

BULLETIN

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FEBRUARY 2022



Towards 10,000 Miles PT2 • LCGB Overseas Reunion 2022
Club Website and AGM
and much more ...

www.lcgb.org.uk

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BULLETIN

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

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DORKING

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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.

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

ST. ALBANS

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

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(* Library facility available.)

CLUB NOTICEBOARD

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Club AGM: This is scheduled to be a 'live' meeting (not Zoom) which will be held at Keen House on Saturday 23/4/22. It is intended to take place following the Branch Officers' Meeting. Full details will appear in *Bulletin 4/22*.

Overseas Tours. *Brian Garvin writes:* The IGE tour to Czechia did not receive enough support to run in February/March. IGE are now looking at dates in May or June depending on hotel availability. Please expect a further announcement in due course. Members are reminded to keep an eye on the LCGB groups.io site for the latest information. IGE is still planning a major tour at the end of August from Nurnberg to the Netherlands, scheduled to be steam hauled throughout.

North London Branch: The following NLB meeting has been arranged - 8/3/22 at 13:00: *Branch Supporters' Day With A Surprise Guest.* North London Branch supporters are invited to bring along their photographs for an interesting afternoon. Don't worry if you haven't been to North London Branch before, if you come along you qualify as a supporter.

Central London Branch: For the near future, CLB have arranged two meetings, the first being Friday 18/3/22, when Brian Garvin will present a talk called *Current Day Scene in Europe*. On Friday 22/4/22 (please note, the **fourth** Friday of the month), Keith Jones presents *From Brora to Bo'ness: A Decade of Scottish Railway Progress*.

St Albans Branch: Due to the lack of a permanent meeting location, a further Zoom presentation has been arranged for Thursday 10/3/22, when Colin Brading will give a talk on the former Liverpool Overhead Railway.

Obituary: John Hayward: John Hayward, Club member 1821 and a supporter of the Brighton Branch, passed away on 2/2/22 at the age of 85. The Club sends its condolences to John's family at this sad moment in time. It is hoped to include a full obituary in *Bulletin 4.22*.

Obituary: Paul Olver: Paul Olver, Club member 7766 and a member since 2009, recently passed away. Mr Olver was a resident of Hereford and a participant in Club overseas railtours. The Club would like to send its condolences to Mr Olver's family at this sad time.

Obituary: John Toy: John Toy, former Club member and regular contributor to the 'Preservation News', passed away recently. The Club sends its condolences to John's family at this sad moment in time. It is hoped to include a full obituary in *Bulletin 4.22*.

Press Day: Press Day for *Bulletin 4/22* will be Tuesday 1/3/22 and distribution day for the same edition will be Wednesday 30/3/22. Press Day for *Bulletin 5/22* will be Tuesday 5/4/22.

Front Cover: *Locomotive Services Limited ran the Blue Pullman train with power cars 43055+43046, 'The Settle & Carlisle Pullman', from Eastleigh to Carlisle, out via the S&C with the return via Shap. It's seen picking up passengers at Watford Junction on 22/1/22, ready for an 08.15 departure.*

(Photograph by CHRIS GEORGE)

BRANCH REPORTS

Murray Eckett

Bedford: Former Branch Secretary Richard Crane was the speaker once again on 4/1. The subject of his presentation was the route of the Cambrian Coast Express, from Paddington to Aberystwyth and Pwllheli. The service began as a restaurant car express in 1921 and was named six years later. Richard showed the latest changes to the infrastructure at the London end, particularly the drastic alterations to Old Oak Common depot. He also illustrated a comprehensive selection of motive power to be seen on the route, not only from the days of steam but also from more modern times. The latter included Class 68 diesels powering push-pull trains for Chiltern Railways, now the principal user of the route south of Birmingham. The photographs came from a wide range of sources, including his own camera. Many of the intermediate stations on the route were portrayed: the busy-ness of Birmingham Snow Hill before its closure and reinstatement was a notable contrast with the bleak and typically wet Dovey Junction. Given the territory traversed by the Cambrian Coast Express, the presentation would have been quite incomplete without brief glimpses of the Welsh narrow gauge lines with which it connected. As is the case with so many presenters, Richard had some difficulty with pronunciation of Welsh place names, but this did not detract from a well-researched, entertaining and informative presentation. The Branch looks forward to another visit from Richard before too long.

Bedford: On 1/2 David Scudamore did not need Zoom to present the second part of his survey of the railways of the Cambridge area. He began with a look at Cambridge station showing two historic buses outside and the neighbouring Spillers mill, now converted to flats. Heading north from Cambridge his survey took in Chesterton Junction and the route to St Ives, now commonly known as the misguided busway but which saw sand traffic until 1992. On the way were espied a 2 foot gauge line at Chesterton Junction, the jam factory at Histon, the sand terminal at Fen Drayton, which had been the principal source of traffic in later years, and *Taw Valley* on driver training duty. Next came the line to Fordham and Soham, where an ammunition train had exploded in 1944. The town now boasts a newly built station. The next route examined was via Cherry Hinton and Fulbourn to Newmarket. No visit there would have been complete without a picture of Charlie, the last shunting horse on BR. Back in Cambridge, a tour of the shed was enhanced by pictures of some distinctly non-native motive power, including two GW examples on the way to the scrapyards. The fine photographs were taken by some noted photographers, including David himself. Some of his had been taken over Christmas. The presentation prompted much discussion and whetted the appetite of the Branch for future instalments.

Central London Branch was superbly entertained on 17/12/21 by Colin Miell with *Staycation travels during 2020 and 2021*. The topics included the Isle of Man, and, in the Netherlands, the Dordrecht Steam Festival plus the Stoomtram Hoorn/Medemblik. The presentation for CLB was uniquely -thus far- done via Zoom from Colin's home and the pictures were displayed on the screen via the MRC's digital projector to the Keen House audience. Isn't modern technology wonderful!? Thanks to Covid travel restrictions, visits to far flung exotic destinations have been curtailed but Colin has managed to visit places nearer to home. Colin began his travelogue with scenes in Northern Ireland with a look at the RPSI site at Whitehead where 0-6-0 GS & WR No. 184 was in a poor condition and the iconic 4-4-0 No. 171 *Slieve Gullion* was a kit of parts, both presumably awaiting their turn for overhaul. A visit to Derry/Londonderry revealed the recently and magnificently restored Waterside station and a cosmetically restored County Donegal Railways 2-6-4T at the Foyle Valley Railway Museum. There were also other views of the NI scene including the magnificent signal box at Coleraine and Belfast's maritime activity. Colin's beloved Isle of Man revealed Manx Northern Railway No. 4 0-6-0T in maroon livery, Beyer, Peacock locos No. 13 *Kissack* and No. 8 *Fenella* in the works at Douglas, along with the County

Donegal railcars still awaiting full restoration. The Manx Electric Railway was observed at Laxey, along with views of the iconic *Lady Isabella* water wheel and Car No. 1 on the Snaefell Railway at Snaefell Summit.

The Dordrecht Steam Festival in the Netherlands is always a superb event with almost anything you can think of that is steam powered on display. Steam tugs, full size traction engines, including a Fowler and one from Minneapolis, a fairground roundabout, a steam bicycle, miniature railways, traction engines and a horse drawn fire engine (with a steam powered pump) were observed. Main line steam on the NS system was noted in the form of German 65 018 on a local shuttle service. The Hoorn Medemblik tramway, twinned with the Bluebell Railway, produced many fascinating views of immaculately maintained locomotives. One of these was *Bello*, a Swartzkopf 0-6-0T of 1914; this was noted as well as an 0-4-0WT tram locomotive, appropriately recorded by a windmill, amongst many other attractions of this fascinating line. Returning to the UK, BR 5MT 4-6-0 No. 73082 *Camelot*, a wartime S160 2-8-0 and Merchant Navy Pacific 35028 *Clan Line* were recorded at Sheffield Park on the Bluebell Railway. A new Greater Anglia unit seen at Liverpool Street, Heathrow Express Cl. 332 units at Paddington, Cl. 387 and 800 EMUs, a Southwold Railway railcar and a new Cl. 230 battery powered unit at Bedford Midland helped bring this fascinating show to a conclusion. As one expects from a photographer of Colin's quality, the entire presentation was superb and the Branch thanks him for a very enjoyable evening's entertainment. The method of presentation for this meeting worked well and although it is not the same as a live meeting it sets a useful precedent for the future for this and other Club branches and functions.

