



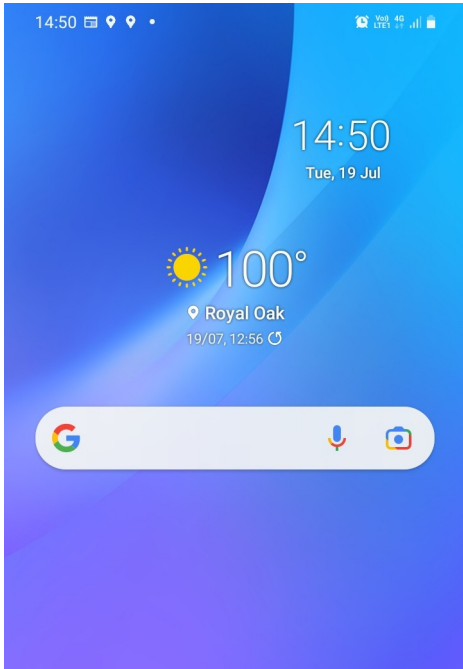
# The Corkscrew

Newsletter of the

**Wimborne Railway Society**

**Issue 131**

**October 2022**



***The temperature on my phone's home screen on Tuesday 19 July 2022. An owl sculpture outside Ipswich station on Wednesday 20 July. KA***



***South Tottenham signal box on the Gospel Oak to Barking line seen on 21 July 2022. See article from page 3. Ken Aveyard***

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

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## Editorial

Well at least two memorable things have happened since the last issue of The Corkscrew. We have a new King after the passing of Queen Elizabeth II and the Poole Park Railway has reopened.

Society wise, the winter meeting programme has started and runs through to Christmas and beyond with a variety of speakers. It's also pertinent to mention that December will see the Society AGM and members should watch out for the usual committee nomination forms as the date draws closer.

Attendances at meetings are picking up but are still well down on 2019 levels. Members are encouraged to attend when they can, especially when we have a guest speaker who whether they are a fellow member or an outside guest will have put much effort into their presentations and deserve to be supported.

One change to be introduced from October will be a voucher system for paying the weekly meeting fees. In order to reduce the amount of cash handling and ease the treasurer's workload members will be encouraged to buy blocks of 10 door tickets for £20 either paying by note, cheque or bank transfer and use them over the following weeks as required. Vouchers will be sold on the first Thursday club night and the third Tuesday modelling night each month between 1930 and 2000. A similar prepayment system for refreshments may be introduced at a later date.

Finally Flying Scotsman will be visiting Swanage and will be hauling trains on 22 to 26 October 2022. See the Swanage Railway website for details.

In this issue your editor recounts four days in London during the hottest week of the year (and probably all time) in July. We continue the Alan Ashberry story courtesy of David Coasby and we have our usual selection of pictures from around the country as well as the next set of quiz answers and questions.

Sit back and enjoy Corkscrew 131. Closing date for 132 is 17 November.

Cover Picture:- By Ken Aveyard, 710101 brings up the rear of a Liverpool Street bound service at Bethnal Green on 21 July 2022.



# A bit of a warm one.

By Ken Aveyard

In September 2021 my brother Colin and I had a few days in London and East Anglia as featured in Corkscrew 125, and for 2022 our plan was to repeat the itinerary based at same Romford Travelodge, with the exception of the Thursday which would be decided on the day in case anything went wrong over the preceding three days.

If anything went wrong proved to be prophetic as with Travelodge and tickets booked for Monday 18<sup>th</sup> July onwards we were suddenly faced with a wave of industrial action resulting in strikes and cancellations in the weeks leading up to our departure. As we got closer to departure things began to heat up, literally as temperatures were rising and it was predicted that they would hit 40 degrees (103 in old money) at the start of our week. We came perilously close to cancelling and as late as the day before I was re writing the itinerary to remove the Monday afternoon on Ealing Broadway in favour of somewhere more sheltered. Other changes had already been made as the Elizabeth Line central section had opened and needed to be factored in, and TfL announced the opening of the Barking Riverside extension on that very Monday which would affect our observations on the Goblin line on Tuesday.

What happened then threw us in to more confusion, as both LNER and SWR announced emergency timetables and doing one final check on Sunday night I found my 0844 from Branksome (0755 ex Weymouth) cancelled, and starting from Bournemouth at 0855. As the train operators had advised passengers could travel earlier, or later, or the day before, or the day after, or not at all, I walked up to Branksome for the 0819 shuttle from Weymouth from where 444028 took me to Bournemouth arriving in the rarely used platform 4.



