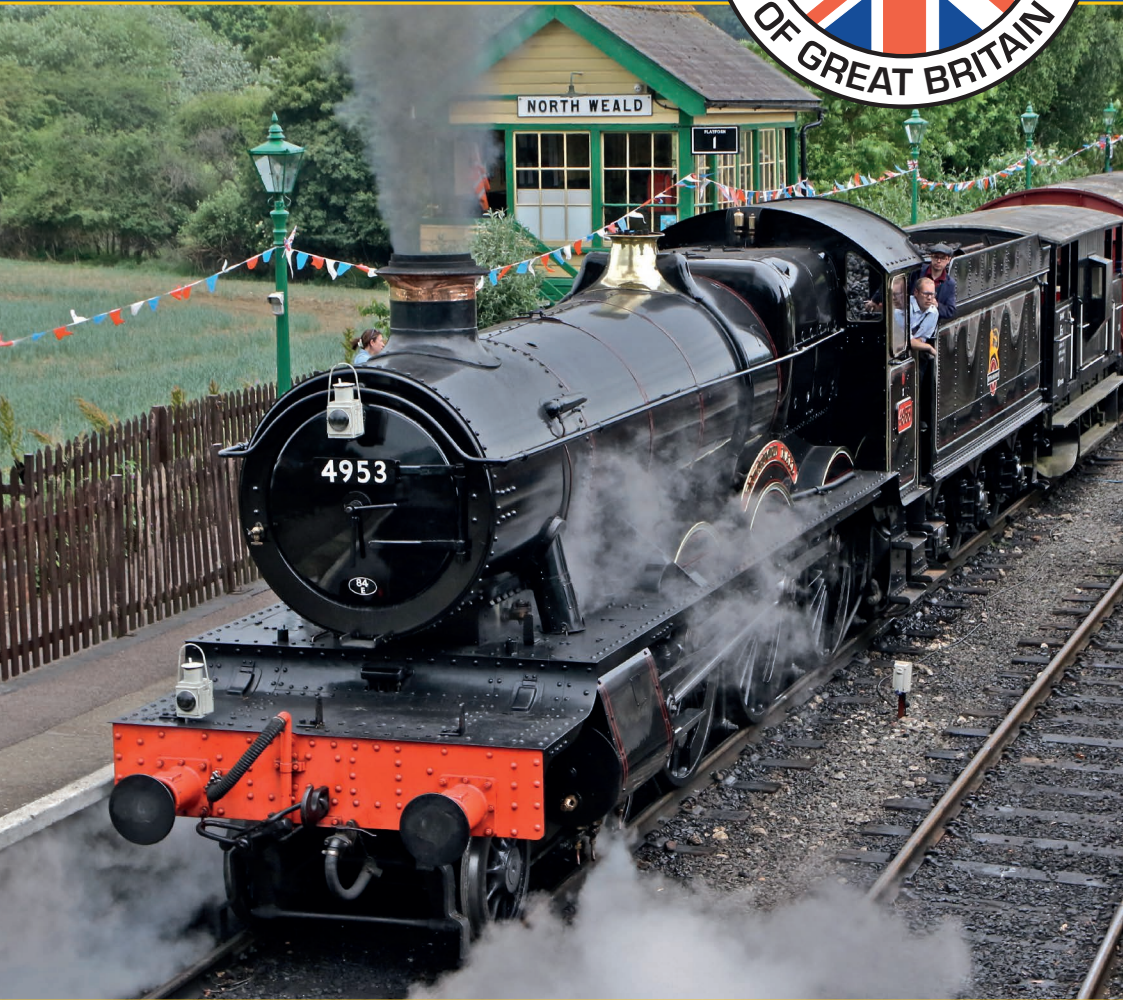


BULLETIN

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AUGUST 2022



Summer of 1976 • Bear
Book Reviews
and much more ...

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St Albans Branch: The St Albans Branch have organised two meetings in person (not Zoom) for the beginning of their 2022/3 season of indoor talks at the new meeting location at St Bartholomew's Church in St Albans (full details are on the inside front cover of this magazine). Both meetings begin at 19.30 hours and are as follows: Thursday 8/9/22: *The Leighton Buzzard Narrow Gauge Railway* (speaker: Nick Hill); Thursday 13/10/22: *The Early Days of the Caledonian Railway* (speaker: Roger Pidgeon).

The MC has agreed that there will be no Club Reunion in 2022. This is due to the financial position of the Club in the aftermath of the Covid pandemic. Instead, the LCGB Club Reunion will take place, as a combined event with the Overseas Reunion, on Saturday January 14th 2023. This will be at St Cyprians Church, Glentworth Street, London NW1 6AX which is near to both Baker Street and Marylebone stations. All the usual facilities of renewal, etc are expected to be available. The Reunion will be from 10.00 to 17.00 and will be divided into 2 main sessions. The morning session will be on UK topics and the afternoon session will be non-UK material; details of the full programme will be announced nearer the time.

Press Day: Press Day for Bulletin 9/22 will be Tuesday 6/9/22 and distribution day for the same edition will be Wednesday 5/10/22. Press Day for Bulletin 10/22 will be Tuesday 11/10/22.

BRANCH FIXTURES

Bedford: 6/9/22: *Edge Hill and its Complex Railways*. **Speaker: George Howe**

Bedford: 4/10/22: *The North Staffordshire Railway, Part 3*. **Speaker: Brian Sullivan**

Central London: 16/9/22: *Title to be Announced*.

Dorking: 14/9/22: *LSWR Routes to the City and West End*. **Speaker: John King**

North London: 13/9/22: *150 Years of the GNR's Enfield Branch*. **Speaker: Dave Cockle**

St Albans: 8/9/22: *The Leighton Buzzard Narrow Gauge Railway*. **Speaker: Nick Hill**

St Albans: 13/10/22: *The Early Days of the Caledonian Railway*. **Speaker: Roger Pidgeon**

BRANCH REPORTS

Murray Eckett

Bedford: Following his appearance in 2021 via Zoom, the Branch was pleased on 5/7 to welcome in person the author and columnist Christian Wolmar to speak about Crossrail. Also named the Elizabeth Line, this is the east-west cross-London railway recently opened

Front Cover: *The Epping and Ongar Railway 10th Anniversary Gala was held over the weekend of 4-5/6/22. On 4/6/22 resident loco GWR 4953 Pitchford Hall, in BR lined black livery, was captured with a short goods train at North Weald. This locomotive may be leaving the line as soon as a sale date has been set.*

(Photograph by CHRIS GEORGE)



On Sunday 26/6/22, members of the Bedford Branch visited the Fawley Hill railway and museum. There were two locomotives in action – Hudswell-Clarke 0-6-0ST No.31 together with Class 03 diesel 0-6-0 No. D2120. In the first picture, D2120 slowly descends the 1 in 13 incline after departing the station terminus.



No.31 attacks the incline as it approaches the terminus.

(Both photographs by JOHN MORGAN)

between Paddington and Abbey Wood. It was mooted in the 1940 County of London Plan and many subsequent studies, supplementing routes such as the Circle Line, the City and South London and the Central Line. Like many other civil engineering projects, it took longer than expected to construct. Funded from the public purse, it came to be seen as a far more environmentally friendly proposition than the motorway box proposed in the 1970s which would have required 40,000 properties to be demolished. The climate in which the proposal emerged was one of expectations of increased car use and declining patronage of the Underground. Following the creation of an elected Mayor of London, plans were formulated, a business case of £7bn agreed and the route safeguarded. An enabling Bill was laid before Parliament in 2005 and became law in 2008. Eight tunnel boring machines were used in construction. The stations, all with platform edge doors, are noticeably more spacious than previous 'tube' stations and were either equipped with or upgraded to include disabled access. The 70 trains each have 9 coaches and have the facility for auto reversing, handy for turning back at Paddington. A route for Crossrail 2 is safeguarded but the project is mothballed. The Branch thanks Christian for a fascinating and comprehensive presentation. (Mr Wolmar's two latest books on Crossrail (£9) and BR (£25) are available by contacting him via email. If ordered individually, postage and packing is £3; however, if ordered together, this charge is free.)

The Central London Branch welcomed Dick Crane on 17/6 with his presentation *Blue is the colour* which had been postponed from February due to the effects of Storm Eunice. Blue is a colour not readily associated with the traditional railway scene but this informative presentation shows that a blue livery has been around for a long time. Examples included the Caledonian Railway 0-4-4T, now preserved at Bo'ness, LMS Pacifics used on the *Coronation Scot* service and some of the LNER A4s in a pre-war garter blue livery including 4468 *Mallard*. The WD 2-10-0 *Gordon* was also in a blue livery. Blue was used for a short period as an early BR livery on an A4 and a WR King. In more recent times new-build A1 60163 *Tornado* has appeared in blue. Other examples included the prototype Deltic and the iconic *Blue Pullman* stock used on LMR and WR services from 1960 until the early 70s. The Glasgow suburban units were marketed as the Glasgow Blue trains also in the early 1960s. British Rail later adopted plain blue livery, starting with D1733 and the XP64 stock in 1964. Blue livery was steadily applied to all BR locomotives and examples illustrated included diesel locomotives Cl. 44 and 45, Cl.47s, Deltics latterly Cl. 55, the Cl. 26 and 27 locomotives mainly allocated to Scotland, Southern Region Cl.33s, Cl.37s, Cl.40s, Western Cl. 52s and Hymek Cl. 35 diesel hydraulics. The Cl. 50s were blue from the start.

Electric locomotives that received blue livery included the 1,500v DC locomotives on the Manchester-Sheffield electrified line, the AC locomotives of Cl. 81, 84, 85, 86 and 87 all appeared in blue, with the earliest built machines in a striking 'electric blue' livery. The Cl.73 electro diesels as well as the Cl. 71 and Cl. 74 varieties were also active in a blue livery. The theme was further illustrated with a plethora of electric and diesel multiple units on perhaps more mundane duties but also in blue. A noted exception was the dark blue 'Mallard' livery on some Eurostars used on the King's Cross to Leeds and York services. It has to be said that cleanliness was not a priority in some cases and the blue livery did not look particularly good under working conditions. The final picture was of a replica *Thomas the Tank Engine* seen at a Bedford display in 1996; surely the ultimate demonstration that *Blue IS the colour!* The Branch thanks Dick for his time and trouble in presenting this fascinating show. The talk emphasised yet again that the time to photograph the railway scene is now because it changes in a surprisingly short time.

