

THE CORKSCREW

Newsletter of the

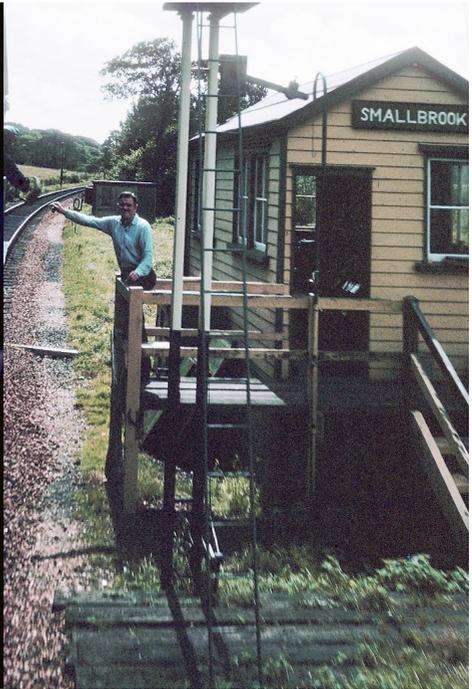
Wimborne Railway Society

Founded 1975



Issue 112

August 2019



Looking out of a cab window at Ryde St. John's, and Smallbrook Signal Box token exchange, both images from 1963. David Coasby



27 'Merstone' entering Ventnor Tunnel. The caves in the rock face were used by local coal merchants. See article from page 4 David Coasby

WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Barry Moorhouse...Vice Chairman :-...Jim Henville

Secretary :- ...Clive Finder... Membership:-...Martin Catford.

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George Russell.....Graham Bevan....Peter Watson

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Editorial



Anthony Greenall

13 March 1943 - 17 July 2019

Sadly once again it falls upon me to announce the passing of another of our members, Anthony Greenall.

The picture alongside taken from the cover of the memorial service captures Anthony as I remember him, always smiling, and in the pub after club meetings his wicked sense of humour came forth regularly.

Anthony had a successful career in industry and outside of work had an interest in railways, and skiing, being a past chairman of the Dorset Ski Club (his joke about a slalom skier

and tobogganist collapsed the room at one club meeting). He was also a passionate supporter of AFC Bournemouth and in the dark days when it looked like the club would collapse out of the Football League, he joined the Supporters Trust, later becoming Chairman and subsequently one of the two Fan Directors on the club's board. Anthony made many new friends when he joined the WRS and we became a fixture in his life until illness reduced his ability to get to meetings. Whilst I was unable to attend his funeral, many club members were there. His coffin bore his Bournemouth AFC and Dorset Ski Club woolly hats, his Wimborne Railway Society name badge and a copy of Corkscrew 100. He leaves behind his wife Penny and sons Andrew and Michael and their families and our thoughts are with them.

In this issue we visit the Isle of Wight with David Coasby, Martin Catford has been to the new Tamar Bridges visitor centre and I recount a visit up north.

Sit back and enjoy Corkscrew 112. Closing date for 113 is 19 September 2019

Cover Picture :- 29 'Alverstone' shunting trucks at Ryde St. John's.

The Isle of Wight Railway 50+ years ago

by David Coasby

In 1963, when I was a lad of 16, I took it upon myself to cycle to the Isle of Wight with a school chum (we did mad things in those days, before 'Health & Safety' and 'Risk Assessment'). Fortunately I had relatives living at strategic positions for overnight stops. The first at Farnborough, some 50 miles from my home in St Albans, and the second at Gosport, roughly 50 miles further south and just across the harbour from the Portsmouth – Isle of Wight ferry.

We covered the 50 mile journey each day with relative ease (I'm sure I couldn't do it these days!) and eventually arrived on the island by British Railways ferry. Both of us were 'mad on trains' and as we approached Ryde Pier Head the inevitable plume of steam could be seen from the railway station on the pier.



18 'Ningwood' & 27 'Merstone' pass on Ryde Pier.

