

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 92

April 2016



165116 has just arrived at Bedwyn with the 14.18 from Paddington 5th April 2016 See article from page 4. P.Carpenter



A4 class 60028 Walter K Whigham arrives at Doncaster on a Leeds to London service. See Alan Swinburne's article from page 9. WRS C376

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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Editorial



The stop press notice in Corkscrew 91 mentioned briefly the passing of Chris Francombe after a short illness. Members receiving the printed copy of The Corkscrew will also receive a small supplement of members tributes to Chris which will not appear in the on line version. Any member who only views the on line version may request a copy of the supplement to be emailed to them by contacting the Membership Secretary Martin Catford in the usual way.

Chris is pictured alongside wearing his famous Underground shirt which appeared regularly at club events, and in which he was laid to rest in a coffin decorated with an image of a London Transport pannier tank reflecting his early years in Neasden.

Sadly in this issue we report the passing of two well respected local railway photographers. Roy Panting was known to a few of us, but Colin Caddy to many more as a regular attendee at our show and at Weymouth with his sales stand. A full tribute from Colin Stone appears from page 15.

In this issue we have articles from Paul Carpenter recounting a day on the Kennet and Avon canal whilst Alan Swinburne features again with memories of steam in and out of Kings Cross in the 1950's and 60's illustrated with images from the WRS archive. Colin Stone provides the usual Railways Roundabout although there has not been much around to talk about and Derek Lewer's latest Transport Trivia quiz will tax the brain cells.

Sit back and enjoy Corkscrew 92. Closing date for issue 93 is 19 May 2016.

Cover Picture:- LMS 58100 Big Bertha at Derby works after withdrawal.

Taken on 10 June 1956.

Roy Panting

Day out along the Kennet & Avon

by Paul Carpenter

I've often had the idea of walking as many of the canals of Britain as possible. The sum total of what I've achieved (ever!) might as well be zero, but never mind. Thinking that it might still be possible, I propose that Heather, Betty (the Scottie) and I find a section of The Kennet & Avon Canal to walk. With a good train service on The Berks & Hants alongside, we (meaning I) decide to walk the eight miles between Great Bedwyn and Kintbury, and catch the train back, or vice-versa depending on when the next train is due when we arrive at the starting point.

The train service is hourly, the stopping trains go as far as Bedwyn westwards, then crossing over the up line to recess in a siding west of the station before coming out into the up platform to head back towards Newbury and Reading. I'd checked Google street view and decided parking at Bedwyn station might be impossible due to commuter cars taking over the small car park and adjacent road. However the canal wharf car park nearby looked a better bet. It was, just, we bagged the last space! AA route planner said it would take 1 hour 50 minutes from Winfrith to Great Bedwyn. I knew better to allow for traffic at Salisbury and allowed 2 hours 15. It took 1 Hour 50! So arriving some 35 minutes before the next up train we decided to walk to Kintbury and return by train.

After a false start to go back to check I did lock the car we get going, on what's turning out to be a very pleasant warm day. The previous day's rain has left the towpath somewhat muddy, but I'm glad it hasn't had an 'improved surface' put on it, and we manage to avoid sliding into the canal. As many will know the long restoration of the Kennet & Avon Canal was completed in 1990, and what we saw seemed to be in good order. Being an April weekday there wasn't a lot of activity on the canal, but for me at least a weekday did provide more chance of seeing some freight activity on the alongside railway which parallels the canal for much of its eastern end.

A chance to do a little birdwatching en-route, and near Little Bedwyn, the next village east of Great Bedwyn we had very good views of a Kingfisher, both perching, fishing and generally haring up and down the canal. It wasn't long before the first Red Kite of the day was seen, not unexpected given that they have now expanded their range from re-introduction in The Chilterns. See how many you can spot around somewhere like High Wycombe these days. You'll need to be able to count to more than a hundred! We also see a few relatively early Swallows, Grey Wagtail, and a warbler in reeds that turned out to probably be a Chiffchaff, even if we tried to turn it into something more interesting. I spot on a nearby stream a suspected Sandpiper, but we are not near enough for me to positively identify the exact species.

First freight train of the day seen is an up Mendip Rail stone with 59001 'Yeoman Endeavour', close behind the 09.39 up stopper from Bedwyn. Even allowing for being some little way off, and not having with me the most suitable camera, I still manage in my photo to plant a lineside bush neatly in front of the loco. Takes great skill that! No competition winning photos were taken during the entire day, usually we were just past what would have been the ideal spot, and generally even with the freights you don't get many seconds warning something is coming. Well that's my excuse – after all I wouldn't want to spoil the walk for Heather and Betty.....



