

BULLETIN

VOLUME 74 NO.09

OCTOBER 2022



Industrial Locomotives • The Chairman's Outing
Book Reviews
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(* Library facility available.)

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The Passing of Her Majesty Queen Elizabeth II: The Management Committee and Members of the Locomotive Club of Great Britain have been greatly saddened at the passing of Her Majesty Queen Elizabeth II after more than 70 years on the throne. We send our sincere condolences to His Majesty King Charles III and all his family at this very poignant time. Her Majesty's reign has seen huge changes on Britain's railways and the Royal Train is still a valuable asset in the business of the monarchy. In 1953 the non-stop London to Edinburgh *Capitals Limited* express became *The Elizabethan* and the Silver Jubilee in 1977 was marked by an eponymous Deltic-hauled express from London to Edinburgh.

North West Branch: *Neville Bond writes:* A joint meeting with the Preston Branch of the RCTS has been arranged as follows: Thursday 1st December 2022 at 19.30, upstairs at The Red Lion Hotel, 9 Ash Brow (the A5209), Newburgh, WN8 7NF. (The pub is about 4 miles west of the M6 Junction 27 on the road for Parbold and Burscough.) The subject is *Scenes from the 1960s in Colour* and the presenter is John Sloane. There will be no charge for attendees, members of either organisation or the general public.

North London Branch: *Tony Stratford writes:* The North London Branch have arranged a series of talks from November 2022 until June 2023. These are as follows:

8th November 2022: Geoff Plumb: That Was The Year That Was: 1963

13th December 2022: Colin Mieil. A visit to North Korean Railways in 2014 and 2015

10th January 2023: Bryan Cross: Harold Clements Part 2

(14th February 2023 and 14th March 2023 are to be confirmed)

11th April 2023: Jim Pentney: Travels with my video camera

9th May 2023: Branch Supporters Afternoon.

13th June 2023: Ray Schofield: Scotland Part 1.

New email address: Can Club Members please note that Mr Rolland now has a new email address, this being: rollandrt@outlook.com

Meeting Cancellation: The North London Branch AGM and supporting meeting, originally scheduled for 11/10/22, has been postponed due to the unavailability of the Meeting Chairman. The AGM will take place at some point during 2023.

Press Day: Press Day for Bulletin 10/22 will be Tuesday 11/10/22 and distribution day for the same edition will be Wednesday 9/11/22. Press Day for Bulletin 1/23 will be Tuesday 15/11/22.

BRANCH FIXTURES

Bedford: 18/10/22: *Branch AGM & Guest Speaker (TBC).*

Bedford: 1/11/22: *With Lance King in Ireland (Part 2).* **Speaker: Leslie McAllister**

Central London: 21/10/22: *Branch AGM & Members' Images.*

Dorking: 12/10/22: *Brighton Trams.* **Speaker: Ian Gledhill**

Front Cover: *On 14/4/10, 6201 Princess Elizabeth accelerates south through Durham on the 1 in 100 gradient high above the chimney tops whilst down below the postman and other folk go about their everyday business.*

(Photograph by RAY SCHOFIELD)

Dorking: 9/11/22: *A Selection from the Ken Nunn Collection.* **Speaker:** Robert Jackson
St Albans: 13/10/22: *The Early Days of the Caledonian Railway.* **Speaker:** Roger Pidgeon
St Albans: 10/11/22: *That was the year that was: 1966.* **Speaker:** Geoff Plumb

MEMORIES OF OUR LATE QUEEN ELIZABETH II



The Queen and Robin Patrick at King's Cross, 9/10/03. Robin Patrick writes: I was chosen with others to meet The Queen and Prince Philip at King's Cross for them to look at one of the 225 sets that had been refurbished by Great North Eastern Railway (the 'Mallard' project). The train was on platform 1; it was not a formal visit so no members of the press were present. However, our Chief Executive, Christopher Garnett, knew her well and she agreed to come along to see the train and meet a few staff. I am in the middle of the picture, talking to Prince Philip with Christopher Garnett alongside the Queen. I retired on the 29/11 that year.

(Photograph courtesy of ROBIN PATRICK)



6233 Duchess of Sutherland is seen departing Llandudno Junction in lovely sunshine on the Royal Train, 11/6/02. Robin Patrick writes: It had been a lovely day, weather-wise. I was with Dave and Rob Scudamore and we had been at Holyhead and went onto the platform with the Royal Train and took our pictures in front of 6233. I wanted to see the Royal Train Manager, who I used to work with in Euston Control, and the police officer told me he was resting on the Royal Train and that I should go on the train and find him, which I did. The Royal Train was worked ECS from Holyhead, picking The Queen and Prince Philip up at Llandudno Junction. We photographers arrived there and got into a prime location on the bridge for the departure at Llandudno Junction, but at the time it should have left there was a cloud over the sun. The Queen had extended her meeting and was talking to people on the platform, but I am sure she thought of us photographers wanting a sunny picture as she liked trains so she delayed her departure for us to have sunshine on the train. I like to think this is correct!



Robin Patrick writes: Cl. 40 diesel No. D384 passing Roade Junction with 1X01, the Royal Train from Edinburgh Princes Street – Euston on 1/7/1964 around 07.00, a memory of working in manual signal boxes with The Queen passing on the Royal Train.

(Both photographs by ROBIN PATRICK)



The Spa Valley Railway held their 25th Anniversary Gala from 26-29 August. One 'guest' was a Swindon built engine for the Southern Region, BR Standard 4MT 75069. This machine was a regular visitor to the line in steam days gone by so it's a significant visitor from the Severn Valley Railway. It was a rare chance to photograph a steam locomotive on the line facing Eridge, as the railway prefers large engines to face Tunbridge Wells West. A photograph from its BR days shows it outside the engine shed at Tunbridge Wells West, so the Spa Valley wished to show it running smokebox first to Eridge. 75069 is seen approaching Pokehill farm crossing from TWW to Eridge on 27/8/22.



Also seen during the Spa Valley's 25th Anniversary Gala, on 27/8/22 another 'guest', Bulleid Pacific 34092 City of Wells, is seen approaching Pokehill farm crossing with a train from Eridge to Tunbridge Wells West.

(Both photographs by CHRIS GEORGE)

BRANCH REPORTS

Murray Eckett

Bedford: On 6/9 Branch Chairman Bill Davies stood in at short notice for the advertised speaker, George Howe, who could not attend due to overnight illness. It was a first outing for the latest of Bill's *On and off the Footplate* series of talks, this one mainly based around Bedford Loco. He commenced with anecdotes and stories from his days at Nottingham, progressing to working on the Southern Region and the ECML at King's Cross, and interspersed by amusing photographs he had taken on his journeys around the UK mostly with his four legged companion 'Bentley'. An example was a sign requesting 'Please Do Not Sit On The Fence' and below was a poster 'Polling Station'! Another was one of many Bill has taken of Bentley on tour. Bentley was seen using his vocal cords to the full under the running in board at 'Barking'. We finally got to the main bulk of the talk 'Bedford Loco', featuring its locomotives from steam to diesel, its workings and many more amusing stories. Some were of incidents that when told were amusing but the outcome could have had serious consequences. As Bill said, 'We got away with it' We thank Bill for a thoroughly entertaining evening and a great insight into the daily working life on our railways. If you ever get the chance to attend one of Bill's talks, take it. You are in for a treat. George Howe has made a full recovery.