Central London Branch began the New Year programme on 21/1 with a presentation by Peter Robins entitled *10 years of digital photography*. Peter ended his use of film in 2010 and moved on to digital photography. His subsequent work, together with a deft use of Photoshop, produced an amazing array of pictures showing a great variety of railway scenes from 2010 to 2020. To mention only a small amount of what was presented, there was a comprehensive record of Cl. 37 operation, on sets of three or four Mk 2d coaches on the Norwich-Yarmouth line, at stunning locations around the Cumbrian Coast at St Bees and in South Wales. Scenes of haulage of new stock, both main line and London Underground stock, to its new depot, as well as redundant stock being taken away for scrapping were recorded. For some reason 37 884 appeared many times in this context! Then a full and comprehensive redevelopment of Reading station was noteworthy.

The age of steam is far from dead as exemplified by scenes including the O2 *Calbourne* in lined black at Ashey on the Isle of Wight, plus main line railtours hauled by 5029, 6024, a black liveried 45690, 46100, 46115, 46233 in green, 34067, 60009, 61306, 70013 and, to this writer's delight, 70000 seen passing Dawlish. Steam on the Underground was noted with Met No. 1 at Notting Hill Gate and leaving the sidings at Ealing Common. Unusual scenes included David Buck's Finnish Pacific in reasonable exterior condition and a delightful blue Pacific, hitherto unknown to this writer, on the Ravenglass and Eskdale Railway. Of particular note was a Cl. 66, unidentifiable under a layer of pure grime, observed after working a railhead treatment train. The age of the iconic HST was well recorded with workings on the East Coast main line at Doncaster, the Midland main line at Barrow-on-Soar, and at the well-known location approaching Dawlish Warren, seen from the Langstone Rock. A view of the last day of working showed four HST sets at Paddington, including HST power car 43 002 restored to its original livery. This was a truly magnificent show and the Branch gives grateful thanks to Peter for such an enjoyable evening's entertainment.

Dorking: With the easing of Covid restrictions, the Branch was able to hold its AGM in person again on 8/12/21. The Chairman and Secretary reported that a full programme of talks had been presented online until in-person meetings were resumed from October. The majority of the talks were as originally booked for 2021 but where this had not been possible replacement speakers had been arranged. The programme for 2022 was almost

complete and, provided restrictions are not reintroduced, will include the remaining talks deferred from 2020/21. As in 2020, no outside fixtures were arranged. With no indoor fixtures, the Treasurer reported very little activity in the 2020/21 financial year. However, it was agreed that donations for attendance at meetings should be increased to £3 for LCGB members and £4 for non-members to maintain a reasonable level of reserve funds. The Treasurer also reported difficulties with the Branch's bank which would be discussed by the Committee. As usual there were no new volunteers for the Committee and it was agreed the existing four members continue to serve for 2022. The close of formal business was followed by three presentations given by Branch members. David Clark showed scenes of his *Travels since 2019* on both preserved railways and the main line. These ranged from the Ivatt tanks on the Isle of Wight through 'Mayflower' on the Bluebell to Crich Museum and from IEP units on the East Coast to Cl.345 units on Crossrail trials. Andrew Gibbons and Martin Kempell gave a double act on the *Longmoor Military Railway* with scenes from the open days in 1967, 1968 and the last in 1969 when 'Gordon' was very prominent. Finally, Robert Burch gave an update to his 2020 presentation on the restoration of 4-BEP 2304 at the Chinnor and Princes Risborough Railway. The presenters were warmly thanked for providing a varied and entertaining evening.

Dorking: On 12/1 regular speaker Donald Wilson was able to return for the first time since January 2020, his subject on this occasion being *East Germany in the Communist Era*. In the years 1976-78 he was one of a number of British steam enthusiasts who, following the end of steam in West Germany, turned their attention to the East. His talk illustrated his travels in this period with a particular emphasis on the narrow gauge lines which were still providing a public service. After describing border formalities in Berlin, Donald's first scenes showed the metre gauge system in the Harz mountains. At that time the line to the Brocken was out of bounds for security reasons and so the pictures concentrated on the more easterly lines around Alexisbad and Gernrode and also Wernigerode at the northern end, with plenty of shots of 0-4-4-0T 'Mallets' and the hefty 2-10-2Ts hard at work. More 0-4-4-0Ts, this time of the Saxon-Meyer variety and on the 75cm gauge, were seen on the freight only line from Oschatz to Muegeln and the line from Wolkenstein to Johstadt, part of which is now preserved as the Pressnitzalbahn. Finally, in the Saxony region, was the line from Crazzahl to Oberwiesenthal close to the Czech border and untypically busy, even in the Communist era, with traffic to ski resorts. Moving north to the Baltic coast, Donald visited the Bad Doberan to Kuhlungsborn line, operated by 2-8-2Ts and built to the unusual gauge of 900mm, and the 75cm Putbus to Gohren line with a mixture of 0-8-0Ts and 2-8-0Ts. These lines were again busy with leisure traffic, this time to seaside resorts. Finally, turning to the standard gauge and the Saalfeld area in particular, steam was seen in the form of 95 Class 2-10-0Ts, '01' Pacifics and 44 Class 2-10-0s hard at work on the lines to Probstzella, Arnstadt and Gera. As always, Donald included plenty of scenes of town, country and people to give background and variety to his show which was warmly applauded by his modest but appreciative audience.

On 1/12/21 the **St Albans Branch** held its first 'live' meeting since February 2020, when Frank Banfield returned to the Branch with a further selection from his archive film collection. The venue itself was also new, being the St Stephen's Parish Church, a little closer to the centre of St Albans, although only just under a couple of miles from the previous location. The films seen included classics such as *Night Mail*, a 1968 home movie made about the Hatfield-St Albans branch line just prior to its demise and an unusual 1960 British Transport Films production, *They Take the High Road*, about a group of truck drivers working for British Road Services who were engaged on a two-year contract delivering cement to a project in Scotland that was building a dam for use in the hydro-electric power industry. 'Home' for the hard-working drivers was an elderly, grounded carriage body at Killin! The St Albans Branch would like to thank Frank for another nostalgic variety of films from both the recent and distant past.

On 13/1, Ross Middleton, the chairman of the **St Albans Branch**, gave a presentation

of two of his own films, depicting two railway-themed holidays that he had undertaken earlier in the 2010s, these being to the Isle of Man (IOM) and Wales. First up was the IOM. Ross' roving camera captured an atmospheric overview of the railways to be found, namely the Manx Electric Railway, the IOM Steam Railway, a brief look at the Snaefell Mountain Railway (the line was closed on the day of Ross' visit) and the Groudle Glen Railway, together with the Douglas horse trams. On the IOM Steam Railway, Ross' train from Douglas to Port Erin was hauled by an immaculate Beyer, Peacock 2-4-0T, *Fenella*. Wales was visited in the second part of the 'tour'. The highlight was a joint visit to the Festiniog and Welsh Highland railways, Ross joining the first train to use the then newly constructed link through Portmadog between the two routes. The St Albans Branch would like to thank Ross for stepping in at short notice with this novel presentation.

CLUB WEBSITE AND AGM

Bill Davies

This is just a reminder for all Branches to utilise the LCGB website to advertise their forthcoming meetings, activities or any relevant reports they would like to deposit on there. The idea of doing this is to promote the Club as much as possible through this medium. I do realise that several Branches are having problems at the moment with venues, etc. If any Branches have any observations to make regarding the website, please let me know. This last 18 months has been a major problem in many ways not least for the Club itself, so I would very much like to hear about the recovery of each Branch's activities.

The AGM is to be held on Saturday 23rd April at Keen House starting at 11.00 with the Officers' Meeting. This year we will have just under two hours for each Branch to discuss its current position including future projections. One officer from each Branch are requested to submit a short written report prior to the meeting to the General Secretary, Tony Stratford, or to me, and I will forward it on. I think it would be in the Club's interest if representatives at the Officers' Meeting could include an update of attendances at live meetings plus the popularity or not of Zoom Meetings. Some information of how each Branch intends to project itself in the future may also help. Just a reminder that one Officer from each Branch is invited at the Club's expense and should obtain the necessary documentation so that they can be reimbursed.

