

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 110

April 2019



With the Colas part of the name removed GBRf operated 60026 passes York on a Tyne Dock to Drax Biomass train on 25 March 2019. KA



DRS class 57 loco 57304 heads south through Nuneaton on Tuesday 25 March 2019 with sister loco 57301 in tow. This working was to exchange 57304 for 57308 as the Rugby thunderbird loco. K Aveyard

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Editorial

A Service to Celebrate
the Life of

STAN SYMES



2nd October 1922 – 11th April 2019

As can be seen alongside our former member Stan Symes passed away in April at the grand old age of 96. A lifelong railwayman both in this country on the southern and for a time in Canada you can do no better than read his book 55 Years on the Footpate (Oakwood RS2).

Although full of anecdotes when at Society meetings there are few things I remember about Stan that always made me smile. When we held a series of mini presentations about “My other interests” Stan displayed part of his collection of American and Canadian police force badges and caps. At one meeting we had Simon Kohler from Hornby to give us a talk on his role at the company, and he

brought along the first test shots of a proposed King Arthur model. When it was pointed out that in the audience was someone who had driven them for many years, Simon and Stan spent ages chatting after the meeting over the details on the backhead that resulted in a few changes before production. Finally as can be seen from the picture Stan drove Flying Scotsman when it visited Swanage in 1994 and as a resident driver had to be passed out on the loco by its owner Roland Kennington after some supervised driving. After a few round trips Stan asked Roland to sign him off which Roland did with the comment “Who am I – to teach this gentleman”. I last saw Stan at a model railway exhibition in 2018, still fully enjoying life but frustrated by reducing mobility. I hope I last as long as he did!!

Sit back and enjoy Corkscrew 110. Closing date for 111 is 31 May 2019.

Cover picture:- 800105 and 142084 at York on 25 March 2019

Azuma Mobile

by Ken Aveyard

No that's not a mis spelling of the phone dealers or indeed a reference to the restaurant in Bradford but the expectation that some of the LNER Azuma fleet would be seen in action on the annual March holiday in Yorkshire.



A few of the fleet had already made their way to Eastleigh for fitting out in the weeks prior but so far I had only seen them stationary in the sidings.

As is customary, an early start enabled me to be on Doncaster station not long after 0900 and I settled down to see what the day would bring. Over in the west yard 67012 had former Scotrail 170476 for company, the latter being used by Northern Rail for driver training and 90019 headed south on the rear of a Mk4 set. DRS 66427 had arrived and picked up a couple of locos to take north, and these turned out to be Trans Pennine liveried 68027 and 88010.



It wasn't long before the first Azuma test run appeared with 800103 heading south on 5Q02 from York to Peterborough, followed 30 minutes later by 800107 on 5Q20 from Heaton to Retford passing platform 1 at 1033 (below).



At 1040 the third Azuma appeared in the form of 800112 on 5Q11 a London to Leeds trip and these three ran up and down a few times during the day with 800106 putting in an appearance mid afternoon. Doncaster is always busy with plenty of Trans Pennine 185 units mixed in with Northern Rail services with classes 142 144 and 158 predominant, some of the latter still in Scotrail colours. Long distance services are in the hands of LNER with a mixture of HST and Class 91 hauled Mk4 sets, and Cross Country Voyagers with Grand Central and Hull Trains running class 180's. Being Friday however Hull Trains borrow a Great Western short HST set for the weekend giving the unusual sight of 43010 in full Great Western livery heading for Hull.



Finally East Midland Trains run in and out on the Lincoln service with a selection of class 153 units.

Of the various freight workings, GBRf seem to operate more than the other companies, but DBS, Freightliner and DRS all work through during the day. Although there are some regular scheduled workings, a lot of the freight paths only run as required so it's often a case of seeing what turns up. On this occasion the Doncaster to Millerhill infrastructure working was a lengthy consist of autoballasters and long welded rail wagons headed by 88001 and the Monk Bretton to Bamby Dun sand train once again brought forth Belmond Royal Scotsman liveried 66743. The trip back to Adwick was on board Scotrail liveried 158782 which had been my penultimate 158 cop many years ago.

