Railway Herald

Issue 341 5th December 2012 99p

In this issue...

27 David Shepherd - Preservation Pioneer (Part 2)

32 World News

John Horton

News Headlines

6 Metropolitan Railway No. 1 arrives back in London after 50mph test on SVR

8 Greater Anglia releases refurbished Class 156 set into traffic

11 First Hull Trains pushing for electrification from ECML into Hull

17 Nenta Traintours celebrates 31 successful years of running charter trains

Elsewhere

18 Preservation World
A round-up on news and information from the heritage world.

Regular Columns

12 Light Rail & Metro
The latest news from the light rail systems around the country, together with information on the various metro systems.

13 Irish View
News round-up from the railway networks of Northern Ireland and the Republic of Ireland.

15 Railtour Listings
An overview of all known steam and diesel-hauled charter and excursion trains throughout the UK for the coming weeks.

24 Exposure
Promoting imagery from a different viewpoint that encourages photographers to 'think outside the box'.

39 Society Diary
Full round up of forthcoming talks, slideshows and society events.

Front Cover:

TOP: A very lightly loaded 11:00 Bristol Railport-Tilbury container service passes Bristol Kingsland road sidings on a crisp and cold morning behind Freightliner Class 66/4 No. 66418, while the city of Bristol skyline forms the backdrop. **Edward Gleed**

BOTTOM: Just south of Blakedown, on the Birmingham to Worcester route, London Midland Class 172 No. 172333 passes the camera, while working the 13:09 Dorridge to Kidderminster service. **Stuart Warr**

Railway Herald

Issue 341 5th December 2012

Editor
Richard Tuplin

Contributing Editor
Brian Morrison

Railtour Editor
John Whitehouse

Heritage News Editor
Andrew Fowler

News Correspondant
Fred Kerr

News Researcher
Bill Turvill

Editorial Office
Phone: (UK) (01904) 500175 (09.30-17.30)
Email: editor@railwayherald.com
Address: Railway Herald Magazine, PO Box 252, Scunthorpe, North Lincolnshire. United Kingdom. DN17 2WY
Online: www.railwayherald.com

Railway Herald is published weekly. The editorial team can be contacted at firstname.surname@railwayherald.com, or by contacting the editorial office.

Advertising
Please email advertising@railwayherald.com, or contact the Editorial Office on 01904 500175.

Back Issues
All editions of Railway Herald prior to Issue 308 are available to download free of charge in PDF format from our website at www.railwayherald.com/backissues. From Issue 308 onwards, they can be purchased through the same website.

Editorial Contributions
Accepted photographs remain the copyright property of the photographer. We reserve the right to hold for future use any image or article submitted. All material is sent at the contributor's risk. Railway Herald, the Editor or Railway Herald Limited cannot be held responsible for any loss or damage howsoever caused. The opinions expressed in Railway Herald are not necessarily those of the Editor or staff.

No part of this magazine should be reproduced, sold or hired in any way without the prior written consent of the publisher. However, ilt is permitted to print a copy of the magazine for the purchasers' personal use.

Railway Herald Subscriptions
You can access your subscription account online through our website, 24 hours a day - 7 days a week by visiting www.railwayherald.com/myaccount

You can use the My Account section to view your account status, change your address, renew your subscription, and also to contact the editorial team, and subscriptions can be extended at anytime, 24 hours a day, by visiting www.railwayherald.com/subscribe.

If you have any queries, please email editor@railwayherald.com or phone +44 (0) 1904 500175 (0930-1700 UK). A one-year (47 issues) subscription rate is £18 (UK). Payments can made online using any major credit/debit card through Paypal. Other subscription periods are also available.

Letters to the Editor
We welcome comments, please send them to letters@railwayherald.com. Due to the volume received we cannot respond to all. We reserve the right to edit submissions.

Contributors
Railway Herald welcomes input from contributors, whether in the form of news stories, articles, photographs or video. In the first instance, all submissions should be sent to the Editor at editor@railwayherald.com. Imaging submissions can also be sent thorugh our online submissions system.

Railway Herald is published by **Railway Herald Limited**,

© Copyright Railway Herald Limited 2012.

All rights reserved. Railway Herald magazine is also responsible (except where otherwise stated) for the operation of the railwayherald.com website.

Produced within the United Kingdom.

ISSN 1751-8091

Please consider the enviroment before printing any part of this magazine

Make or break for West Coast Main Line?

As this column is written, there is less than 100 hours until the West Coast Main Line franchise, currently held by Virgin Rail Group expires, and yet still no word from the Department for Transport as to what will happen come 02:00 on 9th December.

As has been well publicised, the rebidding process, which has become known as 'the shambles' or 'debacle' depending upon who you speak to, hit problems after the next WCML franchise was awarded to First Group by the DfT, a decision that was subsequently reversed on 3rd October when the new Transport Secretary, Patrick McLoughlin announced that significant technical flaws had been discovered in the bidding process. A move that was ultra embarassing to the Government, was something of a kick in the teeth to First Group, and a very public win for Virgin, Stagecoach and especially Sir Richard Branson.

Since then, the DfT has said that it would negotiate with Virgin Trains, and on 29th October, Mr McLoughlin announced in the House of Commons that: "The department is making good progress in its discussions with Virgin on how they will operate the line for a short period of up to 14 months while a competition is run for an interim agreement." Since then, there has been a very noticeable silence from both sides. While regular updates are not to be expected, a conversation with the DfT media office this week resulted in your Editor being told that an announcement would be made in the fullness of time. When the fact of the Sunday morning deadline was raised, the DfT spokesman concerned responded that an announcement was not necessarily required before Sunday!

While it is true, that if the negotiations fail to reach a conclusion, Directly Operated Railways should, in theory, step into the breach, although one would have expected that for such a move to happen the negotiations with Virgin would have had to have ceased or be going nowhere a few weeks back.

Industry sources say that a deal with Virgin Rail Group on running the West Coast route will be reached, and that such a deal will likely be for 12 or 13 months in duration. This will then provide the time for both DfT enquiries to report back, and for the bidding to be started on a two-year interim franchise, a move, that the DfT advises is required under European procurement law. However, more sensible to many observers, and presumably more cost-effective, is to extend the 'temporary' operating period for several months, and get the bidding underway for the full long-term WCML franchise.

Whatever the end result, the new timetable comes into effect on 9th December, which will see all Lancaster services extended through to Glasgow, providing an hourly service, while Oxenholme The Lake District gains an additional London train in each direction.

Virgin Trains says that the daily total of 15 Pendolino trains each way under the new timetable, represents a doubling of the number of weekday services between Glasgow Central and London Euston since 1997.

By the time this column is written for our next issue, and also the penultimate *Railway Herald* before the Christmas break, the outcome for the WCML will be known. But whatever happens, the same trains will be running, in the same colours, to the timetable that has already been agreed and published, using the same frontline staff and being maintained in the same depots ... why do you get the feeling that the unique qualities a multi-million franchise bid is suppose to bring, are somehow being lost?

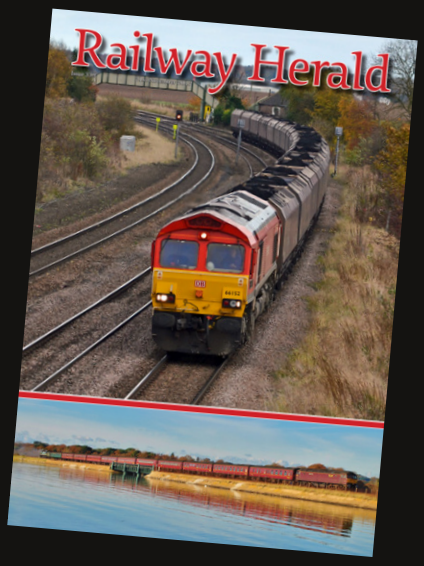
Below: As the RHTT season draws to a close, DB Schenker Class 66 No. 66232 is paired with classmate No. 66040, as the duo approach Kidsgrove at speed with one of the last Willesden to Willesden, via Macclesfield, RHTT workings on 1st December. *Nigel Capelle*

WIN A NEW iPAD MINI!

Railway Herald

*Renew your subscription now**

and get **13 months for the price of 12**



AND be entered into our reader prize draw to

WIN an Apple iPad Mini 16GB Wifi

or vouchers for Amazon or iTunes stores

Thanks for helping us to make *Railway Herald* a great magazine - and the only weekly railway title in UK. We cannot do it without you, the readers.

To say thank you, we're offering all existing subscribers the chance to renew your subscription for 12 months (£18) before the end of the year and get an extra month free of charge. It does not matter when your current subscription expires, simply click on the green button below to extend you subscription now - you are supporting the magazine and at the same time, have the ability to win one of the latest and best electronic devices - an Apple iPad Mini!

All subscribers extending their subscription for 13 months before 31st December 2012 will automatically be entered into our reader prize draw:-

1st Prize: Apple iPad Mini 16GB Wi-Fi version
2nd Prize: £50 of Amazon or Apple iTunes vouchers
3rd Prize: £15 of Amazon or Apple iTunes Vouchers

Click here to extend your subscription now!

Normal 12 month subscription covers 47 issues and costs £18 (including UK VAT). Offer includes an extra four issues free of charge and is available to all existing subscribers, irrespective of when an existing subscription expires. To qualify for the offer and entry into the prize draw, readers must have a current subscription when upgrading, and the payment must be made and received before 23:59 on 31st December 2012. Free issues are credited to the end of the subscription period. Second & Third Prize winners can choose from vouchers for either Amazon OR iTunes. iPad Mini provided in Wi-Fi only version. The prize draw winners will be selected at random in early January 2013, and notified by email. Winners names will also appear in the magazine. Railway Herald staff are not eligable for entry. No cash alternatives are available. Apple, iTunes and iPad are trademarks of Apple. The Editor's decision is final at all times. Offer and prize draw is open to UK and oversea's readers.

Class 47/4 No. 47596 *Aldeburgh Festival* **stands at Dereham on the Mid Norfolk Railway during an EMRPS charter on 24th November.** *Gary Thomas*

'Adopt-a-Station' programme

Hertford East, Rye House, St Margarets, and Ware stations are to benefit from some extra care and attention from the local community as Greater Anglia appoints new station adopters along the Hertford East line under the 'Adopt-A-Station' initiative, now in its ninth year.

The adopters have come forward from the surrounding communities to provide feedback to the train operator about standards at the station and take an active role in creating a more pleasant and welcoming atmosphere with enhancement schemes.

Work has already started at Rye House, where the adopter is establishing flower tubs on the platforms, developing facilities for ramblers and working with local historical societies.

TBM constructs 1,000th tunnel ring

Crossrail's first tunnel boring machine, *Phyllis*, has constructed its 1,000th tunnel ring under Hyde Park.

The occasion comes as the Crossrail project completes excavations for Tottenham Court Road's western ticket hall at Dean Street, starts excavation for Bond Street western ticket hall in Davies Street, as well as continued progress at Paddington. The first of eight Crossrail tunnelling machines, *Phyllis* has now constructed over a mile of tunnel from Royal Oak via the Paddington station box.

Crossrail's second tunnel boring machine, *Ada*, has travelled 800 metres and has entered the station box at Paddington after successfully passing under the National rail lines into Paddington station. A total of 12,000 concrete segments, manufactured at Old Oak Common, have now been used to construct the western tunnels between Royal Oak and Farringdon.

At Tottenham Court Road, the base concrete slab has been installed for the western ticket hall at Dean Street, and the contractors are now preparing the site to begin construction of the mined tunnels that will connect the ticket hall to the station platforms. The spray concrete lining tunnel works will begin in early 2013.

The new western ticket hall at Bond Street will be five storeys deep and is one of two new Crossrail ticket halls that will be constructed there ahead of Crossrail services commencing in 2018. More than 42,600 cubic metres of soil will be excavated to construct the new ticket hall, passages and platforms. The excavated material will be transported to the new RSPB nature reserve at Wallasea Island in Essex.

Excavations of two shafts for the eastern ticket hall at Hanover Square were completed last month and work will soon begin on the station platform tunnels. Diaphragm walls are continuing to be installed in Eastbourne Terrace to construct the outline of the Paddington station box before excavations start in spring 2013. The installation of these panels has been carefully sequenced to allow the tunnel boring machines to travel through.