Central London Branch held the meeting, postponed from August, entitled *Members Images*, on 16/9. As is usual for the topic, the offerings were many and varied. There were scenes of *Flying Scotsman* and *Clan Line* hauled railtours at Barnes Bridge in west London which contrasted with scenes at Boston Lodge on the Ffestiniog Railway, Swiss paddle steamers on Lake Lucerne and a steam-hauled special on the Furka Oberalp railway. The scenes of steam in West Germany at Crailsheim were notable for being taken over 50 years ago. They included steam-hauled heavy freights recorded just north of Crailsheim and at the station and the depot. There were more recent pictures of German steam from the 2010 Trier *Dampfspektakel*. These pictures were complemented by scenes from the Isle of Man in 1968 and more recently A4 60007 *Sir Nigel Gresley* at Doncaster and York. There were views of the unique BR Cl. 8P 71000 *Duke of Gloucester* and the S. & D. 2-8-0 at the Great Central Railway Autumn Steam Gala, recorded about 12 years ago. 46100 *Royal Scot*, on the Mid Hants Railway at Medstead and Four Marks, made an interesting picture.

Perhaps the most interesting scenes were from the Ukraine, recorded from 2008 to 2012. Almost all the locomotives recorded, both electric and diesel, were of classes well known to many Club members, such as the VL80 electric locomotive and the M62 diesel in its several variations but mostly in smart clean new liveries. Of particular note were scenes of a freight, hauled by a 2T13 diesel unit at Balaclava in the Crimea, the docks at Odessa, a 'Chummy3' diesel locomotive at Mariupol and a view of the elegant station building at Kharkiv. One can only wonder what has happened to these places at the time of writing. Grateful thanks must go to Martyn Gregg, Murray Lewis and Rob Mearman for giving us such an enjoyable and educational evening's entertainment.

St Albans: In a late change to the previously-advertised speaker on 8/9, the St Albans Branch began its 2022/3 season with a return visit from Branch Liaison Officer Bill Davies, who gave another in his series of entertaining talks entitled *On and Off the Footplate*. The central point of Bill's talk was a potted history of the various engine sheds that were located at Bedford, starting at the time when the original two Bedford stations were built and opened, one each by the Midland and London & North Western railways. Some rare steam engines were highlighted, including a series of early Midland Railway 0-6-0 and 2-4-0 tender locomotives, together with a failed LMS Beyer-Garrett machine. Bill told of a story involving a BR Standard 4 75xxx locomotive that was being used as a pilot engine on a Down express train; travelling at more than 90mph, the footplate crew noticed that the engine's boiler appeared to be trying to detach itself from the frames!



Ex-MR Johnson 3F 43342 (14E) facing south on the turntable road at Bedford, 1962/3. The loco was transferred to Bedford from Rowsley (17C) in late 1962 where before its transfer it had spent all its time during BR days and possibly many more years prior to this. It was built by Dubs & Co in 1891 as MR No. 2065. It was renumbered to 3342 in 1907 and withdrawn in January 1964. The flat crossing behind the loco is the cord line into the gas works.



43342 under the coal hopper at Bedford Loco on the same day.

(Both photographs by the LATE JACK TURNER, COURTESY OF BILL DAVIES)

Following this, all the '75s' at Bedford were moved on, their pilot duties being taken over by MR 2P 4-4-0s, old favourites on the line.

Some more modern diesels were noted in Bill's talk as having either been based at Bedford or 'passing through'; these ranged from 4-wheeled railbuses and Cl.127 DMUs to a lone 'Baby Deltic' and a failed Cl. 28 Metrovik. Bill included some of his own personal stories to add to the diesels seen along with other hilarious more general railway-related stories, the whole of which added up to a superb evening's entertainment. This talk is highly recommended for other branches. The St Albans Branch would like to thank Bill for stepping in at short notice.

Obituary: Bernard Karl de Maid R.I.P

Cedric Spiller writes: Club Member Bernard de Maid passed away on the 21st July 2022 after a short illness in his home city of Cardiff. Bernard was a dedicated steam railway enthusiast, travelling the world to enjoy his hobby. For six months of the year he resided in Cape Town, South Africa. I, along with fellow club member Chris Lewis, first met him many years ago at Victoria Falls on a Rovos Rail excursion and since then have enjoyed riding and chasing trains all over Europe, South Africa and India/Sri Lanka. His last trip with the LCGB was Sri Lanka on the Viceroy special. Bernard was one of the most high profile solicitors in Wales, defending many people who had been convicted of capital offences based on their colour and the prejudices of the Welsh police. Another aspect of his legal career was his success in getting compensation for the families of World War One soldiers shot for cowardice and desertion. Bernard lost his wife Lynne several years ago from cancer. She, too, was sorely missed by his friends as she usually accompanied him on his train travels in South Africa. Being with Bernardo (my name for him) was one of life's rich experiences, particularly sharing a chardonnay (with ice). My lasting experience of him was both of us using Colombo tuk-tuks to get to a hotel fifteen miles away and near the airport after the Viceroy special bash. Just like an Isle of Man TT race! His humour and company will be sorely missed.

PRESERVATION NEWS

Nigel Mundy

Bluebell Railway: A 3-day gala "Fenchurch 150th Birthday Bash" was held 29-31/7/22. Although this particular locomotive did not work all weekend, two visiting Terriers, W11 (from the Isle of Wight) and 70 *Poplar* (from the K&ESLR), were to be used. One of the writers travelled by the 12.50 from East Grinstead on 29/7/22 which left a few minutes late, awaiting passengers off a Victoria train which only arrived at 12.50 (the Southern's East Grinstead service was only running hourly on this date). This was worked by Q 0-6-0 30541, but no Terriers were to be seen at Kingscote from where they should have worked a 13.45 to Sheffield Park. It transpired that *Poplar* had failed and the train had terminated at Horsted Keynes where the second Terrier (W11) was used to take the two passenger coaches to the sidings whilst *Poplar* was receiving attention in Platform 3. Apparently, as the train ran in to Horsted Keynes, the driver heard a strange rattling noise and, once in the platform, advised that he had a problem and went underneath to investigate. He found that both coupling rods had bent. As the train was composed of only two wooden coaches, he had not been working hard, neither had he primed, as photos of the clean boiler showed – when Terriers prime they tend to cover the boiler in sooty water, so it can only be assumed that it was a problem caused by lack of lubrication. The loco has not long (a couple of months) returned from overhaul at the North Norfolk Railway and has not run many trains at the K&ESLR during that time. W11, of course, cannot run solo here as it is air braked only. The Q continued to Sheffield Park, arriving punctually. 6989 had failed earlier in the week with fire-bar problems and was replaced by the Q, whilst other locomotives working were O1 No. 65 and 80151.



2-4-2 100 Viking (Viking Eng/77) at Stapleford Park on 27/8/22.



60022 Mallard (Sully R/99) at the Great Cockcrow Railway on 3/9/22.

(Both photographs by NIGEL MUNDY)



SAR class NGG13 2-6-2+2-6-2 Garratt No. 60 being prepared to work the afternoon train from Aberystwyth, Vale of Rheidol Railway, on 3/8/22.



