley 3232/47, named after Richard Maltby Broadbent, founder of the Groule Glen Railway, which previously worked at Butlins in Clacton, Essex. (RA)

Jurby Transport Museum: Situated in the north of the island near Ramsey, the museum mainly contains buses. Also on display is a Planet diesel 2037/37 together with a toast rack coach and a flat wagon (for luggage) previously used on the pier at Ramsey and Upper Douglas Cable tramway car numbered 72/73, rebuilt from the remains of these two cars. The cable tramway was in use from 15/8/1896 to 19/8/1929 and one of the cable wheels was uncovered during road works in 2000 and is displayed near the sea terminal in Douglas. A traction engine, JF 11352/06, and Sentinel steam lorry S 9890/34 were used around Jurby. (RA)

Manx Electric Railway: Seen working were Motor Cars 1, 2, 5, 6, 7, 14, 19, 21 and Trailers 37, 40, 41, 42, 49, 59. (RA)

Snaefell Mountain Railway: Seen working were 1, 4 and 5. (RA)

(Richard Awde, Charles Firminger, Michael Smyth, *Ecclesbourne Express, Moors Line*)

MINIATURE RAILWAY NEWS

Bentley Miniature Railway: I had not visited this mile long 184mm Gauge line near Halland in East Sussex, which first opened to the public in 1984, for over twelve years. Since then the adjacent Wildfowl & Motor Museum appears to have closed and I am sure this will have had an adverse effect on the potential for the railway – certainly very few passengers were in evidence. It was also a disappointment to find only a Cl. 31 and a Hymek working the passenger service, the only steam in use being on “Driver Experience” with 1/3 size Quarry Hunslet 0-4-0ST+T *Desmond* (Beeny D/c.97). (NM)

Crogga Valley Railway: This 184mm gauge miniature railway at Crogga House near Port Soderick is visible from IOM railway trains and was visited on 23/4/22; in use were two American outline Bo-Bo diesels, Santa Fe 98 and Union Pacific 1776. A turntable is available at each end of the short line. Inside the shed was an 0-4-0+0-4-0 Garratt named *King Crogga* which was built on the island at workshops in Jurby in 2013, but has not been used for a long time - it was not possible to push it into the sun for photos. The loco is

based on the Tasmanian Garratt and carries the same details on the works and number plates as on the original at the Statfold Barn Railway! The Crogga Valley is a private railway, but holds a couple of public open days each year. (RA)

Eastbourne Miniature Railway: This well presented 880 yards long, 184mm Gauge, circuit around a lake, also features a tunnel and a suspension bridge. It essentially forms part of a children's park, adult admission to which costs almost £10.00 which includes one train ride. Further rides are extra! Access is from Lottbridge Drive which, being a dual carriageway, means that the site can only be approached from the London-bound carriageway. It is understood that weekday trains this year will be diesel-hauled (a Cl. 37 and a Hymek were noted), but steam is used at weekends. On 1/5/22 this took the form of GWR 2882 (Rottier J/2019) which, although currently resident here, is not actually part of the Railway-owned fleet, most of which was on display outside the shed – GWR 3802 (Newbery A/88), SR 914 *Eastbourne* (Markwick L&D/98), LMS 4039 *Rachel* (Markwick L&D/93), 5156 *Ayrshire Yeomanry* (Holtum E & Peake L/2000) and 6172 *Royal Green Jackets* (Wadey M/87), 70000 *Britannia* (Wadey L/2003) and, a new arrival in the form of 4472 *Flying Scotsman*. This is said to have been built in the early 1940s and incorporates Bassett-Lowke castings so could be one of the two built by H. Davison – one c.1940 and the other c.1944 – further information would be welcome! There is also a “Bridget” 0-4-2T (Wadey M/82) which was not on view. (NM)

NSM&EE, Ruddington: Two sunny but cool days, Friday 22 and Saturday 23/4/22, saw members of the 7¼” Gauge Society, some with their locomotives from such places as Echills Wood, Northampton, Burton, Spenborough, Hemsby, Oxford and Rugby, visiting the Ruddington track of the Nottingham Society of Model & Experimental Engineers for their Mini-Gathering. On the Friday, one small petrol locomotive appeared - this seemed uncertain of its identity insofar as one side differed from the other – with six steam: New York Central 2-8-2 9586 (*previously carried 2397*) (Martin R/2011), 0-6-0T KNLR 1 (Ware P/67), 0-4-2T FNWR 2 *Wolfhound* (Walker E/13/2011), “Holmside” 0-6-0ST 35 *Callisto* (unknown builder), L&B BLW 2-4-2T 762 *Lyn* (Mitchell A/2015) and 0-4-0ST HE 554/1891 *Lilla* (Carr T/2016). Eight steam turned up on the Saturday – the NYC 2-8-2 and KNLR 1 being joined by B2 61671 *Royal Sovereign* (Reading B/2002), RPM Ltd 0-4-2T WB 2870 (r. Mulford S/-) - (the full size version worked at Rustenburg Platinum Mines in South Africa), Quarry Hunslet *Llyn Padarn* (Devillers M & Keating P/c.91) and *Pendle Witch* (Milner WJ/002/75), KS 2366/15, an 0-4-2T *Hampton* (Foote A/2013) and *Edward Watkin*, one of Station Road Steam's new “General Gordon” 0-6-0Ts (SRS 1425/2020). The 2-8-2 and *Royal Sovereign* remained to take part in the normal Sunday passenger haulage and joined the locally based Holmside *Samuel Jackson*, Cl.5 45337 and Cl. 40 so giving some of the regular attendees a bit more variety. (NM)

Saturday 7/5/22 saw a group of visitors from the Sheffield & District SoM&EE who ran six of their locos, five 184mm gauge: *Rattus Mechanicus*, modelled on the W&L *Dougal* 0-4-0T, Thomas 2 0-4-2T+T CR 273 *Ross*, Darjeeling B 0-4-0ST+T 785 and 4” Quarry Hunslet *Lady Joan* along with 0-6-0D *Edward* and one on 127mm gauge: Polly Suzanne 0-6-0WT *Magnet*. (NM)

Viables Miniature Railway, Basingstoke: This small 127mm gauge railway was holding a gala over the weekend 9-10/4/22. A visit on the Sunday found three steam with B1 61042 and LMS Cl. 5 45059 in use – both built by Hobbs T - along with LNER V3 67689 (Topping M/2016) which, unfortunately, had failed. Several non- steam items were also on view. (GS)

(Richard Awde, Nigel Mundy, Geoff Suich)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Movements: AB 2217 add o/1 E0600, AG&BTM (NIPPER) to E0331, HE 2857 add o/1 E7400, HE 3193 add o/1 E3005, HE 3846 add o/1 E3206, NBRES /2022 (BLYTH) to E3360, OK 10956 to E1734.