I look forward to seeing you at the AGM when I will be chairing the Officers' Meeting, please go easy on me, it's my first, but we should have plenty of time before refreshments at 13.00hrs. Many thanks to Bob Stonehouse for arranging this and the venue.

A MESSAGE FROM CAROL HARRIS

Bob Stonehouse

A picture recently came to light showing the opening of the Club Library at Keen House. The ribbon was cut by Michael Harris who was the Club President at the time. Sadly, Michael died not long afterwards and was later succeeded by Bob Breakwell, now our Chairman. Michael's wife Carol was granted honorary membership status by our founder member Jack Turner. For some reason we had not heard from Carol for quite a long time. Contact was made in January 2022 and I am delighted to report that Carol replied and wishes to remain an honorary member. She says *I would be most pleased to remain as an honorary member. I feel it is a connection to Mike and the railway fraternity. Please pass my best wishes to the Committee and members of the LCGB.* Carol remains particularly interested in the Overseas scene which is the particular specialism of The Club when circumstances permit. The Club sends special good wishes to Carol and she will be invited to attend the next Club Reunion whenever that can take place.

PRESERVATION NEWS

Nigel Mundy

The **Bluebell Railway** launched a fund-raising effort last autumn, the 'Jewel in the Crown' appeal, to help to finance the repair of leaking roofs and the replacement of rotting beams at its 140-year-old Grade II listed station at Horsted Keynes. The heritage line has announced that the appeal total as of 31/12/21 was £513,000 and it expects to reclaim more than £30,000 of Gift Aid from HMRC, making a grand total of £543,000 to date. Work on the first phase of restoring Horsted Keynes station should begin in the Spring, the initial work covering repairs to the station house and platform five. (JH)

(John Hayward)

MINIATURE RAILWAY NEWS

Watford Miniature Railway (260mm Gauge): New Year's Day 2022 at this railway in Cassiobury Park, Watford, saw a steam duo of 0-6-0 *Chiltern Shuttle* (Morse, RH/46) and Australian-built 2-6-0 46 *Marri* (Willis Lt Eng 46/93) in use, both of which have recently returned to traffic. Additionally, requiring overhaul, 4-6-2 *Henry* has arrived here – originally built by Ernest Dove in 1950 as an NYC 4-6-4 named *Silver Queen*, it then became *Commodore Vanderbilt* before rebuilding in 1981 by Mr. A. Mills. (JP)

(Jonathan Perks)

ALTERATIONS TO SURVIVING STEAM IN THE BRITISH ISLES – 2017 EDITION

Export: 4920 to Warner Brothers' Harry Potter Studio Tour, Toshimaen, Tokyo (Opening 2023).

Scrapped: S 9376.

Movements: 1638 add *E8000, 6989 to E9300, BH 748 to E0331, HE 2857 to E9501, K 5459 to E8804, Loco Ent 1/75 to E1504, NBRES 2016 *Georgina* to E1701, P 1967 to E5107, S 9366 to E0604.

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

Movements: Dove E/50 A.Mills A/81 1950 *Henry* to E3480.

TOWARDS 10,000 MILES (PART TWO)

Mike Hudson

(Continued from Bulletin 2/22)

Three trips were made in January 1961, all on the Southern Region, to give me 697 steam miles in that first month. A run down to Exeter, with 2-6-2T 41308 out to Polsloe Bridge Halt and back, sandwiching an Exmouth Junction shed visit, then home via Fratton. Kent was next, Charing Cross to Ashford, then a journey behind BR Standard 84027 to New Romney and back. I must point out that new track with steam was a higher priority than the mileage. Then, on 28/1, Waterloo to Weymouth and back, the return by the 3.50pm producing N15 30803 to Bournemouth, then 'Lord Nelson' class 30851 *Sir Francis Drake* to Basingstoke and then S15 30511 back to London!

I was still working alternate Saturday mornings in those days, so the winter month of February gave A1 60115 *Meg Merrilies* down to Leeds Central, returning from Leeds City to St Pancras with 'Jubilee' 45639 *Raleigh* on 11/2, followed on 25/2 by 'Royal Scot' 46151 *The Royal Horse Guardsman* via Melton Mowbray to Nottingham, a DMU to Derby,

a second 'Jubilee', 45605 *Cyprus*, to Gloucester Eastgate, finishing with 'Castle' class 7017 G.J. *Churchward* from Central back to Paddington, for 713 $\frac{3}{4}$ miles in the month.

March started with 'Castle' 5043 *Earl of Mount Edgcumbe* out to Hereford, then a Prairie Tank, 4115, from Hereford to Ross-on-Wye and Gloucester for Standard 73016 to Bristol Temple Meads, but 'Warship' D813 *Diadem* back to Paddington! On 18/3, I travelled by 'Castle' again, this time to Worcester, changing to 5MT 44818 on to Bromsgrove for a photographic session on the Lickey Incline. 'Jubilee' 45683 *Hogue* took me on to Birmingham and I returned from Snow Hill to Paddington with 6000 *King George V* himself no less. Next day, 19/3, was a trip to Derby with 'Peak' D84, this being for a combined shed and works visit, fortunately returning with 'Rebuilt Patriot' 45522 *Prestatyn*. I never recorded the mileage that I travelled by multiple unit; my loco-hauled total for March was 848 $\frac{3}{4}$. This was then adjusted to deduct diesels and this gave me a steam-only total of 602 'real' miles for a first quarter total of 2,012 $\frac{3}{4}$.

(To be continued.)

LETTERS TO THE EDITOR

Dear Murray,

I read David Bosomworth's review on Kevin Robertson's new tome on the 'Leader' with interest, because I must be one of a very small group of people who saw No. 36001 working hard – in my case 21/8/1950 and 23/8/1950 – at Winchester. Like Mr Robertson, I am no engineer but my hackles were raised when I read so many negative things about O.V.S. Bulleid. I am a Southern man through and through, and although he had faults in trying new things, who could not be a supporter, having seen that green monster with yellow stripes – 21C123 – now preserved by the Bulleid Society – pass by his bedroom window when recovering from flu one day in February 1946 at Shorncliffe? The Bulleid Pacifics were, and are, fine engines, even if the 'Leader' experiment turned out to be an expensive white elephant.

Yours sincerely,
Tony Millard (Member 1375)

Dear Murray,

Unfortunately, whilst reading *Bulletin* 2/22, a number of errors have crept in, these being as follows. Firstly, on page 30, in the course of the Central London Branch meeting report, "685 2-6-2T" should read "2-6-2", i.e. a tender loco not a tank. In addition, "880" should read as "2-6-0T", not as shown. In Nick Hodges' article on page 46, during the fourth paragraph, "95 class 2-10-0 tanks" should read "2-10-2".

Regards,
Brian Garvin

BOOK REVIEWS

Edwardian Steam – a locomotive kaleidoscope by Philip Atkins. Crecy Publishing. Hardback 28cm x 21.5cm. 176 pages. 150 photographs. ISBN 9781910809655. Price £25.

In the Edwardian period, 1901 to 1914, the railways were at their zenith and the 19,245 route miles in Britain were worked by nearly 24,000 steam locomotives gobbling 13% of the nation's coal production. This book sets out to illustrate and describe the engines built and developed during a dynamic and prosperous period of our history, a big job as there were many designers, builders and railway companies involved. The photos come mostly

from the Ian Allan library and Stephenson archives and are mostly broadside set pieces but, being taken on large glass plates, are of superb quality. Some are familiar but many have been little used before. They make an excellent study of the styles adopted by the different manufacturers and operators.

The text is long, detailed and sometimes laborious with information taken from books and papers about the engines published over the long years. There may not be much new information available, but the pictures are well explained. So if you want a detailed commentary on the UK railway engine 110 years ago when it was undoubtedly king you will enjoy this attractive book. (DAB)

Scottish Railway Atlas Then and Now by Paul Smith and Paul Jordan.

Crecy Publishing.

Hardback 30cm x 21cm.

144 pages.

