Railway Herald

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TOP: Making its first revenue-earning working in British Railways express passenger blue livery, the A1 Steam Locomotive Trust's No. 60163 *Tornado* steams through Slough with a 'Cathedrals Express' charter to Shrewsbury. **Peter Lovell**

BOTTOM: The Freightliner Class 70 'Powerhaul' fleet is now starting to settle down into regular traffic. Freightliner Class 70 No. 70010 passes Marshbrook on the North and West line with a Portbury to Fiddler's Ferry loaded coal working on 24th November. **Nigel Capelle**

Railway Herald

Issue 340 — 28th November 2012

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Please consider the enviroment before printing any part of this magazine

The unseen staff of the railway

To the general members of the public, travelling by train is a simple affair, after all it doesn't take many people does it ... a few platform staff, driver, guard, catering crew, that's about it?

Well, as anyone who has an interest in, or who works in the industry will know only too well, that statement could not be further from the truth. As with everything in life, little thought is given to those things that are taken for granted. For the travelling public, it is assumed that you turn up at the station at the appropriate time, the train arrives and transports you from A to B, where you leave the station and continue your day. Little, if any, thought is given to how the train actually arrives at your starting point in the first place.

Rail staff and enthusiasts will be aware that included in the overall production are signalling, operational and maintenance staff, as well as those who, while Britain sleeps, concentrate on cleaning and maintenance, to ensure that the trains are ready to roll come the morning, or the track workers who overnight will be repairing and carrying out general maintenance on the line.

But the story goes far deeper and well into areas that many people would not consider. For a start, just who said that a train would depart London Euston at 07:10 bound for Chester in the first place? The timetable planners at Network Rail are a small team within a vast organisation that handles the production of timetables, checks the pathing of trains and confirms whether or not the train operators can run the services they want. There are also the planners within the train operators themselves, who will propose and arrange any weekly changes that can range from minor amendments to full scale planning of daily services, especially for the freight operators where requirements change on a weekly basis. There are the controllers, both with Network Rail and the train operators, who monitor the real-time rail network and deal with incidents as they happen, which could be as minor as a faulty light on a locomotive, through to a passenger being taken ill, an operational defect such as a track circuit failure, or something far more serious.

There are other people whose actions can have a direct involvement in daily operations, but who possibly never see a train. The IT staff for example, that keep the TOPS, TRUST and Gemini reporting systems operational, to name but three. Without them, technology such as station departure boards would not work, and the National Rail Enquiries website could not advise on the progress of a train.

But behind the day-to-day railway staff is another layer of people without whom tomorrow's railway would not arrive. They handle the advance planning, not only from an operational viewpoint, but also assessing the future needs of the Network and deciding where upgrades such as major track work changes or new flyovers should go, how they will be built, and the programme to construct and integrate them into the rail system.

This short piece has hardly scratched the surface on the variety of jobs, tasks and the people that work in the rail industry, and those that the passenger sees on a day-to-day basis are merely the front of house staff, to a large production that employs thousands of people across the country, and is taken for granted - until its stops working. As this week has seen, it is a small percentage of those 'back of house' people who then play the vital task of getting the trains, the freight and the people on the move again.

Below: Class 91/1 No. 91120 arrives at Doncaster with the 13:35 London King's Cross - Leeds service, passing a track crew attending to a points problem. No passenger on the train will give a thought as to how it gets from London to Leeds, the assumption that it will complete the journey on time and safely is taken for granted. In many cases, that is how it should be - when the average passenger becomes aware of whats happening in the background, it usually means that something, somewhere has gone wrong. *Richard Tuplin*

GREAT GIFT IDEAS

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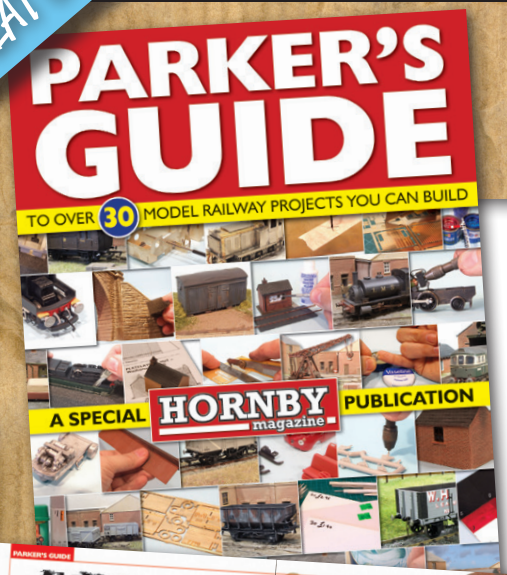

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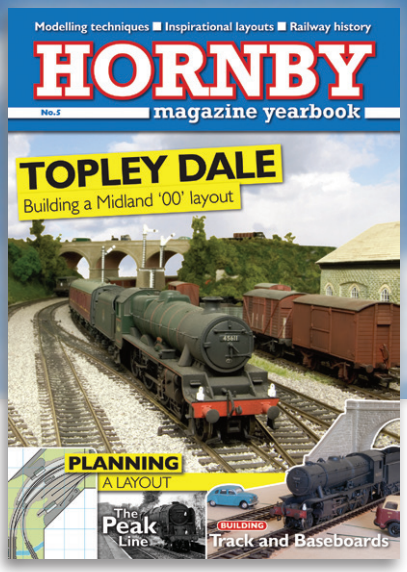

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KEY PUBLISHING

Disappointment as *Sir Nigel Gresley* fails with valve problems

As already highlighted in this week's Railtour Spotlight, a number of anticipated changes to forthcoming tours have now been confirmed.

Perhaps the most disappointing was the late withdrawal of No. 60007 *Sir Nigel Gresley* from last Saturday's Tynesider', operated by The Railway Touring Company. After completing the positioning move from its base at Grosmont on the North Yorkshire Moors Railway to Heaton Depot in Newcastle upon Tyne it was found that there was a problem with the locomotive's right hand valve. This could not be rectified, and has unfortunately, resulted in No. 7 being withdrawn from all of it's planned mainline line runs over the next few weeks.

RTC confirmed to *RH* on 26th November that classmate No. 60009 *Union of South Africa* will deputise. The trains involved will be 'The Christmas White Rose' from Cambridge to York on 1st December, 'The Lindum Fayre' from London Kings Cross to Lincoln on 7th December, 'The York Yuletide Express' from Norwich to York on 13th December and finally, 'The Christmas Yorkshireman' from London Victoria to York on 22nd December.

This will be a great disappointment to the owning group, The Sir Nigel Gresley Locomotive Preservation Trust Ltd, who have had to overcome a number of problems over the past year or so, and this short spell of mainline running was to be the payback for all their efforts. To rub salt into the wound, they have as a consequence lost the locomotive hire fees, which would also have provided a pre-Christmas financial boost.

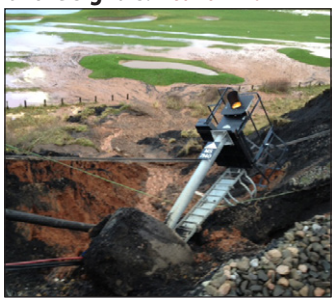
Weather causes more problems

In addition to the coverage provided in the Newsdesk column, additional problems have occurred in the North East because of the weather.

At Aycliffe, between Darlington and Durham on the East Coast Main Line, an embankment slip resulted in the overhead masts becoming dislodged. Repairs to the embankment, track, and overhead equipment are underway, with a reduced service operating over the adjacent line.

On the Durham Coast line at Hartlepool, an embankment slip has caused a signal to fall down the embankment, while at Dawdon, between Hartlepool and Seaham, flooding caused damage to the track bed, meaning that services between Hartlepool and Sunderland are operating to a reduced frequency.

Below: The Durham Coast line is somewhat exposed to the elements, and a landslip at Hartlepool has taken out one of the signals. *Network Rail*



Above: At Clapham Junction, the former Platform 2 has been divided into two platforms. Class 378/2 No. 378233 *Ian Brown CBE* **stands in the new Platform 1 with a service to Willesden, while the yellow aspect on the signal, gives a clear road for a train from the new Platform 2, bound for the South London Line and Surrey Quays.** *Brian Morrison*

TfL shows off new South London link

Transport for London showed off the final part of its London Orbital route on 27th November, when media and invited guests travelled from Dalston Junction to Clapham Junction over the South London Line (SLL).

The SLL has been operated as a Southern service between London Bridge and London Victoria, but the construction of a new 1.3km line from Surrey Quays station on the East London Line, to a point near Queens Road Peckham has allowed the route to be incorporated within the TfL London Overground (LO) operation. The move to LO provides, what could be described as an 'outer' circle line for London; the last time such link was created 128 years ago, in 1884, when the Underground 'Circle' line was completed.

The new line, built at a cost of £75 million, uses a disused railway viaduct to pass behind Millwall Football Club before joining the South London Line at Old Kent Road. Two new platforms have been created at Clapham Junction, specifically for London Overground trains. The former Platform 2 has been divided into two, to create Platform 1 (for West London Line trains to Kensington Olympia and Willesden Junction) and Platform 2 (for South London Line services to Highbury & Islington).

As part of the work that has taken place, TfL has taken over Wandsworth Road and Clapham High Street stations, which will now be staffed while trains are running, and lifts are being installed at Denmark Hill to provide full accessibility.

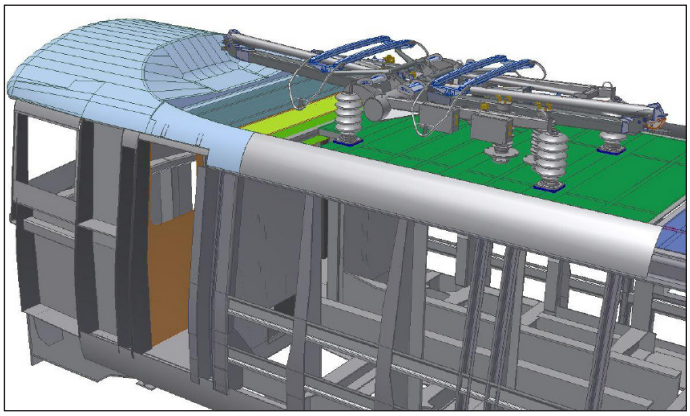
From December, four trains an hour will operate over the route to Clapham Junction, increasing the frequency of services over the core East London Line to 16 trains per hour, or one every four minutes. To provide this level of service, six Class 378s are required, three of which have come from the existing fleet, while an additional three (Nos. 378255-378257) were an add-on to the original order.

Class 91 locomotive fitted with Duplex 'pan'

The plan to equip an East Coast Class 91 locomotive with an additional pantograph has previously been reported in these pages.

The project, which is a joint initiative between Eversholt Rail, East Coast, Brecknell-Willis, ESG and Wabtec Rail, has now moved forward, with Class 91 No. 91114 having been equipped during its planned overhaul at Doncaster. The new system uses a Duplex pantograph to eliminate one of the numerous single points of failure on the locomotive, and it is believed that once testing and commissioning has been completed, this will reduce service failures and their impact on both passengers and the rail network.

Brecknell-Willis was engaged to develop its well-proven high-speed pantograph design, using the same mounting positions as a conventional 'pan' but pairing two conventional pantograph arms in an opposing configuration on the same base frame. This provides redundancy in the event of a pantograph system/OHLE failure, but minimises the roof space required, compared to fitting two separate units. The Duplex pantograph incorporates the latest developments including Fast Automatic Dropping Device, chain guards, pan housed indication and bonded ceramic carbons. The complexity of the installation design means the fitting of a prototype locomotive is necessary before any fleet rollout will be considered. The original GRP roof canopy had to be replaced with a flat roof and new profile canopy. A range of issues were assessed as part of the project, specifically to consider access to and egress from the locomotive's No.2 end cab, a new lighting arrangement and cab air-conditioning requirements. A new control system was also developed to satisfy the required specification that meant that the existing driving controls were unchanged. In addition, an ethernet-based monitoring system shows the status of the Duplex pantograph in both locomotive cabs, as well as the cab of the Mk3 DVT. A test strategy has been developed to allow East Coast to show compatibility between the modified locomotive and the existing infrastructure. This strategy includes high voltage testing of the new installation and in-service tests monitoring pantograph performance and uplift. A date for the actual testing work to take place has yet to be set.



Above: A computer image of the new assembly. *Eversholt Rail*

Right: The new duplex pantograph fitted to Class 91 No. 91114. *East Coast*

Above: The Diesel Traction Group's 'Western' No. D1015 *Western Champion* **passes Bushey on the WCML en route 'light engine' from Tyseley to Old Oak Common on 22nd November, for a bogie change, new windscreens and final preparation for a return to the main line. A return to railtour duties is expected to take place around April next year.** *Chris George*

Second '67' diagram for ScotRail

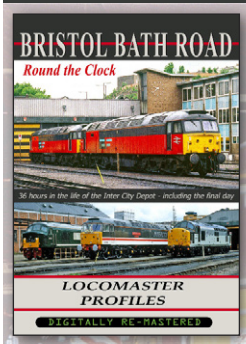
First ScotRail introduced a second loco-hauled diagram on the Fife Circle from mid-November.

Like the standard 'peak hour' diagram, the new working undertakes one morning and evening service out and back from Edinburgh Waverley, and will be operated by a DBS Class 67 and Mk2 set, based at Millerhill.

