

BULLETIN

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JULY 2022



The Elizabeth Line • Bekonscot Model Village
The Metro Marauder Railtour
and much more ...

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MANAGEMENT COMMITTEE

Club President: Charles Firminger.

Vice-Presidents: John Cramp, Brian Garvin, Robin Patrick.

Chairman: Bob Breakwell, 10 St. Peter's Field, Burnham-on-Crouch CM0 8NX. E-mail: hilbreak@hotmail.com

General Secretary: Tony Stratford, 15 Booths Close, Welham Green, North Mymms AL9 7NW.

Email: stratford.tony@gmail.com

Treasurer: Cedric Spiller, 9 Hurst Avenue, Worthing, Sussex BN11 5NY. Tel: 078 5020 5020.

E-mail: cedricspiller1@gmail.com

Editor: M. J. Eckett, Flat 22, Gadebury Heights, Bury Road, Hemel Hempstead, Herts. HP1 1HG.

Tel. 01442-247083. Email: murray.eckett@gmail.com

Sub-Committee Chairmen:

Overseas Tours: Adrian Palmer, 46 Heathside, Weybridge, Surrey KT13 9YL. Tel: 07774 859871.

E-mail: akpalmer@talktalk.net

Branch Liaison: Bill Davies, 26 Chapman Close, Kempston, Bedford MK42 8RU. Tel: 01234 315594.

Mob: 07505 096015.

E-mail: davieb563@gmail.com

Member Services: R. D. Stonehouse, 47 Christchurch Gardens, Kenton, Harrow, Middlesex HA3 8NP.

E-mail: robertdalew@hotmail.com

BULLETIN

Editor: M. J. Eckett, as above.

Sub-Editors (to whom relevant notes should be sent):

General News: M. J. Eckett, as above.

Branch Reports: M. J. Eckett, as above.

Overseas News: Brian Garvin, Flat 5, 91 Albemarle Road, Beckenham, Kent BR3 5JZ.

Answerphone/Fax: 020 8658 2340. E-mail: brian_garvin@hotmail.com

Preservation News: N. D. Mundy, 6 Wysall Lane, Rempstone, Loughborough, Leicestershire LE12 6RW.

E-mail: nigelmundy60@gmail.com

Distribution Officer: R. T. Rolland, 4a Northbrook Road, Ilford, Essex IG1 3BS. E-mail: rollandrt@yahoo.co.uk

OTHER CLUB OFFICIALS

Librarian: Robert Barker, 45 Potts Grove Avenue, Wembley, Middx. HA0 3AF.

Membership Secretary: R. T. Rolland, as above.

Photographic Secretary: Vacant.

Press Officer: M. J. Turner, 36 Elmdale Close, Warsash, Southampton SO31 9RX.

Renewals Officer: R. T. Rolland, as above.

Independent Accounts Examiners: Chris Lewis and Malcolm Wright.

Webmaster: J. Harrison, 10 Wavell Court, Elgin Road, Croydon CR0 6XB. E-mail: lcgweb@gmail.com

IT Officer: J. Harrison, as above.

Internet: <http://www.lcgb.org.uk> E-mail: lcgweb@gmail.com

Hon. Archivist: P. Crossman, 58 Osprey Road, Biggleswade, Bedfordshire SG18 8HE.

BRANCH OFFICIALS AND MEETING PLACES

BEDFORD

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

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

BRIGHTON

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

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

DORKING

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

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

CENTRAL LONDON

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

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

NORTH LONDON

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

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

Email: stratford.tony@gmail.com

NORTH WEST

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

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

ST. ALBANS

Meetings at: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Herts. AL1 2PE, at 19.30.

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

E-mail: dhobilodge@gmail.com

(* Library facility available.)

CLUB NOTICEBOARD

Murray Eckett, Flat 22, Gadebury Heights, Bury Road, Hemel Hempstead, Herts. HP1 1HG. Tel. 01442-247083. Email: murray.eckett@gmail.com

North London Branch: North London Branch meetings will commence at 14.00 hrs from the start of the new season in September. The NLB meeting day remains the second Tuesday in the month until June 2023.

Forthcoming Central London Branch Meeting: The Central London Branch meeting of 18/11/22 will be entitled *SNCF Steam Swansong plus Heritage Highlights*. The speaker will be Nick Lera.

Erratum: In Bulletin 6.22, the report of the Branch Officers' meeting prior to the Club AGM on 23/4/22 inadvertently missed out that the North London Branch was also represented. Apologies are due to the NLB Committee for this honest mistake.

Erratum: In Bulletin 5.22, on page 123 and in the final paragraph of Mike Hudson's 4th part of his 'Towards 10,000 Miles' story, the phrase 'park-and-ride' is mentioned. This should have been 'push-and-pull' – of course 'park-and-ride' was still a little way into the future. Apologies to Mike for this oversight.

Press Day: Press Day for *Bulletin 8/22* will be Tuesday 2/8/22 and distribution day for the same edition will be Wednesday 31/8/22. Press Day for *Bulletin 9/22* will be Tuesday 6/9/22.

BRANCH FIXTURES

Murray Eckett

Brighton: 25/7/22: *Taith Rheilffordd Gogledd Cymru (A North Welsh Railtour)*. **Speaker:** Peter Jones

Central London: 19/8/22: *Members' Images*. **Omnes**

BRANCH REPORTS

Murray Eckett

Bedford: In place of the advertised speaker, and at short notice, Michael Smyth paid his first visit to the Branch on 7/6. He presented a selection of his black and white photographs which he had taken in 1966-67 just before he went to university. Most had been taken in the Leeds and Bradford areas but some other locations were also featured. Michael had his work cut out to explain the complicated railway geography of his home territory but its traffic largely spoke for itself, with its preponderance of careworn WDs on coal traffic, 2-6-4s together with tanks in charge of 'portions' and other passenger trains and banking engines necessitated by the topography. Some B1s were observed on pick-up goods with the odd Jubilee at the head of Leeds to Sheffield locals and even the occasional Britannia. One of the routes in Michael's patch was the Midland main line, which he

Front Cover: *Depicted at Abbey Wood on 10/6/22 is Elizabeth Line EMU 345 037.*

(Photograph by BILL DAVIES)

described as exceptionally busy: how times change. Some of the subjects recorded for posterity were captured at one or other of the local sheds such as Low Moor, Normanton, Royston and Holbeck. Others were set in the attractive urban landscape and at stations including Bradford Exchange and Leeds City, the latter described by the speaker with undue modesty as 'difficult to photograph'. Those present were impressed by Michael's evocative presentation and took heart from his chance remark that there is a second part.

Central London Branch welcomed Ray Schofield on 20/5 with a digital presentation entitled *The Great Eastern Railway, seldom other than idiosyncratic*. Ray outlined the history of the first railways to serve Essex and East Anglia, using images from archive resources and his own photographs. The first proposals were by the North and Eastern Railway to construct a line from London to Cambridge and York. Not unexpectedly this failed to reach further than Bishop's Stortford but the locomotive depot at Stratford was established at this time. Further railway construction was undertaken by the Eastern Union Railway and Eastern Counties Railway which came together as the Great Eastern Railway in 1862. The first route to Norwich was via Cambridge and Brandon where there was an end on junction with the Yarmouth and Norwich Railway. The shorter route via Ipswich was opened later. The GER system was then mainly complete by about 1850. The original terminus at Bishopsgate opened in 1840 and was replaced by Liverpool Street in 1874. This station was extended from 10 to 18 platforms in the 1890s.

To illustrate the system, Ray showed some superb pictures beginning with the classic N7 and J69 immaculately groomed station pilots of the late 1950s at Liverpool Street as well as N7s in normal service on the 'Jazz' suburban trains, which lasted steam hauled until 1960. The writer's favourite Pacifics, the Britannia 7MTs, were also pictured, exemplified by 70013 *Oliver Cromwell* and 70039 *Sir Christopher Wren* at Liverpool Street. Elsewhere the former GER routes were recorded well with a 1950s view of 70036 *Boadicea* passing Stratford with the Up *East Anglian* express. In more recent times 70000 *Britannia* was recorded passing Whittlesford, south of Cambridge, and 70013 *Oliver Cromwell* was observed passing Brandon heading for Norwich. B1 61306 was recorded on recent railtours at Stowmarket, Ipswich and Norwich. Views of B1 61362 at Peterborough East, the old King's Lynn shed with a D16 4-4-0 departing, probably for Cambridge, a busy Hunstanton station with main line stock in abundance, 70002 *Geoffrey Chaucer* at Saxmundham on an Up express, an L1 2-6-4T 67738 at Beccles with a Lowestoft train emphasised how much has changed over the years. A monochrome picture of B1 61381 at Wisbech East heralded views of a J70 on the Wisbech and Upwell Tramway. A distinctly non-Great Eastern locomotive, in the form of A1 60163 *Tornado*, was noted at the present day Liverpool Street, and at Cambridge, Great Yarmouth, Colchester and at Colchester Town. There were some unusual shots, such as 4472 with two coaches at just north of Stratford conveying HM The Queen Mother to the opening of the museum at North Woolwich in the early 1980s, archive pictures of the Southwold Railway and a couple of interesting views of the Wells and Walsingham Railway plus the Bure Valley Railway narrow gauge lines. The latter two railways run on former standard gauge alignments. The show ended with a delightful view of 70013 on a railtour approaching Sheringham, strictly speaking on M & GN metals but also served by the GE. This was a delightful tribute to the Great Eastern Railway and its successors which was once very much part of the writer's home territory. It has much changed since his Runabout ticket days! The Branch gives grateful thanks to Ray for his time, trouble and effort in researching, preparing and presenting this fascinating show.

