

BULLETIN

VOLUME 74 NO.01

DECEMBER 2021



Railhead Treatment Train • A Trip to Didcot
Steamrail (Victoria) Australia
and much more ...

www.lcgb.org.uk

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.

E-mail: stratford_tony@hotmail.com

Treasurer: Cedric Spiller.

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 Pettsgrove 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: lcgb.web@gmail.com

IT Officer: J. Harrison, as above.

Internet: <http://www.lcgb.org.uk> E-mail: lcgb.web@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: biggsluton@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.

Secretary: R. Stratford, Flat 18, Lea View House, Springfield, London E5 9DX.

Email: ray.stratfordicloud@outlook.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: lcgb.nw@blueyonder.co.uk

ST. ALBANS

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

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

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

President's Message: Whilst the Covid situation during the second half of 2021 shows an improvement over 2020, conditions cannot be regarded as normal with the number of infections rising in recent weeks. It has, at least, been possible to travel within the countries of the United Kingdom but restrictions on foreign travel keep changing, making it too risky to arrange overseas tours. Details of some IGE tours were mentioned on the leaflet with *Bulletin* 10/21, but no Club bookings are being made at the present time. Branch meetings are gradually getting back to normal and it is to be hoped that the situation will continue to improve. I would like to appeal to members to support Club activities, and would also like to wish you all a Merry Christmas and a happy and prosperous New Year: *Charles Firminger.*

North London Branch: The North London Branch has now organised a new season of talks, running until October 2022. Details can be found at www.lcgb.org.uk/branches/north-london/ or from Ray Stratford via his contact details on the inside front cover of this magazine.

Forthcoming Branch Meetings: The *Bulletin* Editor would like to try and re-introduce the 'Diary' feature, listing all forthcoming Branch meetings. Could all Branch secretaries please forward details of forthcoming meetings to the *Bulletin* Editor once these are available.

Erratum: On page 269 of *Bulletin* 10/21, the lower picture was taken at Birmingham Moor Street and not at Birmingham Snow Hill as mentioned in the caption. A 'thank you' goes to Nigel Mundy for pointing this out.

Obituary: Anthony Bloye: Anthony Bloye, Club member 6498, passed away on 17/9/21 at the age of 75. As well as being a member of other railway societies, Anthony was a regular attendee at LCGB Croydon Branch meetings and would also advertise those meetings arranged by the Dorking Branch. He also took part in numerous domestic railtours. The Club would like to pass its condolences onto Anthony's family at this sad moment in time.

Obituary: Godfrey Gould: Godfrey Gould, a regular attendee at the Club's Brighton Branch and a Club member, passed away recently at the age of 90, his passing having occurred in the course of a cruise. The Brighton Branch will miss Godfrey; he was a great 'character'. His funeral took place on 13/10/21. The Club would like to pass its condolences onto Godfrey's family at this sad moment in time. (*The Bulletin Editor would like to thank John Hayward for this information.*)

Obituary: Dennis Humphreys: Former Club member Dennis Humphreys (membership number 5902) passed away on 3/8/21 at the age of 95. Dennis was a resident of Crewe and, together with his brother, was a regular participant on Club overseas railtours. He was a Club member until the end of 2019. The Club would like to pass its condolences onto Dennis' family at this sad moment in time.

Press Day for *Bulletin* 2/22 will be 21/12/21 and **Distribution Day** for *Bulletin* 2/22 will be 19/1/22. **Press Day** for *Bulletin* 3/22 will be 25/1/22.

Front Cover: *On the North Norfolk Railway, S & D 7F 2-8-0 53809 is seen arriving at Weybourne on 3/9/21 when it was working to Holt, double heading with BR Standard 4MT 2-6-0 No. 76084.*

(Photograph by BOB STONEHOUSE)

BRANCH REPORTS

Murray Eckett

Bedford: The Branch AGM returned to being a live meeting on 19/10. Chairman Bill Davies drew attention to the increasing difficulty in finding speakers. He thanked the Committee and other helpers for their contributions to the life of the Branch, particularly retiring Treasurer Peter Crossman. Geoff Kingham was elected as Treasurer in his place and the remainder of the Committee re-elected en bloc. The formal business was concluded in about 30 minutes. After the tea break Peter Crossman turned presenter, showing some "scenes from the 1960s". He began with typical scenes at Oakleigh Park in 1961. As he grew older he travelled further afield, reaching Yorkshire before reverting to locations nearer home – Cricklewood, Willesden, Northwick Park and Old Oak among others before finishing on the Isle of Wight. As a bonus Peter showed some film footage transferred to DVD, much of it from even further afield.

The **Central London Branch** held its AGM on 15/10 to a modest sized audience. There were no significant surprises, the Branch is solvent and meetings are now being held live at Keen House rather than via Zoom. It was noted that some Zoom meetings had attracted record attendances for a CLB meeting. The 2022 programme is in hand and will be announced as soon as possible via the usual outlets. The existing Committee were re-elected en bloc, to serve for another year. After the formalities were completed, Martyn Gregg showed a wonderful collection of pictures, from prints and slides scanned in to digital format, taken in the 1960s and 70s. Steam subjects varied from 46250 *City of Lichfield* at Crewe, A2 60530 *Sayajirao* at Dundee, Jubilees and Britannias at Holbeck depot with some early preservation era scenes including 4498 *Sir Nigel Gresley* and 60019 *Bittern* at York mpd, now the NRM. Other shed scenes included J27 65789 at South Blyth, classmate 65892 at Sunderland and K1 62041 at West Hartlepool. Further south, Bulleid Pacific 34108 *Wincanton* was recorded in the classic location of the turntable at Nine Elms shed, 34089 602 *Squadron* was noted passing Clapham Junction heading for Waterloo, 34013 *Okehampton*, 34006 *Bude* and 34060 25 *Squadron*, mostly without nameplates, were seen at Salisbury shed. The now-preserved USA 0-6-0T 30072 was noted on Guildford shed. Some non-steam images in colour were equally interesting, including a Class 40 at Leeds City station in 1978, 'Peak' hauled trains of BR blue-and-white liveried Mk 1 stock at Cudworth Junction in 1976, a Cl. 47 under a mass of semaphore signals near Rotherham and, perhaps most poignant of all, doubleheader Class 76s operating under the 1,500v DC catenary at Wath Yard, on the Worsborough incline and at Penistone station in 1977. These scenes became history not very long after they were recorded. The assembled company greatly appreciated Martyn's contribution to the evening's entertainment.

Dorking: The Branch's Zoom offering on 9/6 came courtesy of Brian Jackson with a presentation of *Photos from the Bill Jackson Collection 1952*. Bill was Brian's father and, although not a railwayman himself, the family's links could be traced right back through the early days of the railway in Brighton to the Liverpool and Manchester Railway. Bill was a member and officer of both the LCGB and RCTS and, with a lineside pass and contacts with railway staff, built up an extensive photographic collection which Brian has been scanning. As the family home, the presentation naturally centred around the Brighton area and although by the time of the photographs the principal lines had been long electrified, the Oxted/Tunbridge Wells group of lines was still steam worked and this, together with visits to Brighton Works, offered a good variety of subjects for Bill's camera. The choice of year, 1952, enabled Brian to show locos ranging from the last examples of pre-grouping classes such as ex-LBSC J1, I3 and C3s right through to BR 2-6-4Ts straight out of Brighton Works and 70009, 73001 and 75000 on show at Eastbourne. Other longer lived pre-grouping classes seen were A1/A1X, C2X, K and Bill's favourite H2 Atlantics

whilst early non steam traction was not neglected with views of SR 1Co-Co1 10202, 0-6-0 15201 and Co-Co 20002. The uncompleted 'Leader', 36003, was also seen on the way for scrapping, a view which vividly illustrated why the fireman would have been roasted alive. However, a base in Brighton did not exclude other areas and coverage ranged from Dover in the east to Plymouth in the west as well as north to the Midlands in search of ex-Southern locos in industrial use. Notwithstanding their age, the quality of the photos was a tribute to the photographer's skill and the presenter's later scanning and Brian was warmly thanked for a superb collection of images which will have particularly pleased followers of the Southern Railway and its predecessors.

Dorking: On 13/10 the Branch was given a presentation, the first in-house since March 2020, by local member Robert Jackson on the subject of *On and Off the Rails with a Camera – Themes and Variations from the Ken Nunn Collection*. The Collection comprises 11,900 negatives taken by Ken, his brother Cyril and two others over a period of around 60 years up to 1962 although most date from the 1920s. It was obtained by the LCGB on Ken's death in 1965 and run as a photographic resource until 2015 when it was transferred to the National Railway Museum. Before transfer, however, the Club was able to take scans of some 2,700 negatives to retain for its own use and Robert has compiled a searchable list of all these images. After his introduction, Robert explored the collection but rather than selecting particular companies, lines or locomotives, looked more generally at its range of content. Thus the earliest image, of a GER 4-4-0, was from 1907 whilst the last was of a J15 0-6-0 on a Club railtour in 1962. The oldest loco seen was the 1822 Hetton Colliery loco and the newest 92220 *Evening Star*, again on a Club railtour. Furthest east was a SER Class F 4-4-0 at Ramsgate Town, furthest west a GWR 'Bulldog' 4-4-0 at Penzance and furthest north a CR 0-6-0 on a Wick to Lybster service. As well as mainland Britain, the Collection includes images from the Isle of Wight, Jersey, the Isle of Man and Ireland to where Ken made four trips. The near Continent is also represented, including images of a Nord 4-4-2 at Calais and a PLM 4-8-2. A fondness for minor and narrow gauge railways was apparent, with images ranging from the well known Colonel Stephens lines and the Welsh narrow gauge to such obscurities as the Wolverton and Stony Stratford Tramway and the Sand Hutton estate railway. The images also included a number of preserved locos and a variety of unusual happenings as well as ancillary activities such as steamer services. Whilst the photographic quality may not have always been of the highest, Ken having used the same camera for virtually all his career, this is more than compensated for by the scope and, in some cases, rarity of the images as Robert's excellent presentation made clear. Robert's list is available to members on an Excel spreadsheet by email request to the Dorking Branch at lcbgdorking@outlook.com.