**444028 in Platform 4 at Bournemouth on 18 July 2022.**

**Ken Aveyard**



Meanwhile Colin had discovered that his 0945 from Leeds had been cancelled so he switched his reservation to the 0915 which started from Bradford so he could board at Shipley, until it didn't so he had to go to Leeds anyway. Unfortunately due to missing trains, problems necessitating train swaps, and a couple of random platform changes, the 0915 finally left Leeds at 1005, and by 1010 Colin had his delay repay automatically refunded!!

Meanwhile, my train from Bournemouth was running a few minutes down having had an extra stop at Basingstoke but arrived at Waterloo before 1100 and by 1125 I was at Kings Cross waiting for Colin to arrive. His train had extra stops at Newark and Peterborough but arrived in Kings Cross around 1220 which put us only thirty minutes down on the plan for the day. Whilst waiting one of my last three Azuma's 801203 arrived from Edinburgh at 1205 so already off to a good start as I'd already copped two new 701 units at Wimbledon and Clapham Junction on the way up.

We stocked up with food for lunch and extra bottles of water before crossing to St Pancras where the solitary Eurostar in residence 4029/4030 was also a cop and my final one.

We then journeyed via the Northern Line and the DLR to Custom House station on the Elizabeth Line, which is the first station in the open air heading towards Abbey Wood. With a five minute headway, there are 17 units running and it takes just over an hour to see them all, and 11 of the units were cops.

By now it was 1520 and we were still 20 minutes down on the plan so we headed for the DLR to make our way to Canning Town and on to West Ham.



***Taken through the glass side of the over bridge at Custom House with a class 345 unit leaving the tunnel section alongside the DLR tracks. KA***

At West Ham we found the platforms heaving as the Hammersmith and City Line had been suspended to allow the District Line to run at slower speeds due to the heat. We decided to catch a c2c service to Barking and do the Riverside extension so we boarded the first train, keeping an eye out as we passed East Ham depot as some of c2c's new class 720 units had been delivered. None were to be seen and we found out later that they had been test running based out of Shoeburyness.

On arrival at Barking we found the Goblin suspended due to a combination of a broken down train and an infrastructure fault, so having no need to remain at Barking for anything we hopped back on to a very crowded District Line train to Upminster to catch the Romford shuttle.

Or at least we would have done had that service not been suspended for the whole day as a precaution. Looking for a better alternative than going back in to London and out again, I found bus service 370 from Lakeside to Romford due to pass Upminster Station in a few minutes so a brisk walk to the nearest bus stop and off we went. The Arriva operated 370 almost mirrors the railway passing Emerson Green station en route but the expected 20 minute journey took well over half an hour before depositing us next to Romford station. We spent the next couple of hours on the station copping many more class 345 and 720 units before walking to the Travelodge and then Wetherspoons.

Tuesday was expected to be the hottest day so we were out early arriving at Romford station around 0620 to find the Elizabeth Line service operating with every alternate train cancelled. Even at that early hour the station was busy, although we easily got a seat on a 345 unit as they hold 1500 passengers. As we headed in to London the train got fuller and fuller until by Manor Park we were jammed solid so at Forest Gate and Maryland nobody could board. At Stratford many of the passengers alighted, and we soon arrived at Liverpool Street where we caught a class 710 on the West Anglia service back to Bethnal Green. From around 0715 until 0930 we were able to stand in the shade of the station buildings as the day heated up. During that time we copped another 20 class 720 units, and 3 class 345's as well as observing many class 710's, 321's and 322's. After 2021 we only needed to see one of the Anglia 745s, Stansted unit 745102, but there's an on line posting of their allocations each day and it was showing as not allocated so it was a bit of a surprise when it passed through heading for Liverpool Street just before 0800, and was duly photographed on its way back 30 minutes later.

Our plan for after 0930 was to travel via Seven Sisters and walk to South Tottenham where we would observe the Goblin service and any passing freights until we had seen all the units before heading for Willesden Junction. Due to the hot weather, all non essential daytime freights were cancelled and we discovered that the continuing infrastructure fault meant the Goblin was still closed, as was the Romford to Upminster shuttle.



***745102 passing Bethnal Green heading for Stansted, and 321319 on the main line heads in to Liverpool Street. Ken Aveyard***

So another change of plan saw us heading in to Liverpool Street where we spent a short time outside the station photographing buses and purchasing food for lunch before returning to the Circle Line travelling through to Royal Oak from where we could sit under cover and watch the Elizabeth Line Reading services, for Colin to hopefully pick off his last remaining GWR 800's and for me to clear my last Underground set. With all services much reduced we sat there for a few hours until the Reading service units began to repeat during which time the temperature peaked at 100 degrees F (38C) as witnessed by my phone screen shot (inside front cover).