Central London Branch welcomed a return visit by Bryan Cross on 15/7 with a presentation entitled *The Harold Clements Collection 1890-1950s*. Unfortunately, Bryan had tested positive for Covid that morning so the meeting was conducted via Zoom to the audience at Keen House. The show began with some fascinating views of the Luton station area from the 1880s to the 1930s. The images shown included the Midland and the adjacent GN stations. The pictures included some of the people of the time in their Victorian dress

and one wonders who they were and who are their descendants? The trains seen included a 'Spinner' 4-2-2, apparently recorded in 1920, and a 4-4-0, No. 127, recorded around 1926-7, both at Luton Midland. Moving away from Luton, there were several views taken at Cadwell crossing on the ECML in the late 1930s with A3 2555 *Centenary* (later 60056) on the down Harrogate Pullman and A4 4489 *Dominion of Canada* (later 60010) on the down Flying Scotsman. The same location was visited in September 1953 when 60003 *Andrew K. McCosh* was recorded on the up Northumbrian working, 60134 *Foxhunter* headed south to be followed almost immediately by A2/3 60517 *Ocean Swell* heading north. However, the main reason for the photographer being there was to record the northbound *The Plant Centenarian* and one week later the southbound working with the two GN Atlantics, 990 *Henry Oakley* and 251, a truly historic and never-to-be-repeated sight. It was, in this writer's opinion, sheer delight to see all these front-rank steam-hauled express passenger trains running on bullhead track and under semaphore signals.

There were some other interesting pictures taken in 1946 at Foxton on the Cambridge-Hitchin line and not far away at Whittlesford on the Cambridge to Liverpool Street line where B17/6 No.61623 *Lambton Castle*, with its B1-style boiler, headed south as well as an unidentified K3 travelling northbound. The presentation ended with a whole selection of images taken in 1950 and 1951 of the short Folkestone Junction to Folkestone Harbour line. There were some scenes on the main line at the junction with Schools class 30931 *King's Wimbledon* and King Arthur 30797 *Sir Blamor de Ganis* on boat trains to Victoria. R1s 31107 and 31174 were recorded in action on the branch and, most noteworthy to this writer, Stanier 2-6-4T 42614 and R1 31337 were recorded the day after his 3rd birthday and first train ride, in late July 1951. Wonderful stuff!! Grateful thanks are due to the Branch Treasurer, Rob Mearman, for assistance with the Zoom technicalities at such short notice and to Bryan for his dedication and perseverance with processing the original pictures to give us yet another fascinating and historical presentation.

Dorking: The talk on 8/6, *South to North in late BR steam days*, was 'double headed' by local members Martin Kempzell and David Clark. Martin started the first part on the Southern Region with colour slides of both service trains and rail tours. A trip to Swanage and Weymouth in June 1966 when the branch was still steam worked was followed by lineside scenes around Fleet in winter 1966/67. This was followed by extensive coverage of the LCGB 'Dorset Coast Express' of 7/5/67. The southern part of the evening concluded with scenes at Wimbledon and Vauxhall of *Orient Line* and *Clan Line* on the Southern Region's own tours on 2/7/67. Bulleid Pacifics naturally dominated this part of the evening but Standard 4-6-0s, 2-6-4Ts and Ivatt 2-6-2Ts also featured. A transfer north was then made courtesy of the A4 Locomotive Society's 'The Splendour of Steam' tour of 30/9/67 from King's Cross, hauled from Peterborough by 7029 *Clun Castle* over the Settle and Carlisle line. Martin's part of the evening concluded with the RCTS 'End of Steam Commemorative Rail Tour', a day to remember which contrived to arrive back at Euston 4^{1/2} hours late in spite of cutting out 30 miles and one hour from the schedule. After the interval, David continued in the North with digitally scanned b&w images of a wide variety of shed scenes in the North-East, North-West and Scotland. Sheds featured in the North-East included York, Darlington, Sunderland, Tyne Dock, Gateshead and Percy Main, with locos ranging from NER J21 and J27 0-6-0 and Q7 0-8-0 classes, including now preserved examples, through LNER Pacifics to BR 9F 2-10-0s equipped for the iron ore traffic to Consett. Haymarket shed in Edinburgh had more LNER Pacifics whilst at Carlisle, Kingmoor had examples of BR 'Britannia' and 'Clan' classes with LMS 'Coronation' and 'Princess' classes at Upperby. Both speakers were thanked by their audience for a varied and nostalgic presentation.

Dorking: His last talk in 2021 having been given on Zoom, speaker Mike Bunn was able to return in person on 13/7 to present a *Rail Tour of Southern France*. With scenes from the last 40 plus years, Mike took his audience from Clermont Ferrand south and west to the Spanish border before returning via Bordeaux. In pre-SNCF days much of this was in the area of the *Chemin de Fer du Midi* which from 1910 to 1935 had electrified much of its

system, supplied by hydro-electric power from the Pyrenees. The scenic single track *Ligne des Causses* through the Massif Central, with its highlight the Eiffel designed Viaduc de Garabit, was followed to Beziers then onwards via the Perpignan area to view the cross-border and gauge changing operations with the Spanish broad gauge at Cerbere and Port Bou. Returning to Perpignan, the branch line to Villefranche was taken to join the metre gauge third rail electrified *Ligne de Cerdagne* or 'Little Yellow Train' to the Spanish border high in the Pyrenees at La Tour de Carol where three gauges meet. From here, a standard gauge SNCF branch, one of only two lines still with a through sleeper service from Paris, was followed northwards to Toulouse.

Mike's travels then took him west via Lourdes and Bayonne to Hendaye, from where a metre gauge line provides a connection to Northern Spain, then north to Bordeaux. Like many French cities and towns, Bordeaux has developed a modern tram system although in this case it employs a 'skate' to pick up current from a central third rail which is only energised as the tram passes. After a visit to the standard gauge *Train Touristique Guitres-Marcenaix*, cross-country lines through the difficult country of the Massif Central, many of which, like the metre gauge *PO Correze* and the branch to Le Mont Dore, well known for its 2-8-2Ts, have since closed, took Mike back to his starting point at Clermont Ferrand. Mike was warmly thanked for his talk which, as always, was accompanied by an excellent set of photos and, in this case, also by an entertaining account of his travels.

Obituary: Dr Gerald Wildish: Notice has been received of the passing of Dr Gerald Wildish, member No. 3600, at the age of 81. Dr Wildish lived in Lytham St. Annes in Lancashire.

PRESERVATION NEWS

Nigel Mundy

East Anglian Railway Museum, Chappel and Wakes Colne: Sunday 10/7/22 saw their Diesel Gala with an intensive service of trains every 10 minutes, departing from one of three different platforms. The train from platform three was formed with two open wagons, B732205 and M405032, plus a GWR Toad brake van 17898, worked by Class 04 D2279. The *Toby* the tram engine 0-4-0DH replica (JF 4220039/1965) was hauling the replica *Henrietta* coach, converted from air braked ferry wagon BDC210234, running top and tail with 0-4-0DM. AMW144 *John Peel* (AB 333/1938) was running from the cattle dock, and services from Platform 2 were worked either by 2 car Metro Cammell DMU 51213 + 56358, or German built Diesel Railbus E79963. (PL)

East Anglia Transport Museum, Carlton Colville, Lowestoft: A special event featuring London vehicles on Saturday 9/7/22 saw two trams – London 1858 and Blackpool 159 – along with London trolleybuses 260, 796, 1201 and 1521, together with London buses RT113, RT3125, RTL1163 and RM613 all in use on services. On the narrow gauge railway 4wDM 6 *Thorpeness* (MR 22209/1964) was in use. (PL)

North Norfolk Railway: A two train vintage week service was in operation, eight round trips from Sheringham with two steam locomotives each doing four round trips. The 1950s carriage set was formed of BR Mark 1s and an LNER Gresley buffet car: E4641, E9128E, E4236, M4843, W35148. The other train composed of vintage carriages was formed of GER 7, M&GN 3, M&GN 129, LNER 6843, GER 853, a mixture of different styles and designs, one bogie vehicle and the rest four wheeled. Wednesday 6/7 saw 53809 on the 1950s set and GER 564 on the vintage train. The S&D 7F seemed to be having problems steaming and it was noticed that WD 90775 had been lit up on the shed at Weybourne. Thursday 7/7 saw 564 on the vintage train and, as expected, 90775 on the 1950s set, the crew on this loco were paying a great deal of attention to the bearings and axle boxes at each end of the line, so it was no surprise to see that by the afternoon BR 92203 had been dragged outside the shed at Weybourne and lit up.

Friday 8/7, however, produced the same two locos as Thursday on the same turns, the 9F still sitting outside the shed in the same position. Any concerns about the WD were obviously unfounded. As all railways should do, the serviceable diesels stayed on the shed at Weybourne! These were D7659, 20227, D5631, D6732, plus DMUs 51188+56352, 51228+56062, although the Class 08, D3940, did have a run up to Sheringham and back on Thursday 7/7 to shunt a few coaches. A good value three days, with BR privilege all day tickets available at £4.50. (PL)

Michael Smyth reports on a June visit to six of the North Wales narrow gauge railways with travel on three of them.