On 14/10 the **St Albans Branch** welcomed back Geoff Plumb for a Zoom presentation entitled *That was the year that was: 1967*. The format took the form of a diary, Mr Plumb describing his railway-related activities during 1967. There were many different subjects covered, too many to mention, but the highlights included London Transport Pannier Tanks at work on the northern section of the Metropolitan line to Croxley and Watford, a trolleybus in Huddersfield and the early days of the Crich Tramway Museum, the end of the commercial activities of what then became the Leighton Buzzard Narrow Gauge Railway, and scenes of the Dart Valley, Keighley & Worth Valley and Torbay Steam railways, all prior to the respective routes being opened to the public as full-blown heritage railways. Visits to Crewe Works included a look inside the paint shop, where 9F 92220 *Evening Star* and A4s 60007/10 were all being restored to their former glories, the last engine mentioned prior to being exported to Canada. Coverage was also given to the steam scene on BR. In amongst the grime, a few gems were captured on film, not least of which was 'Jubilee' 45562 *Alberta* working an RCTS railtour from Wakefield to Middlesbrough. The St Albans Branch would like to thank Mr Plumb for an excellent evening's entertainment, very nostalgic.

CLUB ON-LINE CHAT PAGE

Bob Stonehouse

For much of the last 25 years or so, many of you in this Club have routinely made use of Information Technology, to use email and to access the Internet. Many everyday functions like registering to vote, apply for foreign visas or tax your car are now done on-line. It makes it easy to book hotels and buy train tickets in advance. Therefore access to this amazing -and sometimes frustrating!- technology is part of modern everyday life. The Club makes full use of IT, with its own new excellent website and nowadays almost all Club administration, correspondence between Club officers and submissions to *The Bulletin*, etc are done routinely via email. It is difficult to imagine how we managed without it!

The Club has its own email correspondence facility, for **LCGB Members only**, using the groups.io service: LCGB@groups.io. This has replaced the now-defunct Club Yahoo group. Its purpose is to supplement, not replace, our house journal, *The Bulletin*. Our journal is perfectly adequate for general railway information reports of past events, Branch meetings and overseas tours, etc but the frequency of publication, which is only ten times a year, together with the necessary preparation and notification time, cannot possibly keep up-to-date with rapidly changing future events such as we have experienced in the last two years or so.

Any Club member who can access email and is not a member of the Group.io is now strongly recommended to join by sending an email to LCGB+subscribe@groups.io (there is no need to write anything). If you receive a 'Confirm Your Groups.io Subscription' message, just reply (once again, there is no need to write anything: these just trigger an automated reaction). When you receive a 'Your pending membership in the LCGB@groups.io group' message, reply as indicated, with your membership number and name, so your membership can be verified.

Once your Group.io membership is verified, your membership of the group will be approved and you can, for example, ask for, send and receive information on relevant railway topics, be advised of newly arranged Branch meetings, any changes of speaker, final details of reunions, and the latest news on overseas tours when they restart. It follows that any member not yet connected to email is equally strongly recommended to do so, otherwise they will miss out on much future useful information. Alternatively, any Club member for whom the Club has an email address may receive an email inviting them to join; please accept this by simply replying to it. The Group also has a web interface, at <https://groups.io/g/LCGB>, where members can update subscription preferences, access an archive of past messages, etc. Members will need to login to do so: a member's login id is the email that they use for the group.

PRESERVATION NEWS

Nigel Mundy

Amerton Railway: Sunday 3/10 was a quiet day here, with 0-4-0ST *Isabel* (WB 1491/1897) in use. *Jennie*, *Lorna Doone* and *Diana* were all in the shed, available for use, whilst a second Bagnall 0-4-0ST (1889/11) most definitely was not, being in as received condition (a rusting hulk) and also requiring re-gauging from 914mm if it is ever to be used here! Work is continuing on the ex-Mozambique Brigadelok (Hen 14019/16). (NM)

Apedale Valley Light Railway (Moseley Railway Trust): A gala was held on 2-3/10 to celebrate the return to service of AE 2066/33 *Ogwen/81 Durham*, the overhaul of which was very recently completed at Killmarsh and which was running under the latter's colours. Six steam locomotives were in use, the others being 0-6-0WT 104 (HC 1238/16), 4-6-0T

303 (HE 1215/16) and 0-4-2ST *Stanhope* (KS 2395/17) from the home fleet together with 0-4-0ST *Sybil Mary* (HE 921/06) and 0-6-0WT GP39 (HC 1643/30) from Statfold Barn. The running line is approximately a half mile in length with one engine working out and that from the previous train taking over for the return. A short freight train alternated with the passenger workings using similar locomotive arrangements – an exception was the last train which was double headed by *Durham* and *Stanhope*. The lower half of 0-4-0T *Renishaw No. 2* (imported from South Africa in 2019) was present in very poor condition, and 0-6-0T KS 3014/16 was in the shed. The new Decauville 0-4-0T *Edgar* was said to have departed some months ago, although it is expected to return here in due course.

In addition to the steam operations, the site has an interesting selection of small diesels as part of a display of military railways with particular reference to the First World War. The display includes a replica trench from the period at which volunteers were available to explain about trench warfare. Admission on this occasion was £5.00 plus £3.50 for each additional train ride which is considered good value. The weather was wet on the Saturday and showery on the Sunday which must have reduced the level of support. (CF/NM)

Bluebell Railway: A brief visit was made on 8/10/21, the first day of the ‘Giants of Steam’ weekend. The S160 was not running – reportedly on display at Sheffield Park – but the other two visitors, 925 and 35028, were working trains. 925 in particular sounded very good leaving Horsted Keynes for East Grinstead during the afternoon. (CF)

Didcot Railway Centre held a Gala 23-24/10/21. Visiting on the Sunday, I was charged a ‘senior’ rate at £18.25 for entry. Four locomotives were in steam – 4144 was working the ‘Main Line’ when I arrived, but was soon exchanged for ‘2999’ which had earlier been placed on the turntable. 1340 was adjacent to the coal stage by 13.30, having been replaced on the branch train by visiting Terrier 2678. Whilst being, in my opinion, a reasonably satisfactory event, I got the impression of a shortage of volunteers and feel that a board at the entrance giving running times and locomotive rosters would have been useful. (CF)

East Lancashire Railway held a gala weekend from 15-17/10. Originally it was advertised as a last chance to see 60009 in action before its boiler certificate expired. Unfortunately a hole in a small boiler tube stopped 60009 from working - it was withdrawn from service early in October - and so was reduced to a static exhibit at Bury Bolton Street station. On a nice sunny 15/10 a visitor found working locomotives were 5643, 7820 *Dinnmore Manor*, 41312, 47298, 51456/752, 52322 and 80097, along with 34092 *City of Wells* on one late afternoon train, with passenger and freight train operation. Some trains were double headed: 7820 + 5643, 51456 + 52322 on a freight train from Bury to Ramsbottom and 41312 + 80097.

Visitors on Saturday 16/10, with an admission price of £32.00, saw seven locomotives in steam. Collectively these worked a passenger timetable involving eight return workings between Heywood and Rawtenstall, with the respective trains crossing at Bury Bolton Street. In addition two non-passenger turns, a parcels and a goods train, shared four return trips from Bury to Ramsbottom. These various trains, together with continual engine changing, including double headers and top and tail running, ensured a variety of haulage throughout the day. Six ex-main line locomotives were at work. These were 5643, 51456 (freight only on the Saturday), 52322 and 80097 from the home based fleet together with visitors 7820 *Dinnmore Manor* from the Gloucestershire Warwickshire Railway, resplendent in lined black livery, and 41312 from the Mid Hants. Ian Riley’s 47298 was shown in the timetable, but had been declared a failure after work on the previous day and its place was taken by 5643 which provided the noisiest running of the locomotives in use! 34092 *City of Wells* was rostered for a late afternoon turn but your correspondent left before its scheduled appearance. The seventh working engine noted was a Sentinel 4wVBT *Ann* (S 7232/37), formerly of British Tar Products on the Manchester Ship Canal. This pulled the goods train up the incline from the stock storage sidings, entering Bolton Street station

at walking pace. It then potted around the station on various light shunting moves. However the day's most memorable movement was when 41312 propelled 60009 *Union of South Africa* from the engine shed to the bay platform at Bury station. The air hissing from its cylinder cocks as it was pushed along stirred memories of days in the late 1950s and early 1960s when on Doncaster station there was a daily sight of the 'Plant Stream' of dead locos being moved to and from the works. Now these may be the last sounds it ever makes given John Cameron's stated intent not to overhaul it again.

An arrival at Bury around Midday allowed time to cover both the Heywood and Rawtenstall lines as well as a brief visit to the Bury Transport Museum and travel with all the available locomotives. Punctuality was generally good although delays of 3-4 minutes occurred approaching Bury in both directions. I finished my travels on the 16.30 from Rawtenstall but unfortunately there appeared to be a problem at Bury (due to arrive at 17.04) and the eventual arrival at 17.30 dashed any chance of catching the 17.55 from Manchester Piccadilly so rather spoiling an otherwise excellent visit. As one should expect at a Gala, there were plenty of sales and catering outlets including 'The Buffers' real ale bar at Rawtenstall. (CF/RP/MS)

Embsay and Bolton Abbey Steam Railway: A unique vehicle, the restored North Eastern Railway petrol-electric autocar number 3170, dating from 1903, is based on the Embsay and Bolton Abbey Steam Railway. Since relaxation of Covid restrictions, it has worked on three dates in July, four in August, seven in September and was scheduled to run for three days in November this year. The NER built two of these autocars, numbers 3170 and 3171, as experimental vehicles powered by a petrol engine driving an electric generator. As such they were contemporaries of stock introduced for the Tyneside electrification scheme, which was developed as a counter to local electric tramways. By 1903 electric traction had proved successful and thus a self contained power unit meant the benefits of electric traction might be obtained without the capital costs of installing third rails or overhead wires. Unfortunately, in 1903 petrol engine technology was in its infancy and so the immediate results were disappointing. The First World War stimulated development of more reliable petrol engines. Consequently the LNER rebuilt 3170 with a more powerful ex-War Department engine. This extra power meant it could also haul a trailer coach. Throughout the 1920s both autocars were allocated to Selby shed to work the short branch between Selby and Cawood. However, the LNER decided to invest in steam railcars and eventually introduced a significant number of Sentinel powered ones. 3171 was therefore scrapped in 1930 and 3170 was withdrawn on 4/4/1931. Its body was sold for use as a holiday home at Kirbymoorside, near Pickering.

