

BULLETIN

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MANAGEMENT COMMITTEE

Club President: Charles Firminger.

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

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

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

Email: stratford_tony@hotmail.com

Treasurer: Cedric Spiller (contact details TBC).

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

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

Sub-Committee Chairmen:

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

E-mail: akpalmer@talktalk.net

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

Mob: 07505 096015.

E-mail: davieb563@gmail.com

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

E-mail: robertdalew@hotmail.com

BULLETIN

Editor: M. J. Eckett, as above.

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

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

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

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

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

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

E-mail: nigelmundy60@gmail.com

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

OTHER CLUB OFFICIALS

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

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

Photographic Secretary: Vacant.

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

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

Independent Accounts Examiners: Chris Lewis and Malcolm Wright.

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

IT Officer: J. Harrison, as above.

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

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

BRANCH OFFICIALS AND MEETING PLACES

BEDFORD

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

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

BRIGHTON

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

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

DORKING

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

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

CENTRAL LONDON

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

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

NORTH LONDON

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

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

Email: ray.stratfordicloud@outlook.com

NORTH WEST

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

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

ST. ALBANS

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

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

E-mail: dhobilodge@gmail.com

CLUB NOTICEBOARD

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

2022 Revised Subscription Rates (TBC)

For Sale: Three items are available for sale, all of which are currently based at Keen House. The first of these is a BR maroon totem sign for Betws-y-Coed, the second is a fairly new epidiascope and the third is a Rank projector. In all cases, any would-be purchaser would need to collect these items from Keen House. For all items, contact should be made with Mr Palmer via his details on the inside front cover.

Press Day for *Bulletin* 9/21 will be Tuesday 24/8/21. Distribution day for *Bulletin* 9/21 will be Wednesday 29/9/21. Press day for *Bulletin* 10/21 will be Tuesday 28/9/21.

BRANCH REPORTS

Murray Eckett

The **Central London Branch** was superbly entertained by Jeremy Harrison on 16/7 with a Zoom presentation, *Railways before (and during) the War ... that's the Great War (Part 3)*. The pictures came from the Ken Nunn collection, now owned by the NRM, of which the Club retains the right of use of several hundred images. In this edition of the subject attention was focussed on South Wales with scenes of locomotives from the Barry Railway, Taff Vale Railway and Rhymney Railway recorded in 1913. Of note to a modern audience were scenes of the Vale of Rheidol, Talylyn and Ffestiniog railways when they were very much everyday working railways. Ireland was also visited in July 1914, when it was still part of Great Britain, with pictures recorded of the working Listowel and Ballybunion lartigue monorail system. The collection includes many scenes recorded in Belgium, Luxembourg and France and some recorded in Antwerp and Brussels in 1911 made for interesting viewing. The images included the ungainly-looking Flamm pacifics with No. 2364 noted at Brussels as well as a Caledonian style 4-4-0. One image of a double-header 4-6-0 and a square chimneyed 2-4-2 leaving Brussels included, at the left hand side, a lady dressed as one might expect in 1911 wearing a black full length dress with a waspie waist. It caused some speculation – who was she and who are her descendants?

Among the many other pictures shown were some taken nearer home, including an M & GN 'A' class 4-4-0 recorded at a still-recognisable Yarmouth Beach recorded only a month or so before the outbreak of hostilities in late June 1914. The previous day a GER Tram engine, latterly a J70, was recorded ascending Brentwood Bank under the iconic Seven Arches Bridge en route to Ipswich. Another June 1914 picture showed a Metropolitan Railway 0-6-0 on a freight train at a very rural Neasden. The last part of the presentation included some scenes recorded in France during the penultimate month of WW1 in 1918

Front Cover: *Over the weekend of the 17/18 of July the Spa Valley Railway put on a "Summer Steam Up" with long term resident locomotive SR Battle of Britain Class 34053 Sir Keith Park plus two visiting steam engines, LBSCR A1X 'Terrier' 2678 Knowle from the Kent & East Sussex Railway and Modified Hunslet Austerity 0-6-0 2890 from the East Lancs Railway. In this illustration 'Terrier' 2678, working a two coach train, is seen approaching Pokehill accommodation crossing, between Groombridge and Tunbridge Wells, on 18/7/21.*

(Photograph by CHRIS GEORGE)



J27 No. 65894 on the 16.35 departure from Percy Main, passing the Tyne Tunnel Trading Estate on 11/7/2021.

(Photograph by HOWARD FORSTER)



Robin Hood, a 4-6-4T, and Neptune, a 4-6-2, both diesel hydraulic steam outline locomotives of 508mm gauge, depicted at Beach on the Scarborough North Bay Railway on the evening of 4/6/21.

(Photograph by ROBIN PATRICK)

including some British, Dutch, Belgian and American locomotives bearing the Railway Operating Department initials on the tender. Alas, this report can only give a flavour of what was another fascinating presentation, looking back over a hundred years to a very different world, politically, socially and railway wise. This reviewer just wonders what the collection would look like if it were colourised! Many and grateful thanks are due to Jeremy for providing us with yet another superb and educational evening's entertainment.

The 2020/1 season of the **St Albans Branch** drew to a close on 13/5 with the Branch AGM, via Zoom. All relevant business was completed in a satisfactory way and the existing Branch Committee were all re-elected for the 2021/2 season, although after many years, the Branch library facility is being withdrawn to the lack of a suitable volunteer. The Branch would like to thank Neil Hewitt for his help with this role over many years. The AGM was followed by a presentation given by David Burnell from the London Transport Museum (LTM). The subject was *The Art of Underground Travel*, an overview of how the image of London Transport was developed. The time period covered was from 1908 to the formation of LT in 1933. The earlier date was when Frank Pick joined the expanding Underground Group and, along with Lord Ashfield, developed what is now seen to be the image of the Underground, for example, the 'bullseye' station signs and the Johnson font. As can be imagined, the subject was a vast one. Mr Burnell highlighted the evolving design of the electric trains used around the system, a process undertaken under the watchful eye of William Graff-Baker, LT's CME. Probably the most iconic design produced during this time was the 1938 tube stock, developed from streamlined vehicles that appeared three years earlier. The St Albans Branch would like to thank Mr Burnell for an interesting and fascinating presentation.

The **St Albans Branch** have arranged monthly meetings for the first half of their 2021/2 season and these are listed below. At the time of writing, it is not known if these are to be Zoom presentations or 'live'.

- Thursday 9th September 2021: *The Great Central - Rapid Travel in Luxury*: speaker: Ray Schofield.
- Thursday 14th October 2021: *On and Off the Footplate*: speaker: Bill Davies.
- Thursday 11th November 2021: *A Selection of Photographs from the Peter Bland Collection*: speaker: Bryan Cross.
- Thursday 9th December 2021: *A Railway Film Selection*: presenter: Frank Banfield.

PRESERVATION NEWS

Nigel Mundy

Buckinghamshire Railway Centre, Quanton Road: Last time I was here the former Rewley Road station wasn't in situ. Now the proper car park and the reconstruction of that station give a good impression as the entrance to the centre. On Sunday 6/6, inside the station are a number of coaches and National Collection LNWR 2-2-2 *Cornwall*. Heading outside, in the former up yard, South African 4-8-2 3405 stands on its 3 foot 6 inch gauge plinth, albeit looking a bit tired. Beyond that is the former Egyptian three car Sentinel unit still in the same condition as I previously remembered. Alongside that are former BR DMU *Aylesbury College* 51899 and 51886 and behind that the three cars of former LT CO stock on which some work was being carried out. Inside the shed were GWR 6984 *Owsden Hall* being worked on - its boiler was outside while in the next section were GW 7200 being externally renovated and the parts of Pannier tank LT99 (BR 7715). The third section of the building was closed. Outside were former LT ESL118A and B and a former Chiltern Railway 0-6-0DH now painted as Army 423 which was available for use. On the demonstration line Austerity 0-6-0ST No 66 (HE 3890/64) was in use.

Over in the former down yard were the following:

Outside: 4wVBT S 9366/45 *Cynthia* - sheeted over but restored, Met No 1 - no boiler, *Swanscombe* AB 699/91 - loco in bits, V75 WB 2469/32 - active loco, BR D2298 - not in use, Tarmac 4w DM FH 3765/55 - not in use, 0-4-0DM HE 2067/40 and *Hilsea* 4wDM RH 463153/61.

Inside the overhaul building - view through the gaps in the doors as building closed: *Chislet* YE 2498/51 - complete but not operational with possibly NBH 24564/39 at the back under restoration and the chassis of 0-4-0ST *Annie* P 1159/08 amongst the bits.

Dumped at the rear of the overhaul building - all in poor condition - were 0-4-0F AB 1477/16 and AB 2243/48, 4w DM FH 2102/37 and 0-4-0DM JF 20067/33.

Plinched outside the Museum: 0-4-0DM FH 3271/49

In the Museum building: BR 30585, AP 807/72, 3 HL 3717/26, Redland 4wDM KS 4428/30, TP53P Wickham 8263/59 and former Post Office railway 803.

Former US subway car 1144 is now stored behind the Rewley Road station building although it looks in good condition. The other items listed as belonging here were not seen, presumably either in bits in the overhaul building or stored in the closed upside shed. (JB)

Cholsey & Wallingford Railway: My first visit to this small line took place on Sunday 6/6. All the stock is kept at the Wallingford end where a replacement station is taking shape with a new GWR style overall roof (from Maidenhead). Volunteers were on site doing some refresher training prior to reopening to the public shortly. As a consequence, BR 08 D3190 in BR green was in the station with two Mark 1 coaches prior to being shunt released by one of the former Guinness 08s, *Lion*. Other stock on site were the second former Guinness shunter *Unicorn* which appeared to be out of use - no rods attached - and former 0-4-0DM *Carpenter* which was stored. At the road end of the station was recently acquired 4wVBT *Isebrook* which appeared to be out of use. A former Permatrack track machine was off the track and down the yard unmarked whilst Wickham 8774/60 appeared usable. (JB)

East Anglia Transport Museum, Carlton Colville: A visit on 10/7 found an excellent museum with narrow gauge railway, standard gauge tramway and a trolleybus route. Narrow gauge diesels Motor Rail built, 5 *Orfordness* and 6 *Thorpeness*, plus Blackpool tram 159 and Derby trolleybus 237, were all in use. £9.00 admission, with unlimited rides once inside. Earlier in the day when we were at Lowestoft Railway station, an ex-London Country RT double deck bus was parked in the adjacent bus station as an advertisement for the museum. (PL)

East Somerset Railway: Recently overhauled GWR 4555 was in use on 6/6. (PL)

Leighton Buzzard: On Sunday 6/6 a visit to Pages Park at the end of the day found the active steam loco 778 (BLW 44656/17) being put away. After an initial refusal to look in the shed because of COVID restrictions, we were later allowed a quick look. Inside were *P C Allen* (OK 5834/12), stored on left hand track then on the centre road, *Elf* (OK 12740/36), *Doll* (AB 1641/19), *Gertrude* (AB 1578/18), *Sezela No 4* (AE 1738/15) and *Pedemoura* (OK 10808/24). Diesel No 80 *Beaudesert* (AK 59R/99) occupied the right hand track.

