

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 134

April 2023



Betws-y-Coed with 197012 operating 2D16 13.17 Llandudno - Blaenau Ffestiniog 11 February 2023. Paul Carpenter



Old Colwyn (from) 66784 6Z84 08.41 Doncaster Down Decoy GBRF - Llandudno Junction TC GBRF 13 February 2023. Paul Carpenter

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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

Download The Corkscrew from www.wimrail.org.uk

Contact The Corkscrew at kenaveyardATyahoo.co.uk_(replace AT with @)

.....

Editorial

The April issue of The Corkscrew means we are just two weeks away from our 2023 exhibition at the Allendale Centre in Wimborne. (See advert on page 23). The final preparations are under way, and we look forward to having a successful exhibition, which although it is considerably smaller than our previous exhibitions at Queen Elizabeth's School, is much more accessible to casual visitors being within five minutes walk of Wimborne Square.

We still need to fill some of the duty rosters for stewarding, door duties, security and general public assistance, so any members who have not yet volunteered please come forward, shifts are generally only two hours at a time so there's plenty of time to enjoy the exhibition. You don't have to come both days but we hope that as many as possible will try and come, as it's your club this exhibition is supporting. We are fortunate that we have been able to secure some layouts that are making their first appearance on the exhibition circuit as well as some that will be familiar to those who travel widely to shows. Our hope is for an exhibition that is financially successful, but also one that serves to publicise the Society and generate new members. As a society we are fortunate to have survived the trials of the last three years with attendances increasing week on week on both Tuesday modelling nights and Thursday club nights.

If one exhibition is not enough, over the Easter weekend, 8 and 9 April 2023 there is the Lymington exhibition at the Lymington Community Centre.

In this issue we have part 12 of the Alan Ashberry story from David Coasby, and Paul Carpenter introduces us to wagon labels from the post grouping era. We continue with the 2022 quiz questions and answers, and thanks to our regular correspondents we have a wide selection of images from around the country.

Sit back and enjoy Corkscrew 134, closing date for 135 is 18 May 2023.

Cover Picture:- Royal Scot 46100 is seen at Newport on 1 March 2023 on the occasion of the WRS members annual St David's Day outing to Cardiff. The special was held for a few minutes at Newport on the return journey allowing Mike Ranger to capture this view of the loco blowing off as it waits for the off.

Alan Ashberry concludes his review of events, which may be regarded as important milestones in our railway history

Completely Loco – Part 12

from David Coasby

July

At 1.57am on Sunday 7 July 1906, the London & South Western Railway's American boat express from Devonport to Waterloo left the rails while rounding the notorious curve through Salisbury Station, colliding with the rear of a milk empties train. The guard's van was wrecked and the guard killed. The boat train engine then fouled some of the girders over Fisherton Street and crashed into a stationary engine. The leading coach overshot the locomotive, was then hurled against the bridge and disintegrated, one of the passengers being thrown with some of the wreckage into the street below. The second coach landed on top of the engine, the third coach went to the left and was smashed to pieces. 23 passengers and 4 railwaymen were killed. This put a decisive end to running at speed through Salisbury Station. The boat train engine was a Drummond 4-4-0 No.421, which ran for many years after the accident.



'Mallard', seen here in BR guise. In July 1938 she claimed the world speed record of 126mph for a steam locomotive, which has never been surpassed.

Photo: Peter Elmslie.

I suppose that every lover of steam locomotives will remember for always the date 3 July 1938, as it was on this day that engine No.4468, Mallard, one of Nigel Gresley's 4-6-2 Pacifics of the A4 class, on a special train for brake trials and with the dynamometer coach, attained a speed of 126mph, a record for steam traction that has never been surpassed. Five miles were covered at an average speed of 120mph while hauling a load of 240 tons, the record being set while descending Stroke Bank with the engine being driven on full regulator and 40% cut-off. On the occasion of this remarkable run, the driver was Driver Duddington of Doncaster. Having only reached approximately 93mph on the footplate myself, I can only wonder what it must have been like on that footplate.