***St Lawrence Church by the Kennet & Avon Canal 5th April 2016
P.Carpenter***

Perhaps I should say that there was a time in the 1970's when I was fairly familiar with this stretch of railway. In 1977 I transferred as a secondman on B.R. from Southall depot to Reading. At this time a lot of work was being carried out re-signalling the line from Reading to Westbury, and I was fortunate to be able to experience this very picturesque route before the mechanical signalling was swept away. Many engineer's trains were run at weekends, normally from late Saturday through Sunday. When you were taken out by road early on Sunday mornings in the transit van staff bus to relieve the Saturday night traincrew the van driver would only have a vague idea of where the engineer's trains might actually be at that time.

This was because trains of ballast, track panels, wiring or a crane would be moved in a possession where needed by the supervisor in charge. Consequently you would sometimes find the van being driven over every level crossing and bridge, stopping to peer into the distance (in darkness in winter), looking for the train to relieve. This could easily take an hour. The mood of the traincrew being relieved if late varied depending on whether they more appreciated an hours overtime or getting home to bed as early as possible. My longest shift on the railway was at this time. We had worked a down stone train to (I think it was) Frome. We were due to go back light engine to Reading, but on arriving late back at Westbury were told the line was now shut to Newbury because of emergency engineering work. We were about 10 minutes too late. We spent the night in Westbury mess room, travelled back later as passengers to Reading and booked off after eighteen hours. On top of the overtime, we had insufficient rest for the next night's job, and got paid for that without leaving home. Nice one!



***The 'Tom Thumb' passes through Dun Mill lock east of Hungerford 5th April 2016.
P.Carpenter***

Back on the canal, we stopped opposite a church at Hungerford to have our sandwiches, and then coming off at the old wharf had a brief look at the town. However having a dog with you, and muddy boots and jeans is a little restrictive.

On the last three miles to Kintbury, for some way we paced a narrowboat on which a couple were taking a leisurely few days from somewhere west of Devizes to Newbury. I know they had at least come from Devizes as the man said the canal was on 'winter hours' still, and they had to wait until the following morning to ascend the Caen Hill flight of locks. (Heather now tells me they had come all the way from Bath, had just bought the boat, and were taking two weeks. Good job women actually listen to people!) Although the couple were taking their time it was interesting to see how quickly one can pass through a lock when there is nothing to hold you up.



***Up First Great Western express led by 43131 passes No 70 lock west of Hungerford 5th April 2016.
P.Carpenter***

We arrived at Kintbury with about twenty five minutes before a train back to Bedwyn, and having just missed an up HST going through which was largely hidden by bushes, I didn't hold out much chance of seeing anything else to photograph before our train arrived. Now the GWR brick built signal box on the up side at the level crossing on the country end of the platforms closed on 16/04/78 (G.A. Pryer Signal Box Diagrams of the Great Western & Southern Railways Vol 20 G.W.R. Berks & Hants Lines). The mentioned book helpfully also gives me a date of 04/10/71 for the replacement of the crossing gates with lifting barriers, so at least I remember the box.

The dates in the book for some other alterations to infrastructure don't necessarily concur exactly with my memory of when things changed, but possibly that's explained as a planned date that was delayed? Whatever, there is still a box of sorts (ground frame?) on the down side, which I believe controls or monitors the level crossings in this area.

Unfortunately this is rather a utilitarian structure, and it's a pity the old signal box could not have been used. A look on the web tells me a similar installation exists at Colthrop Siding Signal Box near Thatcham, east of Newbury. This (now plain Colthrop), uses the old GWR brick built box. I mention this, as I've made many a can of tea in that one, when at Southall we worked oil trains to the siding there for Colthrop Mill. Waited there for the oil to be emptied before working back, the empties going to Ripple Lane for Thameshaven.



DB Schenker 59206 + 59292 pass Kintbury 5th April 2016 P.Carpenter

Anyway the aforementioned barriers at Kintbury dropped nine minutes before our train was due, and as a bonus a lengthy up stone train passed behind DB Schenker 59206 and 59202. Shortly after our Bedwyn bound service arrived, and with a stop at Hungerford, in less than fifteen minutes we were back where we started from.

