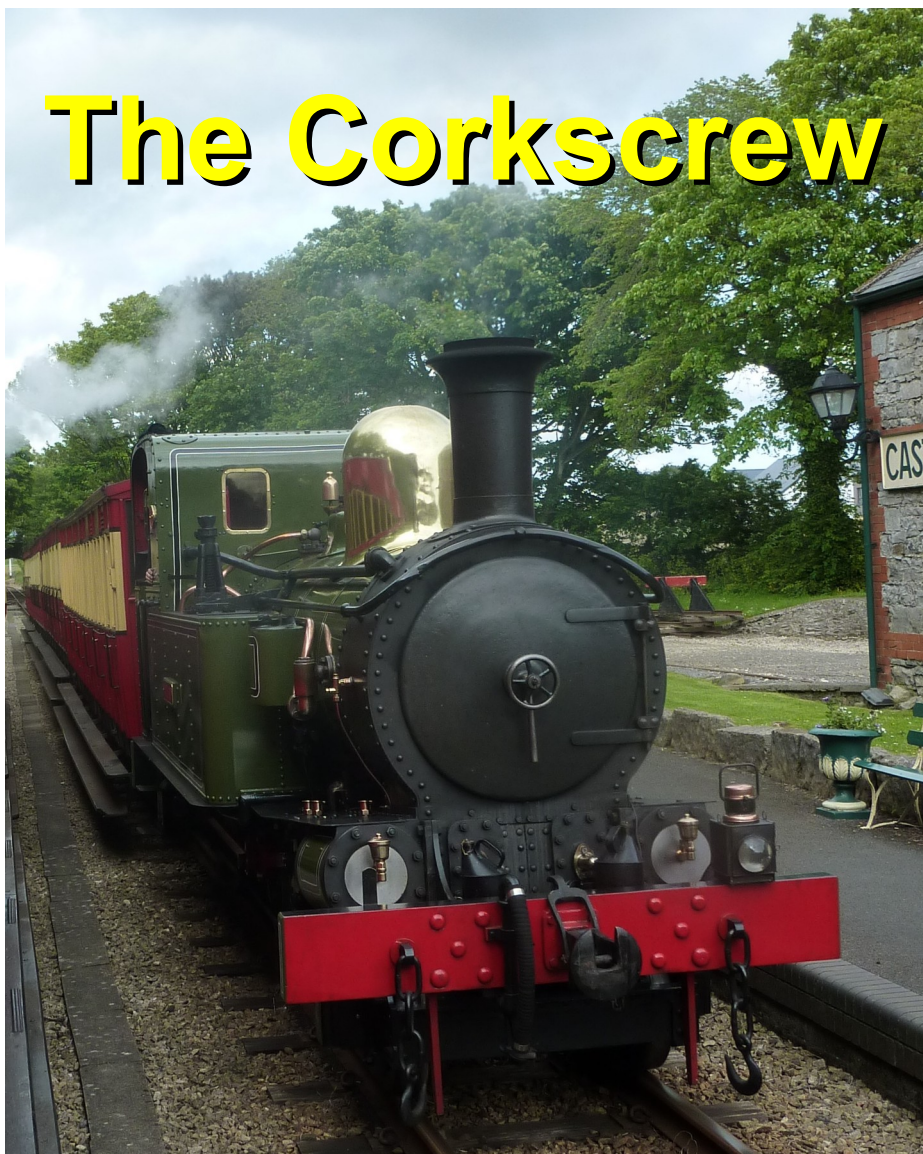


The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 130

August 2022



Isle of Man Railways number 4 Loch Beyer Peacock 1416/1874 seen at Port Erin on 25 May 2022. Colin Aveyard



Similar loco 13 Kissack Beyer Peacock 5832/1910 T Port Erin on 27 May 2022. More Isle of Man pictures later in this issue. Colin Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Editorial

Following on from the editorial in Corkscrew 129, I'm delighted to announce that we will be holding a Wimrail exhibition in April 2023 courtesy of the Allendale Community Centre in the centre of Wimborne, who have proved keen to help us establish what will be a much smaller show than we have done at QE School, but has the potential to become an annual event.

It's also encouraging that following the EGM held a few weeks ago, attendance numbers have begun to increase at our weekly sessions, and with changes to membership and door charges from later this year will see us return to a better financial position for our meetings.

The Autumn programme of meetings and presentations has been circulated to members and we begin during September with Bob Steedman taking us to the former Yugoslavia on the 15th for a look at steam whilst Clive Arnold will be repeating his Steam in Action in preservation on the 22nd at the request of many members who were not able to make the original date.

The Poole Park Railway is as I write this tantalisingly close to reopening with lineside vegetation clearance taking place on 27th July so opening in August is looking promising. Politically it has to open before the end of the school holidays or we'll be seeing some interesting headlines in the Bournemouth Echo.

In this issue we continue the Alan Ashberry story, Paul Carpenter visits the Severn Valley Railway, and Steve Green updates us on the signalling on his new layout. We have our usual selection of images from around the country that readers have sent in, and for those who weren't able to make the quiz, we will be running the questions and answers over the next few issues.

