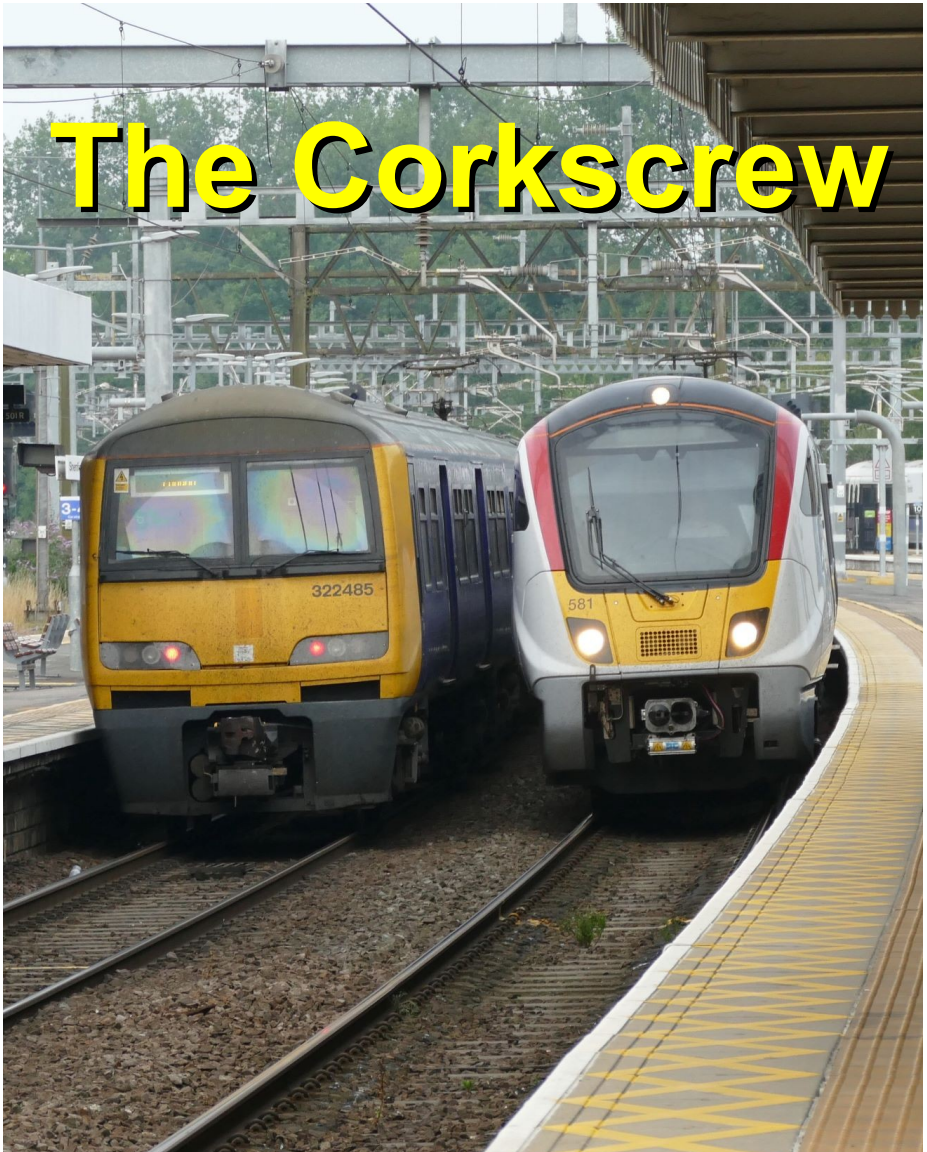


# The Corkscrew



Newsletter of the

**Wimborne Railway Society**

**Issue 133**

**February 2023**



***Knucklas 150260 2M57 13.10 Swansea - Shrewsbury 21 May 2022***



***Knucklas 150260 2M57 13.10 Swansea - Shrewsbury 21 May 2022***

See article on the Heart of Wales line by Paul Carpenter from page 4.  
Cover Picture – Shenfield with now withdrawn ex Northern 322485 and its  
modern replacement 720581 on 20 July 2022.

Ken Aveyard

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Peter Watson      Secretary :- ...position vacant ...  
Membership:-...Martin Catford.      Treasurer :- ... Mike Wescombe....  
Graham Bevan....Barry Moorhouse....Bob Steedman  
Corkscrew Editor..Ken Aveyard

Download The Corkscrew from [www.wimrail.org.uk](http://www.wimrail.org.uk)  
Contact The Corkscrew at [kenaveyardATyahoo.co.uk](mailto:kenaveyardATyahoo.co.uk) (replace AT with @)

---

## Guest Editorial

by Gerry Barnard

Having survived Covid, Wimborne Railway Society (WRS) is pleased to announce that it's alive and running again! We are now able to hold our popular model railway exhibition again but this time in the heart of the historic town of Wimborne, Dorset, at a new, but smaller venue, The Allendale Community Centre. We are giving the exhibition a new name too; **'Wimborne Railex'**.



In response to the fantastic support that WRS has received over many years from Model Railway Solutions of Poole and particularly during the difficult pandemic period, WRS has made Steve Knight and Martin Forder from the company Lifelong Trade Members of our club. To mark the occasion **Wimborne Railex** will feature the Model Railways Solutions Room where

visitors will be able to see for the first time a 3D printed model of their latest exhibition layout, 'Bournemouth Central,' now under construction. In addition to the layouts and traders present, WRS will be organising model railway related skills demonstrations during Saturday 15th and Sunday 16th April.

Admission prices are £7 for adults, £10 for families and free for children under 16 accompanied by a paying adult. See page 35 for show flyer.