The actual diagram for the morning working starts with the 06:02 Millerhill to Edinburgh (ECS) to form the 06:33 Edinburgh to Edinburgh, via the Fife Circle, concluding with the 08:58 Edinburgh - Millerhill (ECS). The afternoon part of the diagram works the 16:59 Millerhill to Edinburgh (ECS), to form the 17:21 Edinburgh to Cardenden, before returning as the 18:24 Cardenden to Millerhill (ECS).

Digitally re-mastered and now available on DVD...

BRISTOL BATH ROAD
Round the Clock



On Friday 26th May 1995, Bristol Bath Road diesel depot officially closed its doors, bringing to an end over 30 years operation as one of the Western Region's most famous modern traction sheds. This documentary captures two days and one night in the life of Bath Road during its last days of operation. The staff are seen at work, round the clock, undertaking a variety of activities on EPS, Res, Great Western and Cross Country locos. Includes...

TRACTION MOTOR BLOWER REMOVAL from newly-refurbished 37604; **LOAD BANK TEST** as 47806 is put through its paces; **ON THE JACKS** as 47818 is lifted for a thorough underframe inspection; **THE NIGHT SHIFT** with the fitters working against the clock to fuel and service the Res Class 47s as they come off the Royal Mail trains, **UNDERFRAME CLEANING** was the dirtiest job at Bath Road - and you can see why; **HST POWER UNIT LIFT** on power car 43016; **THE MORNING CONFERENCE** as the Depot Engineer meets his team of supervisors to discuss loco repairs; **A CAB RIDE** on 47774 for a detailed view of the trackwork, through the confines of the depot and onto the turntable; a **FIRE BRIGADE** exercise on withdrawn 47509...and there's an **END-TO-END** overhead view of the Heavy Lift Shop. **FINALLY**, there are scenes from the last day of operation, when an immaculate 47816 was named *Bristol Bath Road* and the depot staged a final historic locomotive line-up.

With a running time of 80 minutes, BRISTOL BATH ROAD is available now on DVD priced at £19.95 (post free) from the address below. Alternatively, you can pay by credit or debit card by calling our

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Rain, rain go away! Disruption after flooding

After days of heavy rain resulted in flooding across the South West, the Midlands and parts of the North East, the British weather has once again brought delays and operational problems to the rail network.

The South West was one of the most heavily affected areas, services between Taunton and Exeter being suspended after severe flooding at Cowley Bridge Junction, although trains did resume to Tiverton Parkway during the weekend. The problems around Cowley Bridge are likely to extend beyond the current weather, as although engineers were hoping to reopen the line on 28th November, the trackside location cabinets, which are used by the signalling system, have been extensively flooded, and Network Rail says it could take up to two weeks for the signalling to be restored and the railway returned to the normal timetable.

Church Stretton was the scene of further problems, which resulted in delays, rather than route closure. In North Wales, services ceased between Bangor and Holyhead over the weekend, again because of flooding with the water being between three and eight inches above rail level at some locations, with ATW and Virgin services not expected to resume until 27th or 28th November. The situation was being made worse by the poor road conditions in the area, which meant that a replacement bus service could not be guaranteed.

In the North East, Eryholme, between Northallerton and Darlington, the scene of the flooding back in September, was once again under water on the 'Up' line, with single line working and a speed restriction instigated on the 'Down' line, while a potentially more serious issue affected services between Doncaster and York, when the water level reached the underside of a bridge, resulting in the line being closed until divers could inspect the bridge parapets. After several hours, all was deemed in order, and the route reopened to services. On the Whitby line, services were suspended between Glaisdale and Whitby because of flooding.

On the Southern Region, a landslip on the morning of the 26th November between Dorking and Holmwood, affected the peak hour service between Horsham and London.

In the midst of all the weather related problems, services between Birmingham Snow Hill and Stourbridge Junction were cancelled for most of the afternoon on 26th November, when a fire in a property adjacent to the railway, resulted in the emergency services hosepipes being run across the level crossing! Despite all the problems however, ATOC said the vast majority of trains were running as normal on 26th November despite the weather, with around 80 % of trains arriving on time.

Above: **The scene at Cowley Bridge Junction, Exeter. The rails on the Barnstaple branch are just visible, while the Great Western Main Line is completely submerged.** *John Horton*

Below: **Water related issues caused the closure of the railway at Langley Green in the West Midlands on the 26th November, although this time not because of weather, but to allow the Fire Brigade hoses to cross the level crossing to hydrants!** *Network Rail*

Above: **Freightliner Heavy Haul is currently using Class 66/6 No. 66616 and a mixed rake of green and white HIA limestone hoppers on the Scottish coal circuit between Ravenstruther and Longannet Power Station, with two trains running daily on weekdays and one on a Saturday. Here, the '66' heads the 09:26 Ravenstruther-Longannet past the Wallace Monument outside Stirling as it heads for Alloa and Longannet with 26 loaded HIA wagons on 24th November.** *Ian Lothian*

Stansted Airport outlines future vision for rail link

Stansted Airport has outlined its vision for new, faster and reliable rail links that it is said, could help attract at least an extra 1.4 million passengers a year to use the Airport.

Envisaged is a 30-minute rail journey time from London, an extension of Crossrail to Stansted, and for it to be the best-connected air-rail hub in the UK. In a speech to delegates, Airport Managing Director, Nick Barton, said: "We have the spare capacity and infrastructure in place to support 35 million passengers a year and with faster rail links we can attract the airlines whose passengers value quick and reliable links to London. That is why we have launched our new rail campaign 'Stansted in 30' to persuade Government and the rail industry to commit to reducing journey times from London to Stansted to around 30 minutes. Stansted is proud to be the leading major UK airport for public transport use, with now 50% of passengers using train, bus and coach to travel to and from Stansted. But we want to build on this success, so that is why we also want to see more frequent trains to Cambridge, East Anglia and beyond opening up the Airport to new communities. We believe there is a strong case to link the Airport to high-speed rail, and support the proposals to extend Crossrail to Stansted. The East of England has suffered for too long from the effects of under-investment in the rail network, and these improvements would have a significant impact on the local economy, jobs and long-term growth. Our vision is for Stansted to be the best-connected air-rail hub in the UK, delivering fast, frequent and more reliable services for our passengers and the local community. The case is clear for investing in the railway to Stansted."

Below: **As well as being served by CrossCountry services to Birmingham, Stansted Airport also has its own dedicated rail link to London Liverpool Street, operated by Greater Anglia's newest EMUs, the Bombardier-built Class 379s. Here, No. 379007 stands at Stansted, having arrived with the 11:10 service from London Liverpool Street.** *Brian Morrison*

NEWS IN BRIEF

■ The latest statistics show 98.4% of c2c trains were on time in the four weeks ending 10th November – again the best result in the country and an improvement on the same period last year. Over the past year as a whole, 97.4% of c2c trains were on time, equalling the new UK record set by the operator last month and 5.7% better than the current national average.

■ On 4th November, the front bogie of the leading vehicle of the 08:04 CrossCountry service from Edinburgh to Aberdeen derailed near Inverkeilor. The Rail Accident Investigation Branch inspectors carried out a preliminary examination of the circumstances, but an obstruction was found at the scene that is believed to have been placed there deliberately, and the investigatioin has been passed to the British Transport Police (BTP).

■ The European Union's Transport Commissioner wants EU rail companies to separate the rail infrasture from passenger and freight business by 2023 to make it easier for new entrants to compete. The concept would provide a Network Rail style system throughout Europe.

■ DB Schenker Rail UK (DBS) has begun a one-stop approach for customers in the intermodal market, offering an integrated transport service from the quayside direct to the warehouse. Called D2D, DBS will handle the full movement of containers for clients, using both road and rail haulage, to ensure goods are delivered on time as requested under a door-to-door service. The move is in response to a number of retail and manufacturing customers who wish to increase their use of rail freight for capacity, environmental and cost reasons. In offering the D2D concept, DBS is able to remove a potential barrier to using rail freight by integrating it with existing supply chains.

GBRf uses Class 92 on Manchester intermodal

Below: In a move that is presumably designed to release a Class 66 locomotive, GBRf had a week of using Class 92 No. 92044 on intermodal services between Barton Dock and Crewe. The timing of the northbound and southbound between Felixstowe and Manchester services allowed the '92' to work south to Crewe, to meet the Class 66 on the northbound train. The locomotives swapped trains, before the '66' returned south on the Manchester to Felixstowe, and the '92' completed the northbound working to Barton Dock. Here, No. 92044 approaches Manchester Oxford Road with the Barton Dock to Felixstowe service on 21st November. *Fred Kerr*

DRS undertakes new freight trial at Blackford

Direct Rail Services and Highland Spring undertook a three-day rail freight trial in Scotland in mid-November.

The project was to assess the viability of moving Highland Spring bottled water by rail, from the sidings at Blackford, near Perth, which is almost adjacent to the company's bottling plant. At present, all products are moved in and out by road, which means passing through the village.

The trial took place on 20th-22nd November, when DRS Class 66/4s Nos. 66427, 66433 and 66432 worked on the respective days, each time hauling three KIA intermodal twins. Road haulier Russell supplied the road vehicles for the movement using swap-body containers.

The only slight issue for rail activity at the site is that after loading, because of the constraints of the track layout, departures from the siding must run north to Perth to run-round before returning back south, in this case, to Coatbridge.

The trial was deemed to be a success in proving the possibilities to the customer, although DRS says there are currently no plans for a regular freight flow.

Below: On 21st November, Class 66/4 No. 66433 departs from Blackford Up Siding, and is pictured crossing over the main line, to head northwards to Perth, where a run-round was undertaken, before returning south to Coatbridge Freightliner Terminal. *Ian Lothian*

£13 million contract awarded to Railcare Wolverton

Eversholt Rail has awarded Railcare a £13 million contract to undertake the C6X overhaul of the Class 365 Networker EMUs that are currently in service on First Capital Connect.

The contract will start in Spring 2013 and run for approximately two years, work on the 40 four-car units being undertaken at Railcare's Wolverton plant, The contract has been awarded following the successful C6X overhaul of the Class 465 Networker fleet, which Railcare completed for Eversholt Rail in May this year. There are further options in the new contract to bring the vehicles up to new PRM (passengers with reduced mobility) standards and to undertake 'refresh' work.

Free Wi-Fi for Greater Anglia

Greater Anglia is working with The Cloud to introduce free Wi-Fi at 100 stations across the region.

The Cloud is a BSkyB company that builds and operates Wi-Fi networks across the UK and Europe, the service delivering cost effective broadband to millions of Wi-Fi enabled smartphones, laptops and entertainment devices. It has exclusive commercial partnerships with retail, leisure, hotels, sports, transport, and entertainment companies, and connects almost a million devices to its Wi-Fi network each month, including Nintendo 3DS users, and at locations such as the Emirates Stadium, Silverstone Race Track, the City of London, Wetherspoons, PizzaExpress, Caffe Nero, Eat, pubs, leisure facilities, restaurants and main line stations.

Approximately five million people pass through The Cloud network everyday by visiting one of its partners, as well as First Great Western and Network Rail stations. The service will be rolled out over the next few months, meaning visitors at stations, including Cambridge, Norwich and Stansted Airport, will be able to access the fast, free internet connection for anything from email access to web browsing.

The project comes as Greater Anglia continues to enhance the service it offers its passengers and delivers on its franchise commitments, from improved information provision to station facilities and train services.

Greater Anglia passengers will see The Cloud service is available on their Wi-Fi enabled devices, which will enable them to use the Wi-Fi, for free, for one hour a day at the participating stations. BSkyB customers will have free unlimited access to the Wi-Fi at participating Greater Anglia stations.

New look Horsham opens after £4 million refurbishment

A total of over £4 million has been spent to rejuvenate Horsham station, almost £1.9 million of National Station Improvement Programme funding.

Passengers are now benefiting from a new station layout, which includes a second entrance, better retail facilities and new, fully accessible toilets, and there is also improved access to a lift that provides step-free access to platforms. In addition, the platforms have also been enhanced with new, modern canopies that provide better cover and a lighter, brighter area.

Using another £165,000 of funding from West Sussex County Council, there have also been improvements made to the forecourt area, extra parking spaces created and increased cycle storage provided.

CHRISTMAS reading

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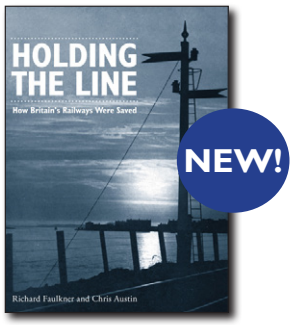

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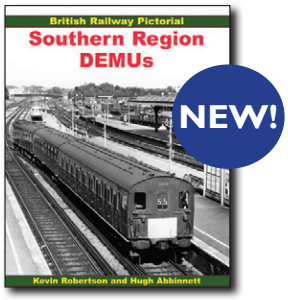

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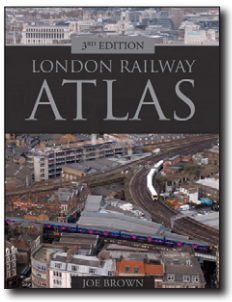

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Edinburgh trams move forward with OHL energised

Local residents are being reminded that the overhead power lines between Gogar tram Depot and Edinburgh Airport went live on 26th November to allow the tram system to be tested and commissioned, and once the commissioning has reached a satisfactory stage, trams will be tested over this section of line.