Sit back and enjoy Corkscrew 130. Closing date for 131, 15 September 2022.

Cover picture from Colin Aveyard. Isle of Man Railways number 11 Maitland, Beyer Peacock 4663 of 1905 passing Castletown station on 25 May 2022.

Alan Ashberry recalls the ever changing sights and events witnessed from the vantage point of a footplate which characterised the passing of a year.

Completely Loco – Part 8

All in a day's work

from David Coasby

A question which I have sometimes been asked is whether I found life on the footplate rather lonely at times. My answer has always been the same: an emphatic "No!" I worked with a bunch of good mates and as a consequence life was that much better and easier.

We had to be able to work together and it was not unusual for hardly a word to be spoken during a long run, each anticipating the needs of the other. Communication was often by means of signs and gestures which called for team work of a high order and a sound knowledge of the road over which we were working. This way of working brought a feeling of satisfaction at the conclusion of a turn of duty, and of pride in a job well done. Many other contributing factors meant that I never felt at all lonely. For me, a great source of delight, which could only be appreciated from the vantage point of a footplate, was being able to observe and enjoy the ever changing countryside. As a lover of the country, fond of walking, and with a keen interest in natural history, this meant a great deal to me and so I offer some of the scenes which were part of my working year from my privileged view point—the cab of the steam loco-motive.

Winter

Engines came in all shapes and sizes, which alone made each day's work interesting for we could never be certain of the type of loco which would be booked to us, or what condition it would be in when we found it or what the coal was like. Good grade steam coal from the Welsh coal fields or Yorkshire 'brights' were common fuels before the second world war. But once hostilities had ended, right to the end of the steam era, coal came from anywhere including soft stuff from overseas. There could be lumps as big as a hundredweight (51kg) which had to be broken up. On the other hand there could as easily be slack and small nuts. Then there were the briquettes and ovals, just like eggs, which were pretty useless. All the soft coals tended to cling to the fire bars which meant running through the fire with the 'dart', a long fire iron, in an effort to keep the fire lively and prevent it from clinking.

Without doubt, the most difficult time of the year was the winter, the months from November through 'til March when, depending on the shift, the entire working day could be during the hours of darkness. It was always necessary to be vigilant at all times, keeping a good look out, especially when working in a shunting yard. It was important to be sure that no-one was working in or near wagons about to be moved.

The worst problems arose with the dreadful pea-soup fogs which characterised November. These certainly slowed everything down as the signals and other familiar landmarks disappeared from view. We relied on the sounds of exploding detonators and glimpses of the fog signalman's hand lamp to guide us in the otherwise eerie silence which always seems to accompany thick fog. Eyes became sore with constant peering into the gloom and from the sulphur in the smoke which seemed to envelop us, there being no wind to carry it away. If our engine had a front end blow, matters were made even worse and then, without doubt, we had more than our share of problems.

Freight trains in foggy conditions were beset with their own special problem. We never seemed to get very far with them because we would keep finding ourselves waiting for what seemed like hours on end in one loop or another while passenger trains were sent through ahead of us. Smoke and fog made engine preparation a rather unhealthy occupation and particular care had to be exercised when carrying out Rule 55 (Detention of Trains on Running Lines) in thick fog, particularly when it was necessary to cross several tracks to get to the signal box.

The cab of the locomotive always seemed the safest place to be under these conditions! After the fog would come the frosts which, apart from the nip in the air, were more acceptable than the damp mists and fog. On frosty nights, all the signal and station lamps and the lights of the towns we approached or those of an isolated cottage tucked away in the countryside seemed to glow or twinkle that much brighter in the clear night air. The view from the cab provided a memorable sight when the sleepers and fences were all covered with frost and the hedgerows with the myriad spiders webs all glistened in the early morning sun or the moonlight according to the turn of duty.

I remember the flickering glow of the water column heaters which were kept burning day and night during severe frosts. The passage of trains on the busy west coast mainline was sufficient to prevent ice forming too thickly in the water troughs. I can't ever recall being unable to pick up water during even very cold and frosty weather.

But frosts brought their own problems. Very severe conditions could cause the points to freeze which slowed running. The areas around water columns would become very much like a skating rink, while the leather bag became so stiff that it had to be taught good manners by thumping it with the coal pick! Water was often spilt in the area around tender fillers which could become very slippery. Footsteps and handrails too could become covered with frost and great care was necessary when moving around the locomotive or tender.

I suppose the worst part of the winter working, especially when it was very cold, was running tender or bunker first.

We did a lot of bunker first running with the Stanier class 4 tanks; the Fowler 2300s on local suburban runs to Euston were always run bunker first. During the hours of darkness we had the added problem of trying to keep the gauge glass oil lamp alight. The rush of air would often blow it out! Running at speeds of up to 70mph, the wind was so cold that we were always grateful for our jackets and overcoats. The fire was made up at Watford so that we didn't have to touch it on the run; opening the fire door in these conditions would result in a severe drop in boiler pressure.