We headed back to Paddington and down on to the Elizabeth Line to sample the new tunnel sections, travelling all the way to Abbey Wood before returning to Custom House again, where we waited to see all 17 units. The full five minute headway was still being operated and we copped four more units compared to the previous day.



***345022 at Abbey Wood  
19 July 2022. Ken Aveyard***



By 1530 we were ready to leave and having discovered that the Goblin was back running we decided to repeat Monday's plan and headed to the DLR to West Ham to head for Barking. On arrival on the c2c platform at West Ham we were confronted by an empty train sat in the Fenchurch Street platform and announcements advising passengers that due to a broken down train at Limehouse heading out of London, the entire service was suspended. Being only a two track railway, there's nothing you can do when a train is stuck. So we crossed to the District Line platforms along with hundreds of other people and waited and waited and after what seemed like an age a District Line train arrived absolutely rammed solid with no hope of getting on. After another train arrived just the same and more and more people cramming on the platform we aborted that idea and returned to the Jubilee Line to Stratford and spent the evening rush hour there instead.



***720563 on an empty stock working from Orient Sidings in to Liverpool Street passes Overground 378212 at Stratford on 19 July 2022. KA***

As a result of the reduced timetables, many services were overcrowded and delays were occurring on all lines. A delayed Southend train was re-platformed from 10 to the little used 10A and after everybody had trekked across, another Southend train was announced as the next arrival on 10 leading to the amazing and somewhat scary sight of people jumping down on to the tracks to cross back. The platform announcer was going absolutely ballistic telling people to get off the tracks and wait five minutes for the Southend train that was arriving on 10A immediately after the one on 10. Keeping out of the sun at the end of platform 10 we watched the comings and goings but without copping anything until around 1800 when we decided to have a run up to Tottenham Hale and back to pass Orient Way and the Eurostar Depot at Temple Mills,

We made our way to Platform 11 but with nothing appearing, a check on Real Time Trains showed that the inbound service had stopped at Harlow Mill and had not moved for over an hour. A few minutes later the service was cancelled so we abandoned that and headed back to Romford and another visit to Wetherspoons.

Wednesday was to be a repeat of the 2021 itinerary taking in Ipswich and Norwich, without the trip to Sheringham, in an attempt to clear off the missing class 755 units. Due to the availability of decent advance fares we were timed off Romford slightly later at 0701 with only one change, at Shenfield, but as the first leg was unreserved we travelled a bit earlier rather than risk a four minute connection. Arrival at Ipswich was on time at 0806 and as we alighted from class 745 Flirt 745010 the first thing we noticed was the lack of any diesel locomotives on the stabling point behind the platforms. This had apparently closed the previous weekend, replaced by facilities in Ipswich Yard, so the only locos present were five class 90's on one of the electrified sidings. These were 90049 coupled to 90046 in both new and old style green livery, 90012 in orange and a further orange pair comprising 90010 and 90008 these last three of course being ex Anglia.



***Freightliner ex Anglia 90010 and 90008 stabled at Ipswich on 20 July 2022.  
Ken Aveyard***

Also in the station were four class 755's of which one, 755422 was a cop which hopefully was a sign of things to come. We partook of breakfast and settled down to see what appeared before our 1143 to Norwich.

A semi fast from London arrived with 720523 and 720563 which ran out of sight in to Ipswich Yard, with only 720563 returning for the 0925 to London. A twelve car rake of 321's headed by 321320 arrived from London around 1020, and its return working was taken up by 720523, following the 321's which ran back ecs to Colchester ready for the afternoon peak.



***Class 321 unit 321320 heads a 12 car formation at Ipswich, ready to return ECS to Colchester. Ken Aveyard***



***720523 runs in to Ipswich to form the 1025 to London. Ken Aveyard***



Around 1030 the front two 90's powered up and proceeded to run in to the down goods loop just off the platform, followed a few minutes later by single 90012 after which the green pair were extracted and set off across to the main yard from where according to Real Time Trains they were to run light engine to Wembley. Just prior to all these movements, 66786 passed through heading to Felixstowe, with 66759 passing at 1139 heading the same way, Freightliner 66420 and orange 90013 and 90014 also made an appearance.

After picking up lunch to eat at Norwich we boarded the 1143 departure, which was 745106 and headed north. At Norwich we had three and a half hours during which the remaining local services would all cycle round with an hour's gap to allow a bit more bus spotting and a look round the back of the station where 37419 was stabled and where a spare 755 was being used for staff training.