David Coasby

I'd fallen in love with the diminutive Adam's 02 tank locos that were to be found there some years earlier when my family would travel to the IOW for our summer holidays. They always seemed to be kept so clean and although small and only having a two digit number (14 to 36 with gaps due to scrapping) they all had nameplates of towns or villages on the island. But it wasn't just the locos that fascinated me, the rolling stock – be it passenger or goods – was a mish-mash of ancient and patched-up stock, although it has to be said, the coaches were kept in very presentable condition.

By the time of this particular visit nineteen 02 class 0-4-4 tank locos ran the entire railway system on the island, though other classes had been deployed previously, notably E1's and 'Terriers'. The island once boasted a much larger rail system, but by 1963 the track only ran from Ryde through various stations to the southern side of the island at Ventnor. A line also branched off west from Smallbrook Junction and went as far as Newport (a section of which now forms the Isle of Wight Steam Railway).



28 'Ashley' at Ventnor looking down from St. Boniface Down towards the sea. **David Coasby**

I don't want to give a long narrative about the island's railway here, as there are plenty of books available on the subject, but make better use of what space the editor can afford and show you a small selection of the colour slides I took of this fascinating railway all those years ago.

WRS visit to the Isle of Wight Steam Railway

I moved from Hertfordshire to Dorset in 2018 and soon became a member of the Wimborne Railway Society. Although my main passion is 0 gauge modelling I am still very interested in what's going on in the 12" to 1 foot scale! So when I heard of the impending visit by the Club to the Isle of Wight Steam Railway I jumped at the chance to put my name down.

On Saturday 27th May I was amongst 20 members of the WRS to board the comfortable hired mini-bus bound for the Isle of Wight Steam Railway, via the Southampton car ferry.

We disembarked at Havenstreet for a full day of IOW steam nostalgia, with the weather being kind to us. As we arrived I was so pleased to see the Adams 02 tank No. 24 'Calbourne' in steam and in BR black livery, though I was told she is soon to be painted in Southern green.



Adams 02 class tank No. 24 'Calbourne' sits alongside Ivatt tank 41313 at Havant Street yard. David Coasby

At the end of BR steam it was announced there was going to be an attempt to save No.24 from the scrap yard, I was one of the first to put a donation in a collecting tin, with little hope of anything actually happening. Then some years ago, on my last visit to the island, I witnessed her in bits, but at least being prepared for her return to steam. So seeing her with her safety valves lifting and air pump panting away put a broad smile on my face. I can only thank all those people involved over the years for all their hard work and dedication in preserving such a unique and fascinating loco.

The other two locos in steam that day were the pair of Ivatt 2-6-2 tank locos, numbers 41298 and 41313. Although never on the Island in BR days they certainly fitted in well on this wonderful preserved railway.

In the yard was the ex-army Hunslet Austerity 0-6-0 saddle tank 'Royal Engineer', out of steam but in service, whilst in one of the buildings could be found the two Terrier 0-6-0 tanks, both out of service, with one having had its boiler lifted.



The end of the line at Wootton, where Ivatt 41313 runs round her train ready for her return journey to Smallbrook Junction, via Havenstreet and Ashey. David Coasby



The Railway's two Stroudley Terriers await maintenance. David Coasby

Also present was a very decrepit looking E1 class 0-6-0 tank loco. A total of four E1s ran on the island with the last one leaving about 1960. Although this particular loco never ran there it was the last survivor of its class and it is hoped one day to restore her to full working order again, but I'm guessing that will be very much a long-term project.



A lot of skilled work will be needed on this 4-wheel coach awaiting restoration.

David Coasby

Also under cover were numerous wagons and carriages in various stages of renovation. It was good to see they were housed in the dry and not left to deteriorate further outside, though some vehicles were noted stored outside amongst the sidings.

Beyond the loco yard a diesel shunter busied itself moving various wagons around the sidings as a demonstration of shunting.