Moving on to Stonehenge Works where, after parking and having a look through the gates, two volunteers appeared and took us round the majority of the site, we didn't see inside two of the shed buildings. Contents as detailed below:

In the station - 81 *Peter Wood* (HE 9347/94) - active.

On display at station - *Penlee* 0-4-0WT (Freud 73/01), 0-8-0T Krauss 7455/18 - stored, *Nutty* (S 7701/29), 28 (RH 200516/40) and 26 (MR 8720/41).

In front of main works building were NG51 (AB 720/87), newly acquired from Bredgar by a private owner, and NG46 BD 3698/73.

To right of main works building - all active - were AMW165 (RH 194784/39), *Caravan* (MR 7129/36), 43 (MR 10409/54) and (48 HE 4351/52).

Inside the petrol shed - WD 2182 (MR 461/17) and 31 (L 4228/31) were active, whilst 12 (MR 6012/30) and 21 (MR 4570/29) were stored.

Dumped in shed lean-to at back was 0-4-0WT OK 2544/07.

In front of shed building were 18 (MR 11003/56) in maroon livery with no numbers, but active and 34 (MR 7105/36) - works pilot.

To right of centre shed building were 10 (MR 7956/45) - active, 22 LBNGRS 1/89 - incomplete - construction from two former RH locos abandoned, 24 (MR 11297/65) - dumped and 30 (MR 8695/41) - active.

Parked outside, next to excavator on right and all active were 13 (MR 7108/36), 17 (MR 7036/36) and 44 (MR 7933/41). (JB)

Llangollen Railway: According to the "Shropshire Star" the Railway was scheduled to re-open on Friday 9/7/21 when the Llangollen Railway Trust planned to operate an hourly Llangollen to Berwyn DMU shuttle. A week-long effort by volunteers saw work on the Dee Bridge completed on 2/7. (PS)

Mid Norfolk Railway: Steam loco 80078 was in use on 11/7 hauling 5 coaches, a combination of both Mk1 and Mk2 vehicles, operating three return trips from Dereham to Wymondham Abbey. Quite a fast journey, time-tabled non-stop in 40 minutes for 10.5 miles, possibly a record for a preserved railway? (PL)

Moseley Museum, Redruth: On 3/6 this 2'00" gauge line was being worked by *Cathode*, 4wBE (GB 2960/1959), hauling a 4w Manrider type coach built by Allens of Tipton. There is also a recently built 184mm gauge line that was being worked by a Phoenix Locos Druid type 4wBE loco with a 4w driver's truck and one coach, unfortunately due to the loco slipping on all the grass and foliage covering the rails it was only possible to travel about 100 yards before having to return to the start point. (PL)

North Yorkshire Moors Railway: I had been monitoring the loco rosters for a couple of weeks, and required loco 92134 had worked all week a fortnight ago. This week she had been at Grosmont, but this morning was shown to be working again, so I was able to book online for the 14.00 ex-Pickering, for a return trip to Grosmont on 3/7. Unfortunately when the train arrived at Pickering it had 80136 on the front - at least it was steam as one of the trains passed en-route was diesel 37264! The 9F was seen simmering on the shed at Grosmont, together with 76079 in light steam and 5428. Other locos working were 825 and diesel 7628. (PL)

Old Kiln Light Railway, Tilford - Diesel only on 13/6 with trains worked by 4wDM *Sandrock* (RH 177639/ /36). (PL)

Penn Meadow Farm, Beaconsfield: On Sunday 6/6, long out of sight former LT R stock car 21147 has turned up at this farm location. It is now in poor condition and is a body only, resting on a purpose built lorry trailer. It still has underfloor equipment but no bogies. Inside the interior is in poor condition. It is difficult to see what can/ will be done with this vehicle. (JB)

Scarborough North Bay Railway: A private visit on 4/6 to ride and photograph in the evening. The normal service finishes at 17.00 and it had been a busy day, but it was a cool evening with about ten minutes of sunshine - advised it was the warmest it had been all week as they had had sea frets during the day. The railway is 20" (508mm) gauge and runs for nearly a mile from Peasholm Park to Scalby Mills with a passing loop at Beach. Normal operations are with steam outline diesel-hydraulic locomotives. The three tender locomotives *Neptune*, *Triton* and *Poseidon*, based on LNER A1 4-6-2 locomotives, along with a 4-6-4T locomotive *Robin Hood*, were built by Hudswell Clarke of Leeds for the line which opened in 1931. There is also one 0-4-0ST steam locomotive, *Georgina* - a recent build in 2016, but it is not normally used, and a vertical boiler locomotive recently arrived from the Isle of Man. (*This would be Steamplex, a 4wVBT vcg rebuild by Alan Keef (93R/2013) of a 4wDM - MR 5877/35 originally 508mm but now 610mm gauge which was previously on the Groule Glen Railway - I wonder if it will revert to its original gauge? Ed.*) (RP)

Seaton Tramway - Trams were running every 40 minutes with social distancing

measures in place on 4/6. All the double deck trams were in use: numbers 2, 6, 7, 8, 9, 10, 11 and 12, plus also single deck 15 was in use as the Story Tram. (PL)

Severn Valley Railway: On Tuesday 8/6 the Bridgnorth turn was worked by 813 hauling four coaches, the first time that I have been the full length of the line on this loco. The Bewdley turn was worked by 7714. (PL) Work has begun at Kidderminster diesel depot to carry out the UK's first-ever conversion of a diesel locomotive to run on hydrogen power. The Railway has teamed up with the University of Birmingham and local start-up company Vanguard Sustainable Transport Solutions for this ground-breaking scheme which involves the stripping down by a team of young volunteers of 08635 in preparation for its new power system. This involves the removal of the existing diesel engine and generators and overhauling other components. Vanguard Sustainable Transport Solutions engineers are developing the power pack design at the University of Birmingham and will install this into the Cl. 08 in the coming months. The locomotive will be provided with hydrogen cylinders, a hydrogen fuel cell stack and a hybrid battery which will be mounted on a sub-frame fitted to the existing engine mountings and supply the existing traction motors. It will keep its existing controls and testing of the locomotive will take place on the Railway later this year. Mike Ball (vice chairman, SVRH), who has been closely involved with the project, said "As a heritage railway, we're actively looking for ways to reduce our carbon footprint and having a hydrogen-powered shunter will play a key part in that plan. The group working on the 08 are all still in their teens, and their ability to plan and implement this task has been nothing short of amazing. They are the volunteers of the future, working on a locomotive for the future."

Somerset & Dorset Railway, Midsomer Norton: On 6/6, trains were running approx. 70 chains southwards from Midsomer Norton, Sentinel steam loco 7109 on the south end and rebuilt Class 03, D2128, diesel on the north end. The diesel however did seem to be making a lot more noise than the steam! (PL)

Spa Valley Railway: On 10/6, services were being worked with steam 2890, ex-WDm75041, rebuilt as a tender loco, on the north end and Electro Diesel loco 73140 top and tail on the south end. The timetable suggested that alternate trains would be worked from Eridge by either steam or diesel with the loco running around at Tunbridge Wells, but the run round road at Tunbridge Wells was blocked with rolling stock, so that presumably explains the method of working. (PL)

Statfold Barn Railway: A visit on 10/7 for the "Quarry Hunslet 150 1870 – 2020" event which, due to Covid, was being held one year late, found 14 locos in steam (12 home-based and two visiting from the FR/WHR). The weather was dull/overcast all day, but no rain and the sun came out at 15.45, the same time as the taxi left for Tamworth for the 16.20 to Euston! Working locos were GP 39, *Sybil Mary*, CSR 19, *Marchlyn*. *Cegin*, *Isaac*, *Jack Lane*, *Cloister*, *Statfold*, *Wendy*, *Liassic*, *Roger* (used on garden railway) along with visiting *Lilla* and *Britomart*. Another visitor, from Lytham St. Annes, was *Jonathan* (HE 678/98) which was displayed on a flat wagon and formed into a freight train.

IOMR 11 *Maitland*, fitted with a new SVR-built boiler, was inside the loco shed confusingly carrying the hand written name *Tynwald* on the new-built (unpainted) side tanks. (The original IOMR 7 *Tynwald* was withdrawn in 8/39 and dismantled in 1945, the frames being displayed at Castletown in recent years until they were sold to the Southwold Railway in 2009.) Standard gauge *Hastings* (HE 469/88) was on the traverser outside the boiler shop which was not open. The frames of a new build 0-4-0 were in the premises of Statfold Engineering Ltd.. A standard gauge 0-6-0T frame was nearby (I presume HC 3168/44 ?). The MR Burton tram was not operating and the tram shed was closed, I presume 18" gauge *Jack* (HE 684/98) was inside the shed with the tram.