There are plenty of council car parking facilities near the Allendale Centre, use postcode BH21 1AS and follow the signs. Wimborne is well served by buses 3 & 4 from Poole and 6 & 13 from Bournemouth. Doors open at 10.00 a.m.

In this issue we have the first part of a review of the Heart of Wales line by Paul Carpenter, the next installment of the Alan Ashberry story, and Dave Coasby relives the golden age of the "Condor". We have more quiz questions and answers and a bumper crop of pictures from around the country.

Sit back and enjoy Corkscrew 133 Closing date for 134 is 16 March 2023.

# The Heart of Wales line today

## Part 1 Craven Arms - Dolau

by Paul Carpenter

It has always been a thing for number collectors to 'clear' a class, something I rarely did (my first was either the 'Big ED's – Class 74, the Blue Pullmans, or the 'Thousands' (Class 52 Westerns) – D1020 'Western Hero' to be precise). My haphazard approach to visiting stations means that 'clearing' all the stations on a route doesn't tend to occur all at the same time, with the exception of some short branches. This article though looks at a line that definitely wouldn't be described as short.

What I and many older enthusiasts once referred to as the 'Central Wales line' is now known or marketed as 'The Heart of Wales Line'. In the past at the southern end of the route, the Central Wales line ran south from the junction station at Pontardulais to Swansea Victoria, this section closing in June 1964. Thereafter passenger trains which generally consisted of four through workings were diverted at the southern end to Llanelli. By 1965 DMU's, and occasionally Class 37's had taken over the workings from steam. The 37's, then known as EE Type 3's also worked the residual freight workings, these soon ceased north of Llandovery.

The DMU's, usually initially (Class 120) Swindon Cross Country units, enabled services to easily reverse at Llanelli, though this didn't happen until 1970, and run to Swansea (the ex GWR station then known as High Street, and now as plain Swansea or in Welsh as Abertawe). It should be mentioned the entire line featured in the 1963 Beeching Report and should have closed – certainly, busier lines lost their service at the time. However the line served a very rural population not easily served by buses, but perhaps more importantly served six marginal constituencies and with a General Election then looming.....

The basic service is still today four Transport for Wales trains daily each way between Shrewsbury and Swansea, though one each way extends beyond Shrewsbury to Crewe. At the southern end there's a very early 04.42 Carmarthen – Llandovery short working, returning as 06.44 to Swansea. The last early evening working from Shrewsbury also runs to Carmarthen from Llanelli rather than going to Swansea. These are provided usually by a Class 150 2-car sprinter, or the Class 153 single coach units, sometimes in pairs.

A couple of other notable dates in the line's history were first in 1972, when the line became operated under a Light Railway Order. This enabled many level crossings to become ungated with trains stopping before proceeding across them. It was stipulated in the Light Railway Order that trains operating over the route were fitted with a headlight, long before this was standard practice elsewhere on the network.

At some crossings traincrew are instructed to operate a plunger and obtain a white flashing light aspect on a 'signal' before proceeding, at others sounding the whistle (horn) before proceeding.

A second noteworthy date was in 1986 when 'No Signalman Token Remote' (NSTR) working was instigated on the line, I believe the first application of such on B.R. (Maiden Newton – Yeovil Pen Mill was among a handful of others following over next few years). Electric token equipment at the passing loops was traincrew operated. The token section entry points at Pantyffynnon and Craven Arms are under control of signal boxes at those points and at these places the signaller hands the driver the token. However the Pantyffynnon box controls the whole route from there to Craven Arms, the equipment at Craven Arms was remote from the box there until recently, it being moved to the box following vandalism.

As far as my desire to visit every station on the line, and with gaps of four or five hours between trains, it was fairly obvious the visits would have to be done by car. Many instances of train cancellations noted by me in the period of the last year or so unfortunately rather vindicated the decision. Judging by locals' experiences, it would have been a major undertaking by rail even if I'd lived locally. In some ways arriving at stations by road does give the benefit of a more general overview of the surrounding district, and it's fair to say that navigating to a couple without satnav was slightly challenging.

My first experience of the line had strangely enough been on a train starting at Bournemouth. The Bournemouth & District Rail Travel Association (remember them?) ran an excursion to Shrewsbury and back, a very long day I seem to remember, on the 12<sup>th</sup> July 1987. A circuitous route via Reading West Junction and Barry (yes, really) got us to Llanelli where 37244 took over for a run to Shrewsbury, before coming back via Hereford. Thanks to the website Six Bells Junction for this information, which is the 'go to' for all past railtour and excursion information – I only remembered 37244, so was lucky to fill in the gaps!

I've procrastinated over which parts of the route to include in this necessarily brief overview and I've settled on Craven Arms where the Central Wales line branches from the onetime joint LNWR / GWR line from Shrewsbury to Hereford. At the other end I'll go as far as Llanelli where trains join the GW line from Swansea to West Wales.

**Craven Arms** – The station is a shadow of its former self being a basic affair with two platforms, small shelters and a footbridge. It is however conveniently situated just off the main A49 road and close to the centre of the small market town. There's a good service on the Shrewsbury – Hereford (Welsh Marches) line, trains usually Class 175, but some loco hauled (or pushed!), Class 67 working with DVT and Mk 4 sets.

These Transport for Wales services run to various destinations at each end for instance, Milford Haven, Carmarthen, Cardiff Central to variously Manchester Piccadilly, Holyhead and Chester which even then isn't the full list. Basically hourly, not all stop at Craven Arms.