Havenstreet occupies quite a large site. Apart from the Station and loco yard there is also the Locomotive Repair Workshop (unfortunately not open to the public), the Carriage and Wagon Workshop, the Train Story Discovery Centre, a small Museum, a Railway Gift and Model Shop, a Second Hand Book Shop, Refreshment Rooms and Children's Play Area. On the day we visited there was also a small marquee selling Real Ale and Cider, which I was delighted to sample as I sat in the sunshine eating my lunch.

Apart from the locos the other thing that impressed me most was the beautifully restored coaches. All were painted in immaculate Southern livery and comprised of a rake of the vehicles I remember from the 1960s, being wood panelled ex-LSWR bogie stock. The other rake was made up of 4-wheeler's. Their bodies having been saved from all sorts of places, such as farm hen houses and holiday chalets. Massive amounts of work had gone into their restoration and one particular project was featured in a TV programme recently.



Ivatt 41298 departs from Havant Street heading east towards Ashe and Smallbrook Junction. David Coasby

During the day most of the WRS members travelled back and forth on the line between Smallbrook Junction and the western terminus of Wootton. The other station on the line, east of Havenstreet is Ashe, now reduced to a halt, but formerly having a station building, passing loop and siding.

Some WRS members ventured onto the Island Line, with its interchange with the Isle of Wight Steam Railway at Smallbrook Junction. Here you could travel on electrically powered ex-London Transport tube stock to Ryde Pier Head or back the other way to Shanklin. Unfortunately this is as far as that line now goes, but it used to go on to Ventnor.

Once again I am submitting a small selection of photographs I took on the day. For anyone who hasn't visited the Railway, I would heartily recommend it. It has something for all railway enthusiasts and their families. My thanks to Bernie Luther for organising such an excellent trip and the cheerful staff and volunteers on the Isle of Wight Steam Railway for helping to bring back some fond memories of the island's railways from when I was a young lad.

The 'Twin Bridges of the Tamar' New Exhibition Centre 2019

by Martin G. Catford

Val and I were in Cornwall on the 20th June 2019, when quite by chance the 6.00 o'clock news on Westward TV gave details of the opening of the new £4m lottery-funded Visitor Centre for the 'Twin Bridges of the Tamar'.



The new Twin Bridges Visitor Centre at St. Budeaux. Martin Catford

It was therefore a 'must' for us to visit - particularly as we have an expert team of three volunteers headed by Chris Wood, currently creating a scale model of the Royal Albert Bridge in '00' for our Cornish section of the model railway, and secondly, because both car parking and entrance to the exhibition were free! There is disabled parking closest to the entrance, and there is a lift to take visitors up to the first floor for the exhibition.

We happened to be amongst the first to visit the centre, when it was suggested that we all leave and walk down to the view point to see 'Tornado' pass slowly by onto the R.A. Bridge towards Par! (See picture opposite)

The modernity of the centre was particularly impressive - as was the new car park landscaping, which I judged in my professional capacity as a horticulturist who studied at the RHS Wisley.



60163 Tornado passing by on it's way to Par. Martin Catford

I was surprised by the particularly high standard of the landscape planting and herbaceous borders in the car park - almost RHS quality! This, coupled with the choiceness of the site overlooking the Tamar Estuary with both bridges in clear view, was an enticing element to visit the Centre.