There it remained until 2003 when it was bought by Stephen Middleton and moved to Embsay. This was the start of a campaign to restore this unique vehicle to working order and eventually the Heritage Lottery Fund awarded £465,800. This was sufficient to build a powered underframe incorporating a new Cummings diesel engine to power a generator. A task carried out at the Great Central Railway at Loughborough and early in 2016 this was successfully tested on their line. In July 2016 the partially restored body was united with the new underframe at Embsay. An associated task was restoration of an NER auto driving trailer. This was needed to provide extra passenger capacity for future use on preserved lines. Fortunately the NYMR had an example, number 3453, which was donated to 3170's charitable owning trust. Thereafter work continued at Embsay on the bodywork and internal fittings of both vehicles to replicate their original condition. On Friday 19/10/2018 a ceremony for invited guests took place at Embsay to mark both 3170's and 3453's return to working order.

3170 made four return runs from Embsay to Bolton Abbey on 29/9/21. Pre-booking was required but in fact tickets could be bought on the day because of spare capacity. As a consequence there was no need to attach trailer 3453, which remained in the carriage shed. Seating takes the form of reversible tram type seats and interior woodwork is a fine example of Edwardian craftsmanship. The diesel engine and generator are mounted



Seen at the Apedale Railway on 3/10/21 is 4-6-0T No. 303 (HE 1215/16).

(Photograph by NIGEL MUNDY)



At the Embsay & Bolton Abbey Steam Railway on 29/9/21, ex-NER petrol-electric autocar No.3170 comes off the carriage shed at Embsay prior to working the day's first departure at 10.30. 0-6-0ST Beatrice can be seen in the background.

(Photograph by MICHAEL SMYTH)

at one end, adjacent to a driving position. They are contained in a cabinet and thus, for passengers, running is almost silent with the loudest noise being that of passing over rail joints. Overall this is yet another unique and remarkable addition to Britain's preserved railway heritage. (MS)

Epping-Ongar Railway: The weekend of 9-10/10 was billed as 'LT Weekend' with the usual buses being provided linking both Epping and Shenfield to the Railway. Admission to the event cost £30.00 which in your correspondent's opinion was a 'rip-off' and probably explained the relatively light loading on the trains. By comparison the Bluebell charged £40.00 for its 'Giants of Steam' and the GCR about £30.00 (I paid a reduced fare for my visit as I arrived at 15.00). The light loadings raise the question as to how many prospective visitors had checked the Internet and been put off by the price! On Sunday 10/10 no timetables were available at North Weald where I was referred to the boards outside the door; these gave the times, but no details of the motive power which, to this passenger at least, is important. In fairness the board at Ongar did give this information, but it was a bit late by then!

Arriving at North Weald by the 13.00 bus from Epping, I was just in time to see 20227 depart on the rear of the 13.15 to Epping Forest – I later discovered that L150 (5521) was on the front. 0-6-0PT L92 worked some wagons through the station before stabling them. Trains were hauled by a single locomotive to Ongar where it ran round. A second locomotive was attached to the rear at North Weald, the train then running with a locomotive at each end to Epping Forest and return, where the locomotive on the rear would be detached ready to attach to the rear on the next train to Epping Forest. The 14.00, 15.00 and 16.00 to Ongar were worked by 20227, L92 and L150 respectively – all in LT livery. The other working locomotive was 31438 in BR livery.

Overall I was rather disappointed with the event; my recollection is that on my previous visit I paid approximately £12.00. As an aside, when is something going to be done to make the Finnish Pacific look respectable? Surely somebody could at least apply a coat of paint? Having ridden behind these locomotives some sixty years ago, I feel that it deserves better than its present state. (CF)

Great Central Railway: A brief visit was made in the late afternoon of gala Sunday, 3/10. The extensive service was running as advertised although trains appeared to be running 5-10 minutes late. Most trains appeared to be well loaded, particularly those hauled by the 9Fs! (CF)

Lakeside and Haverthwaite Railway: Since the easing of Covid restrictions in early summer the Lake District has had an unprecedented number of visitors as people took 'staycations' instead of holidays abroad. As a focal point for cruises on Lake Windermere, Bowness was at times almost overwhelmed with holiday makers. The Lakeside Railway has consequently experienced a resurgence of income, with combined tickets for a trip on the Lake from Bowness and along the Railway proving very popular. Consequently a full service of five return workings has operated seven days a week, and continues to do so even into October. No doubt other preserved lines in traditional holiday areas, such as the North Yorkshire Moors Railway, have enjoyed similar and much needed growth in ticket revenues. (MS)

North Yorkshire Moors Railway Autumn Steam Gala 23-26/9: I did two days lineside photography so did not see all matters but a brief report. Visiting locomotives were A1 Pacific 60163 *Tornado*, GWR Saint Class 4-6-0 2999 *Lady of Legend*, constructed with some parts of Hall Class 4-6-0 4942 *Maindy Hall*, and Stanier 8F 2-8-0 48305. The Saint came from the Great Western Society at Didcot and the 8F from the Great Central Railway. NYMR locomotives in use were 92134, 76079, 5428 *Eric Treacy*, 825 (30825), 65894, 80136 and industrial 0-6-2T 29 (K 4263/04). Q6 63395 was rostered for turns but did not see service. Also working was *Lucie*, the Cockerill VB locomotive dating from 1890 which had once worked for the East Brussels Tram Company. This locomotive was at Levisham, shunting and operating demonstration freight workings. There were freight train operations

throughout the line and the Whitby end saw a shuttle from Grosmont, often topped & tailed steam and a class 20 diesel. Some double heading took place and the event was well supported. (RP)

Paignton & Dartmouth Railway: A brief visit was paid to this line on 23/10. On arrival, S160 2253 *Omaha* was found in light steam at the Torquay end of the run-round next to the level crossing – a useful advert for the Railway! 5239 *Goliath* was working the service of five return trips with a set of seven Mk Is and former DMU trailers. On arrival I found the next service was at 13.30 so obtained a ticket for this and the 14.05 return. The railway was operating, but not serving Churston. Individual seat reservations were being made and it appeared that single passengers were being allocated specific seats in a bay of four, but the other three were being left vacant. When booking it was necessary to nominate the return service, so I chose one which gave a connection into a direct train to London. The P&DR trains were well loaded and ran punctually with 5239 making plenty of noise! (CF)

Sittingbourne & Kemsley Light Railway: The end of season gala was held on 25-26/9 with a forty minute frequency service hauled in turn by *Leader*, *Melior* and *Victor*. Support appeared to have been affected by the fuel panic, which caused extensive traffic jams, and by railway engineering work which left Sittingbourne with just an hourly fast and hourly stopping service to Victoria on the Sunday – the St Pancras services were terminating at Ebbsfleet with buses connecting into the Victoria services.

Santa specials were scheduled to operate during the first three weekends in December, bookings to be made on-line. *Leader* is expected to work the bulk of these services before coming out of service in 2022. It is hoped to run the three 0-4-2STs together early next season to welcome *Premier* back and say good bye to *Leader*. (CF)

Charles Firminger, Nigel Mundy, Robin Patrick, Michael Smyth.

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Movements: 4144 to E9100, 5521 to E3004, 60007 to E2502, AB 1823 to E7403, AB 2015 to E7403, AB 2201 to E8800, AE 1909 to E1734, AE 1917 to E2801, KS 3063 to WL010, S 6807 to E9300.

ALTERATIONS TO MINIATURE STEAM RAILWAYS IN THE BRITISH ISLES – 2017 EDITION

Movements: KS 720 to E1970.

A TRIP TO DIDCOT

Michael Smyth

This title conveys nothing but a seemingly everyday experience. However, for your correspondent this was my first trip on main line services since before the Covid pandemic began in March 2020. My journey involved three stages. Firstly, Waterbeach to King's Cross, thence by a Circle line train to Paddington, and lastly a run to Didcot to visit the Great Western Society's site there on 23/10/21.

The day began by joining the 07.03 from Waterbeach to King's Cross. This was an eight coach train formed of two Class 387 units. Since the platforms at Waterbeach were lengthened from four coaches to eight, a simple project which Network Rail took nearly two years to finish, there is now a half hourly service to King's Cross. At Cambridge an announcement was made that the train would stop additionally at Stevenage and Finsbury Park because the through service from there to Brighton had been cancelled. Otherwise the journey was uneventful and at that time of day there were relatively few passengers.

A short walk to the Circle line at King's Cross and St Pancras underground station followed. Along the way stickers on the floor admonished everyone to keep their social



An extremely dirty 66174 is seen at Milton Ernest on 14/11/21. Bill Davies' article on page 11 explains more.



*At the other end of the same train at Milton Ernest on 14/11/21 was an equally bedraggled 66111.
(Both photographs by BILL DAVIES)*

distance of 2m. Notices announced that mask wearing was compulsory on all Transport for London (TfL) services. On the journey to Paddington, although there were not many travellers, about 10 – 15% were not wearing masks, notwithstanding TfL's strictures.