On Saturday I made my usual pilgrimage to Manchester for the Spring Transport Fair at the Boyle Street museum. Travel out from Bradford was on 153331 with a 155 unit attached behind. After a not very expensive day browsing the stalls I made my way back to Victoria for 1330 with the intention of photographing a selection of Northern rail units, and in particular trying to add to my class 142 pictures before they are all withdrawn. Victoria now sees regular Trans Pennine trains currently all class 185's but due to be replaced by the class 68 powered Mk5 push pull sets later this year. Northern units included classes 142 150/1 150/2 153 155 156 and 158 plus a solitary 319 unit, including some ex First Great Western 150/1 units still in plain blue livery. Loco hauled trains through Victoria are rare but there is a Saturday afternoon empty stone working from Salford and I was delighted to find 66779 as I had only ever seen it hidden under a tarpaulin on delivery through Newport.



Green liveried 66779 and Great Western liveried 150130 at Manchester Victoria on 23 March 2019.
Ken Aveyard

Monday 25 March would see the start of four days out and about with my brother Colin and we decided on York for day one as there was the possibility of Trans Pennine 68's and more Azuma test trains plus a handful of freights. Our first target was the class 68 being used on the driver training runs to and from Scarborough.

This was due in at 0953 and turned up as 68020 *Reliance* which parked up in platform 2 and despite there being more trips scheduled, it remained there for the rest of the day. Next up on Realtime Trains was a Heaton to Cambridge working which turned out to be the Network Rail New Measurement Train with 43013 and 43062. A light engine move from Scarborough to Longsight used to swap over the Scarborough based training loco was 68030 and shortly after an IEP training run saw white liveried 5 car 800201 arrive running on diesel power.



800201 arriving a York on 25 March 2019.

Ken Aveyard

A Tees Yard to Knowsley containerised rubbish train had an extremely dirty 66121 on the front after which we nipped out of the station to look at buses for a while but we were back for the Doncaster to North Blyth coal which had 66755 up front, the same loco and train combination having passed through Doncaster the previous Friday. The Doncaster to Millerhill had 66428 rather than the usual class 88 on what was a short rake of wagons after which there was a lull in freight workings for a couple of hours. There were however three more IEP's to be seen with 800107 on the Heaton to Peterborough, plus 800105 and 800103 on runs from Peterborough terminating in York, the former giving the opportunity to compare the front end with that of a class 142 as seen on the front cover.

We were back on the station for the Tyne Dock to Drax biomass service with the expected GBRf class 60 turning up as 60026 followed by a North Blyth to West Burton coal working which saw Colin's penultimate GBRf 66, 66770 doing the honours. We then spent another hour or so chasing buses before returning home.

Tuesday would see the traditional day at Nuneaton where we were hoping to see Trans Pennine loco hauled sets on test but for various reasons these were all cancelled so it would be a case of turn up and see what appears.

Arrival at Nuneaton was around 0940 and almost immediately 66176 raced through on a Dollands Moor – Ditton service. Most of the freight paths in realtime trains were Q paths and not running, including the Crewe – Mountsorrel which is usually a class 68, but over the course of the day 35 workings were seen including some unusual locomotive moves.



Colas 56049 Robin of Templecombe at Nuneaton on 25 March 2019 KA

First up was 56049 now carrying the Robin of Templecombe name which crept in from the north and reversed on a round trip from Doncaster followed by a light engine move from Crewe to Rugby which saw DRS 57304 and 57301 heading south and an hour later 57301 returned with 57308 having presumably made a swop of the Rugby based west coast thunderbird loco. In total Freighliner gave us 20 locos including three pairs of 90's and two class 70's with the rest being 66's, the next largest operator being GBRf with 9 class 66's and 59003 on the Westbury to Stud Farm. The Colas working from Westbury to Bescot was 70807 making their loco count 2, whilst the DRS trio was matched by a trio of DBS 66's. There was another appearance of the Network Rail New Measurement Train with the same power cars from the day before and a couple of track machines working to and from Rugby.



