

BULLETIN

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BRIGHTON

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DORKING

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

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

CENTRAL LONDON

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

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

NORTH LONDON

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

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NORTH WEST

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

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ST. ALBANS

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

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

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(* Library facility available.)

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Annual Reunion: The Club is pleased to announce that the 2023 combined 'Club and Overseas Reunion' will take place on 14/1/23, from 10.00 to 17.00, at St Cyprian's Church, Glenworth Street (near Baker Street), London NW1 6AX. Further details will follow.

Job Vacancies: There are two current job vacancies on the Club's Management Committee, which the Club are keen to fill. These first of these is **General Secretary**. The duties of this role include preparing committee meeting agendas, writing up minutes of said meetings, and answering other ad-hoc queries, both inside and from outside the Club. The second vacancy is that of **Branch Liaison Officer**, the main duty of which is to act as a 'link' between the main Club and the Branches. Other duties include attending Branch AGMs. If any Club member is interested in either of these positions, please contact Cedric Spiller via those details on the inside front cover of this magazine.

North London Branch Meetings Update: Following on from the list of meetings on page 225 of Bulletin 9/22, the North London Branch will be having a 'Video Afternoon' on 14/2/23 and 14/3/23 is scheduled to be the Branch AGM, although this latter meeting is still to be confirmed.

Central London Branch Meetings Update: The Central London Branch have arranged three new meetings for the immediate future. The first is on 16/12/22 and is entitled *Magical Mystery Tour* (speaker: Colin Miell), the second is on 20/1/23 and is entitled *The Masked Gricer* (speaker: Simon Colbeck), whilst the final talk is on 17/2/23 and is entitled *Twist War and Grouping 1918-23*. This is a selection of Ken Nunn pictures and is presented by Jeremy Harrison.

Missing Day Trip Article: *The Bulletin Editor writes:* Could the Club member who sent an e-mail probably about a month ago with an article about a railway day trip please contact the Bulletin Editor. This would be very much appreciated.

Press Day: Press Day for Bulletin 1/23 will be Tuesday 15/11/22 and distribution day for the same edition will be Wednesday 14/12/22. Press Day for Bulletin 2/23 is TBC.

BRANCH REPORTS

Murray Eckett

Central London Branch held its AGM on 21/10 with a gratifying attendance of Club members. The Chairman outlined the highs and lows of the Branch over the last year which included a cancellation but three successful Zoom hybrid meetings. The disruption to the CLB 2022 programme was unprecedented in the Chairman's experience of Club membership. The Branch is currently solvent but over the last two years has made two significant losses thanks to the aforementioned disruption. Improved attendances with donations at the standard level should resolve that but donations more than £5 will not be refused! The committee of Bob Stonehouse, Rob Mearman and Derek Beaumont were re-elected unanimously. The remaining 2023 programme is in hand and will be announced in due course.

Front Cover: On 2/10/22, during the GCR Autumn Gala, heritage single-car DMU M79900 is at Rothley with the shuttle from Loughborough.

(Photograph by JOHN MORGAN)

After the formal proceedings the audience was entertained by a fascinating look at North Korea, presented by Martyn Gregg, with pictures from the Club's 2015 visit. It was very much a general look at this secretive and elusive country but most of the locomotives and multiple units seen were in smart condition with the odd exception of a locomotive in sore need of a repaint. The locomotive and stock (some vehicles of Swiss origin) on the Club's special train were in a good clean condition. Chinese origin DF4s and the ubiquitous Russian M62 diesels, amongst other locomotives, were noted on freight services. The electrified main lines had what appeared to be unballasted track and a lot of lower quadrant semaphore signalling. A lucky 'grab' shot was of two laughing children in an adjacent train photographing the Club party with a smart phone. One imagines the sight of European tourists in rural North Korea was a rarity indeed! Of particular note was a steam-hauled Club special with a black 2-6-2 tank locomotive, N^o. 1319. The Branch thanks Martyn for this interesting presentation, which was educational as well as entertaining, and which brought to an end a successful AGM.

Dorking On 14/9 John King gave a talk to the Branch on *LSWR Routes to the City and West End*, a follow-up to his 2019 talk on the railways of Kingston. The LSWR had been extended from Nine Elms to Waterloo in 1848 but this still did not provide direct access to either the City or the West End and John's talk looked at the many schemes, both those implemented and those unsuccessful, to bridge this gap. The 1845 Act for the extension to Waterloo also contained provision for two branches, one to the north-west across the Thames to the site of Hungerford Market and the other eastwards towards London Bridge, neither of which came to fruition. With the opening of the SER line to Charing Cross a link was built across the Waterloo (LSWR) concourse to a junction at the current Waterloo East but this was little used and abandoned in 1911. In the 1860s, direct but roundabout routes to the City became available by use of the LCDR 'City Line' to Ludgate Hill, either from Clapham Junction to Loughborough Junction or from Wimbledon via Streatham and Herne Hill, the latter still in use by Thameslink services.

Similar roundabout services to the West End became possible in 1869 after the opening of a line from Richmond to Hammersmith joining the West London Railway at Addison Road (Olympia), enabling a connection via Clapham Junction to the LCDR 'City Line' at Ludgate Hill. Services on this route ceased in 1916. A further means of reaching the West End is still available on the District Line from Wimbledon. This originated in the *Kingston and London Railway*, described in John's earlier talk, which was promoted as a joint District/LSWR scheme but eventually built by the District as far as Putney Bridge and the LSWR onwards to Wimbledon. Quick and easy access from Waterloo to the City and West End finally arrived with the development of the 'tube' network, firstly in 1898 with the Waterloo and City, supported by the LSWR and taken over by them in 1907, and then the Baker Street and Waterloo (Bakerloo) in 1906. John was warmly thanked by his audience for a fascinating talk on a complex subject which was well supported by an excellent selection of plans and illustrations.

St Albans: On 13/10, the St Albans Branch presented two talks for the price of one. The first talk was given by Roger Pidgeon and was a potted history of the pre-1923 Grouping Caledonian Railway (CR). The 'Caley' was unique as it was the only one of the major Scottish railway companies to have been built from England into Scotland, rather than the other way round, the origins of the CR lying in an 1830s plan to build a main line from Lancaster into Scotland. The plan was too ambitious for the technology of the day, so it was broken down into parts, the CR itself first seeing the light of day in 1848. From then on until Grouping in 1923, the CR became the most powerful of the Scottish companies existing at the time, one reason being its close co-operation with the London & North Western Railway. A question was asked during Mr Pidgeon's talk – what is the correct shade of blue for CR locomotives? The two active CR engines, 0-4-4T No. 419 and 0-6-0 No. 828, both have different shades. The issue most probably arose because the CR had two major workshops, at St Rollox and Perth, and both turned out locomotives in different shades of blue. Therefore, it can be assumed that the answer is 'both'.

The second talk was given by Jeff Lewis, the Chairman of the Smallford Station and Alban Way Heritage Society. This group is concerned with the upkeep and welfare of Smallford Station, which was located on the former St Albans Abbey-Hatfield branch line, opened by the Great Northern Railway in 1865, closed to passengers in 1951 and to freight in 1968. Mr Lewis said that while the former Smallford ticket office is still in situ, it is in the possession of an adjacently-located company, who carry out very basic maintenance. To look after the ticket office would be beyond the financial ability of the Society and outside help is being obtained. Instead, the Society is concentrating on adding other items of 'furniture' to the platform, which is also in situ, such as fencing, poster boards and replica lamp posts. It is hoped to create a museum using a refurbished BR ventilated van. Further details of the Society can be found on www.smallford.org

The St Albans Branch would like to thank both Mr Pidgeon and Mr Lewis for their respective talks.

PRESERVATION NEWS

Nigel Mundy

Avon Valley Railway: A brief visit on 9/10/22 – a "Chocolate Sunday" – found the 4wVBT Sentinel *Fry* working top/tail with 0-4-0D WD824 (AB 358/41). The train was composed of two Mk.1s and passengers were each given a chocolate brownie during the journey! From Bitton the train went first to Oldland Common, reversed, then passed back through Bitton to Avon Riverside before its second reversal back to Bitton. Also noted were *Littleton No 5* (MW 2018/22), RSH 7151/54, both dismantled, WD 132 (HE 3163/44) and TKh 4015 *Karel* (Chrz 4015/54) both apparently available for use. (NM)

Barrow Hill Roundhouse: A gala event was held at Barrow Hill Roundhouse over the Bank Holiday weekend, 27-29/8/22. Ostensibly this was to commemorate 150 years since the opening of the North Midland Railway through Staveley in 1841 to its final closure as a working roundhouse in February 1991. This gala was originally planned to take place over two years earlier, but was postponed because of Covid restrictions. Although designated a listed building, vandalism after 1991 ensured dereliction set in. Eventually Chesterfield Council purchased the site and renovation began. This culminated in its re-opening in July 1998 as a museum. Although always a single roundhouse, sufficient land was purchased by the Midland Railway to build a second one if required. Although this was never built, the area is now home to two other organisations. First, the Deltic Preservation Society has constructed a large exhibition shed and repair workshop whilst, between this and the original engine shed, is a two road workshop and two long sidings of Rampart Engineering Ltd, a subsidiary of the Harry Needle Railroad Company. The Rampart facilities are given over to repair, restoration and repainting of current or preserved locomotives and rolling stock. Tracks from all three sections of the site merge in an elongated headshunt forming a short branch to Springwell which, in the opposite direction, provides a connection with the line from Tapton Junction and thereby a connection to the national network.