Finally, excavations have started at the Fisher Street shaft at Holborn after the completion of piling works. The shaft will eventually provide future maintenance access to the Crossrail tunnels.

Latest technology to cut crossing misuse

Cutting-edge camera technology has been introduced by Network Rail and the British Transport Police to crack down on level crossing law-breakers and change drivers' behaviour across the Thames Valley.

Network Rail has funded a purpose-built marked police van to be fitted with nine cameras, each of which uses number plate recognition technology to deter motorists from breaking the law. The van is operated by British Transport Police (BTP) officers and has access to all the systems required to process prosecutions instantly.

The new mobile camera technology has been introduced to try to change the behaviour of motorists and deter them from jumping lights and swerving around barriers at crossings.

Met No.1 - back on home soil!

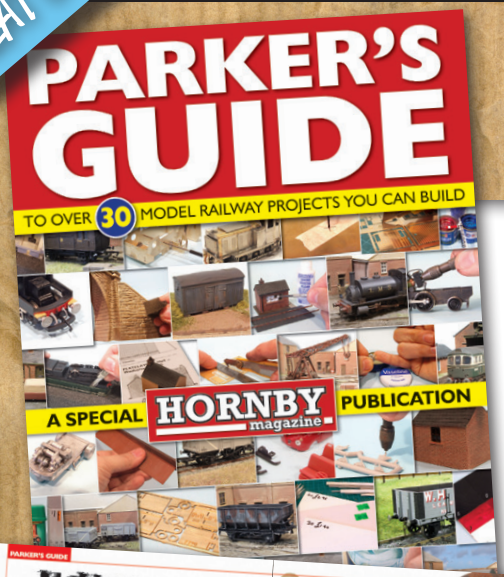
After final tests at the Severn Valley Railway, see Preservation News this issue, Met No.1 has arrived at the London Transport Museum.

Having completed final running in at Bridgnorth, during its five-day stay, which included 'light engine' and loaded trials between Bridgnorth and Highley, and tests at up to 50mph on a section between Bridgenorth and Bewdley that had special dispensation from the Office of Rail Regulation, although the locomotive is not expected to exceed 35mph on London Underground metals. The loco will now have its livery completed ready for the first train in January.

Right: Looking none the worse for its 50mph testing, and almost ready for its part in the 150th anniversary celebrations next year, Met No.1 arrives at Acton Depot on 5th December. *David Burleigh*

GREAT GIFT IDEAS

KEY PUBLISHING SPECIALS



PARKER'S GUIDE

to over 30 model railway projects you can build

£7.99 • FULL COLOUR • 132 PAGES

Brought to you in conjunction with *Hornby Magazine*, this superb compilation is a step-by-step feast of 'show you how' guides to making or converting something for the model railway layout at minimal or affordable cost.

As well as being a compilation of some of the projects that have appeared in *Hornby Magazine* there are plenty of brand new ones too! From simple 'pocket money' projects to more complex schemes, there is something for all abilities and interests, but all with a common theme – easy to follow projects that **you can do!**

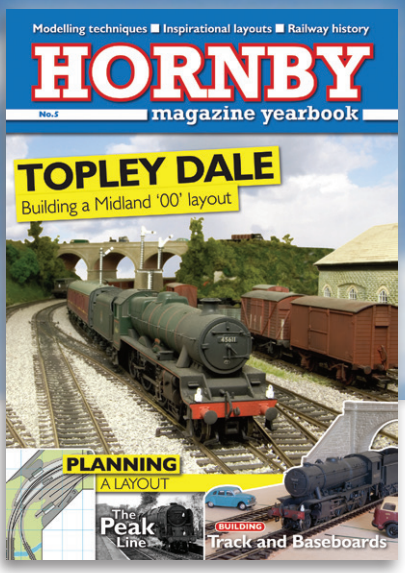
A welcome and practical gift for any modeller!

PLUS... more great titles!

THE MOST EXCLUSIVE CLUB

£7.99 • FULL COLOUR • 132 PAGES

The Most Exclusive Club is a special publication. Features include: The last days of British Railways' steam. Pre-steam ban specials and the early pioneers. Previously unpublished BR documents and letters. All of the locomotives on the 1972-approved list and many others. With contributions from Michael Draper, Pat Whitehouse, David Ward, David Shepherd and other leading players of the day.



HORNBY MAGAZINE YEARBOOK 5

£16.99 • FULL COLOUR • HARDBACK • 130 PAGES

The fifth edition of the **Hornby Magazine Yearbook**, a treasure trove of new material, built around a themed project layout. Everything from baseboard construction to scenery, laying the track to weathering the locomotives, is explained in detail, along with individual construction projects that all modellers can try for themselves. **A must-have volume that will delight modellers of all ages.**

TO ORDER ANY OF THESE GREAT BOOKS

CALL Key Direct on 01780 480404

WEB: http://shop.keypublishing.com/

P&P FREE for UK & BFPO orders up to a value of £19.99. EU £1.99, USA £2.99, ROW £3.99.
Postage charges vary depending on total order value.

KEY PUBLISHING

NEWSDESK

Light Rail & Metro	12
Irish View	13
Railtour News	14
Preservation World	18

First Greater Anglia Class 156 refurbished

The first of Greater Anglia's Class 156 fleet has returned to service after undergoing extensive refurbishment and upgrade work.

The train operator's nine two-carriage Class 156 vehicles, which comprise the local fleet in Norfolk and Suffolk, are receiving a £3 million upgrade, and the first, No.156402, was introduced at Norwich on 4th December. The unit has received a complete interior overhaul, including new carpets, dado panels, seat covers and a deep clean as well as the installation of a new passenger information system that will deliver automatic announcements. The vehicle has also been fitted with a universal access toilet and has received a brand new coat of paint in the company's red and white livery.

Also, as part of the overhaul, additional work is being undertaken to make the Class 156 fleet compliant with future changes to the regulations for passengers with reduced mobility. Work on the upgrade commenced earlier this month, and the entire refurbishment programme will continue until late 2013.

The work was carried out by Railcare at Wolverton under contract to Porterbrook Leasing.

Above Top: **Carrying an all-over white livery, but with red doors, Class 156 No. 156402 departs from Norwich, forming the 11:36 service to Great Yarmouth on 4th December.**

Above Right: **The spacious entrance to the unit at the disabled toilet end of the carriage.**

Right: **The bright, fresh and new look interior to the vehicles.**
All: Antony Guppy

Rail network gets back on track after weather issues

After days of heavy rain caused severe flooding along with several landslips, the rail network is getting back to normal, although now bracing itself for the onslaught of winter weather, in the form of ice and snow!

The restoration of signalling equipment around Cowley Bridge Junction is still ongoing, although Network Rail are hopeful that all will be restored by 10th December. Slightly further south at Teignmouth, where a landslip brought some disruption, clearance work is continuing during overnight and weekend working, and a watchman is on duty 24 hours a day, to monitor for signs of further problems.

Services between Birmingham and South West England were further disrupted after a landslip at Westerleigh on 28th November. Both a Worcester to Weymouth service and a Derby to Plymouth train were stopped from 08:00 while engineers checked the 20ft-long slip, and the trains did not reach Bristol until 10:30.

While the remedial work was undertaken, CrossCountry Manchester to Bristol services terminated at Birmingham, while trains from Scotland to Devon were diverted via Wales. FGW services were also affected. Services returned to normal on 5th December, after engineers built an access road to allow 4,000 tonnes of aggregate to be delivered to rebuild the embankment.

Elsewhere, in the North East, services are back to normal after the weather caused not only flooding, but overhead line problems.

Top: **Cowley Bridge Junction, Exeter, looking towards St David's and Riverside Yard. The flood water and fields having drained into the River Exe.**

Right Top: **The flooded scene a couple of days earlier.**

Right Middle: **Engineers assess the damage caused by severe flooding just north of Exeter.**

Right Bottom: **Class 66/5 No. 66547 waits as its JNA wagons are loaded with spoil from the landslip earlier in the week. The landslide, visible to the side of the locomotive, is a short distance from Parsons Tunnel.** *All: John Horton*

NEWS IN BRIEF

■ A group of almost 300 parents and children from Barking enjoyed a special day out with c2c on 1st December, on board a 'Santa Special' train to Southend. Organised by c2c and the Abbey Parents United group, the special took local families from Barking who rarely get a holiday on the day trip, to allow them to do some Christmas shopping and enjoy a day by the seaside, despite the weather! A special guest also joined the train, with Santa handing out presents to the children as well as a mince pie to all the passengers.

■ Balfour Beatty has been awarded a multi-million contract to build a new railway viaduct as part of the Reading station area redevelopment project.

■ A 20-year project to extend Beaulieu Park, near Springfield, on the edge of the New Forest, has been approved by the local council planning committee. The plans will see a new railway station, and 3,600 houses built, creating around 9,000. However, the railway station will only be built once 2,500 homes have been occupied.

■ Following a successful pilot project carried out during the summer, Greater Anglia has introduced an innovative 'Print Your Own Rail Tickets' scheme. Passengers across the region can now purchase and print their own Advance train tickets to London at home or download them to mobile phones. Using the website at www.greateranglia.co.uk passengers can book and pay for their tickets and then, if they prefer, print them at home or, using Greater Anglia's mobile app, download the tickets to their mobile phone rather than receiving them by post or visiting booking offices.

■ The AC Locomotive Groups' Class 86/1 No. 86101 and Class 87 No. 87002 have moved north to Carlisle for ice-breaker duties over the winter.

First Hull Trains wants Hull to be part of the electrified ECML network

First Hull Trains is to lead a potential investment of up to £100 million to expand the electrified network to include Hull.

The proposals are dependent upon suitable investors being found, but Hull Trains Director, Mike Jones, says he believes that they are achievable. The funding would allow the electrification that already exists on the East Coast Main Line to be extended from Temple Hurst Junction to Selby, Brough and Hull. Not only would the project improve the reliability of the service, but it would also allow the operator to replace its existing Class 180 DMUs with electric stock. It believes that such an investment would provide the ability to invest in its own maintenance depot, thereby giving it further control over the reliability and servicing of its fleet. The Class 180 servicing is currently undertaken at Old Oak Common.

The plan has the backing, in principal, of First Group, which now owns Hull Trains, and Network Rail has been consulted on the proposals. The current focus for First Hull Trains is on extending its operating licence, which currently expires in 2016. If the electrification plans are taken forward, the work is expected to be completed by the end of 2016. Options with stakeholders are currently being evaluated and Hull Trains is confident that it will get a positive response as it has the backers.

Eurostar to commence new early summer trial service to Lyon and Avignon

Eurostar is introducing new direct services from London to three popular holiday destinations in the South of France, at Lyon, Avignon and Aix-en-Provence.

The new weekly trains complement Eurostar's existing Avignon services, and are perfect for travellers looking to secure an early summer getaway. The service will be offered for a trial period during May and June 2013 and tickets will go on sale on 11th December alongside tickets for Eurostar's existing weekly summer runs to Avignon.

Passengers who choose the new Lyon - Provence train for travel from 4th May to 29th June will have a direct journey from London St Pancras International or Ashford International to each of the three destinations, travelling non-stop through the French countryside.

On the return leg, however, passengers will be forced to disembark at Lille Europe to complete the necessary security and passport checks required for transit through the Channel Tunnel before re-boarding a dedicated Eurostar service to the UK. This is because the stations on the trial service at Lyon and Aix-en-Provence do not currently provide border and security checks, required by the UK Border Agency.

Below: First Great Western HST Class 43 powercar No. 43168 leads a 'down' working away from the Capital as it powers through Cholsey on 29th November, passing Network Rail track workers engaged in marking the positions for future electrification masts. *Gavin Morrison*

Bowesfield contract awarded

Invensys Rail has been awarded a contract by Network Rail for the Bowesfield re-control project.

The scope of the project includes the re-control of the existing Bowesfield area, as well as the relocking and re-control of the Urlay Nook signal box area onto Bowesfield. The level crossings at Urlay Nook and Allen's West will be converted to manually controlled barrier crossings, with CCTV and object detection respectively, controlled and monitored from Bowesfield. All the works are scheduled for commissioning in October 2013.