The winter months could be very hard on the railways. Here Stanier Pacific 46234 gets a light dusting of snow whilst on-shed. Photo: Peter Elmslie.

The cabs of some tender engines could be very exposed to freezing winds. The ex-LNWR G2 0-8-0 goods engines were memorable in this respect and the 0-6-0 4F class weren't much better! This also went for the 2P 4-4-0s. The tender-to-cab sheet did little for us; in fact it was often a nuisance, particularly when it became untied and flapped in the wind until the cord could be rescued and secured again.

But for me, winter had its compensations. For instance, I got a tremendous thrill to see only my own footprints on looking back when walking to the shed through the snow on early shift. The entire familiar scene was transformed by a coating of snow. Well known and familiar objects took on the most unusual shapes when shrouded in a mantle of snow and the countryside was all white and clean. From the footplate it was often possible to catch a glimpse of a fox, shown up against the snow.

The wagons of coal were all covered too and looked like a train laden with snow! Running through deserted and dimly lit stations which often looked like ghost stations in the early hours, I loved to see the nighttime glow from the fire and, casting a backward glance when firing, to see the exhaust streaming back.

Spring

From the aspect of the footplate, the best time of the railway working year was springtime. Memories of ice, snow and fog would fade as the days became warmer and longer. There was less peering through the darkness for signals and the various other landmarks along the route used, for example, to cue shutting off steam prior to running into a station.

Head, tail and gauge glass lamps weren't necessary unless the turn of duty was a late one which involved running through the night. Gone also was the ice skating around water columns, and the water didn't feel quite so cold when the bag slipped out of the filler and covered the driver in water! A gradual but noticeable change came about in the countryside as the dark bare starkness of winter gave way to the delightful young, fresh shades of green as trees and hedgerows once again burst into life. Noticeable too was the growth of wild flowers along the railway banks where the previous year's growth had been burned off by fires, probably caused by hot cinders from locomotive exhausts.

Pastures took on a new look as they became alive with cattle, sheep and pigs, all turned out from their winter quarters to greet the oncoming season and enjoy the sweetness of fresh green springtime grass.

During the late spring the scene from the cab of the engine was one of sheer delight and beauty. Speeding or ambling past, the countryside was a mass of blossom in all the hues of pink ranging to white, while the lineside was bright with primroses and bluebells. It was never a problem to be held in a loop or a country station yard and spend a pleasant hour just sitting and watching nature at work. One day I recall being held spellbound when a movement in the grass revealed a stoat poised and about to spring upon an unsuspecting field mouse. It was common also to catch sight of foxes, rabbits, hares and snakes sunning themselves on sandy banks. I have watched trout in a stream while held at signals and seen herons looking for a tasty meal. All this in a working day!

Also to be seen were all kinds of building projects. Surveyors with their instruments might be spotted in a familiar field one day, soon to be followed by the earth moving equipment to level the site. Then the foundations would be dug and so on. From the footplate it was possible to observe the entire process of construction as the building progressed to completion and occupation. These buildings could be a lineside factory complex, a new housing estate, or a new station to serve a new town.

New track was always being laid, signals being re-sited, or semaphores being taken down to be replaced by colour light signalling.

Each week was one of gradual change, all to be enjoyed from the cab when running conditions permitted.

Summer

July brought summer to its height. Gone were the delicate tints of springtime; the trees and hedgerows were in full leaf and the greens which dominated the pastoral landscape were richer and stronger in colour. But the fields changed too, as the crops added variety to the scene through which we passed featured fields of wheat, barley, potatoes, peas, beans and the occasional eye catching field of mustard which was as conspicuous as red poppies in the wheat fields. In the early summer mornings hosts of rabbits could be seen sitting munching their way around the edges of fields. I used to love to give a real good blast on the whistle and watch them scamper away for dear life.

How much warmer it was on the footplate on those hot sunny days. It was a pleasure to lean out of the cab window and be refreshed by the rush of air. The view ahead was quite something when the sun was beating down; the tracks shimmered in the heat haze and often appeared to be dancing about before us. If a 'distant' was sighted in the on position, a severe application of the brakes was necessary to bring the train under control. The acrid smell and the biting tang of scorching brake blocks was more noticeable in the summertime too.

It was a joy to be ambling along on a rather slow goods on a nice sunny day since we were very often turned into a loop for perhaps an hour or more, giving us the opportunity for a brew up and to laze on the bank in the sun, looking out for any movement of animal life or just watching the fast trains rushing by. What a lovely life it all was!

The summer months were always a busy time for the locomotive department with so many extra trains being run as holidays approached the peak period. Day excursions were scheduled to various resorts and all this extra traffic had to be handled despite the fact that we were invariably short of crews who were off on their own holidays!

A whole variety of jobs came the way of crews in the special link, often over unfamiliar routes which required a pilotman to be picked up for part of the journey. Trains could be made up with through coaches for familiar and less familiar seaside towns, to be detached along the route. A train made up with, perhaps, fourteen coaches could arrive at its final destination with only six remaining.