During a visit on Saturday 27/8, on display in the shed and the complex sidings, were 11 steam locomotives, 29 diesels plus a DMU and 7 former main line electric locomotives. All the steam locomotives were dead apart from 0-6-0PT 1501, a visitor from the SVR, which pulled a short train of passenger coaches up the branch, with 03066 acting as tail engine. A popular alternative attraction on this short run was ex-Southampton Docks shunter D2996 hauling two brake vans carrying passengers with D2868 at the rear. In the roundhouse there were several locomotives from the National Collection, notably Midland Compound 1000 and recently arrived Midland 2-4-0 158A. These were stabled on adjacent roads in the roundhouse.



LNER A4 Pacific 60009 Union of South Africa is seen on 27/7/22 inside the Bury Transport Museum at the East Lancs Railway.

(Photograph by NEVILLE BOND)



LYR 0-6-0 No. 52322 coming through Bury Bolton Street on the East Lancs Railway with the Sunday Luncheon Dining Car train en route from Heywood to Rawtenstall on 12/06/22.

(Photograph by ROBIN PATRICK)



On the left is 3" Quarry Hunslet George B and on the right the 4" version in the form of Margwen at Ruddington on 29/9/22.

(Photograph by NIGEL MUNDY)

Others were ex-GER 0-6-0 8217 and ex-GCR Director 506 *Butler Henderson*. 41708, a former long term resident of the shed until withdrawal in 1965, was also present, but dismantled with its frames and boiler separated on one of the roads. The only other ex-main line locomotive was GWR 2-6-2T 5164. Occupying the turntable was 'Baby Deltic' D5910. This locomotive is a replica constructed using a modified body shell off 37372, a pair of Class 20 bogies, and the only surviving original power unit.

The large gathering of diesels had several notable examples of both past and present locomotives. Unfortunately the Deltic Preservation Group's two working examples were both away, D9009 *Alycidon* on the SVR and 55019 *Royal Highland Fusilier* on the Gloucestershire Warwickshire Railway. However D9015 *Tulyar* stood in their workshop, albeit minus its bogies, as an example of these magnificent machines. Other diesels were displayed in the yard including 67007 in purple livery commemorating HM the Queen's Platinum Jubilee, restored and newly painted 50008 *Thunderer*, 66726 *Sheffield Wednesday* and 69003. This latter was named during the day by the RCTS president as *The Railway Observer*, the fourth diesel to carry that name, borne until recently by Network Rail's HST power car 43014. In fact Saturday was promoted as an RCTS 'Members Day' with half-price admission for members – at least 150 attended. A further connection with the RCTS and Barrow Hill exists in that nameplates from B17s *Sheffield Wednesday* and *Sheffield United* are mounted on the cafe wall, these having been purchased on behalf of the society when the engines were withdrawn in 1959. Overall several hundred people visited the site. In the long term Chesterfield Borough Council plans to revitalise Staveley village with a variety of projects, with some funding already granted. With regard to Barrow Hill it is proposed to construct a modern rail innovation and training centre on site. This will include workshop and training areas as well as facilities for advanced postgraduate research. This development is planned to take five years, although at present no date seems to be set for beginning the building work. (MS)

Great Central Railway: On Bank Holiday Monday 29/8/22, two steam and a diesel locomotive operated services. These were 78018, 48305 and an externally shabby, with peeling paintwork, D6535. This was a normal, as opposed to a gala day, and trains ran at approximately 45 minute intervals. Passenger loadings seemed modest with plenty of seats available on all trains. At Loughborough the new flats adjacent to the station are now occupied, albeit partially screened by a high brick wall alongside the run-round loop. Otherwise the station seemed quiet with relatively few visitors or passengers. South of the A6 bridge new houses now fill both sides of the line and thus spoil a once favoured viewpoint from a minor lane overbridge. Moreover, notices have appeared on footpaths around the houses, adjacent to the lineside, warning that access for visitors is forbidden. This may be of questionable legality but it symbolises how a long established railway may have to deal with agitation from new residents opposed to the sight and sound of passing trains. At Rothley the station car park has been resurfaced and was almost full. A large café, 'Joseph Ellis and Sons', occupies a corner of the former goods yard. Adjacent to this cafe is a garden railway which attracts young children's attention. There were around 50 people at the cafe which suggests Rothley is becoming more popular than Loughborough for casual visitors as a starting point for their journey, or to observe passing trains. At Quorn the 'Butler-Henderson Cafe' was not quite as busy as that at Rothley. There is however a large semi permanent marquee, adjoining the very small goods shed, which is available for functions and other special events. Stabled at Quorn, along the long siding bisecting the goods yard, was the GCR's train of restored 12T goods vans, 17 in all. One of these is B855667, a 'Palshocvan', a unique survivor from 200 such wagons built between 1958 and 1961. (MS)

The Railway held its autumn steam gala over the four days 29/9 – 2/10/22. This followed the now well established formula with an intensive service taking full advantage of the double track former main line between Loughborough Central and Rothley. A visit on Saturday 1/10 began with blue skies and autumn sunshine. Visiting steam locomotives were 65894 from the NYMR and 41312 from the Mid Hants. These were supplemented by the NRM's D6700 and Wirksworth's single unit railcar M79900. The latter proved a popular attraction and ran fully loaded on its four return workings between Loughborough and Rothley during the day. Five steam locomotives worked from the home based fleet: 46521, 48305, 73156, 78018 and 92214 *Leicester City*. Unfortunately the day coincided with yet another national rail strike, so the shuttle bus between the Loughborough stations ran virtually empty. This strike may also have impacted on visitor numbers since Loughborough Central was unusually quiet early on. However passenger numbers improved during the day, although the trains were never full, unlike some experienced on previous galas. So are the rapidly rising costs of living also beginning to impact on visits to galas such as this? A question which is no doubt a concern and issue for all preserved railways. As before the efforts of Quorn's dedicated team of freight wagon restorers was on display. The 'Windcutter' train of 16 steel mineral wagons was complemented by a mixed freight of 16 wagons plus two brake vans. Notably this contained 6 restored tank wagons, and an assorted mix of other wagons. Elsewhere the restored van train remained at Quorn whilst the TPO set was sheeted over at Swithland Sidings. (MS)

The Gala weekend also saw another leap forward for the Reunification project. The original Bridge 326 over the A60 road, which has been a landmark in this corner of Loughborough for 125 years, was demolished in the early hours of Saturday morning to make way for a brand new replacement. This bridge is key to Reunification. One day it will carry two lines; the first the connection to Network Rail, the second, at a later date, the through line between the Nottinghamshire and Leicestershire sections of the GCR. Unfortunately the old bridge was beyond economic repair so the difficult decision was made to remove and replace it. A new concrete/metal structure should be in place by the time you read this Bulletin. Although the gradient on the railway will not be altered, the distance between the surface of the road and the bottom of the bridge will be slightly

greater so reducing the risk of bridge strikes – also the new structure will benefit from crash protection – something the Victorian builders of the GCR did not have to contend with! VolkerLaser are the lead contractor on this one million pound phase of Reunification. The Great Central Railway placed the order in April to beat rapidly rising costs, but would still welcome donations – it need hardly be mentioned that these are difficult times economically and the Railway is at a phase of the A60 work where every pound will really help.

After this, two further challenges remain to link the two preserved sections of the GCR. These are, first, what is known as the “factory flyover”, crossing Railway Terrace and the Precis-Spark car park, for which the current budget is £2.5m and rising but, on the plus side, £1.2m has already been raised. Finally there are two sections of embankment, one linking the canal bridge and factory flyover, the other, the small section of missing embankment north of the Midland main line bridge – a gap that has proved useful in getting machinery in position for the current bridge replacement! (NM)

Middleton Railway: On Sunday 28/8/22 ex-NER 0-4-0T 1310 worked services to and from Middleton Park, at approximately 40 minute intervals. This very small engine is ideally suited to working the line’s two coach passenger set. These four wheel carriages, converted from former SR parcel vans, have large windows at both ends. Thus it is possible to watch both crew and engine at work which is an attraction, especially for families with young children. A recent addition to its site at Middleton is a metal shed for these two carriages. An important feature given that the railway is sited in an insalubrious part of Leeds and thus vulnerable to vandalism and theft. Other secure accommodation is an engine shed and workshop, and an excellent museum shed. The latter contains a collection of early industrial diesel and steam locomotives mostly with connections with the Leeds area. Collectively they represent Leeds’ once thriving locomotive building companies. (MS)

Statfold Barn Railway: This was visited on Saturday 10/9/22 for the “Road, Rail and Ale” event – a very different event compared to Enthusiast Days. Eight locos were in steam with *Cloister* and *Marchlyn* top and tail with a freight train, *Isaac* was on its own with “Driver for a fiver” and working on passenger trains were the Garratt, Davenport, *Isibutu*, CSR 19 and *Howard* (0-4-2ST). The Burton & Ashby tram was working and the Garden Railway was in operation with Simplex “Charlie”. New build *Juliette* was in the premises of Statfold Engineering Limited, but no other buildings by the traverser were open and could well have contained some of the missing locos. The frame of HE 3168/44 was in the loco shed with the wheels next to the traverser. Missing locos were *Saccharine*, *Handyman*, *Liassic*, *Minas de Aller*, *Ogwen*, AE 1748/16, BLW 44657/16, Dec 1735/19 and HE 3756/52. A large number of cars, lorries, military vehicles, six buses and about a dozen road steam, as well as fairground equipment, was to be found in “Strawberry Park” where the station of the same name was served by the trains. A vintage free bus service was in operation between Tamworth town centre and rail station to Statfold, one of the buses in use being Birmingham City Transport 2707 dating from 1951 which, in view of recent events, was displaying a poster concerning traffic arrangements for Coronation Holidays in 1953! (RA)