TOWARDS 10,000 MILES (PART FIVE)

Mike Hudson

(Continued from Bulletin 5/22)

October steam miles began with an after-work journey homewards on Thursday 12/10/61 with BR Standard 4MT 2-6-4Ts from East Croydon, through Oxted to East Grinstead, then across to Three Bridges. The following Saturday, 14/10/61, was a pleasant autumn day which saw me on the 'Cambrian Coast Express' down to Leamington Spa with 'King' 6029 *King Edward VIII*, then a DMU to Hatton for a final colour photo session for the year. The return from Leamington was also with a 'King' – 6001 *King Edward VII* – on the Up 'Inter City' – that name goes back a long way! A week later came a variation of the Exeter excursion. The 'Atlantic Coast Express', with MN 35028 *Clan Line*, was taken down to Sidmouth Junction, then three LM Ivatt Cl. 2 2-6-2Ts over the sectors to Tipton St. Johns, Exmouth and onto Exeter Central – useful red lines on the map! My return train was with MN 35012 *United States Line* on the 4.30pm to Waterloo. Still one more Saturday in October, so 28/10/61 were 'Castles' 5037 *Monmouth Castle* hauling the 'Pembroke Coast Express' to Newport with 5061 *Earl of Birkenhead* on my connection up to Hereford. The expected 'Hall', 6948 *Holbrooke Hall*, took me to Worcester Shrub Hill – but I also had fellow 'Hall' 6947 *Helmingsham Hall* forward to Paddington. An all-steam October attained 886 ¼ miles to bring me up to 7,514 ½ miles so far in 1961.

November started with a journey behind BR 4MTT 80147 from Brighton to Groombridge on Sunday 5/11/61 for some family reason, but 11/11/61 brought useful miles with 'Castles' 7020 *Gloucester Castle*, 7011 *Banbury Castle* and 5038 *Morlais Castle* on a Paddington-Worcester-Hereford-Shrewsbury diagram, returning on a regular 'King' turn from Shrewsbury with 6012 *King Edward VI* at 4.42pm via Birmingham. I had 'Castles' again on 18/11/61 on the 'Pembroke Coast Express' out and back to Swansea with 5076 *Gladiator* and 7033 *Hartlebury Castle*. Over to the Eastern on 25/11/61, where A1 60122 *Curllew* was on the 10.20 train to Leeds, which I took down as far as Grantham. This was followed by L1 2-6-4Ts 67774/83 to Netherfield & Colwick and back for an eponymous shed visit. A4 Pacific 60014 *Silver Link* returned me to King's Cross on the up 'White Rose'. Next day, Sunday 26/11/61, saw several London shed visits before making my way home via MN 35021 *New Zealand Line* on the 4.30pm Waterloo to Southampton working. November had been an all-steam month worth 1,094 miles, the third such month after April and September. The total was now 8,608 ¼ miles and with only December available, the highest mileage yet was still required!

Saturday 2/12/61 was a working morning so it was Bulleids to Bournemouth West and back, starting on the 1.30pm with MN 35021 *New Zealand Line*. Serious gricing a week later on the 1.10am newspaper train, Waterloo-Exeter-Plymouth, then N Class 2-6-0 31857 on the up 'Atlantic Coast Express' to Bere Alston for 2-6-2T 41302 to Callington and back (new track). Then a second 2-6-2T, 41315, forward to Tavistock North and finally Bulleids back to Waterloo. Next day, Sunday 10/12/61, I was hauled by another SR Mogul, 31625, Deepdene to Guildford, en route to Waterloo for a round trip to Salisbury.

Saturday 16/12/61 found me with 'Castle' 5037 *Monmouth Castle*, travelling from Paddington to Newport, a DMU to Gloucester, and then a second 'Castle', 5068 *Beverston Castle*, on the 4.20pm to Paddington. Out again next day for an Exeter/Polsoe Bridge-Salisbury/Fratton working. Then homeward bound for the Christmas break on Friday 22/12/61 utilising LMR 2-6-2T 41261 from Horsham to Shoreham-by-Sea. My travels for the year ended with the final day of service before closure of the Hitchin to Bedford branch. A certain 60103 *Flying Scotsman*, no less, was on the 4.45pm King's Cross to Peterborough 'stopper' down to Hitchin on Saturday 30/12/61, with BR Standard Cl. 2 2-6-2T 84005 forward at 3.45pm to Bedford Midland Road. My final listed journey for 1961 was then



GWR No. 6903 Belmont Hall, in begrimed condition, is depicted with an Up freight train on Hatton Bank, 14/10/1961.



A second GWR 4-6-0, No. 5001 Llandovery Castle, approaches the summit of Hatton Bank on 14/10/1961 with a passenger train bound for Shrewsbury.

(Both photographs by MIKE HUDSON)

'Jubilee' 45605 *Cyprus* at 4.22pm from Bedford to St. Pancras. December had brought 1,562 steam miles for a total in the year 1961 of 10,170 ¼ miles. Mission accomplished, and the landmark 10,000th mile was reached on Sunday 17/12/61 behind MN 35004 *Cunard White Star* near Wilton South at about 7.00pm on the 4.55pm from Exeter Central.

If anyone has actually read these meanderings, I hope that they have conveyed some sense of the variety of activity available to the railway enthusiasts of over sixty years ago.

EAST COAST MAIN LINE ELECTRIFICATION 1904-1963

Dr. F.W. Hampson

Very few railway historians and authors appear to be aware that the East Coast Main Line (ECML) was electrified from 1904 to 1963, at 600 volts/dc third rail, from Newcastle Central Station to Manors, Heaton, Heaton Junction, Benton Bank and Little Benton to Benton Quarry, with, additionally, double-track south-east curves to the Tyneside Coast line at Benton and double-track south-west curves to Backworth.

The North Eastern Railway (NER) main line 4-6-4 electric locomotive was regrettably cut up in 1957, when it should have been retained for the National Railway Museum collection as the first main line electric locomotive. A similar situation allowed the scrapping of the first main line diesel locomotive, LMS No. 10000. With, currently, several withdrawn steam locomotive classes being reconstructed and incorporating modern design improvements, the building of an operational replica using modern traction equipment of NER No. 13 is feasible, viz:

A: The body shell is a basic box structure unit

B: Modern 25kv AC traction motors on roller bearing main axles, or as motorised fore and trailing bogie wheels

C: The National Railway Museum have drawings of No. 13 and photographs of the different stages of its construction.