Man rescued from coal train

A 38-year-old man became stuck after climbing into a coal train bound for Immingham.

A member of the public heard the man's cries for help and local police scrambled the force helicopter to locate the train before it reached the docks for loading. The man has been charged with obstructing an engine using the railway.

'Grid' power for the National Grid!

Above: DCR Class 56/3 No. 56312 passes Hinksey Yard on 30th November, with the 10:55 Calvert to Didcot Power Station service. The working is a short term flow, expected to run until 7th December, operated by DCR to convey fly ash from Didcot Power Station to Calvert, where it will be used in the construction of a new energy from waste (EfW) facility at nearby Great Moor. The loaded train leaves Didcot Power Station at 18:10, returning empty the following day from Calvert at 10:55. Until 3rd December, No. 56312 had been used exclusively on this working, however the locomotives failure brought the newest member of the DCR fleet, hired-in Class 56/3 No. 56301, onto the flow. Construction of the new 300,000 tonne EfW facility will be completed by 2015, and the new 22 megawatt plant will provide the energy for 36,000 homes, while creating 64 new jobs. It will also reduce carbon emission and reliance on land-fill sites. *Peter Lovell*

Stay at Kirkby Stephen Station

For Christmas!

Booking Office Cottage is now available for a Christmas week stay for up to four people, call 01768 800 208 now for details...

Would you like to enjoy your breakfast and watch trains go by just a few feet away from the window, or enjoy the sunrise over the fells? Well now you can, at the carefully restored station at Kirkby Stephen in Cumbria on the world famous Settle & Carlisle Line.

THE SETTLE & CARLISLE RAILWAY TRUST

www.sandctrust.org.uk/stayatastation
call 01768 800 208 for details...

LocoTrack
THE BRITISH LOCOMOTIVE DATABASE

Have you got notebooks filled with all your spotting records?

Do you want to save them and log them all on your PC?

LocoTrack can help you!

Contains most British diesel & electric loco's + stock since 1948
You can enter sighting details, haulage details, photo details, etc. And you can link your own photos to each record!

Simple searching, filtering and reports
all data can be updated

Excellent reviews in the railway press
£23 including P+P in the UK
Website at www.locotrack.co.uk

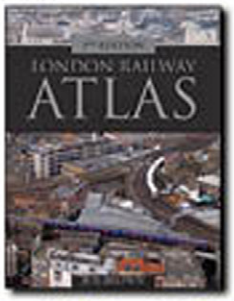
LocoTrack, 13 Alderley Edge, Waltham, N. E. Lincs. DN37 0UR

CHRISTMAS reading
from Ian Allan PUBLISHING

Holding the Line
Richard Faulkner & Chris Austin
Hardback - 128pp - 978 0 86093 347 3
£19.99

Freight-Train Formations
David Ratcliffe
Hardback - 96pp - 978 0 7110 3447 1
£20.00

Southern Region DEMUs
Kevin Robertson & Hugh Abbinnett
Paperback - 80pp - 978 0 7110 3511 9
£16.99



London Railway Atlas, 3/ed
Joe Brown
Hardback - 128pp - 978 0 7110 3729 1
£18.99

Fifty Years of the Deltics
Gavin Morrison
Hardback - 80pp - 978 0 7110 3850 5
£16.99

Cornish Railways
John Vaughan
Hardback - 160pp - 978 0 7110 3467 9
£24.99

FREE POSTAGE
on all UK orders over £10 until Christmas!

AVAILABLE NOW
- From our website at www.ianallanpublishing.com
- From our Mail Order Hotline on 0844 245 6944
- From our bookshops in London, Cardiff, Birmingham and Manchester

Join us...

Docklands announces Christmas services

The Docklands Light Railway has announced details of its Christmas and New Year services.

The full information is available in a downloadable PDF (click here) but includes details of its service level from 24th December until 1st January.

There are no services on Christmas Day and a 10-minute interval service across the network on Boxing Day. All intending passengers should note, however, that there are engineering works taking place between Canning Town and Beckton and between Shadwell and Bank during this period, with a replacement bus service operating.

For New Year revellers, a 10-minute interval service will operate between Tower Gateway and Lewisham and Woolwich Arsenal, Stratford and Canary Wharf, and between Stratford International and Canning Town, all night from 19:30 New Years Eve until 04:30 New Years Day.

Old and new at Blackpool

Above: Blackpool 'Flexity 2' light rail tram No. 005 arrives at North Pier while working a full line service to Fleetwood Ferry. Blackpool was the first system to operate the new 'Flexity 2' design from Bombardier, and the new trams are now approaching the end of their first year in operation.

Below: Rebuilt Balloon tram No. 718 rounds the curves of the old Rigby Road Depot. The older trams that have been retro-fitted with new easy access doors work during the daytime shuttles between Pleasure Beach and Cleveleys. *Both: Rob Jefferys*

Above: On 3rd December, NIR GM-built No. 112 was in use overnight collecting scrap rail from several locations between Portadown and Lisburn. Here, No. 112 passes over Bells Row Crossing in Lurgan during the possession.

Left: The RPSI Christmas Steam Excursions commenced on 2nd December, with GS&WR 0-6-0 No. 186 working a Portadown to Lisburn charter, pictured passing Broomhedge between Moira and Lisburn. *Both: Chris Playfair*

Below Inset: C.I.E. Male Choir members were present at Dublin Heuston on 23rd November, singing Christmas Carols. They were joined by Miss Ireland 2012, Rebecca Maguire.

Below: On 29th November, GM No. 086 was a short-notice replacement for failed classmate No. 081 on the 09:05 North Wall - Limerick maintenance working, seen passing Clonkeen. It is rumoured that these wagons are being returned to traffic for the return of the DFDS Container train between Waterford and Ballina.
Both: Neil Dinnen

Railtour Spotlight *by John Whitehouse*

The ever popular Lincoln Christmas Market continues to be a magnet for charter train operators with this year again enjoying high profile workings on 7th/8th December.

There is a clear demarcation between steam and diesel-hauled operations, with the former dominating Saturday workings, while the Friday trains will both be diesel-hauled. Probably the most notable working, both in terms of motive power and distance, is the SRPS charter from Linlithgow, which works via Edinburgh Waverley, Drem, Berwick upon Tweed, Alnmouth, Newcastle Central and the East Coast Main Line through York to Doncaster, where it will diverge to Gainsborough Lea Road and Lincoln.

Quite a journey and one where speed is of the essence to cover such a long distance, so, to allow the passengers a decent amount of time in Lincoln, the train will be hauled by Class 55 'Deltic' No. 55022 *Royal Scots Grey* throughout. This is an annual SRPS jaunt that in the past has frequently been 'Deltic' hauled, and long may it continue. Meanwhile, heading north from London Victoria is the VSOE British Pullman, with motive power supplied by a DBS Class 67, which after winding its way around London will take the ECML to Peterborough, before diverging to reach Lincoln by way of Spalding and Sleaford. Note, too, that there are interesting ECS movements involving both trains, as the SRPS charter stock continues through to Barnetby, via Market Rasen, while the VSOE British Pullmans head to Doncaster, via Saxilby and Gainsborough Lea Road.

The first arrival into Lincoln on 8th December will be the Vintage Trains charter from Tyseley Warwick Road, scheduled for haulage by GWR 'Hall' No. 4965 *Rood Ashton Hall*, which is booked via Coleshill Parkway, Nuneaton, Leicester, Loughborough, Nottingham and Newark. A short while later, *Rood Ashton Hall* will be joined by A4 No. 60009 *Union of South Africa*, which is now deputising for unavailable classmate No. 60007 *Sir Nigel Gresley* on Railway Touring Company's 'Lindum Fayre'. It sets out from London King's Cross and picks up at Stevenage and Peterborough, and like the VSOE the day before, also reaches Lincoln by way of Spalding and Sleaford. One further tour is also heading for Lincoln, which is the UK Railtours 'Lincoln Market 125 Special' from London St Pancras International, Luton Airport Parkway and Bedford. This, as the train title suggests, will be formed of an East Midlands HST.

With the festive charter season now well into its stride, most of the remaining workings are steam-hauled. Steam Dreams has two, commencing with a train from Southend Central to Oxford, calling only at Upminster, which is booked for No. 70000 *Britannia*. This is followed on 10th December with a *Tornado*-hauled charter from Peterborough to Winchester for the traditional Christmas Carol service at the Cathedral. Huntingdon, Stevenage, Hertford North and West Hampstead are the additional pick up points.

The Railway Touring Company also has two workings, both of which are booked to feature Battle of Britain Pacific No. 34067 *Tangmere*. There have been some significant changes to the route for the 'Christmas Sussex Belle' on 12th December, which will now head for Eastbourne from London Victoria, working by way of Brixton, Herne Hill, East Croydon, Redhill and Lewes. A swift reversal at Eastbourne follows, and now with a diesel at the head, the charter travels east to Hastings, where after a further reversal and with *Tangmere* again in command, it heads back to London via Battle, Tunbridge Wells, Tonbridge, Sevenoaks and Swanley. The reason for the change of route is due to clearance problems in Ore Tunnel. Earlier, on 8th December, RTC heads for Bath Spa and Bristol Temple Meads on its annual pre-Christmas outing from Three Bridges, calling at Haywards Heath, Preston Park, Hove and Worthing, before continuing via Havant, Salisbury and Westbury.

Below: LNER Class A4 Pacific No. 60009 *Union of South Africa* **is in full flight as it passes Copmanthorpe, covering the last few miles into York, while heading 'The Christmas White Rose' charter from Cambridge on 1st December.** *Paul Braybrook*

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 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		Poole-Bristol TM & return	CANCELLED

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	
VSOE	DBS 67	London Victoria-Peterborough-Spalding-Sleaford-Lincoln & return	

Saturday 8th December 2012

Cheshire Cat Tours		Manchester Piccadilly--Swindon-Bristol TM and return	CANCELLED
Pathfinder Tours		Bristol TM-Birmingham NS-Carnforth-Leeds and return	CANCELLED
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	
VSOE	35028	London Victoria-Staines-Woking-Guildford-Shalford-Reigate-Redhill-East Croydon-London Victoria	

Monday 10th December 2012

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

Wednesday 12th December 2012

Railway Touring Co.	34067	London Victoria-Brixton-East Croydon-Redhill-Lewes-Eastbourne	
	WCRC 47	Eastbourne-Hastings	
	34067	Hastings-Battle-Tunbridge Wells-Sevenoaks-Bat & Ball-London Victoria	
Steam Dreams		Broxbourne-Cambridge-March-Peterborough-York	CANCELLED
VSOE		London Victoria-Guildford-Redhill-London Victoria	CANCELLED

Thursday 13th December 2012

Railway Touring Co.	60009	Norwich-Wymondham-Attleborough-Thetford-Brandon-March-Peterborough-Doncaster-York	
	60009	York-Doncaster-Grantham-Peterborough-March-Ely	
	2xWCRC 47	Ely-Brandon-Thetford-Attleborough-Wymondham-Norwich	

Friday 14th December 2012

UK Railtours		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	70000	London Victoria-Chiswick-Staines-Woking-Basingstoke-Salisbury-Sherborne & return	

Wednesday 19th December 2012

Steam Dreams	70000	London Victoria-Ascot-Reading-Didcot-Oxford-Evesham-Worcester Shrub Hill & return	

Friday 21st December 2012

Steam Dreams	70000	Shalford-Staines-Clapham Junction-Ashford-Canterbury West-Dover Priory-Folkestone Central-Ashford-Maidstone East-Bromley South-Clapham Junction-Staines-Woking-Guildford-Shalford	

Saturday 22nd December 2012

Hastings Diesels Ltd	Hastings DEMU	Hastings-Battle-Wadhurst-Tunbridge Wells-Tonbridge-Kensington Olympia & return	
Pathfinder Tours	DBS 66	Crewe-Stafford-Wolverhampton-Sandwell & Dudley-Birmingham NS	
	Colas 56	Birmingham NS-Evesham-Oxford-Reading-West London Junction-London Euston	
	DBS 60 & Colas 56	London Euston-Kew East Junction-Clapham Junction-Nunhead-Lewisham-Grove Park Yard	
	Colas 56 & DBS 60	Grove Park Yard-Crayford-Slade Green-Charlton-Angerstein Wharf	
	DBS 60 & Colas 56	Angerstein Wharf-Slade Green-Blackheath-Nunhead-Linford Street Flyover-London Waterloo	
	Colas 56	London Waterloo-Kensington Olympia-Greenford-High Wycombe-Banbury-Birmingham NS	
	DBS 66	Birmingham NS-Sandwell & Dudley-Wolverhampton-Stafford-Crewe	
Railway Touring Co.	60009	London Victoria-Kettering-Toton Centre-Chesterfield-Beighton Jn-Conisborough-Doncaster-York	
	2xWCRC 47	York-Conisborough-Beighton Junction-Toton Centre-Kettering-Bedford-London Victoria	
UK Railtours	To be confirmed	London Kings Cross-Potters Bar-Peterborough-Doncaster-Goole-Beverley & return	
Vintage Trains	5043	Tyseley WR-Tamworth-Derby-York & return	

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

NEWS IN BRIEF

■ A further charter has been cancelled due to DB Schenker's inability to find sufficient crew to operate the train. Torbay Express was forced abandon its 'Bath Spa Express' from Poole booked for 5th December after being advised of the problem. The company's earlier working, booked for 28th November, was also cancelled due to the lack of a suitable steam locomotive. With passengers from the earlier train no doubt consolidated onto the working booked for 5th December it almost certainly means that Torbay Express has lost a well loaded, if not full, charter.