ISBN 9781800350342.

Price £20.

Railway atlases are, according to the publisher, in vogue at the moment so here is another one, this time devoted to only Scotland. The area is covered by 22 openings in the book where the left hand page shows the RCH 1920 railway system unaltered, whilst the opposite page contains a map dated 1 January 2021 which has had further information added. Here colour coding is used to show where the closed lines used to be and to identify preserved features, footpaths and the like which have risen from the ashes.

Eighty-six pages of the book are devoted to the "Index of Stations", a compilation which must have required much research as each entry has its own small, but large scale OS map showing track layout and buildings along with dates, notes on ownership and the present situation. The Grid reference will also assist explorers. The final ten pages of the book offer information on the present trains, deceased engine sheds, railway walks, etc and the pages are decorated with numerous small pictures and tickets of local interest. A good atlas well worth your consideration. (DAB)

HST. The train that saved Britain's railways by Andrew Royle.

Crecy Publishing.

Hardback 25cm x 25cm.

192 pages.

About 220 colour pictures.

IBSN 9781910809983.

Price £20.

This is a heavyweight colour album devoted to the story of the UK's answer to the TGV. It all started in the late seventies and, as readers will know, the formula is still working in Scotland, the West Country and on some Cross Country trains. The author's knowledge of the HSTs and the railway itself comes from a period working on the New Measurement Train, itself an HST, so he writes with accuracy and authority. Most of the pictures are his but there are other photographers who contribute.

We see the trains in a variety of locations, situations, colours, duties and weather, all of which are well described and explained; but Mr. Royle does not involve his readers in engineering or constructional matters although he does mention that dreadful swing door on the coaches, operated with difficulty by passengers through an open window, which was then left open as a highly effective refrigerant for the next 125 mph sprint. The album is recommended to all those who rejoice in Britain's answer to fast trains. (DAB)

SHARNBROOK: PART TWO



A very pleasant afternoon in winter sunshine early in the New Year, so why not go and take some railway pictures at Sharnbrook whilst taking my very loyal and patient friend, Bentley, for a walk. Nothing at all special, nevertheless enjoyable. Of all the Midland's seven crossings of the River Great Ouse, this is the most spectacular I think. In this first view, 2 x 360 EMUs are seen working the 14.00 St Pancras to Corby on the Down Fast Line.



A Cl. 222 Meridian on an Up working to Nottingham. Spot Bentley looking away from the train.



Just as I was getting a nice reflection shot into the sun some ducks swam across . A pair of Cl. 360s are seen making their way empty to Cauldwell Walk Depot for servicing, running on the Up Slow High Level Line.

Nothing better than to be out and about after a visit from Covid which ruined the New Year. Happy New Year to all fellow Nirgers and many thanks to Rob and Dave for keeping the site going, always full of interest and a bit of fun. Thankfully no real severe effects from Covid but bad enough.

(All photographs by BILL DAVIES)



On 17/1 66734 Severn Valley Railway was despatched from the Progress Rail facility at Longport, Staffordshire, to Hams Hall to collect continental CI.66 PB04, recently arrived at Immingham. It travelled to and fro in the company of 69004, resplendent in grey primer except for the front of cab area where the 'grid' used to be. Access to Progress Rail requires a reversal at Alsager in Cheshire, and 69004 bought up the rear of the train as it passed through Longport station.

43 minutes later, having reversed at Alsager, the train now with PB04 (with temporary A4 paper numberplate 66734) at the rear moves over the diamond crossing at Kidsgrove to gain the track that will allow it access to Progress Rail, where it will be modified to comply with British requirements before being sent to Eastleigh for a change of livery from the green Acendos livery presently carried.



PB04 is, of course, a replacement for the original 66734, which met its end in the Loch Treig derailment in June 2012 and had to be cut up on site. Perhaps worryingly, if the numbers 66734 are summed, the answer is 26 - twice 13 !!! Could GBRf not have utilised the only other vacancy in the 667xx list - 66700 - to be on the safe side? Only time will tell.

(Both photographs by NEVILLE BOND)

LCGB OVERSEAS REUNION 2022

Bob Stonehouse

The Club Overseas Reunion took place at the Institute of Education Drama Studio on 8/1. There were seven guest speakers, all looking back at past glories of the railway scene outside the UK.

Charles Firminger started proceedings with a presentation of his travels in Europe in 1960. This included views of the steam-worked services in the Helsinki area. **Geoff Warren** followed with a wonderful review of steam operations between Münster and Norddeich in West Germany in 1972. Was this the last express steam main line in western Europe? The steam double-headed freights carrying iron ore to the Ruhr were of particular note. The morning session was brought to a close by an excellent view of French narrow gauge workings by **Peter Lemmey**.

The afternoon session began with an address from our Club Chairman Bob Breakwell. The programme proceeded with **Peter Robins** and his typically excellent set of pictures of steam in what is now Czechia from 1976 to 1996 and 2004. **Simon Colbeck** followed with pictures of real industrial steam in Bosnia in 2010 with other pictures provided by Martin Smith and the late Lance King. **Brian Garvin**, a former overseas tours officer, gave a particularly interesting review of the Club's tour to Greece in 1980 which took much time and effort to organise but which has not been repeated. The views of steam traction on the bridge over the Corinth Canal must now be completely historic. **Adrian Palmer** brought the Reunion to a fitting close with a review of an LCGB tour to Eritrea. The images of steam both at the quayside in Asmara and up in the mountains amidst spectacular views made for an absorbing presentation.

Grateful thanks must go to Adrian Palmer for organising this enjoyable and successful event, held at a time of easing, but not completely lifted, Covid restrictions. It is thought provoking to note how much some of the countries in this set of presentations have changed over recent years. Thanks must also go to all the presenters for their time and trouble in preparing their picture shows. Of course, grateful thanks must go to the Members who supported this key event in the LCGB calendar. Unfortunately, the Covid pandemic has seriously affected Club fortunes and, at the time of writing, no profitable overseas tours are in prospect and therefore the date of the next Overseas Reunion is yet to be decided.

OVERSEAS NEWS

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ARGENTINA

News. Modernising the railway system proceeds apace. Trenes Argentinos Cargas (TAC) is now reported to have moved more than eight million tonnes in 2021 which is 36% better than 2020 and 57% better than 2019. The increased rate has been brought about by investment in track and rolling stock improvements as well as competitive tariffs.

FINLAND

Expansion. It has been announced that the Helsinki – Rihimäki main line is to be four-tracked throughout. Preliminary work has already started with diversion of utilities, altering path and bicycle routes, removing trees, etc. The actual construction of the additional tracks will begin in spring 2022 and should be completed by the end of 2026.



France. There are still big diesels operating in France. Europorte's Euro 4000 4012 is seen stabled at Lerouville on 28/10/21.



France – Dunkerque. Former SNCF Y6228, numbered as AT1 LL 776, is seen dumped on 24/10/21 near Pier 5, not having operated for some time it appears. This view is taken from public roads in the dock area quite close to Dunkerque Gare.

(Both photographs by JON BURDETT)



France. Six new DE18s line up outside the Vossloh facility within Strasbourg Port. The locomotives depicted on 27/10/21 are 4185 021/022/023/024/025 and 028, all now owned by Nexrail it is understood.



France. Leased from Akiem, Lineas diesel 75338 shunts empty grain wagons into the silo at Coolus, near Chalons en Champagne, having arrived from Tergnier on 29/10/21.

(Both photographs by JON BURDETT)

FRANCE

BB 15000. This class remains in service working out of Paris St. Lazare and Gare du Nord stations. 15 locos are used on services from St. Lazare to Normandy. These trains are due to change over to EMUs from 2023. 13 locos are used from Gare du Nord on services to Picardie destinations which are Creil, Compiègne, Amiens and St. Quentin. These services are due to start changing over to EMUs from 2024. So it seems likely that the 15000s are likely to last until 2025 when the oldest ones will be 54 years old.

Railcoop is an organisation wanting to run open access services in France over lightly used routes. Several of its proposals were approved in late 2021. These are Lille – Nantes, Massy – Brest, Strasbourg – Clermont Ferrand, Le Croisic – Basel, St. Etienne – Thionville and Grenoble – Thionville. Refurbished X 72500 DMUs will be used and services will start with two return trains a day. It is hoped to start operations with the December 2022 timetable change.

