

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 132 December 2022



Staveley Engine Shed box at Barrow Hill. See article from page 20.

C Aveyard



On 22 October 2022 60103 Flying Scotsman came to Swanage for a short stay. Seen here passing Branksome tender first. Ken Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Membership:-...Martin Catford. Treasurer :- ... Mike Wescombe
George Russell....Graham Bevan....Barry Moorhouse....Bob Steedman
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Editorial

Well another year has passed and not a lot has changed. We still don't have our new class 701 trains in service and the industrial disputes show no sign of resolution.

Attendances at Society meetings are still lower than we would like but the autumn presentations have proved popular. Of course at this time of year we are approaching the Annual General Meeting, and as always nomination forms for the committee are on display at meetings ready for you all to volunteer.

Planning for our 2023 exhibition, to be called Wimborne Railex rather than Wimrail reflecting the change of venue and format of the exhibition, continues apace so please put 15/16 April 2023 in your diaries.

As always my thanks go to those members and friends who have contributed articles and pictures over the last year, my 18th as editor, and I wish all our readers and contributors seasons greetings and best wishes for 2023.

In this issue we have an article from Colin Divall on the River Stour bridge at Wimborne, published previously in the South Western Circular. Colin and Peter Russell are the driving forces behind a website dedicated to the railways in the Wimborne area, www.eastdorsetrailways.org and the full article together with citations can be downloaded from the history section of the site, which contains a wealth of research and contributions.

We continue with David Coasby's series on the railway career of Alan Ashberry, and we have a number of photographic submissions from Paul Carpenter, Colin Aveyard, Howard Bolton, and Gerry Barnard.

We also have rounds 5 and 6 of the 2022 quiz however the answers to rounds 3 and 4 have gone missing so will appear in the next issue.

Sit back and enjoy Corkscrew 132. Closing date for 133 12 January 2023.

Cover picture by Paul Carpenter was taken at Craven Arms with Transport for Wales 153367 on 2M51 09.14 Swansea - Shrewsbury on 21 May 2022.

Bridging the Stour at Wimborne

Colin Divall

This is a slightly amended version of a paper first published as Colin Divall, 'Bridging the Stour at Wimborne', *South Western Circular* vol.19/2 (April 2022)

Dorset's River Stour is hardly a major waterway but bridging it at Wimborne was still a challenge for the Southampton & Dorchester's (S&D) consulting engineer, William Scarth Moorsom, particularly given his tight budget. With other rivers, such as the Avon at Ringwood, geography and the lack of commercial navigation permitted low, timber structures. But at Wimborne the hill on the Poole side of the Stour was a problem. Moorsom had, of course, been responsible for the Birmingham and Gloucester's Lickey Incline (1840) but his 1844 survey for the S&D avoided anything worse than 1:100 around Wimborne – still the line's steepest gradient. This forced Moorsom to propose a clearance of 24 feet over the Stour; not huge, but not trivial either, and requiring Wimborne station to be built on an embankment.

Although it only became a consideration when the S&D's Act was passed in July 1845, Moorsom and his directors also had to factor in the railway's likely doubling. The lower cost of building a single-track span had to be weighed against the higher cost overall if the bridge had to be rebuilt. The decision passed to the LSWR when it took control in February 1846. Better placed to bear short-term pain for longer-term gain, it decreed that the formation and overbridges be wide enough for the second line: but most underbridges were probably built for single track.

The Stour viaduct was to prove an exception. However drawings for an early design, and a revision dated December 1846, show a single-track, timber viaduct with strengthening ironwork. While both Moorsom and the S&D's resident engineer, Samuel Clegg, signed the drawings it is impossible to say how the work was divided. As the man on site (indeed he was probably living in Wimborne), Clegg was perhaps responsible for the bulk – possibly in tandem with James Beatty, trusted agent of the contractor, Samuel Morton Peto. This design did not last long. In March 1847 Moorsom told the S&D's directors that a double-track viaduct would save an estimated £490 at an immediate cost of £1050; probably in anticipation of approval, pile driving in the river bed had already stopped. The LSWR agreed to the change just over three weeks later. This was under two months before the first trains were to cross the Stour; in mid May, a local newspaper reported that an "excursion trip" (in fact an inspection train) had crossed "the valley of the Stour... upon a viaduct of timber".

Design work had probably started before formal approval was granted, and wooden construction made this tight deadline possible. Perhaps Peto's experience with similar structures also helped.