***Craven Arms 153367 on 2M51 09.14 Swansea - Shrewsbury 21 May 2022***

There's also a fair bit of freight, though mostly 'Q' workings, so it's very much a matter of luck, none on the Saturday when I visited, because of engineering work at Hereford. A GWR signal box at the level crossing north of the station controls the entry / exit to the Heart of Wales line at a junction immediately to the south of the station. The box has been reclad and disguised almost out of recognition from its former appearance. There's a fair number of lower quadrant BR(W) tubular post signals worked by the box on the main line, but a colour light signal controls entry to the Heart of Wales line. Craven Arms was once a junction for Much Wenlock and the Bishops Castle light railway, but that's an awful long time ago now.

**Broome** – The section of line south of Craven Arms to Knighton was once double track being singled in 1965. This section was built originally by the Knighton Railway in 1861. The station, now, like most a basic halt, is on an embankment, the line having just crossed a road bridge to the north. From photos the former wooden second platform was swept away not long after singling of the line. The goods shed is still extant though surrounded by recent housing.



**Broome 21 may 2022 looking towards Craven Arms**



**Hopton Heath 153367 2V39 13.58 Shrewsbury - Swansea 21 May 2022**

**Hopton Heath** – Situated immediately to the south of a road overbridge the now single platform is accessed down steps. However, the former brick built station building is still in use though as a tea room today. I think the former up platform is still there (up direction is northbound), but summer vegetation made it impossible to tell! The in use down platform still actually continues under the bridge although now shortened with access prohibited beyond the access steps.



***Bucknell looking south 21 May 2022***

**Bucknell** – This station still has the former stone built former main building, though now according to a man unloading the family 4x4, in use as an Airbnb holiday let. It is grade II listed as a historic building rather than as a tripadvisor rating! The station is situated immediately south of a half barrier level crossing over the B4385. As at some others on the line the train driver presses a plunger and then waits for a white light signal to indicate they can proceed. This time the former up platform is still visible.

**Knighton** – As mentioned this was originally the terminus of the Knighton Railway from Craven Arms, though the station buildings here date from the Central Wales Extension Railway 1865 continuation of the line south to Llandrindod. Shortly after in 1868 this had all become part of the London & North Western Railway's empire. Fortunately, the down side main station building in stone still survives.



It is perhaps surprising that from 1964 onwards the single line section stretched all the way from Craven Arms to Llandrindod, but in 1990 the up platform was put back into use with a passing loop to increase capacity. A strange fact is that the station building here is in Shropshire, England whilst the market town is in Powys (formerly Radnorshire), Wales. The boundary between Wales and England is immediately south of the A488 overbridge which crosses the line immediately at the west (Llandrindod end) of the station. The substantial stone built former goods shed still exists in private use, though with Heather's patience running out I settled for a distant look from the station. Network Rail operate from this station for line maintenance for the northern end of the line. From here south to Llanbister Road was always single track, albeit with a passing loop at Llangunllo.



***Knighton looking towards Craven Arms 21 May 2022***

**Knucklas** (for pictures see inside front cover)– This location is probably better known by railway enthusiasts for its magnificent stone viaduct complete with castellated towers each end. The viaduct is just to the west of the halt (southbound). A search of the web will find many better photos than mine which was actually taken from the station. Located on a steep hillside above the village this station has long lost its original wooden buildings and now boasts a brick built shelter that is a not unattractive standard design now found at many stations on the line. I have a feeling that the station was downgraded to a halt some years before the general rationalisation of the line in the sixties. I was glad there was a waiting passenger as it would stop the driver of the train due thinking that I wanted to board, this like almost all other non crossing loop stations being a request stop. He was bemoaning the then current fortunes of Arsenal and requested his photo was not taken as he didn't want his whereabouts known!



***Llangunllo looking north past station house to platform 21 May 2022***

**Llangunllo** – Various alternative spellings of this remote station seem to have existed, the current one I've taken from the signs, my rail atlas gives it as Llangynllo. From Knucklas the line has climbed four miles at 1 in 60 to pass through the 647 yard Llangunllo tunnel to top the summit just before the station is reached. Heather navigated me along some pretty narrow roads to the north and with the line out of sight in the tunnel, some guess work was required at unsigned road junctions. The station platform of which there is no obvious entry point is accessed through the front yard of a private house with no signs to help you, a bit disconcerting to say the least. The two houses here are presumably by the look of them former railway houses. Good job I wasn't intending to travel, the next two (and last) trains of the day were both cancelled.

**Llanbister Road** – From the name you'll guess this is some way from the village, it is, five and a half miles! Finding it almost impossible to find somewhere to park, access is off a bridge on an S bend, Heather took the car off to return in 15 minutes (I hoped!). A few houses around a road junction close to the station and farmland amongst rolling hills, it seems and is remote. The former station building well kept by its owner who was tidying the garden, is found on the disused platform of the former down side. Another section of double track as far as Pen-y-bont Junction once commenced here until singling in 1964.

**Dolau** – The station does not retain any of the original buildings, but it does have a very dedicated team of volunteers one of whom I was able to have a chat with. They are responsible for the very tidy state of the station with a lovely display of flowers and a number of railway relics on the platform.

The waiting shelter, perhaps almost uniquely, has a visitor book. There's a plaque commemorating the visit of Queen Elizabeth and the Duke of Edinburgh to Dolau in 2002, arriving by the Royal Train, I believe that was steam hauled. The station even makes Simon Jenkins 'Britain's best 100 stations' in his book on the subject.



***Llanbister Road looking towards Craven Arms 21 May 2022***



***Dolau looking towards Craven Arms 21 may 2022***

The above stations were all visited on a Saturday, 21<sup>st</sup> May 2022. We'll go back a year when continuing next time from Pen-y-bont. Various websites were consulted, notably Wikipedia, another was 'Railway Signs and Signals of Great Britain'.