The beautifully landscaped car park gardens at St.Budeaux. M Catford

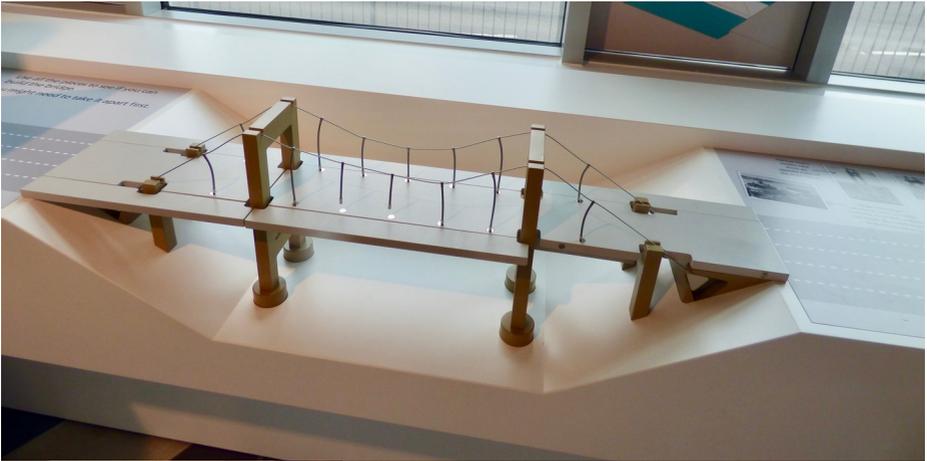
All the volunteer staff were particularly helpful, especially Simon Jones - a skipper from the Torpoint Ferry - the largest car ferry in the world carrying 74 cars - compared with our nearby Sandbanks Ferry ('Bramble-bush Bay') which carries 48 vehicles.

Being Railway enthusiasts of course, you will be well aware of Isambard Kingdom Brunel's single-track Royal Albert Bridge completed in 1859. Indeed most of you will also be familiar with the 'newer' Tamar Road bridge running alongside - completed in 1961, and widened in situ more recently. The Exhibition Centre therefore is a tribute to both achievements, and recommended for a visit as soon as possible.

To say that the building is modern is an understatement - more like 'space age' and it helps to listen to advice from the volunteers on how to operate some of the displays. There are numerous pictures and interactive video displays as well as a scaled down model of the Tamar Bridge hawser cables (of which there are 31 on each side of the road bridge) - and a genuine full size 18 inch chunk of one is available to pick up (if you can!).



For the youngsters - well - a simplified model of the Royal Albert Bridge in wooden kit form for them to wreck and piece together again - but on the opening day, a vital piece was already missing! (see picture opposite)



For those wishing to try on clothes from the Victorian era, then there was a copy of Brunel's famous stove-pipe hat, together with his black cloak for visitors to be photographed wearing!

Excellent toilets are available in the exhibition centre, but sadly no refreshments at this present time.

Now for the technical stuff! It is interesting to realise that the width across the River Tamar where the two bridges stand is, within a yard or two, almost identical in width to the distance across Poole Harbour entrance where the chain ferry crosses - in the region of 347 yards. However, the River Tamar is considerably deeper at around 85 feet than the entrance to Poole Harbour, and the Admiralty of the day insisted to Brunel that the bridge had a clear 100 feet of air space between high water and the underside of the decking, to allow tall sailing ships to pass underneath. (see picture overleaf)

THE ROYAL ALBERT BRIDGE:

Charles John Mare (Shipbuilders) started construction of the bridge, but they went bankrupt in 1855, and it was finished by the Cornwall Railway Company in 1859. Many of the suspension chains used here were originally made for the Clifton Suspension Bridge - the construction of which had been delayed due to financial difficulties. The foundation works took 3 years to complete due to the deep water and tidal currents.



Both bridges over the Tamar - the same width entrance as Poole Harbour.

It took Brunel and his team took around 13 years from its conception to oversee the scheme to fruition, but only around 6 years to complete the actual construction of the R.A. Bridge. It was opened by Prince Albert on 2nd May 1859 to a great fanfare, but sadly Brunel was too ill to attend the ceremony although he did get to cross the. Bridge on an open wagon a few days later. He died a few months later on 15th September 1859.