August

The London Midland & Scottish Railway Company announced in August 1938 that their Coronation Scot express train, consisting of streamlined locomotive No.6220 named Coronation, together with eight coaches, was to be taken by boat to America during January 1939. It would tour 38 cities and eight American railroads before going on to New York for exhibition at the World's Fair at the end of April 1939. The loco was to be fitted with a bell and electric head lamp before leaving England.

Also reported in August 1938, the Great Western Railway honoured the memory of two of their most famous engineers.

One was Isambard Kingdom Brunel, the company's first engineer, who planned and built the line from Paddington to Bristol. The other was Sir Daniel Gooch, the company's first locomotive superintendent and founder of Swindon Works. He later became Chairman of the company. Two of the company's Castle Class locomotives were to be named after them. The engines were to be shedded at Old Oak Common Motive Power Depot.

The Southern Railway Company's famous 4-6-0 Lord Nelson Class locomotives designed by R.E.L. Maunsell were introduced during August 1926. The cranks of the engine were set to give eight power impulses per revolution instead of the normal four. The driving wheels were 6ft. 7in. diameter, the four cylinders were 16V2 x 24in., boiler pressure was 220psi, weight 142 tons 6 cwt and the power classification 7P.

August seems to have been favoured by The Great Western Railway for bringing out their new designs of locomotives, for it was in August 1924 that the well-known Castle Class of 4-6-0 express engines, designed by C.B. Collett, were put into service. Another design by Collett was the 4-6-0 mixed traffic engines of the Grange Class, which were introduced in August 1936. The last of the Great Western engines to be put into service in August were the County Class 4-6-0, design in 1945 by F.W. Hawksworth for fast mixed traffic working.

September

How well I remember the month of September in the year 1938, for here was I, a lad of sixteen fully engaged in the work of engine cleaning, about to witness the celebrations of the first one hundred years of a great railway. I felt very proud to know that even as a tiny part, I was part of this great event. For it was from the then new Euston Station on 17 September 1838 that the very first railway train publicly to convey passengers between London and Birmingham set forth thereby inaugurating the first railway to connect London with another great conurbation.

The opening of the London & Birmingham Railway was an event of far greater importance than the establishment of railway communication between what were then the two largest cities in England; it was the start of a wonderful era of railway expansion which was eventually to cover the country with a network of steel.

To celebrate the centenary, the London Midland & Scottish Railway arranged an exhibition at Euston Station, open to the public from 1924 September. The exhibition of locomotives and rolling stock was on platforms 6 and 7 with historical documents in the shareholders' meeting room. The entrance to the great hall and indoor exhibits was arranged through a darkened passage, the entrance having been made to represent one of the portals of Kilsby Tunnel.

On finishing my shift at 2pm on the first day, I could be observed heading for Euston clutching a privilege ticket in one hand and my week's pocket money (2/6d) in the other. It was a wonderful exhibition; the sixpence entrance fee included a very nice, well illustrated 44-page souvenir book, which I still treasure. At the entrance, nicely modelled in full size, was a hut and early disc and cross bar signal with the attendant dressed in the uniform of the early railway policemen who were of course responsible for signalling the trains. To this day signalmen are nicknamed Bobbys.

The exhibits on platform 6 were coaches, going back to the royal saloons of Queens Adelaide and Victoria, together with passenger coaches through one hundred years of progress, to the most modern LMSR Company's designs. But it was to platform 7 that I found myself drawn. Here was a line of locomotives—ancient and modern sounds familiar—for all to worship, some of which I had read about and seen pictures of; now at last we were face to face.

The locomotives were all in spotless condition. There was the Furness Railway Company's 0-4-0 engine Coppernob, one of the famous Bury engines, next a LNWR 8ft. 6in. single driver Cornwall which I admired very much, then the LNWR 4-4-0 George V class named Coronation which, I believe, was the 5000th locomotive to be built at the Crewe works.

There was next the latest product of Crewe works, one of the LMSR Company's streamlined engines, the Duchess of Gloucester, looking massive against the other locomotives and gleaming in its maroon paintwork with gold bands running from the front of the engine to the end of the tender. Dwarfed by the Pacific was the Liverpool Railway Company's old engine the 0-4-2 Lion which I had already met, as I had spent some time in helping to clean it when it was used in the film Victoria the Great.