■ The Branch Line Society is in the planning stage of a tour from Crewe to the East Midlands on 29th December. Lines around both Derby and Nottingham are expected to feature, most likely using an East Midlands Trains Class 156 or 158. Look out too for a potential DMU tour in the West of England early in the New Year. Note that these tours are not confirmed, and their website www.branchline.org/events will be updated if, and when, details of each tour are finalised. The Society will also be operating a DMU tour traversing the Battlefield Line on 8th December, in conjunction with its AGM later that day. Full details can also be found on the website.

Crewing issues hit charter workings again

The manning issues at DB Schenker UK continue to impact upon charters, with Pathfinder, this week, being in receipt of both good and bad news.

The bad news is that DBS has advised that it will not have the resources available to operate this coming Saturday's 'Jolly West Yorkshireman', and that as a result the train has now been cancelled. It has, in fact, been dogged with traction issues, having initially been earmarked for the return of Class 52 No. D1015 *Western Champion*, then, when it became clear that the 'Western' would not be available in time, a pair of BARS Class 31s were substituted. These have recently also become unavailable, leaving the train to be hauled by DBS traction throughout.

However, the good news is that DBS has also confirmed that it does have the resources to cover Pathfinder's pre-Christmas outing on 22nd December, 'The Thames Angerman', which is due to feature a Colas Class 56 from Worcester Shrub Hill to Angerstein Wharf, via London Euston. The outward working is over the Cotswold main line through Moreton-in-Marsh and Oxford, while the return works along the Chiltern main line via High Wycombe and Bicester, back to Birmingham New Street. It originates at Crewe, with pick-ups scheduled for Stafford, Wolverhampton, Sandwell and Dudley and Birmingham New Street. The train is scheduled to be 'topped and tailed' while working around the London area.

Above: LMS Princess Royal Class Pacific No. 6201 *Princess Elizabeth* **passes Didcot North Junction on 1st December, with the 08:05 London Paddington to Worcester Shrub Hill charter.** *Ken Brunt*

Below: Later the same day, 'A1' No. 60163 *Tornado* **awaits departure from Ipswich with the return leg of the 'Cathedrals Express' charter to Bath and Bristol.** *Don Brundell*

Nenta celebrates 31 years in the special trains market

North Walsham-based Nenta Traintours will be entering its 31st year of operating charter trains in 2013, making it one of the oldest established railtour businesses.

Its first-ever train ran in September 1982, and the operator has been successfully working out of East Anglia since. Despite the general economic gloom, 2012 has been a good year, and according to Nenta's, Ray Davies, the 2013 programme will revisit several places that have not been included in recent years. One such destination is the Severn Valley Railway, which Nenta passengers will be able to visit on 1st June, with Kidderminster being one of three options, the others being Worcester and the Black Country Museum at Dudley. There will be time to enjoy a return journey from Kidderminster through to Bridgnorth on the SVR. This tour originates at North Walsham and picks up via Norwich, Ipswich, Ely and Peterborough.

Bath Spa, Bristol Temple Meads and Cardiff Central are the options for Nenta's opening excursion on 13th April, which offers the chance to visit Cheddar Gorge and its caves, starting from Norwich and picking up along the Great Eastern route via Colchester and Stratford. Next is a trip across the border to Edinburgh, again from Norwich, calling at Ipswich and stations through Cambridge to Peterborough. This charter has a number of options as it works north over the East Coast Main Line, which includes York, Newcastle and Berwick-upon-Tweed, as well as Edinburgh.

The high season of July and August will see a further two outings, commencing on 27th July, which is a grand circular tour including a northbound working over the Settle & Carlisle, followed by a break in the Border City. There is an option for a cruise on Lake Windermere and a visit to Bowness on Windermere by leaving the train at Appleby on the outward leg, rejoining the charter at Oxenholme on the return. After Oxenholme, and with Shap now out of the way, there is another summit to look forward to on the return as the train is routed via Blackburn and Accrington to Copy Pit, before dropping down to the Calder Valley and back to East Anglia by way of Hebden Bridge and Doncaster. North Wales is next on the list, scheduled for 17th August, with set downs planned for Chester, Llandudno Town or Blaenau Ffestiniog, where a trip on the Ffestioniog Railway is a potential option (but subject to confirmation that the final timings from Network Rail will allow sufficient time to undertake such a journey). Both charters start out from Norwich, calling at principal stations via Ipswich through to Peterborough.

A visit to the Swanage Railway is one of the options on Nenta's 21st September working, which is enabled by a coach transfer from Wareham to the heritage lines northern terminus at Norden. The train, which also offers set-downs at Southampton and Bournemouth, continues through to Weymouth, where a visit to Portland Bill is an alternative to a wander around the Dorset Coast resort. From Norwich, this picks up along the Great Eastern main line through to Stratford, with the addition of Clacton. And finally, Nenta's 31st season concludes with a festive visit to the North East from North Walsham, Hoveton & Wroxham, Norwich, and then stations via Ipswich, Bury St Edmunds and Ely to Peterborough, ahead of a run over the ECML to York, Durham (with an optional visit to Beamish) or Newcastle.

Nenta Traintours has over the years earned a enviable reputation for quality trains, which again will be provided by the West Coast Railway Company, featuring either Class 47/57 traction operating in 'top and tail' mode. The operator serves East Anglia well, with its trains picking up along all the major routes in the region. Depending upon destination, all trains depart from Norwich and Ipswich, and then either head west through Thetford or Bury St Edmunds to Peterborough, or south over Great Eastern metals, via Colchester and Stratford.

Full details of all Nenta tours can be found at www.nentatraintours.co.uk along with details of short breaks and Capital Days Out.

Below: Class 47/4 No. 47580 *County of Suffolk*, **with classmate No. 47851** *Traction Magazine* **on the rear, passes Worleston, near Crewe, on 5th May, with Nenta Traintours 'North Wales Extravaganza' from Norwich to Holyhead.** *John Whitehouse*

Furness Railway Trust projects progress at Preston

Significant progress has been reported with the overhaul of the Furness Railway Trust's (FRT) GWR 5600 class 0-6-2T No. 5643, with the boiler being returned to the frames on 23rd November.

The boiler repairs have been carried out at Locomotive Maintenance Services in Loughborough, and have included the welding in of a number of steel sections to remove wasting and cracking on the firebox throatplate. Delays were experienced due to difficulties in obtaining boiler tubes to the desired standard, although thankfully these have now been sourced and fitted.

With the boiler off site, the FRT's own volunteers have been overhauling the smokebox, frames and running gear. The lower section of the smokebox has been replaced and now requires new boltholes machining so that it can be fastened to the saddle. The valve gear and axleboxes have also been overhauled, and the driving wheel tyres have been turned. Trust Chairman, Tim Owen, said: "We won't commit to a firm date to have No. 5643 back in traffic, but we hope it will be some time early in the 2013 season."

Meanwhile, progress has also been made with the FRT's new premises, with the steel framework for its new shed and workshop being erected at the Ribble Steam Railway (RSR). The structure is a joint venture with the RSR, with part of the building segregated to provide additional accommodation to the line's Ribble Rail railfreight diesel fleet. The remainder will be used to protect the FRT's fleet of locomotives and coaches from the ravages of the Lancashire weather, as well as including museum and workshop facilities. The building work will be completed during the course of next season.

Above: The Furness Railway Trust's GWR 5600 class 0-6-2T No. 5643 is seen inside the running shed at the Ribble Steam Railway following the returning of the boiler to its frames. The repaired section of the smokebox is clearly visible. *Tim Owen*

Signal school centenary celebrations

The signal school at York's National Railway Museum celebrates 100 years of service in January, and plans are underway to commemorate the centenary.

The simulator, which looks like a gentleman's train set, has been used to train would-be signallers since 1913.

On 18th January, to mark 100 years of its existence, the NRM will be launching a new interpretive film about the history of the layout. The following day, all past students that trained on the simulator are invited to the Museum between the hours of 11:00 – 16:00 to take a trip down memory lane and then join staff for a celebratory event at 17:00. The exhibition will open to the public on 20th January, with free of charge slots available via the Museum website or at the entrance desks.

From 1913, trainee signalmen used this equipment to signal the movement of trains around the layout, and learn the rules and regulations that ensured train travel remained the safest form of travel in Britain.

In 1995, redevelopment forced the signal school to close, but thanks to the efforts of a group of Museum volunteers it was recovered from Manchester Victoria station and brought to the NRM.

The model lay dormant until 1999, when reconstruction work began, and it has now been restored to its 1925 configuration. This was the year of the British Empire Exhibition at Wembley, so there were photographs and written evidence easily available to assist volunteer restorers with the project.

Russell Hollowood, Associate Curator, commented: "Mention simulators and most people think of flat screens and futuristic technology. However, this model is still used to train signallers of the future. We are proud to have been part of its 100-year history. Having a team of enthusiastic volunteers restoring this has been testament to the crucial past that this simulator has provided. Restored, the model has returned to doing what it was built for, turning the complex world of railway signalling into an engaging learning experience. We are hoping to see many ex-signal school students and enthusiasts in January when we celebrate this acclaimed milestone."

First run for 45149

Class 45 No. 45149 celebrated its 51st birthday on 1st December with a run in Toddington yard.

This was its first move under power in preservation, more than 24 years since withdrawal from BR service in September 1987.

The locomotive entered traffic with BR in December 1961 as No. D135, was renumbered to 45149 in February 1975 and remained in traffic until withdrawal at Cricklewood depot where it lay rotting away until being moved to Leicester SP in September 1991.

It was bought by Pete Waterman in August 1992 and moved to Heysham for restoration in October of that year. It ended up at Crewe in April 1994 before being moved to Toddington on the Gloucestershire Warwickshire Railway (G-WR) in April 1997 for restoration work to continue. The last few months has seen the restoration team searching for, and repairing, the many air leaks and enabled the locomotive to take power from the desk controls on 1st December. With the success of its move, the support team will now continue work to complete the restoration and add the 'Peak' to the G-WR's operational fleet.

Swindon & Cricklade coach project given grant boost

A renovation project in Swindon that has been hit by delays has been awarded a grant of £6,000.

The Swindon & Cricklade Railway has announced that it has secured the further £6,000 in additional funding from the Hills Group to help complete the restoration and wheelchair access conversion of a 1959-built BR Mk1 corridor coach.

Hills made an initial grant award of £21,000 for the vehicle's restoration back in 2009, but the project has had major setbacks due to appalling weather conditions, including two extremely harsh winters .The extra money will now ensure the project is finished and the fully-accessible coach is in use for the start of next season.