At Paddington my train to Didcot was the 09.02 to Bristol, stopping only at Reading before Didcot. It was formed of two five car Hitachi Class 800 bi-mode units. Once again there were plenty of seats available for passengers to spread themselves around. Although only about 45 minutes long the journey was enough to remind me of how the former HST sets had comfortable seats. My back ached at being forced into an ill-designed plastic moulded seat with only a minimal seat swab. Getting out I noticed the units were running on diesel power, not electric. Was this in response to Network Rail's recent hike in electricity charges, which has caused Freightliner to withdraw all its remaining 23 electric locomotives?

My return journey in mid-afternoon began on a five car Hitachi set to Paddington. With two of its carriages being first class the remaining three were fuller than on the morning train, but it was still possible to find a seat without having to sit next to another passenger. At Paddington the service frequency on the tube to King's Cross was about seven minutes. The train was consequently fairly busy with passengers standing. Not surprising since on modern stock seating has been reduced so as to squash in more passengers at peak times. My choice was to stand and, having brought gloves as a precaution against contagious Covid transmission, it seemed reasonable to clutch a handrail. Now at least 15% of passengers of all ages seemed unmasked yet there was nothing over the PA system to remind people of the requirement to do so. Understandably, the few staff present at either Paddington or King's Cross showed no inclination to challenge non-mask wearers.

At King's Cross it was a short wait for the 15.39 to Waterbeach. Although formed of eight coaches it was much fuller than the morning train. Again, a significant minority of passengers were not wearing masks and so presumably were unconcerned about either transmitting Covid or the risk of getting it.

RAILHEAD TREATMENT TRAIN

Bill Davies

The Midland Lines Railhead Treatment Train commences its administrations at 22.43, concluding at 17.37 the following day; around 20 hours of attempting to minimise the effects of leaf fall for trains attempting to stop and start away from stations. Harpenden, on the MR's London Extension, is widely acknowledged as the worst station for lack of railhead adhesion on the entire network. That might be challenged but from personal experience it certainly was very bad. After leaving its base at Toton a trip is made around the 'Alps' through Oakham and Corby before continuing to Bedford from where the Up Slow Line is given the treatment, arriving at Kentish Town at 03.08. The next move is to return to Bedford on the Down Slow before treating the Up Fast. A further reversal at Kentish Town then deals with the Down Fast as far as Knighton Junction, south of Leicester, before reversing to take in the 'South Leicester' to Nuneaton, reached at 08.51.

The formation then returns to Leicester before backtracking to Bedford to treat the Up Slow line to West Hampstead, arriving at 11.44, then departing for Luton to return to West Hampstead for the final return to Bedford on the Slow Lines - returning north on the Down Main from Sharnbrook to Toton via Leicester before finally reaching Toton at 17.37. Quite an epic trip for those interested in 'Track Bashing' but an essential part in battling with the elements at this time of year. The trains this operation is done on behalf of are disc braked units, which do not clean the wheel surfaces like the old brake blocks did.

As a result of this treatment the locomotives on either end cannot help but get plastered in the 'Sticky Stuff'. Two appropriate illustrations can be found of page 10 of this magazine.

LETTERS TO THE EDITOR

(Club member Mr J. Curry (membership number 8308) sent the following interesting article summarising a most unusual American steam locomotive.)

Dear Editor,

I came across the following column in a model railway magazine, which was published in the 1980s, and thought it might interest readers of the *Bulletin*. The article related to a scale brass model of the locomotive in question, the *Jawn Henry*.

The *Jawn Henry* was a Norfolk and Western (N & W) coal turbine machine, possibly the right engine, but at the wrong time. Placed in operation in 1954 and scrapped in 1958, it performed on every type of freight service operated by the N & W. Comparison tests were made with both a 2-6-6-4 and a Y6B 2-8-8-2, the *Jawn Henry* outperforming its competitors on many occasions. It was good on fuel economy, but had a number of technical issues – not surprising given that many new features were tried. Had the *Jawn Henry* been refined and improved, the coal burning turbine may have proven itself, but the competing diesels were easier to work and produce.

The *Jawn Henry* was the largest steam locomotive ever constructed in the United States. At 161ft long, with a water-purifying tender and weighing in at 568 tons, the engine was a joint effort from N & W, Baldwin, Lima, Hamilton, Westinghouse Electric and Babcock Wilcox. Assembled and tested at Baldwin's works in Eddystone, Pennsylvania, it was not a steam locomotive in the traditional sense, but used bituminous coal and water – drawbar pull out. The automatically controlled water tube boiler needed a 20-ton fuel hopper and a 22,000 gallon water tender, plus an auxiliary at times, to keep it steaming. Through a turbo generator, 600 volts could push 12 traction motors at up to 60mph; however, at a pedestrian pace of 9mph, it put forth 144,000lbs of tractive effort. In comparison, a 'Big Boy' produced 130,000lbs and a British 9F 40,000lbs. The LMS did have a pure steam turbine locomotive which was in service for some time and gave good results.

Mr J. Curry (Member No. 8308)

Steam returns to the Settle and Carlisle – July 2021

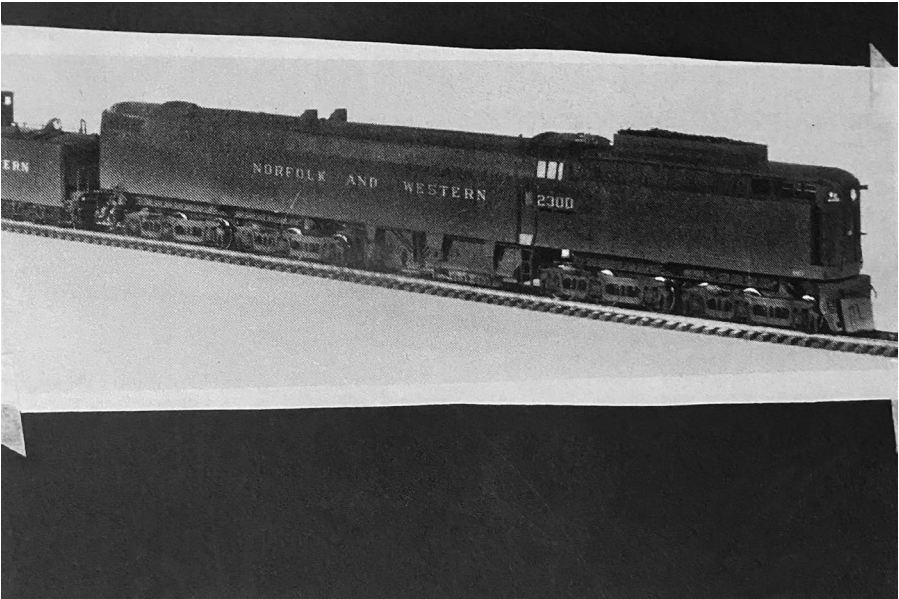
Dear Murray,

Apologies for this late contribution. In the July 2021 edition of the *Bulletin*, 35018 *British India Line* was reported to have run from Carnforth to pass Shap Summit in 22 minutes (18 minutes gained on the 40 allowed) working the 'Cumbrian Mountain Express' of 22/5/21. This would come as a surprise to those who had previously stumped up their fare to see what the Merchant Navy could do on Grayrigg and Shap. As far as I'm aware, 35018's best time to date from the Carnforth re-start to pass Shap Summit is 35m 27s with a load of 11 carriages on 3/8/19. The crew were driver Steve Chipperfield and fireman Chris Holmes. The time to Carlisle was 64m 59s for 63.11 miles, not quite even time. So how did the Bulleid manage to cut a whopping 13.5 minutes off its best time with a load increased to 13 on 22/5/21?

In fact the AL6 E3136 (86259) which started from Euston, and usually is replaced at Carnforth, worked right through to Carlisle because of the lateness of the CME's departure from Euston. 35018, with its support coach (5Z85), preceded the CME to Carlisle so that it could take up its path from Carlisle south over the S&C more or less on time and ensure no horrendous lateness back into Euston that night. An image of 35018 nearing Shap Summit (MP37) can be found on page 13 of this magazine. Mick Kelly, driving, seemed to be trying to make up for his lost attempt at Shap with a fast, very lightly loaded run. The reason for the 136-minute late departure from Euston was the failure of the West Coast locomotive working the ECS from Southall.

Regards,

Sandy Smeaton (Member No. 8401)



The Jawn Henry coal fired, steam, condensing, turbine locomotive of 1954.

(Photograph courtesy of Mr J. CURRY)



The North Norfolk Railway is depicted again on 3/9/21, with the B12 8572 and the GER Y14 564 arriving at Weybourne. The B12 is attached to the Quadart set, awaiting departure to Sheringham, and the Y14 is on the non-stop goods train from Sheringham to Holt. These were the first two locomotives to arrive at Sheringham, by rail, when the railway was being established in the 1960s.



During the Great Central Railway's Autumn Steam Gala, 9F 2-10-0 No. 92134 (visiting from the North Yorkshire Moors Railway) is seen approaching Rothley with the classic minerals freight train on 1/10/21.

(Both photographs by BOB STONEHOUSE)

BOOK REVIEW

How a Steam Locomotive Works by Dominic Wells.

Crecy Publishing Ltd.

Softback. 23.4cm x 15.6cm.

176 pages. Over 300 photographs and diagrams all colour.

ISBN 9781910809877. Price £19.95.

Here we have the second and revised edition of a popular book first published in 2015. In particular, the work serves as a text book for those inexperienced enthusiasts who want to get involved with running steam engines on the preserved lines, so in addition to explaining in simple terms how steam engines work the reader is told how the engine must be handled to get it to work best. Thus anyone keen on the pleasures of the footplate should study this book as the best operatives understand how their machine works. But even if you think you know it all by now the book forms a very readable refresher course.

The book is well written without recourse to mathematics or physics (not even does the once much used basic tractive effort formula get a mention) and well illustrated by simple coloured diagrams, and well chosen colour pictures of engines, and parts of engines, some being serviced, on the heritage lines of various gauges. All features are explained so you will be told all about brakes, valves, boilers and lubrication for instance and where to look for trouble or neglect when you're in charge. The more complicated issues of design such as layout, balancing and valve gear are also covered. An excellent handbook of great interest to us worshippers whether we have dirty hands or not. (DAB)

The Leader Locomotive, Bulleid's Great Experiment by Kevin Robertson.