Of particular interest was the difference in the size of the footplates and layout of cab fittings. The indoor exhibits were a real delight; these included superb models, old documents, maps, drawings, paintings and photographs and a host of interesting items of the early days of the line.

It was some before I began to feel weary, but eventually I visited the refreshment room for a welcome cup of tea and buns while waiting for the train home. So a tired but very proud and happy junior railwayman took his leave of the exhibition marking the first one hundred years of railway history.

October

This is a month that I will always remember as a black one in the history of the days of steam on the railways in this country. More so for me as the event occurred on the line I worked over and knew and loved so well. I refer, of course, to the terrible double collision which occurred on 8 October 1952 at Harrow and Wealdstone Station. The two trains concerned in the primary collision were the 7.31am local passenger train from Tring to Euston, a train which I have worked myself on many occasions. The second train was the 8.15pm Perth to Euston Express. The third train was the 8.00am Euston to Liverpool and Manchester.

The local train, comprised of nine coaches with 2-6-4 tank engine No.42389 at its head, was standing at the up fast platform when it was struck heavily in the rear by the Perth Express travelling at nearly 60mph. The time was approximately 8.19am. The Perth train, made up with eleven coaches and three vans, was hauled by Pacific engine 4-6-2 type No.46442 City of Glasgow.

The Euston-Liverpool express was also travelling at 60mph, was made up of 15 coaches including four vans at the rear, and was hauled by 4-6-0 No.45637 Windward Islands and Pacific 4-6-2 No.46202 Princess Anne. These two locomotives struck the wreckage, then mounted the platform finishing on their sides on the electric lines, thus blocking all six lines through the station.

Altogether 112 per-sons lost their lives, 157 were seriously injured and 183 suffered minor injuries or shock. As far as rail travel was concerned, it was the second worst disaster in this country.

The accident hastened the introduction of the automatic train control to all lines of British Railways which was of great assistance to engine men, especially in adverse weather conditions.

November

The month of November 1906 saw the loss of the London & South Western Railway Company's Channel Islands packet, the S.S. Hilda. Travelling from Southampton to St Malo on 18 November in a snowstorm and fog, the vessel ran onto Les Poetes Rocks three miles from the French seaport. The vessel foundered in a few minutes. Of the 134 persons on board, 128 lost their lives. To add to the terrible situation the boilers also exploded. On board were 21 saloon passengers, 85 onion sellers and 28 crew. The ship's masts remained above water to which a few men clung waiting for rescue which came eight hours later. The directors of the London & South Western Railway gave £3000 to the fund for the officers and crew who lost their lives.

It was in November 1932 that one of Sir William Stanier's first designs for the London Midland & Scottish Railway was introduced. This was the 6400 (later 41900) class of 0-4-4 tank for push-pull work on branch lines. The driving wheels were 5ft. 7in. diameter, the two inside cylinders were 18in. bore x 26in. stroke, the boiler pressure 160psi, the weight 58 tons 1 cwt. I enjoyed many hours of duty working numbers 6408-6409, later 41908-41909, on the Watford to St Albans Abbey branch and the Harrow to Stanmore Branch. They were most useful engines for this type of work, being capable and trouble-free.

Another well known design which came upon the scene in 1920 during November were the 0-6-2 tank engines of class N2. These were designed by Nigel Gresley and were a development of the N1 class for the Great Northern Railway. Their driving wheels were 5ft. 8in. diameter, there were two 19 x 26in. inside cylinders, the boiler pressure was 170psi and the weight was 70 tons 5 cwt. Built for suburban passenger work, they were fitted with condensing pipes, except those for work in Scotland and could always be seen around Kings Cross.

December

In 1901 on Monday 10 December, the Flying Scotsman was delayed from starting from Kings Cross until 10.06am. The delay was due to the 9.45am Leeds luncheon-car express sticking in Gasworks Tunnel owing to the slippery state of the rails. The engine of the 9.45am was No.22, one of the rebuilt 8ft. singles and the driver got the train restarted after the fireman had placed shovelfuls of sand on the rail.

During a gale on 31 December in 1901, the two lines of the Great Western Railway near Melksham became flooded to a depth of five feet.