Mid Hants Railway: A visit was made on Sunday 11/9/22 for the “Open Weekend” when guided tours were available to visit the engineering facilities at Ropley. A two train service was in operation with Schools 30925 and class 20 D8059 with Urie 506 working a freight train. Inside the loco shed was freshly overhauled P 1788/29 whilst in the workshops were BR Standard 75079, including a new build tender under construction, together with HE 3781/52 under overhaul and partially painted in light blue “Thomas” livery. Outside in the yard were 41312, 53808 and 76017 all in BR black, class 50 50027 in NSE livery with diesel shunters D3462 (BR green) and 12082 (BR black) with the frame of Urie S15 499 under overhaul. Inside the boiler shop were the boilers of 499, 35005, 75079 and Talylyn Railway No.2 *Dolgoch* with stored NRM owned 850 *Lord Nelson*. In the sidings at the Alton end of the Ropley site, partially visible from passing trains, were a Bulleid

Pacific and BR Standard 4-6-0 both under tarpaulins, diesels D8188 in BR green and class 47 47579 in BR blue large logo livery along with a two car Hampshire unit and, finally, diesel shunter 08 288 was stabled in the cattle dock at Alresford. (RA)

North Yorkshire Moors Railway: The Autumn Steam Gala was held 22 – 25/9/22 with twelve steam locomotives in use over the weekend, including three visitors – 4498 (ex-BR 60007) *Sir Nigel Gresley* from LSL Crewe, still in black livery, together with Taff Vale Railway 0-6-2T No. 85 from the Keighley & Worth Valley Railway and Standard Class 5 4-6-0 73156 from the Great Central Railway. The other locomotives were Southern S15 825 and Schools 926 *Repton*, LNER J27 65894 and Q6 63395, BR Standards 76079, 80136 and 92134, Lambton 0-6-2T No. 29 and the Belgian 0-4-0VBT tram locomotive No. 8 *Lucie* (Cockerill 1625/1890). There was some double heading, freight services and *Lucie* did shunting/demonstration freight trains at Levisham and, on the Thursday, ran with a brake van from Grosmont to Levisham. The weather over the weekend varied from sunny periods on Thursday to sunshine all day Friday, then Saturday and Sunday with very little sunshine and rain! At times the stations became very busy, but obviously the trains that had most passengers were hauled by 4498! (RP)

Peak Rail: After attending the Barrow Hill gala on 27/8, a mid-afternoon visit was made to Peak Rail at Rowsley. In the platform, ready to depart with a three coach dining train, was 0-4-0ST CEGB 15 (RSH 7063/42). Somewhat incongruously for such a diminutive engine this carried 'The Palatine' headboard! A hurried walk around Rowsley's sidings found D1501, in its original two tone green, outside Pete Waterman's workshop. The Heritage Shunters Trust workshop and shed was open, but there was insufficient time for a visit. Stored outside were several items from its collection, although almost all were well sheeted over. Remaining sidings were occupied by goods wagons and coaches, many rusting and even derelict. D8 *Penyghent* arrived and ran round to take the day's fourth and final return working to Matlock. At Darley Dale it crossed with No. 15 working its train back to Rowsley. Darley Dale is the only station where the original Midland Railway stone buildings survive, those on the up side used as a ticket office and small artefacts museum. At Matlock the train ran into Riverside station instead of the down platform at Matlock, terminus of Network Rail's branch. Riverside consists of a bare wooden platform and a run-round loop, but has no car park and is about 15 minutes' walk from Matlock Centre. The guard explained this was done as an economy measure to avoid having a second locomotive at the rear to lead services out of the Network Rail station, where running round is not possible. An alternative would be to propel trains back to Riverside but so far permission to do this, although sought, has not been granted. (MS)

Stephenson Railway Museum: A visit was made on 10/9/22 to Middle Engine Lane on Heritage Weekend, when it was possible to visit the workshop. Totally stripped down and under restoration was 0-6-0ST 69 (HE 3785/53), which had originally been at NCB South Hetton in No. 2 Area, Mid East Durham. Names had been removed from 0-6-0ST *Ashington* No. 5 (P 1970/39), 0-6-0T No.1 (RSH 7683/51) and 0-6-0ST 401 (WB 2994/50). Also present were 0-6-0PT A No.5 (K 2509/1883), BoBo Harton E4 (Siemens 457/09), BoBoE NER 3267 parcels car, 0-6-0D 10 home made by Consett Iron Company and BR 08915. Killingworth Colliery *Billy*, which is now believed to have been constructed by George Stephenson in 1816, was on display as well as the only surviving part of a Blyth and Tyne locomotive, the cab sheets of an 0-6-0 long boiler, which were originally fitted to B&TR No. 8, constructed at Percy Main in 1867. Following the takeover by the NER it became 1719. In 1905 it was deemed to be surplus to requirements and, following withdrawal from service, was sold to Seaham Harbour Dock Company where it became *Ajax*, until it was withdrawn in 1926. NER 125 was another 0-6-0 which had been constructed at Gateshead in 1875 and also worked on the B&TR before joining *Ajax* at Seaham Harbour in 1911 where it became *Clio*. After *Ajax* was withdrawn from service the cab was fitted to *Clio*, and survived after the rest of the locomotive was scrapped in 1955. (HF)

(Richard Awde, Howard Forster, Nigel Mundy, Michael Smyth, Robin Patrick)

MINIATURE RAILWAY NEWS

Cambridge MES, Grantchester Woodland Railway: On 9/10/22, I was at Cambridge Rugby Union Club to photograph my grandson playing for their Colts team. Adjacent to the rugby ground is the Cambridge Model Engineers' Club railway and as luck would have it, 9/10/22 was their year's final monthly public opening day. The society has an arrangement for visitors on such a day to use the Rugby Club's ample car parks. Since it was a warm sunny autumn day there was a constant stream of families with young children, mostly two to five years old, eager to ride the trains. Overall it was a very happy event with lots of smiling faces. I don't know anything about the locomotives although I gather they all belong to club members. (Ed: from Michael's photographs, all four locomotives appear to be 184mm gauge. I cannot make any comment on the Cl.20, but suggest that SR 1618 was built Aitken D/99, WWLR No. 4 by Morrisey E/95 and LMS 6115 by Mills J/2009, the last two having passed through the hands of Station Road Steam in recent years.) (MS)

Echills Wood Railway: For a second year running the 7 1/4" Gauge Society held its gathering and AGM Weekend here from Friday 16 – Sunday 18/9/22. A selection of ic and battery powered machines was to be seen along with some 42 steam locomotives from various parts of the country including Nottingham, Burnley, Millerbeck, Chelmsford, St. Neots, Hemsby, Norwich, Harrogate, Wakefield, Spensborough, Sheffield, Frimley, Leatherhead, Andover, Bentley, Cornwall, Bristol, Oxford, Bedford, and Quainton Road. Only 7 based on ex-BR prototypes were present – GWR 1400 (2), SR B4 and Schools, and LNER B1, O1 and D40 plus narrow gauge L&BR *Lyn*, Tal-y-Llyn *Edward Thomas* and *Tom Rolt*. A well varied assortment of miniature types was also to be seen with 5 x Romulus-based, 5 x Hunslet-based, 3 x Holmsides, 3 x Sweet William/Sweet Pea, 2 x Thomas 2, 2 x Tich, 2 x Wren and 1 x Stafford. Also on hand were single representatives of Darjeeling B 0-4-0ST, CB&Q 2-10-4, Norfolk & Western 0-8-0 Switcher, D&RG K36 2-8-2 and Decauville 0-4-0T representing the "non-British" contribution. (NM)

Leek & Rudyard Railway: A gala was held here, the former Rudyard Lake Steam Railway, 17 – 18/9/22 with ten locomotives in steam and working two sets of passenger stock, one freight and a mixed. Most trains were double-headed. The plan seemed to be that two trains would leave Rudyard and wait in the loop at the halfway point to cross the two coming in the opposite direction. With the limited layout at the far end of the line (Hunthouse Wood), the first arrival (normally the freight or the mixed set) would proceed to the end of the head-shunt; then the locomotive(s) of the second arrival would uncouple, drop on to the rear of the previous arrival and depart through the loop, leaving the locomotive(s) of the first arrival free to run round and work the second departure – each train was thus worked by different engines in each direction. I visited on the Sunday when the area seemed to be having its own mini weather system with frequent torrential showers! However this did not seem to affect the enthusiasm of the staff and everything seemed to work well – I was impressed! The five resident locomotives in use were 4-4-2 *Waverley*, 2-4-2Ts *Excalibur* and *Merlin*, 0-6-2T *King Arthur* and 2-6-2T *Victoria* and these were joined by five visitors – 4-6-2 *Edward VIII* from Eastleigh Lakeside, 0-4-0ST+T *Firefly* from Hastings – a double-size "Sweet Pea" – 0-4-2T *Pulborough* from the South Downs Railway at Pulborough, 2-4-0ST+T *Nelly* (plated HE 1430/22) and 0-4-0ST+T *Lady Jane Gray*, these last two from private railways. At Rudyard there was also a short portable 127mm Gauge raised track on which 1990-built 2-4-2T 18 *Zebedee* was giving rides. (NM)