The Bulleid Pacific, formerly 34027 Taw Valley, was somewhat controversially repainted in purple livery and renumbered and named 70 Elizabeth II earlier in the year, in celebration of the Platinum Jubilee of the reign of the late Queen. The locomotive is pictured at Bridgnorth on the Severn Valley Railway on 9/9/22, the day after Her Majesty passed away at Balmoral.

(Both photographs by PETER LONGSTAFF)

Afternoon trains were delayed by a lineside fire between Horsted Keynes and Sheffield Park, 80151 starting 27 minutes late with the 15.50 from Sheffield Park awaiting the arrival of No. 65 piloted by W11 with the 15.05 from Kingscote, but lost no more time, arriving East Grinstead at 16.55 in time for your reporter's planned connection. (AF, CF)

Richard Awde revisited the Bluebell Railway on 28/8/22 when 30541 and 73082 were in use on trains with 65 on the "Golden Arrow" Sunday lunch service. Locos not seen on his previous visit on 17/4/22 (Bulletin 6/22) included 847 and 75027 alongside the loco shed with GWR 6989 in the shed yard and BRCW Type 3 D6570 inside the loco shed. Since 17/4/22 Schools 928 has moved away for restoration and USA tank WD 1959 has left the railway. (RA)

Gloucestershire Vintage & Country Extravaganza, South Cerney: A visitor to this event on 7/8/22 noted 0-4-0F AB 2126/42 in green livery, lettered "Central Electricity Generating Board", together with brake van B954990, built in Darlington in 1959, displayed by the Vale of Berkley Railway. (RA)

Great Dorset Steam Fair: 34053 *Sir Keith Park* (without tender) was displayed on a road low loader. (RA)

Kent & East Sussex Light Railway: Noted on display outside Northiam Station on 31/8/22 was a light green 0-4-0ST lettered "Railway Retreats". This is AB 2015/35, which has recently been restored cosmetically at the West Somerset Railway and had previously been stored at a number of preservation sites, but is not believed ever to have steamed in preservation. (NM)

Lathalmond Shed 47: 0-4-0ST *Big Dave*, North Bay/2021, was in use as advertised on 7/8/22. AB 2296 was being worked on in the open air outside the shed - the bottom half looked complete whilst the boiler was in front of it, looking like new with wash out plugs fitted, so probably not far from being ready. MOD 251 Hunslet 9046/81 was giving rides in brake van B953544. The frames, wheels and boiler off what appeared to be a Decauville steam loco were on the ground next to the two foot gauge line - no number was visible on the parts but, judging by photos, this is Dec 917. AEC Regent III, BDJ67 was giving rides around the site. (DW)

Richmond Light Railway: At the annual open day held on 13/8/22, seven locomotives were in steam - Quarry 0-4-0STs *Elin* (HE 705/1899), *Sybil* (HE 827/03), *Lady Joan* (HE 1429/22) - visiting from Bredgar, 0-4-0T *Chuquitanta* (Couillet 810/1885), 0-4-0WTs *Bronhilde* (BMAG 9124/27), *Jenny* (Jung 3175/21) and 0-4-0VBT *Leary* (Foulds/2010), the last mentioned being on "driver for a fiver" duties. WB 2090/19 *Pixie* was reported to be off site under overhaul. There was no sign of KS 2442/15, although it could have been in the shed which was locked up, but no locos could be seen through the gaps in the doors. Cagney 4-4-0 1904 was in the museum with an unidentified new build 184mm gauge loco under construction. (DW)

Vale of Rheidol Railway: A short visit on 3/8/22 found the 10.30 and 14.00 trains ex-Aberystwyth being worked by Class NGG13 2-6-2+2-6-2 Garratt No. 60, as per the locomotive roster published on the railway's website. These trains have been rostered for this newly overhauled locomotive on Tuesdays, Wednesdays and Thursdays throughout the summer. The locomotive appeared to be in excellent condition.

On 11/8/22 SAR No. 60 worked the 10.30 and 14.00 services. An arrival at 9.45 did not cause any problems with the booking of tickets. The train was formed of carriages 4151, 4150, 4149, 4999, 4147, 4143 and 4995. The second service consisted of No. 7 hauling carriages 4997, 4998, 4148, 4144 and 137.

The coal they are burning is very hard and was being sent up the chimney and over the carriages and passengers. As a matter of interest the cross heads on the LHS of the loco are both marked SAR 77, so presumably the power bogies are off 77? (*Ed: Both locomotives were allocated to Umlaas Road when noted on 29/3/80.*) (PL, DW)

Weald of Kent Steam Rally, Woodchurch: A visitor on 6/8/22 noted K&ESLR 12 *Marcia* (P 1631/23) displayed on a low loader. (RA)

(Richard Awde, Allan Faulkner, Charles Firminger, Peter Longstaff, Nigel Mundy, David Williams)



NER Q6 0-8-0 63395 stands under the coaling plant on Grosmont Shed after two return workings from Grosmont to Pickering on the North Yorkshire Moors Railway on 2/8/22.

(Photograph by ROBIN PATRICK)



Diesel haulage on the Bluebell Railway due to the fire risk during a very hot weekend. D4106 awaits departure at Horsted Keynes on the 16:00 to Sheffield Park on 13/08/2022. Other heritage railways also resorted to diesel traction during the same weekend.

(Photograph by NORMAN HAYLLAR)

MINIATURE RAILWAY NEWS

Gloucestershire Vintage & Country Extravaganza, South Cerney: A visitor on 7/8/22 noted a 260mm gauge portable track was in operation with King Arthur 4-6-0 SR 772 *Sir Percivale* with two BR standard outline suburban coaches. The loco was built in 1979 for the Oakhill Manor Railway and when this railway closed it went into storage for about 20 years. The loco is currently in its original 1979 paint finish. (RA)

Great Cockcrow Railway: A visit to a private function on 3/9/22 found a number of locomotives running including several visitors - from Northampton: 0-6-0T KNLR 1 (Ware P/67), from Stockholes Farm: GNR C1 4-4-2 251 (Balmforth A/74) and V2 2-6-2 60809 *The Snapper*, from Grimsby: Holmside 0-6-0ST NCB 35 *Holmside No. 1* (Gilbey P/2008) and Britannia 4-6-2 70014 *Iron Duke* (Dumbleton G/2019), from Cardiff. Also seen was A4 4-6-2 60022 *Mallard* (Sully R/99), from Llanelly: LMS Black 5 4-6-0 44760 (Walters A/2013), from Wakefield: Britannia 4-6-2 70008 *Black Prince* (Bickerstaffe A/90), from Hemsby: B2 4-6-0 61671 *Royal Sovereign* (Reading B/2002), from Echills Wood: GWR 1400 0-4-2T 4863 and finally, newly-built machine by Pavier Steam, LNER O1 2-8-0 3451. Of their own home-based locomotives, LSWR T9 4-4-0 117 and GWR 0-6-0PT 1507 were also in use. Unusually, in addition to the steam, a number of BR diesel types were performing including representatives of Classes 14, 20, 40 and 52. It was also noted that the MR Steam Railmotor completed by Walter Scott in 2011 is now resident here. (NM)

Great Dorset Steam Fair: 260mm gauge King Arthur class No. 772 *Sir Percivale* in Southern green livery with two BR standard suburban coaches was working here alongside 34053. (RA)