Crecy Publishing Ltd.

Hardback. 28cm x 21.5cm.

304 pages. About 300 illustrations mostly monochrome.

ISBN 978190809853. Price £30.

In railway circles the story of the Leader ranks in repeatability and entertainment as the sinking of the *Titanic* does in the wider world. So here we go again, 304 large pages of pictures and description to plough through on a matter that was fully investigated and resolved seventy years ago. Yet Mr Robertson has beavered away since his first book on the monster was published twenty-five years ago, since when more material has come to light so we have a very detailed account of the design and construction of this erratic 130ton weakling. But there is little new to add; the Leader failed because it was badly designed by an incompetent engineer conceited enough to not acknowledge his own errors and misjudgements.

The author keeps moving doggedly on through the long pages of description, spiced by his own lay opinion and imagination but weakened by a refusal to condemn or decide. He quotes well from the writings of many others but diverts the reader with "what if's" and "probabilities", often firing impossible rhetorical questions or padding out the narrative with unlikely comparisons with other experimental locomotives. His ambition it seems is to write his own version of steam locomotive development in the UK, but always without acknowledgement of failure or defeat. He courts danger when he calls the Leader "she". What modern woman would want to be associated with a dirty, overweight, inadequate failure? The world has changed since 1951 Kevin.

However the story is a good one, if quite irrelevant to the 2021 railway, and you will enjoy a quiet titter at the testers' nervous trips halfway only to London, their realisation that for the cost of the development and testing work they could have had six sparkling new trouble free Class 5s and that one of those Great War cheap Woolwich moguls knocked spots off the Leader when it came to efficiency and mechanical performance. As a bonus

you can also read how a great engineer teased the CIE with his turf burner which also never hauled a revenue train. Not being an engineer, Mr Robertson dwells on Bulleid's guile and charm to excuse the appalling mechanics; therein perhaps lies the fascination of the saga. So it's thirty quid well spent if you've got time to study and haven't yet decided whether or not to join the OVB fan club. (DAB)

STEAMRAIL (VICTORIA) AUSTRALIA

Nick Hodges

If you are a steam enthusiast and are heading Down Under then Melbourne is the place to visit. There are other preservation centres: Sydney, for example, has main line specials on the standard gauge and an excellent museum with a four mile running track at nearby Thirlmere. But, with four preserved steam railways in or around the city and many main line excursions on the wide (5'3") gauge, Melbourne is the steam capital of not only the state of Victoria but also Australia.

And the group which outdoes all is Steamrail. This champion of rail preservation runs regular tours each year (both steam and diesel) and has done for several decades. It's a highly organised concern operating out of the former Victorian Railway Workshops in the suburb of Newport. Regular (except for the high summer bushfire season) steam trains to Victoria's other major towns are a staple; these are most often operated by two of the handsome R class, 4-8-4s built by North British in Glasgow. This class of 70 was introduced from 1951 to replace the ageing A2, 4-6-0s, which were past their best. On arrival in Australia it was discovered that the R class suffered numerous manufacturing defects which had to be corrected before the locos were able to run. Eventually, run they did, to become the premier fast locos of Victorian Railways. Steamrail also operates shuttles from one suburban station to another; different areas of the city being chosen over the year. These are often topped and tailed by the small but powerful former Victoria Railways, 2-8-0, K class; a highly successful type, built in Victoria, which first took to the tracks in the 1920s. Steamrail's three examples were all built in the 1940s. But A2 986 (a 4-6-0 from 1915) and D3 639, a 4-6-0 from 1903 (both Newport, Victoria built), also play their part.

I first visited Melbourne when I went there to work in 1988. I struck lucky because this was a year of great significance, a celebration of the arrival of the first white settlers, 200 years before. Festivities lasted for the whole year and the railways played a large part, including Steamrail. One of the most memorable days out for steam enthusiasts, on 23/10/88, was a journey involving three trains running in parallel between Melbourne Spencer Street and Seymour, 60 miles north-east of the capital. 1,200 passengers were on board these trains as they at times ran side by side within arm's reach of each other. R761 hauled one train, D3 639 and K153 double-headed a second, both on the broad-gauge tracks, while, on the standard gauge connecting Victoria to NSW, Pacific 3801, visiting from Sydney, was in charge of a third.

And if that wasn't enough this was the year of *Flying Scotsman's* visit. I still recall the astonishment with which I beheld No. 4472 at Spencer Street station - and how delicate it appeared compared with Australia's rugged locos. On 6/11/88 more parallel running took place: 900 passengers filled two trains, one hauled by 4472 on the standard gauge and the second by R761 on the 'Irish' gauge. I well recall the experience of my train running alongside that hauled by *Flying Scotsman*; the noise was tremendous and the rather close views of the turning wheels and thrashing con rods filled me with a mixture of excitement and dread. Ditto later when 4472, having dropped behind, now approached; with its classical lines it was a green beauty amidst a dried yellow landscape of sun ravaged eucalyptus trees. Two weeks later I took another return to Seymour with 4472. No parallel running this time - just an out and back with a Gresley Pacific Down Under!

Over the past several years, at the end of every July and the beginning of August, the Snow Train specials take place. These trains (something of an institution in Melbourne) run over two weekends, sometimes three. The 13-14 coaches are generally sold out, so early booking is advised. The trains are double-headed, usually by the two R class (711/761), although A2 986 has been used. One can alight en route and take a waiting coach to the Victorian mountains (believe it or not, the highest summit in Australia is over twice as high as its equivalent in England) for an hour or two's fun in the snow. Or you can carry on to the small Gippsland town of Traralgon, about 100 miles east of Melbourne, where the train pauses for three to four hours; here one can watch the locos being serviced and turned on the still operating turntable. When it's time to return to Melbourne there is a difficult start up a steep incline which makes the engines work hard; here one can hang out of the window and catch a lungful of smoke and coal dust.

On another occasion - one among dozens - I recall travelling down to Melbourne for a steam-hauled, overnight train heading towards Bairnsdale. Sleeping cars were a feature: lying in bed listening to a K class up front is a satisfying business! Although I've now lived in Sydney for many years I've always made frequent visits to Melbourne, 600 miles, or a 75-minute flight, away. Dozens of trips over the last thirty years have taken place, including more parallel running at the turn of the century. This time, in 2000, two Pacifics, 3801 and 3830, double-headed a train down from Sydney to the Victorian border town of Wodonga, where a second train was waiting (on the broad gauge) behind R711 and R761. The two double-headed trains then ran almost 200 miles beside each other, overtaking regularly all the way to the Melbourne suburbs.

It was a long wait until the next Steamrail extravaganza. In March of this year (2021) I received an email alerting me to the prospect of a six day special; a train that would indeed rival the happenings of 20 and 30 years ago. The advertisement promised much: a journey through Victoria utilising eight locos in different combinations. One of the Steamrail organisers I contacted claimed, "We have seven locos all in working order and, along with an eighth on the Goldfields Railway, we thought we could use them all at once!" And so, with much help from package holiday group Cruise Express, and just as much from Covid 19 which relented for a short while, the Southern Steam Spectacular took place this May (2021).

Day one involved a double-headed R class (R711/761) running from Melbourne Southern Cross (the now rebuilt and renamed Spencer Street station) via Geelong, to Ballarat, west of the capital, where the locos were replaced by another double-headed combination; this time, K153/190, the two K class 2-8-0s. These took the train via Maryborough to Wycheproof, where K190 was removed, before the train continued behind K153 to Sea Lake, close to the NSW border and over 260 miles from Melbourne. Much of the route was normally freight only: rare mileage for many of the enthusiasts aboard. Certainly steam locos hadn't been this way for many years.

After a night in nearby Swan Hill, road coaches took us back to Wycheproof where the turntable had recently been restored by Steamrail volunteers. Wycheproof is interesting in that the railway runs down the middle of Broadway, the main street of the town. The original station is no longer used so boarding took place, depending on your carriage, outside the baker's or the local garage! Then it was back to Melbourne for two nights, the locos as per the outward journey with the exception of Y112, a venerable product of 1889, built by Phoenix Foundry, Ballarat. On withdrawal from service the engine spent many years on a plinth in the same town. Eventually restored, and painted a brilliant green, it triple-headed our train from Maryborough to the town of its birth where, after loco changes, the climb of the notorious Warrenheip Bank by the two Rs, hauling almost 600 tons, was a highlight of the last stage to Melbourne.

Day three was billed as a mystery. Indeed, it was a surprise because a recently restored five car electric set - The Taits - was utilised instead of the tour train which was being serviced ready for day four. The historic train was topped and tailed with D3 639 and A2 986 for a couple of short runs out and back from Southern Cross station. The highlight en

route was a visit to Steamrail's headquarters at Newport where several locomotives were being worked on or serviced. 707 Operations - a group which runs another R class (R707) - is also based there. As an aside it should be noted that a fourth R class - R766 - has recently been converted to standard gauge and should soon be hauling trains in NSW.

Day four saw the return of the main train which ran north-west behind double-headed A2 986 and R761 to Castlemaine on the Echuca line where a change was made to the preserved Victorian Goldfields Railway. Here a J class, 2-8-0 (Vulcan Foundry, UK, from 1954) was waiting with a train for Maldon, a lovingly preserved tourist town, at the end of the eleven-mile line. Unfortunately the J failed halfway, at Muckleford, and so a diesel was summoned to haul the entire consist the last few miles to Maldon where road coaches took over, as planned, to Bendigo. The next day was a short one: Bendigo to Echuca (around 50 miles) behind the A2. This was once the main stamping ground of the class.

The final day saw the A2 haul the train back to Bendigo where R761 was waiting to double-head back to Melbourne. The locos worked hard and noisily up the fierce banks (1:50 on occasion) towards and over the Great Dividing Range, en-route to our destination. Great fun. It was generally agreed that this was the most adventurous steam train trip, not only by Cruise Express and Steamrail, but in the whole of Australia for many years. With much double-heading, some triple-heading and eight steam locos all told who could disagree?