If one really went the whole way, eg as per the Cl. 800s, and utilised No. 13's large central motor area as a dual electro-diesel system, plus a regenerating brake system, a flick of a switch to raise the pantographs and one would have a revenue-earning locomotive, capable of operating on the ECML, West Coast Main Line, East Anglian lines and ex-GWR electrified lines, with the diesel facility over non-electrified lines, operated by modern traction drivers. There would be no heavy forging or casting needs, for example cylinder blocks, coupling rods or linkages. No boiler high pressure maintenance and inspection needs viz boiler tubes, superheater flues and fireboxes. No coal or water source needs, nor firebox clinker and smokebox ash-disposal needs, or 'warm-ups'.

In conclusion, as a schoolboy, one actually saw and footplated ex-No.13 as BR No. 26600 during its brief sojourn, under cover, at South Gosforth Car Sheds during its three years there, when all thirteen ex-NER electric locomotives could be seen, before No. 26510 was despatched, in rebuilt format, to become Ilford Car Shed's Depot Pilot. Thus, all thirteen electric locomotives had, at least once in their lifetimes, traversed and travelled the Up and Down ECML from Newcastle to Benton Quarry, all be it by what would be in 2022 termed 'Q' light engine movements, hauled by steam traction. As the two ES1 Newcastle Quayside electric locomotives were allocated to South Gosforth, with one usually sub-shedded at Heaton MPD, these two engines used their three-rail pick ups to proceed from Heaton to Benton Quarry and then via the south-west curve to gain access to Benton and thence South Gosford EMU depot.

A DAY OUT TO NORWICH

Chris Lewis

Some friends of ours mentioned they were going on a day trip from Crewe to Norwich on March 16th and asked if Jennifer and I were interested. We had a look and decided we were and we would share a table for four with them. The train was operated by Inter-City, not the British Railways version of old, but a company under the banner of Jeremy Hosking who has bought many locomotives (diesel, electric and steam) and coaches for operation on the main lines in the UK. The Inter-City train is composed of Mark 3 coaches, all first class, a driver trailer vehicle and a class 87, 87002, the *Royal Sovereign*. Amazing to realise 87002 is nearly 50 years old.

The train departed Crewe at 07.00 so we decided to stay the previous night in Stafford rather than leave home very early and drive to Crewe. We found we could park in the Tesco car park adjacent to Stafford station for £8 for 36 hours instead of paying Avanti £24 for its car park.

Before we left our hotel in Stafford I checked on Real Time Trains that our special train had left Crewe and then we walked to the station. I used Real Time Trains and Open Train Times to monitor our progress during the day and, with the latter, could see many more signal aspects in front of us than our drivers could! It arrived exactly on time at Stafford and we found the coaches had been fully refurbished and very comfortable. We proceeded along the West Coast main line, certainly doing over 100 mph, and picked up more passengers at Tamworth, Nuneaton, Rugby, Milton Keynes and a handful at Watford Junction, and we changed drivers there. It went through Northampton. I assume that the direct route through Weedon did not have the capacity at that time of day and continued on the 'slow' line from Hanslope Junction.

Schedule was kept to the minute as far as Wembley Central despite a stopping train leaving Milton Keynes a few minutes before us. Then our booked route was interesting. We used the Willesden Up and Down Relief line into Wembley Yard and then continued on the Willesden Railnet Reception line before returning to the Up slow line by Willesden. We were booked to pause in the Yard but we stayed longer than booked so we were about five minutes late through the Camden junctions. I thought with the intensity of services along the stretch to Stratford we would be put behind a stopping train but one was held to let us have a good, but slow run.

It was very interesting to pass through the Stratford area with no signs of the sidings where I started a brake van trip from there to Feltham in 1968! We passed Channelsea Junction on time but were stopped before Stratford station. We had to use platform 10A but this was occupied and we had to wait for this train to Clapham Junction to depart, making us ten minutes late. We caught up with a train to Colchester Town (St Botolph's when I last went there about 1960) and then kept up speeds in the 90s and approached Norwich dead on time. We were stopped for six minutes outside Norwich station but as six minutes pathing allowance was in our schedule, arrived spot on time.

After having a meal in a Caribbean restaurant (cheaper than going on a cruise!) and a visit to the market, we returned to Norwich station. Departing on time we had minor delays and approached Ipswich two minutes late. Unfortunately, someone decided to delay us more to let out a stopping train in front of us so we were 20 minutes late approaching Stratford but amazingly we were not held up there, again passing through platform 10A. I don't think Stratford wanted us hanging around there as we were squeezed into a six-minute gap between Clapham Junction and Richmond trains, slightly delaying the second. I thought we would have problems at the Camden junctions but no, clear signals all the way to Willesden. We were booked to use the Willesden Up and Down Goods line and as we came off the Down slow at Harlesden Junction I could see we had clear signals right through Wembley Yard and back onto the Down slow line into Wembley Central. At 18.00

on a weekday evening I would have thought this impossible but it happened. We left Wembley Central five minutes late but were on time by Nuneaton.

It was an excellent day out for £129 each on an all first-class train. We had previously travelled on the Blue Pullman, also owned by Jeremy Hosking, and had been disappointed with the train management, finally being left at Crewe two minutes after the last service train to the north had departed. I was wondering why we were booked to travel through Wembley Yard in both directions until we found that Kevin Adlam, who organises many trips for the Branch Line Society (BLS), was the Train Manager. Despite being a member I had not met him before. He did an excellent job, starting by greeting each person as they joined the train until thanking them on departure. I had resisted joining the BLS steam trip, 'The Royal Charter', from Crewe to Windsor with 70000 *Britannia*, on June 3rd, but since he is involved with the train Jennifer and I were scheduled to, especially as the aim is to give £87,000 to a charity, the Railway Benefit Fund. Looking up Kevin on the Internet I find he has done tremendous work for charities and should be supported. In addition he told me he is Train Manager for the Inter-City train with a Deltic from Crewe to Carlisle and Newcastle and back to Crewe via York on August 26th. (<https://inter-city.co.uk/trips-tours>) Jennifer and I and friends are on this too. Not as good as a steam locomotive but I have to count a Deltic as a close runner up!