Nottingham Model Engineers, Ruddington: A Narrow Gauge Day was organised for Saturday 1/10/22 at which ten locomotives saw use. On the ground level 184mm gauge track, the one petrol locomotive present – 0-4-2P RVR 5 – was joined by a pair of Quarry Hunslet 0-4-0STs – 3" *George B* (Peach /003/81) and 4" *Margwen* (Hill C & P/2019), together with "Stafford" 0-6-0T 4 (SRS/1384/2017) and L&B 2-4-2T E762 *Lyn*, built from a Winson kit. The dual-gauge raised track was shared by 127mm gauge *Josephine* – a Dholpur 2-8-4T (Ball N/2013) – and Sweet Pea 0-4-2ST *Clara* (Smith R/2005) and three 89mm gauge locomotives, 0-4-0ST *Lilla*, 2-6-2T *Russell* and 0-4-2ST *Bailey*. As well as one home-based locomotive, these hailed from

clubs in the Isle of Man, Derby, Leicester, Burton and Rugby. The weather was kind, with some members of the public enjoying rides in the afternoon, and the event was both enjoyable and a great success. (NM)

Rainsbrook Valley Railway, Rugby MES: The Railway held a Standard Gauge Day on Sunday 25/9/22 – this had been postponed from 13-14/8/22 because of fire risk, and this could well explain the disappointing attendance with only two locomotives running on the 184mm Gauge ground level track – LMS 6168 *The Girl Guide* and 60052 *Prince Palatine*. On the raised track, six 127mm Gauge locomotives – 0-6-0PT 1500, 4-6-0s 7803 *Barcote Manor* and 45608 *Gibraltar*, 2-6-0 46443, 2-8-0 53807 (the only miniature example, so far as I am aware, with the larger diameter boiler) and 2-6-4T 80030 were joined by 89mm Gauge 2-6-0 LMS 2968. (NM)
(Nigel Mundy, Michael Smyth)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Movements: P 2142 to E9101, SS 3518 to E9131, WB 2090 add *WL333.

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

Movements: Jones & Mills/93 *Ivor* and Murcott JV/c.65 *Ada* (No. 3 *Ida May*) 0-6-0T+T (not the 0-6-4T as shown), also an unknown Hunslet 0-4-0ST+T, are reported to have gone to a private railway in Cornwall.

Note 1: Guinness/35 *Blue Pacific* was sold at auction in early August – new location unknown!
Note 2: A freelance scratch built 381mm gauge unfinished 4-6-0 locomotive chassis, started by Mr E. Smith of Garsington, Oxford, for his garden railway, is reported as sold on ebay recently. Apparently Mr Smith died before completing the locomotive after which it lay for 25 years under tin sheeting in the garden. In 1998, due to the sale of the house, it was purchased and the remaining railway items dispersed. Almost certainly this is the loco shown as Smith EL/ u/c on Page 11.

THE PEAK DISTRICT

Michael Smyth

The Peak District remains one of the principle sources of originating freight traffic in England. All of this is limestone, worked out via surviving parts of the former Midland main line from St Pancras to Manchester Central. Peak Forest is the focal point of activity from various huge quarries nearby with loaded trains running north from there and then via the triangular junction at Chinley to numerous destinations. 'The Realtime Trains website' lists many pathways every 24 hours, although in practice only a relatively small proportion run on a given day. Peak Forest signal box controls a complex set of loops, crossovers, and sidings, all of which remain mechanically signalled. The location also serves as crew signing on and stabling point.

Nearby Buxton station still retains its original LNWR facade although its station canopies have gone. Its design is attributed to Sir William Paxton of Crystal Palace fame. Only a fragment of the former identical Midland Railway facade remains and the space between these two once adjacent stations is now bisected by a central Buxton bypass road. Noted in the station on a Manchester train was a four car unit made up of 150.115 & 132. These units are now the oldest DMUs on the network, dating from 1984. Unlike the latest units they may be noisy but have comfortable seats!

Edale, on the Manchester to Sheffield line, still has mechanical signalling albeit reduced to plain line only controlled from a Midland signal box, dating from 1893. Passenger services along this route are mainly formed of either Class 158 or 195 units. However another pairing of 150.113 & 104 appeared on an all stations stopping service to Sheffield on 19/9/22.



DMUs 150.113 and 150.104 approaching Edale station with a train for Sheffield on 19/9/22. The two-mile long Cowburn Tunnel is in the background.



Cl. 66 diesel 66758 passes Peak Forest signal box, on 22/9/22, with 6F78, the Tunsted Sidings to Wellingborough freight working.

(Both photographs by MICHAEL SMYTH)

SHELFORD, WHITTINGHAM PARKWAY

Bill Davies

During a recent perambulation around the railways west of Cambridge, I visited Shelford Station to have a look at the station building, now an award winning Indian Restaurant, there to find this rather interesting blue plaque remembering this former driver Ron Gooch who obviously devoted his life to the railway. Does anyone know about him and his life?

Whittlesford Parkway was my next call where I found, not a modern station with acres of parking space as I had expected, but a traditional Great Eastern station building. Unlike Shelford most trains appeared to stop here, all very well patronised, which you would expect for the Friday before August Bank Holiday. Nosing around I found a framed notice referring to the millions of pounds spent even though it obviously didn't cover new benches in the locked-up booking area. Booking offices are rapidly becoming a thing of the past so passengers will have to learn to use the machines as quickly as possible as the queues form behind. Progress or not?



The blue plaque located at Shelford Station, mentioned in Bill Davies' article.

(Photograph by BILL DAVIES)



During the GCR's 'Autumn Gala', ex-NER No. 65894 waits to depart from Quorn & Woodhouse on 2/10/22.

(Photograph by JOHN MORGAN)

RAILTOUR SELECTION

Charles Firminger

Burton Area Railtour 1/3/1959

This was a tour using Ivatt 2-6-2T No. 41328 and a push-pull set normally used on the Burton-on-Trent to Tutbury service. It contained a number of the 'brewery' lines in the Burton area but the 'gem' was the Netherseal branch, on which the tour was believed to be the first train to have traversed the branch for at least six months. It is thought that the tour was agreed due to certain of the senior railway managers 'needing the track!' The photographs show the train at Bond End Wharf and at the end of the Netherseal branch.



Ivatt 2-6-2T No. 41328 at Bond End Wharf on 1/3/1959.



Ivatt 2-6-2T No. 41328 seen again, at the end of the Netherseal branch on 1/3/1959.

(Both photographs by CHARLES FIRMINGER)

The Eastern Counties Limited 12/7/1959

This tour, which started from Fenchurch Street and visited Stoke Ferry, King's Lynn and Burnham Market, using locomotives of classes B12, D16, J15 and J69, surprised the then railtours committee because bookings only came in slowly and the train ended up running with empty seats. CI. D16 No. 62613 is seen on arrival at Cambridge whilst the second photograph shows the train at Stoke Ferry.



D16 No. 62613 is seen on arrival at Cambridge on 12/7/1959.



The J69 used is depicted at Stoke Ferry, 12/7/1959. (Both photographs by CHARLES FIRMINER)

The Six Counties Railtour 3/4/1960

This particular railtour was notable in its use of the Liverpool Street station pilot away from its home station. The first picture shows the train at Chinnor with an ex-GWR 14xx 0-4-2T – who would have thought at the time that the station would become a preservation centre. The second picture shows CI. N7 No. 69614 at Bletchley.



The ex-GWR 0-4-2T used is shown standing at Chinnor, 3/4/1960.



N7 No. 69614 is seen with the railtour at Bletchley, 3/4/1960. (Both photographs by CHARLES FIRMINER)

THE LCGB LIBRARY – UNDER NEW MANAGEMENT

Robert Barker

As member No. 8451, I am still something of an LCGB new boy. When I joined, someone, probably hoping for a talk or Bulletin article, asked whether I had been a railwayman. I replied that I spent my entire working life in public libraries, and thought no more about it. Then Peter Crossman retired as Club Librarian, an office he had held since 1970, coincidentally the year I started putting returned books back on the shelves as the lowest form of public library life. I was promptly reminded that I knew more about running a library than the rest of the Central London Group put together. As I could not think of an answer quickly enough, I landed the job.

Librarianship was a satisfying career, providing entertainment, interest and hopefully useful information to my fellow citizens, but public libraries, like railways, have changed beyond recognition within a lifetime, and it would be impossible to replicate what I did today. My career choice had possibilities for a historically-minded railway enthusiast. As a student librarian, I was able to gain access to a range of specialist libraries and examine often only surviving copies of pamphlets published during the 1845/6 'Battle of the Gauges', when supporters and opponents of Isambard Kingdom Brunel argued the case for and against the broad gauge. One such establishment was the National Liberal Club, which housed in its library a collection of pamphlets sent by lobbyists to William Ewart Gladstone. The Librarian there turned out to be George Awdry, the railway-minded brother of The Rev'd Wilbert Awdry. He told me there was speculation within the Awdry family as to whether a love of railways was hereditary or contagious!

This research counted towards my qualification, and ended up entombed in the pages of an academic journal. I then found myself working in a library with bound copies of the 'Railway Magazine' from Volume 1 of 1897, and local papers going back slightly farther. Lunch breaks were spent trawling through these, and after spending some days off in the old Greater London Record Office, I was able to write a history of the Metropolitan Railway works at Neasden, and persuade my employers to publish it in the name of local history. This led to collaboration with Frank Goudie and Douglas Stuckey to write 'Railways of Wembley' (Forge Books, 1996).