The planning had taken years, apparently but it was certainly worthwhile. The organisation was meticulous. Dozens of volunteers were involved, not to mention 17 rostered drivers/firemen. The 600 tonne train consisted of 13 vehicles including baggage car, crew sleeping car and buffet car. It was a proper train - a real train - a reminder of the past. Certainly the enthusiasts on board were well satisfied and the question on everybody's lips was, "Will it be repeated again next year?" I suspect Steamrail might just do that.



A view of the summit station at Corcovado on 31/3/19 with a train arriving from the Cosme Velho base station.

(Photograph by JOHN HAYWARD)



Cosme Velho base station, seen 31/3/19.



View from the summit on 31/3/19 with the Sugar Loaf on right centre.

(Both photographs by JOHN HAYWARD)

THE CORCOVADO RACK RAILWAY

John Hayward

The Corcovado Rack Railway, in Rio de Janeiro, climbs up from the historic base station of Cosme Velho (131 feet above sea level) through the largest urban forest in the world - the Tijuca National Park - to the summit station at Corcovado at 2,264 feet. There are a further 222 steps from the station up to the summit of 2,329 feet. These were supplemented in 2002 by the provision of a lift and escalators. The summit is of course famous for its giant 98 feet high statue of Christ the Redeemer (which was completed in 1931) and for its views over the city and beaches. The metre gauge line is 2.376 miles long and operates on the Riggenbach rack system. It is one of the few remaining railways using three phase electric power with two overhead wires, at 800 V 60 Hz.

The railway was opened on 9th October 1884 and originally operated with steam locos which came from Maschinenfabrik Esslingen in Germany. It was converted to electric operation in 1910 using four electric locos built by the Swiss firm Schweizerische Lokomotiv- und Maschinenfabrik (S.L.M.), which used a 3-phase electrical power supply and had double trolley poles (one for each wire) which were lowered on the downward journey. These were replaced by four 2-car EMUs built by S.L.M. with Brown Boveri electrical equipment in 1979. They had two pantographs and are the ones featured in my photos. Passengers now ride in new custom built two car EMUs built in Switzerland by S.L.M.'s successor company Stadler Rail which were introduced in August 2019 - a few months after my visit. The three new units are capable of reaching a maximum speed of 16 mph, compared to the previous maximum of 9 mph, allowing the ascent to be made in about 15 minutes (compared with 17 minutes before). During the descent, energy is recovered by regenerative braking, which leads to a saving of 75% of the overall power consumption. The trip down the mountain now takes 17 minutes (compared with 22 minutes before).

OVERSEAS NEWS

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

AUSTRIA

1014. In late September 2021, 1014 003/8/10/11 were moved from Wien in a freight train to Nürnberg then hauled as a special train to Mukran. Two contradicting reports have been received: they are sold to Sweden or sold to Tanzania. No doubt more information will appear in due course.

1293. More Vectrons are being ordered. 1293 081 - 85 were expected to arrive late in 2021 with another 41 expected to be ordered for delivery from summer 2022 onwards.

4010. Westbahn has now received all its new KISS units from Stadler which are numbered 4010 018 - 032. The new units will not only work to Salzburg replacing the older units but some trains will run through to München Hbf. The last eight units of the original series have now been sold to DB and moved to Germany where Stadler Pankow will refresh them for German use. The units will however continue to be maintained in Wien where the depot at Wien West will maintain the DB units during the day and the Westbahn units at night.

BELGIUM

A recent edition of the Belgium magazine *EN LIGNES* included a photograph of former SNCB shunting loco 7388 propelling NS TRAXX loco 186 115 to the Alstom (Bombardier) works in Brugge. It appears these works have been doing R2 overhauls on the NS locos as well as some SNCB examples. All the locomotives involved are ones leased from Alpha Trains.

DENMARK

Odense Museum. The weekend of 18/19 September 2021 saw a major steam up as part of the delayed anniversary of the end of DSB steam operations in 1970. Originally intended for 2020, the Covid pandemic saw the event postponed for one year. In steam at the museum were K 563 and K 564 (4-4-0s), plus visiting TKVJ 12 (2-6-0) from Lunderskov and SJ S2 1307 (2-6-4T) from Rungsted Kyst. During the day the two 4-4-0s double headed a special to Nyborg tender first outward so as to be chimney first uphill on the return. They sounded superb and appeared to be in fine fettle. For those that stayed at the museum the other locos worked a short shuttle train whilst various exhibits were pulled out and given a spin on the turntable including S 736 (2-6-4T).

Vectrons. Deliveries continued of the class EB Vectrons but after 3226 the next ones to be delivered were 3235-3238. It is thought that these locos are the ones fitted with Swedish safety systems and will work the new overnight trains from Malmö to the German border en route to Berlin. Whilst detailed timings have not been seen it is thought that the train from Berlin to Stockholm will be at Padborg about the same time as the Berlin bound train, allowing the locomotives to be exchanged.

GERMANY

DB Fernverkehr. Sometime back DB ordered some new EC trains from Talgo provisionally called Talgo-ECx but now announced as ICE-L where the 'L' stands for low floor. These are to be push-pull trains with Talgo also providing the locos. DB has been reviewing the situation and now has decided it needs yet another new depot. A decision has been reached to open a new depot for the Talgo trains in Dortmund located in a disused marshalling yard at Dortmund-Huckarde parallel to Westfaliastrasse. The depot building with six tracks will be on the west side of the site whilst there will be 26 stabling tracks on the east side.

This announcement makes timely a short review of the ICE depots. The fleet is divided thus: 401 Hamburg, 402 Berlin, 403 München, 406, 407 Frankfurt/M, 411 Dortmund, 412 Hamburg, 415 Frankfurt/M. Additionally there are new depots in Köln (Nippes – no allocation as yet) and Leipzig (only IC2 trains and locos allocated). Bearing in mind there are now 67 new long class 412s and 19 short sets, all of which are at Hamburg, which has all the 401s, there must be a change before long. The new installation to be opened at Cottbus is not classed as a depot but is intended to be a main ICE workshop for general overhauls, etc. It looks like some more ICE depots may be required soon with one at Nürnberg well into the planning stage. Either Basel, Karlsruhe or Stuttgart would seem to be other likely centres although Basel has a servicing base.

DB Museum. There was a lot going on in September with the museum moving stock around. At Nürnberg 112 457 and E11 001 came from Halle with the diesel going into the old part of the museum and the electric displayed in the main yard along with 103 220, 141 248 and 614 005. Meanwhile the former TEE unit (601 008, 901 203, 122, 602 003 so not a full set) was moved from Koblenz to Berlin to be exhibited at the Technical Museum, hauled by E40 128 with 212 372 bringing up the rear.

DB Regio. The winter timetable is expected to see cl.245 diesels operating between Basel and Singen with 245 006 seen at the latter place on a driver training trip composed of three double-deckers.

Hamm. It was announced some time ago that the closed marshalling yard was to be redeveloped and become a new suburb of the town. This now seems to have been abandoned as it will now become the 'Multi Hub Westfalen' having road, rail and waterway connections. A memorandum of understanding has been agreed by various parties to bring about the change. No more detail has been released but it is pleasing to see that the former largest marshalling yard in Germany will have a new future with freight traffic. The plan is similar to what has happened at Lehrte where the former freight yards have become a new logistics hub. It probably means four to five years of development lie ahead.



Spain. Preserved at Bilbao Abando station is this 4-4-0T, pictured on 3/10/21. See Overseas News for full details.

(Photograph by HOWARD FORSTER)



USA. On 26/7/10 Santee River Hardwood Co. No. 3 is shown on display on the Whitewater Valley RR in Connersville (IN). See Overseas News for more details.

(Photograph by BRIAN GARVIN)

Meiningen Works. The works have started allowing visits again following the easing of pandemic restrictions. So on 16 October the following were noted in the erecting shop: 50 3616 (Schwarzenberg), 98 8921 (Krefeld), 99 749 (SOEG), 99 7236 (HSB), the *ADLER* locomotive and CSD 365.024. Elsewhere in the works were 41 018 (Augsburg), 52 8141 (Löbau), 99 2321 (Molli), 99 4011 (RuBB), 99 7240 (HSB) and SBB 2978. The boiler shop had a narrow gauge boiler as well as the ones off 50 3616 and 89 8921. A boiler for England was under construction. On this occasion photography was not allowed.

New Timetable. In early October DB released some details of its new long distance services. Quite a few new ICE Sprinter trains are being introduced offering faster connections to attract passengers away from the airlines. There will be three non-stop trains each day from Berlin to Köln taking 3h55m. Another new service will operate twice a day between Düsseldorf – Köln – Frankfurt/M Flughafen and München whilst an early morning Sprinter will also operate from Hamburg and Hannover to Frankfurt/M Hbf and the Flughafen. Two hourly IC2 double-deck trains will be introduced from Münster and Dortmund to Frankfurt/M via Siegen. Other improvements include the ICE route from München to Stuttgart, Frankfurt, Köln to Dortmund will be extended to Hamburg via Münster and Osnabrück and use new 13-car ICE4 sets. Some IC services will be upgraded to ICE meaning less work for 101s. Some of the Hamburg – Ruhr trains are shown as not calling at Bremen or Münster so perhaps the avoiding lines at those places could be traversed.

Rail Adventure. This really is a good developing company. Similar in a way to Railway Operating Group in the U.K., it specialises in the movement of new rolling stock, making all the arrangements for the running of special trains and having their own locomotives to work the trains. It also developed the modern standard gauge equivalent of the narrow gauge transporter wagon. These new vehicles with small wheels fit under locomotive bogies and have been in use moving broad gauge Vectrons for Finland from München to Rostock. They have now established a British subsidiary and have bought some former HST power cars. There is also a subsidiary in Switzerland. The Covid pandemic has meant the cancellation or postponement of railway rolling stock exhibitions for the last 18 months so the firm decided to have a mobile exhibition showing itself to potential customers. It owns a former *RHEINGOLD* observation car and this is used to entertain guests. So it happened that an exhibition train toured Germany during last September. The really big surprise was that it included two HST Power cars, 43480 and 43484, coupled back to back. Why? Well it appears Rail Adventure has plans to use them not only in Britain but also on the continent!