DR97804 and DR97504 en route from Retford to Rugby.

K Aveyard

With a lull in freights just after 1700 that was the end of our day, but with no cops for me.

Wednesday saw us head off to Sheffield where we hoped to clear off our last remaining tram, 399207 and also have a ride on the tram train service to Rotherham Parkgate. Another early start saw us parking at Meadowhall and catching a tram in to Sheffield centre where as luck would have it 399207 passed us just as we arrived at Ponds Forge at around 0820. Within a few minutes 399206 arrived on the tram train service and after reversal at Cathedral we boarded it for the run out to Parkgate, arriving just before 0900.



Tram train 339206 at Rotherham Parkgate on 26 March 2019. K Aveyard

After the short run out to Parkgate we returned to Meadowhall and headed off to Leeds where the rest of the day would be spent chasing buses.

Thursday had been planned to be a day on Preston station but all the test workings of the new Northern DMU and EMU types had been suspended after a fault was found with the inter car couplings fouling the headstocks when negotiating some of the tighter curves in depot areas. As a result we decided on Doncaster based on what i'd seen the previous Friday. Sticking with the early start we had a good run to Adwick Park and Ride and caught the train before our intended being on Doncaster by 0800.

The thunderbird was still 67012 and had 88001 for company and we settled down to see what would crop up amongst the regular passenger workings. First up was 800104 on a Peterborough to York training run, passing at 0825 and half an hour later 66784 was seen running round the triangle en route from Ratcliffe to Decoy Yard. 66434 ran in from Decoy and stabled ready to do the run to York, which later left with just the locomotive. Shortly after 0900 88001 running on diesel set off for Decoy to collect the Millerhill train.

As always a lot of the freight paths weren't running but 66764 passed through on stone empties for Arcow Quarry. Shortly after 1000 800113 passed heading from Doncaster Carr depot to Leeds. It would return at 1220 on a staff and family preview run to Kings Cross. Soon to be withdrawn class 91 91119 has been returned to Inter City livery for its final months and we were hoping it would put in an appearance and were rewarded not long after 1000 as seen below.



DBS 66089 and 66199 went round the avoider on a Toton to Belmont move, and 66784 reappeared having run round in Decoy yard heading for Immingham. Another light engine move saw 66571 and 66510 heading from Leeds Midland Road to Ipswich. The Heaton to Retford IEP turned up 800111 and in another route test unbranded 800201 and 800202 headed for Skipton. As the first phase of training and commissioning was drawing to a close, IEP's were being moved to warm storage in Tyne Yard and 800109 headed north for that purpose.

Another loco that i've only glimpsed once before, in Newport as I passed on a train from Cardiff, is Aggregate Industries liveried 66711 **Sence** and this put in an appearance on a Cottam to Hull Bulk Terminal working.



66711 Sence at Doncaster on 28 March 2019.

Ken Aveyard

GBRf 66721 identified by its London Transport livery was seen on the avoiding line on its way from London Gateway to Rotherham Masborough and in the opposite direction 66778 passed on a Stud Farm to Doncaster. In between 66105 had popped up on an extra Wakefield to Felixstowe liner and shortly afterwards 88001 ran through this time on electric working a rather short length Millerhill engines.

The Doncaster to North Blyth that had been 66755 on the previous Friday and also at York on Monday turned up with yes you've guessed it 66755, so it's not just the Southampton Gypsum working that keeps the same loco for days on end. One working that appeared interesting on paper was Ely Papworth Sidings to Wabtec which could only mean ex Great Western HST coaches coming for the power door modifications and indeed rail Operations Group 47813 with five trailers and two barrier wagons arrived just before 1300.



47813 arriving from Ely with HST trailers.