The pictures above show 37419 stabled behind the station, 156413 which had been uncoupled from the rear of a four car Liverpool service to form the departure an hour later which would otherwise have been cancelled. 755326 on a local service and 755419 bringing up the rear of a pair of units being trialled on a London diagram. This currently is the only instance of twin set running on electric while they monitor the interaction of two closely spaced pantographs.

We boarded the 1600 departure to Ipswich where we were to remain until 2010 with the prospect of more 755's and hopefully some freights

Back at Ipswich more 755's were copped, and orange 90013 and 90014 headed out from Felixstowe as did 66520. A further set of 12 class 321 units arrived from London, being closely followed by the rescue pair of Freightliner 90's with a dead 66506 in tow.



**90046 with 90049 and a dead 66506 passing Ipswich. Ken Aveyard**

Our return to Romford involved a double back via London for the cheapest advance fare, and we had 745105 making good time until after Chelmsford where we began to run quite slowly, obviously following stopping services, however once beyond Romford we picked up speed and boy can those Flirts move, we flew through Stratford far faster than I've ever seen, and didn't slow until we approached Liverpool Street where we arrived pretty much on time at 2119. During a platform change to the 2138 Southend service and 720527 we saw a set of 315's unusually parked at the Shenfield platforms, they normally only work in the peaks. Arrival back in Romford on time at 2153 saw a total of 8 class 755's in the book, but still leaving three unseen.

Thursday morning and a repeat of Tuesday making our way to Bethnal Green arriving at 0655 and staying until 0930. During that time we copped another five class 720's and noticed that many of the Elizabeth Line trains had changed since Tuesday but only one 345005 was a cop. Having been frustrated on Monday and Tuesday once we had purchased our travelcards we headed for the 0948 to Cheshunt alighting at Seven Sisters and walking from there to South Tottenham on the Goblin. As the last four class 710's have yet to be delivered, I was looking for 710256 with Colin also needing that and one other. With 710273 passing towards Gospel Oak it was 710257 that took us all the way to Barking Riverside our second bit of new track for the holiday after the Elizabeth Line tunnels.





***315838 and 315853 pass Bethnal Green on the morning of 21 July 2022. Only three pairs of 315's remain two of which operate single trips in and out of London at peaks (from the September timetable) Ken Aveyard***



***322484, a former Northern unit ending its days on the Great Eastern section, heads out of Liverpool Street for Clacton on 21 July 2022. The former Northern units 322481-5 and 321901-3 have been all withdrawn by the middle of September with most scrapped by Sims at Newport. KA***





**710257 at Barking Riverside on the fourth day of service. The terminus is perched high above the surrounding land which looking towards the river is largely derelict. Looking inland is rather more developed. KA**

We returned on the same train to Barking where we remained until we had seen all the Goblin units pass through, with Colin getting one of his required two, needless to say it wasn't 710256. Freights seen included 66030 66511 59203 and 66431.



**66431 at Barking with a Tesco service on 21 July 2022. Ken Aveyard**

From Barking we travelled the length of the Goblin to Gospel Oak changing to a North London line service to Willesden Junction where there is a nice little buffet on the low level platforms for lunch. We were watching the cycle round of the Euston to Watford service and 710256 turned up early on at 1400.



**710256 at Willesden Junction on 21 July 2022.**

**Ken Aveyard**

From Willesden Junction we headed down the Bakerloo line to Paddington. An online check of the class 345's running in the Elizabeth Line core showed only one of the fifteen units would be a cop so rather than waste up to 75 minutes for one unit we headed to Royal Oak again to see what was operating on the Reading side. In addition Colin had been keeping an eye on his last two Great Western 800's and both were heading towards Paddington and would arrive during the time we had available. In addition, a further four new class 345's were seen but my last underground set still failed to make an appearance.

With everything pretty much accomplished, we caught the underground to Kings Cross where I managed to pick up my penultimate LNER Azuma on an arrival from Lincoln, making my 88<sup>th</sup> cop of the holiday. Colin and I then parted company as he went across to St Pancras on the off chance of copping a Eurostar, whilst I spent some time on the District Line platforms at Embankment before making sure I was at the gate line at Waterloo when my 1935 to Branksome was ready to board. It was only a five car set and we were full and standing on departure. Cop 89 was a bonus with Jubilee liveried 66734 being observed in Eastleigh yard as we passed through.

For the benefit of anyone thinking about attempting something similar, Colin kept detailed notes of each day's sightings and compared them to our 2021 visit.

A few stats from the visit:

720517 and 538 seen last year but not this

Using Thursday's Bethnal Green as the master list when we saw 58 different 720's

we saw 720550, 556 and 586 thru Romford Monday but not on the Thursday

we saw 720564 thru Bethnal Green Tuesday but not on the Thursday

we saw 720556 thru Stratford Tuesday pm but not on the Thursday

We saw 720542 thru Ipswich on the Wednesday but not on the Thursday

(So 64 different ones seen over the four days.)