LETTERS TO THE EDITOR

Dear Murray,

Mile a Minute Start to Stop with Steam

Since my letter in *Bulletin* 3/21 just one even time steam run has been reported:

Date	From	To	Miles	Time	Loco	Load
18/8/21	Woking	signal stop before Tunnel Junction	58.0	56m 15s	35028	12 coaches, 442 tons tare, 470 gross

Acknowledgements to Quentin Hedderly, David Sprackland.

Even time steam runs became rare during the pandemic – one each year. Perhaps the frequency will improve in 2022, and any runs I learn of I hope to report in the *Bulletin*.

David Veltom (member 2479)

Dear Editor,

Having received my secondary education at the Wade Deacon Grammar School in Widnes, the playing fields of which are bounded on the north side by the Cheshire Lines route from Liverpool to Manchester, I read Chris Lewis' feature on the town's railways with great interest.

However, I would like to put the record straight on one point which does not concern railways but the canal which ran from Laffak (now a suburb of St Helens), to the River Mersey at Runcorn Gap. This canal was never called the "St Helens Canal", its proper title being the "Sankey Navigation". Remarkably, this name is actually incorrect as it was a purpose-built canal and not a navigation of an existing waterway, the Sankey Brook, which proved to be unsuitable for conversion. The first edition of the ordnance survey correctly describes it as the "Sankey Canal".

When the canal company and the railway company were amalgamated, the new

A VISIT TO BETHNAL GREEN



I haven't been able to get around as much as I like of late but for a starter George Howe (of Potton Station fame) recommended Bethnal Green as a good place to see all the new EMUs now running on former Great Eastern Lines. Some of the older trains are still running; 317 and 321 units came through together with 345 units on the Shenfield services which were scheduled from the 24th May to no longer pass by, instead, they will be running to Liverpool Street, as part of the much delayed Elizabeth Line. Shame it was raining on 11/5/22, when this Cl. 345 on a Shenfield service headed up the climb out of Liverpool Street.



A Cl. 321 on a Southend service neck and neck with a Cl. 710, seen on 11/5/22. How the North must envy the lavish length of trains in and out of the Capital. Even with new stock, a 4 car is a long train around Liverpool, Manchester and Leeds.

(Both photographs by BILL DAVIES)



On the Tyne & Wear Metro at Tynemouth Station, a Newcastle bound Metro train is about to depart on 28/4/22. This station was originally opened in 1882 to the design of the North Eastern Railway (NER) architect William Bell. The glass canopies over the running lines and former bay platforms are intact and present a wonderful sight. The line was electrified by the NER in 1904 and as such is claimed as the world's first suburban electrified railway. It only costs £5.70 for an all-lines off-peak rover ticket on the Metro. By modern standards, compared to say Germany, the trains are basic, rattling and noisy and therefore somewhat outmoded. On the other hand they run at frequent intervals, around 10 - 12 minutes each, and are relatively cheap. However most of the better off residents have long migrated to outer suburbs and villages which these trains don't reach.
 (Photograph by MICHAEL SMYTH)



Canada. GO locos 681 and 672 are propelling a train near Oakville on 18/09/2019. 681 was rather new and was running in service with another loco just in case of problems.
 (Photograph by BRIAN GARVIN)

company took the name “The St Helens Canal and Railway Company” thus trapping the unwary into believing that a “St Helens Canal” existed. The origin of the canal is important as it pre-dates the Bridgewater Canal and thus on the outskirts of Newton-in-Makerfield (now Newton-le-Willows) we have the place where the world’s first industrial canal is crossed by the world’s first inter-city railway - the Nine Arches Viaduct built by George Stephenson for the Liverpool and Manchester Railway.

Neville Bond (Member 4758)

OVERSEAS NEWS

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BELGIUM

Alstom Benelux/Alpha Trains. These two companies, as well as Alstom Germany, have signed a contract covering the maintenance of 70 TRAXX electric locos. Covering eight years, the work will be done at three places – Rotterdam (Shunter), Brugge (Alstom) and Antwerpen Noord (SNCB).

Preservation. ASVi Lobbès – Thuin. Steam tram loco 303 should be working again this year normally on the first Sunday of the month April – October. **Pairi Daiza.** This 600mm gauge park railway has resumed operations with four steam locos available. There are three 0-6-0T RIIc 426 which were built by Henschel in 1917 whilst Ty -3297 and Ty-3471 were built by Chrzanow in 1954 and 1957 respectively. There is also an 0-8-0T, being a Feldbahn type built Henschel 1238 of 1917 which has had a new firebox installed by the North Norfolk Railway. **Rail Rebecq Rognon** will also resume operations using its 1929 O&K 0-4-0WT. The 1905 Maffei has a damaged boiler.

CANADA

Toronto. The local transit system in the area is called GO, standing for Government of Ontario. Your overseas news editor, having visited the city some years ago, was surprised to find that it was a very restricted service with most trains working into Toronto in the morning, standing still all day then working out in the evening with some lines having no service at weekends. The trains are formed of Bombardier built double-deck carriages and diesel locomotives from different builders. When one thinks of the tourists that visit the area and the nearby Niagara Falls there ought to be trains at least every hour on that route (there is part way). Things are now about to change as the Government of Ontario has now awarded contracts for a major expansion of the system which will mean 120 miles of new track and electrification of more than 370 miles of the system. New trains capable of higher speeds are to be introduced and two-way all-day service introduced on some routes. Construction is expected to start in 2023 with the first new services to be introduced from 2025 or 2026. The two-way services will be introduced on the Lakeshore East and West lines, Kitchener Line, Barrie Line, and Stouffville Line, and is designed to transform the system from one focused on those commuting to downtown Toronto into “a regional backbone that connects high-growth communities across the region.” This is certainly good news and ought to mean less people commuting by road.

DENMARK

Electrification. Work on electrifying the Holbæk – Kalundborg line is progressing with a line blockage having been scheduled 8 April to 6 May to allow major works to take place. Completion is not envisaged until 2027. Meanwhile preliminary works are taking place on various sections of the Fredericia – Aalborg – Lindholm route.

Inter City Services. DSB needs to replace its IC3 units that run to Germany sooner rather than later. A cause for concern is that the replacement Talgo trains are going to be late and changes in Germany would mean spending money on the IC3 units to fit ETCS equipment with testing and other work to be done. So, a short term fix has been developed to hire spare IC carriages from DB and use these in top and tail formation with DSB Vectron electric locos.

Orders. It was announced on 12 April that DSB has ordered 100 Coradia Stream EMUs from Alstom. These units are based on the ICNG sets now arriving in The Netherlands. The five-car sets will be part articulated as 3 + 2. The first sets are due to arrive in 2024 with deliveries continuing to 2029. DSB now needs to get on with extending its electrification to Århus and beyond. The new units will be based in København and Århus.