Kings Cross Travels in Steam Days

By Alan Swinburne

These reminiscences start about 1956 when I lived at Ewell in Surrey and my father was keen to introduce me as a nine year old to the magnificent 'big' engines of the ex-LNER that he used to see when he lived on the north side of London before the war. The end of Platform 10 at Kings Cross was the place to go in those days as this was the usual departure platform for the principal expresses, including of course the 10.0 Flying Scotsman. We would normally go to Kings Cross on a Saturday morning and we made sure we were there in time to see 'The Flying Scotsman' train depart. Usually the engine would back down tender first from Kings Cross shed appearing from Gasworks tunnel just outside the station. The locomotive (normally an A4) was always carefully reversed for connection to the coaches and one could watch the driver skilfully ease the engine into position. Invariably the locomotive had a very full head of steam ready for the journey ahead and the safety valves sometimes lifted making a tremendous noise! This would usually happen if there had been a slight delay caused by a last minute passenger hurrying onto the train, but normally a very punctual departure at 10.0 sharp was the order of the day for this prestige service. In the adjoining platform the relief Scotsman was then waiting to leave at ten past ten so that was another interesting departure to watch often with another A4 or else a Peppercorn A1 in charge. The third sequential departure of expresses at this time of day was a Leeds /Bradford train at 10.20.



One of the locos seen by Alan, 60111 Enterprise heads a Kings Cross and Leeds service on 18 March 1961.

WRS C259

Whilst the expresses were making their appointed departures, engines that had brought in the empty coaching stock would be moving out of the platforms and local train movements could be observed on the Kings Cross suburban side of the station (platform 11 upwards). The most common engines were the distinctive N2 0-6-2 tanks in charge of Enfield and Hatfield stopping trains. Semi-fast trains to Cambridge would be hauled by B1 4-6-0s or L1 2-6-4 tanks in most cases. Other 'lesser' expresses went to Newcastle or Leeds serving principal stations on the way and motive power often took the form of an A1, A2 or even a V2. Other semi-fast expresses served Grimsby or Hull or in some cases only went as far as Peterborough. Until about 1958/59 when the first diesels appeared on the inner and outer suburban services all operations at Kings Cross were steam hauled. To me this was a vivid contrast to a station like Waterloo where despite steam on Bournemouth and West of England trains the electric multiple unit train was dominant even in the 1950's.



Also on Alan's list is 60149 Amadis seen near Grantham on 18 March 1961
WRS C266

My father usually suggested an outing along the line 'to watch the trains' and Hadley Wood was a favourite destination for our initial trips from Kings Cross. The motive power for the local stopping trains was invariably an N2 0-6-2 tank and a rake of Gresley suburban compartment carriages with articulated bogies. Progress up the steep climb through Gas Works tunnel and then Copenhagen tunnel to the first stop at Finsbury Park was usually a noisy and smoky affair as we pounded through the tunnels. Very different to the orderly smoothness of the Southern electric suburban trains I was accustomed to on the Ewell trains but much more fun!

With a number of stops on the way to Hadley Wood one did not travel at any great speed between the stations but we generally kept to time. On our first trips around 1956 /57 the line at Hadley Wood was only two tracks and this caused a bottleneck on account of all the slow suburban and long unfitted freight trains that used the same track as the fast expresses. We saw the construction of the new tunnels either side of Hadley Wood station being built and this work was finished about 1958/59. The white concrete of the new tunnel borings was in stark contrast to the existing black and smoky Hadley South and Hadley North tunnels either side of the station. Further north the only remaining double track stretch of the southern end of the East Coast main line was the Digswell viaduct near Welwyn North and that is still a bottleneck even today. Returning to London from Hadley Wood the N2 tanks had a much easier job because of the steady 1 in 200 drop as far as Wood Green and after a nearly level stretch to Finsbury Park one had the final 1 in 100 descent into Kings Cross itself. Speeds were always much higher between stations going back!