Mike Hill, Chief Executive of the Hills Group, commented: "We have long supported the work of the Swindon & Cricklade Railway, which not only provides a marvellous facility for local people and visitors, but maintains a piece of heritage that would otherwise be lost. The renovation project will provide them with much-needed extra resources, but they have been hampered by poor weather, a daunting set of repairs and marshalling the volunteers. We are happy to help to make sure all the hard work put in so far is not lost. I certainly look forward to riding in it once all the repairs are complete." Brian Pound, Chairman of the Railway, said: "Having the use of this coach will be a great asset to the Railway as it means wheelchair users can ride in the same carriage as non-wheelchair users and in a much more comfortable manner."

NRM issues update on *Flying Scotsman* overhaul

Following the publication of an independent report last month, the National Railway Museum appointed railway engineering consultancy firm First Class Partnerships to provide independent advice on the completion of the protracted overhaul of *Flying Scotsman*.

The UK-based engineering specialists are currently working on recommendations on the most effective approach to completing the final stages of the restoration project to bring No. 4472 back to the main line.

In the meantime, some limited work on the Gresley A3 class Pacific is continuing in the workshop of the York museum. This includes the complete installation of the bogie stretcher, overhaul of the bogie centre casting and side check brackets and the fitting of the sand boxes and associated pipework. The installation of the new fitted bolts to the motion brackets and fitting of the reverse shaft has also been completed.

Work is also progressing on the manufacture and installation of the ash pan sprinkler, the pipework of the lubrication system and the fitting of the cab floor. The front running plate has been removed to enable the engineering team to carry out these tasks. A Museum spokesperson said: "At this stage we are unable to give timings on the delivery of the report or speculate on any decisions that may be made as a result of their findings. However, we hope to provide an update in the New Year."

Below: *Flying Scotsman* **sits in the National Railway Museum's workshop on 3rd December, still adorned with the wartime black livery in which it was unveiled to the public a year and a half ago. It has not yet been officially decided whether or not the locomotive will return to Ian Riley's Bury workshops for completion of the overhaul.** *Ron Cover*

Portuguese 'Hoover' parts recovered to Britain

Paul Spracklen, owner of Class 50 No. 50026 *Indomitable*, took delivery of English Electric 16CSVT power unit No. IH7325 from Portugal on 29th November, and has praised the efforts of those responsible for sourcing English Electric spares from overseas.

Portuguese Railways has recently withdrawn its 10 Class 1800 locomotives, based on the Class 50 design, and sold them to a local scrap merchant. Cutting up of the locomotives was underway, until the scrap merchant was approached by two local enthusiasts regarding the engines from locomotives Nos. 1806 and 1807.

Following this initial approach, Andrew Johnson of Heritage Traction Ltd, a recently incorporated company, immediately flew to Portugal where he agreed with the scrap merchant to suspend further work while arranging for the purchase of engines for No. 50026 and No. 50044 *Exeter* on behalf of their respective owners. There are a large number of engine parts still available, although many electrical parts had already been robbed from the locomotives, and Mr Johnson is arranging for the possible purchase of further parts while they are available.

The two gentlemen are now liaising regarding the demand for spare parts, and anyone seeking spares or further information is asked to contact tours@ptg.co.uk

Metropolitan E class under test at Severn Valley

Above: Following its initial trial runs at the Avon Valley Railway (see RH340), the sole-surviving Metropolitan Railway E class 0-4-4T No. 1 moved to the Severn Valley Railway last week. It is pictured being moved into position outside Bridgnorth signalbox for axle load weighing on 28th November. Between 28th-30th November it underwent loaded test runs, which were completed successfully. The locomotive is poised to make a return to its former Underground metals next year, with a recreation of the very first runs between Paddington and Farringdon (now part of the Circle and Hammersmith & City lines) scheduled to take place on 13th and 20th January, almost 150 years to the day since the first journey on 9th January 1863. The coaching stock for the commemorative trips will consist of original Metropolitan Jubilee coach No. 353 and the Bluebell Railway's four-coach rake that was formerly used on the Chesham branch shuttle. It is expected that Metropolitan Railway electric locomotive No. 12 *Sarah Siddons* **will also be used.** *Steve Llewelyn*

NBL Preservation Group launches LNER tender appeal

The North British Locomotive Preservation Group (NBLPG) has begun an effort to purchase and restore one of the last surviving non-preserved LNER Group Standard tenders.

The tender was bought from Thornaby depot many years ago and, after use as a waste oil tank, is currently stored in a yard in Yorkshire. It carries only one number, '041249', and the NBLPG would be delighted if any historians out there can help to identify it.

The NBLPG needs to raise £6,000 to purchase the tender and move it to join other items and equipment it owns at the Mizens Railway near Woking. Once on site, the Group plans to carry out a cosmetic restoration to make it presentable for display in the short term.

Tenders of this type ran with many locomotives built by North British for the LNER, including classes K3, B1 & K1, and of course the later members of the NBL-designed B17 class that were built by the LNER at Darlington and by Robert Stephenson & Co. The Group believes that this tender is an important survivor from the steam age and, having lasted so long into the 21st century, it is fully deserving of preservation in its own right. The current owner wishes to clear his yard after Christmas, so there is only a very limited time to raise the necessary funds.

Contributions towards the tender appeal should be sent to NBL Preservation Group, 4 Porchfield Close, Earley, Reading, Berks, RG6 5YZ. If anyone would like further information, please email Ken Livermore or telephone 01189 864 706.

Above: **Work has been continuing to clear the trackbed from Leekbrook Junction towards Stoke in spite of the opposition posed by the village green application. This view looking towards Stoke depicts the current condition of Endon station.** *David Gibson*

Council ruling clears the way for MCR extension

An obstacle standing in the way of Moorland & City Railway's (MCR) ambitions of reopening the line from Leekbrook Junction to Stoke on Trent has been removed with the resolution of an issue concerning the railway land at Endon.

This is the location of the first station west of Leekbrook Junction, and had become the subject of a legal dispute between a resident of the village and the railway. The resident claimed that the land should be designated as a local amenity which would, if successful, defeat the plans of MCR to reopen the railway. This action was taken in September 2011 with an application to Staffordshire County Council (SCC) that the land at Endon along the disused railway line should be registered as a Town or Village Green. SCC duly advertised the application and informed all the relevant landowners, including Network Rail (NR)who owns the land, and MCR who are the leaseholders.

Objections to the application were duly received from Network Rail as the freeholder and MCR as the leaseholder, together with the Churnet Valley Railway, Endon with Stanley Parish Council, SCC (in its capacity as Planning and Transport Authority), Staffordshire Moorlands District Council, the Office of Rail Regulation, several local councillors and members of the public.

To succeed, the application for the land to be designated a Village Green had to meet certain criteria as set out in Section 15 of the Commons Act 2006, which states that "a significant number of the inhabitants of any locality, or of any neighbourhood within a locality, have indulged as of a right in lawful sports and pastimes for a period of not less than 20 years" and "that they continue to do so at the time of the application."

Network Rail's objection included reference to the British Transport Commission Act of 1949 which states that trespass on a railway line is a criminal offence, and while the line in question was currently not in use it could be brought into use at short notice and remained part of the national network.

The matter was the subject of a meeting of The Countryside and Rights of Way Panel of SCC at a meeting held on 16th November. The Panel were acting on behalf of SCC who is the Registration Authority, and after detailed examination of the application deemed that it did not 'fully satisfy' the legal tests set out in Section 15 of the Commons Act of 2006 as detailed earlier. The matter was referred to Queens Counsel, who agreed with the officers of the Panel that the application to re-register the land as a Village Green should be refused.

There are a number of issues affecting the outcome of this case, perhaps the most telling of which is that the railway line, although currently disused, has not been subject to any closure procedures and remains part of the national network which means that anybody without proper authority entering onto the line is trespassing and therefore committing a criminal offence.

Equally, a key element required by the Commons Act of 2006 was that the land was used by local residents for lawful sports and pastimes for a period of not less than 20 years and continue to do so today. Being a railway line, albeit progressively overgrown, would preclude many sporting activities, and the last freight train to operate over the line was the regular workings to Oakamoor which finished in 1988, but more importantly, the last train to operate over the route was probably Pathfinder's 'The Leeky Pot' charter which operated along the entire length of the line to Cauldon Lowe on 28th May 1994. No doubt there may well have been inspection or engineering workings after that date, which proves that it was a working railway less than 20 years ago. There is no right of appeal to the decision of the panel, and the only remaining avenue for the applicant is to seek a judicial review.

Clearance of the overgrown section between Leekbrook Junction and Endon has continued during this legal process, and the track is now clear of the trees and shrubs which had taken over during the years out of use. However, MCR Director, David Kemp, told *RH* that to realise MCR's ambition of running freight trains over the branch from Cauldon Lowe and onto the national network the entire branch will need to be relaid and a formal announcement concerning this is expected soon. Also, the planned merger of the owners of the quarries at Cauldon Lowe, Tarmac and Lafarge is apparently now at an advanced stage, and when completed, talks between the new entity and MCR can begin in earnest about possible railfreight operations. Currently, MCR is optimistic that the freight flow will be greater than originally anticipated.

Timescales remain fluid but relaying the line from Cauldon Lowe through to Stoke on Trent could well commence by the final quarter of next year with a formal re-opening towards the end of 2014. In the meantime heritage workings should continue to Cauldon Lowe until the relaying work commences, and also through to Endon subject to some further work to bring the existing track up to an acceptable standard.

Keighley duo

Above: The popularity of the Keighley & Worth Valley Railway's Ivatt class 2MT 2-6-2T No. 41241 is showing no sign of declining as the expiry of its current boiler 'ticket' looms ever closer. On 30th November, it was the star of a photo charter, during which it approaches Oakworth station with a mixed train. *Fred Kerr*

Below: Recently-overhauled Midland Railway Fowler 4F 0-6-0 No. 43924 arrives at Oxenhope with the 11:45 ex-Keighley on 17th November. Hudswell Clarke 0-6-0 diesel shunter No. D2511 waits to assist with the run round. The '4F' was the first locomotive to be removed from Woodhams scrapyard at Barry for preservation. *Neil Treadwell*

Retaining wall collapses on South Tynedale Railway

Almost unprecedented water levels at the point where flows from the South Tyne and Nent rivers meet has washed away a section of retaining wall about 50 metres north of Alston station on the South Tynedale Railway (STR). The wall is part of the original Victorian railway infrastructure.

STR spokesman, Brian Craven, said: "We noticed a small crack a couple of weeks ago during a routine safety inspection, and had already alerted our consulting engineer to the problem. But the massive amount of rain hitting the North Pennines in the last few days raised the rivers to levels that few can recall seeing before. About 20 large stone blocks have washed away, leaving a gaping hole in the footpath beside the Railway and threatening the trackbed. We have closed the path, and fortunately it is our closed season so trains are unaffected in the short term."

Full repairs will cost more than £125,000, which is a massive amount for the railway society to raise. In the short term railway society engineers will carry out repairs that ensure the Railway's Santa trains run as planned. Volunteers are gearing up for a massive effort to complete the project just as soon as it gets the green light. In the meantime the railway society is starting an urgent appeal for emergency funds to make sure that full-scale repairs get under way as soon as possible in the New Year. Recently appointed STR Chairman, Richard Graham, said: "We are committed to running our Santa trains later this month. We have hundreds of bookings and we will be working flat out to ensure that our visitors get the first class service that they have always had during our popular Santa trains season."

Funds for the repair work are urgently needed, with a figure of £50,000 required immediately to safeguard against further damage.

Donations of any size may be sent to: STRPS Capital Projects Account - 'Wall', A/c no 20212725, SCN 20-40-09, Barclays Bank plc, Front Street, Alston, CA9 3SE. Donations can attract gift aid, which will increase the value by 25%. Gift Aid forms are available via the railway's website.

MRT announces 2014 'Tracks to the Trenches' event

The Moseley Railway Trust (MRT) has announced it is to mark the centenary of the start of the First World War with a major event, entitled 'Tracks to the Trenches – 2014'. The event will take place from 12th to 14th September 2014, and the MRT is confident that this will be one of the major narrow gauge and First World War centenary events taking place that year.