Onslow Park Steam Rally: A visit here on 28/8/22 found a 184mm gauge portable track in use, on which Bridget 0-4-2T *Eva Lee* and Bagnall 0-6-0ST *Little John* along with a Cl.31 diesel were available for use. This attraction was provided by the Wolverhampton & District MES. (NM)

Romney, Hythe & Dymchurch Railway: A visit on 14/8/22 found Nos. 1, 3, 6, and 9 along with diesel 12 in use. (DW)

Stapleford Miniature Railway: A visit on 27/8/22 found five locomotives in steam – home-based Curwen Atlantic 751 *John H Gretton*, together with Nickel Plate RR 2-8-4 752 and NYC 4-8-4 6019 being joined by a 4-4-2, 2003 *Emily* (Curwen D 1149/49), and 2-4-2 100 *Viking* (Viking Eng/77) – the last two were double-heading with the Atlantic leading. It is understood that *Viking*, much rebuilt, has not steamed for over 25 years. Both the LMS Jubilee and the GWR Saint are currently dismantled under overhaul as is the East African Class 31, the latter off-site. It is understood that the long-awaited LNER P2 2-8-2 2001 *Cock o' the North* is almost complete. (NM)

Wayside Light Railway, Kent: This superb private railway held a visitors' day on 28/8/22 which saw eight of their 184mm gauge locomotives in steam - 0-4-2Ts 7 *Hunton*, 10 *Jenny* and 11 *Jeremy*, together with 0-4-4T 1 *Sir Robert*, 2-6-0s 3 *Edward* and 4 *Wealden Lady*, 2-6-2 8 *Lord Randall* and, the latest addition to stock, 4-4-0 12 *William Lawrence*. Our correspondent, in expressing how much he had enjoyed the event, singled out the friendly reception and helpfulness of those running the railway and the immaculate appearance of the locomotives. (GS)

Wood Lane Railway, Norton Juxta Twycross, Leics: A visit was made to this little-known private line on its first annual open day since Covid, which took place on Saturday 6/8/22. Four 184mm gauge steam locomotives were operating on the compact but interesting dual-gauge (184/127) track, which includes a trestle viaduct and a tunnel – these were Bridget 0-4-2T *Cindy* (Collins P/94), 0-4-2T *Gillian* (ESR 304/99), C19 2-8-0 402 *Shoshone* (Milner Eng 105/77) together with a Phillips & Rangeley 2-6-0 3 (Clarke G & Frank P/2016) plated BLW 11706/3/1891.

Eleven road steam engines were also in operation. (NM)
(Richard Awde, Nigel Mundy, Geoff Suich, David Williams)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Movements: 30587 to E5000, 34007 add *E2607, MR 158A to E1702, 61264 to E1600, Dec 917 to S6007, HC 1857 to WL007, SS 4150 to E5000.

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

Add: Milligen G/71 6100 ROYAL SCOT 4-6-0 260 *LMS Scot* at E7581.

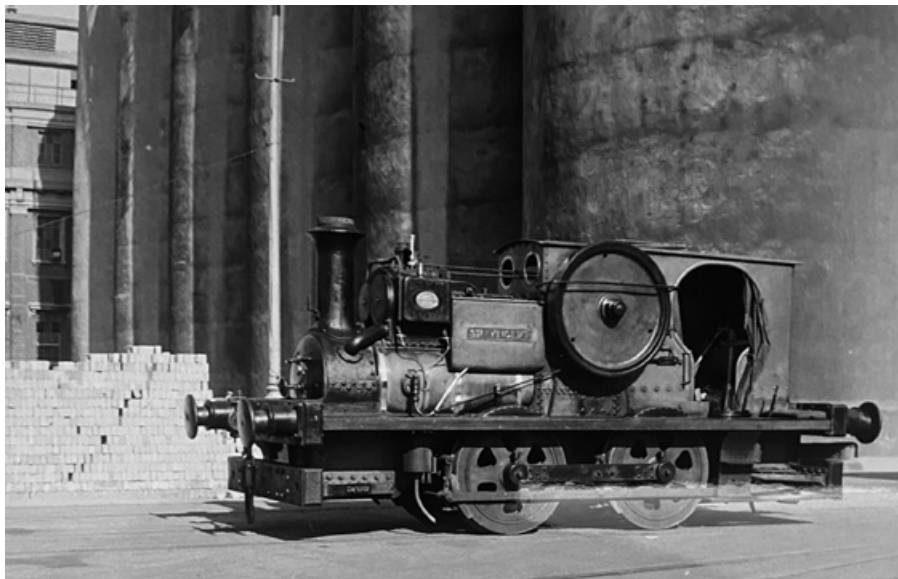
INDUSTRIAL LOCOMOTIVES IN THE LONDON AREA

Charles Firminger

Members will recall that in recent Bulletins, I recounted some events from my railway career. I mentioned the number of 'trip' workings from Plumstead to various sidings along the North Kent line; in addition, there were similar trips from Hoo Junction along the Medway Valley line and the Grain branch. Whilst almost all evidence of the workings from Plumstead has disappeared with the building of the Elizabeth Line, Hoo Junction Yard remains, mainly for the engineers, and up to a dozen Class 66 diesel locomotives can often be seen there from passing trains.



GEC Erith (Fraser and Chalmers) always kept their locomotive in pristine condition and it could often be seen from the Up platform at Erith Station. The locomotive is 0-4-0ST No. V75 (Bagnall 2469) and was pictured on 11/3/1961.



Probably the prize exhibit was at British Oil and Cake Mills, who had Sir Vincent (Aveling and Porter 8800). This is also seen on 11/3/1961.

(Both photographs by CHARLES FIRMINER)

THE CHAIRMAN'S OUTING

Bill Davies

On 9/8, most of the LCGB Bedford Branch assembled at Bedford for the 14.56 (7 late) working to Kettering, for a 7 minute change of trains, to perambulate north to Kettering. No panic as our service was 19 minutes late due to 'hot rails dahn sarf'. Our party was made up of stalwarts more than used to such 'glitches' in the timetable. Whilst enjoying the splendid Midland Railway canopies, we awaited the arrival of our Chairman's specially requested Class 180 driven only by Derby drivers. Needless to say the Chairman bored everyone with his anecdotes from Kettering. But who amongst the party knew of the term 'Nish' used by locomen of eras gone by. Answers on a postcard please!!!

Heading north we enjoyed the ease with which our Class 180 climbed to Desborough, passing the Triangular Lodge of Gunpowder Plot fame, then descending into the Welland Valley for our destination, Market Harborough. The station building was the work of John Livock and is Grade 2 listed. It was completed in 1884, 34 years after the first line opened between Rugby and Stamford, which closed in June 1966. In 1857 the Midland line was added, finally, the line to Northampton opened in 1859 and closed in 1981, leaving just the Midland on its severe curve through the station. For weeks and years on end engineering works took place at Market Harborough but only recently was the curve straightened out after many replacement bus journeys. Now electrification is encroaching so it will be interesting to see, once complete, what service will be provided, or, indeed, like the policy for small depots on the former Midland reopens at this location. A very rudimentary steam establishment, once a sub-shed of Leicester, existed for many years under different garage depots. A mixture of former LNW, Midland and

GN based locos could be seen at weekends on shed. Staple power in the area is now (for passenger workings) Cl. 222s and 180s with the ubiquitous Class 66s in various colours, Class 60s, and whatever the ancient diesel depot at Leicester turns out.