Preservation. **141R840** has had some boiler work done and was successfully steamed at Les Aubrais on 6 November 2021. **Vivaraïs.** Sometime ago DMUs 2001/2/5 from Corsica were acquired but now the line has decided it does not want them. They were stripped of various parts and the remains sent for scrap. The parts removed were then sent to the Chemin de Fer de Provence which gave locomotives T62 and T66 in exchange.

Visit Report. John Miller and Jon Burdett reporting on a trip that had been prepared for some time and, as travel restrictions became less onerous, it was decided to go at the end of October 2021.

Sunday 24 October. Calais Frethun SP. An 08.30 arrival off Eurotunnel found a thin offering – 27058, 60067 plus ECR 186 178, 66045/232. **Calais Depot.** Given it was a Sunday morning the number of units stabled was less than expected; Y 8370 was available for shunting. **Gravelines Seabulk Terminal** BB 4501, 4801/2 were here but only 4801 was operational, the others being for spare parts. **Dunquerque Grand Synthe** yard appears to be one of the more active freight locations with the following on offer; 27045/47/54/70/96/100/107, 60043/58, Y 8099 plus a relatively new 186 195 whilst 37036 arrived with a lengthy train. **Dunquerque Petit Synthe.** Just the opposite here, only a small part of the yard is operational at the Calais end. 60028/66 were having the weekend off. **Dunquerque Docks.** Dumped near the Rubris Terminal was the former Y 6228 in a pale blue livery but it has been a long time since it turned a wheel. **Arques CFTVA.** A brief visit here found BB 63852 together with X 3817/53, X4790/95. **Hazebrouck.** The engineers' yard here held 182 578 (ex-DB 211 110). **Lens Depot.** This location is one of the more recent recipients of electronic security gates at both main and secondary access points. However, it was possible to observe the following from the edge of the nearby woods adjacent to the main approach road: 186 180/91/94; 27042/57/96; 60024/34/78/100/167; 66734; 67629; 75060/428 plus 18 Y 8000s. It was noted that many of the Ys were not locally allocated so it is assumed that with the demise of Y 7400s there has been a reshuffle of the more modern type. **Arras Yards.** Y 8123/69/278 and Y 9034. **Arras – Avenue Roger Solengro roundabout:** Y6207 is plinthed.

Monday 25 October. Lille Fives SP. 60175, 67275, 69207, ECR 66249 whilst 22246 and 22303 passed by. **Lille Champs de Mars.** The main unit depot also had 22268/78 stabled with their trains. **Ascq Gare** still has plinthed 141TC51 and BB 12004. **Oignes.** The site was closed but visible were 16506, 16517 (cab only) and 65506, noted from outside. **Douges.** This modern facility deals with container traffic and has a purpose built stabling point which held the following; 186 171, 27048/113/127/172, 37507/14 together with 7 Y 8000s. **Somain** yard is all but redundant with only 27098 parked up. However, a shed adjacent to the station appears to be refurbishing carriages, some of which were ex-DB. Also parked up was Euro 4000 4001. **Aulnoye** is another location past its best; the sole occupant of a once large yard was 182 552 (ex-DB 211 132). **Charleville Mezières Gare.** Solid DMU and bi-mode activity here, however, Y 8349 was looking rather lonely in the yard. **Mohon Gare.** Y 2410 is still plinthed near the road entrance.

Tuesday 26 October. Attigny – CFTSA. No access problems. Present were Y 6431, 6610, 7566 plus X 3838/50/98, 3943 and X 4630/47/719. **Baroncourt Gare.** The sidings here act as a holding point for the nearby scrapping centre. Viewed from the platform a screen train obscures most of the contents but did contain long withdrawn X 4358, 4611 plus a pair of X 2800s. A better view can be had from a minor road running parallel to the yard where the following awaited their final short journey: 22370; 25670; 63665/824; 64046; 67537/86/87; Y 7633/7796; 8011 plus Z 5303/ 8/11/13. The scrapyard itself is accessed from a short spur off the main line east of the station but there is a limited view which allowed the following to be seen: 7605, 17055, Y 8040 plus four others and two Z 53xx.

Conflans Jarny: Le Clerc Superstore still has CC 14161 plinthed here. **Conflans Gare.** The large yard here is used as another holding point for stock awaiting scrapping. Two lines of loco-hauled stock obscured most of the yard but easily visible were withdrawn Z 11503/5/12/15/16. 67556 (not withdrawn) was also present. **Metz Sablon Yard** had just four locos present: Vossloh 1206 1144 (92 80 1275 608), 186 173, 60072/95, the latter now with ETF. **Woippy Yard/SP.** In contrast to many other locations Woippy is still busy but now with an electronic gate. However, easily seen from the footbridge were 26105/135; 27004/10/22/26/55/86/95; 37021/41/47/48; 60036/121; 64708/14; Y 8221/503 plus CFL 3016; DB 185 022, 185 555. At the other end of the yard was former BR 58044, dumped here for at least the last five years; the wagon works held Y 8152. **Vigny (CFTVC).** Noted here were Y 5132 (ex-Locma 0032), Y 5159 (ex-Locma 00940), Y 6034, X 2719, X 3837, X 4046.

Thionville Depot. Just under 60 items recorded here comprising 10 x 27000, 10 x 37000, 13 x 60000, 13 Y including 7125, 7835 and Locma 0030 plus 64701/04/05/06 and their slave units and visitors CFL 3008/13/15. **Thionville Gare.** Apart from the expected units the following passed on freight trains: 27166, 37016, 37514, CFL 3006/07/20, SNCB 1306, but surprisingly no DE18s.

Wednesday 27 October. St. Avoild (VFLI). A quick visit to the small depot revealed recently arrived Euro 4001-3976 and 3979. Also present were locos 038, B 3115 and BB 310. Out of sight from the depot, a store line comprised 022, 511, 601/2, B 114, BB 303/5/12/22/23 plus, still in their final SNCF liveries, were 63140 and 64036. **Petite Roselle (Forbach).** The main store shed is not open to the public; however, a resplendent X 4042 is plinthed outside the mining museum. **Hausberg Yard.** Still relatively busy with the following present: 26015/28, 27069/72/101/102; 37039/56/522; 60150; 69427/78/94; 75123; Y 8154/58; CFL DE18 306; Lineas 1325 and Euro 4000 4023. **Strasbourg Port, Vossloh depot.** Present were 4185 008/11/21-25/28/29 with 021 onwards only recently going into traffic. Further down the yard were Colas No. 18 and Y 8294/95/341. **Strasbourg Gare and Depot (view).** In recent years the depot has expanded to look after the considerable allocation of units which more recently includes bi-modes. All 25500 have now gone, being replaced by surplus 22200 from elsewhere with 22235/36/70/76/82/301/05/80 and noted. The *Sybics* carry on as previously but more of note was the continuing use of 67451/64/591/603 on peak hour services with 67519 stored in the lower yard. Note these locos are now over 50 years old!

Thursday 28 October. Blainville Yard/SP. This location still appears fairly busy with the following present: 60097; 64605/32/40; 69413/93; 75039/66; and virtually brand new 79010/23. Stabled around the yard were Y 8145, 8334/58/61. **Nancy.** The sea of units here was broken by Y 9090 in the small engineers' yard and 69425 passing on a short permanent way train. **Lerouville.** The yard here is frequented by private operators with 37501/17/25 plus Euro 4000s 4009/12 present. **Gonrecourt le Chateau.** This was a former silo site but seemingly forgotten Y 6302 still slumbers in the weeds. **Wassy (ALCA).** Based at the old station, the main entrance was locked and bolted but entry was possible through a hole in the fence. A man was found working on a loco and no objections were raised to having a look around. Found here were 63139, 63595, 63661, Y 2306, X 5809/30, Z 1572 and Z 5177. **Chalons en Champagne SP/Yard.** Minimal stabling here these days with present: 69437/88; 75401/31 and Vossloh G2000s 1755, 5707. The small permanent way yard held Y 9101/09; a passing freight was in the hands of Euro 4000 4035.