Dorking On 11/5, and after a long Covid enforced delay, Doug Lindsay was finally able to give his talk on *Colonel Stephens and his Railways*, a follow up to his earlier talk on the Kent and East Sussex Railway. From his long involvement with the K & ESR and the associated Colonel Stephens Museum, Doug has a detailed knowledge of his subject matter and gave a comprehensive presentation of the story of the man and the numerous railways with which he was associated, following a generally chronological order. From an early age, Holman Fred Stephens, or 'The Colonel' as he was known from his position as a

Lt Colonel in the Military Reserves, was interested in railways and, in particular, railway civil engineering. Following an apprenticeship with the Metropolitan Railway, his first job was as engineer of the Hawkhurst branch followed by the Rye and Camber and Selsey tramways, both built over private land. The passing of the Light Railways Act in 1896 was embraced by Stephens as a means of opening up more rural areas to the benefits of railways and from his offices at 23 Salford Terrace, Tonbridge he built up an 'empire' of such railways. In some cases, such as the lines from Bere Alston to Callington and Torrington to Halwill Junction, he acted solely as engineer for the construction but in others he became managing director of the owning company. Notable amongst the latter, and in addition to the K & ESR, were the East Kent, the Weston, Clevedon and Portishead, Shropshire and Montgomeryshire and the Festiniog and Welsh Highland. Colonel Stephens died in 1931 but his empire continued under the direction of his long time assistant William Austen. Unfortunately most of these lines came on the scene too late and the rapid growth of lorry, bus and private car traffic quickly took away their business. Today only the Bere Alston to Gunnislake section of the Callington branch remains as part of the national network although others flourish as heritage lines, ironically operating under the provisions of the same Light Railways Act. Doug's talk deserved a larger audience but he was warmly thanked by those present for a most interesting and informative presentation.

North London: On 10/5/2022 Ray Schofield gave a presentation to the Branch entitled *Canal to Craigellachie*, this being the final part of a trilogy, examining routes through Scotland. Ray took a great deal of trouble to illustrate the talk with maps of the general locations visited, and larger scale maps to highlight the specific areas covered. The route commenced in Carlisle on the north side, using the Port Carlisle 'Dandy' (from the NRM) and Sillioth Bay lines following the former North British Railway route. We then progressed to Edinburgh via the Waverley route, followed by Dundee, crossing the Tay towards Aberdeen and on Great North of Scotland Lines through to Craigellachie.

The presentation also included some of the history of the route including the competition between the various railway companies and most notably the Tay Bridge Disaster resulting in at least fifty-nine fatalities. Sir Thomas Bouch designed the bridge. This caused a debate amongst the audience about how bad the engineering was, and I agreed with most views expressed. In fact, Ray illustrated the reason for the failure. The illustration that convinced me was a landside view of the bridge. The supports were shaped like coat hangers sticking out of the river with an exceptionally long table connecting them. The inspecting officer for the Government should have failed the design immediately. Ray noted that Queen Victoria refused to travel on the Welwyn Viaduct but travelled on the Tay Bridge. The Royals do not always get it right do they? Earlier in his career Sir Thomas was responsible for the development of a train ferry. Further along the route, we visited two preserved railways, the Royal Deeside Railway and the Keith and Dufftown Railway (KDR) (which almost got us to Craigellachie). The KDR was being operated by DMU, but Ray cleverly supplied three photographs of Ivatt locomotive 46512 at the head of the DMU during the 150th anniversary celebrations of the line. I could comment that it was an early attempt at hybrid power. Part two commenced following the route from Ladybank to Perth and then onto the Highland Line, approaching Craigellachie via both Inverness and Elgin, then to finish, via Aviemore and the Strathspey Railway (another preserved line) showing, in addition, these extra locomotives from Ray's own photos as well as others (see below for details). I have travelled on the Speyside Line which connects to the main line at Aviemore. The station is ornate and preserved in the style in which it was built. The Scotrail staff are so keen to maintain this and there are large signs saying no alcohol; when two locals defied the sign, Scotrail staff requested them over a very loud tannoy system to stop, and they did.

I was totally impressed by the depth of knowledge of Ray and how much more I was able to see and understand about Scottish railways that afternoon. Apart from the fatalities the Tay Bridge disaster was responsible for the worst ever poem published, penned by

William McGonagall. The Branch would like to thank Ray Schofield for an excellent presentation, and we hope to see him again. I have included below a list of the excellent photographs provided by Ray from his own collection. The presentation also included many illustrations from other sources. I thank Ray Schofield for his generous assistance in the creation of this report.

NUMBER	BUILT FOR	LOCOMOTIVE NAME OR TYPE
70013	BR	OLIVER CROMWELL
46115	LMS	SCOTS GUARDSMAN
61994	LNER	THE GREAT MARQUESS
44871	LMS	BLACK 5
44767	LMS	BLACK 5
45407	LMS	BLACK 5
60163	ENTHUSIASTS*	TORNADO (LNER INSPIRED)
46512	LMS	MICKEY MOUSE (TYPE)
828 (57566)	CR	JUMBO RUNS AS 828 IN PRESERVATION

*This locomotive was built by the A1 Locomotive Society based on a design from the LNER.

St Albans: On 12/5, the Branch held its Annual General Meeting (AGM) at its new meeting place, the St Bartholomew's Church in St Albans. During the course of the AGM, the Branch Committee was re-elected en-bloc with the exception of Mr Parker who stepped down from the Committee. Following the AGM, Mark Pardoe gave a presentation on the architecture of London Underground stations from the beginning of the Metropolitan Railway in 1863 up until 1939. Mr Pardoe's well-researched talk highlighted how the architecture moved from the miscellany of styles adopted in the early days, through to the period of expansion under the guiding hand of Frank Pick, when groups of stations were constructed as part of Tube extensions and were designed to fit in with their surroundings. Examples shown included Hendon Central, opened in the early 1920s as part of the Northern Line extension to Edgware, which was created to merge in with surrounding shops and offices, and Watford Met, which adopted the air of suburban housing, appropriate for its surroundings in nearby Cassiobury Park. A fascinating, historical 'journey' for which the Branch would like to thank Mr Pardoe.

Hugh Gould Memorial Gathering: The Club was well represented at a one o'clock gathering at St. Paul's Church, Marylebone on 14/6/22 to celebrate the life of the redoubtable Hugh Gould whose obituary celebrations were set out on the Club Noticeboard (p141) of No 6, the June issue of the Bulletin. Some thirty people attended the 75-minute service, and eulogies and anecdotes were given by about eight speakers. Attendees came from the various railway societies (Hugh was a great joiner here) and the real railway whose free rides he so much enjoyed, but it was perhaps the RCTS who stole the show with the more formal words from their President, Canon Brian Arman. Perverse as it may appear, funeral celebrations are often sociable opportunities for contact with long term friends so thanks go to Mike Hill for organising this gathering; rest assured there is little doubt Hugh would have approved. (David Bosomworth)

Obituary: Malcolm Collop: Former Club member Malcolm Collop (member 8492) recently passed away. He was a Club member during 2018/9 and took part in the Club's Poland/Baltics Overseas Tour in 2018.

PRESERVATION NEWS

Nigel Mundy

Beamish Museum: This site is now probably the foremost visitor attraction in the North-East of England. Your correspondent visited on Tuesday 26/4/22 and, even though it was a mid-week day and despite the rather cold and overcast weather, by lunch time there were clearly several hundred visitors. It continues to benefit from generous Government grants, one of the latest being for over £10 million. This has enabled the rebuilding of an old farmhouse to create a small farm, and examples of 1950s shops and houses (currently under construction). Further developments are planned around the waggon way, presumably better to show living conditions in the 1820s. Recent constructions include both a tram shed and a bus garage. The former is equipped with a workshop and lifting facilities. Several vintage trams and early buses are operational, with two of each working the circular route around the site. These are very popular with visitors as a means to reduce the amount of walking around this extensive museum.

There are three railway operations on site, none of which had any locomotives in use on 26/4. In the shed of the waggon way was replica *Puffing Billy*, the original of which operated in 1813 at Wylam Colliery. Four locomotives were noted in the pit village engine shed these being: 0-4-0VB TH Head/1871 and an 0-4-0ST named *Yates Duxbury and Sons Ltd, Heap Bridge, Bury*, both operational, whilst two others appeared intact, but 0-4-0CT 15 *Roker* (RSH 7006/40) was definitely out of use, and 0-4-0ST *Edward Sholto* (HE 996/09). Outside in the yard, in derelict condition, stood 0-4-0ST *South Durham Malleable No. 5*, rebuilt by HC in 1900 from an earlier locomotive. The nearby narrow gauge shed was unfortunately locked and windowless.

The recreated branch line station had some welcome coal fires burning in the waiting room and signal box. Apart from this the site looked somewhat neglected with weeds growing on the trackbed and former NER 20T hopper coal wagons decaying with rotting wood work. The stabling shed, which houses a short vintage train with an unidentified green 0-4-0ST, had its door open but was roped off to prevent access. With NRM Shildon so near it seems a pity there isn't more active co-operation between the two organisations. Otherwise, for any members and their families, a visit is highly recommended. (MS)

Great Western Society, Didcot: In use on 3/6/22 on the main line was recently restored 4079 *Pendennis Castle* and, on the branch line, *Trojan* working with railmotor carriage 92. Outside the front of the shed were 1338, 6023 and HE 2409/42 *King George* with 5322 and 0-6-0 DE (08)604 by the side of the shed adjacent to the museum. Incidentally *King George* is now a side tank painted in a very dark blue livery - far too dark to be a 'Thomas the Tank!' Inside the shed were 3738, 3822, 5051, 5572, 5900, 6106, 6697, 6998, Wantage Tramway No. 5, *Bonnie Prince Charlie* and 0-6-0 DH D9516. By the turntable were 5227 and gas turbine 18000. GWR diesel railcar 22 was inside the carriage shed and replica broad gauge locomotives *Iron Duke* and *Fire Fly* were inside the transshipment shed whilst steam railmotor 93 was in its own shed. In the works were the following, all dismantled, 1363, 3650, and 7202 with 7808 (intact) and 1014 *County of Glamorgan* under construction. The Cowans Sheldon steam crane was stabled outside. Inside the museum, with many changed items since my last visit, was the nameplate of Star 4-6-0 4036 *Queen Elizabeth*, withdrawn from Swindon shed in March 1952, which was on loan from a private collection for the four day holiday weekend celebrating 70 years of our monarch, Queen Elizabeth. (RA)

Mangapps Farm: The museum is 20 minutes' walk from Burnham-on-Crouch station, the last 100 yards of the road having no footpath. Walking up the approach road the first thing to be noticed is a Canadian Pacific caboosé - 434677! Entry through a door in an old transshipment platform is into a buffet car/ticket office, which then leads straight into the museum. This report relates to a visit on 22/5/22. In the Museum is the front end of J15 65464 (original or mock-up?), 0-6-0ST *Minnie* (FW 353/1878) and D 2325 in green livery plus various wagons, carriages and Halesworth signal box.