Most of my career involved a season ticket either from Wembley Park to Willesden Green, or Wembley Central to Kensal Green, which always afforded the possibility of seeing something unusual. My journey to work on 16/7/1986 was made memorable by the sight of a Speedlink freight waiting to leave Willesden behind a mundane Cl. 85 leading a grey and yellow Nederlandse Spoorwegen engine. It was NS No. 1505, formerly Cl. EM2 No. 27001 *Ariadne*, returning to its Manchester birthplace for preservation in the Museum of Science and Technology. Returning home on the Jubilee Line on 14/10/1987, the driver announced, "if anyone's interested, two steam engines are about to pass us on the left-hand side." They were BR 2-6-4T No. 80080 and 8F No. 48151, on their way from Butterley to spend a few nights at Marylebone, and attend an open day at Ripple Lane.

Had I lingered after work on 14/8/1989, I might have ridden home on the 1986 prototype tube stock. In the event, it got no farther than Neasden, where it made a good job of derailing itself and ending up on BBC South-East News. Next morning I left home in good time, and found the only line open was the northbound Metropolitan track, on which an A Stock train was shuttling between Wembley Park and Willesden Green. I rode on it three times to get a reasonable photograph of the Green (Metro-Cammell) and Blue (BREL) coaches and ended up late for work, but I did have a cast-iron excuse. The 1986 prototype tube stock never ran again after that incident, and it remains a last journey that I have very mixed feelings about missing.

So what have I taken on? It is well known that when Ken Nunn died back in 1965, the LCGB acquired his photographic collection. It is less well known that the Club bought his books from his estate to form the nucleus of a library. These include some of the classics of railway literature. It was, in the early days, run from a pub near Liverpool Street, and circulating collections were sent to branches. The Club Library, now housed in a room just inside the door at Keen House, is an Aladdin's cave of all the books you would have bought yourself, had you not needed to spend your hard-earned shillings on necessities like railtour tickets and film so you could remind yourself of a life well spent, in future years.

It is easy enough for Central London Group attendees to borrow a book or three at meetings, but I realise this is not much use for the rest of the membership. If you are interested in a particular book, my postal address (my preferred means of communication) is at the front of each Bulletin (SAE appreciated please). I am happy to collect books at Central London Group meetings, and post them to members. Should any member outside Greater London wish to take advantage of the Library for research, I am happy to examine the collection and provide photocopies at cost. I am also willing to photocopy pages from my personal copies of George Otley's 'Bibliography of British Railway History' and First Supplement on the same terms.

The Library is a great asset to the Club, but most members are unaware of the good things it contains. I hope, from time to time, to include short articles in the Bulletin about some of the interesting books which we own. The Library belongs to us all, and I am happy to listen to what other members feel it should offer. What it must NOT become is an extension to my personal book collection. (It is pretty extensive. Have you ever wondered what happened to all those railway books which disappeared off the public library shelves after a few years?) The Library shelves are almost full, and I regret I cannot accommodate donations of books from members who are 'downsizing'. If, however, you have a book which is in some way unusual or rare, and believe it deserves a permanent home, do write to me, and I will see whether it fills a gap. Like all true librarians, steam at 250lbs. pressure comes out of my ears if anyone puts a book back on the wrong shelf, but otherwise I am easy to get along with and always happy to talk about railway books.

LETTERS TO THE EDITOR

Heritage Railways and Internet Pre-Booking

Dear Murray,

I totally agree with the President's recent letter. Like Charles, I have refused to visit any heritage railway that requires advance booking because I like to choose my train time when I get there and often alight intermediately to look around and enjoy the atmosphere. Also, like him, I do not have a smart phone and it annoys me that many lines expect you to look up everything on a computer to find train times. Recent examples are the 'Bunk' line, Cholsey/Wallingford, which produces an attractive leaflet about the line, but with NO train times. Similarly the Looe branch has a publicity leaflet extolling its virtues but NO train times. Other similar lines include the Bluebell, the Gloucestershire Warwickshire and the Foxfield line. I have been so irritated by this stupid and worrying practice, like the NR lines, that I raised the issue with the Heritage Railway Association but received no reply. If the West Somerset Line can provide varying times throughout the season, why can't others?

*John Stratton
Member 7797*

Mangapps Farm Observations

Dear Murray,

Following on from the photo on page 174 of Bulletin 7, Eric Dunkling visited Mangapps Farm and found the following data about the front end of 65462. The only bit from that locomotive is the number plate. The smokebox is either J15, F5 or E4, the chimney is off a GWR pannier tank, the buffer beam is ex-B12 (in fact B12/3 is painted on it), the buffers are from Liverpool Street and the air pump is from an SECR H class. Quite a mixture!

All the best,

Nigel Mundy

OVERSEAS NEWS

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ARGENTINA

Reopening. 1 August saw Trenes Argentinos inaugurate the resumption of passenger train services between La Banda and Fernández which had been discontinued in 1991. The 42 km section also has stations at Beltrán and Forres, all located in the province of Northern Argentina. Prior to the reopening the track had been renewed; photographs of the event show a station with one newly ballasted track with another still lost under the Pampas. The reopened line will have four trains a day with two in the morning and two in the afternoon. It was announced that the goal is more re-openings and investment in the railway for the next 30 years.



Ross Middleton writes: The Chenab river bridge on the railway into Kashmir is now complete and track laying is taking place, and it is hoped to open it for traffic by the end of this year. This bridge is the tallest railway bridge and tallest steel arch bridge in the world. There is still further tunnelling before the whole railway can open.

(Photograph courtesy of INDIAN RAILWAYS)



Poland. Brand new Siemens Vectron 6193 057 (or Polish number 5 370 051) is stabled on PKP Cargo's Poznan Franowo depot. Freshly delivered, it still has its Siemens Vectron number - 1133 - hanging in the right-hand window, which also reveals its works number 22981.



Poland. LEW built Bo-Bo E 130 011 awaiting loading at Lubstow on the KWK Kazimierz system near Konin on 16/6/22. One of a fleet of 27 locomotives allocated to this system, which is now the last electrically worked industrial system of this type in Poland.

(Both photographs by JON BURDETT)

GERMANY

CAF is confirmed as having bought a large area of the former steam locomotive depot at Gelsenkirchen Bismarck but not including the actual 16 road roundhouse which is a listed building occupied by a preservation society.

ETCS. This signalling system is reported to be being installed soon between Halle and Bitterfeld and also between Mannheim and Saarbrücken, the latter section by 2025.

Molli. Big changes are in the planning stages which envisage extensions of the line at both ends. To the east three possible routes to Warnemünde are being examined whilst at the west end a route to Rerik is being considered. Since unification, tourist traffic in the area has increased tremendously. With the extensions it is thought that a regular DMU commuter service would be introduced along the coast. The eastern extension is reported as likely to cost €35 M but the shorter route to Rerik is costed at €20 M. New trains, etc, bring the expected total cost to €110 M.

Mosel/Lux Network. DB Regio, having won the contract for this network, has now announced the purchase of 19 new Flirt EMUs from Stadler. The units will work Koblenz – Trier – Perl and once electrification is completed they will also work down the branch from Bullay to Traben-Trarbach, the so called Moselle Wine Railway.

Nordwestbahn. Transdev is to lose some franchises and in preparation for the split the companies involved are now in a separate organisation called Transdev Rhein-Ruhr, to be known locally as the RheinRuhrBahn – RRB comprising various non-electrified lines in the area e.g. Oberhausen – Duisburg Ruhrort.

Siemens. Vectron locomotives are still in demand. **Alpha Trains** has a framework contract with Siemens for Vectron locomotives and has recently ordered some more. The current fleet comprises 27 Vectron MS and has said the new order means a total of 65 locos so far. Alpha Trains is obviously building up its relationship with Siemens having previously been a big customer for Alstom/Bombardier TRAXX locomotives. Perhaps the problems with getting TRAXX MS3 locos accepted is the reason for the change.

Preservation. The summer period brought some progress reports on a few locomotives.

01 1104 is reported as having had a successful steam test in Mönchengladbach but is still missing some parts, leading to its autumn tour running with an electric loco instead. **23 042** is another locomotive that has been steam tested, this time at Darmstadt on 22 July.

Bahnpark Augsburg is reported to be getting Kosovo Railways diesel loco 005 which is former NSB Di3a 619. **99 787**, based at Zittau, is to be converted to light oil firing by DLM in Winterthur to give the line more back up in times of forest fire risk. **E18 19** has been on the move, reported to be heading for Marburg but more likely then by road to the private museum at Battemberg/Eder. An E94 is rumoured to be also going to the same museum.

Heilbronn – another loco has escaped; 44 1616 has moved to Hanau.

DDM Neuenmarkt Wirsberg has received two locomotives on loan from the Berlin Technical Museum. They are both very early locomotives, being Braunschweiger Eisenbahn *Kiel*, 0-4-0T Hanomag 996/1872 and KED Hannover 1907 2-2-0WT Henschel 1602/1883 but they were not seen during the recent IGE tour.

Visit Report. Allan Baxter reporting on day 2 of his journey to Switzerland.