Inside the roundhouse were the following on display: *Fiji* (on the turntable), Davenport 1586/17, Garratt K1/K2, *Howard* (0-4-0ST), *Saccharine*, *Alpha*, *Trangkil 4*, *Sragi 1*, *Minas de Aller*, *Isibutu*, *Handyman* (HC 573/00) - unrestored on a flat wagon previously

at NRM York, *Howard* (0-4-0VB), *Sragi 14 Max* and SBR 9 (Jung 4878/30). All the locos in the museum on the ground and mezzanine levels are unchanged. Three locos were in the adjacent workshops - *Harrogate* (complete), 0-4-4-0DM *Carnegie* (HE 4524/54) (dismantled) and the frame only of 0-4-0PT CDC 1 (HE 3756/52). Not seen were *Woolwich*, BLW 44657/16 (*under overhaul elsewhere - Ed*), Dec 1735/19 and the two WB 0-4-0STs (WB 1278/90 and 1445/95) which were converted to electric locos in 1927/30. I bought the latest SBR guide book and stock list (sixth edition published 2021) and there is a photo of 0-4-2T *Seaforth* HE 1026/10 purchased by SBR from Queensland, Australia, in 2020, but it is not known if this loco has yet arrived at the SBR. (RA)

Stephenson Steam Railway: The 30th Anniversary Gala was staged over the weekend 9-11/7. There were two guest locomotives - 0-6-0ST 49 (RSH 7098/43) from the Tanfield Railway, and 65894 from the NELPG, which is usually based on the North Yorkshire Moors Railway. This was to bring back memories of the J27s which dominated the workings from Percy Main MPD in BR days. Over the well-attended three days, the guest locomotives and resident 0-6-0ST 401 (WB 2994/50), worked freight and passenger trains, using various combinations of locomotives, double heading, topping and tailing and single locomotives. (HF)

Tanfield Railway: Newly restored 0-6-0T *Horden* was in use, as advertised on the website, on 4/7, tickets booked online, £10 per person, including a free non-alcoholic drink at Andrews House. Train services were running from East Tanfield for a return trip to Andrews House, non-stop through Causey Arch. The line onwards to Sunniside was closed for engineering works. (PL)

Threlkeld Quarry, near Keswick: On Tuesday 22/6, a sunny day at this delightful location in the Lake District, where resident 0-4-0ST *Sir Tom* (WB,2135/26) was in use. There is a mining museum here with a quarry and a lot of excavators with a two foot gauge railway along with a new extension being built, albeit not yet complete. A passenger train is run to the Quarry for visitors. (RP)

Volks Electric Railway - A two train service was in operation on 10/6 with departures every 15 minutes, the two trains passing each other at Halfway Station. The four vehicles in use were numbers 6 & 10, plus 7 & 8, the same four that were in use when I last visited 28 years ago! (PL)

(Richard Awde, Jonathan Burdett, Peter Lea, Robin Patrick, Peter Sutton, Severn Valley Railway News)

MINIATURE NEWS

Peter Lea commented that a lot of standard gauge railways currently require advance booking - not good when this is required before loco rosters are issued - whereas by contrast most miniature railways are a lot more relaxed and, for most of them, you can turn up on the day. Although he has not achieved much in the way of steam, he did manage to do a lot of new track and cross off railways in the Branch Line Society Minor Railways Book!

Beer Heights Light Railway - On 4/6, a two train service with steam locos 1 *Otter* and 5 *Linda*, both working on 8 coach sets of stock. (PL)

Brookside Miniature Railway, Poynton - Formerly a bastion of steam, but now sadly diesel worked, at least it has now reopened after many problems with floods and vandalism. Steam has made a few appearances according to the Facebook page and staff hope this will become a regular feature. Loco in use on 27/6 was Greatrex built Union Pacific diesel 6610 *Miss Katie*. (PL)

Bure Valley Railway - Two train service with locos 6 *Blicking Hall* and 8 *John of Gaunt* in use on 9/7. (PL)

Chainbridge Miniature Railway, Ruswarp - Home built battery electric, diesel outline UNION PACIFIC 2017 was in use on 4/7, £2.00 for a circuit. The Driver stated that the steam loco was in the shed, but the railway's owner was not planning to use it this year,

although if he should change his mind it would be mentioned on the railway's Facebook page. The Driver does prefer the steam loco as there is no battery to go flat! (PL)

Clevedon Miniature Railway - On 2/6 trains hauled by a battery electric Black 5 in BR green livery, 5305 built by A.J.Moss in 1999, loco looking a bit forlorn having had the connecting rods and valve gear removed from both sides, presumably to save on having to oil up? (PL)

Coate Water Park Railway, Swindon - No steam working on 6/6, but a selection of four different battery locos, (BR classes 40 and 66) all in use. (PL)

Conwy Valley Railway Museum, Betws-y-Coed - Newish 2-4-4T single Fairlie *Geironydd*, built by W.Hughes 2017, was in use hauling five coaches on 20/6. Identical looking loco *Elsi* was stabled outside the loco shed. The loco list on the website includes *Geironydd*, but makes no mention of *Elsi*, so this is possibly brand new? (*Ed - Actually built by W. Hughes in 2018.*) (PL)

Dragon Miniature Railway, Marple - When I arrived on 27/6 two diesels: D5903 *Andrew* and D1015 *Western Champion* were working passenger trains. 4 *Danny*, D&G Sims, Ruswarp, Whitby 4/1992 (2-4-2+T), was just being prepared, and started working passenger trains at 13.00. Ex-Betws-y-Coed 2-4-0T *Dragonfly* was stabled outside the shed. (PL)

Eastleigh Lakeside Railway - Bullock built Pacific 2006 *Edward VIII* was working trains on 5/6. (PL)

Evesham Vale Light Railway - 31/5 saw a two train service with steam locomotives *St Ewain* and *Monty* in use. (PL)

Exbury Steam Railway - When we arrived on 11/6, all three steam locos were in steam in the station and shed area. Unfortunately this was not the potential steam gala as first presumed! *Rosemary* was the service loco, working the 11.00 and 11.45 departures on its own. *Naomi* was being steam tested after just returning to the railway after overhaul - it was then attached to the rear of the 12.30 departure, working in tandem with *Rosemary* on the front and then subsequently worked the 13.30 departure on its own. *Mariloo* had been lit up as it was the service loco for Saturday. (PL)

Fairbourne Railway: A Steam Gala on 30/5 saw three locos in steam, *Sherpa*, *Russell* and *Christopher*, the last visiting from Littlehampton. A two train service was in operation, the first train from Fairbourne at 10.00 with departures every 40 minutes until the last departure at 17.20. The 10.00 departure was double headed with *Russell* and *Christopher*, the 10.40 return was *Christopher* on its own, then for most of the day each arrival at Barmouth Ferry was re-engined with the loco off the previous train. The penultimate departure from Barmouth was also double headed, which allowed *Christopher* to work the last return trip from Fairbourne on its own. Day rover tickets were available at £11 with the only restriction that each party of up to 6 had to be allocated seats in half of one of the 8 coaches on each departure from Fairbourne. There were no restrictions from the other end. Visiting 381mm gauge locos *Mountaineer* from Windmill Farm and Cagney 44 from Rhy1 were working top and tail on two coaches over the dual gauge section from Fairbourne. (PL)

Ferry Meadows Miniature Railway, Peterborough - On 8/7, the steam loco, a model of a Darjeeling B class, was in the shed, having some repairs done. Services were being worked by the recently built tram type vehicles *George* and *Charlotte*, basically two trailers that look like traditional tramcars, with a diesel power car between them, all articulated together. (PL)

Guildford MES, Stoke Park - A visit here on 4/7 found LMS 5307, 60052, 70007, HE 0-4-0STs *Berwyn* and *Idris* along with WB 1842 *Tess* on the 184 mm gauge track. Of particular interest on the 127mm gauge was brand new SAR 15F 4-8-2 3153 *Bloemfontein* (Gifford A 2021), said to be destined for Switzerland. (GS)

Handforth Miniature Railway - Sunday 27/6 saw the 184mm gauge ground level line was being worked by diesel *Gordon*, hauling three sit astride coaches. Luckily the club's 127mm gauge Sweet Pea 0-4-2ST+T was lit up on the elevated line, until it was failed with

a leaking clack valve. Two 184mm steam locomotives were stabled inside the shed: *Lostock*, Bagnall 1842, 0-4-0ST+T and *Millie 2* (2-4-2T+T, rebuilt by the owner from a 0-4-2ST+T). (The owner, by the way, was driving the diesel, rather than his own loco.) (PL)

Lakeshore Railroad, South Shields - Santa Fe Pacific 3440 *Mountaineer* was in use here on 4/7. This miniature line is located in South Marine Park, South Shields. £1.50 for a 25 chains clockwise circuit from the station. (PL)

Littlehampton Miniature Railway - Diesel loco *Philippa* was in use on 12/6. I had hoped that steam locomotive *Christopher* might have been in use, but it was still away at the Fairbourne Railway. (PL)

Hotham Park Miniature Railway, Bognor Regis - The sole piece of motive power, AK built steam outline diesel *Boris*, was in use and working trains on 12/6. The only person I know who lives in Bognor Regis (LCGB stalwart Mike Hudson) just happened to walk past while we were there! (PL)

Little Western Railway, Newquay - On 2/6 trains were being hauled by a bogie diesel loco 1990 *Linda*, built by Mardyke. Steam loco *Ankor Wat* was stabled, but out of use in the station. Steam in the shape of *Horton*, on loan from the Moors Valley Railway, had been in use over the Bank Holiday weekend and according to the railway's Facebook page was used again on Fathers' Day. The driver stated that the railway has bought a sister loco to *Horton* which is being finished off at the Moors Valley prior to being delivered to Newquay. (PL)

Lynnsport Miniature Railway, King's Lynn - On 11/7 one 184mm Gauge loco was in steam and working passenger trains, although I was the only passenger and even the only visitor to the railway! The loco was an immaculate looking 0-4-0ST, *KETTERING FURNACES No. 3*, with a Black Hawthorn 859/1885 worksplate, no idea who the builder was, but it is illustrated on the railway's Facebook page. (PL)

Moors Valley Railway, Ringwood - A two train service on 5/6, starting and finishing at Lakeside Station, running non-stop through the main station at Kingsmere. 11 *Zeus* and 9 *Jason* both working, until 13.20 when *Jason* was retired and replaced by the newest loco, single Fairlie *Aurora*. (PL)