It is currently anticipated that the first tram will be allowed onto the test track within two to three weeks of the power lines going live. The testing and commissioning of the system and trams will continue through to March 2013.

Transport Convener, Lesley Hinds, said: "These tests are a vital part of the development of Edinburgh's tram system and are a clear indication that the project is progressing well. The tram route is really starting to take shape and it is good to see this long stretch of track almost complete. I am looking forward to working with the contractors over a busy, productive 2013, and I am confident that we will see good progress as we drive the project further towards completion."

The tram runs and system tests are the final part the development of 'Section B' of the route and this 2.8km stretch will be handed over from contractors to the Council in March following testing and commissioning. The Edinburgh tram project remains in line with the revised budget of £776 million approved by the Council in September 2011, with work either ahead of schedule or in line with the revised timescale reported last December.

Passenger services are expected to run by summer 2014, and it is anticipated that full route tram testing will take place from Edinburgh Airport to York Place in late Spring 2014.

Wythenshawe Interchange approved for Metrolink

A new multi-million pound modern transport hub for Wythenshawe has been approved by the Wythenshawe Area Consultative Committee, which has agreed to a planning application by Transport for Greater Manchester (TfGM) for a new £6.7 million interchange.

This follows a successful public consultation held earlier this year by TfGM involving local residents, businesses, elected representatives and Manchester City Council officials. The new Interchange will have a range of modern facilities, including enclosed waiting areas for passengers, high-quality CCTV, a travel shop and environmentally friendly technology to produce light and heat. It will be based just off Poundswick Lane, next to Wythenshawe Forum, and adjacent to the new Wythenshawe Town Centre Metrolink stop.

It is hoped that the new interchange will capitalise on the arrival of Metrolink in Wythenshawe, as part of the new line being built to Manchester Airport, by giving passengers a modern, easy and attractive way of switching from the tram to the bus and vice versa.

A construction firm will be appointed by Transport for Greater Manchester next year to build the interchange, with the new facility due to open during 2015.

Above & Below: Artists impressions of how the new road/tram interchange at Wythenshawe will look when the Metrolink route is extended from St Werburgh's Road to Manchester Airport. *TfGM*

Sugar beet locomotive back in steam after 54 years

After two decades of work, and funding from the Heritage Lottery Fund, Orenstein & Koppel-built No. 1 has moved from the Railway Preservation Society of Ireland's (RPSI) workshops at Whitehead to the Downpatrick & County Down Railway (DCDR) in Northern Ireland.

The locomotive has been at Whitehead since 2004, undergoing a full overhaul and restoration, which has been undertaken between the RPSI and DCDR, after being saved from a County Down field in the 1980s. No. 1 is one of two locomotives of the type at the DCDR, and was built in the mid-1930s for the Irish Sugar Company for use in the company's factories at Mallow, Thurles and Tuam. There was a total of nine locomotives built, three for each factory, and their working life was spent transferring sugar beet wagons from the main line sidings in the factory complexes for processing.

Even though German-built, they are also a legacy of early post-partition Ireland, as normally Irish firms would have ordered new locomotives from Great Britain, but de Valera's Irish Free State was engaged in an 'economic war' with the UK and the order went to Germany instead, leading to these very continental looking locomotives appearing on the Emerald Isle.

It is believed that No. 1 was last steamed in 1958, and two years later after withdrawal from service, the two engines were sent to Dalkey, south of Dublin, for storage with a view to being moved to England for preservation. This project did not reach fruition and the locomotives were subsequently moved to Ballynahinch Junction for storage in 1978, as part of an attempt to resurrect this branch as a heritage line. When this scheme failed to get off the ground, a further sale took place and the duo were moved to Downpatrick a decade later. After a period of storage, work began on rebuilding No. 1, while No. 3 was restored at the RPSI's workshop in Whitehead, and returned to service in October 2000, although it is currently undergoing a full 10-year boiler inspection.

Having been restored, No. 1 will be used throughout December on the DCDR's 'Lapland Express' Santa Specials, subject to successfully completing running-in trials, and is due to be fully painted early next year. The railway is now raising funds to complete the overhaul of classmate No. 3 as soon as possible, and further details can be found online.

Below: O&K No. 1 passes over the Quoile Bridge at the Downpatrick & County Down Railway on 27th November, while undertaking running-in trials prior to weekend operations. *D&CDR*

Right: During work to reballast track around Londonderry, a ballast train, hauled by NIR GM-built No. 113, and comprising of six loaded wagons, derailed as it curved around Rosses Bay, when the leading bogie of the second wagon from the rear rode over the railhead. With an investigation underway by NIR, the locomotive and leading four wagons were moved into Londonderry station the following afternoon, while the fifth wagon was re-railed. GM No. 111 worked 'light engine' to the site on the morning of 23rd November to recover the final two vehicles. Here, No. 111 (left) is pictured at Londonderry, having arrived with the offending wagon, while classmate No. 113 is stabled alongside with the remainder of the train. *Chris Playfair*

Railtour Spotlight *by John Whitehouse*

As 2012 eases to its conclusion, the onset of December brings with it all the various manifestations of the festive period.

The dawn of Christmas Day is now counted in weeks and not months, and the rush to buy all the those presents is on in earnest, as is the desire to 'celebrate' so as to spiritually prepare for the anticipated fun times ahead, well until the credit card statement arrives in January! And our railtour companies are lining up to help those celebrations, and of course will pad out those credit card bills. And during the coming week the charter market ratchets up the gears to get their festive season rolling.

Most of the major players are in action, train crew availability permitting of course, with Steam Dreams leading the charge with three planned charters. Two feature No. 60163 *Tornado*, which will be proudly showing off its new British Railways Express-blue livery. Having unveiled the new colours last weekend over the Welsh Marches, Bath Spa and Bristol Temple Meads are now in for a treat as the 'A1' is due to pay two visits in three days, commencing on 29th November from London Victoria, which will take a wander around the Surrey Hills circuit, picking up along the way, before arriving at the Great Western main line at Reading.

Two days later, and *Tornado* will be working out of Ipswich, calling at Colchester, Shenfield and West Hampstead, before heading west over Great Western metals. On both trips Steam Dreams will be offering a pay on the day £15 return or £10 one-way ticket between Bath Spa and Temple Meads. To complete the trio of trains over the next week there is a Slough to Chester charter booked for 4th December and a London Paddington option that will entail a service train connection to either Slough or Reading. The advertised motive power is No. 70000 *Britannia*, but it is understood that this is likely to change, possibly because the locomotive also has a booking next day on the Torbay Express (see later). The route is an interesting one, which following pick-ups at Twyford, Reading, Goring and Streatley, Oxford and Banbury the charter works north via Leamington Spa and Coventry for a final call at Nuneaton, before the run along the Trent Valley to Stafford and Crewe for Chester.

The other major player in the steam charter market, the Railway Touring Company, has two tours operating on 1st December. Its charter to Worcester, in celebration of the 20th anniversary of that City's Christmas Fayre, has already had three locomotives rostered for the job, initially No. 5029 *Nunney Castle*, which is still under overhaul, then No. 70000 *Britannia*, which has itself been replaced in the last two weeks by No. 6201 *Princess Elizabeth*. This is great news for the Princess Elizabeth Locomotive Society as it provides an additional job with the attendant extra revenue just prior to withdrawal for its 10-year overhaul. The train itself originates at London Paddington, picking up also at Slough, Reading and Didcot Parkway, prior to heading for the Cotswold main line, via Oxford and Evesham, while the return will provide the Pacific with a sterner test as it is routed through Cheltenham Spa, and then over Sapperton to Swindon back to Reading. If this proves to be the final working of *Princess Elizabeth* under the present already extended ticket, then it will be a fine way to bow out. However, whether it will be the last does remain to be seen. Another Pacific, this time from the rival LNER, will feature on RTC's other working, which is 'The Christmas White Rose' from Cambridge, calling at Ely, March and Peterborough for York, via the East Coast Main Line. This will be the second rostered main line turn for No. 60007 *Sir Nigel Gresley*, if the problems that precluded it working RTC's 'The Tynesider' from Newcastle to York last Saturday are sorted out. No doubt classmate No. 60009 *Union of South Africa* could well deputise if needed.

Above: On a very wet and overcast 24th Novemeber, LNER A4 Pacific No. 60009 *Union of South Africa* **works hard up the incline towards St Neots in Cambridgeshire, on the York to King's Cross leg of 'The Tynesider'. The initial leg of this tour should have been worked by classmate No. 60007** *Sir Nigel Gresley* **but reported valve problems sidelined the loco at the last minute, resulted in the intial leg from Newcastle to York being diesel-hauled.** *Adi Perks*

Earlier, the busy workload of *Britannia* was mentioned, which now appears to have been pruned to a more manageable level. The day after its proposed working from Slough to Chester for Steam Dreams, which now looks as if it will be in the hands of another, as yet unconfirmed, locomotive, No. 70000 is booked for the last offering for the year of Torbay Express, the 'Bath Spa Express', on 5th December. One of the issues that is believed to have caused Torbay Express and other operators some grief, is a gauging problem on the line from Westbury to Bathampton Junction that is affecting certain steam locomotives, and has retricted the possible options for the various operators. 'Britannia' class locos are passed for the route, hence the need for No. 70000 to cover the Poole to Bath Spa and Bristol Temple Meads working. The previously booked working, on 28th November, had already been cancelled due to the lack of a suitable steam locomotive.

Non-steam workings are also in evidence, led by Nenta Traintours, whose last outing for 2012 heads for York, Keighley or Skipton from North Walsham through to Norwich and then via Ipswich, Bury St. Edmunds, Ely and March to Peterborough, before heading north along the ECML. UK Railtours also head for York, with an East Midlands HST from London St Pancras International, Luton Airport Parkway and Kettering.

The details shown in the following table were believed to be correct at the time of going to press. Not all pick-up and set-down points are shown, please contact the tour operator concerned for fare and ticket information.

Wednesday 28th November 2012

Compass Tours	2xWCRC 47	Rugby-Coventry-Bedworth-Tamworth-Crewe-Carlisle-Carstairs-Edinburgh Waverley & return	
Torbay Express Ltd		Poole-Brockenhurst-Westbury-Bath Spa-Bristol TM & return	CANCELLED

Thursday 29th November 2012

Steam Dreams	60163	London Victoria-East Croydon-Redhill-Guildford-Wokingham-Bath Spa-Bristol TM & return	

Friday 30th November 2012

UK Railtours		London Victoria-Portsmouth Harbour & return (route tbc)	CANCELLED

Saturday 1st December 2012

Cheshire Cat Tours		Nantwich-Shrewsbury-Portsmouth Harbour and return	CANCELLED
NENTA Traintours	2xWCRC 47	North Walsham-Norwich-Ely-Peterborough-York-Keighley-Skipton & return as outwards	
Pathfinder Tours		Cardiff Central-Bristol TM-Portsmouth Harbour and return	CANCELLED
Railway Touring Co.	6201	London Paddington-Oxford-Evesham-Worcester Shrub Hill-Cheltenham Spa-Stroud-Paddington	
Railway Touring Co.	60009	Cambridge-Ely-March-Peterborough-Grantham-Doncaster-York & return	
Statesman Rail	WCRC 47 & 57	Wolverhampton-Wellington-Shrewsbury-Crewe-Preston-Carlisle-Edinburgh Waverley & return	
Steam Dreams	60163	Ipswich-Colchester-Brentwood-West Hampstead-Bath Spa & return	
UK Railtours	EMT HST	London St. Pancras-Luton Airport Parkway-Kettering- York & return	

Tuesday 4th December 2012

Steam Dreams	6201	Slough-Reading-Oxford-Banbury-Nuneaton-Chester	
	DBS tbc	Chester-Nuneaton-Banbury-Oxford-Reading-Slough	

Wednesday 5th December 2012

Compass Tours	2xWCRC 47	Blackpool North-Preston-Blackburn-Clitheroe-S&C-Carlisle-Edinburgh Waverley & return	
Statesman Rail	2xWCRC 47	Leicester-East Midlands Parkway-Sheffield-Barnsley-Normanton-Edinburgh Waverley & return	
Torbay Express Ltd	70000	Poole-Bournemouth-Southampton Central-Salisbury-Westbury-Bath Spa-Bristol TM & return	

Thursday 6th December 2012

Steam Dreams		Redhill-Kensington Olympia-West Hampstead-Peterborough-York & return	CANCELLED

Friday 7th December 2012

SRPS Railtours	55022	Linlithgow-Edinburgh Waverley-Morpeth-Durham-Doncaster-Lincoln & return	

Saturday 8th December 2012

Cheshire Cat Tours		Manchester Piccadilly--Swindon-Bristol TM and return	CANCELLED
Pathfinder Tours	DBS 66	Bristol TM-Birmingham NS	
	DBS 66	Birmingham NS-Preston-Carnforth-Giggleswick-Skipton-Leeds and return	
	DBS 66	Birmingham NS-Bristol TM	
Railtourer	2xWCRC 47	St. Neots-Huntingdon-Grantham-Newark-York-Newcastle-Berwick-Edinburgh Waverley & return	
Railway Touring Co.	60009	London Kings Cross-Spalding-Lincoln-Newark Northgate-Peterborough-London Kings Cross	
Railway Touring Co.	34067	Three Bridges-Preston Park-Hove-Worthing- Salisbury-Westbury-Bath Spa & return	
Statesman Rail	2xWCRC 47	Bangor-Chester-Warrington Bank Quay-Preston-Carlisle-Carstairs-Edinburgh Waverley & return	
Steam Dreams	70000	Southend Central-Upminster-Oxford & return	
UK Railtours	EMT HST	London St. Pancras-Luton Airport Parkway-Kettering-Lincoln & return	
Vintage Trains	4965	Tyseley Warwick Road-Coleshill Parkway-Nuneaton-Leicester-Nottingham-Lincoln & return	