745001-10 Saw all 10            745101-10 Saw all 10

755xxx Saw 27/38

710/1 Saw 28/30 (not 105 or 119)

710/2 Excluding the 4 not yet delivered saw all except 265 268 377 but would have seen 2 of these on the full cycle of Euston Watford.

Made 2 visits to the 3 Sections of the Elizabeth line

Liverpool St - Shenfield (heat affected) Saw 11 on the Monday and 12 on the Tuesday However 10/12 were new on the Tuesday

Custom House Core section Saw 17 on the Monday and 17 on the Tuesday but 14/17 were new on the Tuesday

Paddington- to the West saw 12 on the Tuesday and 14 on the Thursday but 13/14 were new on the Thursday. Units are deliberately swapped regularly as all eastern side ones have to cycle back to Old Oak Common for maintenance.



***District Line set 21534 arrives at Barking on 21 July 2022. Ken Aveyard***

**Alan Ashberry** breathes life into his recollections of the slow, easy business of branch line working

## **Completely Loco – Part 9**

from David Coasby

After some weeks of working the trains on the main line, it came as a pleasant change to be rostered for a spell on one of the branch line duties, for which our depot was required to provide the motive power. The contrast between working on the main line and working the branch line was very great indeed. After the hustle and bustle, the hard work, the firing and driving with the hard and fast running associated with main line working, the leisurely, almost dreamlike working over the various branches was looked upon by both driver and fireman as a rest cure or convalescence.

I have worked over several branch lines many times; these include Watford Junction to St Albans Abbey, Watford Junction to Rickmansworth, Watford Junction to Croxley Green and Harrow to Stanmore. Each was worked in a slightly different way.

The locomotives used on the branch lines were as varied as the lines themselves. My earliest recollections as a young cleaner are of ex-LNWR 2-4-2 side tanks with 5ft. 6in. driving wheels, 0-6-2 coal tanks with those very characteristic 'H' section spokes on the driving wheels, and the wonderful 0-6-0 tender engines, which were nicknamed 'Cauliflowers'.

Other locomotives were the Derby built 0-4-4 side tanks of the 6400 class, which later became the 1900 class. Fowler 2-6-2 tanks and Fowler 2-6-4 2300 class took their turn, as did the class 4F 0-6-0 tender engines. The Stanier 2500 class 4P side tanks took their share of the duties later and then came the Ivatt 2-6-2 1200 class to share turns with the British Railways standard 2-6-4 tanks and the standard 2-6-0 tender engines. All shared both passenger and freight duties, although not all were fitted for push-pull turns of duty.

Branch line working over the Rickmansworth and Croxley Green lines was restricted to freight working only. Passenger services had been in the hands of the electric services since the end of the first world war. The lines had been begun before the outbreak of war in 1914. Both branches were single track throughout. There were no passing loops so the branches were protected by the method of single line working by staff or tablet; the tablet was also used to unlock sidings situated along each branch line.

Leaving Watford Junction, the line swung away from the main line and soon after entered a cutting which continued to Watford High Street station. From here the line went to Bushey station to rejoin the main line, but the line for both branches carried on to Croxley Green Junction signal box.



Here the branches parted company and we would pick up the staff for either the Rickmansworth branch or the Croxley Green branch. We knew the Rickmansworth branch as 'The Ricky'.

Between Watford High Street station and Croxley Green Junction box was the Watford Electricity Works—there were no such things as power stations in those days—the Watford Council sidings and Benskins Brewery sidings. Then there was the ice factory, where huge blocks of the stuff were made, and finally the large carriage shed where the electric stock was stabled, cleaned and repaired. Movement into and out of these sheds was controlled by the signal box at Croxley Junction.



***Croxley Green with the ex LNWR Oerlikon set. Photo: Author's collection.***

Getting onto the electrified lines at Watford Junction was an art in itself: the entry was situated on the down fast main line on the north side of Watford No.1 signal box. The goods yard was on the far side of the main line. This meant crossing the up slow, down slow, up fast and then waiting on the down fast to be accepted by Watford No.4 signal box onto the electric or, as we called it, 'running over the juice'.

The signal box at Croxley Green Junction controlled the entry to both the Croxley Green and Rickmansworth branches. All trains had to stop and collect the staff from the signalman before proceeding. On restarting for Croxley Green the line crossed over the river Colne, passed a playing field to enter a cutting and arrive at the only intermediate station, Watford West. This station handled a lot of heavy parcels from the nearby Scammell Lorry Works.