Paradise Park, Hayle - The sole loco on 3/6, Lister 1938 built *Zebedee*, was in use on the circular 381mm gauge railway. (PL)

Rhyl Miniature Railway - When we arrived on 20/6, *Railway Queen* was sitting in the station waiting to depart. *Joan* was also in steam standing outside the shed and when we arrived back, she was attached, replacing *Railway Queen* which was failed due to a loose bottom slide bar and luckily *Joan* had been lit up to test the injectors after repairs, otherwise it would have been *Clara* the diesel! (PL)

Rio Grande Railway, Weymouth - Diesel only line with the sole item of motive power, 1890 a Severn Lamb built steam outline 2-8-0, hauling two coaches on 5/6. (PL)

Riverside Miniature Railway, St Neots - There was no steam working on 11/7, all trains being operated by two different battery electric locos. (PL)

Royal Victoria Railway, Netley - Diesel only on 5/6 with Curwen & Newbery 1964 built D1011 *Western Thunderer* in use. I asked about the Kitson built Garratt that ran on the Surrey Border and Camberley Railway and was told that it is serviceable, but does not like the curves at Netley so never gets used, I did suggest that the Eastleigh Lakeside Railway might be a suitable line to run it on, but alas the owners do not get on! (PL)

Sandiway Miniature Railway, Northwich - Only one train in use on 27/6, diesel 1300, a model of a New Haven GP40, with quite realistic sound effects, which could be heard from the other side of Blakemoor Village where the Railway is located. (PL)

South Downs Light Railway, Pulborough - Two train service on 13/6, with two steam working. The first train at 11.00 was Carland 1949 built unnamed Royal Scot 6100, formerly at Eastleigh Lakeside and before that Syon Park. The second one into service was J. J. Mahony 1934 built 4472 *Flying Scotsman*, imported from Australia. (PL)

Stansted House Light Railway - No steam on 12/6 as there were not enough

volunteers! The working loco was Roanoke built diesel *Grafter*. (PL)

Wells & Walsingham Railway - On 9/7, trains were running to a special Covid timetable from Walsingham to Wighton, only with departures every hour. £5 for an adult return. Steam loco *Norfolk Hero* was in use hauling 8 coaches, the loco running around using the newly installed passing loop at Wighton. The other steam loco *Norfolk Heroine*, is now out of service, awaiting an overhaul. (PL)

Wells Harbour Railway - An immaculate little railway, now threatened with closure. Trains running to an advertised timetable, with departures every 10 minutes from each end of the line. The working loco was Alan Keef built steam outline 0-6-0DH *Howard*, hauling four coaches, £1.50 adult fare each way. (PL)

Wythall Bus Museum Miniature Railway - A two train service with two steam locomotives, *Sandwell Lady* and *Nefyn*, both in use on 31/5. (PL)
(Peter Lea, Geoffrey Suich)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION
6430 to E8000, 47445 to E2607, AE 1986 to E0333, BMAG 9124 to E7434, HC 1731 to E5204.

FOOTBRIDGE TRAVEL

Bill Davies

After the excitement of our rail trip to Broadstairs to see so many working from home on the beach, on 24/6 we decided to head north on the much trumpeted 'new' EMR service. In the good old days only one change was required; now it is three on our journey to Matlock. There is a journey time of 2hrs 10mins which is actually a little quicker than before despite the changes. Our Great Eastern cast off Cl.360 whirled us down to Kettering, stopping at Wellingborough where I noted the new use of a much restored goods shed. Passing Fineden Road a new mountain has appeared consisting of aggregate with two Cl. 66s present to remove a fraction of it when required. As our connection was late, adequate time was available to examine Kettering Station which is under wraps currently whilst the former Midland canopies are restored. Such was the extended time I could closely examine a Midland nut and bolt, of interest to someone no doubt.

Kettering's footbridge was duly negotiated; the lifts, although available, had so many people waiting to observe Covid restrictions we laboured the stairs as we did on our return. Cross platform or same platform change of trains are rare as the operators like their passengers to stretch their legs thus keeping fit. Very considerate. So I was surprised that at both Leicester and Derby level interchange prevailed. So only two footbridges examined heading north. Two collections of 'preserved' ancient diesel and electrics noted at both Leicester and Derby. The biggest improvement of the day was finding Cl.170s on the Matlock shuttles, a huge improvement on the 150,151,153 and 156 miscellany previously used. At Matlock Station sad to say Bill Hudson's Books has now closed together with its Peak Rail booking office. Many shops in the town have also shut their doors including Wetherspoons after winter flooding in 2019. High Tea was taken in the 'Remarkable Hare', dog friendly and Happy Hour from 16.00hrs to 17.00hrs including food and real ale.

Our return was a three footbridge job this time, adding Derby to the list. Bedford of course as No. 1 Platform is for special occasions only!!! Sadly we didn't like the changing trains especially as the trains from and to Leicester roar through Bedford for no apparent commercial gain. So we won't be rushing back. Why the obsession with Corby I have no idea, it has destroyed the good service we once had, at St Albans, Luton, Bedford and Wellingborough going north. As for the miserly attempt of a service to Oakham and Melton Mowbray with a minimal 1 train each way, just what is that about? Route refreshing for drivers? One other peculiarity is the gap of an hour between 13.40 and 14.40, is this to recognise a Siesta tradition in Corby?



Caption to come.....

(Photograph by NAME SURNAME)



Crossrail trial running has started. 345 033 is seen leaving Abbey Wood for London Paddington parallel with South Eastern 465 930 leading the 16.41 Dartford to Charing Cross via Lewisham on 08/06/2021.

(Photograph by BRIAN GARVIN)

A CROSSRAIL UPDATE

Brian Garvin

During springtime this project took a step forward with the trial running of the new train sets (Class 345) between London Paddington and Abbey Wood in south-east London. The starting point was four trains per hour, later stepped up to eight trains per hour. So a visit to Abbey Wood was in order to view and photograph the trains. In total 13 different Class 345s were seen regularly coming out of the Plumstead portal and entering Abbey Wood station. There is only an island platform for Crossrail trains which lead to every other inbound train having a short wait outside whilst a departure took place. All in all the operations went smoothly.

It was your reporter's first visit to the completed Abbey Wood station so it was a surprise to find a high wooden fence between the South Eastern part of the station and the Crossrail part. This might be only temporary as Crossrail is technically still a worksite. The station is a disappointment in terms of customer convenience with South Eastern trains serving one island and Crossrail another island. This means passengers changing trains in either direction have to use footbridges which because of the overhead electrification are quite high, although lifts are available.

During the summer, trial running will be suspended whilst work is concentrated on catching up with station construction in the tunnel section. When trial running is resumed the service will be stepped up to 12 trains per hour. This is all very well but this running is still on a self contained section. The real test will be trial running from Abbey Wood through to west London destinations and indeed trains from that area through to Ilford, etc in east London. These trains have to traverse various types of signalling systems but there have been some local tests which have proved successful.

It looks as if Crossrail will indeed soon become the Elizabeth Line and change travelling habits around London.

CARAVANNING WITH A DIFFERENCE: PART 5

Tony Millard

(Continued from Bulletin 4/21.)

Two days later, on 19 August, I had decided to pay a bit extra to my expenses and go north to Carlisle; my train was hauled by the inevitable Black Five (45436) and we picked up a banker – Fairburn 2-6-4T 42080 – at Oxenholme. Having breasted Shap, we stopped at Penrith, which was then still a junction, and I noted two Class 5s and 2-6-4T 42154 there. At Carlisle I changed to a DMU to take me across England to Newcastle. The only steam noted was, firstly, a blue 0-4-0ST No C19 at Bardon Mill, and then a nice surprise approaching Newcastle Central (on the old line from the north, and probably at Scotswood), ex-NER J27 0-6-0 65812 attached only to a brake van. My steed from Newcastle Central going south was Deltic D9006 *The Fire and Formar Yeomanry* and, just after leaving, I was again lucky to get Q6 0-8-0 63459 standing with its freight on King Edward Bridge; another was seen soon afterwards.

Darlington Works had A4 60010 minus chimney – awaiting restoration prior to despatch to the 'Dominion of Canada'. Also there, or on shed, were V2 2-6-2 60931, a couple of WD 2-8-0s, together with a J94 0-6-0ST (also ex-WD) ,68027, and, also in steam, A1 Pacific 60129 *Guy Mannering* – presumably acting as a 'Thunderbird' in case of a diesel failure. I could see the ex-Stockton & Darlington *Locomotion No. 1* and 0-6-0 No. 25 *Derwent* in the

small museum on the station. Next came York where 'Jubilee' 4-6-0 45574 *India* was on a passenger train in the station; on shed were five more A1 Pacifics with exotic old North British names such as *Holyrood* (60152), *Borderer* (60155) and *Midlothian* (60151). There were also two more V2s, a B1 4-6-0, 61176, and another J27, 65846. This was almost the end of the fun, but Selby (on the old route of course) had 'Flying Pig' 2-6-0 43097 and Doncaster had a WD, but a B1 seen a little later was the last steam seen. We stopped at Peterborough North for seven minutes – presumably we were early – and amongst the diesels, 12129 at Hornsey was the only one of note. It had been well worth the expense of this detour.

A show at Northampton at the end of the month produced nothing of note on shed and my next spotting was a quick nip into Warrington Bank Quay Low Level where 'Jubilee' 45590 *Travencore* was seen on a freight. I then drove to Birkenhead Woodside shed – a Saturday when obviously nothing much was moving, because there were forty-seven locos on shed. No less than twenty-seven were 9Fs; there were five Hughes-Fowler 'Crab' 2-6-0s and there was also a Stanier 2-6-0, 42964 of Heaton Mersey shed, if its shedplate (9F) was to be believed. There were also three Stanier two-cylinder 2-6-4Ts. The show, at Woolton, part of Liverpool, enabled me to meet up with my old friend from RAF Changi days.