Monday 10th December 2012

Steam Dreams	60163	Peterborough -Huntingdon-Hertford North-Winchester & return	

Wednesday 12th December 2012

Railway Touring Co.	34067	London Victoria-Ashford International-Rye-Robertsbridge-Sevenoaks-Bat & Ball-Victoria	
Steam Dreams	diesel tbc	Broxbourne-Cambridge-March-Peterborough-York	CANCELLED

Thursday 13th December 2012

Railway Touring Co.	60007	Norwich-Wymondham-Attleborough-Thetford-Brandon-March-Peterborough-Doncaster-York	
	60007	York-Doncaster-Grantham-Peterborough-March-Ely	
	2xWCRC 47	Ely-Brandon-Thetford-Attleborough-Wymondham-Norwich	

Friday 14th December 2012

UK Railtours	35028	London Victoria-Reading-Didcot-Swindon-Westbury Chord-London Victoria	CANCELLED

Saturday 15th December 2012

Railway Touring Co.	34067	Bristol TM-Westbury-Frome-Yeovil Junction-Crewkerne-Honiton-Exeter St. Davids-Taunton-Castle Cary-Frome-Westbury-Trowbridge-Bath Spa-Keynsham-Bristol TM	
Statesman Rail	WCRC 47 & 57	Hull-Selby-Leeds-Skipton-Settle-Garsdale-Carstairs-Edinburgh Waverley & return	
Steam Dreams	60163	Ashford-Tonbridge-Orpington-Bromley South-Kensington Olympia-Norwich & return	
UK Railtours	To be confirmed	London Victoria-Isle of Grain-Hoo Junction-Appledore-Dungerness-Tonbridge-London Victoria	
Vintage Trains	4965	Tyseley-Coleshill Parkway-Nuneaton-Leicester-Trent Jnc-Burton-Coleshill Parkway-Tyseley WR	

Monday 17th December 2012

Steam Dreams	34046	London Victoria-Chiswick-Staines-Woking-Basinbgstoke-Salisbury-Sherborne & return	

A full round-up of all known forthcoming charter and excursion trains can be found on our website at www.railwayherald.com/railtours

'Lizzie' for Steam Dreams Chester trip

As suggested in 'Spotlight', a locomotive change has indeed taken place on Steam Dreams 4th December Cathedrals Express from Slough to Chester, which will now be hauled by Princess Royal No. 6201 *Princess Elizabeth* **on the outward leg from Slough to Chester.**

The return working will be diesel-hauled throughout, due to the need for it to pass Reading, before an engineering blockade comes into effect. Nevertheless, this provides an additional working for No. 6201 prior to being withdrawn on the expiry of its ten year boiler certificate at the end of December, as well as a welcome boost in finances towards the cost of the overhaul. Meanwhile, No. 70000 will be in action 24 hours later for Torbay Express on its 'Bath Spa Express' from Poole, which also continues through to Bristol TM.

UK Railtours announces first Scottish land cruise weekend for May 2013

UK Railtours 2013 programme is being introduced in a piecemeal fashion, due no doubt to the problems recently experienced with DB Schenker and the freight company's manning issues.

As a consequence, details of UKR's first weekend land cruise to Scotland have been awaited with interest, and does not disappoint. The feature for the 'Mayday Highlander', booked from 3rd-6th May, is that on Day 2 the train is split, with one portion operating from Dumbarton Central through to Fort William over the West Highland Line, while the other portion will strike north to Perth for a run over the Highland main line to Inverness. Then a convoy of road coaches will swap the passengers over, from Fort William to Inverness and vice versa, so that everyone will compete the round trip, which takes in the delights of both the Highland and West Highland routes. Sunday is maybe a little more relaxed, with a rail journey, again from Dumbarton Central, along Scotland's east coast to Stonehaven, via Dundee, Arbroath and Montrose. The train originates at London King's Cross, calling at Stevenage, Peterborough and Doncaster, before continuing north to Durham, and then via the Tyne Valley (which includes a short break at Hexham) to Carlisle, with the route north into Scotland being by way of Dumfries and the Glasgow and South Western. A short break in Edinburgh is included on the last day before heading south through Berwick-on-Tweed, Newcastle and Durham, to set down as outwards.

UKR has also confirmed that its planned charter to Shrewsbury, which included an option to visit the Welshpool and Llanfair Railway, originally planned for late September but which became a casualty of DB Schenker's manning issues, has been rearranged for 27th April. It sets out from Letchworth Garden City, calling also at Stevenage, Welwyn Garden City, Potters Bar and Finsbury Park, before making its way north along the West Coast Main Line to Rugby, and then via Coventry, Birmingham International and Wolverhampton. Passengers visiting the Welshpool and Llanfair Railway will have a road coach connection from Telford Central.

Below: BR Britannia Class Pacific No. 70000 *Britannia* **passes Marshbrook on the North and West line with Pathfinder Tours 'Yuletide Borderer' en route to Shrewsbury on 24th November. This was the second tour of the day, with the other being worked by** *Tornado*. *Nigel Capelle*

Above: On 24th November, the 07:05 Hastings-Dungeness 'A Canterbury Trail' passes Bexley on a wet and dismal morning with a charter that, after reversing at London Blackfriars, visited the Sheerness branch, Canterbury East, Folkestone and Dungeness. *Bill Turvill*

150th anniversary of the tube celebrated in January

On 9th January 2013 the London Underground will be 150 years old. The first underground train left Paddington on that date in 1863, and made the historic journey beneath the streets of London for three and a half miles to Farringdon.

This line was financed and built by the Metropolitan Railway, which had been formed in 1854 to link Paddington main line station to those at Euston and King's Cross and onwards towards the business district.

To celebrate this significant anniversary, events are being planned by the London Transport Museum and Transport for London that will include the use of Metropolitan Railway Steam Locomotive No. 1 and Electric locomotive *Sarah Siddons*, both of which will be operating with Metropolitan Railway Jubilee Carriage No. 353 and the 'Chatham' set of vintage coaches owned by the Bluebell Railway.

Details of the first trains are now to hand, which will operate on consecutive Sundays, the 13th and 20th January. On 13th January *Sarah Siddons* will set the ball rolling, departing from Moorgate at 12:10 for Kensington Olympia where it arrives at 12:42. Later, at 19:15, Metropolitan No. 1 will depart from Kensington Olympia for Moorgate, via Edgware Road, with a planned arrival at Moorgate at 19:47. Then follows a circular working from Moorgate at 20:10 with *Sarah Siddons* to Edgware Road, which will be returned to Moorgate by Metropolitan No. 1, arriving at 21:02. A similar working will then follow, departing from Moorgate at 21:25 with Sarah Siddons, returning to Moorgate at 22:17 with Metropolitan No. 1. The final working on 13th January is from Moorgate at 22:40 to Earls Court (23:06) again via Edgware Road with *Sarah Siddons*. All these services will not stop at any intermediate stations.

Metropolitan No. 1 hauls the first train on 20th January, departing from Kensington Olympia at 18:23 for Moorgate, via Edgware Road. It will be steam-hauled for the first six minutes, and then *Sarah Siddons* will take over for the remainder of the journey to Moorgate, where arrival is due at 18:56. This is followed by a 21:30 steam-hauled working from Moorgate to Baker Street, via King's Cross, returning to Moorgate at 22:17 with *Sarah Siddons*. The final working will be steam-hauled from Moorgate at 22:40 back to Earls Court, arriving at 23:05, again via Edgware Road.

Tickets for these trains were subject to a ballot, which has now closed, and successful applicants will be contacted in due course. Looking ahead, there will many events taking place over the forthcoming months including the Rickmansworth Festival on 19th May, 'Steam Back on the Met' on 25th-27th May, London Transport Museum at the Buckinghamshire Railway Centre on 3rd-4th and 7th August, Neasden Depot Open Day on 31st August and an event at Amersham on 8th September.

For more details go to www.ltmuseum.co.uk

Above: **The A1 Steam Locomotive Trusts's Peppercorn Pacific No. 60163** *Tornado* **departs from Hereford with a Steam Dreams charter to Shrewsbury on 24th November.** *John Whitehouse*

Below: **The second charter to the town on 24th November, a Pathfinder Tours excursion, arrives at Shrewsbury, prior to working back south, behind BR Standard 7MT Pacific No. 70000** *Britannia*. *John Edkins*

Tornado takes pride of place in Express Passenger Blue

Above: The A1 Steam Locomotive Trust's Peppercorn A1 class Pacific No. 60163 *Tornado* has emerged in its long-awaited BR blue livery. Its first duty was to haul Steam Dreams' 'Cathedrals Express' railtour from London Paddington to Shrewsbury and back on 24th November, and the following day it was officially unveiled to the Trust's covenantors at Didcot Railway Centre, where it is pictured on the turntable. *Ken Brunt*

North Tyneside Steam Railway awarded HLF grant

The North Tyneside Steam Railway Association (NTSRA) has confirmed that it has become one of the first groups in the UK to receive a Heritage Lottery Fund (HLF) 'All Our Stories' grant. Its 'Our Railway in Years Gone By' project led by Malcolm Dunlavey has been awarded £8,600.

The Project focuses on the industrial railway corridor between what was Backworth Colliery and the coal staithes on the River Tyne. Upon completion, the project will interpret this industrial railway corridor and how it enabled Tyneside to develop, using a combination of traditional displays and electronic media showing interviews with local people that worked on the railway and associated industries. These will be housed in the Stephenson Railway Museum, on the heritage train service, and available to anyone exploring the disused trackbeds and industrial relics.

'All Our Stories' is a new small grant programme, which began earlier this year in support of BBC2's 'The Great British Story', and has been designed as an opportunity for everyone to get involved in their heritage. With HLF funding and support, community groups will carry out activities that help people explore, share and celebrate their local heritage. The programme has proved a hit with viewers, and now 'Our Railway in Years Gone By' is one of hundreds of successful projects around the UK to receive a grant. The NTSRA project will relate the story of how the site of the North Tyneside Railway formed part of the extensive railway network that was created as part of the industrial expansion of Tyneside. It aims to record and document the knowledge, experience and memories of the Association's volunteers, historians, academics and local communities to enhance and invigorate the visitor interpretation on the site. It is hoped to develop the skills of the volunteers, both young and old alike, to ensure the long-term sustainability of the project.

TV presenter and historian Michael Wood, said: "We British love our history, and no wonder few nations in the world, if any, have such riches on their doorstep, and so much of it accessible to all of us. It is really tremendous that the people of West Chirton, North Tyneside, have been inspired to get involved to tell their own story and to dig deeper into their own past. It is brilliant that so many people are being given the chance to get involved through the 'All Our Stories' grants. Having travelled the length and breadth of the British Isles this last year filming The Great British Story, I am certain that fascinating and moving stories will be uncovered, which will not only bring to life the excitement of local history, but will illuminate and enrich every community's connection with the national narrative."

Commenting on the award, Association Chairman, Malcolm Dunlavey, said, "We are delighted to have received this grant and are eager to commence planning how we can best gather together historic documents and oral stories from local people whose lives were 'shaped' by the railways. This knowledge will be shared with visitors and local communities alike."

RVEL donation is bonus for Metro tank overhaul

Derby-based company Railway Vehicle Engineering Limited (RVEL) has become a significant supporter of London Transport Museum's campaign to restore Metropolitan Railway E class 0-4-4T No. 1 in time for next year's 150th anniversary celebrations of London Underground, which was the world's first underground railway.

Once restored, the 1898 built locomotive will take part in a recreation of the inaugural public passenger journey, bringing steam back to the 'cut and cover' tunnels on 13th January. It will also take part in a number of other steam events on the Underground network, and on a number of heritage lines throughout the year.

Andy Lynch, Managing Director of RVEL, said: "As the UK's largest independent rolling stock engineering company, we are very pleased to be a funder of this exciting project. Great Britain gave railways to the world and it is absolutely fitting that the world's first underground railway should celebrate its history as it continues to serve the Capital, safely carrying passenger numbers undreamed of by our Victorian forebears. At RVEL we are proud to be known for our innovative rolling stock engineering and so we look forward to supporting London's future railway needs as well as celebrating its glorious past."

On 10th January 1863, the world's first public underground passenger train pulled out of Paddington station to make the first public passenger journey. The train made the 3½-mile trip under the streets of London from Paddington to Farringdon and into the record books. The line was built and financed by the Metropolitan Railway, a private company formed in 1854 to undertake the literally ground-breaking project to link the main line stations at Paddington, Euston and King's Cross with the City centre business district to the east. While the train consisted of an ordinary-looking steam locomotive and carriages, the event itself was something truly novel. The excitement around this new form of transport led hundreds of cheering well-wishers to gather for the departure of the first train. The first passengers were VIPs and included business people and engineers who had built the railway. The line was a huge success with 26,000 passengers using the railway each day in the first six months.