After leaving Watford West, the line ran on an embankment across the river Gade and the Grand Union Canal, then into Croxley Green Station with its single platform terminus and a small goods yard. On arrival with a freight train, the staff would be given up so that we could be locked in the yard while shunting and normal passenger services could be resumed.

The Rickmansworth branch was over twice the length of the Croxley branch. It had no intermediate stations but did have two works sidings serving the Universal Asbestos Company and John Dickinson's Paper Mill. The line was mostly flat and ran quite a long way beside Croxley moors, which had a nasty habit of catching alight during the summer, caused, it was said, by passing freight trains. So that's where those sparks went to! Rickmansworth was a single platform terminus with a small goods yard behind the station buildings. Facing the platform was a good sized pond, excellent for fishing, on the other side of which stood a timber yard. Opposite the station entrance was a welcoming little pub called The Shunters Rest. Once in possession of the staff the branch was yours—no other train could enter the branch until the staff was returned to the signalman at one end or the other. This meant you were able to stop on the branch to shunt the private sidings. The staff provided the means of unlocking the points leading into the sidings, and this was the fireman's job.

The Universal Asbestos factory looked a fearful place to me. Everywhere was thick with dust. We took empty wagons in and came out with wagons loaded with sheets of roofing asbestos. The John Dickinson Paper Mills would not allow us beyond a certain point because of the fire risk to their stocks of imported grasses. All the shunting within the mills was by two Bagnall fireless locomotives, which were filled with steam from the boiler house.

The first goods over the Ricky branch left Watford Junction at 3.16am. During the summer, on the return trip, it was not unknown to get the odd rabbit with a well aimed piece of coal. This meant a quick stop to pick it up, much to the consternation of the guard. The signalman come porter come shunter was a great pigeon fancier. If the birds arrived back after a training flight during shunting, everything came to a halt while they winged their way to the loft to be time checked. This was as good an opportunity as any for a brew up and perhaps a fry up in the shovel, but I never got around to frying pigeon on the shovel!

Between Watford High Street station and the signal box at Croxley Junction lay the sidings of the Watford Borough Council. These were shunted by the 11.33am goods from Watford Old Yard, and consisted mainly of wagons of building materials plus loads of clinker which helped in building footpaths. Close by were the sidings serving the Watford Electricity Works. Wagon loads of coal was the requirement plus the removal of empties. Private sidings were never very well maintained.

I well remember taking a Fowler 2-6-2 tank engine into the Electric works only to have the rails collapse beneath us. When the breakdown gang arrived, the foreman's words went something like: "Why the (expletive deleted) have you put her down on England's Green?" this being the term of endearment addressed to any one that had an engine off the road.

There is no doubt as to which was the favourite of all the sidings to be shunted in this locality. I refer to the 2.22am from Watford Yard to 'scuse me hic! hic! Benskin's Brewery. The crew was always given a flagon of beer, but only after the yard had been shunted. I wonder why that was? It's funny how the fumes affected the engine on the run back to Watford Yard. I, for one, certainly enjoyed the trip over these lines.

The Stanmore Branch was a single line from Harrow and Wealdstone Station, the platform at Harrow being adjacent to the up slow main line platform. When first built, the line ran into the single platform terminus at Stanmore. There were also a couple of sidings for goods traffic. Belmont, the intermediate station, was added later. The platform at Belmont was of the island type. Here, the single line was looped which meant that trains could work from each end of the branch during busy periods. Control of this line was also by single line staff, with the exchange being made at Belmont.



***2P 0-4-4T 41909 in early post-nationalisation livery stands ready for service in Watford MPD. She was always a favourite of Alan's on the St. Albans Abbey branch. Photo: Author's collection.***

Watford Loco provided the motive power for both the passenger and freight trains. Watford also provided the two coach push-pull sets used on the branch.



Both engine and coaches were up each morning and returned at the end of the day's work. Locomotives working the branch consisted mainly of the Fowler 2-6-2 side tanks and the 0-4-4 side tanks. The 2-6-2s were numbers 10, 20, 40 which later became 40010, 40020, 40040. The 0-4-4s were numbered 6408 and 6409, later to become 1908 and 1909, later still 41908 and 41909. All the engines were fitted for push-pull working. I spent many hours working this branch line on the passenger turns. The daily freight to Stanmore ran in the early hours before the first passenger train. After shunting the sidings we returned to Harrow Yard. If we were on early turn working the push-pull, we would be relieved just after midday, made our way back home on the cushions and booked off.