The 5.50am train from Swindon ran into the water and came to a stand. As assistance could not be obtained from the front, the fireman swam back through the flood with a wrong line order form. A goods engine with twenty trucks in front was pushed back to the rear of the passenger train, which was coupled up and drawn back out of the water. They're a tough breed these loco types!



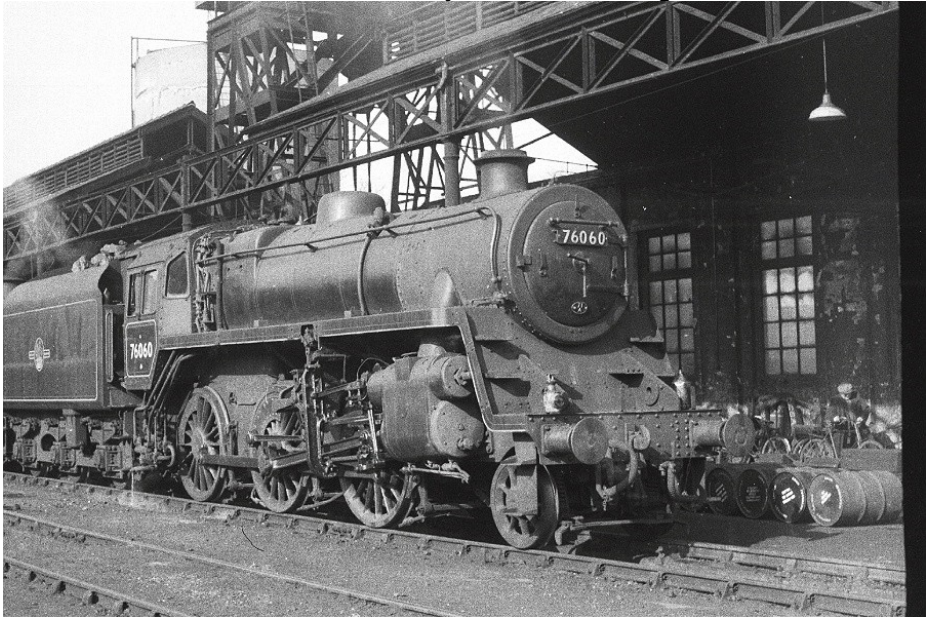
The powerful GW 42xx class 2-8-0T, first ran in December 1910.

Photo: Peter Elmslie

Throughout the years December seems to have been a popular month for introducing new classes of locomotives on to our railways. In December 1891, the Lancashire & Yorkshire Railway put into service their 0-4-0 saddle tank for dock shunting duties. In December 1898 the North Eastern brought out the J72 0-6-0 tank. The Great Western put the 42xx class 2-8-0 tank into service in December 1910, and their 56xx 0-6-2 tank in December 1924. The famous Director Class entered service on the Great Central Railway in December 1919.

The London Midland & Scottish Railway put the Fowler class 4, 2-6-4 passenger tank into service in December 1927, and the Fowler 0-6-0 Dock Shunter in December 1928. December 1928 also saw the first of the B17 or Sandringham class 4-6-0 by the London & North Eastern Railways. In December 1931 the Southern Railway introduced the W class 2-6-4 tank engine for mixed traffic working.

Coming more up-to-date, in December 1947 H.G. Ivatt introduced the 2-6-0 Mogul of the 43000 class for the London Midland & Scottish Railway. Lastly, during December 1952, British Rail put two locomotives of the 2-6-0 or Mogul class into service. These were the 76000 class classified 4MT, and the 78000 class classified 2MT. It seems that over the years, many new classes have had to wait until the last month of the year before making their debut.



BR Standard 2-6-0 mogul 76000 class, was also introduced during December.
Photo: Peter Elmslie.



78019 at Barrow Hill on 23 August 2008.

Ken Aveyard

SORTING THE GOODS AT THE GROUPING

Wagon Labels in 1923

by Paul Carpenter

The 1st January 2023 marked the centenary of the grouping of many railway companies into what became to be known as 'The Big Four'. Whilst talked about since the end of the war in 1918, and in the planning stage since 1921, it was late in 1922 that the final titles of the companies going forward was finally settled. Whilst the changing of names doubtless took some getting used to and probably a fair degree of resistance, of course the Great Western Railway outwardly continued quite unchanged, though that is an oversimplification.