The Great War was one of the key turning points in European history, and narrow gauge railways played a major part in the war. All combatants made considerable use of tactical 60cm/2ft gauge railways, supporting the colossal demands that the first truly modern war put upon logistics systems. This moment in history helped define and standardise the gauge of many post-war industrial railways, including the systems at Ashover, Nocton and Leighton Buzzard, among others, through the use of readily available war surplus materials.

The Trust is pleased to be able to confirm the booking of the first visiting steam locomotive to the 'Tracks to the Trenches' event, in the shape of Baldwin 4-6-0T No. 778 from the Leighton Buzzard Railway in Bedfordshire. No. 778 has made few visits to other lines since restoration was completed in 2007, so this event will provide some unique locomotive/rolling stock combinations and photographic opportunities.

No. 778 is a 10-12-D class locomotive, the classification designated by the manufacturer. They were supplied en-masse to the British War Department from 1917 onwards in all theatres, eventually totalling nearly 500 examples by 1918. They were the most common steam locomotives operated by the War Department Light Railways during the Great War. Based on a very similar design previously supplied to the French Army in Morocco; they had a limited life expectancy on the battlefield of a mere six to eight months.

Above: Baldwin 10-12-D class 4-6-0T No. 778 is the first confirmed visitor for the Moseley Railway Trust's 2014 'Tracks to the Trenches' event. The locomotive is one of only a few survivors of a class of over 500 that were shipped to the battlefields of the Great War, and is thus an important star of the 100th anniversary celebrations. *MRT*

Gareth Roberts, one of the event organisers of the 'Tracks to the Trenches' event commented: "Today, only a very small number of these machines have survived, and an even smaller number are operational. We are extremely grateful to the Greensand Railway Museum Trust and the Leighton Buzzard Railway for making available this locomotive, fully restored to original appearance, for this important WW1 Centenary commemoration."

A website has been set up for the Tracks to the Trenches event at www.ww1-event.org The Trust would be very pleased to hear from individuals or groups wishing to participate in the event, with contact possible via the website. The Trust is also seeking sponsorships for elements of the event, there being opportunities from main event sponsor to individual donations.

Exposure

Promoting photography from a different or alternative viewpoint

Following positive feedback from the first publication of this 'occasional' feature in Issue 336, *Railway Herald* presents the next instalment of Exposure.

Following Issue 336, several readers queried the requirements for contributing to the 'Exposure' feature. The requirements, such as they are, purely involve photography from a different viewpoint to the day-to-day images. That may be using the surrounding landscape or infrastructure to frame or enhance an image, using light differently, or simply taking an artistic view - in essence anything that does not present the standard front-three-quarter view and that will make the viewer interested in the picture, because it is different. It has to be said that 'thinking outside the box' and putting a different slant on photography is not necessarily as easy as it sounds, and while some photographers have an 'eye' for such pictures, for others it takes effort and patience. But the rewards can be very good, as this selection shows.

Photographers wanting to submit images for this column, should send them via email to the editor.

Above: The sun is about to be eclipsed by storm clouds as Class 90 No. 90008 *The East Anglian* **climbs out of Ipswich at Bourne Park on a London service.** *Antony Guppy*

Right: A private monorail system in Las Vegas connects the Vdara and Bellagio Casino establishments with Aria/Crystal and the Monte Carlo Casino, and is a separate entity to the 'official' Las Vegas Monorail that broadly runs along Las Vegas Boulevard. A four-car unit heads west towards Bellagio, framed by the supporting steelwork. *John Vaughan*

Above: Night photography often provides the opportunity to capture the atmosphere of the railway, although in many cases the lighting is either too bright or directed for the more front-three quarter view. During an evening photographic session on the Avon Valley Railway however, the lighting and crew were posted to create what could be a pre-Nationalisation view involving the visiting LNER J15 No. 7564. *Jack Boskett*

Below: With the London Eye in the background, Class 444 Desiro No. 444004 prepares to depart from Waterloo, forming an evening service to Portsmouth Harbour. This handheld shot goes to show that the better low-light qualities of a the latest digital SLRs provide the photographer with opportunities that were not previously available. *Brian Morrison*

Above: During a running-day at Adrian Shooter's private 'Beeches Light Railway' in Steeple Aston, Oxfordshire, new-build 'Quarry Hunslet' *Jack Lane*, visiting from the Statfold Barn Railway, has charge of a passenger service. This is an interesting and technically good slant on the traditional front-three quarter style view, by framing the locomotive with the tree line, and looking towards the sun, a silhouette effect is obtained, which serves to emphasise the smoke from the chimney and also the crew. *Tim Edmonds*

Below: The recent heavy rainfall across the West Midlands and the South West has resulted in standing floodwater in many places. LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* is silhouetted against the evening sunlight as it passes flooded fields near to Eckington, Worcestershire, with one of the last charter workings of its current boiler certificate. The perfect trail of steam and smoke leads the viewer's eye to the focus of the image - in this case, the Stanier Pacific. *Jack Boskett*

David Shepherd - Preservation Pioneer

In Part 2 of his interview with preservation pioneer, artist and wildlife conservationist David Shepherd, Andrew Fowler finds out about David's exploits in Barry scrapyard, his experiences of preservation and his wonderful collection of African locomotives.

Barry Scrapyard

In order to safeguard the future of his pair of ex-BR locomotives, David Shepherd realised early on that, in addition to the wealth of spares acquired directly from the steam sheds, he would also need a vast number of other parts. Around this time, Barry scrapyard was the place to go for steam locomotive spares, with literally hundreds of locomotives there awaiting cutting up – or so it was thought at the time.

David explains: "I remember those early days very well. I had a Bedford 3-Ton truck of my own at that time, and I took that down to Barry. The team of mad enthusiasts that were supporting my endeavours with *Black Prince* accompanied me, and we loaded the truck with stuff. At that time, I was free to take what I wanted off any engine, and the chaps at Barry helped. They even loaned me their oxy-acetylene on several occasions so that I could cut off what I wanted and not waste time loosening rusted bolts!"

One of the first casualties of David's efforts was 9F No. 92212, itself now preserved. David recalls leaving the locomotive devoid of many of its fittings and with several large holes in critical places. He adds: "Billy Woodham was very helpful even in those days. I think we got a truck full of stuff – motion parts, clack valves, injectors and heaps of other brass – for about £110 or so."

While David recognises the fantastic contribution that the Woodham brothers made to preservation through not cutting up the locomotives in their yard, he is under no illusions about the principal reason behind the survival of so much of our railway heritage. He comments: "There has been so much rubbish in the press about Dai Woodham. One idiot wrote to the press saying that he should be knighted for being the "God of preservation", or some rubbish like that. He was only not cutting up steam engines because he was making far more money cutting up wagons. With the plentiful supply of wagons being easier to dispose of, they were kept too busy to even make a start on the engines. The interesting thing is that all the scrap steel from the wagons was loaded straight onto ships at Barry docks and sent to Japan, whereupon it came back into England in the form of Toyota cars!"

David has another fun memory of a much later visit to Barry. With a distinct chuckle, he says: "I'd gone down to pick up a few bits and pieces, and there was another group of preservationists – from the Keighley and Worth Valley, I think – and they hadn't seen me. I heard one of them shouting, "That bloody bugger Shepherd's had all the bloody bits off all these buggering engines!" Of course, he was right – because back then there were very few engines that had been 'reserved' by preservation groups. We stripped No. 92212 back to virtually a bare shell – we literally had everything of value off it. That was the funny thing about preservation, because despite this, only a few years later *Black Prince* was in bits for overhaul and No. 92212 was back in traffic – so that served me right! That said, we are all friends in the business - we had to be back then. It was great – we achieved miracles in the early days, restoring and maintaining these gigantic machines with the bare minimum of resources."

Below: Having purchased *Black Prince*, David Shepherd needed to find a permanent home, and after the Military Railway at Longmoor was closed, a search was underway that ended with the start of the East Somerset Railway, which became home to both of David's locomotives. In August 1984, No. 92203 is pictured in use on the line. *Derek Garrett*

Above: No. 75029 *The Green Knight* **remains in the condition in which David Shepherd maintained it following withdrawal, and is in regular use on the North Yorkshire Moors Railway. The locomotive climbs past Beck Hole on 19th February.** *Chris Trerise*

Thoughts on preservation

His wealth of experience in not just owning and operating two large steam locomotives but also helping to set up and run the East Somerset Railway has given David Shepherd a great insight into the preservation movement. Have things changed all that much over the years? He doesn't think so. He elaborates: "When we set up at Cranmore, we thought it was important to do things on quite a small scale in order to keep our overheads down, and consequently be able to give value for money to the public. I personally feel that it is not the best idea to have too long a line. It has always been quite expensive to visit a railway, however long it is – a typical family of a father and mother and three kids is probably about a hundred quid out of pocket before they have got on the train. The more track you have, the higher the cost of maintenance, and if that is passed on to the customer, they won't come. At Cranmore, we only had the one station to start with, and as far as the taxman was concerned this meant we were a ride rather than a railway, providing a journey between two points. The big difference was that as a ride we had to pay VAT to the Government, a situation that lasted for about five years. I felt it was completely immoral that a charitable company had to pay VAT in this way, so we soon added another station and a footpath so that visitors could take a walk at the far end of the line. Therein lay the solution to the issue."

Even in the early days, the railways had to cater for more than just the enthusiasts, as David comments: "One thing I learned very early on is that steam railways are a tourist thing, so you've got to provide something for everyone in order to make a go of it. When a family comes, mum hates steam engines and is being dragged along under sufferance. You've got to convince the whole family that you are the place to visit. In other words, I think it's not a good thing to have rows and rows of steam engines lying about on show and quietly rusting away under tarpaulins, waiting for money that isn't there. There are a number of railways out there that are loaded with too many engines, too many coaches, too many of everything. Families don't want to go to railways that are like scrapyards. When a family arrives, the first thing they want to see is a decent restaurant, a shop and toilets. We had this at Cranmore, all created from nothing, and we turned the derelict signal box into an art gallery. One of our members at that time, in the early days, commented, "We don't want bloody elephant pictures in the signal box, we want it to work the signals!" However, the art gallery raised a lot of money, and it is good to know that today the signal box is back in working order."

As for the enthusiasts, then as now, while they are of course important to the heritage railways they are very much in a minority among the visitors. The 'tight-fisted' enthusiast label may be a stereotype, but as David remembers it is sometimes well deserved: David adds: "On one occasion I remember four enthusiasts arriving in a car, three of them giving their cameras to the fourth one. He then bought one ticket and came in and got photos for

everybody while the others stayed in the car. They were too mean even to spend a few quid on a ticket! Likewise, of course, the 'rivet counting' enthusiast existed back then, just as they do now. I remember Geoff Drury, whose family now own the A2 Pacific *Blue Peter,* at a very posh 'do' in Birmingham, I think, with Bishops and the like in attendance. Geoff was in his best suit – it was that sort of an event – and there was a problem with *Blue Peter* and he had to crawl under the engine between the frames. He was understandably cross, and was cursing the engine furiously, when, through the spokes of the driving wheels he saw a couple of pairs of legs walking alongside. One of the chaps said to the other, "These owners get it all wrong; the lining on the tender's half an inch too wide!" This was the last straw for Geoff, who snaked his hands out and quickly grabbed hold of a pair of feet, yelling, "I wish you bloody enthusiasts would do something constructive for a change instead of criticising!" They got the shock of their lives!"

Fortunately, not all enthusiasts are like this, and indeed there are those that are so keen on the hobby that they become involved in the running of one or more heritage lines.

David continues: "Another thing I learned when helping to run the East Somerset Railway is that a heritage line depends on a very tightly managed group of railway enthusiasts. Some members of the railway would prefer to be concerned only with their own particular wagon or coach, and I found that it was a case of knocking together a group of individuals and turning them into a team. One good example of this was a weekend gala at Cranmore, when so many visitors came to the railway that cars were encroaching into the village itself. It caused traffic chaos, and a few villagers became quite upset. To alleviate the problem, I went into the shed where a volunteer was working on his wagon, and asked him for help. He could have said, "It's my wagon, and I can do what I like." Instead of being difficult, he simply replied, "Okay mate," stopped what he was doing and went into the car park to sort it out. He realised, of course, that if the public get cross because they can't park their cars, they don't come back. If they don't come back, the railway will close and he'd have to find a new home for his wagon anyway."