The first of the summer specials were the school specials which brought children home from the various public schools around the country, the guards van being stacked with their tuck boxes.

It was always a source of great delight to me to walk back along the train after having coupled the engine at Euston, while waiting for the time to start our run, and to watch the holidaymakers — dad struggling with the family luggage while mum tried to get excited children into the train.



Royal Scott 45534 heads 'The Shamrock' into the sunshine on a 'perfect day'. But there was no such thing as a 'perfect day' for a footplate crew. If there was frost or snow you'd get cold, if it rained you'd get wet and if it was sunny you'd often get too hot in the cab! Photo: Peter Elmslie.

The scene was one of bustling activity with porters loading parcels and luggage, postmen loading the mails, dining car staff busy getting the food and drink into the kitchen car. Some passengers, perhaps those at the start of their holiday, had happy smiles while others showed sadness at the thought of parting from loved ones as the time for departure drew near.

I thoroughly enjoyed every moment spent at Euston and other stations where the activity was so very interesting and made each day different from the last.

During the summer holidays, the station platforms and the lineside were alive with scores of children noting the numbers of engines, a pastime which I had enjoyed as a lad. On the whole they were well behaved and we enjoyed giving them a wave or a touch of the whistle. But we had a way of dealing with those who threw stones—a dousing with the slacking hose made them leap about!

We often got a wave from workers in the fields, but not from the ladies whose washing was sometimes enveloped in clouds of black smoke. They shook their fists, so we gave them an apologetic toot and hurried on our way.

The countryside had taken on another new look as the crops grew and began to ripen in the sun. We saw the campers in the fields and meadows and by the streams—I often wondered if they ever saw their chosen spots, as I did from my cab window, deserted and silent in midwinter. The gardens which flanked the railway line were ablaze with all the summer blooms while wild flowers along the banks all added to a wonderful kaleidoscope of colour. Here and there though, they were blackened by a burnt section where the sparks from passing locomotives had set the banks ablaze and sometimes had burnt down the fencing. Hot dry days meant a more frequent use of the slacking pipe to keep the footplate washed down and to damp down the coal to prevent too much dust rising from it. The opportunity for a brew up was never missed. All in all, summer time was the best for the variety of runs and, of course, for the weather.

Autumn

Late summer and early autumn brought more changes to the appearance of the countryside. I thoroughly enjoyed this period because it seemed to offer so much to a lover of the country scene. Autumn was heralded with the harvest. Crops which I had watched grow and ripen week by week were safely gathered in, seemingly by anyone and everyone who could lend a hand. The work seemed almost to continue throughout day and night. It was a time of great activity as field after field of corn, barley and all manner of root crops were cut or lifted to leave just stubble or a bare field. As we passed by, from the vantage of our footplate, we were able to watch the daily progress. Sometimes I was so absorbed in what I could see that I let the steam pressure drop, which then meant some furious shovelling to bring things back to normal.

How wonderful the fields of stubble looked in the October sun: everywhere seemed to be suffused with a golden glow. The orchards also became very busy; ladders were propped up against the trees, and glimpses could be caught of the pickers among the branches filling their baskets.

Where the railway ran alongside the canal or river we would see the banks lined with fisherman, each spaced at uniform distance from the other and all hoping to catch more than a cold! Ducks, swans, moorhens and water rats carried on more or less undisturbed and as we were able to enjoy all these delightful rural scenes we occasionally thought about all those who had to work indoors. We were certainly very fortunate to be able to enjoy it all and, as one old driver remarked, we were getting paid as well!

Late October and early November were very colourful months. We could look out from the footplate to see the trees dressed in their autumn reds, golds and browns. With harvesting over, the fields were once more under the plough, always followed by flocks of birds hovering just above, ready to pounce on any titbits turned up by the shares.

On early shift we began to notice a nip in the air. Early morning mists which shrouded the trees gave them a ghostly appearance and brought to mind the fogs which would come later, with the sounds of exploding detonators as we strained to catch sight of the fog signalman with his hand lamp standing by his blazing brazier. Always a splendid sight at this time of year were the swallows, swifts and martins gathering for their migration flight, this despite the sadness at the thought of their going which meant that winter was that much nearer.

Late turn on 5 November, Guy Fawkes night, was always enjoyable because from our cab window we had a grandstand view of dozens of bonfires and fireworks displays, and none of them cost us a penny!

One of the pleasures at any time of the year was being able to watch the dawn breaking during night turns of duty. From the footplate too, especially in the late autumn, I have seen some superb sunsets when the whole sky seemed to be on fire.

And so, as December arrived we were once more into winter.

As I come to the end of this particular feature, which I trust you have enjoyed reading, I shall admit that it has given me great pleasure to look back and reflect on so many different experiences encountered during my days on the footplate which made my working life something to treasure.

No two days were alike, even when we were rostered on the same run for a week. Depending on the time of the year, the weather could play havoc with booked running times. Other upsets to the usual routine included poor steaming of the engine due to bad coal or a dirty boiler due for washing out, failure of the injector or the vacuum brake or the brick arch, or coming off the road.