The Board of Trade's inspector, Captain Coddington, indirectly noted the contractor's influence, remarking that for bridge supports on the S&D more than 30 feet tall "a construction in all respects similar to that upon the Bricklayers Arms branch of the London & Brighton Railway has been adopted", built by Peto in 1844. The raking timbers supporting the track bed at Wimborne must have been this sort of height, given the water was around 27 feet below.

However we have no engineering drawings of the Stour viaduct as built, and evidence from the well-known engraving in the *Illustrated London News* is ambiguous.

Although it is important to remember such depictions were never intended to be taken literally, there are good reasons to think that, once allowance is made for the obvious vertical distortion, much of the general scene at Wimborne was fairly accurately drawn.

Moreover Dr Nicholas Bill, an expert on early-railway timber structures, thinks the depiction of the viaduct is plausible although he doubts that the riverbed piles would have been vertical – the raking timbers probably continued down into the water, as shown in the earlier, single-track design. What then are we to make of the comparison with the ILN's engraving of Peto's earlier structure?



Fig. 1. The Stour viaduct.

Extracted from *Illustrated London News* (5 June 1847).

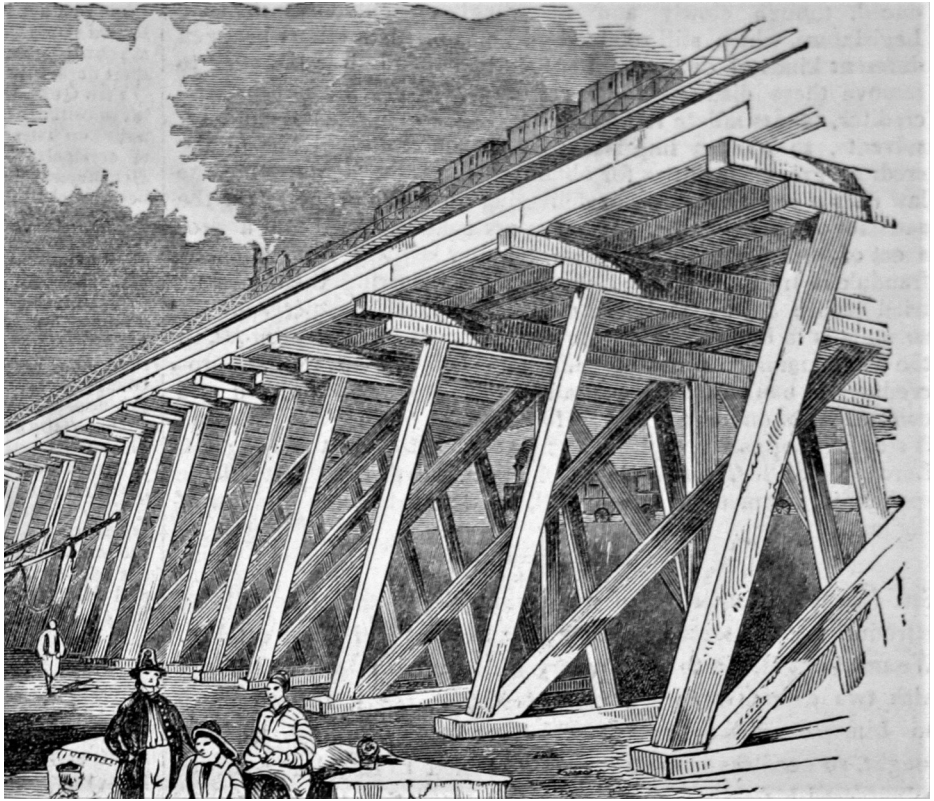


Fig. 2. The Bricklayers Arms viaduct.

Extracted from *Illustrated London News* (4 May 1844).

There is an obvious similarity to the fencing. More significantly, the double beams supporting the trackbed at Bricklayers Arms agree with the description Coddington gave for spans of 18 feet or more on the S&D, although this detail cannot be made out with any certainty for the Stour viaduct. All this weighs a little in favour of a design input from Peto, or at least his agent. So too does the fact that some contractors did not have a high opinion of Moorsom; one of his major designs – a timber-lattice bridge over the River Nore on Waterford & Kilkenny Railway (1846) – was reputed to have been found wanting and re-worked by the contractor. On the other hand it is hard to make out the detail of the internal bracing to the trestles at Wimborne – it *might* be “similar” to that at Bricklayers Arms. And an obvious difference between the two designs lies with the cross-braced timbers between trestles, along with the – presumably iron – lateral tie rods. Coddington made no note of these features, making it harder to be convinced that his Bricklayers Arms reference applied to the Stour viaduct.