Original or mock-up? The front end of J15 65464 in Mangapps Farm Museum on 22/5/22.



Diesel locomotive 03399 with carriage E43178E passes Mangapps Junction Signal Box on the hourly shuttle along the demonstration line. Also pictured on 22/5/22.

(Both photographs by BRIAN GARVIN)

Outside the Museum were 03 399 in blue livery (doing shuttle trips with GNR carriage E43178E), 31105 in NR yellow, as was 31233, 03089 blue, 322 201 (two driving trailers only), 0-4-0ST AB 1619 and 0-6-0PT WB 2613 both stored outside, part dismantled for overhaul. In the Workshop were 11104 black, 51381 under restoration awaiting fresh paint, 03xxx, probably 03158, under repair, 0-4-0ST 8 *Fambridge* (AB 2157/1943), 0-4-0WT (*Willy*) (KS 3063/1918), 0-4-0DM *Elland No. 1* (HC D1163/1959), D 2018 and 03XXX *Lucie*, so 03081. In the Yard was 0-4-0 DM AD 226/WD 72225 (VF 5261/1945). (BG)

North Norfolk Railway: In use on 2/6/22 were Austerity 2-10-0 '90775' with four Mark 1 carriages and ex-LNER Buffet E9128E painted in BR blood and custard livery carrying a roof board "Liverpool Street The Broadman Sheringham" with a BR CCT van E94464 at the rear displaying destinations Ribbleshead, Fort William, Melton Constable and Southwold in chalk for the contents inside. The other steam worked service was S & D 2-8-0 53809 with one Mark 1 carriage and four BR standard suburban vehicles with King's Cross suburban maps showing closed routes Moorgate (via York Road), Broad Street and Dunstable North with lovely painted scenes of former destinations reached by rail such as Richmond (Yorkshire) and Kelso (Roxburghshire). A two car Met Cam railcar, M51188 and M56352, was also in use showing destinations Moreton-in-Marsh and Worcester Foregate Street! Visible at Weybourne were 0-6-0 564 and 2-6-0 76084 along with diesels D3935, D6732, 20227 and Met Cam railcars E56062 and E51228. Brush Type 2 D5631 was stabled at Sheringham. (RA)

Sittingbourne & Kemsley Light Railway: The "Three Brazils" weekend, mentioned in previous Bulletins, duly took place on 21-22/5/22. The Saturday was for members and invited guests and the Sunday for the general public. On both days trains ran at forty minute intervals from Sittingbourne between 11.00 and 16.20 hauled in turn by *Leader*, *Premier* and *Melior*. Guests on the Saturday included local civic dignitaries, whilst members of the railway press were present on both days. The weather was favourable on both days with good attendances. Locomotive *Leader*, which was owned by a consortium of members and is 'out of ticket' at the end of May was, in accordance with a vote by the consortium, handed over to the Railway in a short ceremony at Kemsley Down on the Sunday afternoon. It will join a queue for restoration, as it is intended that the 0-6-2Ts *Superb* and *Triumph* will be the next to return to service. Both days were regarded as successful. (CF)

Statfold Barn Railway: A visit on 11/6/22 for the 'Sweet Indian Steam' event with visiting Darjeeling Himalayan Railway 0-4-0ST No. 19 from the Beeches Light Railway joining former Indian locos *Alpha* (HC1172/24) and *Ryam Sugar Co. No.1* (Dav 1650/18) working services. Other locos in service were *Fiji*, CSR 19, *Howard* (0-4-2ST), *Sragi I*, *Harrogate*, *Isibutu*, Garratt K1/2 and the "Goose" with *Roger* on the garden railway as well as the Burton & Ashby tram. New build Quarry Hunslet *Juliette* was under construction in the Statfold Engineering Ltd premises but the sheds adjacent to the traverser were not open and it is presumed some of the missing locos were inside. In the loco shed were the frames of standard gauge Austerity 0-6-0ST (HE 3168/44) with the wheels outside next to the turntable. Missing locos not seen were CL 439/85, Dec 1735/19, HE 3756/52 and AE 1748/16.

An 18 page brochure for the event was available, priced at one pound, which gave details of new developments such as the recently laid track of the 12¹/₄" gauge Mease Valley Light Railway with turntable and 4 track shed. Inside the shed was an 0-6-0D (A. Keef 73/2005) with former Liverpool Garden Festival 1984 coaches marked WFR together with some vintage coaches built in Germany. A steam loco for the miniature railway has also been obtained, but no further details were given, this railway is near the building at Strawberry Park station which will be a Transport Museum. A partnership with the museum at Wythall will enable road vehicles from their collection to be displayed at Statfold. A free bus service from Tamworth to Statfold was in operation using Walsall Corporation 116 and Transport West Midlands 7000, part of the Wythall collection. Nearby was a collection of unrestored diesels together with the two electric locos converted from

WB 1278/90 and WB 1445/95 in 1927/30 and the USA built steam shovel dating back to 1915. A recent arrival, located in the roundhouse, were parts of the new build 457mm gauge 0-4-0ST *Nipper*, a replica of one once used in Crewe Works – in addition to the name, the nameplate also includes “L & N W R Co CREWE WORKS JANy 1867”. Three Marshall road steam were present in steam, traction engine 43090/05 and portables 46276/06 and 71396/19. *Nipper* and the road steam were previously at the Bury Transport Museum, but the owning group have now moved to Statfold. (RA)

(Richard Awde, Charles Firminger, Brian Garvin, Michael Smyth)

MINIATURE RAILWAY NEWS

Rugby MES, Rainsbrook Valley Railway: A visit here on 21/5/22 found 184mm Gauge LMS 6200 *The Princess Royal*. This locomotive is believed to have been built in the late 40s/early 50s and to have spent most of its life as a static exhibit. However it was steamed on this occasion but, unfortunately, split a set of points resulting in all wheels being derailed. A fine looking locomotive which it is to be hoped will fare better on future outings. (NM)

Romney, Hythe & Dymchurch Railway: This Railway opened between Hythe and New Romney on 16/7/27, so this year is celebrating its 95th anniversary. I visited on Saturday 14/5/22 on the occasion of the ‘Steam & Diesel Gala’. Working services were 1, 2, 3, 4, 5, 6, 9, 11 and diesels 12 and *Shelagh of Eskdale*, the last-mentioned on long term loan from Ravenglass. Two visiting locos, both from Ravenglass, were *River Irt*, which last visited the RH&DR in 1991, and *Katie*. Other locos (all at New Romney) were 8 on display outside the shed (awaiting overhaul), 10, frames, boiler and wheels in the works and Diesel 14 dismantled (cab under tarpaulin on a flat wagon in the shed). 4 *The Bug* and *Katie* worked a 2 coach shuttle (top and tailed) at New Romney as far as the yard limit sign in the direction of Hythe between trains. (Loco 7 *Typhoon* is still on display in the Engine House at Highley on the Severn Valley Railway.) With sunny, hot weather, very large numbers of people were travelling, making it difficult to board at intermediate stations and, if you alighted at Dungeness to buy an ice cream, you couldn’t get back on the same train as it was full! I wonder what the RHDR will do to celebrate its 100th anniversary? (RA)

Statfold Barn Railway: A visitor for the ‘Sweet Indian Steam’ event on 11/6/22 also found several miniature locomotives present – 184mm gauge Darjeeling A Class 0-4-0WT No. 9 (resident at High Legh Miniature Railway near Knutsford), and an anonymous B Class 0-4-0ST. This is a recently rebuilt ‘Romulus’ which has been re-dressed by ‘The Steam Workshop’ in a scratch built body to give it the appearance of a DHR B Class – the engine is so new, it has not yet had its first fire! There was also Hunslet ZA/5 Class 2-8-4T *Dholpur* along with 127mm gauge Leek & Manifold Valley Light Railway 2-6-4T *E.R.Calthrop*. (RA)

(Richard Awde, Nigel Mundy)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Movements: AB 2138 to E9300, AE 2066 to E0331, HC 573 to E1734, HE 3839 add o/1 WL007, HL 2918 to E1700, OK 5662 to E0333.

THE METRO MARAUDER RAILTOUR

Norman Hayllar

The ‘Metro Marauder’ railtour was billed as a last passenger run using two of the veteran CI. 455 EMUS currently operated by Southern TOC. It took place on 14/5/22 and 455835/41 were the units used. It was understood that although Southern TOC organised the tour, the Branch Line Society dealt with the bookings concerned. The full itinerary is below.