**Alan Ashberry** looks back at some important milestones in railway history, taking the year month by month and recounting a few of the important happenings

## **Completely Loco – Part 11**

from David Coasby

### **January**

January 1923 saw the final amalgamation of the Railways of the British Isles, into the four major systems that became the London Midland and Scottish Railway, The London North Eastern Railway, The Southern Railway, and The Great Western Railway. For many railway enthusiasts it was a sad end to the most colourful era of the country's railways, as many loved railways lost not only their identities, but those magnificent liveries that always looked so resplendent on both coaches and locomotives.

It also saw the end of many famous Company names, amongst them:- The Caledonian Railway, North British Railway, North Eastern Railway, London North Western Railway, Midland Railway, Great Central Railway, Great Eastern Railway, Great North of Scotland Railway, Taff Vale Railway, London Chatham & Dover Railway, London South Western Railway, Great Northern Railway, London, Brighton & South Coast Railway, Furness Railway, Hull, Barnsley Railway, and the Lancashire & Yorkshire Railway.

It was to be a number of years before the new companies settled down, as old rivalries die hard, and the railways achieved, what for many of us was their finest period the 1930s. The railway least affected by the amalgamation was The Great Western Railway, as most of the minor railways which completed that fine system had already been absorbed before January 1923. These groupings lasted for 25 years, when the railways were taken over by the State in 1948. One can only wonder what might have been, had they continued as they were.

### **February**

February 1923 saw the building of the third of the famous Gresley Pacific's of the A1 class. This engine was of course number 4472 and named Flying Scotsman. In later years it bore the number 60102 and was designated class A3. It was condemned, 15 January 1963 after 40 years service. Driving wheels were 6ft. 8in. dia., bogie 3ft. 2in., trailing 3ft. 8in., original boiler pressure 180psi, 3 cylinders 19 x 26 inches. Tractive effort 32,910 lb., total weight engine and tender 154 tons 3 cwt, water 5,000 galls, coal 8 tons. Happily this locomotive is still with us, having been preserved.

February 1929 another of the class emerged, but designated Class A3 with boiler pressure of 220psi. By this time the class totalled 50 engines.

The loco built that month was No. 2750 and named Papyrus. She reached a speed of 108 mph and maintained 100 mph for another <sup>12</sup> $\frac{1}{2}$  miles in 1933, its number later became 60096, It was condemned on 9 September 1963. A sad end to a magnificent looking class of engines which totalled nearly 80, the last of which was withdrawn on 17 January 1966.



***'Flying Scotsman', built in February 1923, shown in post-preservation condition. Photo: Peter Elmslie.***

February 1938 saw the introduction of another class that was to become well known to G.W.R. lovers. These were the 78xx or the Manor class. No. 7800 Torquay Manor being the first of an original order for 20 engines, but the class finally totalled 30 locomotives, designed by C.B. Collett they had 5ft. 8in. dia. wheels, 2 cylinders 18 x 30in., boiler pressure 225psi, total weight 108 tons 18 cwt., water 3600 galls, coal 6 tons.

As you see, February has been, over the years, a month to remember as far as railways are concerned.

## **March**

Thursday 9 March 1899 saw the first train to leave Marylebone Station, the London terminus of The Great Central Railway. This was the last of the great railways to reach the capital. The first train was dispatched by the then President of the Board of Trade, the Rt. Hon. C.T. Ritchie.

In March 1926, the LI Class, 4-4-0 locomotives designed by R.E.L. Maunsell were introduced into service on the Southern Railway. With 6ft. 8in. dia. driving wheels and 3ft. 7in. bogie, 2 cylinders,  $1\frac{9}{16}$ in. bore x 26in. stroke weight 98 tons 8cwt, 180psi, the tender carried 5 tons of coal and 3,500 gall, of water. Built by The North British Loco. Co. in Glasgow, they were very successful engines.

During the month of March 1942, the most powerful 0-6-0 ever to run in this country was built by The Southern Railway to the design of O.V. Bulleid. They were known as the Q1 class. Publicised as an Austerity locomotive, they had no running boards or splashers or conventional boiler clothing so as to save metal for the war effort. In spite of their appearance they were superb engines. The driving wheels 5ft. 1in. dia. were of cast steel. Pressure 230psi, weight 89 tons 5cwt. 2 cylinders, 19 x 26 inches. It is said that when W.A. Stanier first saw one he said to Bulleid "Where do you wind it up?" Before 1948 the class were numbered in the continental style.

The Great Western Railway put into service the 0-6-0 tender engines of the 22xx class in March 1930. From their introduction until 1948, 120 engines of the class were built.

## **April**

In April 1895, Denny Bros, of Dumbarton launched a twin screw steamer named S.S. Seaford for The Newhaven-Dieppe Service. The ship arrived at Newhaven on 19 July. She was 270ft. long with a beam of 34ft. The four boilers were single ended and had a working pressure of 160psi. Each of the twin screw engines had four cylinders, the bores being 23in., h.p., 36 in., i.p., two i.p. at 38 inches. The stroke was 27in. and they ran at a little over 200 rpm. The fastest time for the journey was 3hr. 2min.

On 20 August 1895, Seaford left Dieppe a little after 1pm. All went well until they were 25 miles from Newhaven, when a thick fog caused the ship to slow down, a short while after she was run into by S.S. Lyon which belonged to the same company. Twenty minutes later the Seaford had sunk, the passengers and crew having been saved by the Lyon, itself very badly damaged. Owing to the loss of the Seaford, which had cost £55,000, a replacement was built, S.S. Sussex, which cost between £60,000 and £70,000. Both ships had only one mast and one funnel. The Sussex on her trial run to Dieppe and back, did the return journey in 3hr. 3min. The two ships were registered at Newhaven. The main difference between them was that the Sussex promenade deck was continuous whereas on the Seaford, it stopped at the bridge.