A new DB car train flow has started with Toyota vehicles transported from Toton North Yard to Dollands Moor. DB 66185, with a trainload of cars, is seen passing Headstone Lane on 26/1/22.



At the GCR Winter Steam Gala, on 29/1/22, resident Stanier Class 8F No.48305, with a set of windcutter wagons, passes Quorn & Woodhouse with a non-stop run to Loughborough Central. 48305 has been turned, as it normally faces Leicester North.

(Both photographs by CHRIS GEORGE)



Visiting Battle of Britain Pacific 34072 257 Squadron is piloted by GCR resident locomotive BR Standard Cl. 5MT 73156 as they approach Quorn and Woodhouse with 1A24, the 13.45 non-stop service from Loughborough Central to Leicester North on 30/1/22.



A1 Pacific 60163 Tornado approaches Quorn and Woodhouse with 7A14, the 11.50 van train from Loughborough Central to Leicester North on Sunday 16/1/22. This was part of the East Coast Main Line weekend service.

(Both photographs by BOB STONEHOUSE)

Friday 29 October. Coolus (Silo). 75338 arrived with a lengthy train. **Nuisment sur Coole.** This is another silo location with 75012 present. The Y that used to shunt the silo here has gone and replaced by other machines which also applies to Coolus and Valmy. **Epernay SME Scrapyard.** Y 2209 is still here but no other locos were seen. **Epernay Depot.** Apart from the expected units, 72049 and Y 8355 were here, the former visiting and the latter being the depot pilot. The previous pilot Y 7117 was stored in a siding adjacent to the former works. **Monmirail VFLI.** This always seems a rather remote location for a maintenance facility, however, the following were under or awaiting repair: BB 304/21/417/31 plus 61747. **Montmiral TBFCO.** This small preservation outfit is based in the adjacent old station. The single road shed contained X 3926 but there was no sign of X 3897 which is supposed to be here. **Mezy Moulins (Sifal/TSO).** This large site is located on the classic Paris – Strasbourg main line, the nearest station being Chateau Thierry. Upon arrival and going to the office, permission was given for a visit but the workshop was out of bounds. Outside were: 63573/689; ex-SNCF 66691/2, the latter carrying the number 181 514; Y 8323/30/68; 481 511 (ex-SNCF 65522); 182 506 (ex-DB 211 096); 182 560 (ex-DB 211 328); 182 608/9 (ex-DB 216 213/4); 384 511, a cut down version of ex-DB 212 016 and Köf III 067 (ex-DB 333 056). In addition there were some small industrial diesel shunters including six green liveried Ys probably ex-military. **Reims Yard/Pway Depot.** Noted were Y 8190, 8238, 8510/21 and 182 582 (ex-DB 212 344). **Reims Gare.** 140C313 remains plinthed, protected by the overall station roof. 67273/4 rumbled through in the early evening, otherwise it was a continuous diet of units.

Saturday 30 October. Laon – Noiroit Industrial Estate. X 2511, a single DMU built in 1937, is still plinthed and easily viewed from the adjacent public road. Down at the station the large freight yard appeared to contain condemned wagons, yet another site that has seen better days. Within the station area about eight sets of B 84500s allocated to Longueau were stabled. **Tergnier Gare/Yard.** Stabled at the station was ECR 66191 whilst the yard appeared to be a new hub for the area, being full of operational stock. Stabled were 27126/56, 37018, 75010/11/13/14/16/17/19/25/ 102/107/338, Y 8426, 186 348. The large adjacent carriage and wagon works had 67557, Y 8305/50 parked whilst the SNCF stabling point held 60064/81/85/125/149, 64614, 75059/81/126, 75419/44. 31 locos in total – nearly like old times! Passing by on the main line was an increasingly rare loco-hauled train with 22334 in charge. **Noyon (VFLI).** Another small maintenance site for this company is located here. Present were Y 7172 (for spares) and service locos 048/73/96 and B 116. **St. Quentin Gare.** In and around the station 22229/30/93 were stabled with their respective rakes of carriages whilst SNCB 1351 and 186 348 passed on freight. **St. Quentin CFTV.** This group is based near the station but out of sight on a short spur line. Parked outside the shed were diesels C 61041 and BB 66252 whilst inside undergoing restoration were 140C314 and 230G352 together with an industrial 0-6-0T numbered 030T8157. A short distance away, stored in a siding adjacent to the local bus garage, were ABJ 28 (X 3623) and X 3866. **Longueau.** The one and only entrance was securely locked so the views from available places produced the following: 8 x 60000, 3 x 63500, 3 x 64600, 4 x 67200, 5 x 67400, 6 x 75000. **Longueau, Avenue de la Ville Ideale** is where Y 5119 is plinthed on a roundabout but numbered Y 5100. **Amiens Depot.** This is the home for Longueau allocated units in day to day service. Since last visited, the redundant sidings on the opposite side of the main line have been revamped to provide additional stabling. The only loco at the depot was Y 8293.

Sunday 31 October. St. Valery (CFBS). A very wet morning resulted in a very quick look around. Many buildings were locked, however, a view through the windows of one building revealed VFIL railcars M 31/41/42. Dumped elsewhere on the site were railcar M 43 and steam loco SE 47, this being an 0-6-0T of 1903. Active stock seen was (steam): CDA 1, 2-6-0T of 1920; CM 101, 0-6-0T of 1905; FCPR 2, 2-6-0T of 1889 and VFIL 15, 2-6-0T of 1920. Diesels noted: VFIL 352 0-6-0 of 1948; FGC 824 0-6-0 of 1966 plus ex-RhB 15 and 21. **Abbeville Gare.** Euro 4000 4047 was stabled here on a lengthy freight. **Conchil le Temple.**



'Jubilee' 45699 Galatea, still with its dual identity as 45562/45627, heads north on 22/1/22 between Horton and Selside with a Railway Touring Company special from Manchester Victoria to Carlisle, Pen-y-Ghent in the background.



The Midland Pullman HST set 43046/55 approaching Selside on 22/1/22 with an Eastleigh to Carlisle and return special.

(Both photographs by MICHAEL SMYTH)



*70000 Britannia is seen on 15/9/1991 at Fen Dray, Cambridgeshire. The photographer, David Scudamore, gave a presentation to the Bedford Branch on 1/2/22 on the railways of this area.
(Photograph by DAVID SCUDAMORE)*



*66789 British Rail 1948-1997 in British Rail livery for GBRf with 6N61, the 12.00 Drax PS - Tyne CT empty biomass, at Chaloners Whin, approaching York on 2/2/22.
(Photograph by ROBIN PATRICK)*



Two views from the GCR's "Winter Steam Gala". On 29/1/22 Standard Cl. 5 4-6-0 73156 runs into Rothley.



During the following day, 30/1/22, Standard 4 2-6-4T 80080 draws a seventeen-vehicle van train away from Rothley Brook.

(Both photographs by JOHN MORGAN)



GWR No. 6990 Witherslack Hall is depicted at Leicester North, Great Central Railway, at the termination of a passenger working from Loughborough Central on 25/9/21.



Earlier in the same day, Riddles-designed 2MT No. 78018 is seen at Loughborough Central, getting ready for its part in the day's events.

(Both photographs by MURRAY ECKETT)

The sleeper depot here continues to be shunted by the former Y 6471, one of a diminishing number of such locos in industrial service. **Caffiers**. ECR 66029 was here whilst Euro 4001 3973 was reversing a long rake of empty wagons prior to loading. **Calais Fretun SP**. Back where we started, with this time providing 27011/72, 37013/17 and ECR 186 164/310/331 and 66246.

Going back to the UK the Eurotunnel formalities took marginally longer than during normal times but were well organised.

GERMANY

Aachen Hbf. A rare visitor on 31 December 2021 was SNCB 2706 which turned up hauling a defective cl. 406 from Liège to Köln; 101 017/96 took over.