Sales. BDLX engineering firm has sold stored locos MX 1017/19 to Sweden (q.v.).

FRANCE

Ouigo. This is the marketing name of an SNCF subsidiary that runs cheaper TGV services but bookings are internet only. Now another sort of train is to be run which is in effect the classic Corail train to be known as Ouigo Classique! Nine locomotives of type BB 22200 and 36 Corail carriages will be used making four sets of eight carriages plus 4 spare carriages, all being finished in a new red livery. Initially there will be two train pairs each day, rising to three later this year. Services will run from Paris Austerlitz to Nantes via two routes - Le Mans or Tours St. Pierre and from Paris Bercy to Lyon. Ticket sales will be via the internet ranging from €10 – 30. An interesting development is that the trains will call at Paris suburban stations such as Juvisy or Villeneuve St. Georges with early bookings from these stations being surprisingly high.

Preservation. Agrivap. This group has acquired panoramic railcar X 4204 from store at Aubergenville after a preservation effort there failed. Agrivap already has 4206/8. Another such unit at Brive, X 4203, was scrapped in 2021 after the recovery of spare parts.

Fort d'Uxegney (88390). This is located near Épinal (Vosges – 88000). It is built into a hillside and is of 600mm gauge. There is one steam locomotive, *SIMONE* being an 0-6-0T built by Decauville 1587/1915. Some diesels are also located here but a class item is a Crochat 4w PE built in 1918.

Train de l'Ardèche. (ex-Vivarais). Major track work took place in the winter months especially in January and February. A three-way point was renewed at St. Jean and ballasted. In various places some 20kg/m rails were replaced by 34kg/m ones. Three sections of plain line were renewed and ballasted. A metre gauge tamping machine was brought in by road to gain rail access at a level crossing where it jacked itself up allowing the road vehicle to be removed whereupon it was lowered down again but thanks to its in built turntable was able to rotate itself to be parallel with the rails. At Lamastre workshops Billard railcar 214 is having a major overhaul. Mallet 403 has received new water tanks.

141R1126, at Toulouse, is down to work on the following days: 4 September (Viaduct Viaur); 19 November (Castelnaudary); 10 December (Carcassonne); 17 December (Narbonne); 18 December (Albi).

GERMANY

Battery Electric Multiple Units. In 2020 Alstom received an order for 11 Coradia Continental BEMUS for use on RE 6 Chemnitz to Leipzig, part of which route is not being electrified. Already the first unit may be out and about, being numbered 1440 401 and is formed of three carriages. 80 kilometres of the route are not electrified; at the moment some catenary islands are to be provided which will last for at least seven years until DB can electrify the line.

The Verkehrsverbund Rhein-Ruhr (VRR) and Nahverkehr Westfalen-Lippe (NWL) have also ordered BEMUs but they have chosen the CAF Civity. 63 sets have been ordered, 15 two-car and 48 three-car, which in the main will replace Northwest Bahn DMUs starting

in December 2025.

DB Start has won the contract for certain lines in the Frankfurt/M area taking over from HLB in December this year. The routes are RB 11, 12, 15, 16. RB 12 is in fact Königstein – Frankfurt Hbf which has always been private. The Land has ordered 27 iLint hydrogen units from Alstom to be used on the new routes.

Duisburg Hbf. Six years of rebuilding work was scheduled to start in June. There are to be seven stages of work to rebuild platform roofing, the work leading to reduced train services with some IC/ICE trains diverted to avoid the station.

Electrification. Various projects are under consideration and planning has started in some cases but two lines that have been under review for some years still seem to be very slow in coming to the final stage. Lines such as Weimar – Gera – Gößnitz and Regensburg – Hof, but both are unlikely to be completed before 2030.

IGE Bahn. This part of the IGE organisation has ordered a 159 Euro Dual from leasing company ELP. It is expected to arrive in early 2023.

Neubau Strecke Stuttgart – Ulm. Lots of test runs have been taking place on this line which is scheduled to open in December. Advanced Train Lab 605 017 was in use in early March. Other units appearing on the line have been 612 901/2 from DB System Technik Minden, Siemens Trainguard unit 642 300, Limex unit 719 045/6 and of course the ICE test unit 410 101/102.

Siemens Mireo Plus H. This is the hydrogen version of the Mireo unit, the first two-car unit being noted as 563 101. From 2024 units of this type are planned to take over the Tübingen – Horb – Pforzheim services. The units are expected to have a range of 800km on one fuelling.

261. In the former DDR this class is based at Halle but can be found working at Dresden, Halle, Leipzig, Magdeburg and Saalfeld. Dresden has a main line working for one loco, taking it to Bautzen, Löbau and Görlitz.

290. Dresden also uses some 290s with one involved in shunting at Coswig and another at Freiberg.

445. A new batch of units is starting to appear for Schleswig Holstein and should start filtering into service during the summer with a full take over expected in time for the winter timetable. They will replace double deck push-pull sets meaning less work for 112s and 146s. This will result in two types of 445s operating in the area with one classed as a loco with double-deck stock (91 80 0445) with the newer sets pure EMUs (94 80 0445)!

Preservation. Bayerische Eisenbahn Museum has been shopping around and bought three locos. **41 303** is a former DR Dampfsponder as is **44 1489**. Both have been acquired from PRESS which had them in store at Lubbenau for some years. The third loco is 50 3520, acquired from VSM at Apeldoorn, Netherlands which was dismantled and moved by road whilst the other two were hauled by 202 481 to their new home at Nördlingen in early March. They are not for restoration but to provide spare parts for 41 1150, 44 2526, and 50 0072. 41 303 was preserved once by the Ganzlin group but little work was ever done to it. It was in 1989 when it was converted into a dampfsponder with the boiler perhaps never used after conversion. **86 056** has been purchased by PRESS from OGEG in Austria and moved to Lubbenau.

Visit Report. Brian Garvin reporting.

Wednesday 30 March. Gatwick to Hamburg for my first trip abroad since October 2019. Formalities at Hamburg were painless with a touch down at 14.58, passport control at 15.15 and after finding the S-Bahn I was on the 15.33 departure (having just missed the previous one) wearing the mandatory FFP2 face mask. I dropped off at **Ohlsdorf** hoping to see one of the new shunting locos. You sometimes have luck and I did as battery electric loco 1004 002 came out to greet me. The S-Bahn has changed during the pandemic with all class 472s now finished in traffic and the new units of class 490 sharing work with 474s. Pushing on to the Hbf I caught a Metronom train on to Bremen where my base was to be for several days. Shortly after leaving Hamburg I noted Czech electric loco 383 405 which



Germany. Oldenburg station has preserved the notices above the old waiting rooms. Note that there are four classes of passengers shown. Depicted on 31/03/2022.