## **May**

The month of May will always have a place in the annals of history for the lover of railways, especially for the steam locomotive enthusiast, for it was in May 1904 when The London and South-Western Railway and The Great

Western Railway were competing for the transatlantic passengers and mails, from the liners calling at Plymouth. These were rushed with all speed possible to London, i.e. to Waterloo and Paddington. It was during this period on 9 May 1904 that 100mph was reached for the first time with a steam locomotive. The engine concerned being G.W.R. No. 3440 City of Truro, one of their famous City class of 4-4-0s, the coupled wheels were 6ft. 8in. dia., inside cylinders 18 x 26in., boiler pressure 200 psi. The 100mph was reached down Wellington Bank, the engine being driven by Driver Clements, a speed record that was to stand for many years.

In May 1945, we saw the first of the West Country class 4-6-2s.

## June

On 25 June 1916, The Great Eastern Railway Steamship, S.S. Brussels, sailing from Rotterdam for England and carrying a cargo of yeast, margarine, fish, butter, plus a number of Belgian refugees, was captured by the German navy. Captain Charles Fryatt who was in command of the vessel was later executed by a firing squad, feelings being particularly strong regarding this action. The ship was built by Gourlay Bros, and Co. of Dundee in 1902. The registered tonnage was 1,380, speed <sup>15</sup> $\frac{1}{2}$  knots, 3,900hp, also the ship was fitted with wireless and submarine signalling apparatus.

June seems to have been over the years a good month for the introduction of new locomotive classes.



**June 1933 saw the introduction of the Stanier Princess Class. Here in BR days 46209 'Princess Beatrice' is seen at Rugby. Photo: Author's Collection.**

The first two Pacific's on the L.M.S.R. Nos. 6200, The Princess Royal and No 6201 Princess Elizabeth, to the design of William Stanier came out of Crewe works in June 1933, and became largest engines at that time on the west coast route to Scotland. Their exploits are well known to all lovers of the L.M.S.R. and the Stanier locomotives. It was in June 1934 that the Stanier 3 cylinder 2-6-4 passenger tank, engines built for working on The London Tilbury and Southend Line between Fenchurch Street and Shoeburyness were introduced.

On the L.N.E.R. June 1936 saw the first of Nigel Gresleys 2-6-2s which became known as The Green Arrow Class, Green Arrow being the name of the first engine. They became a legend in locomotive circles for their speed and haulage capacity.



**60800 Crewe Works open day 31 May 2003.**

**Ken Aveyard**

The Southern Railway favoured June 1942 to bring into service the 4-6-2 Pacific engines of the Merchant Navy class which were designed by O.V. Bulleid. These were full of original ideas, the chain driven valve gear being one, all were later rebuilt into normal engines with Walschaerts valve gear, and minus the air smoothing casing,

Last of all, in June 1949, British Railways introduced onto the G.W.R. the 1500 class of 0-6-0 Pannier Tank, designed by F.W. Hawksworth, with outside Walschaerts valve gear, designed to haul heavy freight trains and to shunt in goods yards on tracks of a minimum radius of three chains. For this reason, the fixed wheel base was set at 12ft. 10 inches.

Read more interesting railway events from July to December in a future issue of The Corkscrew.



# **‘Condor’**

By Dave Coasby

When you hear the word ‘Condor’ you may well think of the giant South American vulture. Or if you’re as old as me, and remember TV ads from the 1960s, there was the well-known pipe tobacco of the same name. The catch phrase used was ‘Having a ‘Condor’ moment’.

So perhaps you’ll indulge me by sharing a ‘Condor’ moment’. No, neither of the above, but a British Railways named freight train.

## **Freight train names**

I only knew of this one officially named freight train at the time – the ‘Condor’, though I believe both the GWR and LNER did have named fast steam hauled freight trains previously. However, it was not unknown for the odd unofficial names to be used. There were at least two ‘Flying Kipper’s’ and a rather smelly train that transported household rubbish out of London, then onto the ex-LNER branch that ran from just north of Hatfield to Luton (Bute Street), dumping it’s load on the way in a huge pit near to Wheat Hampstead. This was known by us local train spotters as the ‘Flying Dustbin’ – not that it ran very fast!

## **British Railways 1955 Modernisation Plan**

But I digress. During British Railways modernisation plan of 1955 the ‘Condor’ was conceived as an attempt by British Railways to woo freight traffic back onto the railways. The name was derived from CONTainers – DOoR-to-Door.

It ran on the Midland main line from 1959 at relatively high speeds between London (Hendon) to Glasgow (Gushetfaulds) and visa versa. Two trains would depart simultaneously from London and Glasgow at 7pm and travel overnight, with the only scheduled stop being Carlisle for crew changes. Both the northbound and southbound trains would arrive at their destinations around 6am the following morning. Using this overnight schedule avoided congestion on the tracks, so good speeds could be maintained. The service ceased in 1965 with BR’s introduction of their ‘Freightliner’ service.

## **The stock**

The train itself initially comprised of 27 fitted Conflats, which had been modified and now had roller bearings. Each was loaded with a mixture of type B containers or the smaller type A containers. These had been pre-loaded by the customer – thus saving the manual loading in and out of vans by railway staff. The cost of hiring a container in 1962 was £16 or £18, depending on size, and this included road pickup and delivery by British Road Services lorries. However, commercial success was not to come very quickly, so the train was soon reduced to 13 Conflats.