The overall length of the R.A. Bridge including its approach spans is 2,187 feet (666.75 metres) - not far off $\frac{2}{3}$ ths of a mile. Construction of the bridge involved 2,650 tons (2,404 tonnes) of wrought iron; 1,200 tons (1,089 tonnes) of cast iron; 13,000 cubic metres of masonry; and 296 cubic metres of timber - Yes - timber which is still there today as decking under the railway track! The bridge is built over the rooves of some bungalows on the Saltash side, so the inhabitants can open their windows and look upwards to the timbers supporting the track between the eleven tall pairs of block stone columns on the Saltash side, and seven pairs of similar columns on the St. Budeaux side of the river. These pairs of block stone columns are approximately 9ft square - the tallest of which nears 100ft in height, so they appear very thin and spindly for their height.

The two main spans are greater than ten times longer, and rest upon more substantial solid block stone columns situated on concrete caissons closer to the shoreline on either side of the river.

Between these two, and in mid stream - the deepest part of the river - is another caisson bearing a quadrangle of octagonal cast iron columns with a steel lattice work joining them in pairs between the upstream and downstream columns. It is mind boggling to think how the mid stream caisson was constructed by lowering a huge 90+ft high cast iron tube down into the river mud, capping it off and sending men down inside to hand dig the soft river mud out under substantial air pressure to repel the ingress of water, until the tube settled down onto the bed-rock and could be sealed and filled with concrete. Many divers suffered from the bends (Recompression Sickness) after emerging from the pressurized environment too rapidly.

Each connecting span was built on the Devon shore, floated down on barges and then slowly jacked up into position. The lifting work took 9 months for each span. The oval cast-iron tubes surmounting the two main river spans (and thereby preventing them from collapsing inwards) are 16 ft 9ins wide, and 12 ft 3ins high - tall enough for a person to easily stand inside, although with numerous cross braces, walking inside is a little hazardous. The top arched tubes are oval for two reasons - firstly to reduce side wind resistance, and secondly to enable the drop hangers to clear the width of passing trains below. There is a walkway over the top of each arch which I would like to do one day, but highly restricted to special visits and the right weather conditions.

40 coats of paint have been applied to the bridge so far - that is 29,000 litres of paint - which weighs around 35 tons (32 tonnes).

The speed restriction of just 15 mph was temporarily raised a couple of years ago in favour of a 30 mph speed limit, but engineers found the vibration on the bridge was so acute, that the speed monitors themselves fell off into the river, and so the original 15 mph was re-instated.

The total costs of construction in 1859 was £225,000. Brunel's fee for his part of the design and construction was £5,000. At the time, Brunel's annual salary was £1,200 pa. which included £200 for travelling expenses. He requested the balance of money owing to be given to him in shares, but sadly died shortly afterwards.



The lettering 'I. K. BRUNEL ENGINEER 1859' was produced by a local iron-smith and placed on each end of the bridge in tribute following his death. Each letter is one metre high.

If you want to see an excellent scale model of the Royal Albert Bridge, then speak to me nicely during the autumn of 2019 when we hope it will be completed, delivered and installed in our railway room - thanks to Chris Wood and his team - Keith Randall, and Frank Snart.

THE TAMAR ROAD BRIDGE:

It took modern engineers around 3 years to complete the Tamar Road Bridge. The main suspension is supported by 31 locked coil steel spirally-wound wire ropes on each side - each rope being around 3 inches in diameter, and weighing in the region of about 15 Kgs per one foot length!

These cables are encased in a weatherproof tube and splayed to an anchor plate in an underground room at each end where they can easily be inspected for wear and stress. The overall diameter of the outer protective casing looks to be around 15 in diameter. Recently, the cables were rigorously examined and found to be free from corrosion since the building of the bridge.

The main central span is 1,099 feet (335 metres) with two side spans of 374 ft (114 metres) which together support the entire length of the 5 lane highway , of which the centre lane is bi-directional according to traffic needs. The overall height of the Tamar Bridge is 220 feet (67 metres).

An assessment was carried out in 1994 to check that the structure could carry new 40 tonne vehicles with 11.5 tonne axle weights. The results showed that parts of the deck and truss had to be strengthened. Between 1998 and 2001, the Tamar Road Bridge was strengthened and widened to 5 x lanes; an award winning innovative project that rejuvenated the bridge for a fraction of the cost of building a new crossing.