Alresford, on September 4th, enabled me to make another Eastleigh visit where, apart from Bulleid Pacifics, there were few ex-SR engines, although Maunsell N Class 2-6-0 31811 was the second of the class, a South Eastern and Chatham build of 1920! M7 0-4-4T 30053 was destined to 'cross the pond' and later to return home to work again. After the show I drove to Weymouth where my then first wife was visiting friends. The shed held no surprises but MN 35016 *Elders Fyffes* was marked 'not to be moved', shorn of its nameplates and had, in fact, been withdrawn the previous month. The other engines seen had plates intact, including Standard 5 4-6-0 73080 *Merlin*, a name that I was used to seeing on 'Arthur' 30740! Light Pacific 34066 *Spitfire* – first seen by me with its nameplates covered in Waterloo in September 1947 awaiting its naming ceremony with *Hurricane* and *Lord Beaverbrook* – arrived from Waterloo with its usual battered smoothlined casing – presumably a result of the 1957 St Johns accident.

On the 9th I set off for Macclesfield, leaving Euston behind class 40 D232. The yards from Willesden onwards produced four Standard 78000 2-6-0s and electric E3017 was seen 'on a train' at Carpenders Park – presumably a test run. My particular train involved a change at Stoke which enabled me to absorb the fine architecture of its station. Diesel shunter D3802 was seen in the wars, derailed in the yard, but two days later it was back on its wheels. My journey back from Stoke, behind D305, did not entail a change of train; at Stoke itself I noticed a wagon in the goods yard labelled 'to work between S. Wales and Monmouthshire only'. After the usual mix of Class Fives, 8Fs and Standards, Rugby produced a couple of named Class 40s – D234 *Accra* and D210 *Empress of Britain*. At Euston it was quite a surprise to see Black Five 44777 on empty carriage duties.

Two shows, at Thame on the 16th and Newbury on the 18th, allowed a visit to Oxford shed and the stationary boiler there had the smokebox number plate 1152, an ex-Powlesland and Mason tank which wasn't withdrawn from that shed! The last show of the year was at Wokingham, allowing a visit to Guildford shed and also a photograph at East Grinstead, on the way, of London Country bus XF1! In the spring of 1966, I got a message to say that I was to do two shows that year – at Oswestry and Blackburn again – both on successive days, which included some late running overnight.

On July 27th I was on the 12.10 departure out of Paddington, a Birkenhead train hauled by a Brush Type 4 (Class 47). Not far out of the terminus, we passed the experimental D0280 *Falcon* (on the way to PDN) and 'Westerns' seen included D1000 *Western Enterprise*; Pullman car No.27 was also noted, but what that was doing on the Western Region, goodness knows! The first steam was seen at Banbury; the steam pilot at Birmingham Snow Hill now seemed a memory. At Wolverhampton Low Level we waited for ten minutes and 76087, which could have been station pilot, was conveniently placed for a photograph. At Shrewsbury we changed locos to the usual Black Five, 45231, whilst D1720 passed on the

'Pines Express'. We left six minutes late at 15.38 – maybe held by the 'Pines' or perhaps to give me a special run! The previous year it had taken twenty-three minutes to get to Gobowen, but this time we did it in a fraction under twenty minutes – a magnificent run with speeds of up to 80mph! At Gobowen, Britannia Pacific 70026 *Polar Star* passed in the opposite direction – seemingly a special as the World Cup Final was due two days later at Wembley. Someone has told me that the 'Brits' did not normally work the line, so my photo may be special.

I reached Oswestry at 16.28 and, with only one night there, next evening I was on the 20.05 departure from Gobowen behind D1700. Wrexham shed produced an 8F, and a 9F together with a Standard Four 4-6-0, and at Chester General a 'Jinty' was seen and 44856 was en route to Birkenhead. I changed trains at Warrington Bank Quay where I passed another 'Five', 45427, on a passenger train as I left behind another, 44861, at 22.20. We bowled along at speeds of up to 66mph to reach Preston at 23.12. Four minutes later I left for Blackburn, reaching there at 23.33. It had been a long day.

Next morning I found that my local manager had arranged for a small (and I mean small) TV set in our company tent. It was World Cup Final day! He entertained some of his best customers there and, although you couldn't see much on a small black and white TV set in those days, at least you could hear the commentary by Mr Wolstenholme! Of course the only reason that I got those extra shows in 1966 was because the normal guy insisted that he had the time off! In the evening I took a trip up to Colne and back, noting 48419 at Hopton and diesel shunter D3565 at Rose Grove.

Next day, July 30th, was a Sunday of course and I set off for Manchester from Blackburn. Luckily I took notes; we travelled wrong line from Entwhistle to Bromley Cross and I noted several 8Fs – probably on 'permanent way' trains. From Bolton it becomes a bit hazy but no doubt our esteemed Lancastrian members will put me right if necessary. At Brindle Heath, I noted 8F 48671 on shed. Then we passed Irlam down sidings, before stopping at Pendleton Broad Street and thence to Manchester Victoria. I have an old 'Bradshaw' and it states that trains stopped at Pendleton Broad Street on Sundays only, so maybe this was normal? I then took a taxi to Piccadilly from where I departed south behind E3195. Stockport Edgeley produced three steam, then at Crewe South I clocked a further six including three Ivatt 2-6-0 'Flying Pigs'. Speeds of about 100mph followed. On this journey the electric locomotive took me all the way to Euston. Prior to this, at Rugby I noted Class 24 D5005 painted in two-tone green, in a similar fashion to how the Class 47s were turned out.

So ended three years of very enjoyable caravanning!

LETTERS TO THE EDITOR

Dear Murray,

I was most interested to read Nick Hodges' article in the June *Bulletin* regarding Garratts in Southern Africa. In April 1985 (some 20 months after Nick) I was lucky enough to visit Zimbabwe with my wife and my two early-teenage stepchildren for a couple of weeks, including a week with my wife's friend and her husband and children who were living in Hwange (formerly Wankie) at the time – in fact the husband was in charge of mechanical engineering at the nearby Wankie Colliery, which included their pool of (large) steam locos!

After a spending a couple of days in Harare after our flight we took a coach to Bulawayo, where we stayed a further couple of nights. Like Nick, I was able to visit the MPD there as I had applied for a shed pass before leaving the UK, and enjoyed watching the massive Garratts being coaled and watered as I wandered round the depot. There was also a small railway museum near Bulawayo station with a few restored locos.

The next evening we left Bulawayo on the night train to Victoria Falls, which we took

as far as Hwange. I remember the children returning to our compartment after venturing down the train, exclaiming that they had just inspected the 4th class toilets! Indeed it was the case that there was a 4th class section on the train. Our arrival in Hwange was around 2 hours late, I seem to remember, soon after dawn. With a family in tow, I did not note any loco numbers – I was more interested in getting some good shots of Garratts and other steam locos whilst in Zimbabwe.

We did get to Victoria Falls - our friends drove us there from Hwange. After spending a night there, I persuaded my wife to journey back to Hwange with me on the late afternoon train (the sleeper to Bulawayo), where we were reunited with our children and friends who had driven back.

Although I didn't get a footplate ride on a Garratt like Nick, I did manage to spend a couple of hours on the footplate in Wankie Colliery – believe me, the layout there was not just a few short sections of track and sidings. After being shown around the depot I was introduced to the driver and fireman of the loco I was to ride on – a 19th class 4-8-2 No. 6. We then travelled for several miles down various lines to pick up empties, reverse and bring them back to be marshalled into trainloads, ready for loading. There is quite an incline from the colliery itself down to the main line at Thomson Junction – loaded coal trains descended the incline, with empties being hauled 'up the hill'.

Chris Green



Wankie Colliery MPD with 19th class 4-8-2s Nos.7 and 5, with another member of the class just behind, No.7. Depicted during April 1985.

(Photograph by CHRIS GREEN)



Seen on 11/7/21 is an Alan Keefe-built 0-6-0 diesel-hydraulic locomotive (Keef 95 of 2014). The railway in question is the Wells Harbour Railway in Norfolk.



WD Austerity 2-10-0 freight locomotive No. 90725 The Royal Norfolk Regiment is depicted at Sheringham, North Norfolk Railway, on 10/7/21.

(Both photographs by JOHN GREEN)



Steam worked main line excursions made a welcome return from the spring of 2021. 60163 Tornado was heading the Barrow Hill-Hellifield leg of a Leicester-Carlisle (via York and Hexham) excursion, returning via Appleby, Leeds and Chesterfield. 60163 is seen at York on 22/5/21.



The 'crack' expresses at the south end of York on 27/5/21. Needing to be crossed over from the Up side to the engine change location at Holgate on the Down side, the 'Jubilee' provided a challenge to the signallers. A path was found to allow the movement just ahead of the 18.02 departure to London King's Cross, worked by one of the troublesome Azuma units.

(Both photographs by JOHN PALMER)



On 15/7/21 Locomotive Services operated the Rail Charter Services Ltd HST set as empty stock from Crewe to Settle, then onwards to Carlisle before returning to Crewe. Unfortunately, the northbound morning shot as the set approached Winwick Junction, with the sun behind the clouds, didn't show this new livery to its best advantage. Train details - set 43058, 44081, 41166, 41160, 40804, 41187 and 43059 working 5z80 northbound.

(Photograph by NEVILLE BOND)



DMU 197002 at Chester working a Llandudno Junction to Crewe test working on 6/7/21.

(Photograph by ROSS MIDDLETON)

BOOK REVIEWS

Locomotives of the Isle of Wight Railways

by T. P. Cooper, J. C. H. Faulkner, R. J. Maycock, R. A. Silsbury.

Crecy Publishing.

Hardback, 28cm x 21.5cm. 192 pages.

Over 100 illustrations, about half of which are coloured.

ISBN 9781910809877.

Price £25.

The four authors of this book are all associated with the Isle of Wight Steam Railway and it is to this delightful line that profits from the sale of the volume will go. Although there has been a vast out-pouring of books about the IOW railways over the years, so repetition is inevitable, the publisher claims this is the first definitive history of all the locomotives that have seen service since the first railway opened in 1862. This claim may well be justified as the authors have had access to the historical accumulations of the preserved railway's archive in addition to previously published material.