Sam Mullins, Director of London Transport Museum, said: "We are delighted that Rail Vehicle Engineering Limited has chosen to support the restoration of Metropolitan No. 1. The return of steam to the London Underground will be a spectacular occasion and a fitting celebration to mark the 150th anniversary of the world's first underground railway".

To support the fundraising campaign visit the dedicated webpage. Details of all special steam runs and the 150th anniversary of London Underground events programme will be released at the end of the year.

GWR railcar No. 22 runs away during Didcot event

An investigation is under way at Didcot Railway Centre after GWR Railcar No. 22 ran away while left unattended.

The incident occurred on 25th November during the official launch of the A1 Steam Locomotive Trust's Peppercorn Pacific No. 60163 *Tornado* in BR blue livery. It is understood that the railcar had been left in the running line platform with the engines switched off and doors locked, when it began rolling away. Its progress was quickly halted by a quick-thinking volunteer.

Didcot's Operations Manager, Roger Orchard, commented: "An incident occurred where the GWR railcar No. 22 moved while unattended and the circumstances surrounding this are being investigated. The matter is with the Office of Rail Regulation and Rail Accident Investigation Branch and it is not appropriate to comment further at this time."

Below: Railcar No. 22's escape was short-lived thanks to the quick thinking of a Didcot volunteer, who lept to the lineside with a chock to halt the vehicle's progress. The view below shows the moment shortly after the railcar began rolling away.

Above: **Following on from the Weardale Railway's 'Polar Expresses', which began on 15th November, British American Rail Services began a similar enterprise on its other line, the Dartmoor Railway, four days later. Class 47/3 No. 47375 was the chosen motive power for these services on 20th November, and is seen awaiting departure from Okehampton.** *Mark Simmons-Jenkins*

71A Locomotive Group launches repair appeal for '33'

The 71A Locomotive Group has recently released a progress report on the work being undertaken on its Class 33 'Crompton' No. D6515 / 33012 following its failure during transfer moves for the Swanage Railway Diesel Gala in May. The report indicates that the problems are more serious than were first thought to be the case.

Since the failure, the Group has been slowly working away and has succeeded in removing wheelsets from the bogie and the defective bearing from the axle, and a new set of bearings has also been acquired.

The subsequent despatch of the wheelsets and new bearings to LH Group, an approved railway industry contractor, was thought to be the end of the locomotive's problem. However, this proved to be a false hope when LH staff removed the remaining bearings from the axle and discovered that the bearing journals of the axles were badly damaged. This problem is thought to stem from wheelset overhauls in BR days. The damage was such that the axles could not be repaired to meet modern railway group standards and would not even be fit for use on heritage lines.

Given that the Group has committed to main line running, a quote was sought for new axles. This has now been received, and the cost is expected to be £40,000, including the cost of transferring wheelpans from the old to the new axles, fitting the new bearings and the associated machining costs.

In response to queries as to why this problem was not found during the major overhaul that was completed in 2011, the Group notes that it sought to have the wheelsets overhauled by a contractor, but none of those contacted were willing to undertake the work on only four wheelsets. A check with many involved with wheelset maintenance during works overhauls led to the belief that, given the low failure rate of Class 33 wheelsets, a visual check for corrosion and excessive wear would be adequate. The subsequent phenomenon of friction overheating, although common with other classes with similar axlebox arrangements, was new to the Class 33. To future-proof the repair, the Group has incorporated the redesign features from the other classes into the redesign of the axlebox covers for No. 33012.

The Group has sets of spare wheelsets in hand but feels that they have been in store so long that they may no longer meet current standards. It is therefore looking to order the new axles, but is reluctant to do so until sufficient funds are available, and this has resulted in the launch of its appeal. This includes invitations to buy shares at £150 each, with no limit to the number held, and donations of any amount. Details of both facilities can be had from the group's website, by emailing fundraising@71a.co.uk or by post to David Blandford, 1 Wayleaves, School Road, Nomansland, SP5 2BY.

Mark Allatt becomes LNER Society Chairman

The LNER Society, the authoritative source for information about the London & North Eastern Railway, has announced that it has elected Mark Allatt as its new chairman.

A lifelong LNER enthusiast, Mr Allatt is well known in the heritage railway world as Chairman of The A1 Steam Locomotive Trust, the builders and operators of ex-LNER Peppercorn-designed A1 class Pacific No. 60163 *Tornado*.

Mr Allatt commented: "I am delighted to take on this role in the LNER Society. We are developing exciting plans to help and encourage railway enthusiasts and modellers find out more about the history of this most important of Britain's railways. Other railways have their dedicated line societies but it is our job to bang the drum for the LNER".

Mr Allatt also paid tribute to outgoing Chairman, Les Wood, adding: "Les has kept the Society on an even keel for many years and we have much to thank him for."

Further information is available from the Society secretary via e-mail at secretary@lnersociety.org.uk Membership details can be obtained by post from the membership secretary David Woodward at 29 The Spinney, Sandal, Wakefield WF2 6JN.

Gwili extension progress

The Gwili Railway's plan to extend its railway into Carmarthen took a step forward this month, a planning application seeking permission to build a new platform on the outskirts of the town having been lodged with the County Council.

The application is part of the heritage line's plan to open an extension from its present terminus at Bronwydd Arms to Glangwili. The Railway's General Manager, Rob James, explained: "If planning for the platform is approved, we hope to have it finished by next summer and have a grand opening the following year. We hope to be able to carry 30,000 passengers a year on the extended line. Our initial plans were to have a visitor centre and car parking at the Carmarthen end, but with the present financial situation we are going to move slower on the scheme."

Although the official opening of Glangwili station is not planned to take place until Easter 2014, there was the potential to start running some services on the extension ahead of this date. Mr James hopes to invite big names from the rail industry to the opening, including Sir Richard Branson.

Grant funding for the scheme so far has been sought from Carmarthenshire Council, and this will be match funded by the railway.

'Big Give' appeal launched to repair Bluebell Bulleid

The Bluebell Railway, the Bulleid Society and the Bluebell Battle of Britain Locomotive Group have joined forces to facilitate the return to steam of rebuilt Bulleid Battle of Britain class Pacific No. 34059 *Sir Archibald Sinclair*.

The locomotive, affectionately known as 'Sir Archie' since preservation, has been sidelined with firebox problems since October last year, and is now subject to a concerted effort to finance the repair of its firebox and return it to steam as soon as possible. Roger Kelly, the Bluebell Railway's Funding Director, commented: "This is an exciting and worthwhile challenge and we urge everyone to help the Bluebell get this fine locomotive back into service."

As part of the Reed Foundation's 'Big Give' Christmas Challenge event, any donation made between 6th and 19th December will be matched pound for pound by a combination of the Railway's major supporters and the 'Big Give' sponsor funds. If you are eligible for Gift Aid as well, this will turn a £10 donation into £22.50 for this locomotive. The target agreed with the fund is to raise a maximum of £30,000 in online donations over the 13 days, which with matching funding will give a total of £60,000 plus Gift Aid on eligible donations.

Donations can be made via www.bulleidsociety.org or use the special Big Give Challenge donate button on the Bluebell Railway's website during the challenge.

Bluebell Battle of Britain locomotive Group Chairman Roger Cruse said: "Everyone at the Bluebell is behind this appeal. The Bulleid Society has generously allowed their website to be used for the challenge and the Battle of Britain group is also helping with a large donation."

As part of the run up to the challenge, Sir William McAlpine has generously agreed to come to Sheffield Park at 11:00 on 6th December to help launch the first day of the challenge and to give support for the sponsorship raising activities.

With the Railway's arrival in East Grinstead next year, the return to traffic of No. 34059 will help aid the locomotive shortage that the line has experienced over the last few years.

Above: Rebuilt Bulleid Battle of Britain class Light Pacific No. 34059 *Sir Archibald Sinclair* **has been sidelined with firebox defects for more than a year. An appeal to repair it has been mounted as part of the 'Big Give Christmas Challenge'.** *Bluebell Railway*

Cosmetic overhaul proceeds on 60008

Above: A4 No. 60008 *Dwight D. Eisenhower* **undergoing restoration in the NRM workshops. The plastic structure around the smokebox is required for the removal of asbestos.** *Ron Cover*

The National Railway Museum has confirmed that work is progressing well on repatriated Gresley A4 class Pacific No. 60008 *Dwight D Eisenhower* in its York preparation bay.

The 'A4' is receiving a fresh coat of Brunswick green paint in preparation for next year's 75th anniversary celebrations of the world speed record run of classmate No. 4468 *Mallard* when it reached a top speed of 126mph during its descent of Stoke Bank near Grantham. A skilled team from Heritage Painting is responsible for restoring *Dwight D Eisenhower* to the condition in which it ended its working life.

The centrepiece of the celebrations will be the eagerly awaited reunion in July of all six surviving members of the class, with Nos. 60007 *Sir Nigel Gresley*, 60009 *Union of South Africa*, 4489 (BR No. 60010) *Dominion of Canada* and 4464 (BR No. 60019) *Bittern* joining the pair already at York.

No. 60008 will be on display to the public in the Museum workshop from 3rd December, where the final stages of the cosmetic restoration will take place in the public eye.

Below: Concentration required! One of the painters carefully paints the lining on the tender. *Ron Cover*

30th anniversary of the Class 58s to be celebrated at Barrow Hill

The Class 58 Locomotive Group is marking the 30th anniversary of the unveiling of pioneer class member No. 58001 at Doncaster Works on 9th December 1982 with a celebration at Barrow Hill, where preserved example No. 58016 is presently undergoing restoration in the roundhouse.

The Group will be holding its event over the weekend of 8th / 9th December in conjunction with the Class 56 Group (C56G) in recognition of the fact that the Class 58 design evolved from that of the Class 56, although the C56G will only be in attendance on 9th December.

Both groups are inviting all those interested in Type 5 freight traction to visit Barrow Hill to inspect progress on No. 58016 and Class 56 No. 56006, with the C56G looking for support to restore the latter to operational condition for visits to heritage sites.

NEWS IN BRIEF

■ The tender of BR Standard Class 4 2-6-0 No. 76084 arrived at Sheringham on the North Norfolk Railway on 20th November, where it was unloaded prior to being moved to Weybourne for painting and minor engineering work. It will eventually be joined by No. 76084 itself. This is likely to be the first time that the locomotive has spent a prolonged period without a tender since its construction at Horwich in 1957.

■ The Spa Valley Railway is running an additional Fish & Chip Supper special on 29th December in aid of the Landslide Appeal. There will be the usual two return trips to Groombridge, with the first leaving Tunbridge Wells West at 18:45. The price is £20 per person, and tickets are on sale now at www.spavalleyrailway.co.uk

■ The Manchester Museum of Science & Industry (MOSI) has issued a statement revealing its views about the planned Ordsall Chord. While it supports the overall concept of the Northern Hub, and recognises the benefits to Manchester of an improved connection between Piccadilly and Victoria stations, it is concerned that the proposed changes will have a major impact on its steam train rides and would sever its main line access.

■ Following the completion of its overhaul at Bill Parker's Flour Mill workshops (see last week's issue), Metropolitan Railway E class 0-4-4T No. 1 commenced running-in trials at the Avon Valley Railway on 23rd November.

■ Demolition of Raglan railway station, located on the former Pontypool to Coleford line that was closed in 1955, has now begun in earnest. The structure has been donated to the Museum of Welsh Life by Monmouthshire County Council.

Streamlined 'Duchess' heads north to Shildon

Above: A streamlined Stanier 'Princes Coronation' took to main line metals on 21st November when No. 6229 *Duchess of Hamilton* **was dragged from York to Shildon by 'Deltic' No. 55002** *The King's Own Yorkshire Light Infantry*. **The train was the first revenue-earning main line working for the 'Deltic' since its return to operational condition. Here, the duo prepare to depart from York.** *Ron Cover*

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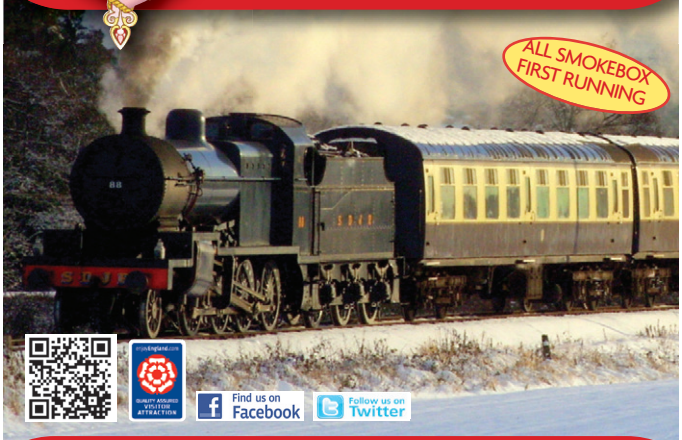

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On the evening of 25th November, a specially-arranged EMRPS photo shoot took place on the Mid Norfolk Railway.

The event used three of the resident locomotives in the form of Class 08 No. 08631, and Class 47s Nos. 47579 *James Nightall G.C.* and 47596 *Aldeburgh Festival*.

Above: Class 08 No. 08631 stands with a brace of ballast wagons in Dereham North Yard.