From dozens of design options, the preferred choice was to add two new lanes cantilevered off the original bridge. Diverting traffic onto these allowed the temporary removal of the concrete road so so that the strengthening of the truss could be completed. Finally a new lightweight corrugated steel deck was installed. The work was all achieved whilst the bridge remained open to traffic - a world first!

The bridge now has an increased capacity from three to five lanes, and can accept all modern vehicle types, and has had its 120 year design life restored - complete in December 2001 at a cost of £34 million - and celebrated by a visit from Princess Anne on the 26th April 2002 - exactly 40 years after the initial opening. Amazingly the strengthening and widening of the bridge weighed only 25 tonnes more than the original bridge!

The volunteer staff at the new visitor centre were extremely helpful and gave us more time than we deserved. Nothing was too much trouble, and altogether it was an excellent experience and one which we can thoroughly recommend to others. We would like to thank all of them for their time and help to enable me to compile this article.

Northern Interlude

by Ken Aveyard

A weeks break in July 2019 saw me and son Robert back up in Bradford for a family visit and whilst most of our days out were going to be bus related there was a bit of rail action to be enjoyed here and there.

First call on our way north was Nelson where we had arranged our journey to coincide with the Lancashire area show of the Model Bus Federation held in a church hall a few minutes walk from the bus and rail stations. With Northern now having collected virtually all the 150/1 Sprinter fleet the days of the Pacers are numbered and what would normally have been a class 142 on the Preston to Colne service turned up as 150111.



The first of our days out on the following Monday began with a train journey from Halifax to Manchester, aboard an ex Great Western combination of purple liveried 150122 and green liveried 153373. Changing at Manchester Victoria we hopped on a Trans Pennine service round to Piccadilly where I hoped to find some of the 9 remaining Newton Heath based class 142's I have yet to photograph. Even though we had seen three Pacers at Halifax, including 144018, one of the last three 144's needed, the four seen at Piccadilly were not required so we continued on our way in search of buses.

With no real plan in mind we decided to visit the Science Museum only to find the main building closed for an event, and the power hall where all the railway exhibits are also closed for roof repairs so we made do with the aircraft hall before heading off for a wander around various city centre locations. We were looking primarily for those buses recently taken over by Go Ahead with their acquisition of First Bus's Queens Road depot and these were plentiful around Picadilly Gardens and Shudehill Interchange. Returing to Victoria station for the train home, we found the unusual sight of a Trans Pennine class 185 unit 185135 parked in platform 1, having been terminated there due to late running, and from which it was preparing to return to Newcastle.



Our train home turned out to be the same combination of 153373 and 150122 we had travelled on that morning. Tuesday we decided on York using the Askham Bar Park and Ride, always a good day for bus and coach action with the added bonus of being able to nip in and out of the station if Real Time Trains showed up something of note.



70811 56094 56113 heading north on the Doncaster to Millerhill engineers, and 66784 proceeding south on coal hoppers.

As well as the two workings illustrated, 66018 passed through on a containerised rubbish train and new Azuma 801110 was driver training on a Peterborough to Heaton run. On Thursday we visited the Leeds Industrial Museum which is extremely interesting, and one of the tour guides gave a first class talk about wool spinning machinery and mill life. The only disappointment was the railway shed has yet to be reopened following the floods of 2015, but thankfully their prize loco Hunslet "Jack" is safe and well n loan to Statfold Barn.

On Friday I had the day to myself so I decided to head off to Lancashire again, using a Lancashire Day Ranger, valid from Hebden Bridge after 0900 to which I added a Bradford to Hebden Bridge return departing on the 0843 to Manchester. I nearly didn't make it though as I was sat on a bus within the guided busway on Manchester Road when the following bus slid on the greasy roadway and smashed in to the back of my bus. It was a brisk 10 minute walk to the Interchange but with no queues at the ticket office I was comfortably in time for my train.