The book is comprehensive and detailed, covering, it seems, every vehicle that could move under its own power, so the Ryde Pier tramway is there and it is up to date enough to include the Shooter hopefuls soon to enter service on the electric line. However it is mostly the steam locomotives that receive detailed histories which include a good description of the preserved line's motive power. Of the authors John Faulkner deserves a mention for his work in colouring early black and white pictures to recall the engine liveries. All that you can probably take in about the Island's railways is there in depth and quality, making the book a good buy; but further, your cash will help perpetuate the memories of that last stronghold of the 0-4-4T and the Westinghouse brake in its pure form, so there is little reason to waiver in your purchase. (DAB)

OVERSEAS NEWS

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

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

News. Another part of the railway network is being revitalised. After four years without trains 70% of the San Martin freight line over the La Picasa Lagoon (Santa Fe province) has been renovated and was expected to reopen in July/August. The San Martin line this year between January and May carried 1.77 million tonnes of various categories; this is 31% more than that in 2020 and 69% more than in 2019. The reopened route will take 20% of the current traffic.

AUSTRIA

Achenseebahn. 21 June saw the start of engineering works between Eben and Seespitz which will cost some €2 million; this follows the money being released in May. Work will take place until the onset of winter and means that locomotive No. 3 is likely to see use on works trains. Worth having a look around if in the area on a weekday as some 4,000 concrete sleepers, 9,000 tonnes of ballast and 5.8 km of rails are to be installed.

Overhead Line Vehicles. ÖBB has signed a contract with Plasser & Theurer for the supply of 50 new ohle units which will be electrically powered either from the catenary or batteries. There will be some driving trailers also built and there is an option for another 46 units. The first units are expected to be delivered in 2023.

Summer Timetable. ÖBB introduced a new through service with the summer timetable with EC 151/134 from Wien via Graz and Ljubljana to Trieste which restores a through

express train between the latter two places. Departing Wien Hbf at 07.58 with calls at important stations on the Semmering route the Graz departure time is 10.39 but there are calls at various stations in Slovenia so the Ljubljana departure is 14.17 and Trieste is reached at 16.52. The return service leaves Trieste at 13.03 and is into Wien Hbf at 22.02. Tickets started at amazing prices of €29.90 from Wien and €19.90 from Graz. The route is bound to be popular with tourists and Inter-railers as there are many scenic views on the way.

Zillertalbahn. Freight traffic in the shape of logs to the Binderholz works in Fügen (10 km) re-commenced on 17 May after a break of over seven years. In the first month of the new service 562 wagons were handled with 23,270 tonnes of timber moved. It is reckoned that 2,250 lorry journeys were saved. The traffic is believed to originate in the Czech Republic.

BELGIUM

Blockade. Virtually every railway is now in the habit of having a major blockade for engineering works and now Belgium has announced one. The line between Tournai and Mouscron will be closed for major track renewals 30 August to 6 December with the line into France to Lille Flandres also affected from 8 November as in the first period most work is between Froyennes and Mouscron (16 km) and changes to between Tournai and the French border on 8 November. The blockade will see the renewal of 76 km of rails and nine sets of points as well as work on bridges and station platforms. Infrabel reckons the work being undertaken in the 96 day blockade would take over three years of weekend single line working.

Leuven. Infrabel is improving the track layout at this major junction. The yard area has had tracks, signalling and overhead wire removed for a completely new layout which will have four very long tracks (two of 600 metres, one of 700 metres and another of 750 metres plus seven other tracks of between 300 and 400 metres). 460 passenger trains and 40 freight trains pass through this major junction on a normal working day.

New Trains. On 7 June Dutch ICNG set 3301 arrived at Schaerbeek hauled by 186 384. The unit will undergo the usual acceptance tests in Belgium which often taken place around Ath and no doubt on the high speed line. They are not expected to be in traffic before 2025!

CZECH REPUBLIC.

TRAXX MS3. Bombardier (now Alstom) is still testing this type of loco in various European countries using the prototype 188s. But two Czech operators have ordered the type in anticipation and deliveries have started. CD Cargo has ordered ten (plus options for 40 more) whilst RegioJet has ordered 15. The first CD locos are 388 001 – 010 whilst RegioJet is getting 388 201 – 215. At the moment full authorisation is still awaited from the EU European Railway Agency which was expected by early summer.

FRANCE

BB 15000. Another nail in the coffin for this type as on 2 June 15023 worked a Paris St. Lazare to Caen train for the last time with new EMUs replacing the loco-hauled sets. Some 15000s are still used on the Paris – Le Havre route but here again new EMUs are not far away. Some locos may still have turns out of Paris Nord whilst some locos may be held back in reserve for a while. Built 1971-78 for the Est main line, TGV Est saw them leave for new pastures but at 50 years old they must surely have paid for themselves.

X72500. This series of DMUs introduced in 1997 have not been very successful and at mid-life are already being replaced by more modern designs. These units replaced the Caravelle DMUs in many areas and now they are following the Caravelles to Romania! In 2018 X72725/6/33/4 went to Romania followed in 2019 by 72575/6/83/4/ 7/8, 72619/20/39/40/44/55-60/71/72. In April this year more units started off for Romania, these being X72627/8, 72735/6. So having replaced the Caravelles in France they look like doing the same in Romania!

Main Line Steam. 2-8-2T **141TD740** is back in service at Limoges after a main overhaul. 29 May saw it run on its own to Aix sur Vienna and next day double headed with 140C38 on an ecs train from Limoges to Eymoutiers. Two other locos absent for some years are on the road to recovery with **141R1126** at Toulouse looking the most promising for this autumn. **230G353** has its boiler back from Italy and the loco is now being reassembled but no completion date has been announced.

GERMANY

CRRC / Vossloh. The Chinese company CRRC took over Vossloh in 2020 and now we can see the first big result. In June Paribus Rail Investment Management GmbH signed a framework contract on behalf of RIVE Private Investment for the purchase of up to 50 new DM20-EBB (DM = Dual Mode) shunting and tripping locomotives. Northrail is part of the Paribus group and will be the leasing company for the new locos. They will be electric, either straight electric or from batteries, so no emissions whatsoever. The locomotives are intended for Germany and Netherlands, no doubt with the Hamburg and Rotterdam dock areas in mind.

Flixtrain. Further to the item in *Bulletin 7*, not only does IGE operate the FLX 20 route it is also involved with FLX 25 and FLX 35 routes.

Hamburg Altona / Diebsteich. The project to close Altona station and sell the area to the city for redevelopment is starting to see lots of problems. The cost of the project is reported to have risen from €360 to €548 million. It has been disclosed that the amount does not include the transfer of car sleeper services to Diebsteich / Eidelstedt or the cost of demolishing Altona station. €1 billion here we come!

Hannover S-Bahn. It will be recalled this service has been won by Transdev and 64 new Flirt 3XL are to be delivered by Stadler. In a strange twist Transdev have put the maintenance into the hands of OHE at Celle where the depot will need extension and electrified access. The twist is that DB at its current S-Bahn base of Hannover Leinhausen will take over the maintenance of the c. 648 DMUs in use on Niedersachsen Mitte services.

Harzer Schmalspurbahn. On 1 July the HSB started its summer timetable and resumed steam operation on all routes. Mask wearing is still mandatory.

München S-Bahn. DB has won the contract to continue operating the S-Bahn services and also some of the regional services. The contract covers the years 2021 – 2034 but from 2029 it is expected that the second S-Bahn tunnel will open. From that time many S-Bahn services will increase from every 20 minutes to every 15 minutes; additionally some trains will run as express trains, missing out several stations. Part of the contract states that for that second period of operation new rolling stock must be provided.

Paribus, RIVE and Northrail (see above) are to acquire up to 30 Vectron Dual Mode locomotives from Siemens under a framework contract. Leasing company Northrail already has customers for the first seven locomotives which should start to appear later this year. The locos are intended for freight use in Germany and Siemens will be responsible for their maintenance.

101. Built 1996-99 this class is on the way out. In recent years the delivery of over 50 new ICE4 units is sidelining the 101s. Already some are in effect stored at Dessau works providing spares for the class but so far none of these has been withdrawn. But the summer timetable has only 64 diagrams for 145 locos! Although with maintenance spares, etc one would have more than 100 for use. But of the 64 diagrams 16 are for standby duties such as Dortmund (1), Frankfurt/M (2), Hannover (4) and Köln (3). The locos continue to appear nationwide and in Austria.

159. This class number is the short number for the new Stadler Euro Dual and Euro 9000 locomotive. These are electro-diesel locomotives, the longer number being 90 80 2159 xxx-c. There has been an invasion of the type in recent months to many operators so many new liveries have been appearing. Consequently, German websites and magazines have been featuring the type. The locos have quite a brutish appearance but the striking thing



Germany. Floods in July 2021. Essen to Finnentrop line.



The July floods in Germany. Gerolstein Station looking east towards the depot. The River Kyll has invaded the railway.

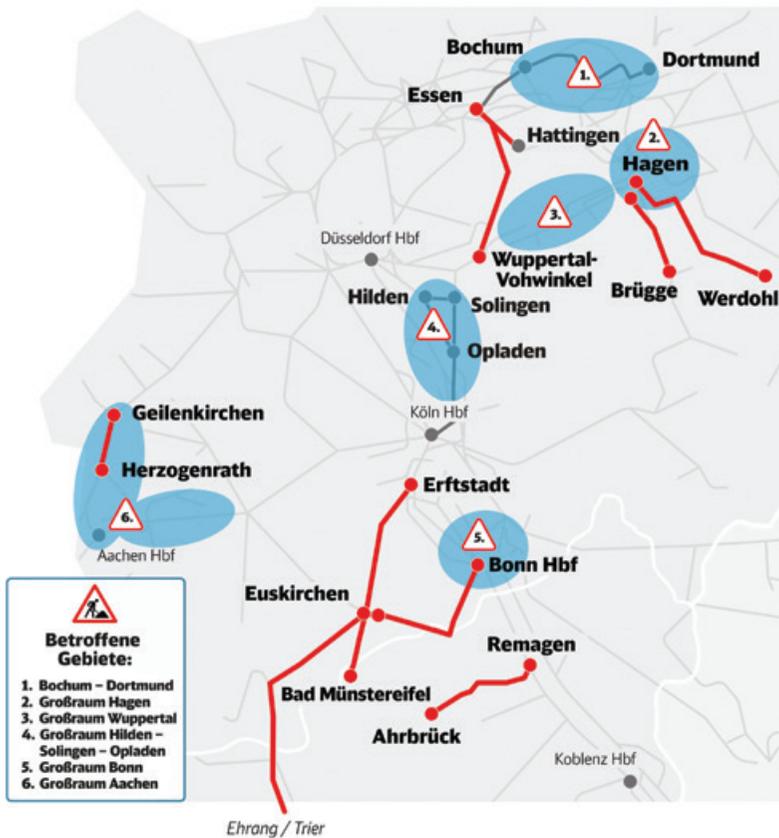
(Photograph courtesy of DB AND BRIAN GARVIN)

Flutkatastrophe: Die betroffenen Streckengebiete der Deutschen Bahn AG im Überblick



— Mittel- bis langfristig gesperrte Regionalverkehrsstrecken

● Beschädigte Bereiche, erste Reparaturen erfolgt. Trotzdem noch Einschränkungen im Zugverkehr möglich, u.a. durch kurzfristig notwendige Sperrungen, Langsamfahrstellen und eingeleigte Abschnitte.