K Aveyard

Meanwhile over in West Yard 91118 *The Fusiliers* had been parked with some engineers working on it and was eventually collected by 08853 and taken inside the works. All the 91's have to be handed back in full working order as they come off lease with the introduction of the Azuma fleet. Later in the afternoon another arrival at West Yard for Wabtec was ex Great Western 150121 for PRM modifications for Northern Rail. The final freights before we left for home saw 66742 on a Middleton Towers to Monk Bretton sand train, and 66708 on a Wellingborough to Rylstone stone and finally 66079 on a Dollands Moor to Scunthorpe steel working.

After a day off, I had a Saturday to fill so I decided to get a West Yorkshire Day Rover ticket and see if I could pick up a few Pacer pictures and maybe a ride before they begin to be withdrawn. I started with a run from Bradford Interchange to Hebden Bridge on board 153360 which had 153330 and 155341 in tow on the 0948 Manchester service. The 153's are also destined for withdrawal this year whereas the 155's have had the PRM modifications and will remain in service. Hebden Bridge has received platform extensions ready for the new DMU's and very sympathetically installed lifts complete with Lancashire and Yorkshire style signs. After a short wait I boarded 156455 for a trip via Brighouse and Mirfield to Leeds. Fortunately this train ran, many of the others on the Leeds to Southport service were cancelled as they're operated by Lancashire based crews where Saturdays are covered on overtime. This service was extremely busy and after leaving Dewsbury we were full and standing but we did manage to clear Batley and Morley passengers at a squeeze.



156455 runs in to Hebden Bridge alongside the new platform extension.

On arrival at Leeds and with no plan in mind, I picked up a leaflet for the Knottingley service and discovered a departure in a few minutes that would let me get to Knottingley via Wakefield Westgate, down the hill to Kirkgate and along through Streethouse, Featherstone, Pontefract Tanshelf and Monkhill to Knottingley. 142025 did the honours and is seen below at Knottingley.



Return from Knottingley would be via Pontefract Monkhill then Glasshoughton Castleford and Woodlesford to Leeds. There were a fair few passengers from Knottingley but when we arrived at Glasshoughton station which is next to a major retail park and hotel complex there were a lot of people waiting and we left with a full seated load. At Castleford the train reverses and the platform was thronged so when we left we were standing front to back and the conductor could barely get from the doors to the rear cab. On arrival at Leeds all the Castleford passengers had to queue at the unpaid fare desk before they could leave the station, but that wasn't all as when we had got to Woodlesford there were 8 people waiting including a couple with large suitcases and a dog who simply couldn't get on and would be faced with an hour's wait or catching a bus. To add insult to injury on arrival at Leeds 142035 was coupled to 153352 for its return to Knottingley.

Looking around for where to go next I found 144022 waiting to depart for Morecambe so I hopped on board for a run to Keighley where there was a possibility of seeing something on the Worth Valley, but on arrival there was an hour's wait for a KWVR service so I caught newly refurbished 333013 back to Leeds. Next up was a Trans Pennine class 185 to Huddersfield where I just missed the service to Bradford via Brighouse.

I decided to have a look at the bus station and return for the train an hour later and thus completed both links between Brighouse and the Calder Valley line.



Ex Great Western unrefurbished 150106 stabled at Huddersfield KA



150138 waiting to leave Huddersfield for Leeds via Halifax and Bradford.

This journey was on newly refurbished 150138 which I had seen at Bradford that morning on the same service. The interior was very nicely done. This service also called at the new Low Moor station and it was interesting that a respectable number of people boarded there at what was 1731 on a Saturday teatime and it was obvious they were heading to Leeds for a night out.

One thing that struck me from that final day out was that both Northern Rail and Trans Pennine are desperately in need of the extra capacity that will be delivered with their new fleet. I returned home with 18 cops and adding in the two Azumas seen at Eastleigh the week before 800103 to 800113 were cleared with just the two earliest units yet to be seen.