It's often forgotten that David Shepherd has also owned a number of other locomotives. A pair of Zambezi Sawmills locos were presented to him by the President of Zambia in the 1970s, and one of these is now kept in the railway museum in Livingstone and has been restored to working order, while the other was brought to Britain along with a passenger coach. He explains: "The whole story would be a book in itself, and a few scenes about it were included in a BBC film, 'The Man Who Loves Giants'. This was then followed by a film solely about the engine and its journey back to Britain, called 'Last Train to Milobezi'. Suffice it to say that my Zambezi Sawmills engine, dating from 1896, and a coach have now been cosmetically restored, and I've donated them to the National Railway Museum. They are currently at the Museum's outpost at Shildon, but hopefully they will eventually move to York Museum itself once the overhaul of *Flying Scotsman* is finally finished."

Of the *Flying Scotsman* overhaul itself, he comments: "I think it is appalling, the amount of money that has been spent there. I'm not blaming anybody – I don't know enough about it and I don't want to fall out with the people at York – but how on earth can it cost the best part of six million quid to buy and overhaul a single locomotive?"

David also owns a South African

Below: David's British-built Zambezi Sawmills locomotive, which he repatriated in the 1970s, was briefly displayed in the car park at the rear of Bristol Temple Meads station, where it is pictured on 9th January 2005. It has now been the subject of a full cosmetic restoration and is presently at Locomotion, Shildon. *Brian Garrett*

Above: Wasted power! During an open day on 21st June 2008 at Meldon Quarry, adjacent to the East Somerset Railway, USATC S160 class 2-8-0 No. 5197 pilots No. 92203 *Black Prince* up the grade with a rake of stone wagons on the drawbar. *Brian Garrett*

Railways 15F class 4-8-2 No. 3052, which is named *City of Germiston*. The tale of how he came to own it is an interesting one, as he explains: "I was a guest on a South African radio programme, when I commented that I'd love to own a member of the class – a locomotive even bigger than *Black Prince*. Obviously someone in the railway fraternity was listening, because a message came through stating that if I agreed to do a painting of the engine and donate it to the railways, they would give me a '15F' in exchange. We had a handing-over ceremony in Kimberley station, with a lot of VIPs present. This enormous 15F class stormed in, with about nine coaches in tow. I was told, "You can't have the coaches, but you can have the engine." After this, everybody clapped and that was that. It was at this point that my wife said to me, "Darling, can't you stop collecting large toys?" It's the only time in 55 years of marriage that she's said that to me."

No. 3052 is presently in main line running condition, being looked after at Germiston steam shed by a team based in Johannesburg.

David's BR Standard locomotives today

Sadly, David no longer owns BR Standard Class 5MT No. 75029 *The Green Knight*. His original intention was to keep the locomotive in the family, as he explains: "*The Green Knight* was given to my wife Avril for a birthday present, and she said, "Darling, I don't really want 130 tons of steam engine!" I have to say at this point that all through the madness of buying dirty great lumps of steam engine, the wives, daughters and mistresses of railway nutters like me don't get enough credit. We would be working all weekend on these filthy great things, and getting completely covered in dirt and oil and the like, and bringing various parts home and dumping them under the spare bed and ruining the carpets, and they tolerate things like this in the best of spirits. Anyway, she didn't want an engine of her own, so she donated *The Green Knight* to the East Somerset Railway. Sadly, the railway was going through a bad patch financially, so the engine had to be sold to the North Yorkshire Moors Railway." No. 75029 still wears the nameplates applied by David and unveiled by General Lonsdale all those years ago at Longmoor. It is a valued member of the fleet on today's North Yorkshire Moors Railway, and returned to traffic following its latest heavy overhaul in February. It can regularly be found on Network Rail metals today, working between Grosmont and Whitby or Battersby.

Meanwhile, David's 9F *Black Prince* has found a niche on long-term loan to the North Norfolk Railway. This has a significant benefit to the David Shepherd Wildlife Foundation as each time the locomotive ventures out it carries a headboard bearing the Foundation's name. David comments: "The Poppy Line is visited by huge numbers of people throughout the year, and many of these notice the headboard and then go home thinking about tigers. It gives me a chance to remind people that you can always build another steam engine, but you can't build another tiger. The marvellous thing about that line is that for the first time since I bought *Black Prince*, which is 45 years ago now, it has been used every day for three weeks without a break. It's great, because it's just what steam engines were designed to do. Of course, every time it is in steam, they pay me, so some of its costs are coming back to me ahead of the next overhaul, which is looming ever closer – it's due at the end of next year."

Black Prince itself is now for sale. David has taken the difficult decision that now is the time to pass it to a new owner. He says: "It is early days yet, but the engine is still being marketed, so watch this space, as they say!"

David is often asked about the possibility of *Black Prince* appearing on the main line after the next overhaul, should the locomotive remain in his ownership. He says: "This has been going on since I took her to the first York 'Railfest' event several years ago, just after Bill Parker had finished her last overhaul. People were flooding onto the footplate all day, and by far the most common question I fielded was, "Will she be going on the main line?" That is the last thing I want, with all the bureaucracy that surrounds this

sort of thing today. My thinking was reinforced just recently when I was in the cab of *Tornado*, just for a bit of fun, when it was at the Poppy Line. All the technology that has to be in an engine's cab is just mind-boggling – *Tornado* even has to have a mobile phone. The drivers of such locomotives 50 years ago would laugh at such technical rubbish. Drivers and firemen used to be able to manage just fine without all this electronic equipment, and we do just fine on the preserved lines today. I think most of today's volunteer crews would find it insulting if their cabs were suddenly filled with this stuff because the powers that be thought they were incapable of doing their job properly!"

So what is it that makes David so passionate about steam? He says: "I'd weep if I lost *Black Prince*. She's a part of my life – my wife and I have four girls, and she's like my fifth daughter. People tell me I'm mad talking like that, but I've found that a steam engine is just like a horse. If a horse knows you can't ride, it will play up, and *Black Prince* will do just the same with an unfamiliar crew. A classic example of this was when the engine went down on the main line to Worcester and Hereford for Bulmer's Cider Festival – years ago now. My own team got the engine and support coach to Oxford without a hitch, where we handed the loco over to a BR crew. Off we went, and the fireman was clearly struggling from the off. He was just pushing the coal through the firehole door - now I am not an experienced main line fireman but even I know you don't do it that way! It was as if *Black Prince* had decided to have some fun with this chap, and I was on the footplate absolutely loving it! The pressure gauge needle was just dropping away, and the further it dropped the harder the fireman swore. We were 20-minutes late by the time we got to Worcester, at which point he got off and said, "I'm not doing that effing job again!" The next fireman got on, and saw there was hardly any pressure. He said, "What's the matter with you, you bitch!" and gave *Black Prince* a kick. Almost immediately, the pressure began to come around. It might sound a bit over the top, but that is the way it happened, and that's why a loco is just like a living, breathing thing. Whenever I've been around *Black Prince*, at the end of the day I give her a pat. We once had two lovely elderly ladies on the footplate, and they were so excited by the experience. They thanked me, but I said, "Don't thank me, thank *Black Prince* and give her a pat." All the people on the platform next to us were definitely thinking, "David Shepherd's lost his marbles completely!"

David says that every driver that has worked on *Black Prince* has declared it the best engine they have ever been on. It is certainly a popular performer at the North Norfolk Railway, and has always been in demand as a visiting engine at galas around the country.

So much preservation history has been created or influenced by one individual; it began with something as simple as a model railway and was firmly bolstered by the experiences gained painting in the dark and filthy environment of the engine sheds in the dying days of steam. Thankfully, those of us that weren't around at the time are able to get an inkling of the experience from some of David's excellent railway paintings.

A selection of these are still available to purchase, as either open or limited editions, via the David Shepherd Wildlife Foundation website with the added bonus that the proceeds go towards helping protect endangered species.

Below: The last outing for *Black Prince* before it was put up for sale took place on 4th - 7th October, when the locomotive was one of the star guests at the West Somerset Railway's Autumn Steam Gala. Under a threatening sky, No. 92203 storms up the grade past Water Lane bridge, between Stogumber and Crowcombe Heathfield. *Andrew Fowler*

United States

Above: On the Montana Rail Link, SD40XR No. 256, a rebuilt SD40-2, and SDP40R No. 290 depart from the loop at Plains, Montana on the former Northern Pacific main line with the Thomson Falls to Missoula gas working, which runs twice daily in each direction. The second locomotive, No. 290, is unique as it is the only survivor of the batch, being built in May 1966 by General Motors as a SDP40 for the then Great Northern. *Ian Lothian*

NS completes upgrade of massive coal export terminal

Norfolk Southern has completed a major upgrade to its Lamberts Point export coal transload facility in Norfolk, positioning it to remain the largest and fastest coal transload facility in the Northern Hemisphere.

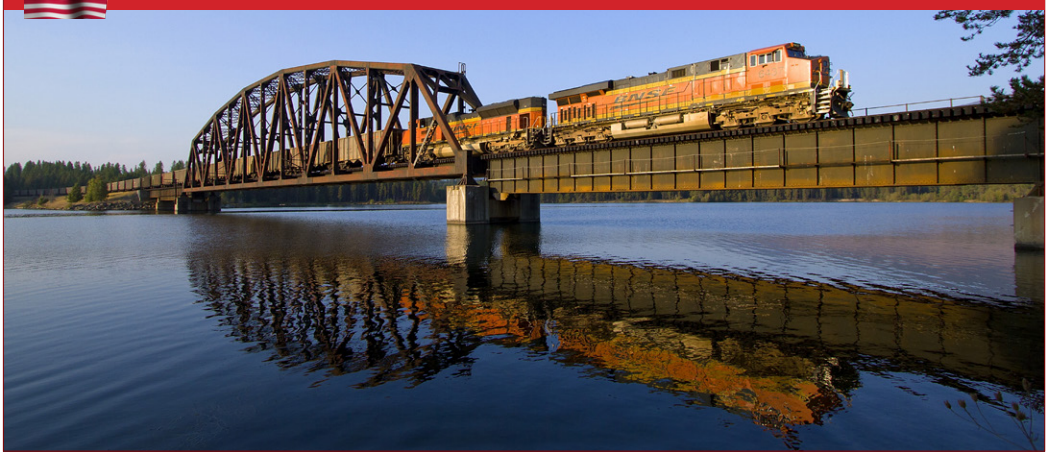
More commonly known simply as Pier 6, the facility transfers coal hauled by train from the Appalachian coalfields to ships bound for world markets. The $18 million upgrade, completed on schedule over a 90-day period beginning in August, involved major overhauls of the facility's dumper system, which transfers coal from rail wagons to a conveyor system and its two loaders that deliver the coal to the ships. The system consists of two pairs of dumpers, each pair handling two coal wagons at a time, which rotate them 135 degrees and discharge their contents into a conveyor system that transports the coal to the pier. The rotary discharge equipment was lifted clear while the steel support structure was replaced and received an electrical and mechanical overhaul. New solid-state drives have replaced the generator sets on the north rotary car pushers, which push loaded wagons into position. The upgrades coincided with the 50th anniversary of Pier 6, which began operations on one loader in December 1962. The second loader came on line in the spring of 1963. Pier 6 has an annual throughput capacity of 36 million tons of coal. With both sets of equipment and both loaders operating, it can handle up to 8,000 tons of coal per hour and takes an average of 30 hours to load one ship with 80,000 tons, a typical load.

In January 2012, Pier 6 loaded a record 159,941 net tons of coal onto a ship bound for China, completing the job in less than 48 hours.

Much of the coal handled by Pier 6 is metallurgical coal, ideal for steel manufacturers, but it also has the capability of trans-loading thermal coal for coal fired power plants.