Deutsche Bahn AG, 07/2021

Map published by DB. The red lines are badly damaged railway lines and will take weeks if not months to reopen. The shaded areas are where general damage has occurred but repairs will quickly follow, however, there may be train alterations.

(Map courtesy of DB AND BRIAN GARVIN)

from the photos is the length. Several websites were consulted for the length but this data was missing; wheel arrangement, voltage, etc but no length. In the end a photograph of one gave the answer as the sole bar clearly showed the length over buffers as 23.02 metres! The longest DB Co-Co electric was a 103 at 20.20 m with diesel classes 247 (66) at 21.35 and a 232 at 20.62. (Co-Co electric cl. 151: 19.49; 155: 19.60.) Meanwhile it is reported that some of the private operators will now sell off their second hand 232s. HVLE in Berlin is reportedly going to get rid of its Voith Maxima locos which were only built 2006-2010.

187 /189. DB and MRCE seem to be swapping locos (with a payment involved no doubt)! MRCE ES64F4- 993/4 have been sold to DB and thus regain their old numbers of 189 093/4. Meanwhile DB 187 100 has appeared in MRCE black and a white front with a red horizontal band. It is quite possible this is in connection with the auto coupler fitted 187s being a disaster. There are 189s with auto couplers so the new batch with DB will allow the last 151s to be rendered surplus.

1004. Chinese built 1004 501/2/3 were moved from the Minden test centre to Kiel during June. CRRC now owns the old Vossloh plant in Kiel so will be able to do any adjustments there. The locos are for use by DB Netz on the Berlin S-Bahn. These hybrid locos, besides having third rail shoes, can also operate off battery power and diesel power.

Another development with CRRC is Paribus Rail Investment Management GmbH signing a framework contract for up to 50 emission-free shunting and tripping locomotives, including a full-service maintenance contract, for its long-term investment partner RIVE Private Investment. Northrail GmbH will be the leasing company involved with the locos which will be similar to the 1004 class but pure electric running off catenary or batteries, there being no diesel engine. The single cab locomotive will have one pantograph on top of the cab. The first locomotives look like going to Rail Force One for work in Rotterdam docks. Related to this project perhaps is the arrival in Bremen of a CRRC built electric loco for Hungary. On 25 June RailAdventure 111 029 hauled 97 55 0461 001-8 H-CRRC from Bremerhaven-Kaiserhafen to Minden for DB Systemtechnik to test. The loco is already in Rail Cargo Hungaria blue.

Preservation. On the steam front and preservation in general most museum lines had started operations in June. Most news centres on diesel and electric locomotives. **202 487**, operating latterly with EBS (Erfurt), has been loaned to the museum at Weimar as it needs a major overhaul but is not required for traffic. Weimar has also obtained **211 028** (ex-E11 028, DB 109 028) from EGP. The loco will be restored as a rolling exhibit. Better news concerns three other electric locos. **E10 228** belongs to DB Museum but is on loan to Crailsheim where it has been restored and did test runs from there on 22 May. **194 192** belongs to Nördlingen Museum and has been under overhaul during the museum shut down. It ran a test trip with a freight train to Donauwörth on 15 May. Two weeks later further north **194 158** at Hamm has also been restored and ran test trips on 29 May. Prestige loco 103 113 was noted on 14 May hauling 103 235 from Dessau works back to Koblenz. The loco had been at Dessau to donate parts to 103 245 which is having a general overhaul. **Härtsfeld-Museumsbahn Neresheim** opened its extension and started its 2021 season on 4 July with suitable celebrations with local VIPs present. On normal operating days the first train at 09.45 will be a DMU allowing more time to raise steam for the 11.10 and later departures. The last train might also be a DMU to allow time to dispose of the steam locomotive.

HUNGARY

Electrification. MAV brought into use another 55 km of electrification on 19 June when the section from Szabadbattyán to Baltonfüred went live. Meanwhile work continues on another 106 km of the line on to Tapolca and Keszthely – Tapolca – Ukk.

INTERNATIONAL

Storms. The storms in mid-July made all the media headlines and rightly so. The damage

was considerable especially in Belgium, Netherlands and western Germany. Naturally enough minds were concentrated on the damage to towns and villages and the loss of life. Considering all this damage it is amazing that no trains were involved in crashes or derailments with no reports of lives lost on railways in the affected countries. In Belgium a large swathe of Wallonia was affected with most railway lines closed. Consider the main line across from Charleroi to Namur and Liège and on to Aachen. These lines and all lines south thereof were closed with flooding and damage. Infrabel issued a summary showing that some sections would reopen quite quickly but others would take weeks. In the Netherlands the area around Maastricht was affected with lines north and south flooded. Remember the River Maas is the same river as the Meuse in Belgium only the language has changed. The Dutch 'Alps' were also inundated with the area around Valkenburg being mentioned. The damage in Germany was concentrated in Rheinland Pfalz and Nordrhein Westfalen states and was considerable in the former. The areas south of the Köln – Aachen line came off worst with the Eifelbahn closed all the way down to Trier. Members that took part in recent plandampf events will know the pleasant winding line north of Trier. A picture of Gerolstein station shows the platforms being in the centre of a large river with water up to the floors of stabled DMUs. At the time of writing the Eifel line was still being assessed such was the scale of the damage. The line from Remagen to Ahrbrück received much damage with more than 15 km of track washed away and seven bridges destroyed. The main line through Bonn Hbf was closed for some days as the signal box was flooded, presumably meaning the relay room or such like. The good luck here is that the right bank of the Rhein stayed open. A few days later the storms had moved south with Austria being affected especially around Salzburg. But once again the narrow gauge line from Zell am See disappeared under water.

ITALY

Electrification. The summer timetable saw the introduction of electric services from Conegliano to Belluno on 11 June. From Monday to Friday there will be 13 connections between Venice and Belluno, eight of which are through trains saving 12 minutes and five involve a change in Conegliano. New EMUs of the 'POP' variety will work the service instead of DMUs. The new EMUs' class designation is ETR 104 and are four-car sets built by Alstom under the Coradia Stream banner. FS has ordered more than 150 sets with 31 for the Veneto region.

NORWAY

Flytoget. This operator runs the express trains to Gardermoen Airport and has ordered eight new EMUs from CAF to enable it to expand its service. Like all builders the new train has a fancy name, in this case 'Oaris' to railway fans; they no double will be called by the old style classification BM 78. (NVR 94 76 0403 xxx-c.) The trains are rated at 3,560 kW and a top speed of 210 km/h. All the new units should now be in Norway but expansion is now limited by the effects of the pandemic. Consequently some of the existing stock may be leased to other operators.

Norske Tog. Otherwise known as SJ Nord. This new private operator won the contract for services in the north of the country hence the name. It ordered 14 bi-mode units for local services. These five-car sets from Stadler are now appearing as class BM 76 (NVR 94 76 0404 xxx-c) which feature a power module for the diesel engine(s) giving a 1,920 kW rating for the Nordlandsbane and Rørosbane. The carriages are numbered 76 101 – 76 501 with the power module numbered 76 601. The sets, built in Poland, are now starting to appear with 76-01 having gone to Velim and 76-02 to Switzerland whilst 76-04 has been seen at Trondheim. So the days of loco haulage on the northern line are clearly now threatened.

RUSSIA

New Locomotive. Russian Railways have announced a new locomotive type – the 2TE35A

which will be a two-section locomotive developing 7,300 kW. It will be a 16 axle locomotive formed as a Do-Do+Do-Do with asynchronous drive. 200 locos will be built by 2031 (i.e. 400 sections). The locomotives are intended for heavy freight use on the Far East and East Siberian railways where train weights could be up to 7,100 tonnes.

Steam Locomotives. The reserves continue to empty with some locomotives going for scrap and others being preserved. A common feature of locomotives that have been plinthed in recent years is that they are missing their coupling rods. Does this mean that those involved do not know what they are for? Locomotives that have come to light and plinthed in the last year are as follows: L-3498 Sasovo Pushkin station; L-3733 Zheleznodorozhnikov Square outside Saratov II station. Er796-43 came out of reserve and appeared in Moscow in 2018 and then was moved to Tula appearing there in May 2020. It has now appeared in April this year at the VNIKI plant in Kolomna where it was being fitted with armour plating. Only the tender had been done before it was realised the springs had flattened out. Now just what did they do in WWII? Active locos include L-4514 in the Samara area in January this year to be followed by LV-0233 in March whilst in April Yea-3113 was busy around Perm in April. St. Petersburg is now a major steam centre with specials running several times a week to different tourist attractions. Loco involved have been L-2055, L-2198 and LV-0522. The May Day period always brings some activity with FD20-3109 and LV-0233 in use in the Krasnodar area on 3 May whilst L-4372 was active around Yekaterinburg and Yem-3753 in the Khabarovsk area. Finally the strangest retrotrain report is L-3095 hauling service EMU ED9E-0047 from Nizhny Novgorod Moskovsky station to the museum area at the freight yard.