On the road we could experience signal failures, point failures, broken rail, a hot box, a door open on passenger train or even a goods train breaking in two.

Trains could fail in the section ahead and there were the ever changing speed restrictions due to relaying of the permanent way. All of these aspects made my years on the footplate interesting, never boring, certainly never dull and as Christmas draws near once again, I look back to when the Great Hall at Euston had a decorated tree with carols being played, and the trains were run for the benefit of the passengers!

It was a grand sight, seeing the hustle and bustle of the Christmas traffic, the platforms piled high with parcels and mails, while people made their way home laden with all sorts and sizes of packages. Then, after the last train had departed, leaving only the staff train a great silence fell over the station leaving only our Scottish passengers to return home for Hogmanay to see out the old year and greet the new.

Constructing my Layout – Part 2b: - Completion of the Point Rodding.

By Steve Green.

As mentioned in the April Issue of “The Corkscrew”, the next big project for me to complete was the point rodding run from East Box to all points west, so to speak.

This job has now been finished and hopefully the photos to accompany this brief update shows it off as well as my camera phone and the lighting allowed. As stated, and hoped for, this run was much easier and more enjoyable to put together than the run for West Box, perhaps mainly down to the fact that the runs were more or less in a straight line. The lessons learnt from the West Box runs helped and I’m very pleased with the overall effect, which totals around 6ft in length, or approximately 450 scale feet.



The completed “lead away” from East Box.

Steve Green

Also now glued into their final positions are the ground/shunt signals, the hand-operated point levers in the goods yard, the two gradient posts at each end of the scenic section showing the correct profiles from Bridport station and the milepost has been positioned alongside a bufferstop as per the original. The single line token apparatus outside each signalbox is now in place and as the station has four names, the problem of how to display each different nameboard on the signalboxes has been solved by using some small magnets, bought online from Spider Magnets.

The Bachmann level crossing gates have been made to operate using servos by former WRS member Kevin Trim, who continues to work on the wiring, and in particular the control panel at the time of writing, mid-May.



Left the start of the point rodding passing the single line token apparatus and right continuation of the run down to the single slip.

If you'll allow me, I will provide further updates as and when specific milestones are reached.



Severn Valley Railway Diesel Gala May 2022

by Paul Carpenter

I couldn't truthfully say that gala events on preserved lines are particularly my cup of tea. I do acknowledge that there is usually more to see, against that there are more people about! I've started a quest to try and visit as many U.K. railway stations as possible. To make matters more difficult for myself this includes heritage, underground, tram and metro. Whilst far from my first visit to the Severn Valley Railway, my previous visits hadn't produced sufficient photographic coverage to 'count' for this new hobby, (for which read obsession).

Anyway a week's holiday in the area coincided with the last day of the Severn Valley's spring diesel gala, the first held since 2019. Sunday 22nd May was the least intensive timetable of the four day event, but this did not bother me, especially after hearing other visitors saying the trains were quieter than on the previous days. We were staying near Bridgnorth, and with Heather preferring to do other things I drove down to Kidderminster arriving there about 08.30. Original 'Peak' D4 'Great Gable' in blue livery, was backing onto the first departure of the day, the 09.00 to Bridgnorth, with late era LMS stock. Back in October 1966 this was an early recipient of standard blue livery, almost certainly the first of the later to be designated Class 44's to receive it. In fact one of the earliest recipients of B.R. blue at all. Interesting to reflect by that stage it like the other nine Toton based class members was almost entirely engaged on freight working.



D4 at Arley working a Bridgnorth to Kidderminster service. P Carpenter

Also around Kidderminster Town station either to work later trains or on display were Class 33 D6515 (up from Swanage), Class 52 D1015, Class 17 'Clayton' D8568, Class 14 D9551, Class 46 D182, GBRf Class 50 50049 'Hercules', plus Direct Rail Services 68003 'Astute'. Beyond the signalbox was a 'new' Class 69, 69005, in a green livery inspired by the B.R.C.W. locos, later Class 26, 27 and 33, after they received half panel yellow ends. Anyway, it's named 'Eastleigh' so I guess it's supposed to be a tribute to the Southern Region Cromptons.



D1015 50007 (50034) D8568 D9551 at various locations during the day.

I stayed to see D8568 and D9551 which were top and tailing a four coach GWR Collett era set shunt for departure on a shuttle to Highley. Thereafter they shuttled between Highley and Bewdley for most of the day. Clayton D8568 looks extremely smart in early blue livery with yellow panels following an extensive overhaul. The livery is however not quite authentic for the class as in blue livery (never actually carried by D8568) they had full yellow noses. D9551's 'Golden Ochre' livery is of course pure fiction for the brief period in B.R. service, though one did carry an orange livery in industrial use.

On Sundays Chiltern Railways run two services to London Marylebone using a loco hauled, well pushed in that direction set at 10.00 and 10.30. So across to Kidderminster station, the glass fronted building is rather impressive being opened just two years ago in 2020. 68013 named 'Peter Wreford-Bush' in Chiltern silver-grey two tone livery with DVT 82301 at the other end arrived from Stourbridge Junction with the stock for the 10.00 departure.