### **A favourite branch**

As far as I am concerned, there is no doubt that the branch I loved working most of all was the Watford Junction to St Albans Abbey. Its near seven mile length was one of contrast from beginning to end. As built, the line was single throughout, but the passing loop was added later together with the additional platform at Bricket Wood. This allowed workings from either end of the branch with the trains passing at Bricket Wood. All workings over the branch were controlled by the single line staff (or tablet or token—they all mean the same, you couldn't proceed without it). From Watford Junction the line started from what used to be Number 7 bay, one could also get on to the branch from Number 7 and 8 platforms. Number 7 bay was alongside the Watford Locomotive Yard. At the end of the bay platform stood the water column, then the branch starting signal. This was controlled from Watford Number 3 signal box. It was the signalman from Number 3 box who handed you the single line token allowing entry to the branch. Trains fitted for push-pull, pulled to St Albans Abbey and pushed back to Watford Junction. Engines not fitted had to run round their train at St Albans and Watford, so that the train was pulled in each direction.

Having got the right away and picked up the staff from the Bobby, we passed the turntable on our left, then on the right came the carriage sheds. On the other side of the sheds lay the Watford New Yard. Half way to the first halt, the line passed over a road, then came Watford North, originally named Callowland. This had a wooden platform with a small booking and parcels office and a signal box which looked after the level crossing gates and the entrance to a number of sidings. We exchanged the staff here for one which allowed entry into the next section ahead.

Leaving North Watford and passing factories on either side, the line ran under a bridge carrying the Watford bypass. We then entered the loveliest stretch with woods on each side all the way to the next stop at Bricket Wood. I liked this station very much. It was my ideal of all that a country station should be. It comprised two platforms, as here was the passing loop which enabled trains to cross.

The Up platform, which had all the main buildings and main entrance from the roadway, was of red brick construction. The Down platform, which was reached via the footbridge, had a small wooden shelter, much favoured by courting couples. The signal box was also on this platform, where again the token was exchanged. The station had lovely flower beds and hanging baskets which were ablaze with colour during spring and summer. A couple of sidings served the small goods yard.

## **O Gauge Model Railway Exhibition Sunday 23<sup>rd</sup> October.**

**By David Coasby**

Several members of The Wimborne Railway Society also belong to the Central Southern Gauge O Group (CSGOG).

Following last year's highly successful Model Railway Exhibition at the Allendale Centre, Wimborne, the CSGOG will be returning there once again on Sunday 23<sup>rd</sup> October.

Several fine scale standard gauge layouts will be there, including the WRS's Horton Road. Also, one of the two narrow gauge layouts on display will be a large 'work in progress' project of a USA line. There will also be a vintage tin plate layout; the group's own test track; model railway traders and a bring & buy stall. The Gauge O Guild and the Swanage Railway will also be present. The CSGOG are also delighted to welcome the Mayor of Wimborne, Cllr. Carol Butter, who will be visiting the exhibition during the day.

And of course at the Allendale there is plenty of parking and a café on site.

Many of the models you will see have been crafted by hand or sometimes put together from kits. Though nowadays, with O gauge becoming so popular many locos, carriages and trucks you can buy straight out of a box ready to run. You will no doubt find the scenery on the layouts fascinating with so much detail lovingly applied, to make it look just like the real thing – but in miniature.

Apart from the exhibition the CSGOG normally meet from 7pm on the second Wednesday of each month, at the Allendale Centre.

See website for details: [www.csgog.org](http://www.csgog.org)

Visitors of all ages and modelling abilities are always made welcome at the meetings. So if you're interested in O gauge model railways why not come along one evening? There's no obligation to join the group, but you may be inspired by what you see and after a few visits want to become a member!



***WRS member Dave Round undertaking some remedial work on Horton Road.***  
***David Coasby***



***M7 0-4-4T rounds the curve as it enters Horton Road station. D Coasby***

# Out and About

Paul Carpenter continues his station quest.



***Bilbrook with 196102 working ECS service 5Q72 the 10.18 Tyseley L.M.D. - Shrewsbury on 26 May 2022.***

***Paul Carpenter***



***East Croydon with now withdrawn Southern Railway 455845 on 2T22 10.57 to London Bridge and 455812 on 2J22 10.30 Caterham to London Bridge on 12 May 2022.***

***Paul Carpenter***





**How Wood with 350266 operating 2F20 the 12.20 St Albans Abbey - Watford Junction service 11 June 2022.**  
**Paul Carpenter**



**Knockholt with South Eastern 465019 + 465023 operating 2S30 11.04 Charing Cross - Sevenoaks on 16 April 2022.**  
**Paul Carpenter**



# Poole Park Railway



***Finally on 2 August 2022 the Poole Park Railway began loaded test runs with volunteer passengers and staff, but it would still be a few more weeks before the operating licence was granted. Colin Stone***



***A view of the carriages on 14 September 2022.***

***Robert Aveyard***



***Reversing in to the shed 14 September 2022. The engine has now lost its name plate. Robert Aveyard***





*A view of the station on the morning of 21 September 2022 as the train  
Ken Aveyard*



*A close up of the loco, which has now lost its name plate, at the station  
Ken Aveyard*

# Quiz Time

Answers to rounds 1 and 2 as published in Corkscrew 130.