SLOVENIA

Zreče. This place was once the terminus of a 760mm gauge line from Poljčane (south of Maribor) which closed in 1962. There is a locomotive plinthed there to commemorate the line. It is now reported that part of the line in the town has been reinstated connecting the station with the town centre. Not only that, but on 24 May 0-6-0T 71-012 (OK 10168/1923) arrived by road from the museum in Ljubljana. This locomotive is in working order. So, do we have the beginnings of a new museum line? The area is very scenic so there might be the possibility of success? The locomotive plinthed in Zreče is 71-023 (OK 10154/1922). This locomotive was built as SHS 3004 but was sold out of service to Rudnik Kakanj later ending up at Jesenice steel works where it was O-XI before being plinthed at Zreče and acquiring a number at the end of the JZ/SZ series. A third steam locomotive is preserved along the route of the old narrow gauge line at Konjice (Slovenske Konjice), this being 0-6-2T 72-018 (KrMu 5398/1905). This is another locomotive with history being delivered to SDZ as No. 362 then becoming KukHB IIIc 315, then SHS 11326 and finally JZ 72-018.

SPAIN

Euro 6000. This locomotive type is now starting to appear and is part of the Stadler Euro family. The Euro 4000 is a diesel locomotive. There have been Euro Lights and Euro Duals and the big Euro 9000 locomotives. The Euro 6000 is a multi-voltage electric locomotive, there being no diesel input at all. Ordered a few years ago, leasing company Alpha Trains is involved with the first customer being Captrain in Spain. 11 locomotives form a firm order with an option for ten more. 6001 is registered as F-CTES with F for France and CTES denoting Captrain Espana; this locomotive is standard gauge. 6002 is broad gauge. The latter examples will only be used in Spain but the standard gauge locomotives will be registered to work in Spain, France and Luxembourg; five locomotives will be standard gauge and six broad gauge. They will be used on through freight trains from Barcelona to Bettembourg in Luxembourg. On 25 kV the locomotives are rated at 6,000 kW with reduced outputs under 1,500 or 3,000 V dc. The Stadler factory in Spain was previously Vossloh but can be traced back to its origins in Valencia when it was Macosa.



On 15/7/21, Locomotive Services operated the Rail Charter Services Ltd HST set as empty stock from Crewe to Settle, then onwards to Carlisle before returning to Crewe. The northbound morning shot, as the set approached Winwick Junction with the sun behind the clouds, doesn't show this new livery to its best advantage but the evening shot does rather make up for this, although it seems that this is the season for lineside vegetation to be at its most colourful and intrusive as the train descending Red Bank, Newton-le-Willows, shows. Train details - set 43058, 44081, 41166, 41160, 40804, 41187 and 43059 working 5z80 northbound and probably 5z81 southbound.

(Both photographs by NEVILLE BOND)

SWITZERLAND

Re4/4^{II}, Re4/4^{III}. These locomotives, stalwarts since introduction in the 1960s, are starting to head off to the scrap yards as more and more EMUs appear on the scene for EC and regional services and freight workings are revised. June this year saw several disposals. 420 178, 421 377/78 headed for Loacker in Emmen on 2 June whilst on 11 June 430 352/57/68 and 421 394 were reported as for scrap. On the same day most of the locomotives stored at Full, 420 169, 421 380/85/90, 430 350 were removed to Rangierbahnhof Limmattal but it was unclear what the final destination was to be.

Renumberings. BLS Tm236 380-384 have been renumbered as class Tm234. TMR Tm237 554 has been renumbered Tm234 354.

Rhätische Bahn. 100 years ago RhB took delivery of its first 'Crocodile' electric loco Ge6/6 401. 15 locomotives were built 1921-29 and most gave 60 years of service; two are still in use as historic locomotives. Several have been preserved: 402, VHS Luzern; 406, Battenberg/Eder (Germany); 407, Bahnmuseum Albula, Bergun; 411, Deutsches Museum, München. The two locos still in service as historic locos are 414, 415.

SBB 484. These locomotives are no longer operating into Italy and now have the FS equipment isolated as they are now solely used on internal services.

Preservation. The three 141Rs at **Winterthur** all appear to have been bought by Andrew Cook and removed to Vallorbe in early May 2021. 141R73, 1207 and the remains of 1332 are the locos involved and join 141R568 at Vallorbe. **Grono:** ABe4/4 1, ex-SEFT, ex-RhB, ex-AB ABe4/4 41, preserved at Grono since 2015, has now been provided with a roof over its open air plinth. Another former SEFT unit, BDe4/4 6 originally RhB 491, was taken to Landquart in April and will be prepared there for exhibition at Bahnmuseum Albula. Biasca – Acquarossa AB4/4 5 has gone to the Wagimuseum Schlieren where it was built by SWS in 1963.

SCB Ed3/3 41 was returned to steam at Balsthal in April after 20 years of being in store or on exhibition at various locations. Built in 1901 for the Schweizerische Central Bahn it became SBB 8410 and ended up as Von Moos 3 in Emmenbrücke. Later it was exhibited in VHS Luzern before going back to Von Moos where it was plinthed 2012-17. Active again, it has been given NVR number 90 85 008 410-2 CH-OEBB.

Re4/4^{II}. Re421 379 has been sold to Verein Dampfloz Depot Full, the new name for the group looking after 241A65.

150 Years of Rigibahn. This was celebrated in style on 22 May with parades between Staffel and Kulm. Steam locos used were H1/2 7 (1873), H2/3 16 (1923) and 17 (1925) plus vintage EMUs. VRB vintage snowplough He2/3 8 propelled a wagon on which narrow gauge steam loco *TICINO* was exhibited.

USA

Big Boy. Union Pacific announced in late June that the Big Boy will tour again in August. 4014 will leave Cheyenne (WY) 5 August with short stopovers in communities in Arkansas, Colorado, Illinois, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, Texas, and Wyoming. The locomotive will be on show in the following cities: Saturday 14 August: Fort Worth (TX); Tuesday 17 August Houston (TX); Saturday 21 August New Orleans (LA); Sunday 29 August St. Louis (MO); Monday 6 September Denver (CO) then back to Cheyenne.

Fillmore & Western Railway is located in California and has been reported as closed from 30 June after its owners decided to retire from the tourist railway business after 30 years running the line. Located not far from Hollywood the line was often used as a railway location in films and commercials, etc. Whilst the stock includes one steam locomotive, most trains were diesel hauled with wine and dine very popular. The summer period is usually a non-operational period. It is hoped that a new operator might be found in time for operations to restart in the autumn.

Niles Canyon. This museum line is to get another steam locomotive. Southern Pacific

4-6-2 2479, since withdrawal in 1956, has been under the care of the California Trolley and RR Corporation in San Jose which also inherited the Lenzen six road roundhouse. The roundhouse was damaged by an earthquake in 1989 and later dismantled but the parts were kept. Now, these parts, together with the steam loco and a 65 ton diesel loco, are to move to Niles Canyon. The steam loco is reported to have been 80% restored having been worked on by a small group since 1989! It will be welcomed at Niles Canyon where a site for the roundhouse to be erected is already being investigated.

Ozark Mountain Railroad. This is not in fact a railway but the name of a company buying, selling and auctioning railway equipment and is probably one of many in the USA. Having stumbled across the name on a website, lockdown gave the opportunity for some investigating. 45 locomotives, 16 cabooses, 87 passenger cars and other equipment are listed but going into detail on the locomotives four steam locomotives were noted as for sale. The first two were 36 inch narrow gauge 2-4-0s rebuilt from Carbon Limestone 0-4-0STs. No. 1 ANAKA is HKP 7397/1943 whilst No. 3 MYRTLE is HKP 7398/1943. They are off the Lahaina, Kaanapali & Pacific RR in Hawaii which is understood to have closed in 2014. Another locomotive of the same gauge is Westside Lumber No. 8, a 3-Truck Shay, Lima 3176/1922. This was once on the Georgetown Loop railway and plinthed for some years in Canon City at the Royal Gorge station. The one standard gauge locomotive up for sale is Florida East Coast No. 113, a 4-6-2, Alco (S), 53902/1913. This belongs to the Gold Coast Railway Museum in Miami (FL) which is understood to have financial problems with the loco having been up for sale since 2019.

PRR K4 1361. This 4-6-2 (Altoona /1918) was plinthed for many years at the famous Horseshoe Curve near Altoona. In fact the loco was restored and ran in the 1980s for a couple of years before having a major failure since when it has been sidelined. It actually went to Steamtown in Scranton for repairs there but nothing much was done. There have been plans for some years to reactivate the loco but up to now progress has been slow. The Railroaders Memorial Museum in Altoona (PA) has announced a \$2.6 million scheme for the full restoration of the loco and has brought in FMW Solutions to do a full report on the state of the locomotive. This firm was involved in the overhaul of the US Sugar loco in Florida.

Siemens Mobility has won a \$3.4 billion contract to supply 73 new trains to Amtrak. These trains will operate in many states and be of several different types. Siemens also gets the maintenance contract. There could be up to 140 more trains. The order includes trains with dual-power and hybrid drives with batteries. The first train is to be delivered in 2024, the test phase for the new venture train with hybrid drive will begin in 2025. The trains for the north-east corridor and the state-subsidised routes will be delivered between 2024 and 2030. The Siemens factory in Sacramento will manufacture the new trains. This will mean Amtrak replacing a lot of old equipment, not only for the north-east corridor but on state run services such as the Washington state 'Cascades' service which is likely to be one of the first services to be re-equipped.

(ÖBB, LOK-Report, Infrabel, Echo du Rail, Eisenbahn Kurier, Eisenbahn Revue International, Railcolor News, Railvolution, RZD, Trains Newswire, Eisenbahn Amateur, Ozark Mountain RR, Railfan Magazine, Siemens, Union Pacific, Zillertalbahn)

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

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

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



On 15/7/21, A1 No.60163 Tornado with a Railway Touring Company charter from London Euston to Chester. It makes a fine sight passing Bushey station.



During 6/7/21, Thompson B1 No.61306 Mayflower passes through Kensington Olympia with the London Victoria to Windsor & Eton Riverside weekly 'Royal Windsor Steam Express'. The programme has been cut from three trains per Tuesday to two plus an evening dining special.

(Both photographs by CHRIS GEORGE)