Saturday 11/6/22 – Bala Lake Railway:

This railway provided a convenient stopping point on our journey into North Wales. Although well signposted off the main A489 through Bala, the line terminates about three-quarters of a mile south of the town at what was once Bala Lake Halt, on the former Bala Junction to Dolgellau route. There are no facilities here, apart from a run round loop. A notice board displayed an ambitious plan (The Red Dragon Project) to extend over open land at the lake's eastern end to a new terminus to be known as 'Bala Town'. Here it is intended to provide a passenger station as well as engine and carriage sheds. It further states that over £1 million has already been spent on buying land and producing various plans. However substantial obstacles to progress remain, especially construction of a level crossing and a bridge over the river as well as all the work to construct a new formation. All at a total cost of £3.4 million, although this is almost certainly an underestimate at current prices. Having just missed a train at Bala we drove to the other terminus at Llanuwchllyn. This is the present location of all the line's operating facilities, including a visitor cafe and small museum shed. Four return workings were scheduled from here to Bala, which needed only one engine in steam. These were covered by 0-4-0ST *Winifred* (HE 364/1885) during our visit. Also available in working order were 0-4-0STs *George B* (HE 680/1898) and *Maid Marian* (HE 822/03). The museum shed contained another three more 0-4-0STs namely *Triassic* (P 1270/11) and *Nesta* (HE 704/99) – both intact, and a semi-derelict *Dorothy* (WB 1568/1899). In the carriage shed were two newly overhauled boilers for narrow gauge engines, both marked as having originated from Bridgnorth SVR. Finally we took a trip to Bala and back. For most of the way the line follows the shore of Lake Bala, with consequently pleasant views. Despite its essentially flat profile there are undulations which cause these former quarry locomotives to work hard. Presumably such variations in gradient arose from a desire to minimise construction costs ahead of the original line's opening in 1868!

Sunday 12/6/22 – Llanberis Lake Railway and Snowdon Mountain Railway

Llanberis Lake Railway: Unlike the Bala Lake Railway, the Llanberis Lake Railway has succeeded in extending its line from its base at the Welsh National Slate Museum. It now terminates adjacent to the main road towards Llanberis Pass and almost opposite the Snowdon Mountain Railway terminus. Although barely one third of a mile long this extension required a substantial steel girder bridge over the river feeding Llyn Padarn. A timetable of four return trips needed only one locomotive in steam. This was 0-4-0ST *Dolbadarn* (HE 1430/22). Another similar locomotive stood outside the shed, sited in a wing of the Slate Museum, *Thomas Bach* (HE 849/04). Inside was *Elidir* (HE 493/1889), although it was uncertain if this was in working order. Adjacent to the Slate Museum is the line's principal station, Gilfach Ddu, with a booking office and cafe. It has the advantage of being adjacent to the Museum's large and reasonably priced car park.

Snowdon Mountain Railway: Unfortunately there was no time to enjoy a trip on the Lake Railway as we were booked on the 13.00 SMR steam hauled departure up Snowdon. This being only the day's second and final steam trip up the mountain, the previous one was at 10.30. The line has seven steam locomotives although only numbers 3, 5 and 6 are available for use. Otherwise the majority of traffic, as it has been for some years, is diesel hauled, with the latest additions being two battery electric locomotives. No.3 *Wyddfa* (SLM 925/1895) was the engine in steam and duly propelled us up the rack railway. However

the track and formation near to the summit still requires repair after two years of closure because of Covid. Consequently the summit station and cafe remain closed and all trains terminate at Clogwyn loop. Despite this restriction we enjoyed some spectacular scenic views on a relatively clear day. There is no published timetable as trains run on demand according to advance bookings, although spare places may be procured on the day from Llanberis station booking office. However advance booking is essential to secure a place on the few steam workings. This is reflected in a ticket price of £45 each return, compared to £35 return for diesel trains. Also steam propelled carriages with 2+1 seating, being rebuilds of the original ones, carry fewer passengers than the more modern, wider bodied ones with 2+2 seating, pushed by diesels.

Monday 13/6/22 – Ffestiniog and Welsh Highland Railway, Porthmadog

The Ffestiniog is another railway that since Covid has enforced a pre-booking only policy. There is no longer a conventional published timetable. Instead potential customers must select a day and then see what trains have seats available to book. This approach originated from a realisation that almost all visitors to the railway were holidaymakers well used to pre-booking attractions. Analysis of past ticket sales revealed that 40% of total train capacity, when running to fixed timetables, had comprised empty seats. Accordingly on this day there were but two workings to Blaenau Ffestiniog and back and likewise to Tan-y-Bwlch. The first working, titled the 'Mountain Spirit', left at 10.30. It was hauled by Double Fairlie *David Lloyd George* (FRCo/92) on a round trip to Blaenau Ffestiniog of around three hours. The second departure at 10.55, the 'Woodland Wanderer', was a short working to Tan-y-Bwlch hauled by 2-4-0ST+T *Blanche* (HE 593/1893). These workings were repeated in early afternoon. A pattern scheduled throughout the summer unless there are sufficient bookings to justify additional trains to Tan-y-Bwlch, up to a maximum of five. There were no booked trains running from Porthmadog over the Welsh Highland section.

Tuesday 14/6/22 – Ffestiniog and Welsh Highland Railway, Caernarfon

Only a single train ran from Caernarfon when we visited. This was the 11.30 to Beddgelert and return. Known as the 'Gelert Explorer', it runs up to five days a week. The overall journey time is around six hours, including a 1.5 hour stop at Beddgelert. Whilst waiting to watch its departure the all important coach parties were once again evident, with seven coaches depositing passengers at the station. Ex-SAR NGG 130 left on time with an almost full train. The other advertised working from this end of the line is to Porthmadog and return, up to two days a week. Titled the 'Snowdonia Star', it has an overall journey time of seven hours. A corresponding train runs from Porthmadog known as 'The Harbourmaster', likewise up to two days a week, according to demand. There are no through workings from Caernarvon to Blaenau Ffestiniog.

Later we visited the **Industrial Railway Museum at National Trust owned Penrhyn Castle**. This is a varied collection of industrial locomotives and rolling stock, of different gauges. It is housed in three sides of the former stable block. Of the eight locomotives listed in Nigel Mundy's LCGB stockbook 'Surviving Steam in the British Isles' all were present except one – 0-4-0VB locomotive (*Watkin*) – this has moved to Caernarfon and is now on display inside the Welsh Highland station although, unfortunately, otherwise anonymous.

Wed 15/6/22 – Ffestiniog and Welsh Highland Railway, Porthmadog

A repeat visit was made to Porthmadog station to watch the morning's two departures. These were hauled by the same locomotives used on Monday's services. A noticeboard by the station's booking office, where it is possible to purchase any unbooked seats, indicated that the 'Glaslyn Venturer' was to run on the coming Friday and Saturday. This takes passengers on a return trip to Beddgelert and is advertised as running up to five days a week. Unfortunately we were unable to witness either of these two trains during our week's stay.

Saturday 18/6/22 – Welsh Highland Heritage Railway, Porthmadog

This narrow gauge line has its origins as far back as 1961 when a group of volunteers dedicated themselves to preserving what they could of the original Welsh Highland Railway, which had closed in 1936.



The impressive NORD 3-1192 at Eastleigh Lakeside on 19/6/22.



*Seen at the Swanley New Barn Railway Rally on 23/7/22 was L&B 2-6-2T E759 Yeo.
(Both photographs by NIGEL MUNDY)*



The two visiting BR Standard locomotives together at North Weald during the Epping and Ongar Railway's 10th Anniversary Gala on 4/6/22. On the left is 75069, a Standard Class 4. On the right is 80078, a BR Standard Class 4 tank locomotive, which has just arrived from Ongar.

(Photograph by CHRIS GEORGE)

In 1972 they acquired land from BR formerly used as an exchange siding for slate traffic. Subsequent developments are described on their internet site. Today the line begins at a station on the opposite side of the main road from that of Network Rail. It then runs for just under a mile to a simple run round, where there is a connection into the rebuilt line to Beddgelert (Pen-y-Mount Junction). On 30 and 31/7/22 it was scheduled that this connection would see use in a centenary special event jointly with the Ffestiniog and Welsh Highland Railway. After running round, the train travels a short distance to Gelert's Farm Halt where a prolonged stop is made to allow passengers ample time to visit the museum and for children to ride on a miniature railway. The museum contains an excellent set of exhibits, informative captions, and large scale photographs. Together they provide a clear picture of the rise and fall of the local slate industry, as well as a history of the original Welsh Highland Railway. The museum building extends to provide covered accommodation for various locomotives. Steam engines were 0-4-2T *Gelert* (WB 3050/53), in working order, and 0-4-2T *Karen* (P 2024/42) as a static exhibit. A display showing the use of narrow gauge lines to supply the front lines during WWI includes what is claimed to be the second oldest Simplex tractor in existence, dating from 1916.

Other unusual exhibits were three examples of Class Lyd2 narrow gauge diesels purchased between 1992-1995 from Czechoslovakia, although they were originally built around 1980 in Romania. The only surviving original Welsh Highland steam locomotive 2-6-2T *Russell* is also in working order and was found in the repair shop awaiting fitting of re-metalled slide bars. Steam engines are scheduled to work all trains from the last week of July and throughout August, with five trains per day. During our visit the service amounted to four trains per day hauled by diminutive ex-industrial diesels, of which the line has a collection. We took the 11.30 departure for the round trip which lasted a little over an hour. Of further interest is that its station building at Porthmadog has probably the largest railway bookshop of any UK preserved line. Its stock includes books of both local

and national interest and there is also a second hand section. Whether this is a profitable concern must be doubtful, unless it has developed other outlets, given that this small railway attracts mostly tourists, especially those with young children, but few enthusiasts.