## Round 1 answers

1. Somerset Central Railway and Dorset Central Railway: 1862
2. 70000 "Britannia" 1951
3. The nameplates of 35017 had the words "French Line" in handwriting script.
4. 31 King class locos were built. (30 plus a replacement for King William III written off at Shrivenham).
5. "City of Glasgow"/46242 survived the Harrow crash
6. 6 Britannias were named after bodies of water: Solway, Forth, Dornoch, Tay, Moray and Clyde
7. The "ACE" left Waterloo at 11.00
8. 57XX 863 Black 5 842
9. The last steam loco to enter service under the auspices of the Southern Railway was 34070 "Manston"
10. Only 1 steam loco carried a nameplate containing 2 Zs – Jubilee class 45638 "Zanzibar"

## Round 2 Answers

- 1 Market Deeping Model Railway Club was vandalised
- 2 Doncaster Rovers is sponsored by LNER
- 3 The M&GN (Midland and Great Northern) Joint System closed down, almost in its entirety, on 28<sup>th</sup> February 1959.
- 4 The first Ian Allan's Spotters Book was published in 1942.
- 5 GWR King George V and LNER A4 Dominion of Canada – diesel 59001 "Yeoman Endeavour" all carry American style warning bells.
- 6 Which railway, built in 1836 and still in existence, ran for more than 4 miles but never touched the ground? The London and Greenwich – it was built on a viaduct.
- 7 The last GWR timber viaduct was replaced by masonry in the 1930s.
- 8 Sampford Courtenay station was the only station on the network to close in 2021
- 9 Plaice, Halibuts and Hakes are all names given to wagons in the Engineer's Departmental stock.
- 10 Britain's newest steam locomotive was delivered to the 3ft gauge Southwold Railway in Suffolk.



### Round 3 questions

- 1 What date appears on the Royal Albert Bridge across the Tamar?
- 2 By what name was Ribbleshead Viaduct known by the Midland Railway when it was first built and how many arches does it have?
- 3 In the last 5 years Network Rail has installed 2 major flyovers/diveunders to avoid conflicting train movements. Where are these locations?
- 4 Where was Britain's busiest single track junction?
- 5 Who designed the famous latticework viaducts on the Stainmore route?
- 6 Where is the largest mechanical signal box on the current railway network?
- 7 What is the longest tunnel on the Southern Region?
- 8 How high was the summit at Masbury on the S&D?
- 9 Where was the first mechanical coaling plant installed in 1913?
- 10 What were the 4 termini on the S&D?

### Round 4 questions

- 1 Where is the longest gap between Underground stations?
- 2 What is the highest Underground station (above sea level)?
- 3 Who is credited with designing the first Underground map – and when?
- 4 What was the first Underground line?
- 5 When was the Jubilee Line opened?
- 6 What year saw the withdrawal of the last original Routemasters in normal service?
- 7 Which firm has built the new bus for London (the Boris Bus)?
- 8 What happened to RM 1368 that made it unique?
- 9 RML = Lengthened Routemaster; RMC = Coach. What does RMF stand for?
- 10 What colour is the new Elizabeth line on the TfL map for London?



**345007 passes Royal Oak on 21 July 2022.**

**Ken Aveyard**

# Seen at Shipley

Pictures from Colin Aveyard



***Class 50, 50050/D400 passing Shipley on 13 July 2022.***



***66708 carrying the Ukrainian national colours sandwiched between 66747 and 66791 on 15 August 2022.***





**68002 on the rear of a Winfrith to Crewe nuclear waste train passing Branksome station on 11 August 2022. Sister loco 68007 was on the front.**  
**Ken Aveyard**



**Jubilee 45596 passes Branksome with a Victoria to Swanage special on 22 September 2022.**



*Regional Railways liveried class 142 Pacer unit 142040 passes Gowhole West on 21 May 1988.*

*WRS P997\_8*



*Bringing up the rear of the Victoria to Swanage special on 22 September 2022 was West Coast Railway Company's 47804, seen passing Branksome as 444029 rushes through non stop on a Waterloo service.*