I then left by car to 'do' Blakedown and then Hagley stations. Blakedown has a level crossing, platforms and shelters and not a lot else, but it does have its restored former ex GWR signal box carrying its cast iron Churchill and Blakedown name board. It was moved from its former position across the road presumably brick by brick and is cared for by a local historical society.



***Blakedown station with 68013 + 82301 1H25 10.00 Kidderminster - Marylebone 22 May 2022.
Paul Carpenter***

I was surprised at how far off I could hear 68013 before it roared through the station with the 10.00 1H25 Kidderminster – Marylebone. Minutes later the barriers were down again and 68008, this one in DRS livery, raced through on the empties from Stourbridge Junction to form the 10.30 off Kidderminster. I should say you can see Class 68's on these trains at Kidderminster on weekdays and Saturdays but they leave much earlier in the morning returning later in the evening. Onward to Hagley where with DVT 82305 leading and 68008 propelling the 10.30 Kidderminster – Marylebone was seen passing. Back then to Kidderminster Town, and at last I could make use of my all day ticket by catching the 11.30 departure formed of a crimson and cream Mk1 set. This was headed by 'Thousand' class (as we knew them on the Western) D1062, but masquerading as long ago scrapped D1040 'Western Queen'. I cannot say I'm a fan of re-numbering locos, but I suppose it pleases some enthusiasts. Do they underline the fake number in a book or database I wonder? I have to admit though it didn't look bad in the late B.R. blue with full yellow ends that they carried when I occasionally worked on them as a secondman in their last year or two of normal service.

We crossed a train (possibly 31466 from memory) at Bewdley, where I'd come back to later. Also at Bewdley were 73107 and 73136 top and tailing a shuttle operating between there and Kidderminster. In my quest for stations, I do visit properly, seeing them from the outside as well as the platform. However, I made an exception for Northwood Halt, just a platform and pagoda shelter. The halt was originally opened in 1935 at a minor road level crossing. We made a brief stop and I was able to get a few photos. Alighting at Arley I then had an ample hour before continuing in the same direction. Plenty of time to see 'D1040' waiting to cross the Kidderminster bound service headed by D4. The two blue liveried locos made a nice picture and I reflected on whether they could have possibly been seen together in B.R. service days. Not much chance, though Class 44's were very occasionally seen at Gloucester and probably not beyond. Class 52's were an everyday sight at Gloucester so you'd be lucky to be in the right place at the right time but a possibility!

D8568 + D9551 duly arrived on their shuttle from Highley to Bewdley to await a crossing with my next train, the 12.20 ex Kidderminster which came in behind EE Type 4, Class 40, 40106 'Atlantic Conveyor'. This particular Class 40 achieved a minor distinction in never receiving blue livery, it being withdrawn in the livery carried today, i.e. green with full yellow ends. Surprisingly, as the last of the class in green livery it even had a repaint in this livery in 1978. Often quoted as the only Class 40 never to receive blue livery, this ignores D322 scrapped early on after a 1966 collision that never did, and I'm pretty sure 40039 didn't either though it did have full yellow ends.



40106 arrives at Hampton Loade on a Kidderminster service.

Departing Arley where D6515 had been crossed, I bailed out at next stop Highley. Swanage based D6515 has been well travelled this year taking in the Keighley & Worth Valley as well this summer. On this occasion I passed up on the opportunity to visit Highley's Engine house, and stayed around the station area. This gave a good opportunity to listen to the two Type 1's Class 17 D8568 and Class 14 D9551 (now for some reason carrying chalked number D9548) which were seen arriving and then shunting their train. Perhaps surprisingly given both have (albeit different type) Paxman engines, two in D8568, they sounded very different. Before leaving Highley 50007 'Hercules' arrived in GBRf livery carrying another spurious number '50034' on one side – don't ask me!



D182 arriving at Highley en route to Bridgnorth. Paul Carpenter

I spent another hour at Hampton Loade having arrived behind Class 46 D182. I struggled to see quite why some temporary added signs and timetable posters had time-warped us back to Regional Railways 1992. By that year most of the preserved diesels in use had been withdrawn from service, in a lot of cases long gone. Although the Class 68 and 69 weren't due to work beyond Bewdley for the gala, they hadn't even been thought of in 1992! Why on earth I need to be so pedantic though is the greater mystery! I suppose the haulage merchants were happy to be logging renumbered 'spoofer' locos at a maximum of 25 mph, although speed restrictions made progress rather more pedestrian at times.

I returned to Bewdley as I could go to Bridgnorth on a quieter day. A few more station photos then back to Kidderminster on a spectacularly over-powered shuttle with a couple of GB Railfreight EDs with 69005 at the head. I was quite content to settle in the rear coach, although it doubtless excited some. It wasn't a bad day out and it would be churlish perhaps to admit that for me the most exciting moments of the day were the Class 68s passing at Blakedown and Hagley. Perhaps Ken can edit that sentence out.....(no chance...Ed!)