I think my enthusiasm for the large express engines we saw on the mainline trains at Kings Cross and out to Hadley Wood encouraged my father to see what travel on a mainline corridor train could be done without breaking the bank! We found that at that time in the late 1950's there was a Peterborough train that left Kings Cross at 10.45 and this called at Finsbury Park and then Hatfield. In the end between 1957 and 1960 we made no less than six trips to Hatfield and in 1960 we carried on as far as Hitchin. By then the train had been re-timed to leave Kings Cross five minutes earlier at 10.40 but made the same stops. Although only a secondary service the rolling stock was usually Gresley or Thompson main line carriages with compartments and a side corridor as was traditional at that time. The best aspect was the motive power provided as this was always a Pacific turn except for one V2. I kept a note of the locomotives we travelled behind on this train and it was an interesting mix. In approximate order we had:

Peppercorn Class A1	No. 60149 'Amadis'
Gresley Class A3	No. 60111 'Enterprise'
Thompson Class A2	No. 60514 'Chamossaire'
Peppercorn Class A2	No. 60533 'Happy Knight'
Gresley Class V2	No. 60800 'Green Arrow'
Gresley Class A4	No. 60028 'Walter K Whigham' (on the 10.40 train)
Gresley Class A4	No. 60033 'Seagull' (again on the 10.40 train going to Hitchin)

The engines were always well turned-out and even now I find the names of these ex LNER Pacifics quite evocative. We usually sat in the front coach directly behind the engine and the sound effects as the above engines lifted their train up Holloway bank through Gas Works and Copenhagen tunnels was always a great experience.

After the brief stop at Finsbury Park, speed was usually worked up quite rapidly to about 60mph by the time we reached the bottom of the 1 in 200 climb from Wood Green to Potters Bar. Steady progress at about 50-55 mph was usually maintained up the rising gradients and of course one had no less than a further five tunnels to speed through before reaching Potters Bar summit. On the last five miles from the summit to Hatfield the line gradually descends, so the highest speed of the trip was usually reached along here just past Brookmans Park. Around 70 mph was generally the sort of maximum to expect before the brakes were applied and we eased into Hatfield station where we got off the train. The journey was a short but enjoyable taster of LNER vintage mainline steam travel.



Not quite the long unfitted freight but 9F 2-10-0 92192 heads a down working of fish empties near Fletton on 12 September 1961 WRS C376

At Hatfield we normally went to a lineside footpath just south of the station to watch the varied mix of trains go through. Apart from the steam-hauled expresses like the 'Queen of Scots' Pullman and 'The Heart of Midlothian,' the other impressive trains were the very long unfitted freights hauled by the large BR 9F 2-10-0 engines. More than sixty wagons travelling at about 25 mph takes a long time to go past! In the afternoon we normally saw the up 'Flying Scotsman' train speed through Hatfield at about 70mph behind a Gresley A4, before catching our own train back to Kings Cross.

On one occasion we were waiting at the station and we noticed it was overdue by about ten minutes; the train then appeared travelling very slowly before coming to a stand in the centre line away from the platform.

The engine (I think it was an A4) then dropped its fire onto the track (I assume there was a problem with the water feed to the boiler) as this was the safest procedure for the crew. An SOS was then sent to rescue the train to take it on to Kings Cross behind another (more modest) locomotive.

Our return journeys from Hatfield in the afternoon were normally on trains coming from the Cambridge direction so though we still enjoyed main line corridor rolling stock, the motive power was less prestigious than that of the morning 10.45 Peterborough train. I have noted we travelled behind at least two Thompson B1 4-6-0s (61282 and 61314) but on later trips the Type '2' Class 31 diesels (D5514, D5518 and D5650) became more common. Given the mainly favourable gradients back from Hatfield to London, we usually enjoyed some brisk running at about 70-75 mph down from Potters Bar before reaching the next stop at Finsbury Park. The B1 4-6-0s were very capable on the relatively light six to eight coach Cambridge trains and always ran well.

I have described in previous articles a journey in August 1959 from Kings Cross to Cambridge behind Class L1 2-6-4 Tank Number 67785 and the journey on 'The Scarborough Flyer' to York behind Class A3 'Cameronian' about a year later. One other journey worthy of mention in April 1959 was a trip to Grantham and back given to me as a special treat.

We caught the 11.20 Sheffield Pullman and this was my first experience of Pullman travel, which even in 'second' class was more luxurious than any train I had previously travelled on. The train consisted of only six cars but turned out to be my first main line diesel journey as our locomotive was Class 40 D208 fairly new into service at this time. D208 made light work of the climb out of Kings Cross and with steady fast running at 70-80 mph most of the way we reached our first stop at Peterborough in the good time (for 1959) of about 70 minutes. We continued from Peterborough with brisk climbing up Stoke bank onto the Grantham stop where we alighted. I had enjoyed the Pullman experience but the trip would have been even better with Gresley A4 haulage! After some lunch and a short visit into Grantham itself, we returned to the station to catch the 2.43 train to Peterborough for which I was confidently expecting steam traction.