We had been very lucky in catching a glimpse of a purple Class 67 at Kettering; however that was banished to route learning duties around the Manton Line.

Having absorbed all that Market Harborough Station had to offer, we made our way back to Kettering to sample the lifts over to Platform 1, with the Chairman pointing out all the plaques on the station plus the location of the subway where once he and his mother nearly missed a Nottingham train because of the very slow and late running J15 hauled train from Cambridge. Onto former Great Eastern stock, sadly not a J15 but a Cl.360 to arrive in time for an ale or two at the Little R' Ale bar, Wellingborough Station where sustenance was obtained from the admiral FishnChip emporium named Rock and Roe. Mary, our hostess, provided us with all the crockery, condiments and the like as we sat around a huge cable drum table.

Thanks to everyone who joined us and to Mary at the Bar who pulled out the stops to make sure we had all we needed. Let's do it again some said. Why not? Next year, maybe a trip to the misguided busway at Luton, the new link to the airport and, doubtless, refreshments in a local hostelry. We will see.



*The members of Bill Davies' party enjoying a drink at the Little R' Ale Bar, Wellingborough Station.
(Photograph by BILL DAVIES)*

LETTERS TO THE EDITOR

Heritage Railways and Advanced Ticket Bookings

Dear Murray,

I read with interest Michael Smyth's account of his visit to North Wales in Bulletin 8/22. Having made a similar excursion myself prior to the pandemic, I was, however, dismayed to learn that a number of the heritage railways in that area are still insisting on pre-booking of tickets for specific trains. I have since discovered that even the Corris Railway is doing this! Whilst I appreciate that this was necessary during the pandemic, in fact it made the difference between railways operating and closing, I can see no justification in it continuing.

As someone who eschews modern technology as far as possible, and does not own a smartphone, I feel that myself, and others like me, are being discriminated against and being excluded from visiting these lines. Having managed without most modern technology for 87+ years, I don't intend using such things now, and I am sure that I am not the only member holding such views.

Modern transport providers are also showing a tendency to assume that everyone has access to websites, etc, and appear to be reluctant to display timetables or even lists of departures at stations. It is a far cry from when I joined the railway and one of my early jobs was to compile and check the departure posters displayed at the south-eastern London termini!

Charles Firminger

Beeches Light Railway

Dear Murray,

When Adrian Shooter was diagnosed with a serious illness, he discontinued the plan to re-site the Beeches Light Railway. It will, therefore, remain at Steeple Aston for the foreseeable future. Thus, the outline planning permission to build houses on the site will not be used. Luckily, Adrian remained well enough to be at Marylebone for the recent unveiling of the bust honouring him and his work in establishing Chiltern Railways.

John Batts

Beeches Light Railway PT2

Dear Murray,

I am writing to clarify the situation with the Beeches Light Railway (BLR). Due to a change in personal circumstances, Adrian Shooter decided not to proceed with the move of the railway to a new location. The BLR will therefore remain at Steeple Aston and it is expected that about six operating days per year will continue. Access is by invitation only.

Donald Wilson

Southern Region EMUs

Dear Murray,

I may be a steam man living in the Midlands, but I still think the leading unit, at least, in the lower photo on page 208 of Bulletin 8/22 is a VEP rather than a CEP or BEP.

Graham Leach

BOOK REVIEWS

Railway Cranes Volume 2 by Peter Tatlow.
Crecy Publishing. Hardback, 30 x 21cm. 272 pages. 260 photos and scale drawings.
ISBN 9781910809921. Price £35.

Originally published in 2013, this book is one of three volumes which form the definitive history of British railway cranes. As the most popular of the trio dealing with the zenith years of numerous huge cranes, the first edition sold out quickly, so here is your chance to buy your own copy, an essential information source for a study of rail bourn lifting and handling equipment. The book is written by an engineer and, in addition to numerous photographs, is graced with his line drawings of the machinery. The use and features of the equipment are also well explained as is the allocation to the depots where the cranes were kept.

Much has changed in the way wrecks, derailments and heavy civil engineering builds are dealt with today now that accidents are fewer, line clearance less urgent and lifting gear developed and less cumbersome. Cranes are now better hired than owned and best brought to site by road. But the book is an account of the cranes of the past and if you have an interest in this machinery you should not hesitate to buy it. (DAB)

British Railways Station Totems: The Complete Guide by Dave Brennand and Richard Furness. Crecy Publishing. Hardback. 29 x 21.5 cm. 352 pages. Over 2,000 illustrations.
ISBN 9781800351417. Price £30.

Top of the railwayana collectables comes the station sign totem and this book sets out to list and illustrate all these and other vitreous enamel signs used very widely in the first three decades of Nationalisation. It is a revision and enlargement of a 2002 work now out of print. The BRB made a good job of selecting a standard sign for their station names yet, by background colour, allowing some regional pride. The authors have assembled a vast number of colour photographs of the signs and explain, in particular, the manufacturing process, aspects of the design and type face used. The book is full of detail on the location of the signs with railway maps to show where the stations concerned are (or were!), but it is padded a little by anecdotes.

So we have a heavy, comprehensive, detailed book about a rather restricted subject which will appeal to those who rejoice in variation or are entertained by subtle differences. It looks good but the subject could be more substantial, so purchase will depend very much on your own interests. (DAB)

ABC British Rail Locomotives and Other Motive Power Combined Volume 1967.
Crecy Publishing. Hardback. 15 x 10.5 cm. 244 pages. About 170 photographs.
ISBN 978180035144. Price £13.50.

Crecy continue to reprint these famous pocket book size “combined volumes” of the celebrated Ian Allan abc series. It looks as if the reprints are doing well as this, 1967 edition, is (at least) the fifth such year book to be offered.

On the grounds that most of our members are familiar with the abc’s and description of the series has been done in recent book reviews, it only remains to recommend purchase to those who enjoy such nostalgia and want to remember what was rattling around on the rails 55 years ago. (DAB)



67006 Royal Sovereign passing Horsham hauling 1Z80, the 08.46 London Victoria to Chichester on 16/09/22. The Belmond British Pullman was heading to Chichester for the Goodwood Revival event.

(Photograph by NORMAN HAYLLAR)



On 11/9/05 Bombardier held an 'open day' at their Crewe Works, and here are seen Camden's 46203 Princess Margaret Rose with the Royal Scot headboard and sister (4)6201 Princess Elizabeth of Edge Hill with the Merseyside Express board. To the left is 46229 Duchess of Hamilton.

(Photograph by RAY SCHOFIELD)

OVERSEAS NEWS

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

ARGENTINA

Reopening. On 22 July passenger trains were reintroduced between Bragado and Pehuajó (164 km) after an absence of seven years. There are two intermediate stations on the section of line, which is the former Sarmiento line from Buenos Aires' Once station.

BELGIUM

News. Another new operator on the scene is Medway Belgium. Medway has been operating in Spain and Portugal for some time but now has set up an operating centre in Antwerpen. It started operations on 1 July with permission to operate in Belgium, Netherlands and Germany. Initially four class 186 electric locomotives have been leased from Alpha Trains – 186 206/24/27/29, with 224 already in Medway livery of yellow and grey and cleared for operation in DE, AT, BE, NL.