**2 Metro-Vick diesels pulling Condor.**

***Authors collection***

### **The Locos**

The motive power for the 'Condor' was provided by a pair of the new Metropolitan Vickers Co-Bo's ('Met-Vicks' – later Class 28), built in 1958 under the Pilot Scheme for diesel locomotives as part of the Modernisation Plan. As far as I know these were the only diesel locos to ever have this wheel arrangement. 'Co' meaning a six wheeled bogie and 'Bo' a 4 wheeled bogie. Strange as this may seem it gave this Type 2 loco a distinct advantage in giving them a relatively high tractive effort. Having five driving axles also gave them good grip without wheel slip.

As mentioned above, when the train was reduced to 13 Conflats, just one loco was used, but after about a year trade began to pick up, so 'Condor' reverted to 27 Conflats and a pair of locos once more.

The 'Metro-Vicks' were powered by Crossley 8 cylinder super charged 2-stroke engines, which unfortunately proved unreliable in services, despite the apparent ideal fast continuous running conditions for the engines with 'Condor'. The unique wrap-around windscreens were also known to fall out on occasions. To cover failures Derby type 2 locos (later class 24) were sometimes deployed and even Black 5 steam locos.

Several modifications were carried out to the 'Metro-Vicks' but by 1965 the writing was on the wall and they ended their days pulling local passenger trains around the Barrow area, but were all withdrawn in 1968, with one being preserved.

### **Train spotting days on the old Midland**

Like several of my school mates, I was an avid train spotter. Armed with our Ian Allen books we'd frequently cycle to our local station at St Albans, where we all lived, for a session of spotting on the old Midland main line where we'd watch the variety of locos going past. At the time I think we were all excited by the modernisation plan and seeing several new diesel types for the first time. "Out with the old and in with the new" we thought at the time. Obviously years later we lived to regret this sentiment when all the steam locos were dispensed with in such rapid haste.

### **The down slow home signal goes up!**

The 4-track mainline at St Albans had a crossover from the down slow to the down fast. If you had been standing near the signal box around 7.30 in the evening you would witness the signal being pulled to allow a train to cross over. Inevitably you'd soon hear the distinctive noise of the pair of 'Metro-Vicks' as they rounded the curve hidden behind the St Albans MPD (14C). The driver would be slowing, ready for the crossover, then as they passed us spotters by, with the train now on the nearby down fast, the loco's would be opened up once more with plumes of black smoke belching out into the evening sky. We loved the sight and sound and grew very attached to both the locos and the train.

### **An O gauge model of the loco**

Let's roll the clock forward approximately 60 years. I have to mention Ray Baskerville here, who was one of my old loco-spotting school mates. Ray left school and has been a mechanical engineer ever since and has always been fanatical about anything powered by a diesel engine. A few years back I twisted his arm and got him into O gauge modelling, and what with his particular interest in diesel traction, a large collection of locos soon built up. But all along he wanted a model of a Metro-Vick Co-Bo. None of the RTR manufactures made one (though there is a 4mm scale model available from Heljan and Hornby Dublo made one a long time ago). There was however an O gauge kit produced by Steve Beattie, but everyone Ray talked to told him it was really only an aid to scratch building. But Ray had seen a beautifully finished model built by Dickie Dockerill utilising this very kit, so Ray asked him if he'd construct one for him. Dickie needed a lot of persuading as he reiterated how hard it had been to turn the kit of parts into a decent looking model. However, Ray was persistent. Turning on his charm, and after waving a lot of money in front of Dickie, he relented.

So a few months later Ray became the proud owner of his much longed for Metro-Vick. Dickie had produced a most incredible model from the very basic kit, but I don't think he will ever want to be asked again. About a year later, Ray got Coastal DCC to fit DCC sound to the loco. Amazingly they managed to source the sound from a 2-stroke diesel loco from abroad.



### **O gauge models of the rolling stock**

Ray soon decided he'd like some suitable Conflats to accompany his new loco. No O gauge models were available, but Judith Edge Kits did produce a 4mm scale Conflat that was of the correct type, and after some persuasion, and a promise by Ray that he would buy at least 13 of them, agreed to enlarge their brass etches and produce a 7mm scale kit. Invertrains supplied the Dowty buffers and Peartree the wheels and axles. Once again Dickie was asked to construct them all and once again did a marvellous job.

Ray discovered that Skytrex produced resin castings of both the A and B type containers and the refrigerated variation that 'Condor' sometimes travelled with. Roger Barnes, another old school friend, loco spotter and later a BR driver, said he'd clean up the castings and paint them for Ray. He then set about applying some suitable transfers, other details and generally weathered all 13 wagons, using mainly suitably coloured aerosols. Roger's skilled artistic work brought the whole train to life.

The one remaining vehicle to source was a 6-wheeled Stove. These were usually marshalled in the middle of the Conflats instead of being at the end of the train. This was to prevent them swaying around and giving the guard a rough ride. To obtain this Ray approached M & J Models who built one from scratch for him.



***Conflat PA with containers.***

***Dave Coasby***



***The Stove 6-wheel brake van.***

***Dave Coasby***

### **The 'Condor' headboard**

Had I still lived near Ray and Roger I'd have probably lent a hand with the wagons, but as I now live in Dorset there wasn't much I could do. However, 'Condor' had a very distinctive headboard and being a graphic designer this was something I could make for Ray. Unfortunately there aren't a lot of photographs of the train for reference, probably because it ran at night and it only lasted a few years. But I managed to get enough information and was going to replicate it on my computer, then produce a high-quality colour print-out on thin card that would need carefully cutting out.

The headboard itself is divided into two halves, with the left hand being painted maroon (representing the London Midland Region) and right hand side pale blue (representing the Scottish Region), with the block capital stencil style typeface for the name picked out in white. This would have worked but I thought “Why spoil the ship for a ha’peth of tar” as the old nautical saying goes. I’d seen an advert in the Gauge O Guild’s Gazette for Diane Carney Nameplates. I phoned Diane and explained what was needed. She asked me to send the info I had, and yes, she could produce an etched headboard. Although Diane had a waiting list I received the etch within a few weeks, and it was perfect. It needed painting, so yet another job for Roger.