ST55WZ SO 08:30 STEWARTS LANE T&R.S.M.D - LONDON VICTORIA											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
STEWARTS LANE T&R.S.M.D		W		08:30		BATTERSEA PIER JN.		SL		08:46	
STEWARTS LANE JN		RVL		08:40	(4)	LONDON VICTORIA	14		08:49		

IZ55WZ SO 09:02 LONDON VICTORIA - BILLINGSHURST SIGNAL T1430											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
LONDON VICTORIA	14	FL		09:02	<1*	SUTTON (SURREY)	2			09:32	(10)<1>
BATTERSEA PIER JN.		FL		09:05%	(5)	EPSOM	1			09:48	
CLAPHAM JUNCTION	13	FL		09:08%		LEATHERHEAD	2			09:53	
BALHAM	3	FL		09:10%		DORKING	2			09:57	
STREATHAM NORTH JN		RVL		09:12	(5)	HORSHAM	4			10:11	
STREATHAM SOUTH JN				09:18%	(2)	BILLINGSHURST	2		10aOP18%	10OP19	
MITCHAM JUNCTION	2			09:24	(3)	BILLINGSHURST SIGNAL T1430			10.21		

IZ56WZ SO 10:25 BILLINGSHURST SIGNAL T1430 - BRIGHTON											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
BILLINGSHURST SIGNAL T1430				10:25		HAYWARDS HEATH	4		11a*09%	11n*16%	
BILLINGSHURST	1		10:27	10:27	(1%)	KEYMER JN				11:20	
HORSHAM	4			10:37		BURGESS HILL	2			11:20%	(5)
CRAWLEY	1			10:45		PRESTON PARK	1			11:32	
THREE BRIDGES	2	SL	10RM47	10RM54	(6)	HOVE	1		11RM35	11RM42	<1>
BALCOMBE TUNNEL JN				11:03		BRIGHTON	2			11.46	
COPYHOLD JN		ULH		11:08							

IZ57WZ SO 12:55 BRIGHTON - LONDON CHARING CROSS											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
BRIGHTON	2			12:55		STOATS NEST JN.		FL		14:29%	
HOVE	2		12RM59	13RM05		PURLEY	1	FL		14:30	(2)
PRESTON PARK	1	CR	13aRM08%	13RM18		EAST CROYDON	2	RVF		14:34%	
BRIGHTON	6		13RM24	13RM27	(2%)	WINDMILL BRIDGE JN		FL		14:35%	(6)
FALMER	2			13:35		NORWOOD JUNCTION	3	SL		14:43%	(1)
LEWES	3			13:41		SYDENHAM	1	SL		14:47%	(6)
LEWES SIGNAL LW58			13aRM42%	13RM44		NEW CROSS GATE	5	SL		14:57	(4)
LEWES	2		13aOPC45%	13aOPC47%		BRICKLAYERS ARMS JN		FL		15:02	(1%)<1*
KEYMER JN	1			13:59		BLUE ANCHOR (KENT)	5			15:05%	(7%)
HAYWARDS HEATH	3	UML		14:03		LONDON BRIDGE	5	USH		15:08%	
COPYHOLD JN				14:03%	(1)	METROPOLITAN JN		SL		15:10	
BALCOMBE TUNNEL JN		FL		14:09	(2%)	EWER STREET JUNCTION		SL		15:10%	(%)
THREE BRIDGES	4	FL		14:13	(4%)	LONDON WATERLOO (EAST)	B	FL		15:13	(3)
GATWICK AIRPORT	4	FL		14:19%		LONDON CHARING CROSS	6		15.18		
EARLSWOOD (SURREY)	QL	QL		14:24							

IZ58WZ SO 15:31 LONDON CHARING CROSS - LONDON BLACKFRIARS											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
LONDON CHARING CROSS	6	FL		15:31		CLAPHAM JUNCTION	14	FL	16*14	16*14	
LONDON WATERLOO (EAST)	C	FL		15:33%		POUPARTS JN				16:16	
EWER STREET JUNCTION		DCX		15:35	(1%)	LONGHEDGE JN				16:17	
LONDON BRIDGE	7			15:38	(2%)<1*	FACTORY JN		RVL		16:18%	(1)
SPA ROAD JN		LRV		15:44		VOLTAIRE ROAD JN.				16:20	
SOUTH BERMONDSEY JN				15:44%		BRIXTON				16:21%	
OLD KENT ROAD JUNCTION				15:45%	(5)	CANTERBURY ROAD JUNCTION				16:22	
PECKHAM RYE	1			15:52	(2)	LOUGHBOROUGH JN	SPR	SL		16:23%	<1*
TULSE HILL	4			15:58%		ELEPHANT & CASTLE	1	SL		16:27%	
LEIGHAM JUNCTION				16:00	(2)	SOUTHWARK BRIDGE JUNCTION		SL		16:28%	
STREATHAM HILL	1			16:03		BLACKFRIARS JN		USL		16:29%	
BALHAM	2	SL		16a*05%	16*06	(3%)	LONDON BLACKFRIARS	4		16.31	

IZ59WZ SO 16:42 LONDON BLACKFRIARS - SEVENOAKS											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
LONDON BLACKFRIARS	1	DSL		16:42		BELLINGHAM	2			16:57	
BLACKFRIARS JN		SL		16:43		SHORTLANDS JN		SL		16:59%	
SOUTHWARK BRIDGE JUNCTION		SL		16:44		BROMLEY SOUTH	4	SL		17:01	
ELEPHANT & CASTLE	4	SL		16:44%	<1*	BICKLEY JN		SL		17:02%	
LOUGHBOROUGH JN		DCS		16:49		ST MARY CRAY JN		SL		17:03	(5%)
CAMBRIA JN				16:49%		SWANLEY	4			17:12	(6%)
DENMARK HILL	4			16:50		OTFORD JN				17:27	(%)
CROFTON ROAD JN				16:50%		SEVENOAKS	3		17.32		
NUNHEAD	2	DC		16:52%							

IZ60WZ SO 17:38 SEVENOAKS - LONDON VICTORIA											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
SEVENOAKS	3			17:38	(6)	DENMARK HILL	3			18:20%	
ORPINGTON	2	FL		17:51%		CAMBRIA JN				18:21	(1)
PETTS WOOD JN		UFV		17:53		CANTERBURY ROAD JUNCTION				18:23%	(12)
BICKLEY JN		FL		17:54		BRIXTON				18:36	
BROMLEY SOUTH	1	FL		17:55%	(6)	VOLTAIRE ROAD JN.		RVL		18:37%	
SHORTLANDS JN				18:03	(3%)	FACTORY JN		USL		18:38	
BELLINGHAM	1			18:09	(4)	STEWARTS LANE JN		RVL		18:39%	(4)
NUNHEAD	1			18:17	(1%)	BATTERSEA PIER JN.		SL		18:45%	
CROFTON ROAD JN		UC		18:20		LONDON VICTORIA	14		18.49		

ST60WZ SO 19:03 LONDON VICTORIA - STEWARTS LANE T&R.S.M.D											
Location Name	Platform	Line	Arr	Dep	AI	Location Name	Platform	Line	Arr	Dep	AI
LONDON VICTORIA	9	SL		19:03		STEWARTS LANE JN		Y			
BATTERSEA PIER JN.		RVL		19:05%		STEWARTS LANE T&R.S.M.D			19.18		



EMUs 455841 and 455835, working part of 'The Metro Marauder' railtour, passing the site of Roffey Road Halt (between Horsham and Crawley), 1Z56 Billingshurst Signal T1430 to Brighton, on 14/5/22. Roffey Road Halt closed on 3/1/1937.

(Photograph by NORMAN HAYLLAR)

BEKONSCOT MODEL VILLAGE

Charles Firminger

Whilst not entirely within the remit of the Club, I thought that our members would find this a worthwhile attraction to visit. Bekonscot Model Village and railway is within 10 minutes' walk of Beaconsfield Station (a 30-40 minute journey from Marylebone), a convenient way of filling a spare afternoon. From the railway point of view there is a 7+1/4" gauge railway – not steam unfortunately – and an extensive Gauge 1 model railway covering the whole of the site. There is hardly anywhere on the site where the visitor cannot see a moving train! The model railway is controlled from a full size lever frame and signal box that was originally at Purley. The site includes an airport, canal with barges, and almost every type of building from houses to shopping centres, garages with vintage cars, lorries and buses, etc. There is also a model funicular, the cars of which bear more than a passing resemblance to District Line coaches! Whilst this is an excellent attraction for young children, it is sufficiently spread out so that they are not a nuisance to older or infirm visitors. There is a café and shop available and the ticket office is a BR MK1 coach. The only downside that I encountered is the fact that it is currently a cashless attraction, all trade being by either credit or debit cards.

Further details of Bekonscot Model Village can be found at: www.bekonscot.co.uk

Other forms of contact are email (info@bekonscot.co.uk) and phone (01494-672919). Until 30/10/22, the Model Village is open each day from 10am-5.30pm.

A VISIT TO THE ELIZABETH LINE BY BILL DAVIES

I am delighted that Crossrail is now finally open with all the travel opportunities it offers although currently restricted to the Central Core. So as you would expect from me I had to try it out. My wife and Bentley both decided to come and enjoy a brand new railway. Of course it cost me a lunch in a dog friendly Fullers establishment at Paddington. Just before Privatisation I had reached the giddy heights of Bedford's Number 1 Link which required route knowledge as far as Slough including Old Oak Common and Paddington. One evening I was required to travel passenger to Paddington and call up Western Control. I went into the Drivers' Room at Paddington, dumped my bag on an empty table, only to be told that, that table was for Number One Link men only. My reply was, 'Well it's a good job I'm in No. 1 Link then'. Unbelievable in the late 1980s.



The Elizabeth Line eastbound departure platform at Paddington, awaiting an Abbey Wood train on 10/6/22.



*The Lawn at Paddington on 10/6/22, a retail outlet with trains, still impressive though.
(Both photographs by BILL DAVIES)*

KEIGHLEY & WORTH VALLEY RAILWAY GALA

In the Keighley & Worth Valley Railway Gala report in Bulletin 5/22, mention was made of the last train run over the Abergavenny-Merthyr line on 5/1/1958. This was a railtour run by the Stephenson Locomotive Society and organised by the late W.A. Camwell, who ran many excellent railtours over several years.



Left Photo

LNWR G1 0-8-0 No. 49121 is seen hauling the stock of the railtour at Abergavenny Junction Carriage Shed on 5/1/1958.

Right Photo

On 5/1/1958 at Brynmawr, No. 49121 is depicted with the railtour and piloted by LNWR 'Coal Tank' No. 58926. The latter was subsequently preserved and today is based at Ingrow West on the KWVR as No. 1054.

(Both photographs by CHARLES FIRMINER)

THE ELIZABETH LINE

Brian Garvin

There has been lots of publicity about the recent opening of the Elizabeth Line and trains run every five minutes. But how does it operate? Fortunately the unit diagrams have appeared on the internet revealing that to run 12 trains per hour there are 18 diagrams for units. These start as follows: Old Oak Common 8, Plumstead 6, Ilford 2 and Gidea Park 2. These depots get back the same number of units at night. But of the 8 units that start from Old Oak Common, 2 end up at Plumstead, 2 at Ilford and 1 at Gidea Park. The 2 starting from Ilford end up at Plumstead and Old Oak Common, whilst of the 2 from Gidea Park, 1 ends up back at Gidea Park and the other at Old Oak Common. Of the 6 starting from Plumstead, 3 end up there and the others at Old Oak Common. Thus it can be seen there are four depots starting trains so four different sets of crews. It is assumed crew changes take place at Abbey Wood and Ladbroke Grove Sidings, the latter place being where Paddington terminators reverse. Crews from the Eastern side probably change over at Liverpool Street but this is not confirmed. However, any extra time there can be made up as the trains are not stopping at Bond Street.