Germany. 101 005 is pictured at the rear of IC 2213 from Binz to Stuttgart on 31/3/22. The line ahead is blocked and the train must reverse and go via Rheine.

(Both photographs by BRIAN GARVIN)

is running for Metrans. Checking in at the Inter City hotel I had to show my Covid Pass which was duly scanned. One hour or so was spent watching the workings at the station before the cold easterly wind sent me looking for warmth. New ICE4 sets were seen to be holding down most of such workings but a real surprise was dual mode 2248 014 of Rhein Cargo coming through with a freight off the Oldenburg line. Hector Rail 162 002 appeared on an empty car train but the loco was not a stranger to this area, being former DB 151 070.

Thursday 31 March. A slow breakfast as there was no rush to go out as it was +1 C and snowing and still with a now very cold easterly wind! I decided to make it a train riding day using a Niedersachsen Ticket. Whether it was the weather or not, main line trains were disrupted with the 09.34 ICE to Kiel expected 70 late whilst the 09.44 to Offenburg was likely to be 80 late. It is understood that later in the day Hamburg succumbed to the snow effects! 146 223 powered my RE train to Oldenburg, calling at Delmenhorst where Bremen area diesels used to be based. I found no trace of the depot. At **Hude** two former DB 216s were in use with track firm Wiebe on a track relaying job. **Oldenburg** now has no depot but there is a stabling point on the north side of the station where 077 036 and 247 034 showed the crazy numbering of these locos. PRESS 140 837 was stabled but the firm's 140 050 came through on a car train heading towards Emden. The local trains on the non-electrified line to Osnabrück are worked by Nordwestbahn 648s, one such train arriving and was shut down for just five minutes. The old goods yard had hired in DB shunters 4185 041/043, involved on works train duties. It is worth knowing that the Niedersachsen ticket is valid on the IC trains between Bremen and Emden so it was with 146 555 that I continued on to the former steam destination. A surprise at **Westerstedt Ochholt** was Euro Dual 2159 006 of HVLE stabled but there is a branch line from here. And so to **Emden**, where the snow was still coming down. The small freight yard had a couple of electric locos on freights and a 294 stabled at the small depot. 043 903 remains plinthed outside the station. Being rather bleak I spent 14 minutes here, just enough time to grab a coffee before catching Westfalenbahn EMU 1428 109 to Rheine. En route, white out conditions were experienced before suddenly no snow nor trace of it! At **Dörpen** there is a container terminal which was being shunted by an EEL G1206 and DHE 332 028. **Lathen** still has the former OAM 100.6 narrow gauge 0-4-0WT plinthed, the brainchild of Hr. Brüns who used to own the local gasthof and where in steam days I enjoyed free beer whilst teaching his son English in the evening, often interrupted by the level crossing bells going and my rushing out to take a photo! Passing through **Salzbergen**, plinthed 043 196 looked fine and now has a roof over it. **Rheine**, where in steam days if on the Holland – Scandinavia express you never saw a steam working! Today DB has a minor presence, only working IC trains to and from Amsterdam and Norddeich. All local trains are privately operated by Westfalenbahn, Eurobahn and even National Express. A Stadler EMU confused me for a while until I realised that it was incorrectly numbered with two carriages numbered 2829 015; the one with a driving cab should have been 2429 015. Leaving Rheine on 2429 016 for Osnabrück, PKP EU46-515 was overtaken on an eastbound container train. Arriving at **Osnabrück** at 16.45 I found the 16.37 to Stuttgart still there meeting with delay. Going to the main concourse there was a crowd around the information board and I got picked up by police for not having my mask covering my nose but the cold meant my specs were getting steamed up. It was realised that the line to Münster was blocked somewhere by the emergency services. But trains were starting to move. A local for Düsseldorf departed northwards and took the curve around to the Rbf before going via Rheine. The Stuttgart IC then departed towards Bremen and stopped by the old depot to reverse and then take the avoiding line that goes behind the signal box to get to Rheine. Trains from Münster were expected to be 60-90 mins late but luckily my RE to Bremen started from Osnabrück and was on time with 146 106. Back at Bremen I only noted four locos before searching out food. 182 515 was on a FLIX train, 185 663 on a freight, Captrain 185 532 on yet another car train and 146 541 on a Metronom. All being private locos.

Friday 1 April. It was still cold and miserable so more train riding after 09.00. In ten

minutes 261 022, 151 168, 143 204 and 120 127 livened the scene hauling various freight trains with only the 261 being a DB loco. 146 223 took my RE1 train to Hannover noting en route MKB V19 shunting a refuse centre. FLIX 182 515 overtook at **Nienburg** but five freights passed heading for Bremen. At **Hannover Hbf** 218 824 was on Thunderbird duties. Westfalenbahn 445 002 took me on to Braunschweig. The yards at **Lehrte** have been converted into a 'Mega Hub' for intermodal traffic with locos 186 430 (RTBC), 193 346 and 261 104 (both DB), and 185 594 (HSL). Two class 189s passed on empty hoppers from Beddingen to Hamburg Docks. One reason for going to **Braunschweig** was to view the Rail Adventure 'Zug Hotel'. Viewing the sidings is difficult but I did see NS new EMU 3108 and new Hannover S-Bahn units 3427 074/78. WFB 445 003 took me back to Hannover Hbf where the scene here is in a process of change with the S-Bahn services having been lost by DB and now worked by NWB with new Stadler built 3427s. Only S7 was seen to be using the new units but most routes should be in the hands of NWB by December this year. A pair of ICE 7-car sets came in on a Berlin to Köln working, most of which are now worked by these sets numbered 92xx. A Regio Express took me to Wunstorf for a period of observation passing en route Freightliner 66012 on a train of grain heading west. The station is the junction for the main line to the west and north to Bremen but the best photo spot is now out of bounds. S-Bahn unit 424 031 took me back to Letter station for a visit to Seelze depot. 49 locos were noted at the depot which held some surprises with the star items being E03 001, 103 245 and 111 001, all of which were there for maintenance prior to the tourist season. Hired in diesels 415 007/009/010/012 were all on shed doing nothing but Northrail 261 307 was noted on a trip freight for DB. Then back to Wunstorf passing, en route, WLE 82 (187 010) on a freight and then on back to Bremen where a surprise awaited in the shape of Czech electric loco 383 008 stabled.