Railpool. This leasing company gets mentioned from time to time so perhaps some background information would be appropriate. Based in Germany it was formed in 2008 and now owns more than 400 locomotives plus carriages, etc. It has been a good customer for Bombardier having over 200 TRAXX locomotives (at least 44 AC2, 41 AC3, 8 DC Poland, 15 DC3 Italy, 120 MS2e). It bought 200 151s and 155s from DB and has now started getting some Vectrons with 29 of them so far. Having got all these locomotives to manage, it then needed maintenance centres and has been busy in that sector as well as we now have Railpool Lok-Service GmbH & Co KG. In April 2018 it acquired the Northrail workshops in Hamburg Billbrook which were previously owned by AKN. It then took over in February 2021 the Ajax Loktechnik new depot in Hamburg docks at Waltersshof. This was a private workshop and stabling point which had not been open very long. It made good sense for Railpool as many of its locomotives worked into the docks. Only a few months later Railpool announced in July 2021 it had taken over the KTG workshops in Duisburg. Like in Hamburg this private workshop is quite new having been opened in 2011. It has good links into the Ruhrort docks area. A photograph of the works interior shows not only Railpool locos but also MRCE and ELL locos and even an SBB Cargo class 482.

Re-openings. After a question in the German Parliament, DB revealed it was examining the probable re-opening of 20 routes totalling 245 km with even more in the early stages

of being investigated.

Talbot Services. Originally a private company called Talbot, it was taken over by Bombardier in the 1990s but after some years Bombardier was looking for savings and decided to close the factory in 2012 having considered it had too many factories in Germany. The staff were annoyed and a management buy out was put together. So the Talbot name was revived as Talbot Services. On starting up there were about 100 employees but now there are over 300. The factory has gone from strength to strength, modernising locomotives, railcars, and even doing routine exams on private locomotives. On its website it reports that it has had more than 200 class 185, 186 locomotives in for attention. It has been busy refreshing former DB carriages for FLIXTRAIN and its latest contract is to do the main overhauls for 62 Flirt 1 EMUs for Keolis Deutschland; the first unit ET5.11 (428 110) was out-shopped 09.09.21. Talbot is also now overhauling ICE1 power cars on behalf of DB and class 440 EMUs for Bremen S-Bahn, both types mentioned on its website.

Preservation. The Tegernseebahn has a four wheeled diesel railcar numbered VT 03 which has an interesting background. It was built in 1937 by Credé in Kassel for the Latvian Railways where it became No. 802. During WWII the military took it over and it was found in Germany after the war. It was purchased by the Regentalbahn where it became VT 03 and later VT 13. In 1990 it was sold to the Dortmunder Eisenbahn as some sort of de-icing vehicle. In 2016 it passed on to the Tegernseebahn where it has been restored and preserved in the classic blue and cream colour scheme. **Passauer Eisenbahnfreunde** bought former ÖBB 5081.19 in 2019 from Linz and is now restoring the unit which will join 798 776 on local excursion trips. This latter unit was on loan from DB Museum but was subsequently purchased.

V169 001. This was the original number of an experimental gas turbine assisted diesel loco (KHD 57468/1968), later becoming 219 001. Used by the DB at Kempten the gas turbine was damaged in 1974, also resulting in no train heat, so it became a freight loco and was transferred away to Gelsenkirchen Bismarck depot. It was withdrawn in 1978 and sent to Bremen works where it languished until 1985 when it was sold to a dealer in München (Layritz) who sold it on to a track contractor in Italy where it became T 1591. In the late 1990s, with open access starting, operators in Germany were looking for big locos with grandfather rights so T 1591 went back to Germany and worked for Bahngesellschaft Waldhof in Mannheim, becoming DH280.01. In 2001 it was sold to the EVB at Bremervörde becoming its 420.01. Subsequently damaged and laid up after a collision in 2012, it has now been acquired by a private person and is to be overhauled at Brieske (Senftenberg) and will be back in use in 2022, once again as 219 001, and probably working for Lok Rapid.

ITALY

Visit Report, Peter Longstaff reporting.

A short holiday in Puglia provided an opportunity to make a journey on the Ferrovie Sud Est (FSE) and see progress on the Bari to Taranto electrification, a project which has had mixed fortunes and is still incomplete. EMUs were ordered from Newag when infrastructure work had hardly begun, and for which there appeared to be insufficient funding. In the event 11 trains were delivered with nowhere to run. At the time the railway was under the direct control of the Italian Ministry of Transport. It has now been merged into the FS Group for management purposes but is still operated separately with its own branding. However, signs of physical and administrative improvements are evident.

Electrification has been completed and is in operation between Bari and Putignano via Casamassima using the 11 ETR.322 class EMUs to provide an enhanced regular interval service. Electrification work appears to be complete between Putignano and Martina Franca but the service is still being worked by the PESA built ATR.220 DMUs. The direct line between Putignano and Bari via Conversano is at present closed, and served by a replacement bus service, because of engineering work, although electrification work appears to be largely complete. The state of electrification progress onwards from Martina

Franca to Taranto is not known, however bus substitution is also currently in operation on this section. A visit to Martina Franca on 3/10 found half a dozen ATR.220s parked in the station and yard (there are no Sunday train services). A journey from Putignano to Bari on 7/10 was also worked by an ATR.220 (presumably this cycles the DMUs to Bari for maintenance) but other services were EMU operated. Of the 11 EMUs 9 were noted. More EMUs will be needed when the direct Putignano line re-opens and electric services are extended to Martina Franca; it is understood that some are on order. Yards at Bari, Mungivacca, Putignano and Martina Franca still contain dumps of old rolling stock, mainly railcars and trailers, including Ad 083/4 and a couple of the GTW 2/6 DMUs obtained second hand from THURBO, but the loco hauled double deck sets have disappeared nor was there any sign of the associated locos. Steam loco No. 6 continues to rust away on the platform of Bari FSE station unprotected from the weather, as it did five years ago.

Steam News. 2-8-0 740.409 and another 2-8-0 double headed an anniversary special from Fortezza to San Candido on 2 October to celebrate the 150th Anniversary of the opening of the line. The actual opening date was 20 November 1871 for the through line but the section from Fortezza must have opened earlier or would the weather be worse in November?

LUXEMBOURG

Bettembourg. On 18 October CFL Multimodal opened a new depot at Bettembourg. It has three roads with a length of 200 metres. It is a combined depot for wagons and locomotives. Of the latter Vossloh types G1000 and DE18 are mentioned as are TRAXX MS3 locos which are still to be delivered. The new depot will in effect make the sector somewhat more independent saving locos having to go from the yard up to the main CFL depot in Luxembourg. CFL Technics runs the new depot. CFL Multimodal also has other depots at Belval for locos and wagons and Pétange which only deals in wagons.

NETHERLANDS

Amsterdam Centraal. Over two weekends in October and November major engineering works took place as a prelude to ten years of rebuilding work which will see tracks and points altered. This will see one track removed thus allowing the platforms and stairways to be enlarged to cope with higher numbers of passengers expected in the future. The existing subway serving the platforms will be renovated whilst the east tunnel will be upgraded with space provided for shops. Intending visitors should bear these works in mind if interchanging in Amsterdam.

NEW ZEALAND

More Water. It seems the threat of no trains, no water, has done the trick, the various councils have decided to run the Te Huia service to the Strand station on all services. Currently, the train is not running because of covid restrictions but they are all now saying when it resumes it will run through. Another set of improvements on top of the weekday off-peak services that are due to start early next year, they are now planning to run a second Saturday train and start a Sunday service. However, Kiwirail has objected to starting these weekend trains at present because of the electrification work to Pukekohe.

New Locomotives. It was not long ago that Kiwirail was receiving new locomotives from China. In an amazing announcement 57 new 3,000 kW Co-Co diesel locomotives for the South Island are to be built by **Stadler** in Spain. Delivery will take place between 2024 and 2026. It was stated that at present 65 locomotives are in use on the South Island but they have an average age of 47 years and reliability is becoming a problem. The new locomotives will be twin-cabbed and be more powerful and fuel efficient than the existing locos meaning less locomotives will be required. The locomotives will have all the latest technologies on board including remote fault finding. This is another new market for Stadler so might we see some Flirts in due course?

NORWAY

All Change! A new government has been elected which is against railway privatisation and is likely to stop the various tenders for rail routes in Norway. But expansion of the railways is likely so that more passenger and freight trains can be run. This looks like more double tracking and passing loops, etc. Early days yet but it all looks promising as one of the new objectives is reported as 'ensuring museum railways and historical equipment are better preserved'. More information is awaited.

POLAND

CTL Logistics s.p. zo.o. This firm is a major private operator in Poland with over 140 locomotives. It has grown a lot since open access started and acquired part of the famous 'Sandbahn' line. It is linked with operations in Germany. But it is now in trouble in Poland. On 9 September there was an incident at Łowicz Główny station with one of its freight trains passing a signal at danger, causing damage to track and points. An investigation into the accident found that the driver was drunk and not only that he was not authorised to drive trains! A deeper investigation into the company found various shortcomings in the safety management procedures including management of employees' qualifications, risk management, management of documentation, etc. Consequently on 15 October arrangements were put in hand to withdraw the safety certificate for the firm. At the time of going to press trains were still being operated so perhaps some sort of deal may have taken place to change the culture but if enacted it would be a big blow for CTL.