LETTERS TO THE EDITOR

Dear Murray,

Lakeshore Railroad, South Shields

A visit was made on 31/5 to this very friendly 9.5" gauge railway, an elongated loop 555 yards in length round the boating lake in South Marine Park. Motive power was 1/6th scale Atcheson, Topeka & Santa Fe 4-6-2 No. 3440. The other steam locomotive on site was a ¼ scale Ferrocarril National del Magdalena Colombia 2-6-2 No. 27 *Adela* which was brought out of the shed for us to see. It was to be used in addition to No. 3440 for two-train working for the remainder of the week. Both locomotives are coke burning. The line also owns a 4W petrol-hydraulic. The fare for the circuit is £1.50 and a visit is highly recommended.

*Yours Sincerely,
Tim Cooper (Member 8136)*

Hello Murray,

Tynemouth Station Photograph

The photograph of Tynemouth Station and text by Michael Smyth in Bulletin 6.22 (page 159) need some amplification. It is a well-known fact that the Tyne & Wear Metro cars are at the end of their working life. They are being replaced by 46 new sets currently under construction by Stadler in Switzerland. They will be serviced in a brand-new depot, currently under construction at South Gosforth, on the site of the old one. The first set is due to commence trial running in November 2022. On another subject, the comment about better off residents migrating to outer suburbs is totally incorrect. The three coastal towns of Tynemouth, Cullercoats and Whitley Bay are served by four metro stations which are within walking distance of a considerable number of properties in the £500,000 range, occupied by residents who are regarded as not short of a bob or two. After having worked and lived in the area for more than 40 years, I have reasonable knowledge of what makes the place tick.

*Best wishes,
Howard Forster*

Dear Murray,

Last Steam in Buchanan Street

The dates of Bob Stonehouse's two photographs of 60019 and 73150 in Buchanan Street in the May issue of the Bulletin are given as early September 1966 and the identity of 73150's working was not recorded. 60019 *Bittern* reappeared on the 07.10 from Aberdeen and 17.30 return from Buchanan Street on 30th and 31st August after a long absence during which the 07.10 and 17.30 had been diesel worked. It appeared at Buchanan Street again on Friday 2nd September, arriving with the 17.42 from Perth. The next day it worked the Scottish Region's 'Last public run behind an A4' to Aberdeen at 09.55, returning at 15.00 from Aberdeen. However, it was 60024 *Kingfisher* which was to have the privilege of being the last A4 to work a 3-hour service, when it replaced a failed NB Type 2 diesel on the 17.15 from Aberdeen on 13th September, returning to Aberdeen with the 08.25 the next morning. 73150's working was probably the 17.35 to Dunblane, which it shared with 73149 frequently in 1966. The latest recorded date on which 73150 appeared on the 17.35 was Thursday 1st September, although it worked a relief to Dundee on 23rd September.

However, before Buchanan Street closed on 5th November, a Fife-Buchanan Street DMU diagram surprisingly went over to steam in October worked by B1s and Black 5s.

MIDLAND RAILWAY LOWER SEMAPHORE SIGNAL

The sole surviving ex-Midland Railway lower semaphore signal is still in use as Ketton signal box's starter on the Stamford to Melton Mowbray line. It is thought to date from 1900 when the box was installed and is even more remarkable because all the other signals controlled from Ketton box are now colour lights. If any of our members know why this signal has survived Michael Smyth, the photographer, would be grateful to know. These two photos were all taken, with the aid of a telephoto lens, from a public footpath level crossing between the box and the signal.



DMU 170.102 is in charge of a Stansted to Birmingham working on 26/5/22.



Also depicted on 26/5/22, 66168 is seen passing the MR survivor with a Mountsorell to Kennett Redland Sidings stone train.

(Both photographs by MICHAEL SMYTH)

The trains were the 08.48 from Leven, 16.45 from Kirkcaldy, 11.35 to Thornton and 18.42 to Dunfermline Upper. The last positive record of these workings was Saturday 29th October with 61140 (65A) on the 08.48 and 61330 (62A) on the 11.35. But the last steam appearance in Buchanan Street seems to have been on the penultimate day of operation, Friday 4th November, when the, never named, 'Britannia' 70047 turned up with the 13.30 'Grampian' from Aberdeen.

*Regards,
Sandy Smeaton (Member 8401)*

BOOK REVIEWS

Birmingham & West Midlands Railway Atlas by Joe Brown. Second Edition.
Crecy Publishing. Hardback. 29.7 x 21.0 cm. 128 pages.
ISBN 9781800351462. Price £25

The redoubtable self-taught railway cartographer of our age, Joe Brown, has updated and revised his 2016 atlas of the West Midlands to include developments since then. So this new edition includes the route of HS2, proposed extensions to the West Midlands Metro and something in Coventry, which we hope turns out better than the Hillman Imp, called "Very Light Rail". Mr. Brown's style of presentation will be familiar to serious collectors of historical atlases so needs no wallowing description here. Suffice it to say all railways built in the area are shown with all the appropriate dates of change such as opening and abandonment. As a bonus Joe has included maps of the routes of the vast Cape gauge street tramway network which once kept the Birmingham area moving. So no 'buts' with this one; £25 well spent on a copious information source. (DAB)

The Acquired Wagons of British Railways: Volume 4 by David Larkin.
Crecy Publishing. Hardback. 28 x 21.5cm. 144 pages, over 300 B&W photos.
ISBN 978800351400. Price £25.

Wagon fanciers, or even readers of these reviews in earlier Bulletins, will be aware of the previous books in this series. This time the author tackles various types of fully enclosed vans built both for general purposes and specific traffics. So therein lie details of General Merchandise Vans inherited from each of the Big Four companies with further chapters on "specials" such as shock absorbing vans and those intended for conveying particular commodities. These include containers, fruit, bananas, gunpowder, grain, beer or cattle vans. The book lists and describes them all and is comprehensively illustrated and will be of value and interest to those who study wagon features or wish to model these simple designs. (DAB)

Robinson Eight-Coupled Locomotives by Jeremy Clements.
Crecy Publishing. Hardback. 28 x 21.5 cm. 224 pages. About 170 B&W photos.
ISBN 9781910809686. Price £25.

Although the Great Central had eight-coupled tank engines used for short workings and shunting (which are described in this book), most of the interest is centred on the Robinson 2-8-0 which was adopted as a standard type by the Railway Operating Division of the Royal Engineers in 1917. This detailed work surveys the history of these 500 engines and subsequent use and modification after the First War. Their use overseas was often temporary and many were returned home surplus, to be snapped up by such bargain hunters as the LNER.

The story is complicated because the RODs were from different builders, carried various series of running numbers until the final LNER renumbering in 1946, and had a peripatetic life style. Added to this both Gresley and Thompson seemed to enjoy rebuilding

them, mostly with new boilers, producing many sub classes, no doubt all very similar in performance. The different cabs, chimneys and tenders, etc of the rebuilds will keep the connoisseur amused for hours.

Manfully Mr Clements wades through and explains this detail which the reader may find unimportant 100 years on, but he leaves few stones unturned, and explains for instance, the railway background in which the engines worked and the gross inefficiencies of moving freight at the time: small, unfitted, short wheelbase wagons often restricted in their use by private ownership. It is amazing to see in the photographs in the book that there is often no vacuum pipe at the buffer beam of Mr Robinson's excellent designs. The book thus goes beyond being an account of a troop of selected mineral engines into information on the broader working of railways, which adds interest and brings out some better prose.

So give it a whirl if you can remember being able to identify the O4 sub classes; you will not be short changed on well-presented information or talk of steam, but it's probably all been said before, although not in one volume. (DAB)

OVERSEAS NEWS

**Brian Garvin, Flat 5, 91 Albemarle Road, Beckenham, Kent BR3 5JZ.
020 8658 2340. E-mail: brian_garvin@hotmail.com**

AUSTRALIA

Zig Zag Railway. This line has been closed since 2012 after complex regulations and rising costs prompted the decision to close down. Unfortunately, during the closure period there was serious flooding and two lots of bush fires, but the volunteers have never given up hope and have been working to reopen for the last 10 years. Now it looks as if all is set for a reopening soon as a video on *Facebook* shows the MacArthur 2-8-2, 218, working well on a staff training and familiarisation run. It looked and sounded fine.

AUSTRIA

New Depot. The new private depot built at Gramatneusiedl is now in use with the trading name Locmasta standing for **Locomotive Maintenance Station**. The depot is run by ETL Lokservice which is a consortium made up of LTE 40%, ÖBB Train Tech 40% and ELL 20%. Siemens types ES64U2, ES64U4 and Vectrons are maintained there.

Preservation. A recent item on the *LOK-Report* website gave details of the members' day and AGM on 22 May of the Bregenzerwaldbahn at **Bezau**. A special was hauled by diesel 2095.13 in one direction and 0-6-2T Uh 102 (498.08) in the other. 298.24 was stored ex-plinth along with some other diesels whilst 298.25 is down for overhaul. A surprise was finding 298.14 dumped minus wheels. This is a well travelled loco having moved years ago from the Steyrtalbahn to the Waldenburgerbahn in Switzerland where it was used until that line took its own loco off a plinth and overhauled it. 298.14 then went to the Ochsenhausen line but appears to have not done much there before going on to be stored on the Jagstalbahn from where it has moved to Bezau recently. It is in a woebegone state and will probably be used for spare parts.

Technisches Museum, Wien. It will be recalled that the museum was recently refurbished and some exhibits changed over. The museum has a storage centre at Haringsee in Marchfeld where some of the removed locomotives are stored under proper conservation conditions. They are rack tank 999.105, *LICAON*, 1060.001, Linz tramway 22 and narrow gauge Jenbach diesel No. 2 from the Wien Retirement home.