Of course, it is possible the engraver misinterpreted the sketches from which they were working, although I think that unlikely. On balance I'm persuaded that Peto did have some influence on the design. But we shall probably never know for sure unless contemporary drawings of the design miraculously appear.

Coddington made clear the viaduct was built for double track. Was the LSWR's expenditure worth it? That depends on how long the viaduct carried a second line. It is not clear it ever did; the S&D was not doubled south of Wimborne until 1863, by which time the viaduct had probably been replaced. It had certainly gone by 1864. Train weights and, in particular, locomotive axle loads increased markedly from the 1840s to the 1860s, severely limiting the life of timber bridges. That at Wimborne almost certainly survived into the mid-1850s, as the Dorset Central Railway's parliamentary plans, deposited in November 1855 and probably surveyed no more than a few months earlier, show the viaduct and the embankment on the Poole side consistent only with the timber structure. The base layer of the LSWR's terrier, which probably dates from the route's opening, echoes these details. The viaduct had perhaps done well to survive this long. In July 1854 the *Southern Times* reported that on reaching "the viaduct between Poole and Wimborne" passengers on a train from Dorchester found "the bridge... to be on fire to the extent of 20 or 30 feet. The draught through the interstices caused the flames to rage with violence, but after much difficulty they were extinguished by the passengers and officials."!

Thus all we can say with any confidence is that the viaduct was rebuilt between, say, 1855 and 1864. While it is plausible this happened before the line's doubling in 1863, this remains supposition. Nevertheless there is an intriguing possibility that the original viaduct briefly carried a second track. Colonel Yolland's report of September 1860 on the Dorset Central Railway noted that

This single line joins the Up line of the London and South Western Railway at Wimborne – the Up line not being continued further west than Wimborne, at the present time. In consequence of this arrangement, there is no regular junction, but all trains are to work in and out of the Up Platform of the London and South Western Railway...

Perhaps this track was laid on the original viaduct in its last years: or perhaps not.

The second crossing: Bridge 76

The replacement brick and wrought-iron viaduct – finally designated Bridge 76 by the LSWR – lasted well over a century; until early 1978, having carried its last train in May 1977.



Plate 1. Bridge 76, looking SW towards Poole, April 1977. Photo: C. Divall.

The pattern of land ownership and the width of the surviving embankment, on the Poole side, strongly suggest the replacement must have been built on the same alignment, from underneath. This was common in the mid-19th century. There was no room for the alternative, building alongside.

The earliest known image, from about 1892, shows the viaduct probably much as it was some thirty years earlier. Beauty is in the eye the beholder, and this is arguably about as handsome as a plate-girder structure can be: the brick parapets broke up the girders' slab-like appearance. Note too the gas lights – probably mainly for the benefit of shunters, who were forced out along the viaduct when working the down yard.

Assuming the parapets had only been added for aesthetic reasons, they were probably removed once repairs were needed. They certainly had to go when the outer wrought-iron girders were strengthened, as the brickwork would have needed considerable modification to accommodate the substantial beams added to the original metalwork.

Removal also made maintaining the bedstones easier, not to mention repainting the iron work. The central girder had already been reinforced by the early 1890s – the top of the arc-shaped ironwork can just be seen in the photograph. It is just possible this was part of the original design.