Saturday 10 September. We had heard the day before that some problem was preventing trains from accessing Koln Hbf. This had been resolved later in the day. It was an early start as we were booked on ICE11 at 07.39 connecting into EC7 at Koln at 08.53. ICE11 appeared in the form of 406 080. As usual getting on board was a shambles with people approaching from both ends of the coach and so unable to pass each other and, in addition, I had to eject someone from my booked seat. By this time we were well on our way but we came to a dead stand before Stolberg and sat there for 15 minutes, thus putting our connection of 37 minutes at Koln in jeopardy. Fortunately that was the last unscheduled stop that we had and we ran into Platform 4 at Koln with plenty of time to get over to Platform 7 for EC7. After 620 037 had cleared out of the way with a local to Kall, EC7 appeared with 101 100 at the head, we got on and the train started, first stop

Bonn, and then on to Koblenz where 247 050/007 were noted in Lutzel Yard. However we sat overtime at Koblenz for at least 10 minutes, waiting for a late connection, probably from the Mosel, before departure and a steady loss of time thereafter. The scenic bit of the Rhein past the Loreley passed and we soon entered Vlexx territory at Mainz and then onto Mannheim where I was able to turn round and face the right way. A Smartron, 192 103, was noted on the way out of Mannheim and then we stopped at Karlsruhe where 143 138 was one of the objects on show. We took the west access to Rastatt and next stop was Freiburg where it was announced that because lateness was now in excess of 30 minutes the train would be going no further than Basel SBB. We had an hour's wait there anyway so that just reduced it to under 30 minutes. E37515 was seen on freight at Mullheim and then beyond Weil am Rhein we noticed works going on to widen the formation on the right of the train. 193 717 was sitting among the BLS stuff at Basel Bad and then we drew into Platform 4 at the SBB station at 14.05. The resourceful Swiss would have had an Ersatzzug for Interlaken Ost to replace the late EC7 and no doubt the stock of the late-running train would have gone to Interlaken and back later in the day. *(The Swiss used to have a major problem with late trains from Italy but now it is Germany that cannot run its long distance trains on time. The ICE is most likely to have stayed at Basel for the return working- Ed.)*

INDIA

Coal Trains. For some time India has had problems getting coal to its power stations. In October 2021 tests were done running extra length coal trains, in some cases leading to the cancellation of passenger trains. To celebrate independence day on 16 August a 3.5 km long coal train, "Super Vasuki", was run from Korba to Rajnandgaon, a 267 km run which took 11.2 hours. The train was in fact five trains coupled together with a bank engine in the rear. Each train had its own brake van and electric loco, giving a total of 295 loaded wagons. The train took more than four minutes to pass through a station. The press reports used 'stock' photographs which resulted in pictures of double stack container trains but some did manage a coal train photograph.

INTERNATIONAL

London to Aachen. Allan Baxter reporting on the first stage of his trip to Switzerland.

Friday 9 September 2022: I joined up with a party of 21 other tourists at St. Pancras International soon after 11.00. Procedures were much as I remembered except the Border Agency now applied, a large stamp to my passport before I was able to get through for a seat. Train 9132 was called at 12.37 leaving platform 6, not helped by the ramp to that platform being out of order but we got upstairs where set 374033/4 was waiting for us. Departure was punctual at 13.01 but we must have been following something through the tunnel as transit took 25 minutes. **Lille Fives** yard is somewhat overgrown these days, and 69473 and 67273 were noted on site as we passed, running on to arrive in Brussels Midi on time at 16.10. Our train on to Aachen, where we were spending a night, was due out at 17.28 and was Thalys set 4305. Noted at Schaarbeek depot was 7800 in some sort of advertising livery (*TUC Rail, red, white and grey – Ed*) and 5506 was also there. The last of the single voltage 08s, 210, passed and so did one of the new DD EMUs numbered 76027. Soon enough we passed through the old Aachener-Busch tunnel to arrive in Aachen at 18.39 where it wasn't taking time to rain.

IRELAND

DART. Plans are underway for an extension of the Dublin electrified system to Maynooth and M3 Parkway. There would be 40 km of electrification and a new EMU depot at Maynooth. Consultation was taking place in August and September. If everything goes ahead as hoped for then work can start in 2024 and the extension can be operational in 2029.

ITALY

Milano Passante. This route through the city was closed down 23 July when legal authorities confiscated hundreds of metres of track! The local regional railway operator Trenord had complained that its EMUs were suffering from excessive wheel wear through the *Passante*. Trenord had discovered several areas of poor rail conditions that were causing excessive wear to wheel flanges. The legal people then confiscated some of the worn wheels from Trenord due to conflicting evidence from infrastructure operator RFI. Meanwhile with the *Passante* closed, five routes that pass through the underground link had to be suspended, diverted, or trains terminated short, etc. Trenord meanwhile reported 35 trains out of service awaiting new wheel flanges. To get things going again it was expected that sections of track would be replaced pending the result of formal enquiries. It was hoped that the line would be reopened by the end of August.

NETHERLANDS

Double-Deckers. It looks like CAF is favourite to get an order for 60 DD units. But it appears the trains will be a mixture of single and double-deck vehicles.

Lelystad. Train services between Lelystad Centrum and Dronten ended abruptly on 2 September due to a power outage. This was caused by a short circuit and a subsequent fire at the high-voltage substation at Lelystad where work was being done at that time, according to grid operator TenneT. The usual safety mechanisms failed and power lines overheated as a result. Some high-voltage power lines actually landed on the catenary at Swifterbant. According to Prorail, several kilometres of OLE and train protection systems have been roasted – not only above and along the rails, but also below the surface. Due to the power outage some 350 passengers were trapped in a train that came to a standstill. They had to be evacuated from the train and continued their journey by bus. Repairs are envisaged to take some weeks; in the meantime, passengers will be bussed between Dronten and Lelystad Centrum. Later it was reported that the damage really is severe and normal working may not be resumed until December.

POLAND

Visit Report. Jon Burdett reporting

Tuesday 14 June: a Ryanair flight Stansted to Modlin, picked up a car there after a hassled journey not helped by Ryanair changing the gate twice at STN before departure. At Modlin on arrival had to queue for a bit for the now obligatory passport scrutiny and stamp to get into Europe, followed by being singled out for a Customs check just in case I'd got a wad of cash on me. The car hire rigmarole therefore was comparatively easy!

Modlin to Warsaw is about 20 miles but the time of day meant it was evening peak so it was a bit of a struggle negotiating it all to reach my first stop at the yard at **Warsaw Praga** – just four items here. From there I fought my way through the traffic to the adjacent yard at **Odolany** where SM42 1271 was parked up before arriving at the Ibis Reduta close to **Warsaw Zachodnia** in time to meet with my two associates and dinner. Time was spent afterwards on Zachodnia station after an evening visit to a much reduced PKP Cargo depot at Odolany – only 28 items here of which 11 were stored. Surprisingly SM30 017 and SU45 213 were inside the shed with electric EP05 16, all three of which seemed to have been put aside. There were a number of Ukrainian minibuses and vans in use bringing out refugees from the war still going on out there which were connecting with PKP at the front of Zachodnia station. Throughout the trip there were tangible signs of nearby trouble but on the railway virtually no one worried us and, when asking, we were generally made welcome.

Wednesday 15 June was the first main day, with us leaving Warsaw after morning observation on Zachodnia noting the various new items of stock on show both with PKP IC and amongst the local units with new offerings from NEWAG numbered as 45WEs and 31WEba sets while the WKD EN100 units were also new to me. The first stop was at the

WKD depot at **Grodzisk Maz** where their two resident shunters 409Da 706 and 401Da 314 were both parked adjacent to the station while at the back of the depot four of the old EN94 sets remain in store with the sole representative of the EN95 class also outside. Next stop was the former PKP depot at **Skierniowice** which is now a local museum. A prearranged visit on this weekday morning had our guide waiting for us as we got to the main gate. A trundle round the stock on show, much of it unrestored, ensued. 15 steam, 8 diesel, 2 electrics and a lone DMU plus the former Prussian BEMU were arranged inside, mostly undercover. Down by the old coal loading area P8 Ok1 266 was very much stored, its future looking uncertain.

Moving on we arrived at our first narrow gauge location at the museum line at **Rogow**. Nothing operating but a couple of people were inside the shed and let us have a look. Again, most stuff was stored with Px48 1783 and No.10, an 0-4-0WT OK 7900/20, being the only steam. Lxd2 264 and a former Lyd1 type shunter numbered WLS180.6 appeared to be the only operational stock. DMU MBd1 133 was sheeted down at the back of the shed, the only problem being that it was sheeted down so tightly that all that could really be seen was the bottom of its wheels – another time for that one then. Down the yard, well and truly dumped, were Lxd2 249 and DMU MBd1 138, easily missed as you drive in. Next PKP Cargo at **Lodz Olechow** for a full depot visit readily agreed on asking – 85 items here but at least 57 of them were stored – mostly ET22s – before going to **Lodz Widzew** station to observe the new LKA unit depot and some passing traffic. You had to be good with your number recording here as some of the reasonably modern 2 car Stadler Flirts have been augmented with an extra coach and renumbered. So as well as having a set numbered L4268 001 there is now LM4268 001 which itself is the old L4268 011!!! You have been warned.