With this visit we came to the end of a most enjoyable week in North Wales. As planned, we renewed our acquaintance with locations last visited several years ago, and added some never visited before. Perhaps unusually, we also had warm and fairly sunny weather throughout our stay, so the region's scenic splendour was on display throughout. (Peter Lea, Michael Smyth)

MINIATURE RAILWAY NEWS

Beech Hurst Park Miniature Railway, Haywards Heath: A visitor here on Saturday 2/7/22 was gratified to find no less than seven steam in action – 127mm Gauge GWR 3440 *City of Truro* and 7808 *Cookham Manor*, LB&SCR K 2-6-0 349 and C2X 0-6-0 32439 complete with two domes, GNR O2 2-8-0 anonymous, as it was running without its cab after many years stored in a garage, and an unpainted Stirling Single along with 89mm Gauge 'Conway' *Gordon* – a Hunslet 0-4-0ST. (GS)

East Anglian Railway Museum, Chappel and Wakes Colne: Despite Sunday 10/7/22 being the EARM Diesel Gala, the miniature railway was using 0-4-2T Tinkerbelle type steam locomotive 2 *Frederick* (MVR Works, Narogauge Limited 5/2011) hauling 2 bogie sit in coaches. Services started at THOMPSON GREEN station, ran to the East end of the line, approximately 2 chains, then propelled back through the station to outside the shed 'Starston Works', then hauled back to THOMPSON GREEN – a total journey of approximately 12 chains. (PL)

Eastleigh Lakeside Railway: The Railway held a "Golden Arrow" weekend on 18-19/6/22. The highlight of this so far as the writer was concerned was to be the visit of 260mm Gauge Nord Compound Pacific 3-1192 (Simkins N & D/95), which had not been seen in public for a number of years. It was joined in traffic, on the Sunday at least, by local residents E850 *Lord Nelson* (Moody J/2007), 21C1 *Channel Packet* (Moody J/2011) and Atlantic 1908 *Ernest Henry Upton* (GSLE/37), this now sporting LB&SCR livery. Britannia 70055 *Rob Roy* (Dove E/48 r.Pullen R/94) was on show outside the shed and another visitor noted was GCR 2-8-0 102 (Simkins N/2016). (NM)

Echills Wood Railway, Kingsbury Water Park: The Railway held its annual "Standard Gauge Weekend" from Friday 15 – Sunday 17/7/22. This proved one of the best events I have attended in recent times with no less than fifty steam locomotives, as well as battery powered representatives of BR diesel classes 14, 20 and 25 being noted, although many were present for only a part of the time. Of these, 48 steam were used at some stage – 16 of GWR, 3 of SR, 6 of LMS, 9 of LNER, 5 of BR Standard and 4 of British industrial prototypes. The five 'foreigners' comprised VF Liberation 2-8-0 1D79, C> 4-4-0 155, CB&Q 2-10-4 6323, N&W 0-8-0 Switcher 291 and Southern Pacific 2-8-2 1942 *Screaming Eagle*.

It was noted that two locomotives have received new identities – Clarke L/- built GWR County, formerly at the late Ted Martin's private railway, as 1004 *County of Somerset* has been rebuilt with a new boiler and also now has a double chimney as 1011 *County of Chester* whilst V2 4843 (Simon J/88) is now running as 60862 *The Sapper*, the current owner having served in that regiment! Great Cockcrow-based M7 30031 now bears the name of its builder J. G. Butt. An interesting sight, not in steam, was LMS 3FT 47407 in blue S & D Jt livery sporting a 31A shedplate! (NM)

High Wycombe Model Engineering Club: This mixed gauge raised track, situated at the Holmer Green Sports Association's site in Watchet Lane, normally holds four public running days per year. A visit on 26/6/22 found two 184mm and one 127mm gauge steam locomotives in use, respectively – GWR 1400 0-4-2T 1435 *Laurie* (Watkin L/99), SE&CR R1

0-6-0T A335 (Maxitrak/2021) and LMS rebuilt Royal Scot 4-6-0 6159 *The Royal Air Force*. (GS)

New Barn Railway, Swanley Park: A rally was held here over the weekend 23-24/7/22. This was visited on the Saturday when six steam and three non-steam (a Cl. 25, a Cl.67 and a 'Lister') locomotives were providing a frequent service. Joining two of the resident steam fleet – Tinkerbells *Sir Goss* (Goss J & Haylock J/83) and *Mrs Darling* (Jackson P/2017) – were four visiting from the Colne Valley Railway at Castle Hedingham, understood to represent this line's entire fleet. Lynton & Barnstaple 2-6-2T *Yeo* (Milner Eng/107/79), plus 0-4-0 *Romulus* (Farmer C/c.85), 0-6-0T+T *Erin* (Greatrex R & Walton A/2001) and a large blue 0-6-0, the plate of which proclaimed it to have been built by Francis Beck 1/2021 sporting the name *Annum Perdita*. Several miniature traction engines were also running in the park. A very enjoyable morning before the heat of the day! (NM)

Poplar Miniature Railway, Marks Tey: The Facebook page suggested that resident steam locomotive *Freddy* (Station Road Steam, big Stafford 0-6-0ST) would be in use on all weekends, so it was a bit of a let down to see steam outline battery loco *Rosie* in use on Sunday 10/7/22. (PL)

Rugby MES, Rainsbrook Valley Railway: A visit was made to the "Narrow Gauge Weekend" on Saturday 9/7/22 when some thirty locomotives were performing, mostly 184mm Gauge, but also a few of 127mm. Of the former, sizes ranged from the massive East African 4-8-2+2-8-4 Garratt 5928 *Mount Kilimanjaro* (Coleby Simkins 4/73) to a selection of 0-4-0ST Quarry Hunslets. Of note were Phillips & Rangeley 2-6-0 3 (Clarke G & Frank P/2016) (pl BLW 11706/3/1891) and SR&RL 2-6-2 18 *Samuel Jonah*, completed by Mr G. Clarke in 2019 (these have a number of design features, such as the boiler, in common). C19 2-8-0 417 *General Palmer* (Bickerstaffe A & Stubbs J/2003) represented the older generation of North American narrow gauge power. Others of interest were newly-built 0-6-6-0T MJW 22 *Pushmi-Pullyu* and a small 2-truck Shay – TFMR 7. Also present was Simon Mulford's Bagnall 2870, an 0-4-2T lettered RPM Ltd. (NM)

Wells and Walsingham Railway: We arrived at Wells in time for the 14.00 departure on Wednesday 6/7/22 only to find diesel *Norfolk Harvester* on the train as the steam driver had gone home sick. On Friday I rang the railway in the morning, only to be told it would be diesel again, but should be steam tomorrow. (PL)

(Peter Lea, Nigel Mundy, Geoff Suich)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Movements: 30064 to unknown, 61306 to E2502, AB 2015 to E7400 (Plinth at Northiam), Booth R/97 (ANNIE) add * E2972, HC 1700 to E3300, HE 469 to E7400, OK 5662 to E0333, P 2012 to E1501.

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

Movements: Barnes 104/c.24 (*Billie*) to WL371, King D/81 *Pilgrim* to E7581.

SUMMER OF 1976

Bill Davies

During the very hot summer of 1976, not dissimilar from current conditions, I was a driver at Charing Cross suffering from the heatwave, looking to alleviate sun intrusion into our cabs. With this in mind I frequently swapped to Turn 96 on afternoons which entailed heading east along the Thames Estuary with a semi-fast Gillingham Service at 16.59 ex-CX, dropping off a portion at Strood for the Medway Valley before relief at Gillingham at 18.09.



Bill Davies, depicted at Charing Cross during the 1976 heatwave, with EPB EMU No. 5715.



As described in Bill Davies' article, a train made up of CEP/BEP EMU stock is seen passing Chislehurst.

(Both photographs courtesy of BILL DAVIES)

The first picture shows me in full Southern uniform, very proud of my driver's gold buttons, but my own shirt and trousers, my bag, a Sainsbury's carrier which contained all I needed.

Waiting on the platform I then relieved a Victoria driver at 18.22 to continue one minute later to Ramsgate, calling at all stations but still with the scorching sun behind me, the whole point of acquiring this turn. At that time Southern units had only one type of air conditioning, cab windows open, cab windows shut. The EPBs had no speedometers and none of the SE units had AWS that worked as the track equipment had not been installed. Some of the CEP/BEP stock did have speedos in kilometres, which beggars the question, were they so fitted to go through the Channel Tunnel then being built but subsequently cancelled? In moments of boredom it was quite interesting to work out what speed we were doing in MPH!!

My steed is seen passing Chislehurst in the second picture on its way down to Sole Street for me to take to Gillingham, driving to Ramsgate then onto the depot to 'screw it down' before walking to the drivers' room for my break. It was so hot that even tea wasn't quenching my thirst so resorting to the cold tap made a difference. My next job was to relieve and work an 18 Headcode semi-fast via the Coast at 20.38 before arriving at Ashford at 22.03, there to attach my train to form the 22.33 to Charing Cross. But before this I had enjoyed the sun enemy setting into the west whilst running along the Warren, then on up through the hop fields of Kent. Leaving Ashford in failing light, the temperature had dropped to a civilised level so the remainder of the trip was relatively comfortable, arriving in Charing Cross at 23.50 for me to make my way to St Pancras for the 01.10 parcels, first stop Bedford, our fastest train of the day, arriving at Bedford before 02.00, some 10hrs and a bit since I left home still relatively cool.

When the weather finally broke in 1976 a mega thunderstorm hit North London. This caused absolute chaos on the Midland as Belsize Tunnel flooded, so going home to Bedford was a bus out to Cricklewood for a train of Mark 1s to Bedford with some very bedraggled staff who had been caught in the storm.

BEAR – 0-4-OST P614/1896

Charles Firminger

Hornby have recently produced an OO gauge model of this locomotive which, older LCGB members may remember, was presented to the Club when retired from industrial service in 1967. Whilst remembering little of the actual presentation, the writer well recalls the move from Mossend to the then SRPS depot at Falkirk on 23/2/1967 when, accompanied by the late Malcolm Burton, he rode as caretaker on the locomotive on a cold winter's day. The locomotive was initially turned using a wagon turntable at the works, presumably to ensure that it was chimney leading, there being little protection from the weather, otherwise the Colville Company's diesel provided the power for this manoeuvre after which Cl. 20 D8073 was attached to the front of *Bear* and a freight brake van to the rear for a slow trip to Falkirk. Here a Cl.08 shunted the Peckett to the SRPS shed on arrival.