BULGARIA

Fleet News. Bulgaria, having launched a complete review of its fleet, is now starting to tender for new trains and locomotives. It is looking to acquire seven double-deck EMUs capable of taking 300 passengers and 35 single-deck EMUs capable of taking a minimum of

200 passengers. Additionally there is a need for 20 push-pull trains of at least five carriages capable of taking 450 passengers; this order includes the locos to work the trains. Finally 18 battery electric shunting locomotives are needed. All the new main line equipment is to be fitted with ETCS. The contracts will include delivery and maintenance but there is no mention of the period involved.

Route Upgrade. 13 May saw agreement reached on the financing for the upgrading of the route from Sofia to Dragoman and the border with Serbia. Some €85 million is involved in the upgrade which, apart from modernisation, also includes track doubling on a 34 km section. Work should start soon and be completed by the end of 2023.

CANADA

Preservation. A tornado struck the Uxbridge (ON) area on 21 May with winds up to 121 mph. Uxbridge is the home of the York – Durham Heritage Railway which is reported as receiving quite a lot of damage with repairs likely to cost C\$750,000. The railway was on the verge of reopening after two years of closure because of the pandemic. All operations have been suspended and a GoFundMe page opened to raise money for the repairs to station buildings and some rolling stock with windows smashed and roofs damaged, etc.

EGYPT

New Lines, Trains, Locomotives. Earlier this year Siemens signed contracts to build a new 660 km high speed line from Marsa Matrouh and Alexandria to Cairo and on to a new Administrative Capital and end on the Red Sea at Ain Sokhna. Apart from the new line Siemens is to provide 35 Velaro high speed trains, 70 Desiro HC EMUs and 30 Vectron electric locomotives. At the end of May Siemens announced that the contract had been increased and that it is now worth €8.1 million, its biggest contract ever. There will now be a high speed line from Cairo to Luxor and Aswan and also Hurghada and Safaga. Now the total distance of new lines will be nearer 2,000 km, consequently more rolling stock will be needed and the totals quoted above now become 41 Velaros, 94 Desiros and 41 Vectrons. The new 2,000 km network will connect 60 cities.

GERMANY

Accident. There was a serious accident on the Darmstadt – Aschaffenburg route at 04.00 on 19 May when a freight train ran into the rear of another freight that was stopped on the line between Dieburg and Babenhausen stations. 152 128 was hauling the second train and regrettably the driver was killed in the accident. There was considerable damage to track, wagons and the catenary. The incident caused serious congestion on other routes in the area as freight traffic and some passenger trains were diverted.

The damaged locomotive was removed by staff from Bender's scrap yard in Opladen where it was seen later, sheeted over.

DB Cargo Vectron Dual Locomotives. On 25 May, the first two locomotives, 2249 001/002, arrived at Mönchengladbach being hauled by ES64U2-014. They were en route to the Siemens test centre at nearby Wildenrath.

ICE. Another new depot is proposed, this time in Berlin with the Grossbeeren area seemingly in favour but it is a remote area with little public transport. Rummelsburg will continue as now.

Krefeld Oppum. The works here is to be enlarged by the construction of a new workshop which will specialise in repairing major damage to EMUs.

Verkehrsverbund Rhein-Ruhr (VRR) and Nahverkehr Westfalen-Lippe (NWL) have placed a large order with CAF for battery electric units. 73 units will cover services on seven different RE/RB routes. Most of these are currently operated by Nordwestbahn but so far DB Regio has won five of them. The changeover will take place over several years starting in December 2025.

159. The first two locos for DB are 159 240/1 with one to go to Mühldorf and the other to Oberhausen. This could mean taking over some work from class 66s and/or 232s.



On 16/5/22 a group of Club members from the Bedford Branch visited the Beeches Light Railway by the kind invitation of Adrian Shooter. The illustration shows the ex-Darjeeling loco in action and running into the station.

(Photograph by JOHN MORGAN)



The Statfold Barn Railway near Tamworth, put on a 'Sweet Indian Steam' weekend over 11/12-6/22. The star of the show was the former Managing Director of Chiltern Railways Adrian Shooter's own Darjeeling and Himalayan 'B' class 0-4-0ST No.19, a Sharp, Stewart of 1889. No.19 is based at Adrian Shooter's private Beeches Light Railway in Oxfordshire. This is the only "B" class locomotive to have escaped from India. It's seen on shed at Statfold Barn on 11/6/22 awaiting its next turn of duty.

(Photograph by CHRIS GEORGE)



At the 95th Anniversary celebrations of the Romney, Hythe and Dymchurch Railway event on 14-5/5/22, the 11.05 from Dungeness to Hythe was piloted from New Romney by pacific Northern Chief, whilst the train engine was Samson. The two engines are seen here arriving at Hythe on 14/5/22.



A visiting locomotive at the 95th Anniversary of the Romney, Hythe and Dymchurch Railway on 14-5/5/22 was River Irt from the Ravenglass and Eskdale Railway. The visitor is seen here departing Hythe on 14/5/22 with the 11.00 passenger working to New Romney.

(Both photographs by JOHN PALMER)

But it is early days and the locos have to prove themselves but they have become very popular with private owners, especially those involved in heavy haulage.

264. HVLE, having received some Stadler 159s, has got rid of 264 004/008 which are now working in Poland.

423/430. Stuttgart units are starting to appear in a new localised S-Bahn livery rather than DB red. Units are also now being sent away to Hennigsdorf for the fitting of ETCS.

642. Some units have been loaned to Cottbus to strengthen trains to and from Poland to help move refugees from Ukraine.

Preservation. HSB 2-10-2T 99 7244, stored at Hasselfelde since 1999, was moved in April to Wernigerode where it was put on to a road vehicle for transfer to Meiningen Works and a main overhaul. **Selfkantbahn** has acquired from Switzerland 172 599 (ex-Tm 599) Gmeinder 5086/1957 once MEG/SWEG V22.01 which identity it will most likely carry at its new home near Geilenkirchen. **50 4073** at Nördlingen is now virtually complete and has had a successful boiler hydraulic test. It has now been taken to Meiningen works for finishing off the running gear and hopefully will be in service in 2023. Meanwhile Meiningen has turned out 41 018 which belongs to a group in München but is normally based in Bahnpark Augsburg. On 3 April the 41 worked a test run hauling a scheduled intermodal train from München Ost to Augsburg, the train in fact was from Verona to Bremen with the scheduled electric locomotive attached just in case.

Visit Report: Brian Garvin reporting.

Sunday 3 April. Soon after breakfast a No. 10 tram took me to **Gröplingen** terminus but having arrived I was lost! The whole tram layout and depot there are being rebuilt and having not got off at the temporary terminus I found myself in the middle of a building site. I had to retrace my steps back to the main road and soon found the road down to the Rbf. Depot. This depot once had two roundhouses; the remaining building is closed whilst the two turntables give access to stabling. But, there were only 13 locomotives stabled and three of these were private locos! The major part of the freight yard is now devoted to car train traffic and shunted by private locos. DB Cargo still has a small fan of sidings for sorting local traffic. Back at the main station, in the half hour I was there four freights went through.

My destination was once again Harburg to change trains there and so get to **Maschen**. The road bridge at Maschen over the yard at the station end is completely closed to all traffic including pedestrians and sealed off. Following a driver at a safe distance and wearing my HVV I followed a walking route around part of the yard and so to the depot and stabling area which was stacked out.

It rained for a while so I missed some locomotives at the extremities but still logged 94 items. It was with some pleasure that I noted the 187s and 193s. A visitor was 185 595 proudly proclaiming it was Freightliner Deutschland. Other visitors were from Scandinavia, noting Green Cargo Br 5333 alias 185 333 and a couple of former DSB electric locos of class EG which are now DB Cargo Scandinavia. The wagon shops were noted as having many wagons for attention and I wondered just how many customers were waiting for their wagons.

Having missed a train back to Harburg, the half hour waiting saw three freight trains pass through, one hauled by Hector Rail 241 009 whilst 1271 042 was on a ballast train. Back at Harburg station in the hour spent there, nine freight movements took place. I joined 246 009 propelling its train to **Cuxhaven** where the only freight loco present was needed 265 018. A four car DMU was joined to **Bremerhaven Lehe**. There the DB depot roundhouse had fallen into disuse many years ago and the few electric locos and one diesel were stabled near the old office block. The repair shop still stands and tucked away in a far corner was an ASF possibly forgotten by the auditors. The six DB locos were outnumbered by their ten competitors, many of which were boXXpress Vectrons. Even here freights were on the move with 187 510 and 189 013 noted. Back at the station an S-Bahn was taken back to Bremen.

Monday 4 April. Freight traffic can be quite light on a Monday morning so I had some train riding lined up. Before leaving, Euro-Dual 159 214 rolled through light engine.

My ride was to be over the **America Line** to Uelzen via Soltau. It is so called because early in the 1900s many trains full of emigrants from Eastern Europe and the Baltic States travelled this way to catch Ocean Liners for new lives in the USA. **Soltau** is the operating centre where the line crosses the Hannover to Buchholz route and the 19 minute wait was to allow a classic four train meet. Both routes are mostly single track but certainly the America Line is heavy duty track well ballasted. This no doubt reflects on the military bases out of sight but with connections to the route. When manoeuvres take place heavy duty diesel locos have to be brought in. **Uelzen** station still has a large refreshment room/restaurant and probably well used in normal times. The whole station has been given a make over by people with artistic leanings so do drop off there for a beer or coffee and have a look around.

Hannover was my next destination going via the main line so at **Celle** it was noted that the old OHE depot had 5-6 locos stabled, all belonging to leasing company Northrail. South of Celle station the large electrified yard was empty save for a stabled private 155. A short spell of observation at **Hannover** saw Rail Adventure 111 222 on a refugee train from Poland full of people from Ukraine. 146 216 on an RE took me back to Bremen noting en route at Wunstorf a 159 waiting to follow with a freight. At **Eystrup** VGH 22, a 6wD, was seen on a trip on the branch line and so back to Bremen.

Freight traffic was picking up now and as always here trains connected to the nearby auto industry dominated the scene. I waited one hour before HVLE 159 007, seen at Wunstorf, passed through.