CANADA

Visit Report: Peter Longstaff reporting.

A visit in June/July to Newfoundland and the maritime provinces provided an opportunity to visit all of the locations in Newfoundland where locos have been reported, except Port Aux Basques, plus a few locations in the maritimes. The locos in Newfoundland comprised 2 steam locos and 9 diesels, all except one of the latter being of the 9XX Co-Co type built by CNR for Newfoundland's 3ft 6in gauge track. The condition of the locos varied, seeming to be dependant on custodianship, and liveries varied from CNR olive green/yellow through CNR black/white/red to black/red with Terra Transport decals, the latter company being the subsidiary organisation set up by CNR to run their road and rail activities in Newfoundland and ultimately close them down. The list of diesel locos seen is as follows:

906 at Coastal & Railway Museum, St Johns; in CNR olive green/yellow livery in good condition.

925 at Train Station Museum, Avondale; in CNR black/white/red with paint peeling, parts missing and windows boarded.

803 (A1A-A1A) at Railway Museum in former station, Carbonear; in CNR black/white/red with paint peeling.

940 at Railway Museum in former station, Whitbourne; in Terra Transport black/red with window glass missing.

932 at site of former station near harbour, Bonavista; in CNR black/white/red livery with paint peeling and windows boarded or glass missing.

900 at site of former station, Clarenville; in CNR olive green/yellow livery in fairly good condition.

902 at the Train Park adjacent to highway 340, Lewisporte; seemingly newly painted in black and maroon with no decals or cabside number.

924 at the museum at the former station, Bishop's Falls; in Terra Transport black/red, paint in good condition but all glass and cab door missing.

931 at the Humbermouth Station Railway Museum, Corner Brook; in CNR black/white/red livery and in good condition.

At the **Humbermouth Museum** is also Newfoundland Railway 4-6-2 No. 593 (BLW 54401/1921), smartly painted in black. The museum also displays carriages and other rolling stock and a conducted tour of these is offered. With the exception of the Humbermouth Museum all of the above museums were closed when visited, but the St John's Coastal & Railway Museum, after being closed during the pandemic, appears to be open to visitors again. In all cases locomotives and other items of rolling stock were displayed outside and freely visible to visitors.



Netherlands. Freshly overhauled E186 223 is seen alongside E186 040 at Den Haag Centraal; both locomotives are working for NS. Depicted on 11/7/22.

(Photograph by AAD DE MEIJ)



Norway. Flåm. From left to right The Museum, 17.2230, 18.2250, 18.2249, 18.2251 and 18.2252 ready to depart on the 09.00 working to Myrdal, 17/06/22.

(Photograph by HOWARD FORSTER)



USA (CO). Durango & Silverton Narrow Gauge Railroad: Engines 473 (Alco 1923) and 482 (Baldwin 1925) at Durango are seen heading the train to Silverton on 5/6/22.

(Photograph by ELMAR PFANNERSTIL)



Canada. Corner Brook (NF). Nicely displayed at the Humbermouth Museum is CNR 4-6-2 593, a fine looking Baldwin product (54401/1921). Seen on 28/6/22.

(Photograph by PETER LONGSTAFF)

Also seen was former Grace Bay Railway 0-6-0ST No. 1 (now bearing the No. 7, its original number when built for the Botwood Railway), Jagger Vinnicombe works No. 1884 of 1881. (*The Canadian Trackside Guide quotes the builder as R. & W. Hawthorne – Ed.*) Currently plinthed outside the Mary March Museum in Grand Falls, the future of the loco is uncertain as the museum, which closed temporarily during the pandemic, now appears to be permanently closed.

In the maritime provinces a few former stations are now museums containing railway artefacts and usually a few items of rolling stock (but no locos), including Louisberg (NS), Kensington (PEI), Carleton (PEI) and McAdam (NB). Of particular interest at **Hillsborough (NB)** is the New Brunswick Railway Museum at the former station. When the line was closed by CN in 1980 Hillsborough became the base for a heritage railway operation using steam locos, however in 2004 repairs became necessary to wooden trestle bridges which were unaffordable and operation ceased. The base at Hillsborough, as well as the station building containing artefacts, consists of a yard full of ex-CN carriages and some other rolling stock items, including the last remaining double ended snow plough in Canada built in 1939, a couple of small sheds containing track maintenance trolleys and other permanent way items and a large shed containing a couple of vintage CN carriages, plus two diesel and one steam loco. The latter is ex-CN 4-6-0 No. 1009, built by MLW 51132/1912. Unfortunately the shed is so packed with items that it is impossible to obtain a decent photo of anything.

CHINA

News. Ross Middleton reporting.

A new railway section in China's Yunnan Province has been put into operation. The Dali-Baoshan rail line is seen as a major breakthrough in the construction of the China-Myanmar international railway corridor. It has taken 14 years to build this line because of the difficult mountainous territory.

DENMARK

175 Years of Danish Railways. This event was celebrated on 26 June, exactly 175 years to the day when the first train ran from København to Roskilde. Invited guests were able to travel on a suitable train hauled by the replica *ODIN* 2-2-2 locomotive built by the DJK at Roskilde. The original loco was built by Sharp Brothers in Manchester, 364/1846. On a technical point the first railway could be quoted as that between Altona and Kiel which opened in 1844 as Holstein was under Denmark at that time.

Electrification. The wires are now going up on various lines. The route to the new Fehmarnbelt Tunnel is well on the way with masts appearing in many locations e.g. Nykøbing station area. Elsewhere the line north from Fredericia is seeing work taking place with the route to Aarhus divided up into four work sections.

ETCS. This form of cab signalling does away with lineside signals and stops trains if necessary. DSB is now working on converting many lines in Jylland (Jutland) such as Holsterbro and Herning to Skanderborg and Vejle which are being done this year but other lines have already been completed. This, presumably, means the end of steam specials on these lines unless the Danes have agreed a fix. Obviously some sort of mobile ETCS equipment will be needed or indeed a permanent fixture devised.

IC2. It has been confirmed that the remaining sets are going to Romania with the IC4s to follow as and when they are withdrawn.

Marslev. The Danish Railway Club (DJK) opened a storage shed at this location near Odense in 2004 and the LCGB visited it in 2014. Not much has changed there since until recently as DJK have now built a second storage shed just as big as the original with four tracks. The building is complete but tracks are still to be laid. It is understood that an S-Tog unit plus MR and Y DMUs are due to be stored here together with other carriages and wagons.



Immaculate English Electric Type 4 D213 Andania approaches Sheffield on 16/4/22 with a Manchester-Great Yarmouth excursion promoted by Saphos Trains Limited.



The National Railway Museum owned English Electric Limited built Type 3 diesel-electric D6700 is now based at the Great Central Railway. It is seen here near Loughborough on 30/4/22 with the 10.35 train heading for Leicester North.

(Both photographs by JOHN PALMER)

GERMANY

Baden-Württemberg. SWEG Bahn Stuttgart GmbH has problems with its EMUs and has drawn up an emergency programme to allow units to be withdrawn for warranty work. A contract has been won by Wedler Franz Logistik (WFL) to provide replacement trains on the Tübingen – Mosbach-Neckarelz route until December this year with possible extensions for further periods in 2023.