The locomotive remained at Falkirk until 21/8/1971 when a group of members travelled to the depot to assist with placing the engine on a low-loader for the movement to Kemsley. Commencing on the Sunday morning, and with overnight stops, the locomotive was safely offloaded at Kemsley by 14.00 hours on Tuesday 24/8/1971. Donations were requested towards the £250 cost of the move (what would it cost today?) and possible restoration. Ownership of *Bear* was officially transferred to the S & KLR Limited on 21/7/1996; it is still at Kemsley Down, but badly in need of a repaint! The movement was recorded in an edition of the *Bulletin* in late 1971; the same edition also including a report on the first two years of operation of the SKLR prior to the formation of a limited company in 1972 (I am grateful to Peter Crossman for finding the appropriate *Bulletin* extract).



Cl.20 D8073, Bear and brake van during a recess en route.



Cl.08 D3538 shunting Bear to the SRPS depot at Falkirk on 23/2/1967.

(Both photographs by CHARLES FIRMINER/ONLINE TRANSPORT ARCHIVE)



The LCGB's Malcolm Burton (on the left) at the handover ceremony with a representative from the Colville's Company on 23/2/1967.



*The Colville's Company's diesel being used to turn Bear ready for movement, 23/2/1967.
(Both photographs by CHARLES FIRMINER/ONLINE TRANSPORT ARCHIVE)*

LETTERS TO THE EDITOR

Hello Murray,

St Albans Branch April 2022 Meeting

I've just been re-reading the June Bulletin and must point out that the April presentation, via ZOOM, to St. Albans Branch was given by Dr. Rudi Newman, not Rudi Stewart as reported in several places on page 144! Dr. Newman is a local resident who is around the same age as my younger daughter – now that really makes me feel old!!

Rodney Salter

Dear Murray,

Towards 10,000 Miles Essay

Whilst Mike Hudson, in his last paragraph, is wondering if anyone has actually read his meanderings, I would reply they have been a joy to read. Being a few years younger than Mike I have only been able to scratch the surface of what he achieved but it did bring back memories of what my elder brother and I did all those years ago when it seemed so easy compared to now. I think I was only ever able to trump Mike once in that I did the Westerham branch but of course he was able to reply with a nationwide network of lines that I hadn't. Thanks Mike, for a lovely five part series.

Neil Berry (7687)

Hi Murray,

Last Steam in Buchanan Street

I must thank Sandy Smeaton for his contribution in Bulletin 7 regarding my picture of A4 60019 *Bittern* at Glasgow Buchanan Street. The photograph was taken on my father's Kodak Vestpocket folding camera (probably about 30 years out of date at the time!) on 120 roll film at 8 exposures a reel. The negatives sat in my collection for the best part of half a century until some were kindly scanned in for me by Colin Miell a couple of years ago. Alas, 1966 is now 56 years ago and my memories of that time have grown dim. I recalled that the pictures at Buchanan Street were taken in early September but thanks to Sandy's useful and interesting information it is most likely the shot was taken on 31st August 1966. At that time, I was travelling on a two week all-line railrover, briefly staying in Glasgow, but for some reason I did not write up my travels afterwards or keep proper records. I recall that a fellow photographer at Buchanan Street, having recorded the A4 departure, refused to take a picture of 73150 on the Dunblane working because 'it was a Standard'! Thanks, Sandy, for the correction, it has brought back happy memories.

Bob Stonehouse, Member 4352

Hello Murray,

A Visit to the Great Cockrow Railway

I paid a visit to the Great Cockcrow Railway on 10/07/22 – my two grandsons loved it and want to go again on their next visit – and I found the following locomotives in traffic:

- LNER A3 class Pacific No. 2744 *Grand Parade*
- Freelance 4-4-0 Atlantic *R. G. Lawrie*

- GWR 'Modified Hall' class 4-6-0 No. 7915 *Mere Hall*
- LMS (BR) Cl. 5 4-6-0 No. 45440
- SR U class 2-6-0 No. 1803 *River Itchen*
- NER T2 class 0-8-0 No. 1249 *Hecate* – did it ever carry this name in NER service?
- NCB 0-6-0ST No. 684 *Wensleydale*
- GWR 15xx class 0-6-0PT No. 1507

The GWR 15xx pannier tank is on long-term loan from the Eastleigh Lakeside Railway.

Rodney Salter

Hello Murray,

Beeches Light Railway

I was intrigued to see the picture at the top of p. 186 in the July issue of the LCGB Bulletin, showing Adrian Shooter's Beeches Light Railway. I am sure that I read in the Bulletin, not too long ago, that this railway was to close and be moved to a new location. This is confirmed by that source of all knowledge (?) Wikipedia. Can anyone in the club solve this conundrum for me please?

Rodney Salter

Dear Murray

Soham Station

A visit was made on 14/7/22 to the recently-opened station at Soham. It is served by Ipswich-Peterborough trains (two hourly in each direction) worked with Cl. 755 Flirt units. The section between Soham and Ely Dock Junction was never double track and, with the very heavy container traffic, much of which passes through Felixstowe, must make it one of the busiest single-line sections on the main line network. There are two plaques at the station, one recording the official opening on 21/12/21, the other commemorating the event of 2/6/1944 when a wagon in an ammunition train exploded and created a huge crater, demolishing the-then station and causing damage to about 700 properties in the town. The latter is commemorated by an impressive monument in the town centre. The location of the original memorial tablet, illustrated in *By Rail to Victory: the story of the LNER in wartime*, published in 1947, is unknown, or indeed if it still exists.

A very heart-warming observation at Peterborough on my return journey to York was diesel locomotive No. 66099 in DB red, bearing a representation of the Ukrainian flag and carrying the wording "We Stand With Ukraine".

Yours sincerely

Tim Cooper (Member 8136)

BOOK REVIEWS

Chapelon, Genius of French Steam by Col. H.C.B. Rogers OBE.

Crecy Publishing. 19.8 x 2.8cm. Paperback. 192 pages.

32 pages of black and white photographs. ISBN 9781910809730. Price £8.99

This is a paperback reprint of a biography of the celebrated French locomotive engineer Andre Chapelon first published in 1972. Nothing new has been added to the original book except that the illustrations are new (and of quality and relevance), the originals from the first edition having disappeared over the intervening half century.

The book is a good account of Chapelon's ideas and achievements. The story is complicated because of the range of engines involved and complex technical nature of the modifications and developments made. But the Colonel trots out numerous dimensions and statistics and performance details from which accurate conclusions are not easily drawn, although he's not indecisive in his opinions, even if you're left wondering if he quite understands the engineering.

The real entertainment in the narrative comes from the battle between America's knock-about Mikados and the delicate, if 10% more fuel efficient, home produced compounds. So if you're sure you don't have the original version hidden out of reach on a dusty bookshelf, (this reviewer did!) and find the last fight for steam worth pondering again, you should buy this book. (DAB)

ABC Rail Guide 2022 Edition by Pip Dunn. Crecy Publishing. Hardback.
21 x 15cm. 415 pages. Colour photographs throughout. ISBN 978180035394. Price £25.

This popular guide to the commercial railways of the UK and Ireland was first published in 2010 and has run to 13 editions since then as revision and updating have taken place. Here is the latest version accurate to 12 March 2022. Most of the space in the book is taken up with lists giving the running numbers of active rolling stock, including tramways, based on the operating company. The list is long and with the ever changing companies involved in the running of trains, there is much to report.

So whether to recommend the guide is a little difficult as it depends on what the reader wants. However the information given is comprehensive and up to date with numerous good and appropriate colour photos of the equipment and several diagrams (not maps) of the often illogical areas covered by the TOCs. Against this the book is too heavy to carry around, and needs to be more penetrable with proper headings of the appendices, and better control over the plague of abbreviations and absent column headings. Also the book is devoid of technical information; if you want to know a train's speed, size, weight or power, look elsewhere. Mr Dunn is rather restricted to colours and numbers in the rolling stock lists although his historical summaries of the players are good.

Finally there is an opening telling us readers how to behave on stations safely and properly. No thanks Mr Crecy, not for the grown ups. (DAB)

OVERSEAS NEWS

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AUSTRIA

Visit Report. Rod Pierce reporting

April 26. My ICE to Wien departed on time and arrived without incident. At **Meidling**. Most S-Bahn services were cl 4746, all 130 units are now in service, although a few 4020s were still operational. Also seen were H-Start 470 006, CD 380 009 and Regiojet locos 386 202 and 193 226.

April 27. Travelling from Wien to Wrocław, Poland, I took a local to Breclav, noting four 1014 electric locos dumped near Strasshof.

BELGIUM

Visit Report. Rod Pierce reporting

April 25. During a two hour stint at Bruxelles Midi I was very disappointed to see how graffiti has completely spoiled the look and almost identification of many locomotives and carriages, to the extent that even on some newer 18xx and 19xx electric locos, not just the older ones, the side or front numbers had been completely obliterated.

It reminded me very much of Italy years ago. What has happened to the country, and why is such graffiti not dealt with immediately as it usually is in much of the rest of Europe?

CZECHIA

Visit Report. Rod Pierce reporting.

April 27. Travelling from Wien to Wrocław, Poland, and changing at **Breclav** into EC130 (Budapest – Warszawa via Bohumin), I noted CD Cargo 388 001 at Breclav along with several Vectrons, including CD 383 009, EP Cargo 383 061, Metrans 383 414, Slovak 383 109, and several OBB class 1293s and PKP EU46s. Ex-Belgian 365 004 passed on a freight probably to Slovakia. At **Bohumin**, where EC130 currently reverses and takes the usually freight route into Poland via Raciborz, there was a wait of almost 45 minutes to change locos and shunt carriages. Regiojet locos 388 203, 205, 206, 209 and 213 were seen in and stabled around the station. At Racibórz I changed into a three-car EMU to continue my journey to Wrocław.

Visit Report. Alex Bomphray reporting.

May 2. Breclav was wonderful. I chose to come here as I have passed through a couple of times and the shed is always packed and loads of stuff visible from the platform, so surely worth a night here. Checked into my nearby pension (£27 for the night) and back to the station. Started off with locos 365003, 365004, 365001, later joined by 365002, these being former SNCB class 12s. I noted everything visible from the platform, and also went along the road behind the shed and got a few more, so I will note the interesting ones here, in addition to the 365s were 242543(BDZ 43543), 230110(this was the number on the side-EVN, also had number plate on the end 230035, I went for 230110), EU46 511/518.