I have to say I was very surprised (and slightly disappointed) to see our train arrive behind a bright blue engine with yellow livery markings and this of course was the prototype English Electric 'Deltic' on one of its trial journeys. The Deltic's acceleration out of Grantham up the five mile climb to Stoke summit was by 1959 standards sensational for a non-electric train as we rapidly worked up to about 80mph. We then cruised at 85 –90mph down Stoke bank to the next stop at Peterborough reached in about 25 minutes. All very impressive but not steam!

At Peterborough we waited for the next express to London in just over an hour's time at 4.21. It was third journey lucky, as we had steam haulage in the form of Gresley Class V2 Number 60908 on this train.

I do not remember any special highlights on this journey but I think we kept time and reached Kings Cross in about 80 minutes, with most of the journey at around 60-70 mph. It was the end of an interesting and varied day.

From 1960 until the end of steam at Kings Cross in 1963 I managed to record over 20 journeys of varying length. The mixture of steam and diesel in this period worked out at about 50/50 over the four years but the steam proportion fell off significantly in the final year of 1963.

The only consolation was that especially in 1962 and 1963 after the A4 Pacifics were displaced by the Class 55 Deltic diesels on the Newcastle and Edinburgh expresses, they were assigned to the lesser expresses serving Huntingdon and Peterborough, which were favourite (and affordable!) destinations for my trips at that time.



Not the occasion mentioned below, but A4 60022 Mallard is seen at Grantham on 18 March 1961
WRS C267

This final period of their work may be the basis for another article in the future. One special highlight was an excellent trip in 1962 behind A4 60022 'Mallard' from Peterborough to Kings Cross when we reached 88mph on a level stretch of track near Tempsford with 11 coaches on the train!

OFF TO THE GREAT DARKROOM IN THE SKY.

By Colin Stone.

July 9th 1967 and August 11th 1968, the two dates which denote the end of “proper” steam, both locally and nationally. As we move further away from those dates I suppose it is only natural that we will lose more of our contemporaries from “The Steam Age”. We have witnessed that fact with the passing of our own club members Mike and Chris. It is therefore sad to have to document the passing of two more local “Steam Age” personalities, Colin Caddy and Roy Panting. Both went beyond spotting with “notebook and pen” choosing to record the steam scene with cameras.

Roy Panting passed away aged 88 on March 5th, although known by myself, Graham Clackett and Bernie Luther, Roy may not have been well known to the majority of Wimborne Railway Society (WRS). Roy was a prolific railway photographer and he must have amassed literally thousands of black and white images. I first saw the name R.A. Panting under a photo’ in the Ian Allan spotters books in the late 1950’s. My first meeting with Roy was in 1959 on my first “shed/works bash” with another WRS, the “Wessex Railway Society” of which Roy was a member. After being on the move for a while I was intrigued at the procession of persons heading to the back of the road coach we were on. I soon discovered the reason, Roy had “set up shop” on one of the seats of the bus, from which he was selling his railway prints at 6d (2½ p) for 5” x 3” post card size, and 9d (about 4p) for a larger 8” x 6” print.

On that first outing I could only afford to buy one postcard, but on becoming a “Wessex regular” I would save up 5 or 6 shillings to spend purchasing pictures of engines I had seen on earlier trips. Roy or “Plinge” to give him the nickname bestowed on him by “Wessex” organiser Stan Cherrett had his own modus operandi. On arrival at a given MPD the hordes of youngsters would belt off at high speed writing down engine numbers in a frenzy. Roy would let them tear off while he plodded sedately on behind, taking his loco’ studies without any of us little sods spoiling his pictures. In the interim until the next “Wessex” trip, Roy would develop and print his pictures ready for sale on the next outing. As well as numerous loco’ studies Roy Panting also took photographs from the line side, many appeared to illustrate articles within 1950’s/1960’s magazines, such as “Trains Illustrated”.

A local book “The End of Steam in Bournemouth & Dorset” has a profusion of Roy’s work within its pages. On the odd occasion I have, from my personal collection of Roy Panting pictures, submitted some for use in “The Corkscrew”. In 1964 when the “Wessex Railway Society” ceased running tours I sadly lost touch with Roy Panting until the mid 1990’s, and then out of the blue, we unexpectedly crossed paths in Sainsbury’s, Poole store of all places !