Below: With the stock matching the locomotive, Class 47/4 No. 47579 *James Nightall G.C.* **is posed for the cameras, to depict a departure from Dereham with a working for Wymondham.**

Both: Gary Thomas

Above: **GB Railfreight Class 66/7 No. 66712** *Peterborough Power Signalbox* **heads the 04:36 Carlisle to March Whitemoor Yard ballast working along the freight-only route from Stenson Junction to Sheet Stores Junction at Arleston on 27th November. The train comprised a rake of Network Rail side-tipping wagons carrying spent ballast for recycling.** *John Tuffs*

Below: **Class 73/2s Nos. 73213 and 73212 power a short rake of autoballasters, as they approach Gillingham level crossing after entering an engineering possession east of the town, with the 09:39 ballast working from Hoo Junction.** *Jonathan Makepeace*

Above: **Direct Rail Services Class 57/3 No. 57304** *Pride of Cheshire* **joins the Uttoxeter route at North Stafford Junction on 20th November, with the 10:50 Barrow Hill to Crewe ECS movement, comprising of seven ex-Cargo-D Mk2 carriages.** *John Tuffs*

Below: **Network Rail-operated Class 57/3s Nos. 57312** *Peter Henderson* **and 57301 pass Peckham Rye working 'light engine' from Eastleigh Depot to Grove Park on 22nd November.** *Brian Creasey*

Above: The number of RHTT services operated by DB Schenker has decreased this year, but one that has been operated by the company, is the WCML South circuit. Here, DBS Class 66/0s No. 66232 and 66040 'top and tail' an RHTT into Stone, on 22nd November. Most services are likely to cease at the end of November, with just one or two circuits continuing until 8th December. *John Whitehouse*

Below: For enthusiasts, some of the most popular RHTT trains have been those in South and West Yorkshire, Lincolnshire and Humberside, which have used DRS Class 20/3s. Here, Nos. 20301 and 20303 are seen in North Lincolnshire. *George Tuplin*

VIDEO FOOTAGE

Above: Proof, if it were needed, that it hasn't been total rain over the past week, and that on occasions the sun has shone! Here, Metronet-liveried Class 66/7 No. 66721 *Harry Beck* heads the morning Felixstowe to Barton Dock intermodal through Millmeece on the West Coast Main Line, on 23rd November. *John Neave*

Below: The latest addition to the Colas Rail Freight Type 5 pool is Class 56/3 No. 56302, pictured here, passing Barrow-on-Trent on 23rd November, with the 11:51 Washwood Heath to Boston Docks empty steel working. *John Tuffs*

Above: **Arriva Trains Wales deployed its Mk3 loco-hauled stock on a 'Rugex' special from Holyhead to Cardiff for the international Rugby match with New Zealand on 24th November. Here, Mk3 DVT No. 82306 leads the train, with Class 67 No. 67003 on the rear, as the set passes Little Stretton.** *Nigel Capelle*

Below: **With 'Diamond Jubilee' liveried Class 67 No. 67026** *Diamond Jubilee* **leading, and classmate No. 67006** *Royal Sovereign* **on the rear, the Royal Train, conveying HM The Queen and the HRH Duke of Edinburgh, passes North Somerset Junction en route to appointments in the City of Bristol on 22nd November.** *Edward Gleed*

David Shepherd - Preservation Pioneer

David Shepherd CBE is renowned worldwide for his fine wildlife paintings, and for his considerable efforts with conservation as founder of the David Shepherd Wildlife Foundation. Among railway enthusiasts, however, he is better known as the saviour of a brace of BR Standard steam locomotives and the creator of a number of very evocative railway paintings. Andrew Fowler was lucky enough to meet him to find out what drove him to be one of Britain's first preservationists, and what keeps him motivated today.

David Shepherd owns a 9F named *Black Prince* – this much virtually everyone reading this feature will know. However, there is a misconception among many members of the enthusiast fraternity that David bought his locomotives from Barry scrapyard. In fact, he purchased a brace of Riddles BR Standard locomotives directly from British Rail and turned them into something far more special. Both were saved before the end of steam, and due to his drive, enthusiasm and doggedness, he achieved a great number of things that had been deemed impossible by that time.

Humble beginnings

David's interest in railways started, as it has done with many of us, with a model railway in his youth. In his case, it was a fine 'O' gauge layout of his father's, with beautifully made Bassett Lowke locomotives and Exley coaches, which captured his imagination back in the 1930s. He recounts: "As often happens with these things, my father took over the best bedroom in the house to build the layout. He was an LMS man, and he'd built 'Euston' station by the door and 'Crewe' over near the bay window. In order to get a more realistic curve between the two, he bored a hole right through the chimney breast and built a tunnel! I often wonder if the people that live in that house in Totteridge today find the chimney smokes badly. I remember these beautifully crafted trains with their gleaming paint gliding around the track leaving quite an impression on me."

The interest grew deeper during family holidays to the seaside. David explains: "When I was growing up in the '30s, we'd never dream of going to far-flung, exotic locations – for a start, we'd no way of getting there! Our family summer holidays were taken at the seaside – Margate, Ramsgate and the like. My dad would inevitably say, "Don't waste time building sandcastles, it's much more fun to go and watch the trains go by." Some of my earliest memories are of standing on the gates of the local level crossing and watching the expresses roar past only a few inches away. That's where I got the bug – I must have done, look what's happened since!"

As with many of us, however, David's interest in railways waned as he grew older and went away to school. By this time the trains were merely a form of transport to and from Stowe school in Buckingham, and as the war dawned and the air became thick with aircraft he developed an interest in aviation. He comments: "Steam locomotives were everywhere, and as with other everyday things today, we never gave them a thought, let alone a second glance!"

I won't dwell too much on David's early art career; suffice it to say that upon leaving school, due to his great interest in wildlife he initially travelled to Kenya where he hoped to be a game warden, but soon returned to Britain to pursue his art career.

Below: While David' Shepherd's interest in steam grew from watching both models and full-size prototypes as a small boy, it was from painting steam 'live' in the sheds that the desire to own a locomotive grew. Several of these paintings are still treasured by the artist today, and he is pictured standing next to this original study of his 9F, No. 92203. *Andrew Fowler*

Above: The one that started it all. Riddles BR Standard Class 4MT 4-6-0 No. 75029, which David named *The Green Knight*, **was the first locomotive he purchased from British Rail. It is seen here working a train on the East Somerset Railway in the 1970s.** *Ron Cover*

He trained with the artist Robert Goodwin for a number of years, painting a variety of subjects in some challenging conditions and developing the style for which he is famous today.

The fire rekindled

As the 1960s dawned, the steam locomotives that had been taken for granted for so long began to disappear. David elaborates: "The whole explosion of preservation started in the last two or three years of steam from 1966 – 68; the gathering of pace was completely unbelievable. The whole railway enthusiast fraternity of the country, of which I'm told there are six million, suddenly woke up to the fact that steam was going, immorally fast, and all simply to embark on an unjustified rush into the diesel age. My own locomotive, *Black Prince*, was a good example in perfect working order and withdrawn at just eight years old. It faired better than some – the first 9Fs were chopped through at five years old. It was a shocking waste of the taxpayer's money. As a result, lots of us got involved. Perhaps I did so in a more constructive way – in material terms, anyway – than others, because I had the funds available. Of course, it all really started when I began painting the locomotives in Guildford shed."

While David freely admits that his interest in steam railways is very much second to his wildlife conservation work, the passion he still feels about his locomotives and the senseless scrapping of many thousands of their brethren comes across quite clearly as he talks. Now 81 years old, he still has the drive, vigour and enthusiasm of the man he was in the 1960s.

Part of David's studio is given over to a private gallery displaying some of the finest examples of his work, with several of these being the remarkable portraits of steam locomotives that he painted 'live', in the cold, filthy and often dimly-lit surroundings of the motive power depots. It was while capturing these unique and atmospheric scenes in 1967 that it suddenly dawned on him that steam traction was disappearing, and doing so with alarming speed. While he had a lot of wildlife painting work commissioned and placing demands on his time, he took three weeks off from all his other commitments to capture something on film so that he had photographs that could be turned into paintings later.

He explains: "I went to God knows how many sheds, and there were absolutely no rules about the visits at all. In fact, at Nine Elms there were more railway enthusiasts in there than there were staff! And good old British Rail – they were for the most part great people and have featured in my life a great deal – they didn't know what was happening! There they were, trying to run the railways as they had for two decades and suddenly there was total chaos all around them. Enthusiasts were climbing all over the engines, stealing bits like smokebox number plates off the front. The bug got hold of me when I was doing these frantic sketches in the sheds, and I found myself thinking, "I wonder if I can buy an engine?" I think what really got it started was the chaps buying *Clan Line*, and the team buying *Blackmore Vale*. The latter was actually purchased by some of the shed staff. Many BR people were just as alarmed by the whole thing as many enthusiasts, and the chaps at Nine Elms raised enough money and bought her. So I thought, "Right, well I'm going to try and buy one as well, and it was as simple as that!"

There is a strong link between David's wildlife art and his involvement with steam preservation. He began painting wildlife in 1960, and it changed his life completely for the better, because suddenly people were queuing up to buy his work. This was the sole reason that he was able to afford a locomotive in the first place.

Back in 1967, of course, the choice of engines was enormous, and he gave consideration at one point to buying the unique Stephenson link motion-fitted 'Black 5' No. 44767. In the end, however, he decided on a Riddles Standard Class 4MT 4-6-0, of which there were a number still in traffic at the time. All he had to do was select the best example he could.

On the recommendation of one of his many friends at British Rail, David plumped for No. 75029. Some enthusiasts questioned his decision to buy a newfangled Standard design when there were several older classes still around, and he received a number of somewhat strongly worded letters to that effect. Nonetheless, he was undeterred and purchased No. 75029, which was then just 13 years old. He admits to having doubts on occasions about his 100-ton purchase in those early days, but they were quickly dispelled. His old friends at Guildford shed even amassed a vast quantity of spares that were all provided to him for a nominal charge.

At this time, David was preparing for a one-man exhibition of his wildlife art in New York. This sold out completely in the course of the first evening, as he explains: "I returned home in a state of total euphoria, without realising what I was doing, and rang up the motive power superintendent at Stoke-on-Trent, whom I happened to know. I did part of the deal on the phone that evening, and would soon become the proud owner of No. 92203, 140 tons of 9F. At that point, I sat back and thought, "My God, what have I done?" I was so up to my neck in the whole preservation business by this point that I became quite well known. Of course, you have to bear in mind that a lot of enthusiasts were completely out of hand at this time, desperate to save anything and everything they could. British Rail was besieged by schoolboys writing in and saying, "I've got 3,000 Green Shield stamps and a cheque for £50 – is that enough for a 'Duchess'?"! Thankfully the Association of Railway Preservation Societies came on the scene in the charge of Captain Peter Manisty, and a sense of order finally ensued. I became a founder member of the ARPS, and a deal was brokered to purchase a number of locomotives including *Clan Line*, *Blackmore Vale*, my two locomotives and another tank engine, along with a few coaches and wagons, for a total price of £21,000. That's a lot of ironmongery, especially when none of us had any idea where to put it!"

Longmoor – a bittersweet pill

With the deal done, a home had to be found for everything. As David comments, this was where Jesus stepped in: "It all started with a painting I did for the army; I was commissioned to paint this enormous 20 foot long by 8 foot canvas of Jesus in normal dress as a man, in an effort to get the young squaddies to go to church. I doubt it worked, but that's one painting I'd love to be remembered by, over and above anything else. Thankfully, however, in the course of doing the painting I met an officer in the army who was a steam enthusiast. Straight away, he was the target in my mind to help us find a home. He thought we might be able to tuck one engine into Longmoor, but no more. This was where the Army did its railway training and there were lots of facilities there already, including a paint shop and a fully equipped workshop. His plan was to try and do it without the army finding out, and this entailed doing things in a very small way. However, he was immediately persuaded to allow both my locomotives in, and then of course several others bought at the same time followed. *Clan Line* was next, much to the Colonel's chagrin.

Below: After David had acquired Nos. 75029 and 92203, he found them a home at the Army Transport Corps' Longmoor Military Railway. No. 92203, then unnamed, is seen on the day of its arrival at Longmoor, 7th April 1967. On the centre smokebox door lamp bracket can be seen General Errol Lonsdale's two-star plate from his staff car. *Ron Cover*

Above: Immediately following its arrival, the army allowed No. 92203 to work some impromptu specials between Liss and Longmoor. The locomotive is seen in full cry at the head of one such train in April 1967. *Ron Cover*

Exasperated, he said, "Now, is that the lot, because these are big things to hide!" I assured him it was, and then shortly afterwards I was also asked to see if they could provide a home for *Blackmore Vale* and Ivatt tank No. 41298. Surprisingly, these also found a home and I was told categorically "no more". Then came the little Barclay saddle tank *Lord Fisher*, which we managed to wheedle in because of its tiny proportions, saying we could hide it under *Clan Line*! Thankfully, that was it."

The move down to Longmoor was the next issue, with British Rail wanting David to move both Nos. 92203 and 75029 from Crewe by road. This was during 1967, when steam was alive and well on much of Britain's rail network, and there was plenty of steam-age infrastructure still in place. Logically, David wanted to steam both locomotives to Longmoor, via Cricklewood and Liss. After several months, BR agreed that the pair could be towed by a diesel, which made a little more sense. Fortunately, David persevered, and with a little assistance from local and even national press, he eventually got his way and both locomotives made the move under their own power, complete with a mountain of spares hidden in the coal in the tenders. They were safely ensconced at Longmoor that November, with the other locomotives following shortly afterwards by various means.