GBRf 69005 rebuilt from the former 56007 made its debut at the Severn Valley Gala and is seen with 73136 on the LNER teak stock that was used on the Bewdley shuttles.
Paul Carpenter



D1062 masquerading as D1040 Western Queen for the Jubilee year seen at Arley on a Kidderminster to Bridgnorth service.

WRS QUIZ 2022ROUND 1 STEAM #1

- 1 Which Companies merged to form the Somerset and Dorset Railway and in what year? 1 point for each part (2)
- 2 What was the first Standard locomotive and in what year was it built? 1 point for each part (2)
- 3 What made the nameplates of 35019 “French Line CGT” unique? 1 point
- 4 How many “King” class locomotives were built at Swindon Works? 1 point
- 5 3 locos were involved in the Harrow disaster of 1952. Two were written off. Which one survived? 1 point
- 6 How many “Britannia” Pacifics were named after Scottish rivers or bodies of water? 1 point
- 7 What was the traditional departure time from Waterloo of the “ACE”? 1 point
- 8 GWR Pannier Tanks of class 57XX and the LMS/BR Black 5s made up the 2 largest classes of steam locos in BR ownership. But which was the largest – and by how many? 1 point for class and 1 point for getting within 17 – 25 of the correct answer.
- 9 What was the last steam loco to enter service under the auspices of the Southern Railway? 1 point
- 10 Only 1 steam loco carried a nameplate containing 2 Zs – what was its name? 1 point

WRS QUIZ 2022.....ROUND 2 MISCELLANEOUS RAILWAYS #1

- 1 Which model railway club was vandalised by drunken teenagers in 2019? 1 point
- 2 Which Football League Club is sponsored by LNER? 1 point
- 3 Which Joint System closed down, almost in its entirety, on 28th February 1959? 1 point
- 4 In what year was the first Ian Allan’s Spotters Book published? 2 points if correct, 1 point for 2 years either side.
- 5 Which 2 steam locomotives carried American style warning bells: and which modern diesel still does? 1 point for each (3)
- 6 Which railway, built in 1836 and still in existence, ran for more than 4 miles but never touched the ground? 1 point
- 7 In what decade was the last GWR timber viaduct replaced by masonry? 1 point (it was on the Falmouth Branch)
- 8 What made Sampford Courtenay station newsworthy in 2021? 1 point.
- 9 What links Plaice, Halibuts and Hakes in a railway context? 1 point
- 10 Britain’s newest steam locomotive was delivered to a 3ft gauge line earlier this year – where is its new home? 1 point

Answers and more questions in the next issue.

Poole Park Railway Update

Pictures taken on 6 July 2022 by Ken Aveyard



The fencing has gone and the rear of the loop is accessible. Left is looking back towards the lake with the old alignment showing as a dark tarmac strip on the left. Right is looking the other way showing the track switching over to the old alignment.



Further on approaching the new shed and showing the two points leading in to the building. The old turntable here has been removed.



Finally, where the path meets the bridge and looking from the bridge down towards the garden. Trains will run clockwise when the line opens

The station was still fenced off but lineside vegetation clearance was taking place on 27 July so we're getting closer. We'll be keeping watch for any news.

And now for something completely different.

In Corkscrew 129 there was a picture of the Lindsey to Preston bitumen tanks in the hands of a pair of Colas class 56 locos, whilst back in Corkscrew 122 an article on chasing the Colas 70's made reference to their regular appearance on the same working. At the beginning of June, Howard Bolton of the Huddersfield Railway Circle sent me the following notes and pictures.

Of interest through Mirfield very recently has been 66850 from Colas working the Lindsey Oil Refinery to Preston Docks (Ribble) and return working which usually runs several times per week.

This is usually a Colas Class 70 or 2xClass 56 working. However on 24 May 2022 70801 failed on the outward journey and Colas's 66850 was sent to rescue it. The first time a Colas Class 66 has been through Mirfield I believe for over 5 years when 66847 was trialed on the train. Here is 70801 being rescued at Heaton Lodge Jct Mirfield on 24th May and 66850 working the return working by itself on 1 June 2022 at Mirfield Sands Lane bridge.



Howard's photos. Apologies for cropping to keep within a single page.

Recent Railtours



57313 Scarborough Castle on a Northern Belle ECS working from Carnforth to Norwich passing Heaton Lodge Junction on 29 June 2022. This stock would form the Norwich to Weymouth service on Saturday 9 July 2022.
Howard Bolton



47853 carrying 47614 and 47805 carrying D1935 on the Norwich to Weymouth tour on 9 July 2022, passing Branksome.
Ken Aveyard



47593 in large logo blue heads the 0635 Poole to Kingswear English Riviera Express through Parkstone station on Saturday 2 July 2022. Bringing up the rear was green liveried D1924, now 47810.

Gerry Barnard



47826 heads the Birmingham to Weymouth Railtour through Branksome station on 9 July 2022. Ken Aveyard



Bringing up the rear of the above tour was 47804. Track circuit problems saw the return from Weymouth delayed by 45 minutes but generous recovery allowances around Acton Wells Junction saw an arrival at Norwich 5 minutes early at 0011 Sunday morning. Ken Aveyard

More Manx Miscellany

more pictures from Colin Aveyard's recent visit.