Whilst waiting for the Manchester train, the Leeds service arrived with 142065 and 142084, and the Huddersfield service had 142066 and a 153, and my train turned up as 153358 and 156455, a rare sighting in West Yorkshire as 156 units tend to be concentrated in the north west or Tyneside. On arrival at Manchester Victoria I decided to catch a 319 operated service to Preston to see if the Colne service was 142 operated, but whilst I was waiting the first required unit arrived with 142011 (below left) on a Stalybridge to Wigan service.



The class 319 units have a reputation for being light footed with only one coach powered out of the four and even in light rain the driver was taking it steady on departing each station, and the wheel slip was quite noticeable. On arrival at Preston 142027 was sat in one of the south bays with a fitter in attendance (above right), and the first arrival from Colne was 142031 neither of which were on the hit list. I spent just short of two hours at Preston which sees a steady stream of Virgin Pendolinos and Voyagers, Cross Country Voyagers and Trans Pennine class 350 electric units on the Scottish services.

With cheaper fares the four coach 350's were absolutely rammed full with passengers and luggage, and the new class 397 trains can't come soon enough. Only one freight passed through, the Malcolm distribution liner service with 90029 and 90028 on the front. There was also a steady supply of Northern units of every type courtesy of the Northern random unit generator but I must admit I had forgotten that the new class 195 units were running on the Barrow to Manchester Airport service as well as some driver training turns, so I was able to cop my first four of these 195103/107/116/121.



195121 on the left heading for Barrow with 195107 on a training run at Preston station on 19 July 2019. ***Ken Aveyard***

Meanwhile one required unit in the guise of 142013 had snapped on a Blackpool South service but the second Colne diagram had not required 142056 with the third unit being 150222. The other Blackpool South unit was another non required 142031, so having exhausted the expected Pacers I boarded an extremely full Pendolino for a quick hop down to Wigan North Western from which I strolled across to Wallgate in the hope of more Pacer action.

As I arrived on the platform I was just in time to photograph required 142060 as it headed out to the turnback siding on a Stalybridge to Wigan service. This was followed by the pairing of 142054/047 heading for Liverpool but neither of those were needed.

142060 returned for the run to Stalybridge, on one of those odd shunt moves that are done with the tail lights leading, with the other unit being 142003 and it was in this latter unit I travelled back to Manchester enjoying the almost original internal layout of bus seats.



Because I wanted to go to Piccadilly, I disembarked at Salford Crescent for a connection which I took as far as Oxford Road, where a few minutes later 142048 pulled in, and was duly photographed bringing the tally up to four of the required nine Newton Heath allocated units. 142001 destined for the NRM arrived in the bay platform attached to 156451 after which I hopped on 319373 to Piccadilly.

Whilst at Piccadilly's through platforms I photographed a couple of East Midland trains class 158's as they will cease to appear here from the forthcoming franchise change when the Liverpool to Nottingham section of the Norwich service will transfer to either Trans Pennine using their surplus class 185's or to Northern with presumably ex EMT units. An interesting appearance was Arriva Trains Wales 150281 a type that appears when there are shortages in the 175 fleet, and in new ATW livery 175107 the first one to receive the new livery and which has been running as a 2 car set following an engine fire in the centre coach.



150281 and 175107 at Manchester Piccadilly on 19 July 2019. K Aveyard

I moved over to the main station where I found 142045, 142061 and 142005 the latter being on the required list. I hung about for a bit, 142058 and 142046 turning up but not required but as it was getting close to home time I decided to transfer to Victoria by catching a train out to Salford Crescent again before doubling back..142020 coupled to 156460 passed through on a Wigan service and 142011 made a repeat appearance and was my steed to Victoria. Over the next hour or so another half dozen 142's came and went but finally 142040 brought my total up to six of the nine.