***The Condor headboards, Ray Baskerville at MRC December 2022 and the completed model of D5712 in action. Dave Coasby***

### **‘Condor’ lives again – the inaugural run**

Ray, Roger and myself are all members of the Model Railway Club (MRC) in London, so as it was a special occasion I made the pilgrimage up to London for an afternoon running session. We were joined by several other friends on the day, including Martin Long (President of the Gauge O Guild); Prof. Tim Watson (President of the MRC); some friends from the Luton MRC’s O Gauge Group; Bob Smith and Peter Mann (by former colleagues from our MRC ‘Happisburgh’ days), and finally we were joined by a few of the original old St Albans train spotters group, who had come to witness Ray’s ‘Condor’ running again. It was a joy to see and it also put a smile on everyone’s faces.

# Out and About

## Leeds Midland Road

by Howard Bolton



Thanks to a TOPS list, minimal rain in early afternoon and no grandchildren sitting duties I was determined to have a run out today. 68001 Evolution and 68009 Titan at Midland Road probably for tyre turning clinched it. As you can see from the pictures the lighting on both sides of the locos produced differing colourings.



**68001 and 68009 at Midland Road on 22 November 2022. Howard Bolton**

# Here There and Everywhere

by Paul Carpenter



**Blakedown with 68013 + 82301 on 1H25 the 10.00 Kidderminster - Marylebone 22 May 2022.**



**Bristol Parkway 23107 + 231010 on 3Q52 08.49 Swindon - Cardiff Central crew training run on 10 August 2022.**





**Cooksbridge 377205 + 377124 1F40 15.46 Victoria - Ore 21 August 2022**



**Gloucester with 170638 on 1V06 09.07 Nottingham - Cardiff Central on 10 September 2022.**



**Hatton Chiltern Trains 168321 + 168108 on 1H21 09.37 Birmingham Moor Street - Marylebone 18 September 2022.**



**Winchfield with South Western Railway 450109 + 450089 on 2L38 11.54 Basingstoke - Waterloo 1 June 2022.**

# York Station

Pictures taken on 10 November 2022

by Colin Aveyard



***DRS Trans Pennine 68034 in the Scarborough bay platform.***



***Lumo 803005, Colin's last one, copped heading south.***



***West Coast Railways 37516 in the loco sidings at the south end.***



***66724 heading north on an engineers service.***

# Seen at Shipley

by Colin Aveyard



**60011 heading south on the Newbiggen to Milford West and 66708 north on the Hunslet to Rylstone on 25 November 2022.**



**Passing through between the above two freights were West Coast Railways 47812 and 47804 taking ECS from Carnforth to Scarborough on 25 November 2022.**



**On 27 November 2022 the New Measurement Train was booked to head north, with the possibility of the Coals Rail or East Midland power cars, but ex LNER 43299 and 43290 were doing the honours.**



***4 December 2022 was the last scheduled operation of the Rail Head Treatment Train for the Winter, 37419 and 37422 doing the honours.***



***After being cancelled for the last few Sundays, the solitary Bradford to London service ran on 4 December 2022. 91114 Durham Cathedral in the new Oxblood colours heading the rake of Mk4's.***



**Two views of Network Rail, MPV DR98913 DR98963 on a de-icer service at a frosty Southampton station on 8 December 2022. Gerry Barnard**

# WRS QUIZ 2022

## ROUND 7 MODERN TRACTION

- 1 Diesel locomotives have one of 3 forms of transmission.  
Can you name them?
- 2 In January 1977 a Western Class diesel on a normal service train found itself a long way from the West Country. Where did it end up?
- 3 Where did the conversion work take place to create the “master and slave” hump shunters?
- 4 Beyer Peacock built locomotives in 4 classes of modern traction.  
What were they?
- 5 Who is building the new class 18 battery shunting locos?
- 6 Class 484 units can be found on which line?
- 7 Where did an HST come to grief, sadly, with loss of life, in 2021?
- 8 After withdrawal from service with BR some class 141 units were exported to - where?
- 9 What name was given by the Southern Railway/Region to drivers who only drove electric trains?
- 10 What does the word “AZUMA” mean?

## ROUND 8 MISCELLANEOUS RAILWAYS #2

- 1 Covid affected passenger numbers at all British stations.  
Which was the busiest in 2020/21 outside London?
- 2 Why is the station name “NEWPORT” unique – especially amongst the railwayana collecting fraternity?
- 3 How did a French 4-6-0 steam locomotive happen to be under the English Channel in June 1994?
- 4 Why should Lt Aidan Fuller be remembered by older trainspotters?
- 5 Who was the Consulting Engineer on the Forth Bridge?
- 6 What was the destination of the “Jellicoes” run during World War I?
- 7 The last ex-GWR steam engine worked in industrial service long after its classmates had gone – where did it work and when was it withdrawn?
- 8 Which Royal residences have been commemorated on steam locomotive nameplates?
- 9 Swindon Works extended over a very large area – what was its maximum extent in acres?
- 10 Glenfinnan Viaduct was built of reinforced concrete but who was its builder?