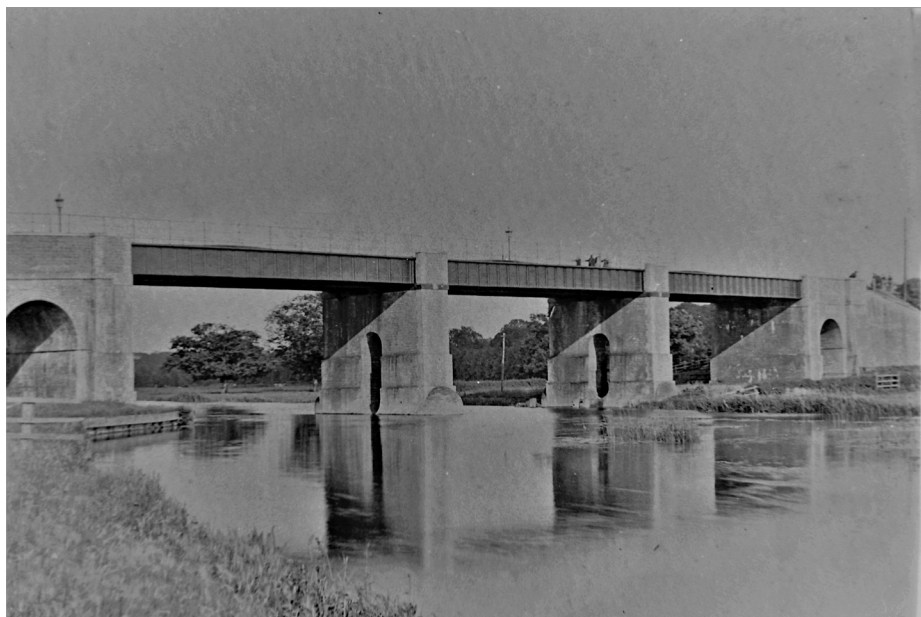


Plate 2. Bridge 76, ca 1892. Photo: E.J. Brett, courtesy Roger Guttridge.



Plate 3. The girder reinforcements, April 1977. Photo: C. Divall.

The main strengthening took place around 1912 – the well-known Butterley Company of Derbyshire quoted £415 for the metalwork in January that year. In the late 1880s and early 1890s the Board of Trade had pushed railway companies to review the safety of older bridges in the light of increasing loadings.

But the LSWR's return to the 1891 survey did not note the viaduct as of concern; this is consistent with the photograph. Inspection records for Old Road bridges ca 1909-34 survive, but for the viaduct I only have the data for after 1920. In that year considerable work, including raising girders and repairing bedstones was done to "make good... serious defects". Photographs from 1977 suggest that the main work was on the east side of the pier closest to the Poole bank.



Plate 4. Raised bedstone, April 1977. Photo: C. Divall.

The bedstone on the other side was not built up so it is possible that the foundations had partly subsided, perhaps due to scouring when the river flooded. After these major repairs, only minor maintenance was recorded up to 1934. Even this could be dangerous though; in September 1924, Cyril Herod Cox, a 25-year-old married man from Wimborne working for a Dorchester contractor, drowned when he fell into the Stour from scaffolding while cleaning and painting the ironwork.

The viaduct made an attractive short cut. Railway workers needing to access the engine shed (closed 1923) at Wimborne Junction, the signal box (1933), and the nearby Canford siding (1953) simply walked across the viaduct. Members of the public who did so were trespassing, which did not stop them. Crossing from the Canford side cost one distinguished figure his life; William Beckett, Conservative MP, banker and a LSWR director was run over by an up train on Sunday 23 November 1890.

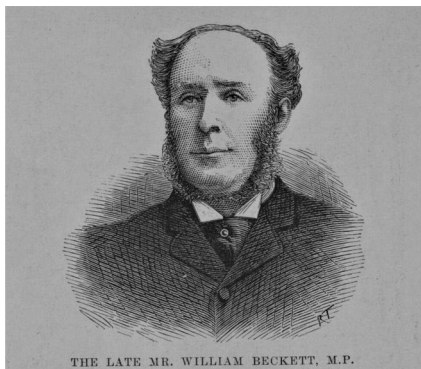


Fig. 3. *Illustrated London News* (29 Nov. 1890).

Beckett was carrying over £105 in cash and an envelope "with a lady's address", prompting speculation locally that he was visiting his mistress. A strong wind played a major part in his death, the inquest coroner opining that perhaps not one man in forty would be able to "hold his way" when a train was passing under such circumstances. 10

Indeed it “was only by considerable care” while making a formal visit to the site of the fatality that the coroner and jury “avoided coming into contact with the engines and carriages” of a passing train. Even for the experienced, the tight clearances and lack of refuges made the viaduct a dangerous place.

End of an era

The second viaduct lasted for just over a century, although in its last years reduced to a single track. After the Old Road’s closure to passenger trains in May 1964 the viaduct’s up line was taken out of use, on 24 July 1966, and removed shortly afterwards; a slew connected the surviving track across the river with the up line from Broadstone, allowing the rest of the down road to be lifted. If the Dorset Central’s deposited plan of 1855 is to be believed, this arrangement echoed that of the previous century – although in the 1850s the slew was apparently located on the viaduct. The all-timber trackbed makes this plausible.