By now it was getting very gloomy and pouring with rain but there was one final bonus in the guise of 150105 one of the final three class 150 units that transferred from London Midland following the introduction of the class 230's and which have entered service in their green livery.



Not the best image in the gathering gloom but 150105 is seen leaving Manchester Victoria for Stalybridge on Friday 19 July 2019. K Aveyard

The following day it was back to Poole with three Newton Heath, two Heaton two Exeter and three Cardiff Pacers still to photograph. It was announced that Pacer withdrawals would begin in August with around 10 in the north being taken out of service but the listed numbers fell nicely and I will have another chance to clear the list before the year end.

The Devious Diesel Dilemma.

Supplied by Steve Green.

In the square letter grid below are the names of 18 BR diesel locos, (from the 60s-70s) all you must do is find them! Follow the letters one by one by moving horizontally or vertically only to reveal the loco names. Each letter is only used once except the last letter of each name revealed then forms the first letter of the next name in the sequence. To start you off, the first letter is the 'C' in the top left-hand corner. If you could also supply the numbers carried by the locos as well with your answers, that would be splendid.

Just a word of caution, I did not compile this quiz, so there is a rogue 'THE' unfortunately somewhere at the start of one of the names, for which I apologise! I have corrected a couple of errors though to make up for it.

Answers to be handed to me by 30 September 2019 and the answers and winner(s) will be announced in a future edition of The Corkscrew. Best of luck!

C	P	E	L	L	H	S	R	E	N	G	E
R	E	I	R	O	T	T	A	V	E	P	M
A	M	O	N	O	R	L	A	R	E	R	E
Z	A	I	N	A	V	C	Y	O	H	T	S
O	L	E	S	Y	L	O	R	P	U	R	S
N	L	N	A	C	S	S	E	S	O	C	O
H	I	A	D	F	O	P	R	O	I	N	F
C	L	T	A	N	E	M	T	F	G	A	B
A	A	A	Q	U	I	T	R	T	H	I	R
I	S	I	U	T	T	R	A	Y	M	I	I
R	A	N	I	P	A	O	N	C	B	N	T
A	M	A	T	E	N	P	S	S	U	I	A

Photo Gallery

A selection of contributions from the last few weeks.



Thompson B1 4-6-0 61306 Mayflower is a well travelled locomotive. In the upper picture she is seen passing through Bournemouth on 27 June 2019 on a Chinnor to Weymouth special, whilst the lower picture shows her at Kyle of Lochalsh on 12 May 2019.

Gerry Barnard



DRS class 37 37405 on the Anglia Railways short set at Acle on 22 May 2019. These workings will end with the introduction of Anglia's new fleet over the coming months.
Colin Aveyard



Seen at the East Anglian Transport Museum at Carlton Colville on 23 May 2019 are Blackpool Standard tram 159, Sheffield tramways Roberts car 513 and Maidstone Corporation trolleybus 52 LCD52, a Weymann bodied BUT 9611T new to Brighton Corporation.
Colin Aveyard



BR Standard 2-6-0 76084 at Sheringham on 22 May 2019. Colin Aveyard



A star performer on the North Yorkshire Moors Railway is SR Schools class 4-4-0 926 Repton seen here in glorious sunshine running round at Whitby station on 3 July 2019. Colin Aveyard

MOORS VALLEY RAILWAY.

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

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.

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*Two pictures from the Society visit to the Moors Valley Railway on 27 June 2019.
Gerry Barnard*



Northern Rail Pacer 142005 which I captured on film for the first time on 19 July 2019 at Manchester Piccadilly became famous on 12 August 2019 when it was adorned with posters proclaiming “I’m retiring today” and worked for the last time. Officially the first 142 withdrawn under normal circumstances, 142008 and 142059 having been accident victims.



Devon and Cornwall railmotor 56103 and 56091 head through platform 2 at Shipley station on a Boston to Carlisle Virtual Quarry empty working on 7 August 2019.
Colin Aveyard