For the next ten years or so I regularly saw Roy either in the store or on Poole station as he waited for a train to his then home in Hamworthy. It was on these latter occasions when chatting I discovered that as well as a Railway Enthusiast, Roy was also an avid rambler and traveller to much of Europe. Following a minor stroke and then a fall, Roy resided in accommodation for the elderly in Wimborne for the remainder of his life. On moving into the home, Roy Panting “bequeathed” his railway photographic collection to the Swanage Railway (SR), which he had supported for many years. I hope therefore that the SR make his collection available to the public in a similar fashion as “The Transport Treasury”. Way back in 1960 I persuaded my father to let me take the family Kodak 44A camera with me on “Wessex” trips as I too intended to take photographs just like Roy Panting ! Suffice to say Roy still gained his sixpences off me each trip But it is true to say that Roy Panting was the inspiration that led me into taking railway photographs, a pastime I still enjoy some 55 years later.



34070 Manston at Eastleigh 23 January 1960

Roy Panting

Colin Caddy is perhaps a name better known at Wimborne Railway Society (WRS) due to the fact he has traded at the WRS model show in recent years. Sadly Colin passed away on March 16th/17th some months after major heart surgery, which in turn followed several years of poor health. Colin Caddy was one of those photographers who on occasions “stood back” from the usual railway photography of locomotives and trains, taking pictures of railway infrastructure, witness this fact in his multitude of signal box photo’s.

Colin also ventured along the old Dorset Central line to Carter's Siding at Corfe Mullen and took pictures of that, if he hadn't who else would have, and indeed actually did so ?



Carters siding at Corfe Mullen. The clay pit siding is to the left with the original line to Wimborne on the right. 24 April 1965. Colin Caddy

I first discovered Colin Caddy with his prints for sale in the Swanage Railway shop way back in the early 1980's, I was astounded by the quantity and quality of his collection. Colin also acquired other photographer's collections, such as that of J.W.T. House, thereby making those images available to the wider public.

After Colin and the SR parted company I lost touch with him until the publication of "Rails to Poole Harbour". In 1998 Oakwood Press put me in touch with Colin and he could not have been more helpful, supplying numerous railway prints which went into the book. I also discovered he set up a stand to sell his prints at the annual Weymouth Model Railway show. From the year 2000 until he came to trade at our WRS shows I always "zoomed" into the Weymouth show forsaking everything else in there just to raid his stall !

When we started printing "The Corkscrew" I asked Colin if we could use his prints as and when applicable, and at what cost ? His response was typical of the chap ... "Use what pictures you want at any time, no charge, but please just acknowledge and credit each picture you use" A truly magnanimous gesture.

A few years later Colin and Rita Caddy were invited to trade at the WRS Biennial show and they continued doing so until the 2015 show. Rita, Colin's wife was appreciative of the assistance they got during their visits to this end of the county, stating on one occasion "We wouldn't do Wimborne if help getting the stock in and out wasn't so forthcoming"



Littlefield Crossing Westham 11 February 1965.

Colin Caddy

Having been otherwise engaged at the time of last years WRS show, I missed my trawl through Colin's collection. Thus on 31st October 2015 I decided to visit the Weymouth Model show and visit Colin's stall. It was obvious Colin was not in the best of health, but as ever he was still selling his prints to eager buyers, with myself and Jim Boudreau both spending considerable amounts. Despite the aforementioned ill health Colin was still busy up to the end, just a few days prior to his death he had been contacted by "Steam Days" magazine with a view to supplying pictures to illustrate an article. Sadly Colin never got to supply the pictures for that forthcoming article, I learnt the news of his passing from Roger Smith of Oakwood Visuals on Thursday March 17th. Two days later I received an indirect message from Colin's wife Rita to pass on the sad news to WRS. I had a condolence card ready to send to Rita on my own behalf, but as a consequence of her message I included words of sympathy from WRS members. Hopefully like Roy Panting's photographs, the Colin Caddy collection will go to a good home too ? We can but hope that both collections remain accessible to the public. Some enthusiasts are too young to have seen proper "steam", but perhaps via Roy and Colin's past efforts with their cameras they may get a backward glimpse ?

Rest in Peace Chaps .. you did a good job.

FLYING SCOTSMAN.

By Chris Aston

Members will be aware of the extensive (and expensive) restoration work recently undertaken on LNER Pacific 'Flying Scotsman'.