Bombs. Around midday in München on 1 December there was a large explosion at a building site near the Donnersbergerbrücke. This was the site of tunnelling works for the duplicate S-Bahn route and a buried unexploded WWII bomb had been disturbed. Four people were injured and all railway traffic was stopped between Pasing station and the Hbf. ICE trains terminated at Augsburg and even Nurnberg. The German authorities are usually very good at discovering such bombs, with detailed surveys taking place before construction works. Somehow this one was missed. On the same day further north near Braunschweig a 500lb USA bomb was found at 14.46 some four metres below the surface. Here the standard arrangements worked well. The bomb squad attended. Authorities started evacuating people in the Rautheim area from 16.00 hrs; the A39 autobahn was closed at 19.12 and by 20.30 diffusing work had started with an all clear given at 21.45. Two days later on Friday 3 December a WWII bomb was found at Würzburg Zell Rbf. All lines were closed at 14.40. The NBS was not affected so some main line trains could be diverted via that route with other trains cancelled. After two hours the all clear was given. There is a bomb alert somewhere in Germany most weeks but three in one week caused a certain amount of chaos.

Breisgau S-Bahn. SWEG has finally taken delivery of its Talent 3 units. There are 12 units, 7x4-car are 8442 201-207 whilst 5x3-car are 8442 181-185.

Halle. DB Cargo opened a new locomotive depot at the south-east end of the yard on 8 November 2021. There are three tracks inside the shed building, each holding two locomotives. 25 locomotives a week can be given maintenance. It is not clear whether this is to replace the old roundhouses but most likely as there is a new stabling point at the north end of the yard. DB Cargo has no electric locomotives based here so the new depot is probably for the diesel fleet.

Hessen. It has been announced that trains on RE30 Frankfurt/M to Kassel will change over to EMU operation by Coradia Stream HC units; 13x4-car and 4x5-car have been ordered.

ICE Fleet. The new timetable saw many changes to the ICE diagrams reflecting the increasing numbers of the new 412 series entering service. How long the new workings will stay that way is unclear as deliveries continue of the new sets. What follows gives a rough idea of where the various train sets go.

401. All are still based in Hamburg for services all over Germany but no longer work beyond Basel SBB. Routes: Hamburg – Frankfurt/Main – Basel; Hamburg – Berlin – München; Hamburg – Köln – Passau; Hamburg – Berlin – Frankfurt/M – Saarbrücken.

402. Based in Berlin and work Berlin – Hannover – Hamm(split) – Köln; Hamburg – Kassel – München; München – Nürnberg – Osnabrück.

403. Based in München and work München – Frankfurt/M; München – Nürnberg – Dortmund; Köln – Basel SBB.

406. Based in Frankfurt/Main for international trains to Amsterdam and Brussels.

407. Based in Frankfurt/M and work Dortmund – Basel SBB; München – Nürnberg – Dortmund; Köln – Stuttgart; Frankfurt/Stuttgart – Paris.

411. Now based in Dortmund and mainly used on services to Austria such as: Hamburg – Kassel – Wien; Hamburg – Berlin – Wien; Dortmund – Frankfurt/M – Wien; Hamburg – Kassel – Innsbruck.

412. There are two types – long and short. The long units are based in Hamburg and work all over Germany and are now the only ICEs allowed into Switzerland. Routes include Hamburg – Frankfurt/M – Basel – Chur/Interlaken; Hamburg – Köln – München; Hamburg – Berlin – München; Hamburg – Frankfurt/M – Stuttgart. The short sets are all based in Berlin and the main work is on the Berlin – Hannover – Köln working which, like the 402s, split at Hamm to cover two routes through the Ruhr.

415. Based in Frankfurt/M the main work is to the east working Wiesbaden – Frankfurt/M – Erfurt – Leipzig – Berlin/Dresden and also Dresden – Berlin.

Railpool/Siemens. These two companies started the year agreeing a framework contract whereby Siemens would supply Railpool with 100 locomotives for Europe. 70 locomotives were immediately ordered and these will be Vectron MSs for use on North – South and East – West services. For years Railpool has been a Bombardier TRAXX buyer but the delay in the acceptance procedures for the TRAXX MS3 type has led to Railpool now favouring the Vectron model which is now accepted in most European countries (France and Luxembourg seem to be the exceptions). Siemens has now sold 1,270 Vectrons to 61 different customers and when Smartrons and the new dual mode versions are taken into account it becomes more like 1,400 sales.

Rheine – Emden. The new timetable now sees IC 2 trains worked by cl. 146/147s with double-deck stock. These trains work from Norddeich Mole/Emden to Köln via Gelsenkirchen and to Frankfurt/M via Dortmund and Siegen. On Saturdays since the new timetable there are regular ICE workings to Norddeich Mole. 31 December 2021 saw 401 083 on a Stuttgart to Norddeich Mole working whilst an opposing train was worked by 402 024! Rheine also sees the two hourly Berlin to Amsterdam trains worked by 101s so quite a bit of main line variety. Local trains include workings by Eurobahn, Westfalenbahn and National Express.

Ringzug. This service was introduced at the turn of the century when a contract was won by the Hohenzollerische Landesbahn to provide regular interval services connecting Villingen with Tuttlingen and Rottweil and other places. The service has been very successful using the popular Regio Shuttles but now electrification of certain routes is being studied as some of the diesel units will soon be 25 years old and coming up for replacement.

159. The Stadler Euro-dual locomotives are proving very popular with latest deliveries as follows: 230: Schweerbau; 231: EVB; 232: Infra Leuna; 233: Raildox; 234: Railsystems RP; 236: Schweerbau; 238: BElOG.

193. DB Regio is leasing nine 193s to work its trains from Frankfurt/M to Fulda. Locos reported to be earmarked for these trains are 193 600, 603, 605, 606, 861, 863 – 866. All have been leased from MRCE and have had a minor rebuild with a route destination indicator being installed below the cab windows. The lease is understood to be for three years.

225. 225 020/031 have been sold by EfW to WRS Deutschland.

Preservation. Cottbus. 99 3301, at the park railway, has been out of service since 2008. In 2019 it was sent to Zamberk in Czechia for overhaul and was received back on 22 October 2021. It was in steam on its own line 29-31 October in fine autumn weather. **Heilbronn Museum.** All is not well here. The museum has been closed since the outset of covid in early 2020. There is talk of groups falling out and other reports of health and safety issues. So it remains closed whilst other museums were open last summer. Recently two locomotives have left, being moved to Nördlingen Museum, 38 3199 went by rail but the other locomotive was not fit for rail movement and so 80 014 went by road. **V60 734** has been overhauled at Meiningen and is now back at Fladungen. **SVT137 856.** There is more news to report about this old DMU. Latterly stored at Krailling near München, it is now reported sold to the Förderverein Diesel Schnelltriebwagen e.V (Köln) and is to be moved to the works at Delitzsch to be overhauled there. **01 1104** has been under overhaul for some years at the old Krefeld roundhouse; but the group renting some space in the depot, which belongs to the MGW firm, have had to leave as their lease expired at the end of 2021 and

was not being renewed. The locomotive is virtually finished and was removed by rail to nearby Mönchengladbach depot. It ought to get home to Crailsheim later this year.

Gelsenkirchen Bismarck. Several preservation groups are based in the old DB depot but a change is coming as one of them has been given notice to quit as no rent has been paid for some time. Just which group it is and which locomotives are involved is unclear.

ITALY

Preservation. A recent update on *Steamlocomotive.info* revealed that 2-8-2T 940.036 is back at Pietrarsa Museum but now sectioned. This work seems to have been done at Pistoia during the winter of 2018 as the locomotive is pictured back at Pietrarsa in October 2019. 940.036 is one of 18 survivors so FS have not sectioned a rare locomotive.

NETHERLANDS

Sprinters. This class of suburban units is no more as the last unit was withdrawn and sent for scrap towards the end of 2021. Introduced in 1975, the units started off as 2-car sets with many later extended to 3 cars. They have been replaced by Sprinter New Generation (SNG) units built by CAF.

Preservation. Just the opposite actually as VSM Apeldoorn scrapped 52 8150 in December 2021. The locomotive was purchased as a spare parts bank and has served this purpose at the Apeldoorn works site for many years.

NEW ZEALAND

News. Ross Middleton reporting.

Crew training runs were taking place in late 2021 between Auckland and Hamilton with Dfs top and tailing the Te Huia service in readiness for the service that was scheduled to restart on 24 January.