# WRS Quiz 2022 Answers

## ROUND 3 STRUCTURES AND FEATURES

- 1 What date appears on the Royal Albert Bridge across the Tamar? A – 1859
- 2 By what name was Ribbleshead Viaduct known by the Midland Railway when it was first built and how many arches does it have? A – Batty Moss 24 arches.
- 3 In the last 5 years Network Rail has installed 2 major flyovers/diveunders to avoid conflicting train movements. Where are these locations? A – Norton Bridge on the WCML and Werrington on the ECML
- 4 Where was Britain's busiest single track junction? A – Smallbrook Junction on the Isle of Wight.
- 5 Who designed the famous latticework viaducts on the Stainmore route? A – Thomas Bouch.
- 6 Where is the largest mechanical signal box on the current railway network? A – Severn Bridge Junction Shrewsbury
- 7 What is the longest tunnel on the Southern Region? A – Sevenoaks (approx. 2 miles)
- 8 How high was the summit at Masbury on the S&D? A – 811 feet
- 9 Where was the first mechanical coaling plant installed in 1913? A – Crewe North shed
- 10 What were the 4 termini on the S&D? A – Bath Green Park/Bournemouth West/Bridgewater North and Burnham on Sea.

## ROUND 4 LONDON STUFF

- 1 Where is the longest gap between Underground stations? A – 2.7 miles between Heathrow Terminals 2 and 3 and Terminal 4.
- 2 What is the highest Underground station (above sea level)? A – Amersham
- 3 Who is credited with designing the first Underground map – and when? A – Harry Beck 1931.
- 4 What was the first Underground line? A – Metropolitan
- 5 When was the Jubilee Line opened? A – 1<sup>st</sup> May 1979
- 6 What year saw the withdrawal of the last original Routemasters in normal service? A – 2005
- 7 Which firm has built the new bus for London (the Boris Bus)? A – Wright Bus.
- 8 What happened to RM 1368 that made it unique? A – Rebuilt as single deck RM after top deck destroyed in a fire.
- 9 RML = Lengthened Routemaster; RMC = Coach. What does RMF stand for? Routemaster Forward Entrance.
- 10 What colour is the new Elizabeth line on the TfL map for London? A – purple

## ROUND 5 INITIALS AND LOCATIONS

1 Which 7 pre-Grouping Companies shared Carlisle Citadel Station? A – LNWR, NER, MR, Cal R, G&SWR, NBR, Maryport and Carlisle

2 Can you identify these famous people from their given names?

- a) HARRY CYRIL.....Casserley
- b) PATRICK BRUCE.....Whitehouse
- c) MAURICE WILLIAM.....Earley
- d) OSWALD STEVENS.....Nock
- e) PETER WILLIAM BRETT.....Simmens
- f) LIONEL THOMAS CARSWELL...Rolt
- g) RICHARD CALCOTT.....Riley

3 Name the CAAs 10 major UK airports by passenger volume. A - Heathrow, Gatwick, Stansted, Luton, Birmingham, Glasgow, Bristol, Edinburgh, Manchester, Belfast.

4 Stanier 8Fs were built at 11 different UK workshops. Please name them. A – Doncaster, Ashford, Swindon, Horwich, Gorton (Beyer Peacock), Vulcan Foundry, Darlington, Crewe, Derby, Eastleigh and North British Loco.

5 What do the following initials stand for – in a railway context:

B & MR	LSL	TPO
LD & ECR	AHB	WTT
WC & PR	TSR	
IECC	MLV	

Brecon and Merthyr Rly; Lancashire, Derbyshire and East Coast Rly; Weston, Clevedon and Portishead Rly; Integrated Electronic Control Centre; Locomotive Services Limited; Automatic Half Barrier; Temporary Speed Restriction; Motor Luggage Van; Travelling Post Office; Working Time Table.

## ROUND 6 MISCELLANEOUS TRANSPORT

1 What date was the last Concorde flight? A – November 2003

2 When were the Red Arrows formed and first aircraft? A 1965/Folland Gnats

3 What is Britain's longest Motorway and, how long is it? A – M6 231 miles

4 What decade did the last UK steam lorry work commercially A – 1960s

5 According to the AA there are only 3 car manufacturers that are fully UK owned. Can you name them? A – 3 Morgan, McLaren and Caterham

6 Where did the LSWR have its main locomotive works? A – Nine Elms

7 Where would you find Chelfham Viaduct? A – On the Lynton and Barnstaple line.

8 Which 2 ft gauge line in the south of England celebrated its 100<sup>th</sup> year of operation in 2022? A – The Hythe Pier Tramway

9 According to the current timetable, how long is the fastest journey between Bournemouth and Waterloo? A – 1 hour and 50 minutes

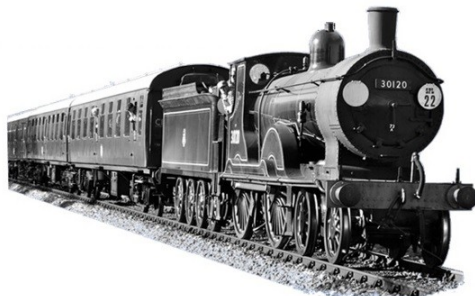
10 The Kelpies look out over what part of the UK canal system? A – The Forth and Clyde Canal.



**WIMBORNE RAILLEX**

**2023**

# MODEL RAILWAY EXHIBITION



**Sat 15<sup>th</sup> & Sun 16<sup>th</sup> April**  
**THE ALLENDALE CENTRE**  
**WIMBORNE BH21 1AS**  
**Layouts, Trade stands**  
**& more**



**[www.wimrail.org.uk](http://www.wimrail.org.uk)**  
**SATURDAY 10 – 5pm SUNDAY 10 – 4pm**  
**Adult £7 Family £10**  
**Under 16yrs with paying adult Free.**



***Exeter allocated but in a promotional livery for the Heart of Wales line 153302 is seen at Cardiff on 29 July 2006. Ken Aveyard***



***By 19 August 2015 153302 was with East Midlands Trains and is seen entering Peterborough on the service from Lincoln. Ken Aveyard***