Manx Electric Railway trams at Derby Castle. Cars 5 and 9 are both Milnes cars of 1894 but to slightly different designs whereas car 57 is an enclosed trailer also by Milnes but from 1904. Colin Aveyard



Snafell Mountain Tramway car 5 is a 1971 replica by Kinnin of Ramsey of the original car 5 of 1895 that was destroyed by fire in 1970. CA

Seen at Shipley



66753 EMD Roberts Road passes Shipley on 7 June 2022 on the Thrislington to Rylstone empties. Colin Aveyard



D6515 (33012) 50026 and 33202 passing Shipley on 7 June 2022 en route to the Keighley and Worth Valley Railway diesel gala. Colin Aveyard

The **'National Directory of Traditional Railway Societies'** has arrived, and available to buy to club members at a discount to retail prices.

Here is how:

The book is published in large size (11 x 8.5 inch), contains over 100 colour photographs, and runs to 250 pages. Each railway society, including WRS, has at least one page dedicated to it. It retails at £24 but is available to members of the listed railway societies at the preferential price of £20 plus post and packaging (£3.50). You can buy from within the UK in one of two ways:

1. By cheque.

Send a cheque for £23.50 by post made payable to 'Richard Bowry' to 22 Romany Rise, Orpington, Kent BR5 1HQ, together with your name and full postal address, and the name of your society. The book will be posted to you within 3 working days of cheque clearance.

2. By bank transfer.

Send an email to richardbowry@railwayclubdirectory.com for banking details, together with your name and full postal address and the name of your society. Then transfer the sum of £23.50 as directed (remember to put your name as a reference on the bank transfer). The book will be posted to you within 5 working days.

The RCD shares its profits. For every book sold by the RCD to a society member, we donate £5 to your society.

The Society has received a copy of this book for the library, but if any member intends on buying a personal copy make sure to confirm you are a WRS member to trigger the relevant discounts.



45005 works the 1150 Glasgow Nottingham past Blea Moor signal box on 15 May 1982.
WRS P338_3

National Directory of Traditional Railway Societies

2022/2023 edition

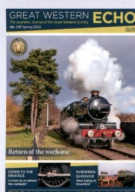
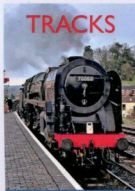
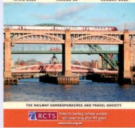
Richard Bowry

Railway Club Directory

Foreword by Christian Wolmar



Front cover of the directory



The National Directory of Traditional Railway Societies is unique. It is believed to be the first attempt to create a detailed directory of all 'traditional railway societies' existing in the United Kingdom at a particular point in time.

It is also collaborative in nature, the listed societies themselves having been instrumental in the creation of their entries.

Published by the Railway Club Directory, the National Directory of Traditional Railway Societies contains around 200 entries, promoting the interests of:

- (1) National railway societies
- (2) Specialised national railway societies
- (3) Historical railway societies
- (4) Local railway clubs
- (5) UK based international railway societies

The Directory covers all Traditional Railway Societies that come within its parameters, numbering 125 in total. These range from national societies with dozens of branches throughout the country, to small local village clubs. It does not however list model railway clubs or societies concerning the heritage railway sector.

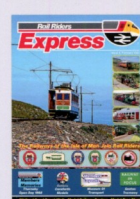
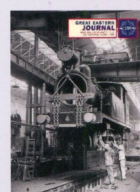
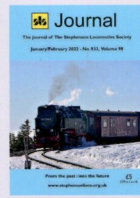
The Directory also lists Rail User Groups that are affiliated to Railfuture, numbering around 75 in total.

For each listed society, the Directory has dedicated page(s) relating to it, containing pertinent information about the society including what it does, what benefits it offers, membership fees and, of course, how to join!

To find Traditional Railway Societies close to a particular locality, Appendix 2 contains a list of societies itemised regionally.

This book may be read together with the website of the Railway Club Directory, which lists on a weekly basis the meetings and events organised by each listed society.

Visit the website at www.railwayclubdirectory.com



Railway Club Directory

Rear cover of the directory



Recently repainted in original Inter City livery at Plymouth Laira, Cross Country HST power car 43184 carrying original set number 253051 is seen on arrival at Leeds platform 15 with a late running service from Plymouth on 25 July 2022.
Howard Bolton



Just over two minutes later as recorded on the platform clock and Trans Pennine Hitachi class 802 unit 802218 pulls in alongside, admiring the HST design, its forerunner in so many ways, with some 50 years between the designs.
Howard Bolton



Class 142 Pacer unit 142039 in Regional Railways blue with NW logos passes Levenshulme on 19 July 1994. WRS P1642 8



On 21 July 2022 LNER class 91 91109 waits to leave Kings Cross with an evening departure to Leeds. This was the last day of a four day trip to London to be featured in the next Corkscrew. Colin Aveyard