From Lodz we went to **Zdunska Wola** where the Museum was closed for the day and access to the depot is now through a security gate so not a huge amount was noted. Some of the museum items could be seen from the road overbridge and so were identified but a few of the other inmates are slightly round the curve so couldn't be seen. CD 163 047 went by on a timber train as I viewed the steam collection. A few items in the yard went in my book together with the plinthed Px48 1723 which is in respectable condition near the main road rather than at the Museum. Night stop was at **Konin** but not before we had checked for any moving traffic at the nearby power station at Patnow first – nothing apparent – and run across TEM2 147 shunting over the road in front of us to an adjacent cement factory.

Thursday 16 June started with an investigation of the electrified mining system and after finding a pair of the LEW built electrics at the power station at **Patnow**, a walk through the trees at Kamienica-majatek revealed a part view of the depot which can't be seen from outside roads due to security gates. Five electrics and a couple of diesels were noted. We visited the known loading points at Kleczew, Lubstow and Drzowice picking up locos at each point too, taking our electric loco tally to 9 out of the based 17. Having spent most of the morning looking round this system we headed south to the narrow gauge set up at Zbiersk before going to the mixed gauge SKPL set up at **Pleszew Miasto**, the latter turning in a variety of stock, mostly in SKPL two tone blue livery. Former NS DM90 DMU set 3421 was stored just beyond the level crossing but three out of the four previously purchased former Czech railbuses were parked about. Px48 1912 was nicely plinthed adjacent to the station building.

From here it was over to **Ostrow Wkp**. where SKPL have taken over the former goods shed adjacent to the station, a good range of acquired traction was on display – 16 items in total with NS DMUs 3407, 15 and 37 amongst the diesels – while the PKP roundhouse opposite the station is still in use firstly for Cargo locos stabling outside but also for overhauling. Passenger EP07s inside – we were kindly allowed in the roundhouse where four locos were undergoing attention including EP07 301 and the former BR electric blue liveried EP07 1051 which has now been returned to standard PKP IC livery. A short while at the station produced some freight movements with two coal trains passing with ET22

and ET41 haulage while Freightliner Poland 66019 – former UK loco 66954 – went by on aggregate boxes.

Next we went to the newish museum set up at **Jarocin** which is in the former PKP depot south of the station. Nobody about, so it was a case of looking in the windows and walking about in the weeds inspecting the stock dumped outside. All rather depressing with quite a big collection of stock on show but not really any restoration taking place. Ty42 149 was on the turntable, more or less a rusting hulk, while Tkt48 185 was parked by the shed building with some silver preservative applied. A gaggle of former industrial diesels were both inside and outside the shed with Tki3 87 noted inside the building, part of which is given over to road vehicles.

Moving on to **Sroda** we came in from the main line station side, noting industrial SM03 700 at the sugar factory before going to the preservation set up at the narrow gauge station. Finally arriving at an active site, Px48 1920 was outside the shed having been in use earlier while Px48 1756 was inside. 0-8-ODM Lyd2 63 arrived at the station with the service train although clearance between its side rods and the platform edging was rather tight to say the least as it caught on the edging stones backing its train out!

We were heading for Poznan for our night stop so came in via **Franowo** depot and yard, logging 81 items on the depot with a further 12 in the yard. Quite a few private operator locos scattered about but on the depot 38 items were stored, mostly EU07s but with a lesser amount of the inevitable ET22s. Arriving at **Maltanka Park** which was still operating – DRG 99 3301 was visiting from Cottbus to my surprise and the restored pre-war DMU MBxc1 41 looked smart inside the shed having been fully restored to working order. A short drive to the east of the park, we located plinthed Px48 1760 before getting to our hotel near the station. Sometime later, evening platform time turned up another 20 items to round the day off successfully.

Friday 17 June. Still heading west, we visited the plinthed Ty51 183 outside the INEA stadium as we left Poznan before going to Wolsztyn just in time for the morning return of OI49 69 aka OI49 99 with its two-coach local from Leszno. A full 30 years since my one and only previous visit here and a lot has changed. Nearly 20 steam locos scattered about the depot and station area but only the lone OI49 that arrived as an active loco. Steam locos here were also dumped near the station with the following identified: Pt47 112, Ty42 148 and OI49 60. Leszno now does the work on the Wolsztyn fleet and a number of the unaccounted for items are there including the real OI49 69 which is now out of service.

We next went to **Zbazyek** station, depot and yards. The depot is now the base of private operator ECCO Rail and outside their premises were electric 3E/1m 008 and diesel M62 1843; a casual request for a visit was turned down so a couple of unmarked EU07s evaded detection. A number of the local EMU sets appear to be maintained in another building at the rear of the ECCO Rail premises while to the east of the station in the main yard were a handful of ET22s, with another half a dozen at a lower level amongst the wagons which defied identification.

Moving on we headed to **Rzepin** with its private owner depot in the former small roundhouse and DMU depot for the former Zielona Gora based units alongside. All sorts of stuff here from the ancient to the modern. Ty51 37 remains plinthed at the station, the station itself receiving some rebuilding at the moment.

Quite a long drive ensued after this as we wanted to get to Szczecin for the night. The journey was broken at the multi-level station at **Kostrzyn** where the only item was newish PESA DMU SA139 023. The shed here is long closed but plinthed Pt47 121 remains on site. On passing Barnowko SM30 1095 was noted in an oil terminal before we rolled in to the unit depot at **Szczecin Hetmanskie**. All the old EN57 EMUs have been cleared, replaced by a new fleet of EU sponsored ED78s and EN63A types. Preserved SN61 183 was outside the shed although I understand this is now stopped. SM04 05 in Polregio livery looked stored at the back of the shed.



*Cl. 66 diesel 66002 on 6N02, the 11.04 Cheam to Eastleigh East Yard, passing Horsham Station on 7/8/22. 6N02 was the last of five engineers' services passing Horsham working from Cheam to Eastleigh East Yard, earlier locos were 66183 (6N01), 66501 (6Y84), 66757 (6G12) and 66849 (6C03).
(Photograph by NORMAN HAYLLAR)*



On 8/8/22, one of the sporadic aggregate moves from Willesden DC Sidings to the new dispersal site at South Chessington took place. With DC Rail No. 60028 in Cappagh livery, it is seen with matching blue wagons passing Wimbledon.

(Photograph by CHRIS GEORGE)



During the Bluebell Railway's 'Terrier' event on 31/7/22, W11 is seen at Sheffield Park taking water from the platform hydrant.

(Photograph by CHRIS GEORGE)



BR Standard 4MT No. 80151 awaiting departure from Horsted Keynes, Bluebell Railway, on the 15.11 "Golden Arrow" service to Sheffield Park on 9/10/22.

(Photograph by NORMAN HAYLLAR)

From here we went to the hotel near the main station, visited later – only three arrivals though in an hour’s observation, before returning to the car for an evening’s unauthorised visit to Port Centralny PKP Cargo depot. Good number of freight types in use with both the main depot and the modernised roundhouse at the back in use for maintenance. The inevitable scrap lines mostly held ET22s again but with a couple of SM03s and a pair of SM31s. Tkt48 29 was stored near the main shed, it having been moved here from the main station and, it appeared, no idea what to do with it. A total of 72 noted here. A final visit to the wagon works further east produced SM30 152 and a pair of ASFs amongst the wagon repairs but quite what the wagon fitter thought when we asked to climb over his ASF to identify the works number I’m not sure. A handful of locos read off in the docks as we returned to the hotel after a productive day.

Saturday 18 June. Leaving Szczecin this morning, the first call was to Szczecin Dabie where Freightliner Poland have had a base in the past. This time, however, a couple of wagons were all that were to be seen in their former yard area so not sure whether this location is now not required for locos. Opposite the yard FLPL 66005 – one of the locos that went new to the country – was attached to half an aggregates train that was in the process of being unloaded. Moving on, a new location was spotted from the motorway at Donikowa which yielded a couple of Cargounit diesels and a pair of former industrial SM03s before we arrived at the narrow gauge depot at Gryfice. The depot itself was shut up tight with no sign of life. One of their maroon painted Lxd2s was in the old shed receiving attention – appeared to be 479 – while Px48 3913, which at one time had been at Brohl in Germany and was painted with a BD Koln shed marking, was stored elsewhere in the building. Three of the former Romanian DMU trailers looked stored at the side of the shed whilst across the road were a further pair of derelict trailers and an MBxd2 DMU, all three of which were off their bogies – the MBxd2 is thought to be 301 but no identity for the trailers. Looking through the keyhole door in the shed, a pair of Lxd2s were inside together with a repainted trailer but these defied identification and with no other holes in the building they were not admissible to my log book.

The Museum was open, so a collection of the numbers of the exhibits was completed with some sorry looking railcars parked at the far end of the site although some repainting of some of the bits of the steam locos was taking place. Looking across from the museum towards the shed, a part dismantled Lxd2 was outside – thought to be 474 with a further pair of trailers which were identified as 4340 and possibly 4338.

A quick look at **Kolobrzeg** netted another 16 items between the shed and the station area and so it was on to **Koszalin** for the next narrow gauge location. No one about once again on our arrival so the stock was mostly ticked off. Tx7 3502 was outside having come from Gryfice together with Px48 3908 which has come from Szczecinek. Inside the shed were the frames of another steam loco which might be Px48 1911 which is supposedly here from Rogow for restoration. The active loco Px48 3901 was not seen so presumably out despite the lack of activity. The based Lxd2s were accounted for but once again there was an unidentified MBxd2 and trailer which had been reduced to skeletons parked near the exit from the yard. A lunch break at the station was taken, noting three of the new EN63A units stabled hereabouts.