Erfurter Bahn has won a temporary contract to extend its Gera – Zeulenroda service through to Hof. This arrangement is for 2022-24 after which the route will be offered for competitive tender.

Heidekrautbahn. This line is part of the Niederbarnimer Eisenbahn which is scheduled to reopen within the next few years. It has now been announced that Siemens is to supply seven two-car Mireo Plus H trains. The H is for hydrogen fuel cell drive with lithium-ion batteries also provided.

Malowa, Klostermansfeld. A report on *Drescheibe-online* gave details of a visit to the Malowa workshops on 2 July. Besides the numerous diesels mentioned, many had no identities visible. Five steam locomotives were at the works and three of these are a little difficult to identify. 98 812 is quite clear as is 52 8029. MFC 2 is unclear and there was another unknown steam locomotive. Finally there was a fireless loco from the Romonta works but not F 067 which was ex-works Malowa 22/06/22 and seen at Romonta 2 July.

Niederrhein – Münsterland. DB Regio has won the contract to operate certain services in this area with the change over taking place over the 2025-28 period then through to 2040. The services concerned are mainly DMU services currently provided by Nordwestbahn using leased stock. No announcements have been made regarding any new stock.

Schwarzwaldbahn. DB Regio trains are experiencing severe wheel wear on its double-deck trains. The problem seems to have been traced to relayed track in 2021 between Hornberg and St. Georgen. From 26 June trains were terminating at Hausach and St. Georgen with a bus running in between. DB Netz is reported as looking at trimming the rails, in effect widening the gauge a little. In August it was reported that there were three grinding / milling machines working on the problem.

Steam Charter. On 2 July 23 058 was used on photo charters between Lauda and Crailsheim.

Stuttgart S-Bahn. On 18 August it was revealed that many of the S-Bahn units had worn wheels with many units of class 430 having to be stopped for attention. Services on routes S1, 2, 12, 15 and 23 had to be reduced.

SWEG Bahn Stuttgart GmbH. Former Abellio routes have a problem with units needing to be fitted with ETCS, so to allow trains to be taken out of service a contract has been placed to hire in 110 428 from D-Train and 111 011/67 from DB Regio to work replacement trains, possibly going on until December 2025. Meanwhile, to cover for Talent 3 EMUs, WFL is using its own 112 024 and hired in 185 601, probably until December 2023.

159. DB Cargo has got its first two locos, these being 159 240/1, being Stadler 4193/4 of 2022.

189. It has now been announced that leasing company MRCE has sold 37 cl. 189 locomotives to Akiem. The locomotives that had been stored at Kassel were taken to Krefeld on 15 May.

249. These Vectron Dual Mode locos for DB Cargo are starting to appear. 249 001/2 were moved from München Allach to Wegberg-Wildenrath on 25 May with 249 004 moving on 26 June to the same place. Testing will take place prior to handing over to DB in 2023.

298. 17 locos are due overhauls in 2023 but whether this will happen is unclear as with new locos expected in the coming year some of the 298s might escape with a life extension until new class 159s and 249s arrive.

526. The new battery units for Schleswig Holstein have been seen with front numbers as 526 001, etc but the full EVN reveals they are in fact class 2526!

ITALY

E444. These locos are now at the end of their life, indeed many have already been scrapped at San Guiseppe di Cairo. Happily some locos have been preserved. Class leader 444.001

is reported as already being at Pietrarsa Museum whilst 444.005/045 are active museum locomotives with the FS Foundation. 444.068 is understood to be at or earmarked for Lecce Museum with another locomotive being reserved for the museum at Savigliano.

NETHERLANDS

News. Hans Scherpenhuizen reporting.

The leasing company Alpha Trains now has a flag bearer, a locomotive that has the company's full corporate livery: lime green and silver with big Alpha-logos. Alpha Trains has 80 (!) TRAXX MS2e electrics (series 186), yet none of those got the design, until now. In the first week of July 2022, 186 223 arrived in the Netherlands in lime and silver, after it had a major overhaul in Brugge (BE). The machine has been on hire to the Dutch railways (NS) since June 2020 and stayed with this operator after its return. To make this very clear, the loco got large blue NS logos on its noses. (*But, the EVN starts 91 88 and the VKM is B-NS! – Ed.*)

NEW ZEALAND

News. Ross Middleton reporting.

The Te Huia commuter service between Hamilton and Auckland continues to grow with patronage increasing 10% each month. This success has led to the Waikato District Council adding new stations at Te Kauwhata and Pokeno into its district plan with a view to building these over the next couple of years. Meanwhile Huntly Borough has decided to return the original Huntly station building to the new facility. This was removed 30 years ago when the old island platform was demolished to make way for a new road. Huntly is currently served by a single platform on the Down loop. The second Te Huia set should be returned to service shortly after fitting driving controls in the DVT.

Train Ferries. Work has now started on the new port facilities at Picton for the new rail ferries. The first of the new ferries is due in service by the end of 2024.

NORWAY

Visit Report: Howard Forster reporting.

This was the first visit to Europe by air since leaving the European Union. Four of us were flying from Newcastle to Amsterdam to join a ship. Newcastle Airport was operating normally with no delays at security. Schiphol had problems, it took more than an hour to clear passport control for non-EU citizens. EU citizens went straight through.

Oslo 14/06/2022. Through the privatisation of many services and the reorganising and rebranding of what remained of NSB, some new liveries were to be seen. SJ Norge, who operate services from Oslo up to Trondheim and on to Bodo, were using reliveried stock. However the loco on the 14.03 departure, 18.2244, was still in NSB colours; only labels on the sides with NORD in small letters on them identified the operator. Go-Ahead NORDIC, who now operate the Sorlandsbanen, Jaerbanen and Arenalsbanen in conjunction with The Kolumbus Public Transport Administration, appear to be repainting most of their stock. 73.108, which was on the 14.31 arrival from Stavanger, was in dark blue livery with diagonal stripes in two shades of paler blue and branded SORTOGET.

Kristiansand 15/06/2022. 18.2258 and 18.2260, both in the new livery, together with matching stock, were on the 11.56 and 13.47 departures to Oslo. Parked was reliveried 69052 branded SØRTOGET LOKALT.

Stavanger 16/06/2022. Two local services were worked by 72017/04, both still in original NSB livery rebranded KOLUMBUS. Go-Ahead NORDIC identification was carried by all four sets of stock, in large letters on classes 69 and 73, and in small letters on classes 18 and 71.

Flåm 17/06/2022. The Flåmsbana appears to have dedicated to it five class 18s, Nos. 2249-53. All have fixed to their sides, plates proclaiming FLÅMSBANA The Flam Railway. The museum contained 9.2063 and Ska 207, which had been joined by 17.2230 on display outside.



LMS Pacific No. 6201 Princess Elizabeth rounds the curve at Kirkham Abbey watched by some walkers in the foreground. The River Derwent can be seen and the train is 1Z52, the 16.23 Scarborough – Liverpool, The Railway Touring Company's 'Coast to Coast Express' on 4/7/09.



The same location but with the 'Midland Pullman' on 27/8/22.