Wimrail 2019

by Ken Aveyard
Pictures by Robert Aveyard

The weekend of 16 and 17 March 2019 saw the biennial Wimrail exhibition take place at Queen Elizabeth's School Wimborne. A total of 30 layouts in most of the popular scales and gauges were complimented by a wide range of trade support and displays. Attendance was higher than estimated resulting in a better than expected financial outcome for the Society, but most gratifying were the comments on various forums, and the appearance of some very complimentary You Tube videos of the show.

Many of the comments were about Bournemouth West which was making only its second public appearance and which was featured in the entrance hall with plenty of space for visitors to crowd around.





Gretton and Wenlock from the C.L.A.N.G.E.R.S group.



Large scale models from the Wimborne District Society of Model Engineers, including the ever popular Toby and an S and D 7F.



Lynmouth, Lynton and Barnstaple a modular 009 layout which magically changed shape overnight.



Merstone with both Southern steam era stock and ex London Underground 1923 units.



Whithorn, a magnificent layout representing the Scottish region in BR days also received good reviews from visitors. A class 24 shunts coal wagons above whilst a BR Standard 2-6-4T works the passenger service below.





A view across the main hall from the stage with the Canadian National Jillsburgh Sub layout from Exeter in the centre and Wimborne in the distance.

In the foreground is Berger Hall a cleverly designed layout with three connected dioramas representing a country estate railway.



Stable Yard one of the three diorama's on Berger Hall



Ferrocarril San Maria Gandia which combines street running trains and working road vehicles sharing a tunnel.



Exton Quay a magnificent representation of a country quayside station also featured highly in visitors reviews.



Museum of Transport is one of my favourite layouts, and not because I have known the owner Robin for over 30 years stretching back to when he modelled trams in Leeds. The detail is incredible, always changing and is popular with visitors wherever it goes.



A close up of the Lancaster which from time to time spins the propellers with appropriate sound effects.



The dock area with the loco shed behind and in the foreground the working lifting bridge. The ships on the layout are based on genuine examples with one cargo ship in memory of a mutual friend from way back who worked in the shipping industry and was involved in narrow gauge railway preservation and the West Yorkshire Transport Museum.



The railway hall with examples of the big four and the famous Bennie Railplane.

Rogues Gallery

Thanks to everybody who mucked in on exhibition weekend. Here are a few of you that didn't get out of the way when our roving cameraman was around!!



MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding the following
Special Events throughout 2019

SUMMER STEAM GALA - 8th & 9th JUNE

Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE
TRACTION ENGINES, CLASSIC CARS, TRACTORS and more.
(DAY ROVER TICKETS AVAILABLE.)

RAILWAY OPEN & MODEL WEEKEND - 13th & 14th JULY

TAKE A LOOK BEHIND THE SCENES IN THE WORKSHOP,
AND THE MODEL RAILWAY EXHIBITION IN THE CARRIAGE SHED,
Incl. OUR VERY OWN TARRANT VALLEY RAILWAY.
(DAY ROVER TICKETS AVAILABLE.)

AUTUMN STEAM GALA – 14th & 15th SEPTEMBER

AN INTENSIVE TRAIN SERVICE WILL OPERATE, FEATURING
THE EVER POPULAR DEMONSTRATION FREIGHT TRAINS.
(DAY ROVER TICKETS AVAILABLE.)

SANTA SPECIALS - 8th, 14th, 15th, 21st & 22nd DECEMBER

(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please
contact the Railway on the number below, or call in to the
Railway Shop during operating hours.
Alternatively, speak to Steve “The ex-Reverend” Green.

Driver Training courses available on Saturdays,
except on Special Events.

The Railway is open every Weekend and School Holidays, then daily
from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

MOORS VALLEY RAILWAY, Moors Valley Country Park,
Horton Road, Ashley Heath, Hants. BH24 2ET.
Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.



Northern rail liveried class 142 Pacer unit 142021 leaves Doncaster for Sheffield on 28 March 2019.
Ken Aveyard



As a postscript to the Gresley's Gallopers series of articles, 91118 The Fusiliers is seen at Doncaster on 28 March 2019.