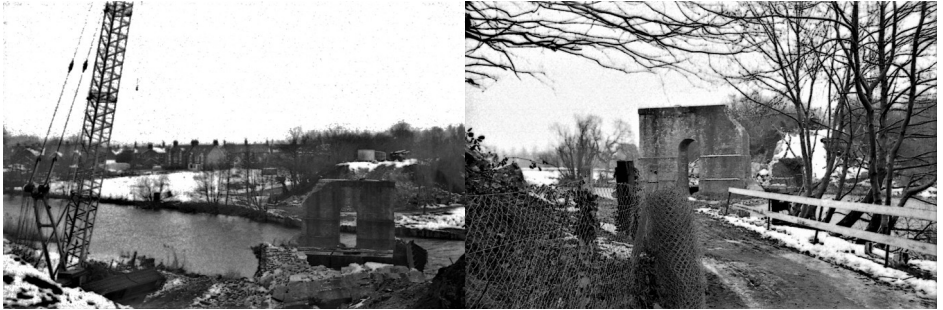


Plate 5. Bridge 76, 10 April 1974. Photo: C. Divall.

With just a residual, weekday goods service, plus the occasional working to the exhibition-train depot in Wimborne’s down yard, the temptation to cut across the bridge certainly did not lessen. By the early 1970s deterioration of the decking on the disused up side forced BR to lay timbers across the roadbed, further enhancing the unofficial footpath’s attractiveness. On the last day of passenger trains, Sunday 1 May 1977, the local population made good use of this ‘facility’, doubtless unaware that they were standing near the spot where Beckett had lost his life some 86 years before.

Demolition was now more or less inevitable. A last-minute attempt to turn the route south of Wimborne into a heritage operation faced the insurmountable challenge of long-planned major road schemes. BR’s view that the viaduct was in poor condition – a judgment challenged by a structural engineer – did not help.

At a century old, the riveted wrought-iron plate girders were perhaps near the end of their life, although when in 1973-74 BR had reviewed the future of the line north of Wimborne, it had seen no impediment to keeping the line southward open, at least in the short-term. In any case by the time I returned briefly to Dorset in mid-February 1978, demolition was well under way. A few days later, it was almost completely gone.



Plates 6 and 7. 18 February 1978. Photos: C. Divall.



Plate 8. Towards Poole, 26 February 1978. Photo: C. Divall.

With hindsight it is easy to lament the viaduct's loss which even if it were not carrying trains could have provided a much more pleasant way of accessing Wimborne from the Castleman Trailway than the present route along the traffic-choked Poole turnpike (the B3073 in modern parlance!). But hindsight is a wonderful thing.

My thanks to Peter Russell for additional sources, and to him, Steve Smith, Colin Edwards, Philip Brown and Graham Bowring for comments on drafts.

Alan Ashberry tells of his recollections of the slow and easy business of branch line working. This is continued from Corkscrew 131.

Completely Loco – Part 10

from David Coasby

On leaving Bricket Wood, the line is crossed by a bridge carrying a country road. The woods gradually give way to open country and the ground falls away to leave the branch on a high embankment from where we have views of the River Ver before stopping at Park Street and Frogmore Station. We would also have passed the embankment on our right which was constructed to link the branch with the Midland main line but, which for some reason was never completed.

Park Street had a wooden platform with a small wooden booking and parcels office and a waiting room. There was also one siding for the local coal merchant. The token was not exchanged at this station. The final section into St Albans Abbey Station was on a falling gradient passing the gas works on the left. On our right just before entering the station we passed the single line to Hatfield built by the Great Northern Railway. This ran into the bay platform. St Albans Abbey station comprised the one main platform plus the bay. The buildings were constructed mainly of red brick, with a canopy extending the length of the buildings.

A signal gantry at the end of the platform carried four starting signals. The signal box was off the platform. The several sidings in the goods yard were used mainly for coal traffic to St Albans Gas Works. Goods trains from both Watford and Hatfield were handled, as were passenger trains. The yard also had a goods shed. The single line token was handed to the signaller as we ran past his box and entered the platform.

Passenger trains on the St Albans branch consisted mainly of two coach formations with trains leaving Watford Junction and St Albans Abbey at the same time at peak hours and on Saturdays, crossing one another at Bricket Wood. Off-peak and Sunday services were worked by one train only.

Each morning Monday to Friday, two seven coach trains worked from Watford to St Albans, then ran from the Abbey to Euston, the motive power being a class 4P Fowler 2300 or Stanier 2500 class tank. The engine ran around its train at St Albans. These were known as residentials, at the time there being no such animal now known as a commuter.

It was on one of these workings as a fireman that I lost my first shovel in the firebox!

The normal passenger services on the branch were worked by locos Nos. 6408 and 6409. These were 0-4-4s and very much liked by the crews.

Engines Nos. 4, 10, and 20 were Fowler 2-6-2 tanks which were not liked at all; later, the Ivatt 2-6-2 tanks Nos.1200 and 1220 were superb engines. All were fitted for push-pull (or motor working as the official term for locos and coaches so fitted would have it). To commence the two train working, one service left Watford in the morning with two coaches in front and two behind the engine. The leading two were left at St Albans, the extra loco required was attached to one of the morning freight trains.