(Both photographs by ROBIN PATRICK)



On 2/9/22, at East Grinstead, the official opening of the new fully accessible footbridge on the main Network Rail station took place. With special dispensation, the Bluebell Railway was invited to provide a steam locomotive in the down platform to provide a show for the assembled locals, East Grinstead dignitaries, local politicians, Network Rail officials and Southern Train. In short, the great and the good! A commemorative plaque was unveiled in the booking hall. Standing proudly under the new footbridge is Wainwright SECR design 0-6-0 class O1 No.65, which remained in the platform until midday.



During the Epping Ongar Railway 10th Anniversary Gala on 4/6/22, a visiting engine from the SVR, 4-6-0 Standard 4 class No.75069 meets resident GWR No. 4953 Pitchford Hall at North Weald. (Both photographs by CHRIS GEORGE)

Returning home via Schiphol involved queuing for more than two hours before clearing security, this appeared to be due to the volume of traffic and not due shortages of staff, which does not auger well for the peak summer season.

PORTUGAL

Douro Valley. The tourist steam train has resumed running from Regua to Pochino on Saturdays until 29 October and Sundays until October 9. The locomotive is oil burning 2-8-4T 0186.

SWEDEN

Future Plans. The Swedish Government has announced large investment plans for the period 2022-2033. Some of the SEK 881 billion will go towards the high speed line construction from Stockholm to Malmö and Göteborg with completion not expected until 2045. Other areas for investment included four tracking Uppsala to Stockholm; double tracking of parts of the Roslags line; double tracking in the Växjö area; extended passing loops on the Iron Ore Railway. There will be work to enable longer freight trains to run from Hallsberg to both Malmö and Göteborg. In the far north the Norrbotniabanan will be extended from Däva to Skellefteå.

EMU Order. SJ has ordered 25 new EMUs from CAF of a type being marketed as Civity Nordic with the possibility of another 60 sets being ordered. The units will be formed of five carriages and, of course for Sweden, will be able to work in the big temperature variations experienced in the country. The sets are for regional services on the following lines: Stockholm-Västerås-Örebro-Skövde-Göteborg; Stockholm-Uppsala; Linköping-Norrköping-Stockholm-Arlanda-Uppsala-Gävle-Ljusdal and Kalmar-Göteborg. The units are expected to enter service in 2026. An interesting feature of the new trains will be condition based maintenance. The train is continuously reporting its state of health to depots and workshops so that when it arrives for maintenance, staff will already know what problems need to be looked at.

SWITZERLAND

Orders. In October 2021 it was announced that Stadler had won a framework order for up to 510 EMUs for SBB, Thurbo and Region Alps. However, Alstom appealed against the order which then became a legal matter but after due considerations the Swiss authorities, on 25 May, upheld the original decision as meeting all the legal criteria. So, now the order goes ahead with 286 Flirt EMUs now ordered. For SBB there are 155 four-car sets to replace the Domino EMUs of class 560, some push pull trains and Flirts built in the early years of this century, with the new units being delivered between 2026 and 2034! Thurbo is to get 19 four-car and 88 three-car units, replacing the GTW sets delivered 1998-2013. Region Alps is to receive 24 four-car sets to replace its Domino units and Nina class 525 EMUs. The SBB and Thurbo units will be cleared for operations in Austria and Germany.

USA

Accident. On 27 June there was a serious accident involving Amtrak's Southwest Chief, running from Los Angeles to Chicago, when it hit a dump truck on a level crossing at 12.43 (CT). This was an open, unguarded crossing of the stop, look and listen variety. The two locomotives and eight carriages derailed with most ending up on their sides. Three passengers and the truck driver were killed and 150 other passengers injured, having to be taken to 10 local hospitals. The site near Mendon (MO) is about 80 miles NE of Kansas City. The line is the BNSF Transcon and has a top speed limit of 90 mph with the train actually doing 87 mph at the time of the impact. It is understood the crossing has a steep approach and has been the subject of complaints from locals.

BNSF. During July BNSF limited wagon load traffic heading for California on its Southern Transcon line due to crew shortages and bad weather.

There had been high wind events and also flooding in New Mexico affecting train working in the area. Dwell time at Barstow Yard was 56 hours whereas the year before it was 29 hours. A container terminal in the Chicago area was also getting stitched up so much so that at one time 28 trains heading there were staged along the Transcon. A month earlier the Transcon at Weynoka (OK) was reported very busy with 165 trains noted over two days, with 88 being eastbound and 77 westbound. On average a train appeared every 18 minutes.

Norfolk Southern. About turn! NS is reintroducing hump shunting at its yards in Macon (GA) and Bellevue (OH). NS had stopped hump shunting at six of its ten major yards in 2020 and then the pandemic struck. A fresh look at the current situation on the system revealed that it would be useful to use these two humps once again. NS introduced Precision Railroading some years ago and now has its own TOP/STP plan standing for Thoroughbred Operating Plan – Service, Productivity, Growth. Timetables have been revised, longer trains with distributed power introduced – 20% more trains of this type. 180 schedules of 200 road trains were revised.

Preservation. Following the death of Fred Kepner his locomotive collection has started to be sold off. 3-Truck Shay Long Bell 1008 has moved from Merrill to the Oregon Coast Scenic RR in Tillamook in May, which line will also get Sierra RR 38, 2-6-6-2, Oregon Pacific & Eastern 1, a 2-6-2T, and Oregon American Lumber 104 and 105, both 2-6-2s. Long Bell Lumber 4, another 2-6-2, has gone to a private personal location not disclosed. Charles McCormick Lumber 100, a 2-8-2, has been sold privately but then donated to Railtown 1897 whilst Sierra RR 2-8-0 18 has also gone to a private person.

East Broad Top 2-8-2 16 was fired up for a boiler test on 22 June, the first time in steam since 1956! It was a successful steaming so now the boiler cladding and cab can be put back on, then running tests and a repaint will see the loco in service for the autumn.

Reading T-1 2102. This 4-8-4, now fully restored, has been used on several excursions since springtime e.g. 28 May when it did a round trip Reading to Jim Thorpe (PA) with 19 carriages and no diesel assistance.

Silvis (IL). The first locomotive to get to the new preservation and repair centre is QJ 6988 which worked over the Iowa Interstate line over the weekend of 11/12 June, in fact working an excursion train on the latter date. The loco will now undergo its FRA mandated 15 year inspection.

Visit Report: Elmar Pfanterstil reporting.

I am back from a six week journey through the Western USA in a hired motor home. Though it was mainly a tourist trip (National Parks), we also visited interesting railways along the route. Unfortunately Cumbres & Toltec Scenic Railroad had postponed their start of the season at short notice (fire risk) until 1 July which was too late for us. As it was on our route anyway I made some photos. Just now I found out that No. 455, seen “cold” at Chama, is a fake for DRGS “re-enactments”.

(Railcolornews.com, LOK-Report, Peter Longstaff, Jernbanen, Hans Scherpenhuizen, Aad de Meij, Ross Middleton (2), Howard Forster, Elmar Pfanterstil, Trains Newswire.)

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

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On 28/8/22, the 'new' Baby Deltic was captured on film during the Barrow Hill 150th Anniversary Celebrations.



One of the group of National Collection steam locomotives currently in residence at Barrow Hill is Midland Railway 4-4-0 No. 1000. It is also seen on 28/8/22 during the 'Barrow Hill 150' event.

(Both photographs by NEVILLE BOND)