Details of the new Dm class locos have now been released. The prime mover will be the Caterpillar C-175 V16 4 stroke with common rail fuel injection, particulate filter and SCR exhaust after treatment to meet Euro stage V emission standards. It will produce 3,000kW (4,000hp) and AC traction will provide 415KN of starting tractive effort, 362 continuous and 240KN Dynamic braking effort. Compared to a DXC which has up to 2,420 KW (3,250hp) producing 259KN of continuous tractive effort, we can see that the new locos have nearly as much stopping power as a DX has pulling power. The best example of what these new locos are capable of is in the Otira tunnel. Currently five DXC locos are required to haul a 30 wagon, 2,160 tonne train at around 31km/hr. Simulations show the Stadler locos will do the same load with only four locos at around 36.5 km/hr. They deliver a high speed, which means a faster transit time with a minimum of 1/3 less noxious gases. They will still clear the tunnel if one breaks down. Reliability was a major focus of the evaluation process; Stadler clearly demonstrated a proven record of compliance which the other applicants were unable to get close to, some with experimental engines that posed too much risk. There are currently 174 C-175 V16 engines being used in rail applications worldwide with 1.5+ million hours of operation achieving high levels of reliability.

NORWAY

Orders. Norske Tog, the state leasing company, has placed an order with Alstom for 30 local EMU trains with the possibility of 170 more. The new trains will be tested in 2024 and introduced from 2025. They are to be the Coradia Nordic type which, according to illustrations, will be 6-car articulated trains with two large doorways to each carriage. Seating will be 2 + 2. The first trains will be introduced on the Østfoldbanen.

PORTUGAL

Electrification News. The government is putting lots of money into the railway system after years of neglect. It has announced that the Douro line will be electrified to Regua and

Pocinho whilst Pocinho to Barca d'Alva, closed in 1988, is to be reopened. This is seen as a means of increasing tourist traffic for river cruises. Back at the Porto end of the line, moves are afoot to reopen to passengers the line from Contumil to Leixoes. Electrification is also envisaged for Casa Branca to Beja, Abrantes to Elvas and the remaining non-electrified lines in the Algarve. A new line is under construction from Evora to Elvas for freights to Spain and likely to open in 2023.

Orders. 117 EMUs are on order. 55 are for Regional and IR services, 37 for suburban trains and 25 for the Estoril line, the last being also 25kV sets as the line is to be converted to 25kV. Deliveries are due to start in 2026.

SERBIA

Route Improvements. Work on upgrading the line from Beograd to Novi Sad has been going on for some time. A Russian company and two Chinese companies as well as local firms have been involved. It is now reported that 1 March is the expected opening day for this section of the route to Subotica and on to Budapest. Soon trains will be running at 200km/h over the rebuilt section; then the 80km from Beograd to Novi Sad will only take 30 minutes instead of 85 minutes!

SPAIN

New High Speed Line. On 20 December 2021 King Felipe VI opened the new high speed line from Madrid to Galicia. A special S-112 train ran over the line calling at Zamora and the new Porta de Galicia station before arriving at Ourense where the main opening ceremony was carried out. Next day, public services started with ten pairs of trains which is four more than previously. Two trains start from Ourense with good connections to other destinations. Advance purchase tickets from €15 were sold out within days of going on sale, resulting in only a few seats being available for the Christmas period. This first reduction in travel time, resulting from the opening of the new line, will be followed by a further improvement when the new Talgo 107 variable gauge units are introduced in summer 2022. Also being provided are cl.106 units which will be able to work into France. Another Talgo set to appear soon will be the cl. 131 series which will be like the 106 but with no first class being used for low cost services and providing 581 seats.

SWEDEN

New Trains. SJ has placed an order with Bombardier Transport Sweden AB (now part of Alstom) for 35 new high speed trains with a top speed of 250km/h. They will be used on routes between the major Swedish cities but also to Oslo and København. They should start entering service in 2026. Meanwhile the X2000 class push-pull trains are continuing to have a refurbishment. So, from 2026 loco-hauled trains will become a rarity apart from overnight sleeping car trains.

USA

Preservation. *Trains Newswire* reported in December last year that Fred Kepner had died aged 74 in October. This man was a great steam locomotive fan and had been buying up locos for many years until he had acquired fourteen steam locomotives and at least one diesel. But like many other locomotive owners in the USA time went by and not much was done. His main collection was in Merrill (OR) where there were twelve locomotives, all in varying states of disrepair. It looks like proper arrangements had been made for the locomotives as it was soon announced that all of them had been purchased by the Oregon Coast Scenic Railroad (OCSR). Three locomotives will be retained by OCSR and taken to Garibaldi (OR), the rest will be offered for sale to other groups. The OCSR will keep Oregon American Lumber 2-6-2s 104, 105 which are Baldwin 56851/1923 and 58193/1925 and the third is Pickering Lumber Corporation 8, a 3 Truck Shay, Lima 3254/ 1924. The three will be known as the Fred Kepner Memorial Collection. It will be interesting to see



Modified Hall Class 4-6-0 6990 Witherslack Hall runs into Quorn and Woodhouse with 7C23, the 13.30 van train from Loughborough Central to Rothley Brook. The train on the left, on the down line to Loughborough, are the mineral wagons headed by BR Standard Cl. 4MT 2-6-4T 80080 on 9D18, the 13.18 from Rothley Brook on 30/1/22.

(Photograph by BOB STONEHOUSE)



Reported to be due to the dissatisfaction expressed by some members of the Class 40 Preservation Society that they were not offered priority tickets for a recent Locomotive Services Ltd rail tour featuring their locomotive, the contract between the two organisations has been terminated by mutual agreement with effect from 31/12 last. As a consequence, D345 was transferred back to Bury from Crewe on 24/1 and is seen here passing through its home town of Newton-le-Willows as Transport for Wales 175007 waits for a right time departure on its journey from Manchester Airport to Llandudno.

(Photograph by NEVILLE BOND)

what happens to the other locos, especially McBryde Sugar 0-6-0 No. 4 once owned by Gene Autry.

East Broad Top. During 2021 11,000 passengers were conveyed on diesel hauled trains on 42 operating days and 1,100 people booked for the shop tours. Steam locomotive No. 16 will be in operation in 2022 and maybe the number of passengers will see a big increase once steam haulage starts again and the virus disappears!

Fillmore & Western. It looks like no takers for this line so the equipment is being sold off. *Trains Newswire* reports that the Volo Auto Museum in Illinois has bought some carriages and a 4-4-0 locomotive. This presents a problem as the Fillmore line was understood to have only a 2-8-0 and several diesels. The Jupiter 4-4-0 is understood to have appeared in the Disney 2013 film *The Lone Ranger*. However *Wikipedia* has provided the answer. The 4-4-0 is not a working steam locomotive and is a prop, being powered by a diesel engine hidden in the tender. Diesel locomotive 3501, a GP35 Bo-Bo, has also been acquired; this locomotive was once PRR 2262. (The Volo museum is located 40 miles north-west of Chicago.)

(Eisenbahn Kurier, Marudor.de, Drehscheibe-online, Lok Report, Echo du Rail, John Miller, Jon Burdett, Ross Middleton, SJ, RENFE, Trains Newswire.)



During the GCR Winter Steam Gala, on 29/1/22, resident Modified Hall 6990 Witherslack Hall with a rake of vans passing Cedars Hotel on the outskirts of Loughborough. A freight working to Rothley.

(Photograph by CHRIS GEORGE)

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The Great Western Society at Didcot held a Gala on 23/10/21 and the guest engine was 'Terrier' 2678 in Southern Railway wartime black livery, visiting from the Kent & East Sussex Railway.



The Spa Valley Railway hired in ex-L&Y saddle tank 752 for their "Winter Steam Up" over the 8-9/1/22. The loco was built by Beyer, Peacock in 1881 as a tender engine then, when a crisis occurred and the L&Y found themselves short of shunting engines, 752 was rebuilt as a saddle tank to an Aspinall design at Horwich in 1896. Later on it became absorbed into the LNWR and later still into the LMS. In 1937 it was then sold into industrial use to the Blainscough Colliery Railway. It now appears in BR black and carries the number 51456, the next number in sequence, although it was never on the books of British Railways. It is seen here at Eridge on 9/1/22.

(Both photographs by CHRIS GEORGE)