Two 2-6-2 classes of tank loco very familiar to the author. Top, the more modern Ivatt type introduced in 1946 (much preferred for their crew comforts) and below the older Fowler design, which dated back to the 1930's.
Photos: Peter Elmslie.

Maybe a word about motor working or push-pull might help those unfamiliar with this type of working.

When the engine pulls the train, the driver and fireman are both on the footplate but when the train is being pushed, only the fireman remains on the footplate. The driver is in the driving compartment of the coach which has a duplicate brake and a bell which is connected to the locomotive. The driver uses a bell code to indicate to the fireman when to open or close the regulator. The brake is in the complete charge of the driver who makes all the stops required. Any notching up is at the discretion of the fireman who still had his normal duties to attend to. All fireman selected for motoring turns had to pass special tests, and be able to make quick decisions regarding the braking if anything prevented the driver from doing so. The fireman would only know that all was not well if brake applications did not begin to occur at the usual passing places. Needless to say, an intimate knowledge of the line was most essential.

Freight services over the branch catered for the many and various factories which had sidings off the line, the majority being between Watford Junction and Watford North. The first siding, right at the beginning of the branch, served both the Watford Iron Foundry, and the Fishburn Printing Ink Co. The smell here was foul. The Iron Foundry had wagons of scrap iron. The next siding, only yards away, was another one of our favourites: Well's Watford Brewery and more free noggins. The next group of sidings were just at the Watford end of Watford North Halt. These served the Chiswell Wires Co., the Watford Biscuit Co., which gave us free tins of biscuits, and the Watford Rubber Co., which seemed to fill wagons with endless miles of hoses of all sizes; but no samples though. Passing through Watford North, more sidings fanned out to right and left, just after the level crossing gates were passed. The sidings to the left served local coal and builders merchants and Odhams Press from where we did get the occasional magazine. Here too were a couple of long roads for the storage of wagons. The sidings on the right were for the Greycaines Printing Works; covered vans were mostly required to carry books. All these were shunted daily Monday to Friday which kept us quite busy during the weeks when we were rostered on these duties.

The next sidings were at Bricket Wood. Just a small road goods yard, with one road for a local building and coal merchant and another road went to a horse loading dock. The Yule family racing stables were here and each week they required a number of horse boxes which, after loading, were taken to Watford Junction for attaching to main line trains.

Park Street, the next halt, had one short siding only, shunted at the most twice each week. St Albans Abbey goods yard had half a dozen roads, mainly for the gas works coal traffic. One road served the goods shed, another inter-exchanged traffic between the LMSR and the LNER companies.

The gas works had various tank wagons for tar and chemicals, as well as coal and coke wagons which were shunted in the works by their own locomotive.

Motive power for the branch freights was indeed various, in fact anything the shed had to offer including the Cauliflowers, all the various tank engines, 4F 0-6-0 tender locos, Ivatt 2-6-0 class 2 Moguls, and sometimes on the Watford North workings, a G2 7F 0-8-0 would be rostered. One week's working could mean a different engine rostered each day!

Because there was a falling gradient and the rails could be wet and greasy in bad weather, coal trains had to be handled with care into the yard at St Albans. A careless crew could finish up through the stops and into the road. It has happened!

Between the wars, Bricket Wood was well known for the Fairs held each year. Many were the excursion trains, made up to at least seven coaches, run from various places straight onto the branch, the drivers picking up a pilot at Watford if they had not been over the branch before. The lush railway banks between Watford North and Bricket Wood housed many rabbits some of which found their way into the stewpot. During warm summer evenings the banks were also a favoured spot for courting couples, despite our whistle pops, well aimed lumps of coal, or a spray with the slacking hose, depending on our sense of humour at the time.

One of the sights I always enjoyed was at dusk at the right time of the year, when the banks were lit with a soft blue glow from the hundreds of glow-worms which inhabited the banks.

The level crossing gates at Watford North halt could cause us a headache when running from St Albans to Watford Junction. The coaches were being pushed so the stop at North Watford meant that the engine would stop just clear of the gates which the signalman then closed. On getting the right of way and opening the regulator, if nothing happened the regulator had to be closed, the engine put into forward gear and the regulator opened again. This got the train moving towards the gates, much to the surprise of the signalman. The regulator was quickly closed, the engine put into back gear and the regulator opened just as the buffers were about to burst the gates open, and off we went on our way again. Even members of the public using the crossing seemed somewhat alarmed. Some people just have no faith!