Below: A view of Pier 6 from January 2010. Note the numerous sidings of coal wagons. *NS Flickr*

United States



Above: **An eastbound BNSF coal train from Centralia, Washington, rolls across the Clark Fork River, on Montana Rail Link's scenic fourth subdivision. Leading the train is General Electric-built ES44AC No. 6437, together with an unidentified EMD SD70ACe.** *Tom Danneman*

High demand for new Amtrak service

Demand for the new Amtrak Virginia service has resulted in the company adding an additional 280 seats to the first day of service.

The new train provides a through service from Norfolk to Washington DC and brings intercity rail services to Norfolk for the first time since 1977. The service provides one round trip each day, seven days a week, departing Norfolk at 04:50 on weekdays and 06:05 on weekends, arriving at 09:44 and 10:55 respectively. The return working departs at 15:55 on weekdays, 19:00 on Saturdays and 16:00 on Sundays. The journey takes approximately five hours in each direction.

Elsewhere, Wi-Fi facilities are now available to around 60% of Amtrak passengers.

NEWS IN BRIEF

■ Traffic on the American railroads has dropped slightly in recent weeks, although containers and intermodal traffic continues to show increases. During 2012, over 14 million containers and road trailers have been carried on USA, Canadian and Mexican railroads, up 4.5% on the previous year. The largest coal producer in the United States, Peabody Energy, has reported that it expects USA coal demand to increase by 40 million tons in 2013, meaning that around half of the coal production lost in 2012 will be returned.

■ Two new subway lines are to be built in Toronto, Canada, with one being a relief line, and the other being an extension of the Yonge subway line. Also, three light rail transit systems are included in the project called 'The Big Move', and estimated to cost $34 billion. Part of the project includes electrification of both GO lines and includes provision for line extensions and more all-day services.

Below: **Canadian Pacific's US Holiday Train slowly crosses the bridge spanning the Grand River in downtown Galt, Ontario. The consist includes CP No. 9824, a series of boxcars, a generator car, a boxcar that has been converted into a stage car, and three heavyweight passenger cars for the entertainers! The train makes stops in selected communities along the CP right of way to entertain communities and collect non-perishable food and/or monetary donations. The train pictured here will tour Southern Ontario and the CP lines in the United States, and another will perform the same duties with an identical consist across the length of Canada.** *Dan Tweedle*

Germany

DB coach overhaul programme

Deutsche Bahn (DB) has begun modernising its fleet of long-distance and regional trains, a project valued at more than €250 million.

The first refurbished Intercity set entered service on the Hamburg to Altona route, and marks the start of a programme to upgrade more than 770 intercity coaches by the end of 2014. DB says that by doing this it is converting old Intercity stock into comfortable, modern trains and also delivering a part of its promise to customers to enhance the quality of their journey. From the timetable change on 9th December, the modernised Intercity trains will run primarily on the Hamburg – Bremen – Cologne – Mainz – Stuttgart route, while on the Hamburg – Bremen – Cologne – Mainz – Frankfurt (Main) route, more ICE trains will operate alongside the existing Intercity ones when the new timetable starts. This means that high-quality trains will make up around 80% of DB's long-distance transport between Hamburg and Cologne. The modernisation includes improving the on-board comfort by renewing the upholstery on a total of 46,000 seats, with leather in 1st class and velour fabric in 2nd class. New power sockets will be installed, and wall covering, tables and 42,000 square metres of carpet renewed. The Bistro coaches will receive new equipment, while the children's compartment in the service coach will be redesigned, and an area for people with reduced mobility is to be extended. Besides the renovation aimed at increasing comfort, technical measures are also a primary focus, with upgrades concentrating on the doors, air-conditioning and energy supply. It is calculated that more than one million hours of production will be needed in total for the renovations, and a special challenge of this project is the large number of different carriage types. The fleet consists of 34 different construction types with a number of variations, some of the rolling stock is 40 years old and some has been used by Deutsche Bundesbahn and Deutsche Reichsbahn, meaning that a standardised manufacturing process is unachieveable.

The engineering is the responsibility of DB Systemtechnik, while the implementation of the actual work is being carried out at sites in Neumünster, Kassel and Nurenberg. The renovation of the trains is part of a modernisation plan for DB's long-distance transport, and besides the intercity trains, the 44 ICE2 trains are currently undergoing modernisation. Furthermore, DB is extending its fleet with 16 new ICE 3 and 27 double-deck trains, while in the long term, a further 300 ICx sets will be added, all of which are part of its plans to invest €12 billion in its fleet over the coming years.

Above: **Deutsche Bahn's fleet of Intercity coaches contains no less than 34 different types of vehicle, which adds to the complexity of the refurbishments. Second Class open No. 61.80.2991.720-9 is pictured arriving at Bonn, the capital of Germany until 1990, in the consist of the 06:20 Luxembourg to Emden Außenhafen service.** *Richard Tuplin*

Netherlands

NS EMU unit splits in service

A newly re-furbished NS NID double deck inter-city unit unexpectedly split on the morning of 23rd November bringing chaos to Amsterdam–Schipol–Hague services.

The incident happened as the unit was departing from Sassenheim, south of Schipol. The brake pipe and electrical connections were ripped apart bringing both parts of the train to a stand. There were no reported casualties. NS immediately withdrew all eleven NID sets for inspection, resulting in the cancellation of the Amsterdam-Hague inter-city services for the remainder of the day.

The units were reported as working normally the following day. The NID sets are part of a €235 refurbishment programme currently being undertaken by Nedtrain, rebuilding 190 coaches and 50 power cars from former DD-AR regional trains for inter-city services.

France

Last SNCF BB16000 operates

The final Class BB 16000 working occurred on 24th November, when No.16029 worked the 16:37 Paris Gare du Nord – Maubeuge throughout, returning to Paris the following day and due to a shortage of locomotives, worked two return trips to Amiens on 26th November.

Introduced in 1958 the 62 strong class originally handled traffic from Paris Gare de L'Est to Strasbourg and Eastern France, until replaced by class BB15000s in the early 1970s. The class then took over services from Paris to Normandy, Picardy and the Nord Pas du Calais Regions. Although they have had no official diagrams since December 2011, the remaining handful of survivors have continued to work express services from Gare du Nord.

Their longevity is in part due to their popularity with drivers for smooth riding.

United Arab Emirates

Driverless peoplemove for Dubai International Airport

Bombardier Transportation has signed a contract with construction contractor ALEC to design and build an Innovia APM 300 automated people mover for the new airport link at Dubai, the world's fourth busiest airport for international passenger traffic.

The transit system will connect the existing Terminal 1 to the new Concourse 4, and is valued at approximately €83 million. Dubai International Airport is undergoing a massive expansion programme that will boost its capacity from 60 million to 90 million passengers per year by 2018.

Dubai Aviation Engineering Projects awarded local construction contractor ALEC the contract to build the new Concourse 4 in February 2012, with a build-programme of 28 months. Bombardier is a sub-contractor to ALEC and it will lead the project to design and supply all of the system-wide electrical and mechanical elements of the 1.5 km elevated APM system in a two-year delivery programme. Bombardier's scope includes 18 Innovia APM 300 cars with CITYFLO 650 communications-based train control technology for driverless operation. It will also provide project management, systems engineering and integration, testing and commissioning. Much of the technology will be supplied from Bombardier's facility in Pittsburgh, Pennsylvania, USA.

Below: **The new peoplemover at Dubai International Airport is not the only driverless rail system in the country. The Dubai Metro, which opened in September 2009 and runs for 46 miles, is also driverless. Here, two trains pass near Dubai Mall station, pictured from the Burj Khalifa - the tallest building in the world.** *Richard Shewry*

Switzerland

Metre-gauge line reintroduced after nearly 70 years

With the introduction of the new Swiss timetable on 9th December, the Aare Seeland Mobil (ASm) metre-gauge line that links Solothurn to Langenthal, via Niederbipp, will be extended to provide a direct link to Oensingen, some 1.8km east of Niederbipp.

Langenthal had a direct rail link to Oensingen as part of the Langenthal-Jura Bahn (LBJ) until closure of the line beyond Niederbipp in May 1943. Since then, passengers either changed to use the adjacent SBB standard gauge line or a bus. Progressive developments in the area have introduced new jobs and in turn increased demand for improved commuter facilities. The project to technically 're-instate' the metre gauge rail link between the two business centres of Niederbipp and Oensingen represents an investment of CHF 20 million and has taken approximately 20 months to complete.

Above: ASm Be 4/8 3-car units 114 *Saturn* **and 111** *Jupiter* **meet at Niederbipp in September. The units reverse here to continue their respective journeys. With effect from the timetable change both services will use the through platform on the right to continue to Oensingen, the bay no longer featuring in regular timetabled services. Note the mixed gauge track used for SBB Cargo freight moves to and from nearby Oberbipp.** *Don Gatehouse*

The official opening of the new extension took place at Oensingen on 13th October. As a result of this change, Table 413 has been recast to accommodate the service enhancement, and the established overall end-to-end journey time of 50 minutes has only been extended by two minutes for services from Langenthal to take in the Oensingen extension and reversal.

The Solothurn-Langenthal through timing remains the same. New station facilities have also been constructed at Oensingen, as well as an intermediate halt in the industrial area of Niederbipp. Passengers will have the benefit of timely connections into and from SBB Inter Regio services for Olten and beyond, that stop at Oensingen. This latest network enhancement on the ASm has come on top of the significant investment in six new Stadler Class Be 4/8 'STAR' 3-car low-floor units introduced since 2008, the final unit being delivered in August 2011. Each of the units is appropriately named after a planet.

Germany

Hamburg on a day trip!

The European rail networks are full of interesting operations and motive power, although some can, at times, be somewhat hard to find.

However, *Railway Herald* contributor, Mick Barstow, enjoyed a large variety of operations, both diesel and electric, covering freight and passenger services during a day trip to Hamburg, flying from the UK. This selection of images taken on 28th November, provide a taster of the operations to be seen at Hamburg Harburg station.

Above: **The German freight and passenger operator Elbe-Weser Railways and Transportation Company (EVB) provides various freight services, including intermodal workings between Hamburg, Bremen and Bremerhaven, utilising a variety of locomotives, one of which is this Siemens 'Eurorunner' Bo-Bo diesel electric No. 42011.**

Below: **BLP Wiebe Logistik is an infrastructure maintenance company based around Bremen, but the company also provides haulage and freight movement operations. Three ex-DB Class 216 diesel-hydraulic locomotives are operated, including this one, No. 216012, seen with an automotive trip working from Hamburg Docks to Harburg Yard.** *All images by Michael Barstow*

Above: Throughout Germany, many passenger services, especially inter-regional or Intercity workings remain loco-hauled. Here, Class 101 No. 101025 powers through with IC2027, the 11:32 Hamburg Altona to Nuremburg service.

Below: Because of the closeness of Hamburg Docks, a number of cross-border freights operate. SNCF 37000 No. 437029, a tri-voltage Alstom Prima locomotive, departs from Harburg Yard with an intermodal service for the local docks.

Australia

Veteran 4-6-0 No. 3016, from the Australian Railway Historical Society, headed north-westwards from its Canberra base on 25th November, to undertake several month's work out of Sydney while on loan to heritage operator, 3801 Ltd.

The former NSW Railways' locomotive, which actually started life in 1903 as a 4-6-4T hauling Sydney suburban passenger services, spent its last 40 years of commercial life as a tender engine working NSW branch lines. Withdrawn in 1972, the locomotive was quickly snapped up for preservation.

Above: 3801 Ltd staged a diesel-hauled tour to Goulburn to collect No. 3016, which is seen on the return trip blasting towards the hamlet of Wingello. The diesel was attached at the rear of the train, where its power was useful when negotiating several torrid grades, particularly between Goulburn and Moss Vale. *Leon Oberg*

Below: Two of the newest CBH class diesels built by Motive Power Industries of Boise, Idaho, to enter traffic, Nos. CBH015 and CBH014, wait to leave Albany with empty grain wagons on 18th November. *Mike Steadman*

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 will shortly 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:
'A1' Pacific No. 60163 *Tornado* **coasts out of Box Tunnel on the Great Western Main Line, with a Steam Dreams Ipswich to Bath and Bristol charter on 1st December.** *John Whitehouse*

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

THE CATHEDRALS EXPRESS
60163