Locomotives & EMUs. During the last few years Polish State Railways and private operators have been updating their fleets. Many new locomotives have been acquired especially electrics but the diesel scene is mostly one of rebuilds. PKP Intercity has 30 new class E4DCU (Griffin) Bo-Bo locos from Newag numbered from EU160-01. Newag has also produced some ET26 Co-Co freight electric locos for PKP Cargo, these being the manufacturer's model E6ACT (Dragon) which is also produced for the private operators who have received over 30 of them with Lotos Kolej having a fair number. Private operators have also been taking delivery of Pesa 111Ed (Gama) locos. Many new EMUs have been delivered by Pesa, Newag and Stadler, these being of types 21 WE, 36 WED, EN63B, EN90, 48 WE and LR 160.

There have been no new diesel locomotives but many rebuilds and modernised types have appeared. Newag has been modernising SM42 and SU42 for PKP Cargo and private operators classed as 6Dg for the latter. The private operators have also been getting improved TEM2 Co-Co locos as class 15D. The same type is basically PKP SM48 which have been modernised and reclassified as ST48, the highest known being ST48-080. It should be noted that the running numbers are in order of rebuilding so no relation to the old ones. Pesa in Bydgoszcz has been busy rebuilding ST44 Co-Co into ST44Ko types, numbers now having reached ST44 1274. Another class increasingly seen in Poland is the BR232 but beware, whilst many are ex-DB locos, some are ex-231, 242, and even ex-BDZ class 07. There are now over 50 of them in Poland!

For those interested in numbers, well there are plenty to choose from as most locos and units now have three. Some locos carry the maker's type and number and in the case of PKP also a PKP number e.g. ET26-001, then there is the EVN as well to consider which often has no relation to the running number! You have been warned.

New Overnight Train. A new overnight service from Warszawa to Oostende is to be operated by **Regio Jet**. Approval has been given for the service which is expected to start from Warszawa about 17.00 and have various pick up only stops before Frankfurt/Oder then call at Berlin Hbf, Hannover then running with no public stops until Amsterdam about 06.00, then various stops en route to Brussels and Oostende where it should arrive by 10.00. The return will start about 18.00 and be into Warszawa by 12.00 the next day. The service will start in summer 2022. A Vectron MS or TRAXX MS could work throughout.



An artist's impression of one of the new locomotives being built by Stadler for use in the South Island of New Zealand.

(Photograph courtesy of KIWIRAIL/ROSS MIDDLETON)



A very topical picture. Lumo Hitachi built 803003 is noted passing Chaloners Whin on the outskirts of York with 1E82, the 09.11 Edinburgh - King's Cross, the first day of operations for this new open access operator, 25/10/21. To start with, Lumo are running two trains each way per day between King's Cross and Edinburgh with station calls at Stevenage, Newcastle & Morpeth.

(Photograph by ROBIN PATRICK)

SPAIN

Orders. Renfe is tendering for more EMUs to update its fleet. For **Media Distancia** up to 70 EMUs are envisaged of which 28 dual voltage sets with gauge variable bogies seem to be a firm requirement with an option for 24 more and 18 extended sets (of four or five carriages) and the possibility of the first 52 being converted into the longer version; top speed of at least 200 km/h. For the **Cercanías** sector 38 EMUs are envisaged which will be three or four carriages; a top speed of 160 km/h but otherwise similar voltages and bogies. **Preservation.** Howard Forster reporting.

Bilbao Abando, 03/10/2021. Plinthed on platform 1 is former FC Tudela-Bilbao 29 IZARRA 4-4-0T. It was one of an order for 8 locomotives placed with Beyer, Peacock in 1862, and delivered in 1863, works number 295. In 1866 the company suffered from financial difficulties which ultimately led to it being absorbed by Compania del Norte in 1878. Sold into industrial service in 1927 to the S.A. Basconia steelworks where it was No. 11 and preserved circa 1974.

The Metropolitan Railway 4-4-0Ts delivered from 1864 were a direct development of the Spanish design (reference *Metropolitan Steam Locomotives*, Frank Goudie).

SWITZERLAND

Am841. SBB Infrastructure is receiving new locomotives and has declared the 841s as surplus to requirements and all of them are for sale. 841 000, 004, 017 have been sold to Müller, Frauenfeld AG (MFAG), the firm having obtained an option to buy the whole class. There is talk of some being converted to battery operation.

DART. Deliveries of the new tractors had reached 234 431 in August 2021.

Re620. The overhaul and refurbishment of these locos at Bellinzona works has finished with most of the locos now made fit to last until 2035. Cabling has been renewed, roofs have been rebuilt and many parts given a thorough overhaul.

Sales. Tm232 116 to Hamburg Rail Service (for spares); Tm232 139 to Verden Walsrode Eisenbahn; Tm 232 209 to Delmenhorst Harpstedter Eisenbahn where it is now No. 11.

Stadler. SBB, together with its subsidiaries Thurbo and Region Alps, have ordered 286 new trains from Stadler which, together with options for more, have given Stadler perhaps its biggest order ever. All the new trains are to be single deck and something new for Switzerland are wheelchair spaces in first and second class vehicles. There will be good storage spaces for luggage, bicycles, prams, etc. The new trains should start appearing in 2025 and take the best part of ten years to be delivered. SBB will replace its first generation Flirts, Domino, and loco-hauled shuttle trains. The order is for 155 trains with an option for 174 more. Thurbo will replace its GTW sets with 107 new trains with an option for 40 more; for Regio Alps the new trains will replace Domino and Nina units. 24 new sets are ordered with an option for 10 more. Amazingly most of the units being replaced were built this century with the exception of the Domino units, these being refurbished Kolibri sets built 1987-1996.

USA

Train Ferries. On 12 September 2021 the new train ferry *CHEROKEE* started its maiden voyage from Mobile (AL) sailing with 122 wagons on board to Coatzacoalcos in Veracruz, Mexico where it docked on 15 September. It set off again with 130 wagons on 18 September, reaching Mobile on 21 September. One day later the second new ferry *MAYAN* arrived, with commissioning expected late in 2021.

Washington DC Metro. On 17 October the Washington Metropolitan Area Transit Authority (WMATA) had to take all of its 7000 class units out of service – more than half of its fleet. The cause was the derailment of a train between Rosslyn and Arlington Cemetery (VA) on 12 October. A sorry state of affairs was revealed. The chair of the National Transportation Safety Board (NTSB) reported that wheel assemblies on these units had failed 31 times since 2017 and following the derailment nearly 24 more vehicles were

found defective. The train involved in the derailment had left Rosslyn about 17.00 and is reported by a passenger to have “stuttered” to a stop and some smoke came into the train. Passengers were told to move to other carriages and await evacuation. It was revealed that this train set had derailed twice on the same day. The wheels of the wheelset involved had shifted outward causing a derailment at a set of points but it re-railed itself at another set of points. However the derailment after Rosslyn was on plain line! The NTSB reported that the fourth axle of the derailed vehicle did not meet the required specifications. There are 748 vehicles in the class 700 fleet which is 60% of the total fleet so only a basic train service could run with only two trains per hour. Another problem revealed was that all the series 6000 vehicles are out of service after two train separations took place. It was discovered the couplings had been incorrectly repaired.

Preservation. Santee River Hardwood No. 3, a 2-Truck Heisler (?/1906), has moved from the Whitewater Valley RR in Connersville (IN) to the Southern Forest Heritage Museum in Long Leaf (LA).

Iowa Interstate RR. This line has two Chinese QJ 2-10-2s. 6988 was used for the last time in October 2021 before being taken out of service and stored as it is now due its 1,472 day mandatory overhaul. The second loco, 7081, is already in store. One is left to wonder why one locomotive was not being overhauled whilst the other was in use. Money no doubt is involved. For those not familiar with American terms the 1,472 day inspection comes after that many days actually operating or 15 years, whichever comes first. The locomotive must be stopped and the required boiler work carried out. This is a long job.

Nevada Northern Railway Museum. This museum at Ely (NV) has been awarded a grant of \$10 million! The money is going to be used to reinstate the line to McGill 16 miles to the north-west and install a turntable there. The museum already owns the old station there. A parking lot will be established as well as trails and other things. McGill was the site of a copper smelter which was closed in 1983. The smelter and mine to the south-west were the reasons for the line being built in the first place. McGill once had a population of over 3,000 but is now down to 1,000. But in recent years the town has been growing again. The state sees the tourist potential linking Ely with McGill. The existing tourist operation runs for about 5 miles to the west of Ely so how operations will change is open to speculation.

St. Leonard 466/1877. This 0-4-0VBT, believed to be named *Prince de Liège*, is now at Topton (PA) on the Allentown & Auburn RR. It has had a new boiler made in the last few years which is now being fitted so hopefully the loco will be in use in 2022. This is a strange locomotive to find in America. It appears to have left Europe sometime in the 1960s having worked at the Hasard Coal Mine. It was listed by Conrad as being acquired by the Steamtown Foundation in 1965 and moved to Bellow Falls and later to Scranton in September 1985. It was found displayed in Susquehanna (PA) in 2008. At an unknown date it seems to have moved to Pittston (PA) from where it went to Topton. Google reveals there was a Hasard de Cheratte mine in Visé, Belgium which closed in 1975.

Sioux City RR Museum has obtained Florida & Alabama 2-6-2 18 (BLW 52850/1920) from Hooper (NE).

(En Lignes, Drehscheibe, LOK-Report, Eisenbahn Kurier, Peter Longstaff, Ross Middleton, Railcolornews, Howard Forster, Trains Newswire, Stadler, Eisenbahn Amateur, International Railway Journal)

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.

© Copyright 2007-2022. Photographs – original photographer. Content – LCGB. All rights reserved.

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



*Ex-L&Y duo 51456/752 and 52322 are depicted arriving into Ramsbottom Station with the 10.00am freight from Bury on the East Lancs Railway during their Autumn Gala on 15/10/21.
(Photograph by ROBIN PATRICK)*



On 21/10/21, 'Schools' class engine 30925 Cheltenham is seen approaching Horsted Keynes during a charter operation on the Bluebell Railway. Although based on the Mid Hants Railway, Cheltenham was one of the visiting locomotives for the October 2021 'Giants of Steam' event.

(Photograph by NORMAN HAYLLAR)