Having been brought up in Leicester, most of my railway memories were with the Midland, since it was the nearest to my house and the station was no more than a 15 minute walk from my home. However in the early 1950's a number of A3s were allocated to Leicester Central shed which I can remember. I can't be certain that I saw 60103 on the Great Central but it is quite likely.



I did see and photograph 'Flying Scotsman', in June 1962 while watching trains on the East Coast Main line at Little Bytham in Lincolnshire. For some reason it was running north light engine and was in respectable condition. It was still in BR service at the time, since it was not withdrawn until early 1963.

My other photograph is of Scotsman in its early days of preservation, when it was in LNER apple green and ran with 2 tenders. It has just left Leicester Midland Station heading north on a wintry day in February 1969.

Editors note – Chris's other picture can be seen on the rear cover.

RAILWAYS ROUNDABOUT

FEBRUARY :- Following on from the final main line report (dated 20th January) in the last issue of "The Corkscrew", four weeks were to pass until anything of note happened !! At the early hour of 01.15 on 17th February EWS/DBS Class 66's No's 66031 and 66132 "top and tailed" a p.w. train to the Wool/Moreton area. After discharging ballast the train returned to Eastleigh passing Poole at 06.30.

MARCH :- Just a few minutes into the 1st at 00.27 a test train passed Poole worked by Class 37 No 37604, it was coupled to two test coaches and DVT No 9714. After running to Dorchester South the test train returned through Poole at 01.20 on its return run to Eastleigh. Another test train, the track recording train passed through Poole at 20.58 on Monday 14th, it started its journey in Derby at 11.15. Worked by two Class 37's No's 37688 and 37601 in top and tail mode, the train was running to Weymouth. Although the two loco's were in DRS livery the train was operated by the Colas company. After 10 minutes (21.46-21.56) in Weymouth the train ran back through Poole at 22.40 heading for Eastleigh. The same pair of 37's worked the same train from Derby to Weymouth once again on Wednesday 23rd, but this time via Yeovil, they returned to Bristol at the end of the day. Finally at the eleventh hour before the deadline for this edition of "The Corkscrew" a rail drop train ran from Eastleigh to Dorchester in the early hours of Wednesday 6th March. This train was top and tailed by EWS/DBS 66's No's 66093 and 66116, Poole was passed at 00.10 and the return empty train at 04.00. And that dear readers is the sum total of anything out of the ordinary that has passed along the main line .. Next door to SFA !!!

SWANAGE RAILWAY (SR) :- Although a picture appeared on the cover of the last issue of "The Corkscrew" there was no written report of Mike Stollery's funeral train. This sad service ran on Friday 12th February, Mike's coffin was conveyed in the brake compartment of his own Bulleid coach from Swanage to Norden. The train departed from Swanage at 10.30 hauled by M7 No 30053, surprisingly without a wreath attached to the smokebox. Many of Mike's friends and colleagues lined the route to pay their last respects to the well liked and respected gentleman. On arrival at Norden, Mike was taken forward by road to Poole Crematorium for a private family service. With No 34070 "Manston" in Herston works and U No 31806 away "guesting" on other railways, this left just No's 30053 and 80104 available for steam services over the February half term weekend. Just FOUR trains per day operated during that week, in the capable hands of 80104, leaving No 30053 to operate the Sunday lunch train. Following February Half Term the railway returned to Saturday and Sunday operation when the service returned to FIVE trains per day. "Manston" was released from Herston works in time to be transported directly to the West Somerset Railway for their Spring Gala.

Following the gala "Manston" returned to the railway on Wednesday 23rd April. After arrival the same road transport took No 34028 "Eddystone" to Herston works ready to be stripped for donation of parts to rebuild No 34010 "Sidmouth". On Tuesday 5th March Western Class 42xxx 2-8-0T No 4247 arrived by road in readiness for the SR Spring Steam Gala. With just No 4247 as "guest engine" the usual SR regulars of 30053, 31806, 34070 and 80104 worked the majority of trains. The gala, which took place over the weekend of 8th, 9th and 10th March, provided the first opportunity for SR steam locomotives to venture beyond the "old" BR boundary at Motala.