Failure of the single line staff or token, or a lost staff could hold up the running of trains over the branch. As in the case of a failure or lost staff, pilot working had to be set up. This could take an hour, which meant nothing could move. Pilot working carried on until the instrument was working correctly again, or a lost token was found. In the event of the lost token not being recovered, permission had to be obtained for a replacement to be removed from the token instrument.

Victoria the Great

During 1938 Bricket Wood station was used, as was the branch, for the railway scenes in the film Victoria the Great. The loading bay in the small goods yard was transformed into a replica of the early Paddington Station.

The Liverpool Railway Company's locomotive Lion was also used and as a young cleaner, I helped to keep the engine spick and span, not only for the filming, but later that year for the London & Birmingham Railway's Centenary Celebrations. As the old engine had no injectors, special arrangements had to be made for it to run up and down the branch between normal services, to enable the pump to keep the boiler water up!

During the war years the branch provided a very useful link between the LNER and the LMSR companies. In the carriage sheds at the Watford end of this, my favourite branch line, Sir Winston Churchill's special train was always kept ready for moving at a moment's notice.

I recall a driver on one of the St Albans Abbey to Euston trains approaching Watford North, when a blow-back badly burned his arms and face. He was still able to cling to the outside of the cab, having applied the brake, and when his train stopped he stepped down onto the ballast and collapsed. Happily, such events were rare.

I little thought that my musings about life on the branch line would run to about four thousand words, but I have enjoyed writing about my recollections. It has brought back memories of some very happy days. I got to know all the staff along the branch and very often their families and hobbies like gardening, pigeon racing, bicycle repairing and clay pipe breaking in, for those who did not wish to break in their own pipes.

One signalman was very good at making wooden toys. We would be pressed into service to deliver various packages so that often on the footplate we had boxes of plants from the signal-man at Bricket Wood for the shed master at Watford, eggs maybe from the porter at Park Street who kept hens, perhaps a cycle wheel to take to the chap who did the repairs, even a toy made for a birthday present for the station master's child, plus the odd ounce of baccy for old-so-and-so for some sort of past favour.

We carried and delivered it all, including racing pigeons taken from one end of the branch to the other, which we then released for the porter pigeon fancier waiting at the other end. It was as though all the staff on these branches were from one big family and in fact it was not unusual to find two or even three members of one family working on a branch line.

My station quest continues

beginning to think this is a daft and expensive hobby!

By Paul Carpenter

Anyway, I was at Amersham earlier in the month and having looked at the outside of the station and just got back onto the up platform (3), there was an arrival of a tube train over on the other side of the island platform (1). Hang on a minute, tube train, double take, 1938 stock! Quickly shot over the footbridge, good job I did as instead of going into the turnback sidings, it was already starting to move as I got to the front. Thankfully the driver momentarily shut off, and I was able to snatch a shot, before he opened up again. Interestingly the destination boards were reversed to what I took as the round trip.

Presumably a 'shake down' run as I later found out the next two days, Saturday and Sunday, there were special trips being run from Harrow-on-the-Hill to Amersham with shuttles on the Watford branch. Nevertheless, a remarkable bit of luck for me as I knew nothing of this. Sometimes you make the most of these chances and sometimes you don't. On the way up, I would have had a chance of snatching a photo of a Network Rail 73/9 at Woking. Instead I sat there on the train for three minutes and missed the opportunity!



Amersham 1938 stock test run 2 September 2022.



The Class 03 at Midsomer Norton, I think D2128, is away for repairs or overhaul. When I dropped by they were using brought in 2022 (which most people must have thought referred to the year!). It was top and tailing with 'Austin No 1', Kitson 5459 of 1932. I got a ride over the mile long line in the cab of 2022, and would have got offered a ride on the steam loco but for several trainee firemen.



Barrow Hill 150+2

A picture Gallery

by Colin Aveyard

Postponed from 2020 for obvious reasons, the Barrow Hill 150th celebrations took place over the Bank Holiday weekend 26 to 28 August 2022. Colin Aveyard paid a visit and provided this selection of pictures of both the preserved and current modern traction present plus a couple of steam locos.



Europhoenix spot hire locomotives include 91117 and recently restored 37901 Mirrlees Pioneer.



DC Rail Freight, another of the smaller companies, 56091 named Driver Wayne Gaskell (The Godfather) and AC Loco group 89001 Avocet.



Hanson and Hall hoover 50008 finds occasional use on empty stock moves and railtours and is seen alongside 67007.