May 3. Breakfast was on the platform in the station, croissant and coffee, locos on either side of me. What could be better? 35 noted including Slovak 390001, which apparently is also E189845, 388214(Railjet, first of a few of this class), a few OBB 1293 and 242288(ex-BDZ 43523). My next night was at Pardubice, but because of track work on the main line, long term diversion from Brno via Havlíkov Brod to Kolin, then back towards Pardubice. Change required in Kolin. Zdar had E499 0002. Very convenient having time at Kolin, a very busy station and a few stabled there too. Ticket cost 200 crowns, around £6, just under 3 hours journey. 1216250 to Kolin, 193769 to Pardubice, my first time behind a Vectron.

Pardubice probably not as busy as it might have been, due to the diversions, but still noted 30 between my arrival, checking into hotel, at least an hour away from the station, so probably there about 3 hours. Another Vectron with an extra digit, 6193681, and, as at Breclav, ZSSK locos occasionally.

May 4. Back to the station, not too early, around 09.30, and as I had only noted 24 by 12.30, decided to leave a couple of hours earlier than scheduled for some extra time in Kolin. Next query was at Kolin-Dilny where there is what looks like a new depot, the previous day Metrans locos were stabled there, today had PKP number 260003, which was one of the (probably) many numbers it had. My 2 hours at Kolin produced 38 noted, including a triple headed freight of 740619/865 and 721540. Journey from Pardubice to Praha Hlavni Nadrazi was 85 crowns, all these journeys on Eurocity trains, around £3, just over an hour. 162014 to Kolin, 151023 to Praha.

Arrived Praha and crossed the road to my hotel, formerly Hotel Chopin, stayed there in 2013, now Exe City Park Hotel. Notice on the door. Closed. Go to Thalia Eurostars Hotel. Gave the address. Thank goodness for Google maps, again. Got there in 20 minutes. 5 star hotel, at no extra cost (Exe was 3 star). I could put up with the inconvenience for this. Better situated for sightseeing, which I probably wouldn't have done otherwise. So back to Hlavni and my usual trip to Praha-Liben. Noted 30 there. It never stops!!!

May 5. Up at 6 again. 06.30 breakfast, then more sightseeing via the nearby River Vltava, Karluv Most, old town square and to Praha-Masarykovo, for another pre-booked journey, 74 crowns each way(less than £3) to Luzna to visit the railway museum. I'm certainly glad I decided to add this to my itinerary, what a super museum. Noted 44. Back to town again and my next train was the 16.25 to Dresden(€11.90), hauled by another Vectron, 193683.



Hungary. Oldie V43 1001 or 431 001 pictured at Budapest Kelenfold station, 29/04/2022.



Hungary. GySEV Vectron 471 002 pauses at Budapest Kelenfold station, 30/04/2022.

(Both photographs by ALEX BOMPHRAY)



Sweden. 0-10-0 R 976 with part of an iron ore train (1,300 tonnes) at Björkliden. Immediately behind the locomotive is a match vehicle as the modern wagons have heavy duty auto-couplers. Seen on 3/7/22.

(Photograph by OVE TOVÅS)



Poland. Diesel 111Db-001 at Białystok station, 2/5/22.

(Photograph by ROD PIERCE)

Visit Report. Rod Pierce reporting.

May 4. At Bohumin I noted three Vectron Taurus locos in CD Railjet livery numbered 1216 952, 953 & 954. It transpires these were three of four, recently sold to CD by Wiener Lokalbahn and refurbished to expand CD's 'Railjet' operations. Further class 388 operated Regiojet services were seen whilst awaiting my connection with ZSSK 162 007 to Žilina, Slovakia where I was spending three nights.

GERMANY

Visit Report. Rod Pierce reporting.

April 25. Taking advantage of the £39 each way Eurostar offer this spring to Europe, I travelled out via Bruxelles and had booked a DB ticket to Wien including an overnight break at Würzburg for a very reasonable €59.90 including seat reservations. Sadly my booked 20 mins connection at Frankfurt from the 12.25 ICE from Bruxelles was missed owing to a 30 minute delay caused by 'people and dogs on the line' between Aachen and Köln, but I was able to catch a following ICE from Frankfurt to Würzburg without any problem. Evening and early morning stints on Würzburg station saw many freight workings including my first sightings of three 'Smartron' class 192 locos. Several locos were missed as they arrived simultaneously in parallel on the freight lines or passed behind others which had stopped for crew changing and were blocking the view. Double-deck class 445 'Trindexx' EMU cars are now used on semi-fast services along the Main valley to Frankfurt, with independently-numbered driving cars at each end.

May 8. Returning from Czech Republic / Austria I took an almost empty early morning OBB Railjet from Breclav to Wien, then a very 'packed and standing' Sunday afternoon ICE from Wien to Germany where I planned to stay for two nights, with a booking involving changing trains at Würzburg and Hanau. However, the German border authorities decided to check everyone's passports at the border station of Passau which made the ICE some 20 minutes late from there, totally messing up my connections. I managed to catch a later ICE from Würzburg to Frankfurt, standing all the way as I had now lost my reserved seat, followed by ICE from thence to Darmstadt where I was staying two nights.

May 9. I took a local double-deck '446' unit to Mannheim Arena station, from where there is a nearby railway footbridge across the front of the large DB depot. Some 30 locos were stabled, mainly classes 185 and 187 and with a few shunters and private locos nearby, including ECR 186 341. Being a Monday morning, there was no activity in the adjacent freight yard, and several class 294 locos were seen on shed. Various EMUs and passing ICE units were also noted before I took new 'Mireo' unit 463 081 from there to Mainz, and changed for **Bischofsheim** station where I planned to spend the afternoon watching a procession of freight workings. Some 47 different freight locos were seen in about 4½ hours despite this being a Monday, including Voith Maxima 264 001, Railadventure 111 029 hauling 193 780, and various private, DB, BLS, LIneas, and SBB locos as well as Hessische Landsbahn 1275 502, until I decided to call it a day and return to Darmstadt, where several freights passed and an EC service topped and tailed by OBB 1116s.

May 10. I was able to spend a short time at **Darmstadt** where stabled was Nohab 1155, a further OBB 1116 top-and-tailed express, Italian unit 610 108 on a service from Frankfurt and 13 passing freights were seen in an hour, before catching my train to Mainz and then by ICE from there to Köln and home via Bruxelles.

Visit Report. Alex Bomphray reporting on his first trip abroad since December 2019.

27 April. Day 1 of Interrail, 05.48 Edinburgh to King's Cross, 13.01 Eurostar to Brussels, and, despite the timetable indicating I wouldn't be in time to catch the 16.22 ICE to Köln, I caught it by five minutes, putting me considerably ahead of schedule from my original plan. My first night was in **Remagen**, where I arrived at 19.20, two hours ahead of schedule. Beautiful evening spent partly on the platform, interrupted by a wander down the river bank to look at the remains of 'the bridge at Remagen'. Nine freights noted, 186 294/298/215/239, 193 538/324, 482 014, 185 150 and 152 058.

April 28. Quer durch land ticket today, trains to Koblenz Hbf (delayed about 15 minutes, missed 10 minute connection to Frankfurt). Remaining trains on time to Würzburg, Nürnberg and then München, which had 102 003, only my second loco of this class seen.

April 29. Day 2 of Interrail, München Hbf 09.29 Railjet to Budapest-Kelenfold. I had a reserved seat, but going backwards on the wrong side was no use to me, so I managed to go across the aisle, fortunately facing forwards. It was a very busy train. Prior to going for the train I was up at 06.00 for an 06.30 at my hotel near Donnersberger- brücke station, and quickly off to Allach for a view of any Vectrons there. Noted 193 619/693/780/591 and 3193 910. At least half a dozen others I was unable to get including two DSB ones. The noise barriers are such a pain.

Also got off at Hirschgarten and had a look at the back of München Hbf Bw. 10.02, 018 noted. At Freilassing 181211 was sitting outside Lokwelt museum. Linz Hbf brought me my first Metrans Vectron, 383 416.

May 5. Dresden. Good journey from Praha. I checked into the Inter City hotel, then onto the platform to watch the freights. Saw my first class 159, but it was on the far side and with these stupid wee numbers, I couldn't make it out, and no time to get the binoculars out. 202960 passed, ex-710960. Decided to go to Dresden-Strehlen where I shouldn't have any problems (stable door and horse bolted comes to mind), 202963 and 266007 passed light. Is 202963 the former 710963?

May 6. Interrail day 3. Started off with an early trip to Pirna, then the 09.19 IC to Berlin Hbf, which was one of the former Westbahn units, 4110615. Good start, my reserved seat was in first class, however I got a good upstairs seat, which didn't make a lot of difference as I only noted 5 locos before Berlin Hbf, including 99791 at Radebeul Ost. **Berlin Hbf** had 147008/016, but my quick connection into an ICE, stopping only at Spandau, was very busy, and I had a backward seat on the wrong side. Managed to miss another 159 before Spandau, other side, small number. At **Hamm(Westf)** were D&D 1404, which I believe is ex-110735 and 1702, no idea on this one.

Interesting was Swedish T66K714 at Hagen-Eckesey, third time I've seen this loco. First time in Boden, 2010, second time at Padborg in 2018. Never seen any others until T66404, now 66791, at Slateford, Edinburgh, last week. Fortuna Dusseldorf 2 Darmstadt 1, was the game, and final loco noted was DE510 which, thanks to the new German Railways book, I've found out is 4185039.

May 7. Interrail day 4. Early start and out to **Köln Sud** looking for passing freight before returning to Hbf for planned 07.55 ICE to Mannheim Hbf, en route to Saarbrücken. However, the delayed 06.53 hadn't left yet, and with a more interesting route which would certainly supply more numbers than the Neubaustrecke looked a better option, and it was pretty empty. It left at 07.42, and on the journey, we overtook lots of southbound freights, but also lost a bit more time. Passed 186251 on a southbound freight at Koblenz-Stadtmitte, more of which later.