Saturday 2 April. The weather showed signs of improvement so today the destination was Hamburg Harburg station and freight train observations. Before leaving Bremen another Euro Dual appeared in the shape of 159 223 heading south with a train of NS box wagons. On arrival at Harburg at 11.31 the first freight seen was hauled by another Euro Dual, this time HHPI 159 237 with a self-discharge aggregate train. A total of 30 freight trains were seen before leaving for Hamburg Hbf at 14.45. A high percentage of these trains were worked by private operators. Two more 159s appeared, both heading tank wagons into the docks, with another noteworthy loco being Czech Metrans 383 413 heading through non-stop with a container train for the north. Another interesting train heading for Hamburg was a long set of empty double-deckers topped and tailed by 111 093 and 111 197, both being Dortmund locos. Local fans said the train was for a football special. A period at Hamburg Hbf allowed the S-Bahn workings to be studied before going back to Harburg. A surprise was seeing SNCF Bi-mode unit B 85501 which was having tests in Germany. These units are for working into Germany to places such as Trier, Saarbrücken, Neustadt/W, Karlsruhe and Offenburg. Freight at Harburg having eased saw me back at Bremen by 17.30 and finished for the day.

GREECE

Modernisation news. On 6 May it was announced that the signalling/safety systems on the new line from Tithorea to Domokos have been approved. Train OSE lost no time in announcing that high speed trains were scheduled to start running on 15 May between Athens and Thessaloniki. The trains are the former Cisalpino class 450 EMUs which are shown to cover the 510km in just under four hours. A total of five 9-car sets are available covering the initial two pairs of trains. The first morning train from Athens departs at 07.22 with a stopover in Larissa at 09.58, and arrival at Thessaloniki Station at 11.20. The next departs from Athens at 17.22, Larissa at 20.00, and arrival at Thessaloniki at 21.21. Southbound trains leave Thessaloniki at 07.08, with a stopover in Larissa at 08.25 and due into Athens at 11.03. The afternoon one departs at 17.08, Larissa at 18.26, and is due into Athens at 21.04.



Germany. The relatively new stabling point at Oldenburg has on view Euro Cargo Rail 247 034 and Press 140 042 (ex-DB 140 834) on 31/03/2022.



Germany. On the other side of the main line to the stabling point is the Oldenburg goods yard where the two pilots are DB leased 4185 041/45. Seen on 31/03/2022.

(Both photographs by BRIAN GARVIN)



Germany. 182 515 in FLIX colours is leaving Bremen Hbf with the 14.10 Köln – Hamburg Flix Express on 31/03/2022.



Canada. A GO driving trailer leads a train near Oakville, on 18/09/2019.
(Both photographs by BRIAN GARVIN)

Larissa – Volos. About the same time as the above was announced came news that contracts had been signed to modernise and electrify this route including access to Volos Docks.

NETHERLANDS

News. In April ProRail announced that it had cancelled a tender for the electrification of the line from Nijmegen to Roermond. Current events such as the war in Ukraine, Covid Pandemic effects on supply lines and spiralling costs of materials mean the project must be re-appraised.

NEW ZEALAND

News, Ross Middleton reporting.

The replacement of KiwiRail's oldest diesel shunting locomotive with a modern, zero-emissions equivalent symbolises the transformation going on in KiwiRail, Acting Chief Executive David Gordon says. Transport Minister Michael Wood and Climate Change Minister James Shaw joined KiwiRail staff and other guests at a small event in Wellington's Hutt Workshops on 16 March to mark the retirement of the 85-year-old shunting engine TR 56. It is being replaced by a new, battery-powered road/rail shunter, as part of the Government's \$1.6 billion investment in replacing KiwiRail's aging locomotives and wagons, and upgrading mechanical facilities. "TR 56 began working in New Zealand in 1936 (built by Dick, Kerr/Drewry 2067/915 as Tr 17), and since the late-1960s has been based at Hutt Workshops – bringing locomotives, carriages and wagons onto and off the shop floor. It has served us well all those years but we have moved into a new era," Mr Gordon says. "Its replacement offers improved control and safety, and is fully electric. It is part of a renewal across KiwiRail that is preparing us for a low carbon future."

KiwiRail has received 16 new battery powered shunters capable of moving up to 300 tonnes, for use in workshops and enclosed freight depots, and is currently working towards the purchase of at least 35 larger shunting locomotives, with the aim of them being electric or hybrid-diesel.

The retired shunt locomotive, TR 56, is being gifted to the Rail Heritage Trust of New Zealand, who will lease it to Silverstream Railway in Upper Hutt. It will be used to pull passenger carriages on the short section of line the heritage railway owns.

SWEDEN

Arriva Sverige. The VR group of Finland has purchased Arriva Sverige from Deutsche Bahn. Routes involved are Nockebybanan, Pägatågen, Saltsjöbanan and Östgötapendeln.

Inlandsbanan. The first of the new Lint DMUs have arrived from Poland with sets Y41 002/004 being delivered to Kristinehamn where Swedish safety systems will be fitted.

Svenska Tågkraft has purchased MX 1017/19 from BDLX in Denmark, bringing its fleet up to 11 locos!

USA

News, Ross Middleton reporting.

The Reading & Northern Railroad, late in March, announced plans to use its T-1 class steam locomotive No. 2102 for four Iron Horse Rambles excursions later this year. For the first time in over 30 years, 4-8-4 No. 2102 will pull main line passenger excursions, which were/are scheduled for May 28, July 2, August 13 and September 3. The all-day Iron Horse Rambles will travel from Reading to Jim Thorpe, Pennsylvania, and return. Built in 1945 by the Reading Co. in the Reading shops, No. 2102 is one of four surviving T-1 class locomotives, Reading & Northern officials said in a press release. The locomotive hauled coal trains until it was set aside by the regional for use in its Iron Horse Rambles programme at the end of the steam era in the late 1950s. In 2016, a \$2.4 billion project began to rebuild the locomotive for use on the passenger-rail excursions. The loco steamed again on 6 April this year for the first time in 31 years, running for 16 miles from Port Clinton to

North Reading. It ran well.

Preservation. BNSF has donated rebuilt SD9 1550 to the Lake Superior Railroad Museum in Duluth (MN). It was built in 1954 by EMD for the Great Northern Railway. When Burlington Northern was formed in 1970 it was renumbered to 6100. In 1995 when BN became BNSF it was still 6100 but got rebuilt in 1998 and later became 1710 and ended up as 1550.