Heading south, next stop was **Szczecinek** depot which is more or less closed. 14 items here but only two were active with the rest, mostly refurbished ET22s, stored. Beyond the station CD Goggles 753.780 was a bit of a surprise this far north.

Next stop was **Chojnice** where a full visit to both the depot and yard area produced 54 items ranging from dumped EN57 EMUs at this unelectrified location, to brand new PESA DMUs. A couple of SU45s, 161 and 068, were amongst the dumped EMU sets and former railbuses SA104 001 and half of SA102 003 were dumped outside the shed. As a contrast, new Gdansk area EMU set EN90 005 looked to be having pre-acceptance tests despite there being no overhead wires.

Heading north again we came into **Gdansk** via the LOTOS refinery sidings which on this Saturday night contained a good number of locos with 24 items recorded of various types both electric and diesel with LOTOS’s TRAXX DE locos being particularly apparent with 6 out of a class of 10 here. From here it was into central Gdansk for our hotel for the next two nights.



The dry summer of 2022 resulted in a ban in England and Wales on steam traction working tours in August and early September. Here at Bristol on 10/8/22, WC No. 34046 Braunton was obliged to let an English Electric type 3 diesel take on the work.



Though running on only one power unit, Deltic D9000 Royal Scots Grey had no difficulty keeping time with its Wolverhampton-Newcastle tour on 24/9/22 – its first railtour following a major overhaul. The locomotive is seen at York.

(Both photographs by JOHN PALMER)

SWITZERLAND

Visit Report. Allan Baxter reporting.

Saturday 10 September. Basel. The 14.33 for Chur was already in, at Platform 11, and was formed of 502 226. Masks off and we could spread ourselves out in 1st Class. We left on time and I remembered the scenery I had missed since 2019. Some of that scenery was different, as in the appearance of a tunnelled section on the Bern side of the 4-tracked layout before Aarau. We reversed at Zurich, now fast to Sargans, where 1116 was at the rear of a Zurich-bound RailJet, and on into the Graubunden region where I noted the first Capricorn sets that I had seen in traffic, 3113/5/8. There were many more of these sets to be seen over the next few days, 3144 being the highest seen, and rather fewer locos. Arrival into Chur was on time (of course!) at 16.52.

Sunday 11 September. I decided to do a circle of the Bodensee. There are three trains leaving Chur in the space of 8 minutes, the first being at XX08 which is a 502 set which goes to Zurich and on to Basel, then 3 minutes later is the St. Gallen service which is also a 502, and at xx16 is a service running via Zurich to Bern which is run by the SOB and is formed of an 8 section set of Class 526 1xx (2xx at the other end). As we shall see later these units work other services.

The 09.11 to St. Gallen was 502 209 and left three minutes after the Zurich. 526 113 was on the Bern behind us, and 526 102 with four section 526 007 was passed at Bad Ragaz. There were the usual 3xOBB Taurus locos at Buchs, 1116 049/186 and 1016 023, and I disembarked at St. Margrethen where 4024 126 was forming a stopper to Bregenz, and a new diesel shunter, SBB Cargo 832 012, was also stabled. Loco-hauled EC193 has been replaced with EC xxx which was 503 019 running to Munchen. After calling at Bregenz we ran into Lindau Reutin, the new station on the mainland, east of the triangle where I got out and looked for a service to take me to Lindau Insel, the old station. 1428 031, a Stadler Flirt set in blue livery, took me across to the old Hbf where all the tracks are now electrified. Electrification now extends to Munchen via Memmingen but the Kempten line has not been done. The line to Ulm via Friedrichshafen has also been electrified. Another new class of EMU, 2463, was also on view, they are the first Siemens sets to appear since the MittelRheinbahn sets in 2007. I took a wander round Lindau, a beautiful old town, in the rain before returning to the station to get a train to Friedrichshafen Stadt. This was 425 307 in DB livery and did not call at Reutin, where it would have had to reverse, but ran straight on to Friedrichshafen Stadt where it reversed before going on to Ulm. I got out and found a service for Radolfzell formed of DMU 622 461 and we proceeded westwards in weather which was improving. We passed 245 006 with an eastbound service at Ueberlingen Therme and then came off the single line at Stahringen before reaching Radolfzell where 101 015 was present with IC stock. 521 005 soon arrived with a service for Konstanz and I then covered the short distance to Kreuzlingen in 526 768. These Turbo units are numerous around this part of Switzerland, and another set, 526 755, took me on to Romanshorn, now on the south side of the Bodensee. A third member of the class, this time 526 740, formed a train on to Rorschach, on the way passing a line of stock which looked suspiciously like Merseyrail Class 777. At Rorschach 500 041 arrived with a Geneve Airport-St. Gallen service which had been extended to Rorschach and I climbed aboard my 10th train of the day, 502 208, to take me back to Chur. At Buchs 1016 023 was still present and was surrounded by SBB Cargo locos no doubt awaiting duties on Monday. Arrival at Chur was on time at 17.48.

USA

News. Ross Middleton and Brian Garvin reporting.

BNSF Transcon in early June was very busy around Waynoka (OK) with a train appearing on average every 17 minutes. Over a 48 hour period there were 165 trains noted with 88 eastbound and 77 westbound.

Florida. *Brightline* has announced that high-speed testing (up to 79 mph) has begun on a portion of the line that will connect West Palm Beach with Orlando. The section of track being tested is between Melbourne and Rockledge, which is just south of the Merritt Island

wildlife sanctuary and the Kennedy Space Center. Katie Mitzner, Brightline's Director of Public Affairs, has reported this testing will continue for several weeks, then testing at speeds of 110 mph will begin in the autumn.

The line from West Palm Beach to Orlando is scheduled to begin operating in early 2023. The corridor from Miami to West Palm Beach is currently operating, and when the Orlando line opens, passengers will enjoy a service from Miami to Orlando. Four of the five additional train sets have already been delivered to the new depot at Orlando.

Humps. For some time most class 1 railroads have been closing hump yards or making them a flat yard. Now another company has changed its mind, this time Union Pacific which has now decided to reinstate the hump at Davidson Yard in Fort Worth (TX) in order to relieve the shunting in West Colton Yard (CA) where an intermodal terminal is being expanded. Meanwhile Norfolk Southern is reopening the humps at Brosnan Yard in Macon (GA) and Moorman Yard in Bellevue (OH).

Oregon. The replacement of Talgo trains on the Amtrak Cascade services is nearly completed. The sets are being replaced by new Siemens built carriages with the changeover likely to be complete this year.

Preservation. The disposal of the Fred Kepner collection has hit a snag. It will be recalled that the Oregon Coast Scenic bought the lot and then disposed of the ones it really did not want. One of these is Bonhomie & Hattiesburg Southern 2-8-2 No. 300 (BLW 58241/1925), purchased by Kepner in 1968 but he never moved it from Mississippi and came to an arrangement for it to be displayed in Hattiesburg. Now Oregon Coast Scenic have sold it to Valley RR in Connecticut but Hattiesburg town officials are disputing the sale and want the loco to stay in the town. Legal papers have now started to be laid down and developments are awaited. There is better news regarding some of the other locos. 3-Truck Shay Long Bell 1008 left Merrill in May for the Oregon Coast Scenic RR followed by Sierra RR 38, a 2-6-6-2, Oregon Pacific & Eastern 2-6-2T 1 and Oregon American Lumber 2-6-2s 104 and 105. Long Bell Lumber 4, 2-6-2, has gone to a private person but location unknown. Charles McCormick Lumber 100, 2-8-2, has gone to the Virginia & Truckee. Sierra RR 34, 2-8-2, was sold privately but then donated to Railtown 1897 whilst 2-8-0 18 from the same line has gone to a private person; the location has not been disclosed.

Alna (ME). This is the location of a 2 ft gauge preserved line, the Wiscasset, Waterville & Farmington Railway which opened a new extension including a turntable on 6 August. The State of Maine once had many such narrow gauge lines and the preservation society is doing well in keeping the memory alive. It has two Forney type 0-4-4Ts dating from 1891 and 1904. The line was originally abandoned in 1936.

Ogden (UT). Ogden station museum has received a new exhibit in the form of Arkansas Midland RR AKMD GP35 2500 née Western Pacific 3002 built by EMD in 1963. **Owosso (MI).** The Steam Railroading Institute has launched a fund to restore CNW 175, 4-6-0, which it acquired in 2018 from the Mineral Range RR in Ishpeming, also in Michigan.

Portola (CA). The Western Pacific RR Museum has successfully steamed and operated its 0-6-0 Western Pacific 165 (Alco 58787/1919). Withdrawn in 1953, it has been preserved at various locations before arriving in Portola in 2006.

(LOK-Report, Eisenbahn Kurier, Urban Transport News India, Allan Baxter, Hans Scherpenhuizen, Jon Burdett, Ross Middleton, Railfan, Trains News Wire)

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

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Bonnie King Charlie has just conferred city status on Dunfermline, once a champion of King Coal. This picture was taken in 2019 at Dunfermline Town (formerly Dunfermline Lower). It is on the Kinross-shire route, the one-time direct route to Perth. I first came here in 1963 and alighted at Dunfermline Upper for 62C when there were 23 locos on shed, of which nothing is worthy of but a fleeting mention. I returned in 1964, when the number present had fallen to 21. The same three B1s were there again plus one, otherwise it was 0-6-0s, WD 2-8-0s, and a solitary Standard 2-6-0 on each occasion.

(Photograph by RAY SCHOFIELD)