I had three possible connections at **Mannheim** to get me to Saarbrücken in time for kick off for today's game, but as we were now 100 minutes late, I was left with only one, an ICE to Paris at 11.42. So I had around half an hour time to get something to eat and check out any passing freights. The station was absolutely heaving with people, and lots of them appeared to be heading for the Paris train. I'm quite adept at getting on trains quickly when there are crowds, so first coach and there was a free table, reserved from Saarbrücken to Paris. Excellent. Got to **Saarbrücken** on time, Saarbrücken 1 FSV Zwickau 1, then back to the station for the 16.31 RB to Trier. Absolutely nothing noted at Saarbrücken, but Volklingen had 151 167 and 151 165, both of Saar Rail I believe, and **Dillingen** had 189 067/042/035/038, 187 128, 145 072/008, and a few more I didn't manage to get. Next was a CFL double-deck unit, 2341, to Koblenz. 4003/11/16 noted at Ehrang. Koblenz-Mosel had 145 071/064, then the problems started. **Koblenz Hbf.** Köln bound IC in platform 5, very empty, but not totally. Just a few minutes behind schedule. But after I got on, nothing seemed to be happening. Spotted the conductor up the platform.

Asked him when the train would be leaving. Keine ahnung. Go to platform 3, IC due there. Popped over, and it was suddenly 20 late. Nothing appeared to be moving apart from the Trier line. They announced that the second IC would leave today from Platform 5, where the first one was still sitting. I got the impression they had major problems. Then an RB to Köln was announced. As nothing else was happening I decided I might as well take it. Oh, and 212 229 was sitting in the station too. The RB left a few minutes late, and we passed 186 251, still sitting at Koblenz-Stadtmitte, at one of the platforms, unmoved since this morning! Of course at an early stop where the platform was a loop from the main line, the 2 ICs went past. Typical!! And as it was now dark, I didn't note another number that night.

May 8. Started the day at **Köln West** which was quiet for a while, first three locos eventually came, separately, 186438/448/501, copped them all, then a lokzug, 189038/035/040 and finally 185617 before I headed for Bergisch Gladbach. Amongst others I had 4 double headers, 189 037/030, 151 168/141, 189 031/045 and 189 036/087.

May 9, Interrail day 5, heading home, but first to **Köln Sud** for a spell. Noted six, copped none. Got an RE to Aachen Hbf, hoping for some freight there. 192 061 was stabled, but nothing passed in my hour there. ICE to Brussels and on the way home. So, a great time was had, 1,270 noted copping 418, so far.

HUNGARY

Visit Report. Alex Bomphray reporting.

April 29. Ex-DB class 290, now DB Hungaria, 469 117 was noted at **Gyor** and 469 152 at Komarom. Also there, stabled in the shed, was 491 002. I had no idea what this could be, but I see that some SNCF Class 22xxx have gone to Hungary, so maybe one of them. Which brings me to the next one at **Budapest-Kelenfold**, 490 004, which I think is ex-SNCF 36xxx. I stayed at the Hotel Anna, 10 minutes' walk from Kelenfold, 4 star, very reasonably priced and highly recommended for its situation so close to a superbly busy station, especially for freight. 490 004 never moved between my arrival on the Friday and my departure on Monday morning.

After checking in to the hotel I came back to Kelenfold, around 17.00, took a quick return journey to Deli, then, at around 19.30 back to the hotel for dinner, and back out again for a late session on the platforms. It did get a bit quieter, but never boring.

April 30. Football today, needed to get to **Kispest**, so I asked at the ticket window if there would be a cheaper ticket for the train. He asked for my ID. I showed him my driver's licence. He said just show this to the ticket inspector. Brilliant!!!!

So, back to the platform. Ex-CFR 40 0064 and 40 0865 top-and-tailed a long freight, then, in quick succession Gysev Vectrons 471 002/3/6/505 passed on passengers, amongst many others, before I set off for Kispest. I stopped off at Ferencvaros, a single platform next to the goods yard, and with a long footbridge spanning the main line and the busy sidings. I went up for a look, and, as you probably know, Ferencvaros shed is there. In the past I would just have gone in, but using binoculars and the super zoom on my camera I noted 460005, 448417, 628265, 448424, 448146(as M44 146), 448437, 470009, 431284, 1116113, 448414, 60 0002(ex-Romania), 628330, 438117, 460002(as V60 002), 448419, 448408, 460008, 460007, 1293040, 1116009. There were a few I couldn't make out and, no doubt, some totally out of view. On my next train on to Kobanya-Kispest, 648101 (an ex-DB 232) passed. After the game I went back direct from Kispest, via Kobanya-Kispest, to Nyugati, which had a good number of locos stabled. After a meal, Google maps guided me to Keleti from where I got a metro back to Kelenfold, for some more time on the platform.

May 1. No breakfast and off sharp to do a bit of sightseeing, tram, close to the hotel, up to the Chain Bridge, then walked down the bank of the Duna to Szabadsag Bridge (the green one), and got a train back to Kelenfold, for a couple of hours before heading off for today's game. 32 noted in that time, including 61 0001, another Co-Co electric (Fox,ex-CFR?), which had 742512 at the end of its freight. Passing Ferencvaros, ex-CFR 60 1567 and 48 0029.

Went for a meal, then around 21.40, train to Kobanya-Kispest, just missed the 22.00 to Kelenfold, and, to my horror, it was the last train. Thankfully the metro station is immediately next door, but, again, rail replacement bus and another metro to Kelenfold. Some time on the platform, my last night after all, and it yielded a surprise, M61019, on a short train of, possibly, ballast wagons, and a couple of minutes later, this was just after 23.00, 2068054 and 2 tank wagons.

May 2. Checked out at 06.30 to give me plenty of time at Kelenfold, 32 noted before I had to leave, and more interesting items. First was 242287, which I noted as Czech, but was ex-BDZ 43554, then 459022. What can this be? Only when I got home I discovered it was ex-DSB 1156, first seen over 40 years ago. 193214 was the first Railjet loco spotted so far, then 2068052 on another short freight. I had assumed it would be the same loco as last night, but no. At Kobanya-Kispest was 044064, seen for the first of 3 times today. Hadn't a clue what this could be, but the Platform 5 book revealed all, 242222. My next journey, booked in advance, an almost 3½ hour journey from Nyugati to Breclav, with 380005, cost was 13 euros.

NEW ZEALAND

News. Ross Middleton reporting.

The first of the Brush class Ef locomotives to be refurbished at Hutt workshops, Ef 30163, has been out-shopped and sent north to Palmerston North for commissioning. It was scheduled to be followed by another in late August and it is intended that the two locomotives will start operating as a pair in September. The refurbished locos have had the red in the KiwiRail livery replaced by blue. A further four locomotives have now been sent to Hutt shops for refurbishment and it is intended that these will be refurbished in pairs with each loco taking 3 months to complete.

Meanwhile, after being assured that the Government is happy with the business case for the 22 four-car battery-EMUs, Wellington Regional Government has decided to proceed with the tender process for the new EMUs and associated electrification on the lines to Marsterton and Palmerston North. This will hopefully mean that these projects can proceed as soon as the money is made available in next year's budget.

The New Zealand Government has announced its preferred option for transport within Wellington city and it includes a tramway between the railway station and Island Bay. Construction is expected to start in 2028. Another report, this time into the investments required to cope with the expected 30% increase in passenger numbers using Wellington's suburban trains, has recommended the complete duplication of the line between Pukerua Bay and Paekakariki as well as a third track between Takapu Road and Porirua.

POLAND

Visit Report. Rod Pierce reporting

April 28. Wrocław. I took the short journey to Wrocław Brochów where I spent most of the day by a footbridge into the yard in the hope of seeing some Freightliner locos. I was rewarded very quickly with FPL 66015 (ex-66412) and later in the afternoon with Polish 66002, sadly neither of which were ones I wanted. Various other freights were seen entering the yards during the day, including the pioneer class ET41.001 and a variety of PKP, DB and private owner locos, including ex-ET22 276 now Wisko 201E 277, two Pesa Gama 111 Ed locos and two rebuilt M62M locos of Rail Polska. The depot yard nearby was full of ET22s, including the uniquely liveried ET22 2000, supplemented by SM42s and EU07s and a single ET41 but there was very little movement in or out of the depot where ET21-98 and SU45-052 appear to be stored outside for preservation.

April 29. I used a Polish Interrail ticket intending to sample some local travel to Poznan via Oleśnica where Rail Polska SM42 2510, TEM2 225 and M62M015 were stabled, then Ostrów Wielkopolski before taking my booked express that evening to Warsaw.

At **Ostrów** plinthed TKi3-120 is still visible in the car park adjacent to the station, and a number of SKPL locos were stabled alongside the main line just north of the station. However, soon after leaving Ostrów, unit EN76 040 ground to a sudden halt, with strange noises coming from under the carriage. We stood there for some 25 minutes while staff tried to sort out the problem. Eventually, the guard made an announcement which I couldn't understand, and opened the doors, then started helping passengers off the train on to the trackside, where we all walked back along the main line to the station with our luggage! (Health & safety? – Hah!) I was delighted that walking back gave me an opportunity to see some additional SKPL locos, including Soviet built TGM40-586 which had been hidden behind the other locos. Also present were four stored ex-Dutch DM90 units (3407, 3415, 3421 & 3437). As I was too late to make a further connection to Poznań, I returned to Wrocław and photographed trams there until departure time for my express to Warszawa. Hauled by EU160 electric the train was full but I caught sight of FPL 66602 (ex-66624) (again not needed), passing Częstochowa station, and another unidentified one in the gloom as we approached the Warszawa suburbs.