Another restoration project has been launched to restore AT&SF 2-8-0 769 (Richmond 2957/1900) which has been parked outside its old shed in Madrid (NM) since 1959! The site is now part of a museum and restaurant, the owner being keen to have the loco restored and even installing some track upon which it can be used. Funding is now being sought.

The Nevada State Railroad Museum, Carson City (NV) 1-4 July will celebrate the 150th anniversary of the Virginia & Truckee Railroad with up to seventeen steam locomotives likely with nine operating locos. A total of eight V&T locos are expected to be there which means there must be four visiting as the home fleet totals four. Local reports say it will be the biggest gathering of V&T locos for 75 years.

UP Big Boy. UP has announced the loco will not start running in June as was expected as current operating performance is below expected levels so all management attention is to be focused on sorting out the current problems. Once that has been done perhaps there may be some steam trips later in the year.

Railroading Heritage of Midwest America, Silvis (IL). It will be recalled that the former NRE workshops in Silvis were bought by the group behind Milwaukee 261. Now, in a major announcement by the group and Union Pacific RR on 28 April, it was stated that UP was donating a selection of historic locomotives and stock to the new venture. The big surprise was the donation of Challenger 3985 4-6-6-4 from Cheyenne as well as 2-10-2 5511, Centennial DD40X 6936 and E9B 966B plus a selection of carriages and rolling stock. UP was at pains to stress it is not pulling out of steam operations but will concentrate on the Big Boy and its 4-8-4, 844. The staff at Silvis are keen to overhaul not only 3985 but also 5511; the 2-10-2 has not operated since the 1950s and with the recent lay up of the Chinese QJs it may well become the only working example of its wheel arrangement in due course. The donations are a big vote of confidence in the people behind the Silvis site that have already overhauled 261 at Minneapolis and run main line excursions for some years.

Reading T-1 2102. More good news from April when it was reported that 2102 had done a 120-mile round trip hauling 50 coal wagons as another test run prior to it being booked on a public excursion on 28 May. The footplate crew reported the engine as being ready for anything.

(Voie Etroite, Trains Newswire, DSB, Jernbanen, Echo Du Rail, Railcolor News, LOK-Report, Drehscheibe, Ross Middleton (2), Railvolution.)

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

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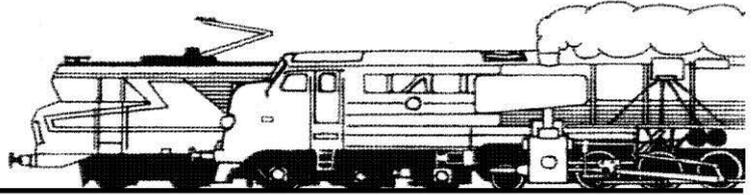
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87002 Royal Sovereign is depicted preparing to depart from Norwich on 16/3/22.



*On 16/3/22, the DVT included in the formation of the special train described in Chris Lewis' essay is seen at Norwich alongside a more modern example of motive power.
(Both photographs by CHRIS LEWIS)*



OVERSEAS TOUR 2/2022.

40 YEARS IGE 5-10 SEPTEMBER.

This tour is the much delayed 40th Anniversary special delayed because of the pandemic. Outline details are:

Monday 5 September. Nürnberg depart 07.43 hauled by 01 180 (4-6-2) via Hersbruck and Schwandorf to the Czech border at Furth im Wald where KHKD 555.0153 (2-10-0) takes over for the run via Domažlice and Klatovy to Plzeň. Transfer to hotel for overnight B & B.

Tuesday 6 September. From Plzen 555.0153 runs south easterly to Nepomuk to Račice from where we head north over the non-electrified line via Písek and Březnice to Zdice where the main line is reached to continue to Praha. Transfer to hotel for overnight B & B.

Wednesday 7 September. 534.0323 (2-10-0) takes us along the main line towards Germany as far as Vraný where we take the branch line via Straškov to Louny and Žatec. 354.195 (4-6-2T) takes over for the short run to Lužná where we visit the CD museum collection. Late afternoon 354.7152 (2-6-2) and 354.195 take the train via Kladno to Praha-Smíchov. Transfer to hotel for overnight B & B.

Thursday 8 September. 464.202 (4-8-4T) Praha-Smíchov – Všetaty – Mladá Boleslav – Česká Lípa – Děčín. 01 509 (4-6-2) via Dresden to Leipzig. Short walk to hotel for overnight B&B.

Friday 9 September. 03 2155 (4-6-2), 35 1097 (2-6-2) Leipzig – Zeitz – Gera – Saalfeld – Hochstadt-Marktzeuln reverse then 01 180 via Neuenmarkt-Wirsberg where 03 and 35 detached then via Bayreuth – Nürnberg. Overnight B&B.

Saturday 10 September. 01 180 takes us back to Neuenmarkt Wirsberg for the IGE anniversary event with 01 509, 03 2155, 35 1097, 44 2546, 52 7596, 52 8195 all working trips up and down the famous incline. Ride whatever train you wish. Ticket includes a visit to the museum. Late evening 01 180 takes us back to Nürnberg arrive ca. 22.00. Overnight B&B.

Sunday 11 September. TOUR ENDS

The IGE train will be formed of first class carriages with the usual bar and restaurant cars,

Cost. The IGE fare is €1990, say £1780 at 1.12 exchange rate. A single room supplement is €320 (£290). Sharing a compartment for four supplement is €600 (£540). Lunches and dinners are at own expense and arrangement.

Closing Date. The IGE closing date is 15 July so our closing date will be 11 July. IGE needs 180 people to run the tour. Do not book any flights until the tour is confirmed as having reached the minimum number.

Coal. IGE reserve the right to apply a coal surcharge as current prices cannot be guaranteed.

Pandemic. At the time of preparing this circular **FFP2 masks** must be worn on public transport in Germany but this no longer applies in airports and on planes so it is expected it will be altered soon. You need to be able to show that you are fully vaccinated with booster

To Book. Complete an Overseas Tours Booking Form and send a £200 deposit to **Brian Garvin 5/91 Albemarle Rd, Beckenham BR3 5JZ**. If using post then include 2 saes for replies. Alternatively email to brian_garvin@hotmail.com and make a money transfer direct to the LCGB account mentioning IGE. You can telephone me on 0208 658 2340 in case some clarification is needed.

Note. The IGE tour starts on a Monday and ends on a Sunday morning. It is quite possible that some museum lines will be operating nearby so some additional days could be quite useful. This aspect is being examined.

For and on behalf of LCGB
Brian Garvin
31.05.2022.