Eventually, and inevitably, the War Office did find out about the preserved collection in secret storage at Longmoor, but thankfully the transport officer in chief, General Errol Lonsdale, was an enthusiast too and everything went smoothly. The band of enthusiasts attempted to set up a preservation centre at the Longmoor Military Railway. Had it succeeded, it would undoubtedly have been one of today's premier places to visit. While at Longmoor, both of David's locomotives were officially named (incurring yet more wrath from the most rivet-counting of enthusiasts!). 9F No. 92203 became *Black Prince*, and 4MT No. 75029 *The Green Knight*. The group was full of enthusiasm and excitement, when suddenly it all came crashing down. The Army railway closed, and the enthusiasts were evicted from the substantial site at Longmoor and given a six-month lease on the southern section of the MoD line at Liss. This would give them just over a mile of track but no undercover facilities. However, with the cost involved in moving such a large amount of stock there was really no option to move elsewhere. The move took place in 1970, and a secure compound was constructed, at great expense, to protect the locomotives.

The reprieve here was also short-lived, as David elaborates: "At Liss, we were about to learn that steam engines don't only bring out the best in people, but also bring out the very worst.

Below: No. 92203 was officially named *Black Prince* **at the first official open day at Longmoor in June 1968. The nameplates were made by BR's Swindon Works, and were very poor quality. David insisted they were remade!** *Ron Cover*

We were doing a spot of shunting one day using *The Green Knight*, when suddenly there was this almighty scream. We looked over to see this woman literally yelling and screaming hysterically at us. I got the brunt of it because I was the leader of the whole scheme to save Longmoor. She was threatening to take me to court, and telling me I was going to endanger the lives of people in the village with these noisy, dirty and dangerous machines. It was all completely ludicrous - we were all responsible people doing the job safely and properly, making very little noise and smoke. Nonetheless it continued and grew in intensity over time. You'd never have thought just six people could cause so much damage, but it got so malicious! The principal protagonists were a doctor and his wife and a very rude retired Group Captain, and they were determined to stop us. When I realised how quickly things were moving against us, I arranged to sit down with the doctor's wife to try and talk things through calmly. I remember the meeting vividly; she greeted me with a tight, icy smile and a damp handshake and said, "Mr Shepherd, you should go back to your studio and paint, for which you have some talent, and drop this dirty, destructive hobby of yours." She was convinced that our locomotives were going to be used for the sole purpose of murdering schoolchildren, and just wouldn't be persuaded otherwise. She began coughing and spluttering, remarking, "With all that filthy, choking black smoke we shall never be able to play tennis in our gardens again – it'll be just like Crewe Junction." That bloody woman had never even been north of Watford; she had no knowledge of a place like Crewe!"

Opposition mounted quickly, and though they had successfully obtained outline planning permission, the group quickly found themselves shoved down to the very extremity of the line, out of the way of the small group of angry residents. However, the preservationists were outbid on the land when it was put up for sale by the army. The so-called 'local action group' had been prepared to pay well over the odds for the land in order to stop the railway centre opening anywhere in the locality, and the group once again found themselves homeless. However, they still had a few months of the lease left and had at least a short time to find another home.

It was during this brief interlude that Columbia Pictures chose to film some scenes of 'Young Winston', a documentary about the early life of Churchill, on the line using *Black Prince* as their motive power.

David recounts: "There was a bit of a standoff at one point. I was leading the film people up the track and the six new owners were approaching from the other direction. The scene was a bit like the Africa Corps and the 8th Army in the desert in World War II, because the sheer hatred in these people's expressions was so plainly visible. The doctor made things decidedly worse as soon as he opened his mouth, because he remarked, "Oh, these must be the bloody film people!" – right in front of Richard Attenborough! It was just awful! I remember Richard saying to me, "Are they all like this?" Fortunately things settled down and they reluctantly allowed the filming to be done. We did manage a little coup of our own at one point during filming; we had to stop *Black Prince* across the little lane leading from the house belonging to the doctor and his wife.

Below: Following the dispute with a small group of residents at Liss, David's locomotives were made homeless and a new home had to be found. Temporary storage was offered in a siding at the rear of Eastleigh Diesel Depot, where *Black Prince* **and** *The Green Knight* **are pictured shortly after arrival. Note the short-lived Shepherd Railway Preservation Trust crest adorning the tender of the 9F.** *Ron Cover*

Above: While at Eastleigh, during one of the diesel depot's open days on 13th May 1973, *Black Prince* **worked two railtours over Southern Region metals from Eastleigh to Romsey. This was the first steam to take to BR metals in these parts since the withdrawal of the last of the Southern Region fleet some six years earlier, and attracted much interest. As the afternoon working passes Chandler's Ford, a jubilant David Shepherd waves from the cab.** *Ron Cover*

We were only there for a few minutes, but it was enough. The doctor's wife appeared in her little Mini, and saw her progress impeded. She got out of the car, slammed the door and stormed over to the cab, where she remarked, "If you don't remove this monster immediately, I shall ram you!" Well, of course, everyone just fell about laughing – she was clearly so far out of touch with reality, imagining that just over half a ton of British Leyland's finest striking a 9F was going to worry us!"

A new home

It was a forlorn day when the site at Liss had to be cleared. This time there was a total steam ban in force, so there was no possibility of any of the group's locomotives moving under their own power. Instead, an immensely long train was formed of all the locomotives and rolling stock, and the ensemble was towed by a diesel. A small triumph was achieved when an old, oily pair of David's trousers were set alight and placed in the smokebox of *The Green Knight*, giving the clear impression that the engine was in steam as the cavalcade passed through Petersfield station!

Much of the stock moved to temporary storage in a siding at the diesel depot at Eastleigh; this was out in the open, which was less than ideal. Fortunately, yet again the BR staff were friendly, and *Black Prince* and *The Green Knight* quickly found their way indoors! However, renting the siding space wasn't cheap, and it was clearly not viable in the long term. David explains: "Our search for a permanent home was long and fruitless; this was the really tough time in my preservation story. We looked at 31 sites in total, including Bath Green Park, and all were either no good for our purposes or we couldn't have them for one reason or another. It was getting desperate, because we were paying BR £20 per week for the siding and we just couldn't afford to keep doing it. Eventually, one day in the early winter of 1971 somebody rang me up and suggested Cranmore, near Shepton Mallett. I'd never heard of it but went to take a look and it was ideal, and to cut a very long story short we set up shop there. I provided some degree of the finances, and things started from there."

Today's East Somerset Railway is often still referred to as 'David Shepherd's railway'. This is a myth that David himself is keen to shatter.

He says: "I haven't been down to Cranmore for 10 years now, and yet people still ask me how 'my' railway is doing. That was the reason I had to get away from it, because it really had to have the opportunity to stand on its own feet. It never was 'my' railway in the first place, it was a registered charitable trust and the work was done by an absolutely incredible team of volunteers. Obviously, it's still there and doing very well without my presence!"

During David's first visit to Cranmore, he was certainly a long way from being awestruck at the facilities on offer. A single platform with a small, almost derelict stone building and a cast iron 'Gents' and a very flimsy corrugated iron shed were the only features of note, though much of the track was in situ. Nonetheless, being in need of a home and discovering that Cranmore was linked to the main line, and for sale by BR, a deal was struck. The head office of the Anglo-American quarry demanded what was felt to be an extortionately high price for the two acres of derelict land that was eventually to house the new locomotive shed, workshop and other necessary facilities, but somehow David managed to scrape together the necessary finance to bridge the shortfall in funds.

The Victorian-style shed was built from scratch in brick, based on the stone-built structure at Radstock, and built to house just the locomotives that were owned by the East Somerset Railway. The decision was taken early on not to store any locomotives in the open, and that those engines on site should earn their keep as soon as possible. This latter point was critical if the railway was to avoid being saddled with debt for a long period of time – it needed to pay its way from the outset.

As with many of the early preserved railways, the East Somerset was inundated with requests from people that wanted a home for their locomotives, which ranged in condition from not too shabby to rusting hulks. These all had to be turned down to ensure that the ESR did not become swamped with a large proportion of restoration projects that were years away from steaming.

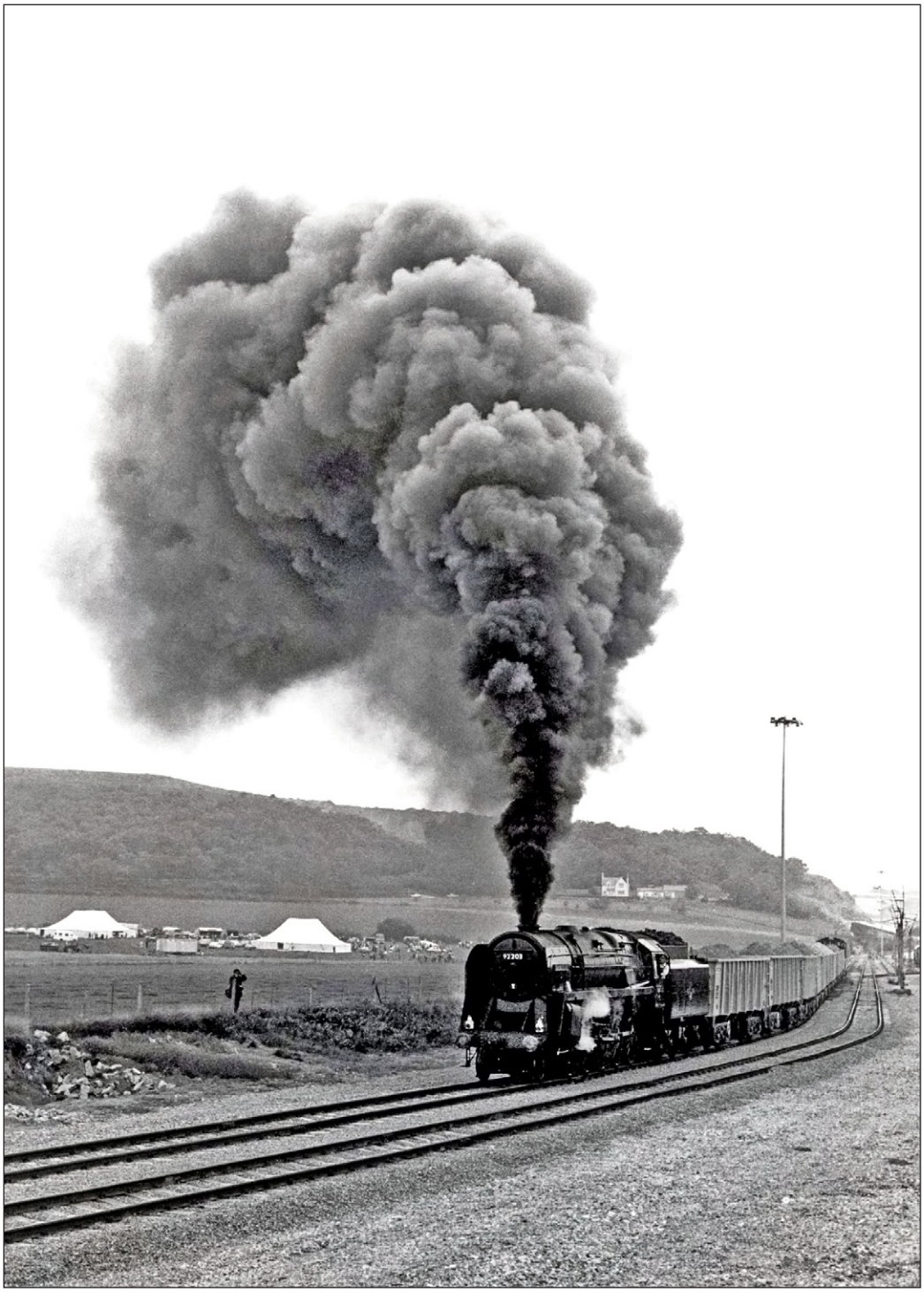
British Rail once again agreed that David could steam both his locomotives from Eastleigh to Cranmore separately, each with items of the group's rolling stock in tow. This was duly accomplished on the evening of 17th November 1973, and the East Somerset Railway was reborn.

It was only after the locomotives had arrived at Cranmore that it was realised that they were facing the wrong way for future operations. With no turntable available, the idea was raised that they should be turned on the triangle at Foster Yeoman's Merehead quarry, a short distance down the line. Permission was quickly forthcoming, and the locomotives travelled to the quarry in April 1974.

The relationship between the local quarry office and the East Somerset Railway quickly strengthened, and *Black Prince* was invited to an open day at Merehead in 1974. While the locomotive was there, it was suggested that a test of its haulage capacity should be arranged, using some of the Foster Yeoman stone wagons. David agreed to the challenge, and *Black Prince* quickly proved master of the task of hauling a load of 1,800 tons up the grade out of the quarry, silencing several diesel fans that were laying bets against it! In fact, such was the ease with which the task was accomplished that the load behind *Black Prince* was gradually increased. On the final run, with all couplings slack and the wagons 'picked up' one at a time, No. 92203 stormed up the grade with a whopping 2,300 tons on the drawbar. David comments: "I was on the footplate, and it was a tremendous feeling. British Rail used a pair of diesels double-heading to handle the regular stone trains, and here we were hauling a significantly heavier load with just the one locomotive. I was confident that this is the heaviest load ever hauled by a single locomotive, and stick to this opinion today – though of course the GWR fans regularly disagree, because nothing could be better in their eyes than a pre-Nationalisation Swindon design!"