Tuesday 5 April. My first two hours were spent at Bremen Hbf watching the freights roll through and there were many of them. Hoppers, containers, steel, cars, tanks, and mixed consists livened up the scene with loco types appearing being 140, 152, 185, 186, 187, 189, 192, and even a 120 on containers off the Oldenburg line. DB Netz 111 059 turned up on a yellow measurement train before I left for **Harburg** with quite new 147 544 powering at the rear. Today I was meeting up with five other people for a few days bashing by hired van and sure enough two of them were already gricing at Harburg.

One of the first freights seen was headed by quite new 187 196 which was quite pleasing as this is the second loco to carry this number, the first having been scrapped after tests with heavy duty couplings strained the frame. This is why DB Cargo has swapped some 187s with MRCE to get 10 189s which seem to be a rather sturdier loco. The main freight lines lie beyond platform 6 but platforms 5 and 6 (together with the inbound freight line) are blocked by engineering works. Single line working was taking place but with careful attention by signallers and drivers the freights were still getting through roughly one every five minutes. The agreed meeting up place was the hotel located opposite Othmarschen S-Bahn station so taking the S-Bahn from Harburg a change was necessary at the Altona station. Here we ran in parallel with an EC from Praha headed by a CD Vectron. Being rush hour it was a struggle to get out of the low level station to get to the main line part but the CD loco and train had already disappeared heading for Kiel.

Wednesday 6 April. The first day by road took me to the west of Hamburg and back to Bremen! The narrow gauge line at **Deinste** was all locked up as expected but two diesel locos were stored outside. The EVB depot at **Bremervoerde** was viewed but there was no sign of any of the new hydrogen units. Some time was spent exploring the docks complex at **Bremerhaven** where 13 locomotives were found including two from HRS – Hamburg Rail Service – and no less than three Czech locomotives all belonging to Metrans. **Bremerhave Lehe** was next where the total number of locos was similar to my previous visit but there were some new items to see including NRAIL 192 012 and LOCON 322 alias 4185 029. **Bremen Rbf** depot was next with 16 locos on this day including HVLE V160.5 (1203 143) and HBB (Hanse Bahn Bremen) 0650 116, the latter being used for shunting the car traffic. **Hoya VGH** shed had 332 002 and V36 005 under lock and key whilst dumped in the yard was VT 41, a rebuilt DB 515, EVN 0686 001. **Bruchhausen Vilsen** was next but being a weekday the museum line depot was all locked up and nothing outside.



46100 Royal Scot, on a nice sunny evening, gets into its stride departing from York at Dringhouses with 1Z75, the 16.43 Scarborough – Crewe via Liverpool Saphos Trains' 'The Yorkshire Coast Express' on 11/05/22.



37422 Victorious and 37425 Sir Robert McAlpine / Concrete Bob approaching Skelton Junction, York on 18/4/22 with 1Z18, the 09.42 Dumbarnton Central – Eastleigh Pathfinder Tours, 'The East Highlander', that had been around Scotland over Easter. 68007 worked the train forward from York. (Both photographs by ROBIN PATRICK)



Israel. Hedjaz Railway 0-6-0T (KrMu 4723/1902) No. 10, 105 cm gauge, at Haifa Railway Museum on 30/3/2022.

(Photograph by PETER LONGSTAFF)



Israel. A Stanier 8F (cosmetically restored) on display at the Turkish station railway museum, Be'er Sheeva. Depicted on 28/3/2022.

(Photograph by KATHRYN LONGSTAFF)

But a car was parked near to a small door and there appeared to be a light on inside the building. The door was tried and it opened! A few shouts were answered and a man who was working on a carriage appeared and agreed to a visit. This was a most successful visit with a partitioned off part of the depot opened up to reveal more goodies. Five steam locomotives and several diesels were seen but some were unaccounted for until it was explained that partway down the line there is a storage shed. Steam locomotive **SPREEWALD** was absent, explained by it being on loan to the line near Plettenberg. The plinthed 0-6-0T remains in its usual place. Overnight again in Bremen.

Thursday 7 April. The plan today was to explore another part of Niedersachsen, ending up in Hannover. First up was Oldenburg where the situation was similar to my previous visit. **Borsel** station on the Cloppenburg museum line had two 4wD but at nearby **Statsforsten** an 0-4-0F Henschel 25460/193 was present along with a 4wD. **Bersenbrück** has a small private museum with preserved 4wD Deutz 57700 displayed whilst in a nearby park there was another unidentifiable 4wD. Moving on to **Osnabrück** the Hafenbahn area was explored. The small workshop for the Nordwestbahn DMUs is located here but several locos were present. Plinthed outside the Hafenbahn offices is EHB 4w DH OK 26727/1971 whilst another nearby industrial plinth turned out to be ex-DB 322 521. Two modern locos in industrial use were 4185 009 belonging to VLO and 1002 040 on hire to EHB. The main DB depot for Osnabrück had three locos, one of which was 193 357.

Museums Eisenbahn Minden was next but once again the depot was all locked up; however there was a car parked by a side door. The door had a bell push which started a loud klaxon type thing. After a little while the door opened, we introduced ourselves and we were made welcome to look around. Two steam locos and other locos plus a railcar were present. The steam locos were 74 231 and 92 638, both out of service, the 74 needing major boiler work. A third loco was away at Malowa works. A couple of diesels are stored down the line. Without a main line loco the trains at Easter were going to be worked by an MKB diesel. In fact the **MKB** depot was our next stop, a view revealing Euro Dual 248 006 and MKB locos V6, V21 and V22. V6 is in fact former DB 216 014, this being the loco that was used over Easter. Minden is home to a major DB research centre so a look around the perimeter found 612 901/902, 62 120, a new EMU which is in fact for ODEG and is 462 120. 193 969 is new to DB Research but older locos in the shape of 120 153 and 218 415 were also present. DB Research does work on behalf of other railways so it was interesting to see new Hungarian locos 461 001/002 for Rail Cargo Hungaria and built in China as was new electric loco 0181 001 registered as D-CRRC.

Stadthagen is another museum line centre and we arrived just as a group of workers were leaving but a hurried visit was agreed to see the stock. The star item here is 52 8038 which is workable whilst five various diesels made up the total of 6 items present. **Seelze** depot was next but being a working day numbers were down on my previous visit but most of the hired in 4125s were there; do they really need them? The depot workshop does work for third parties so some former DB locos were present including examples of types 111, 140 and 151 plus the previously mentioned museum locos. An early arrival into Hannover allowed me a visit by rail to Linden station on the main freight route but getting there was difficult as the S-Bahn was affected by engineering works outside the station. Just under one hour there saw 13 freight movements, the surprises being 212 073, HVLE V330.3 alias 250 011 and Belgian Lineas 186 445. I had made a mistake missing a train back to the main station and finding due to the engineering works there was over one hour to wait. No problem as out in the street there was a frequent tram service to the station where I found the tram arrived deep underground. *(To be concluded.)*

ISRAEL

Visit Report. Peter Longstaff reporting.

A tour in March 2022 to Israel run by PTG Tours was in fact two tours, one for enthusiasts and the other described as cultural, which had a common programme in the middle of

each involving a three day journey by special train to travel over freight only lines, and terminating at the railway museum in Haifa. Your reporter travelled with the cultural tour and only this tour is covered in this report.

The journey by special train commenced on **28 March** at Bnei-Brak in the north-east suburbs of Tel Aviv. The tour promoters had requested locos with GM motive power and in the event were not disappointed. The locos provided were 604, a GM-EMD G26 Co-Co, and 764, an Alstom Co-Co with EMD JT42CW engine. A three coach set of open coaches provided ample accommodation for the 50 or so passengers, allowing plenty of space to move around. Although billed as travelling to Lod via the Tel Aviv freight avoiding line, possibly because of a late departure (the train wasn't berthed at the platform until after planned departure time), the line via Tel Aviv Central was then taken. The choice of route may also have been affected by damage having been caused to a signalling cable on the previous day which resulted in the cessation of railway operations over almost the whole of southern Israel. This badly affected the plans for the enthusiast's tour and at one point it seemed doubtful if the special would run. The train proceeded via Ashdod Docks and the Ashdod -Kiryat Gat freight only line (on which a run past took place) to Be'er Sheeva. Here an overnight stop allowed time for a visit to the Turkish station railway museum at which is displayed a Stanier 8F, formerly 45166 of TCDD (NBL 24641/1941), and now masquerading as WD 70414, as being typical of the locomotives used in the area during the latter part of the British mandate in Palestine and the early days of the state of Israel.

29 March The programme was for a tour of the freight lines in the northern part of the Negev desert followed by a return to Bnei-Brak for overnight in Tel Aviv. The special duly departed for Dimona, the normal limit of passenger operations, although there is no regular timetabled service to this almost brand new station, where a visit was made to the freight locomotive depot which contained a good mix of current stock (passenger locomotives and stock are maintained at Be'er Sheeva North). There then followed trips down the branches to Tzefa and Zlin at fairly low speed. The route to Zlin took the special out of range of, not only the signalling (which had been vandalised and was inoperative), but also satellite phone communication, which necessitated the train being followed across the desert by Israeli Railways staff in three pick up trucks in case of emergency. The return to Bnei-Brak was uneventful. This time the Tel Aviv avoiding line was taken from Lod but, as by now the train was around two hours behind schedule, despite a spirited performance by the freight locomotives along the main line from Be'er Sheeva, the latter part of the journey was made in the dark.

30 March saw both tour parties once again gathering at Bnei-Brak for the non-stop journey to Haifa train maintenance depot where a comprehensive tour of the facilities was laid on. This is the depot where most of the Danish built IC3 units are now based (although a couple were seen in the sidings at Be'er Sheeva North) and which are now being withdrawn as electrification proceeds and new Siemens Desiro High Capacity EMUs are introduced. It appears that the EMUs, four of which were seen parked on a loop south of Ashdod two days earlier, are giving rise to modern diesel (Vossloh Euro 3200 Bo-Bo and Euro 4000 Co-Co) locos becoming surplus to the requirements of the passenger business, who want the freight business to take them over. However the freight business would prefer electro-diesels which can also make use of the electrification infrastructure where it exists on the routes which they use. After a trip and visit to Kishon workshops, just north of Haifa, the train stopped adjacent to the railway museum where we were welcomed by the curator, Chen Melling, who had travelled with us for the three days of the tour, and was instrumental in making the arrangements for the special train. The museum contains an interesting collection of Israeli and Palestinian Railways locos and stock (including one diesel loco captured from the Egyptians during the Six Day War and not returned) together with one steam loco, former Hedjaz Railway 0-6-0T No.10 (KrMu 4723/1902) 105 cm gauge from that railway's branch from Der'aa to Haifa. Much of the collection is fully restored and some is still undergoing restoration.