4247 seen before rescue from Barry on 5 August 1975. Ken Aveyard

Unfortunately it was soon discovered that No 4247 was "A tight fit" in the platforms on the SR. Surprise, Surprise! Thus to minimise the risk to both the SR infrastructure and the loco' it was decided that No 4247 would be restricted to working the Norden to River Frome Bridge section only. In the event the 42xx worked up from Swanage on the first departure, the demonstration freight, and returned on the last down train from River Frome. Both of these trains were routed through the DOWN platforms at Harmans Cross and Corfe Castle which are straighter than both UP platforms. Apart from the gripes of the photographers (who often just stand at the line side and don't put any money into riding the line anyway) most members of the public couldn't have cared less and trains over the extension were often "full and standing". The only engine denied a trip to the river was Standard 4 No 80104, the other three 30053, 31806 and 34070 "top and tailed" with 4247 all made the trip. For some of the above information I am indebted to :- Steve (Reverend) Green, plus Web sites "Wrgen" and "Real Time Trains".

Transport Trivia

by Derek Lewer

Question 81

Which is the odd one out from Parachute, Submarine, Typewriter, Flying Machine and Tank?

Question 82

“Vita” is now a house boat but she was built as a ferry in 1960 by Camper and Nicholson. Where did she first operate?

Question 83

In which museum is the one millionth Austin situated?

Question 84

Why are holes in the road called “pot holes”

Question 85

Why is the “Jerry Can” so called?

Answers to Questions 76-80 as published in Corkscrew 91

Answer 76 – Llandudno and Colwyn Bay trams

Bournemouth sold 10 open topped tramcars to the Llandudno and Colwyn Bay Electric railway in 1936.

Answer 77 – Taunton Bus Station

The Transport Trust “Red Wheel” plaque which reads “Taunton Bus and Coach Station - an archetypical hub station, opened 1952, designed by Tilling Group architect H J Stanley for the Western National Omnibus Company.

Answer 78 – VMC

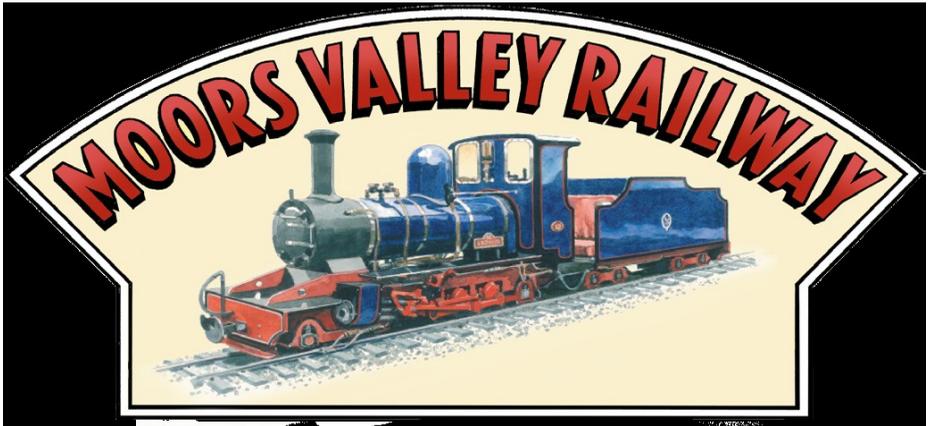
The Bedford Vintage Mobile Cinema of which at least one has been restored.

Answer 79 – 2015 transport achievement

The flight around the world in stages by an aeroplane powered solely by solar panels and rechargeable batteries without the assistance of any power except sunlight.

Answer 80– Thames, Russell and Tiny

They are the names of the three steam locomotives that operated at the ball clay mines in the Isle of Purbeck.



30th Anniversary Year Special Events 2016

Sat 30th April & Sun 1st May - Tinkerbell Rally

A celebration of the locomotive that started it all. Tinkerbell and her sister engines take over the railway for a weekend of fun.

Sat 4th & Sun 5th June - Grand Summer Gala

The biggest railway event of the year! Steam engines, traction engines, classic cars, tractors & more!

Sat 16th & Sun 17th July - Model Railway Weekend

Lots of layouts to see in the carriage shed.

Sat 17th & Sun 18th September - 30th Anniversary Gala

A busy weekend showcasing the railway with an intensive service, freight trains and visiting engines.

Sun 6th November - Tank Engine Day

The naughty tank engines take over and run the wrong way round



Northern Rail liveried class 142 Pacer unit 142041 is seen at Hebden Bridge on 5 January 2016 on a Manchester stopping service. K Aveyard



Chris Aston's picture of 4472 Flying Scotsman (see page 19 for details).