67007 received the purple livery of the Queen's Platinum Jubilee.



Little and large. D9009 Alycidon and D5910 the replica "Baby Deltic" being constructed from the shell of class 37 number 37372.



Yorkshire Engine Co. 02003 one of the resident shunters.



Ruston D2996 one of the former Southampton Docks fleet.



Midland Railway compound 1000.



The oldest surviving Midland Railway loco, 2-4-0 No 158A of 1866.

Watercress Line Steam Gala

pictures from Gerry Barnard



0925 Cheltenham which apparently struggled to gain traction on the Mid Hants gradients when running tender first. Plenty of sand was used!



Kilmersdon Peckett 0-4-0ST 1728/29 working a demonstration freight.



Ten ton crane DS58 built by Taylor and Hubberd of Leicester in 1955 and used at Woking Pre Assembly Depot.

Scotsman at Swanage



As mentioned inside the front cover, Flying Scotsman came to Swanage in late October and was captured in service by Gerry Barnard.

Mirfield Meanderings

by Howard Bolton

Despite the dull morning I was informed about 66109 on the Wilton to Knowsley empty binliner on 14th September 2022. Here it is at Mirfield station.



In the afternoon it brightened up a bit and I thought that the Leeds Hunslet Yard to Crewe Basford Hall SSM was not running. Having checked RTT a bit later again, I found it had set off late and I just made it to Sands Lane, Mirfield to catch it. We don't get many Freightliner Class 70 hauled trains through Mirfield now so I felt lucky to have got it. 70008 hauling a few Freightliner empty flats.



Carlisle Captures

pictures from Colin Aveyard



397002 was the Trans Pennine hot spare at Carlisle on 4 October 2022.



68017 at the head of a Rail Head Treatment Train, with sister loco 68001 bringing up the rear.

Shillingstone Station

On the front cover of Corkscrew 25, my first as editor, was a picture of the very derelict Shillingstone Station. A visit on 12 November 2022 found a hive of activity on site with the station cafe doing a roaring trade.



WRS QUIZ 2022 ROUND 5

- 1 Which 7 pre-Grouping Companies shared Carlisle Citadel Station?
- 2 Can you identify these famous authors and photographers from their given names?
 - a) HARRY CYRIL.....
 - b) PATRICK BRUCE.....
 - c) MAURICE WILLIAM.....
 - d) OSWALD STEVENS.....
 - e) PETER WILLIAM BRETT.....
 - f) LIONEL THOMAS CARSWELL...
 - g) RICHARD CALCOTT.....
- 3 Name the CAAs 10 major UK airports.
- 4 Stanier 8Fs were built at 11 different UK workshops. Please name them.
- 5 What do the following initials stand for – in a railway context:
B & MR LD & ECR WC & PR IECC LSL AHB TSR MLV TPO WTT
- 6 Which pre-grouping railways had the following as Locomotive Superintendents?
 - a) JOHN ASPINALL AND GEORGE HUGHES
 - b) L BILLINTON AND D E MARSH
 - c) D DRUMMOND AND H SMELLIE
 - d) A STURROCK AND H A IVATT
 - e) M HOLMES AND W P REID
 - f) S JOHNSON AND A HILL
- 7 Name the 7 principal UK ports.
- 8 Five manufacturers built 4 wheel railbuses for BR. Can you name them?
- 9 There were 9 tunnels on the East Coast mainline between Kings Cross and Hitchin. How many can you name?

ROUND 6 MISCELLANEOUS TRANSPORT

- 1 What date was the last Concorde flight?
- 2 When were the Red Arrows formed and what were their first aircraft?
- 3 What is Britain's longest Motorway and, within 3 miles, how long is it?
- 4 In what decade did the last steam lorry work commercially in the UK?
- 5 According to the AA there are only 3 car manufacturers that are fully UK owned. Can you name them?
- 6 Where did the London and South Western Railway have its main locomotive works?
- 7 Where would you find Chelfham Viaduct?
- 8 Which 2 ft gauge line in the south of England celebrated its 100th year of operation in 2022?
- 9 According to the current timetable, how long is the fastest journey between Bournemouth and Waterloo?
- 10 The Kelpies look out over what part of the UK canal system?



The end of an era! Ever since Corkscrew 50 in April 2009 the rear cover has featured a Pacer of some description. I'm bringing this series to a close with this picture of 143612 at Darlington on 12 May 1990 P1208_8



Northern liveried class 153 dmu 153301 waits at Carlisle prior to departing on a Leeds service on 3 July 2013. Ken Aveyard