4498 Sir Nigel Gresley passes Beeston Castle, Cheshire, on a return test run from Chester to Locomotive Services, Crewe, on 16/5/22. This A4 is now the only working member of its class.



There were two test runs for No. 4498 during May. The first was from Crewe to Chester on 16/5/22 followed by a loaded test to Shrewsbury from Crewe on the following day. These tests were a prelude to a private excursion (1Z62) to Carlisle on 22/5/22 under the auspices of the Sir Nigel Gresley Locomotive Trust. It was routed out via the Settle and Carlisle and returned via the WCML. Bringing up the rear was 47614.

(Both photographs by NEVILLE BOND)



Based on the Statfold Barn Railway is the Tasmanian Government Railway K1, built by Beyer, Peacock in 1909. It's depicted working a narrow-gauge goods train between the Loop and Statfold Junction on 11/6/22.

(Photograph by CHRIS GEORGE)

At the end of the visit we were presented with souvenirs of our journey before we rejoined the special for the short journey to Haifa Merkaz station and final disembarkation. During the course of the cultural tour two further train journeys were undertaken. The first was from Tel Aviv to Jerusalem on the new high speed line (the term high speed being relative) which terminates in a new underground station 300 ft below the centre of west Jerusalem. The long shafts containing banks of escalators to access the platforms were very impressive. The trains used on the Jerusalem service are the new Siemens EMUs. The second journey was from Beit She'an to Haifa on a Danish IC3 DMU. This line is an almost totally rebuilt section of the old Hedjaz line running east from Haifa. Beyond Beit She'an it is possible to follow the earthworks and bridges of the former railway towards the Golan Heights, as we saw from our coach. Two other items of interest which were passed on our tour were the original termini of the Jaffa to Jerusalem railway, both still intact. The trackbeds leading out of the stations are now foot/cycle paths and it is possible to trace the route of the railway where conversion has taken place.

NEW ZEALAND

News: Ross Middleton reporting.

In April New Zealand reduced all public transport fares by 50%. This has had an immediate effect on patronage with an average 36% increase. This has been noticed spectacularly with the Te Huia service between Hamilton and Auckland where two extra carriages had to be added to the one train set currently being used. The 50% ticket price for local passenger services has been extended until the end of August by which time they should have reintroduced the second peak service from Hamilton to Auckland and back again in the evening.

The budget has been kind to the railways with money provided for a further 1,300 wagons and 29 new locomotives to replace the remaining Dc and Df class locos, along with more

money for infrastructure improvements. Also the first phase of the light rail line from the CBD (City Business District) to the airport has been funded. What is missing are the 22 new bi-mode EMUs for Wellington's long distance trains which would have enabled four return trips to Palmerston North and ten to Masterton.

POLAND

Warszawa Area. For some time Stadler has been building new Flirt EMUs for Koleje Mazowieckie with 61 units being delivered that will allow the older EN57 EMUs to be withdrawn. Now Stadler has announced the completion of a new EMU depot at Sochachew to service the new units. There are two roads in the new depot with a few sidings. Presumably units will be stabled in due course in the sidings vacated by EN57s.

Preservation. Koszalin Narrow Gauge. Earlier in the year some changes took place with some new arrivals. On 1 March Tx7-3502, 0-8-0WT arrived from Gryfice and is a candidate for restoration to working order. 29 April saw the arrival of Px48-3908, previously on display in Szczecinek. Px48-3901 is also here; having arrived in 2019 it was overhauled and returned to service in 2021. It remains available.

SWITZERLAND

Accident. 2 June saw an accident at Zollikofen (BE) station which was captured on video by the station CCTV. Two light engines can be seen approaching at speed but running into an occupied track where an infrastructure train was stabled. The rear wagon of the train was a flat wagon with a digger on board. The locomotives hit it with such an impact that the first locomotive mounted the wagon before coming to a halt halfway along it. The locomotives were BLS Re475 402 and Re465 012. The speed at which the locomotives entered the station gives the impression that the driver was expecting a clear track. The locomotives were recovered overnight with the help of two cranes. Investigations into the incident are underway.

THAILAND

News. Big changes are happening on the railways – State Railway of Thailand – SRT. The main station in Bangkok, Hua Lamphong, is set to close and be replaced by a new super complex at Bang Sue. This latter complex was the location of the main marshalling yard and locomotive depot. Most of the former freight yard is now Bang Sue Grand Station which is reported as having 26 platforms and is not only to be the main city terminus but also serving recently built transit lines such as the red and blue lines operated by SRT and MRT respectively.

There is an underground section which is where the MRT Blue Line is located whilst the ground floor is the main concourse area with ticket offices and shops. The second floor has 12 platforms of which eight are for long distance services and four for Red Line commuter services – there are in fact dark red and light red routes! The third floor will have 10 tracks, four of which are for the various airport services, there being three different airports, whilst six tracks are reserved for future high speed line services to Chiang Mai, Nong Khai and Pedang Besar. The diesel depot remains but has been joined by new depots for the DMUs and carriages which were previously at Hua Lamphong. The new station is also served by numerous bus routes. Most of the freight activity has been moved to a new yard at Phahonyothin. There has been much argument about closing the original city terminus and some trains are still serving it. The area is very congested and the existing line to Bang Sue is littered with level crossings. Quite a few highways have been put on high level viaducts as have some of the new railway lines. There are plans for electrifying lines which will obviously happen on the new high speed lines but it is unclear what electrification will take place on the existing main routes.

Locomotives. Steam traction started to give way to diesel traction in the 1960s and was completed in the 1970s. Apart from a few diesels in the pre-WWII period, the big changes took place in the 1960s when diesel electric locomotives from General Electric together with two batches of diesel hydraulics from Henschel and Krupp made a big impact on the

steam fleet. The hydraulic locos have now all finished but some of the GE 'shovel nose' locos are still going strong, having been refurbished earlier this century. Other diesel locos have over the years come from Alsthom and Hitachi but in the last few years the Chinese have entered the scene. CRRC Qishuan delivered 20 Co-Co DE locos 5101-20 in 2013-2015 which are rated at 3,800 hp with a top speed of 100 km/h whilst this year the same firm is delivering 50 similar locos numbered from 5201 but rated at 3,218 hp and faster at 120 km/h. There is a video on *YouTube* showing the locomotives being shunted and inserted between barrier wagons presumably because of a weak bridge. Some scenes are taken at Sri Racha Jn. station which appears to have a diesel depot to serve the lines to the various port installations, no doubt where the locos from China were unloaded.

Steam News. Whilst the UK was busy celebrating the Queen's Jubilee, there was another Queen's celebration in Thailand also on 3 June which enabled Pacifics 824/850 to work a special from Bangkok to Nakhon Pathom and return. As usual the locomotives operated tender to tender.

USA

Preservation. T1 Trust. This group is building a new locomotive of the PRR T1 4-4-4 class and Trust members were given a surprise at their recent convention when the brand new boiler, already with cab and the streamlined nose attached, was displayed. None of the 52 express passenger locomotives survives. Going by weight the loco is 39% complete. \$1.715 million has been raised so far. Just as in the UK some alterations to the original design will have to take place with oil firing instead of coal. Also, to save money the frame and cylinders will be manufactured as separate items, the original frames being one piece cast items and the four cylinders integrated. Whilst this can still be done the cost would be too much so the work has been simplified to match the money supply. The Trust already has a former PRR tender which can be made to match the original thus saving at least \$3 million on the cost of building a new tender. Just like the A1 project in the UK, computer aided design and other modern support systems are helping with the project. It is not envisaged that main line use will be considered as at this stage the cost of insurance and available rolling stock would be too much so the locomotive is likely to be found on museum and short lines after completion in 2030.

Elkins (WV). Durbin & Greenbrier Valley RR is to hire the West Virginian firm Sisterville Tank Works to build a new boiler for Buffalo Creek & Gauley 2-8-0 4 (BLW 59472/1926). When restored the loco is expected to run between Durbin and Cass.

Owosso (MI). Pere Maquette 2-8-4 1225 (Lima 7839/1941) is to receive attention to wheels and running gear from the professional firm FMW Solutions. The work involves lifting the locomotive and removing all wheels.

(Facebook, LOK-Report, Eisenbahn Kurier, Railcolornews.com, Peter Longstaff, Ross Middleton, State Railway of Thailand, Wikipedia, Trains Newswire, Railfan)

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

Compiled and produced by M. J. Eckett (Hon. Editor) for and on behalf of the
Locomotive Club of Great Britain, Flat 22, Gadebury Heights, Bury Road,
Hemel Hempstead, Herts. HP1 1HG.

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The Printed Word, Unit 2, Graylands Estate, Langhurstwood Road,
Horsham, West Sussex RH12 4QD. Telephone 01403 255650.



The Railway Touring Company organised their fourteenth steam hauled tour of Great Britain, beginning on 22/4/22 when 6233 Duchess of Sutherland worked from King's Cross to York and 35018 British India Line took over for the York to Edinburgh continuation. 6233 is seen passing Sherburn in Elmet station, just south of Church Fenton. The special ran from Peterborough via Lincoln to Doncaster and then via Church Fenton to York.

(Photograph by MICHAEL SMYTH)



The new 'Royal Windsor & Eton Steam Express' season has started, with an early morning, mid-morning and evening dining train service on Tuesdays only from London Victoria. Seen here is the mid-morning working, passing Kensington Olympia on 10/5/22 with Thompson B1 No. 61306 Mayflower top and tailing the train, with WCR 47772, on its way to Windsor & Eton Riverside station. A change from previous years is that one can now pay a supplement and return to Victoria on the same train but this is diesel worked back to Victoria. On previous years the stock returned empty from Windsor.

(Photograph by CHRIS GEORGE)