Part 2 of the David Shephard article will be published in next week's issue of Railway Herald *magazine*

Below: The image below demonstrates Black Prince's crowning glory. During an open day at Merehead Quarry in 1974, the locomotive gets to grips with the grade with a total of 2,300 tons of stone on the drawbar. David believes this to be the heaviest load ever moved by a single steam locomotive. *Ron Cover*



The David Shepherd Wildlife Foundation

CELEBRATION OF STEAM

with David Shepherd

Saturday 8th December

Join us for an exciting day of steam with David Shepherd. Browse and buy from a selection of art by David Shepherd and other artists including Terence Cuneo and enjoy the flavour of a real steam experience when the Clan Line stops to water at Shalford Station. It's a brilliant opportunity to meet David and to get him to sign those extra special steam and wildlife gifts for Christmas.

Join David in the DSWF Gallery from 12.30pm
Clan Line arrives at Shalford station at 2: 20pm

DSWF Gallery
Saba House
7 Kings Road
Shalford
Guildford
Surrey GU4 8JU

Tel: 01483 272323
www.davidshepherd.org

Should your society information be listed on this page?

If so, then please email the details to the editor, remembering to include the date, starting time and location, together with details of the event, speaker and entrance charges if applicable. It is not necessary, but helpful to people, if you can also include a contact name and phone number/email address that can be published.

Railway Herald reserves the right to edit details entered in this section, which may also be displayed on our online events diary. The information is believed to be correct at the time of publication.

For authorised representatives of societies, we can also provide access to our online system, allowing society secretary's to update the information online, 24 hours a day, seven days a week. Please contact the editor on 01904 500175 for further details and to setup your access to the system.

BACK COVER CAPTION:
HST Class 43s Nos. 43013 (leading) and 43062 provide the power for the 13:30 London Paddington - Derby RTC NMT through Cholsey on 23rd November. *Peter Lovell*

28th November 2012

Bradford Rly Circle
The Centre, Heaton Baptist Church, Leylands Lane, Bradford BD9 5PX. 'Horsham & Guildford Direct Rly' by Tony Newnham. Starts 19.30

RCTS (Chichester)
W. Sussex County Hall, Chichester. '150 Years of London Transport' by Barry le Jeune. Starts 19.30.

RCTS (Preston)
Fulwood Lawn Tennis Club, Highgate Avenue, Preston. 'Branch AGM, Crewe to Carlisle via Manchester & Blackburn over 40 years' by Steve Fort. Starts 19.30.

30th November 2012

GW Society (Nth West)
St Hilda's Clubroom, Slater Street, Latchford, Warrington. Starts 19.30.

GW Society (Oxford)
Pauling Human Sciences Centre, 58 Banbury Road, Oxford. TBA. Meeting commences at 19.30.

Stephenson Loco Society
Mining Institute Lecture Theatre, Neville Hall, Westgate Rd, Newcastle upon Tyne NE1 1SE. 'Fullerton Depot - USA. Railroading in Southern California' by David Fraser. Starts 19.00. Contact 01434 688946 for further details

1st December 2012

Stephenson Loco Society
The Friends' Meeting House, Mount Street, Manchester M2 5NS. 'The Art of Interdisciplinary Design in Rail Infrastructure' by Andy Belcham. Starts 14.00. Contact 0161 928 2461 for further details.

Tewkesbury Rly Society
YMCA, Church Street Tewkesbury. 'Annual Charity Fund Raising Evening in Aid of a Worthy Cause'. Meeting commences at 19.45. See www.tymcars.co.uk for details

3rd December 2012

Plymouth Rly Circle
St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 'Photo Competition'. Starts 19.30. Members evening.

4th December 2012

Gravesend Railway Enthusiasts Society
Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 'Christmas Social'. Starts 19.45. Call Bob Poole on 01474 326232.

Locomotive Club of Gt. Britain (Bedford)
The St John's Church Hall,St John's Street, Bedford MK42 0DL. 'Engine Sheds Part 3' by Chris Banks. Starts 19.30. Call B.Cross on 01525 750149.

Mid-Hants RPS (SW London)
Surbiton YMCA, 49 Victoria Road, Surbiton KT6 4NG. 'Christmas Social'. Starts 19.30. Admission £2. Contact 020 8979 6484 for details.

Monmouthshire Rly Society
Room A10, UWCN City Campus Usk Way, Newport NP20 2BP. 'The Paul Riley Collection Part 1' by Tony Bowles. Starts 19.15. Admission £3.

Permanent Way Institution (Wessex)
The Rose and Crown, Columbo Street, Waterloo, London. 'London Bridge Station Reconstruction' by Clive Loosemore. Starts 18.00. Contact Richard Workman on 01428 645771 for further details.

Southern Electric Group (South Hampshire) /LRTA
Eastleigh Railway Institute, Romsey Road, Eastleigh. 'TBC'. Starts 19.30. Admission £2. Call John Goodrich on 02380 670028 for details.

Tewkesbury Rly Society
YMCA, Church Street Tewkesbury. 'Evening of Railway Photography' by Chris Milner. Starts 19.45. See www.tymcars.co.uk for details

Weston super Mare Railway Society
Function Room, Weston super Mare Conservative Club, Alexandra Parade, Weston super Mare, BS23 1QX. 'My Early Railway Years' by Roger Pavey. Starts 20.00. All welcome. £1 admission. Contact 01934 628289 for further details.

5th December 2012

Basingstoke & District Railway Society
Wote Street Club, New Road, Basingstoke RG21 7NG. 'The Ramblings of a Railwayman' by Geoff Burch. Starts 20.00. Contact 01256 819401 for further details.

Burton Rly Society
Marston's Social Club, Shobnall Road, Burton upon Trent DE14 3BG. 'The Paul Riley Collection Part 1 - The Early Years' by Tony Bowles & Mike Squire. Starts 19.30. £2 Admission. Contact Mark Ratcliffe on 01283 221537 for further details

Mid-Hants RPS (Woking & Guildford)
St Nicolas Church Hall, High Street, Guildford GU2 4AW. 'Videos, Christmas Quiz & Refreshments'. Starts 20.00. Admission £2.50. Contact David Pegg on 01483 834062 for further details.

Permanent Way Institution (Bristol & West of England)
Arup Auditorium, 63 St Thomas Street, Bristol. 'Pub Quiz Night'. Starts 18.00. Contact Phil Harrison on 07880 788531 for details.

Permanent Way Institution (Thames Valley)
BRSA Social Club, Reading. 'Annual Christmas Social Evening'. Starts 17.45. Contact Malcolm Pearce on 07967 997019 for details.

Stephenson Loco Society
Coney Hill Baptist Church, Coney Hill Road, West Wickham BR4 9BU. 'Loco-Hauled Passenger Trains in the Privatisation Era' by Geoff Brockett. Starts 19.30. Call 0208 289 9935 for further details.

Warwickshire Rly Society
The Lamp Tavern, Barford Street, Highgate, Birmingham. 'Christmas Quiz and Members Slide Evening'. Starts 19.30. Contact Don Taggart on 01746 710676 for details.

6th December 2012

Irish Railway Record Society (London)
The Exmouth Arms, 1 Starcross Street, London NW1 2HR Irish Railway Adventure in 1971' by Jim Deegan. Starts 19.00 £3.50 donation. Contact irrslondon@hotmail.com for further details.

Permanent Way Institution (Manchester & Liverpool)
Venue - TBC. 'From Human Brawn to Hydraulic Fund' by Martin Welch. Contact Rob Cummings on 07798 8858784 for further details.

Permanent Way Institution (South & West Wales)
Queens Hotel, 19 Bridge Street, Newport. 'Cambrian Relaying Campaign' by Gwyn Rees. Starts 18.00. Contact James Hepburn on 07919 307726 for further details.

Permanent Way Institution (York)
Marriott Room, York Central Library, Library Square, York. 'Blackpool Trams' by Fred Fitter. Starts 18.00. Contact Ken Alston on 07787 512227 for further details

Stephenson Locomotive Society
St John's Ambulance Centre, Sandes Avenue, Kendal LA9 4LL. 'Demolition of the Stainmore Line' by Mark Keefe. Starts 19.15. Contact 01539 720706 for details.

7th December 2012

Cambridge Rly Circle
Arbury Community Centre, Campkin Road, Cambridge CB4 2LD. 'Crown Point Depot & Other Things' by Chris Nesbitt. Starts 19.30. £2 Admission. Email cfb79ten@gmail.com for details.

Stephenson Loco Society
The Settlement Centre, Union Street, Middlesbrough TS1 5NQ. 'Teesside Trams and Vintage Vehicles' by David Hunter. Starts 19.00. Contact the Secretary on 01642 313451 for further details.

8th December 2012

Bournemouth Rly Club
All Purpose Room, Winton Methodist Community Centre, junction Alma Road/Heron Court Road, Bournemouth. 'AGM & the Peter Smith Address by Brian Denton'. 14.30. Contact Martyn Thresh on 01202 742099 for further details.

Cornwall Rly Society
Redruth Community Centre, Foundry Row, Redruth. 'The Railway Accident and its Investigation' by Dr Andrew Weyman. Starts 18.30. Contact Derek Buttivant on 01637 860627.

Stephenson Loco Society
Kidderminster Railway Museum, adjoining SVR Station, Kidderminster DY10 1QX. 'Christmas Event'. Meeting commences at 14.00. Contact the Secretary on 01242 5820152 for further details.

10th December 2012

Lincoln Railway Society
St Hugh's Church, North Hykeham, Lincoln. 'Railway Memories' by Andrew Ingram. Meeting commences at 19.30. Admission non-members £3. Contact the Secretary on 01522 705365 for further details.

Severn Valley Railway Association (Wolverhampton)
Old Wulfrunians Club, 253A Castlecroft Road, Castlecroft, Wolverhampton WV3 8NA. 'Woodhead the Lost Railway' by Stephen Gay. Meeting commences at 19.30. Admission £3. Contact Alan Davies on 01902 758882 for further details.

Southern Electric Group (Sussex)
Deall Room, Southwick Community Centre, Southwick. 'Members' Evening'. Meeting commences at 19.30. Members free. Visitors £3 donation. Contact the Secretary, Peter Jones on 01273 504791 for further details.

Stephenson Loco Society
Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 'Wanderings of a "Yorkie"' by Gerry Harwood. Meeting commences at 19.30. Contact the Secretary on 01294 822303 for further details.

York Railway Circle
Archbishop Holgate's School, Hull Road, York YO10 5ZA. 'Main Line Steam in 2012' by Karl Jauncey & Dave Richards. Meeting commences at 19.30. All welcome, donation £2. Contact Robin Patrick on 01904 412232 nor at locopatrick@aol.com for further details.

11th December 2012

Abergavenny and District Steam Society
Upper Room, The Hen and Chickens, Flannel Street, Abergavenny.TBA. Meeting commences at 20.00. Contact the Secretary, Ken Mumford on 01793 335862 for further details.

Great Western Society (Bristol)
BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG. 'Vielgerühmtes Österreich' by Robert Heron. Meeting commences at 19.45. Contact the Secretary on 01454 324230 for further details

Locomotive Club of Great Britain (North London)
Wood Green Social Club, 1-3 Stuarts Crescent, London N22 5NU. 'Annual Christmas Quiz' with Chris Appleby. Meeting commences at 19.00. Donation £2.50. Contact R.Stratford on 07809 214191 for further details.

Meon Valley Locomotive Society
St Peter's Church Hall, Free Street, Bishops Waltham. 'Members' Slides'. Meeting commences at 20.00. Admission £2. Contact the Programme Secretary, John Barrodale on 02392 640951 for further details.

Permanent Way Institution (Lancaster, Barrow & Carlisle)
Carnforth Royal Station Hotel, Carnforth. 'Engineering in Ethiopia' by Bill Hutchison. Meeting commences at 18.00. Contact the Secretary, Philip Bull on 07964 103202 or at bullnet98@aol.com for further details.

Permanent Way Institution (Croydon & Brighton)
Mott MacDonald House, Sydenham Road, Croydon CR0 2EE. Harder Rails Cause More Wheel Wear - Myth or Reality' by Mark Burstow. Meeting commences 17.45.Contact the Secretary, Martin Cresswell on 07815 968245 or at martin.cresswell@amey.co.uk. for further details.

Tewkesbury Railway Society
YMCA, Church Street Tewkesbury. 'Annual Quiz Night'. Meeting commences at 19.45. See www.tymcars.co.uk for further details

12th December 2012

Bradford Rly Circle
The Centre, Heaton Baptist Church, Leylands Lane, Bradford BD9 5PX. 'AGM followed by Members' Night'. Meeting commences at 19.30

Oxfordshire Railway Society
Seacourt Day Centre, Seacourt Road, Oxford OX2 9LD. '26th Annual Bumper Film Show' by Alan Willmott. Meeting commences at 19.30. Admission £4.

Permanent Way Institution (Glasgow)
Upstairs Lounge, The Iron Horse, West Nile Street, Glasgow. 'Quiz Night & Christmas Social'. Meeting commences at 17.30. Contact the Secretary, Jack Scott on 07789 765291 or at jack.scott1@btinternet.com for further