April 30. I had intended to get to Sochaczew NG museum in the afternoon where I understood 0-8-0 PX29 1704 would be in steam on the passenger service. However I messed up my morning's travels around Warsaw and missed my planned train to Sochaczew. I decided to go there the following day instead & caught a local past the freight yards at **Warszawa Praga** in search of possible FPL 66s and eventually spotted one at the container depot near Warszawa Żerań. Detraining there I was rewarded with one I needed at last, 66601 (ex-66625) with another, 66014 (ex-66417) and ES64 F4 450, Pesa Gama 111Ed 035 & Newag Dragon2 E6ACTab 010 (these different numbering systems are so confusing).

May 1. After spending some time at Warszawa Zachodnia, which is being extensively rebuilt, causing many problems for access to the furthest platforms, involving having to climb a very high footbridge. If trying to reach the W-Wola platforms for S9 services, this currently involves a 1km walk. One has to be careful noting Polish train numbers – Stadler long-distance ED160 units mustn't be confused with outer suburban ER160 units or EU160s and SU160s which are express passenger electric and diesel locos respectively. Later on during the visit to **Sochaczew NG museum**, I was disappointed to see that the passenger service had reverted to diesel LXd2 340, despite the steam loco evidently having been used the previous day, and still warm. After photographing the museum exhibits, I noted that the diesel was taken into the shed / storage area where Px29 1704 was in the yard with a number of stored diesels. I managed an 'over the wall' photo of the Px29, and noted three unidentifiable stored Lxd2 diesels plus Lyd1 226.

May 2. To Białystok where I had heard some FPL locos were based but didn't see any. However, having noted Gama electric 111Eb-001 on a suburban double-deck service to Warszawa Ochota, I was surprised to see diesel version 111Db-001 at Warszawa Wschodnia, and upon arrival at **Białystok** to see yet another version, numbered SU160 006 (111Db) which backed on to my train after the electric loco had come off. Later, the first of the class, SU160 001, arrived as did 111Db-001. A short walk to the depot found the doors to the office locked and a definite 'sorry, no' response from a window to my request to visit and take photos. There were several dumped / stored ET66s and ST44s visible but little or no actual movements seen.

May 3. By train to **Kutno**, where on this public holiday I watched a good variety of passenger and freights passing, several being intermodals probably bound for the PCC operated Kutno container terminal, where, on passing earlier there were several Vectrons and 186s and a hired shunter, Mak G1202 numbered 270 002, registered in Germany. The station saw several of the ED160 long distance units as well as EU160 and EU44 passenger locos, some in coloured vinyls, as well as ex-DB VT627-102 on a local towards Sierpc and L4268 & 36Wed units to Łódź.



Poland. Orlen Kol Trans electric loco 594 023 (small number under front window) passing through Kutno station, 3/05/22.



Poland. EU160 018 on an Inter City train enters Kutno station, 3/5/22.

(Both photographs by ROD PIERCE)

Freights included two M62Ms of Rail Polska, an ex-Moroccan 'ET22', 201Eo-007 and yet another differently-numbered and evidently fairly new Bombardier electric 594-023 – with this number on the front so small that I didn't spot it and took down its much easier to read UIC identity, 5-170-143. When I looked at my photos later I saw it in small characters under a cab window. Back to Warszawa via Łódź on a well-filled three-car EMU. This stopped at various small stations where at each one, many cyclists out for the day tried to board with their cycles, with three or four machines eventually blocking every entrance on the unit. Orange liveried LS300a 532 and SM42 2302 were stabled at Łęczycza, about halfway between Kutno and Łódź.

May 4. A long journey south from Warszawa to Slovakia, the train again taking the Racibórz route. On the way, 2-10-0 Ty51 133, previously at Chabówka, was seen plinthed at Sosnowiec Główny and an industrial 0-8-0T, plinthed TKp 12800, was passed on the outskirts of Gliwice. Another ex-Moroccan ET22, 201Eo-013, was seen on the way, along with M62BF 3102, M62 0161, DBS (ex-Dutch) 6403 and various private ex-Czech 181, 182 and 183 locos. Taking numbering to the ludicrous, one of the final Polish locos noted approaching Bohumin was a 'Dragon2' numbered E6ACTadb-043. Let's hope there are not too many more such variants!

SPAIN

News. July 2022 was an eventful month with three major schemes being completed. The first was the opening on 1 July of the standard gauge tunnel from Madrid Chamartin to Madrid Puerto de Atocha, this linking the standard gauge high speed lines in the north with those of the south without the need to pass through a gauge changing apparatus. The scheme upon which work started in 2010 also included 28 km of quadruple track from Madrid Atocha to Torrejón. It is now possible for parallel moves to take place with a train from the north for Valencia with an Atocha starter for Sevilla. 19 July saw the opening of the new broad gauge high speed line from Palencia to Badajoz (150 km) but as the electrification will not be completed until sometime in 2023 the hybrid S730 trains will be used until the current is switched on. A few days later on 22 July the high speed line from Venta de Baños to Burgos (87 km).

SLOVAKIA

Visit Report, Rod Pierce reporting.

May 5. On Žilina depot I noted the frame and wheels only of scrapped electric 183 017. An unusual departmental Bo-Bo diesel numbered PA-600 (UIC 9-181-001) was seen hauling a few wagons nearby. The depot contained a mix of diesel and electric locos. Most local electric workings in the area are now firmly in the hands of Škoda built 660 (four-car) and 661 (three-car) units, some carrying similar numbers to their Czech counterparts. Station pilots were 721 058 / 116. A trip along the main line to Strba saw fewer freight workings than previous visits, but still many in the hands of double-loco class 131s. I had planned to stop here to photograph passing freights with the snow-covered peaks of the High Tatras as background, but rain and low cloud encouraged me to return to Žilina a little earlier than planned.

May 6. By train to Zvolen, via Vrútky and Banská Bystrica, but not before a surprise was seen at Žilina in the form of Hungarian single-cars 9 160 015 and 9 160 035, plus a centre carriage, all with H-KFV markings on an unknown working. At Zvolen station the station pilots were 721 004 / 117. Near the station is a park with a plinthed armoured train in camouflage livery, including 2-8-2T 433 008 with no markings. A walk to view the works and depot produced several cl.736 diesels and cl.240 electric locos, as well as 745 608 (an ex-DR V100) stabled nearby. A small 0-4-0D shunter owned by ZOS Zvolen, numbered DGTu 5c-3519, defied any further identification, as I couldn't see if it carried any other number. Returning to Vrútky, I spent a short while at Vrútky Nakl station, alongside the loco works, where 701 635 and 702 609 were pilots, and larger private diesels S.2108 (Polish 7 620 010) and 770 519 were seen, along with a small yellow shunter from US Steel, Košice, 709 522 and blue private 702 640.

May 7. I took trains from Žilina to Trenčín, Leopoldov and Bratislava and I noted plinthed 0-6-0T 312 801 at Trnava station. **Bratislava** as usual saw a steady stream of freights, roughly 50/50 privately owned and the rest ZSSK, CD or PKP. On to **Kúty** where I waited for a connection to Breclav, where I was spending the night. Kúty had several diesels and electrics stabled including the strangely-striped liveried Czech Translog locos 742 276, 242 258 and 242 223, which were hauled away by ELL Vectron 193 215. Ex-Belgian 365 002 operated by CER passed. At **Breclav**, a wide variety of private locos were stabled as always alongside the station, including several ex-CD 242 locos and one numbered as pseudo-Bulgarian 044 115 (ex-CD 242 205).

SWEDEN

Visit Report. Ove Tovås reporting.

My wife and I visited Ofotbanen/Malmbanan during the festival in Kiruna. There were a lot of extras with the R 976 0-10-0 steam loco, Dm3 and older electric locos. R 976 and Dm3 were hauling LKAB iron ore wagons from Kiruna to Vassijaure, and I got some photos of them at Björkliden. The two ore trains were later coupled at the border with Norway and hauled forward by IORE modern electric locomotives.

USA

News. All is not well on the Class 1 Railroads. A meeting on 26/27 April of the Surface Transportation Board heard reports from customers of poor service on the railroads. Figures produced showed that train speed was down and, in terminals, car dwell time was up. The RR officials blamed the pandemic whilst staff and customers blamed PRS – Precision Scheduled Railroadng which brought about fewer train starts, fewer locomotives, longer trains and yard closures. Over the last few years railroads now have 29% fewer staff – i.e. 45,000 fewer jobs. So, now the Class 1s are hiring more staff and bringing locos out of store. The layoffs during the pandemic and PSR mean that it is not possible to cope now that traffic has returned to normal, being hampered by fewer staff and new operating procedures.

Some good news from the USA is that Amtrak has ordered another 50 Siemens Charger locomotives. These additional locomotives will be used on long distance, transcontinental services. And the same day the Texas Supreme Court ruled in favour of Texas Central Railway using Eminent Domain to compulsorily acquire the land required for its High Speed Dallas to Houston Railway. There is now only one way for protestors to stop this railway. Only the United States Federal Court can overturn that decision.

Preservation. The museum line Mount Rainier Scenic closed down operations in May 2020 coinciding with it being acquired by the AHRR group that runs Durango & Silverton, and the pandemic. Now there is good news to report as the line is set to reopen in 2023 as the Western Industrial Forestry Museum. **Portola (CA).** The Western Pacific RR Museum has finally restored WP 165, 0-6-0 (Alco S. 58787/1919). It was tested in May and used for its first trips early in July. **SMS Rail Lines** in New Jersey has test steamed 0-6-0 9 (Alco S 70402/1942), latterly at the New Hope & Ivyland RR. The tests were successful and now the locomotive can be completed. It is reported that the loco last steamed in 1981.

(Alex Bomphray (2), Rod Pierce (6), Ross Middleton (2), LOK-Report, Trains newswire)

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

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Being 'run in' following a lengthy overhaul, ex-LNER A4 No.4498 Sir Nigel Gresley was also used as a guest locomotive at the Spring Steam Gala on the Severn Valley Railway. Shown here on 21/4/22.



Restored to traffic, ex-Great Western Railway Castle Class 4-6-0 No.4079 Pendennis Castle is seen on the turntable at Didcot on Good Friday, 15/4/22.

(Both photographs by JOHN PALMER)