Whilst pre-grouping lettered hardware such as cast iron signs would often last into the post steam age on British Rail, it was of course much easier to change printed items. That's not to say that existing stocks of items lettered for pre 1923 such as tickets for little requested journeys couldn't be found at least into the 1960s, much to the delight of collectors turning up at stations that had a few days to go before closure.

Wagon labels, used in vast numbers would generally be used up much more quickly though. There were instructions to be followed in the labelling of wagons which in general were little changed from early days until the disappearance of the traditional older style wagon traffic at the start of the 1980s. In short, all wagons had to be labelled both sides, preferably when loading commenced. In addition, empty wagons would be labelled to their destination. The only allowed exception was a complete train of mineral traffic to one destination where I believe only one wagon would be labelled. Routeing (the spelling routing was also used routinely in railway publications) was usually done by agreed routes but the originating railway would keep as much of the journey as possible over its own line. That way it benefitted more from the pro rata rates attributed by the RCH (Railway Clearing House).

Labels with a printed destination and any other instructions were to be used (if applicable) in preference to blank labels. This still left information to be filled in for the specific wagon and date at the very least. Standardised instructions (British Railways 1955) required that labels needed to be filled out in thick black pencil or crayon, so as not to be affected by rain. Especially with earlier pre-grouping labels the known details were often filled in at the goods office by a clerk, quite likely the station master at small stations. This was often in ink, not infrequently in beautiful copperplate handwriting. When the yard number taker went round, they would complete the label as regards wagon number and owner. This was as often as not a scrawl, sometimes almost unintelligible, doubtless reflecting the education (or lack of) of different grades.

All 'boxes' on the labels were to be filled in. It should be said (perhaps needless to say) that instructions were not always followed! A durable type of card was used so as to survive the journey intact.

Although I've been unable to track down specific dates, it seems to me that the two world wars with pooling of wagons had influence on the design of the way information was somewhat standardised on labels, especially so in respect of the Second World War. Around 1919 labels started appearing with a large, usually red, number, 1 – Coal, 2 - Other Minerals, 3 – Other Merchandise, though some dense minerals were regarded as 1. In the same era it became much more common to see specialised loads to be pre-printed on labels, such as Urgent, Livestock, Grain, Perishable etc. Around 1940 a style very similar to each other was adopted by all four 'Big Four' companies and was to stay largely unchanged up to the mid 1960s, after which information was displayed differently (This included destinations having a code which could be used instead, for interest Wimborne was UL2, Poole UL5 and Brockenhurst UK6).

GREAT WESTERN RAILWAY. (999-1)

From _____

TO Didcot

ROUTE VIA Reading & Headcorn

Date 29.6.1925. **Train** _____

Wagon No. 525 **Total No. Sheets** _____

Total No. Ropes _____

Contents _____

250,000 W 31 Sp1 7/23

GWR wagon label

I've looked at how the 'Big Four' companies dealt with their early printing of wagon labels to reflect the new order. Of course, as mentioned earlier there was one of the new companies that didn't look any different in 1923 to 1922! GREAT WESTERN RAILWAY: Whilst it would be an exaggeration to say the Great Western was unchanged by the grouping, there weren't the problems inherent in amalgamating rival companies that occurred elsewhere.

The basic wagon label style in use at the end of 1922 by the GWR had evolved somewhat in the 20th century though the changes were small, but the boxing in of destination and route information plus prominent stamping of class of traffic and specific highlighted load or instructions to note was very much started at the end of the First World War.

I've chosen to illustrate the GWR with a very typical label of the period. It's hard to be sure of the year date, but I think it might be 1922, though possibly 1921 or 24. Though faded the label is stamped (from) Rhos Siding, Pantyffynnon. Rhos Colliery to which I think this refers was an anthracite mine which was in existence at least as far back as 1865 and closed in 1938. It was situated just north of Pantyffynnon on the still in use for passengers Heart of Wales line. The label is an example of a large red 1 signifying coal traffic as mentioned previously.

The destination is also of some interest. Biddenden was towards the northern end of 'The KES', the Colonel Stephens controlled (he would live another 8 – 10 years depending on date of label) Kent & East Sussex Railway. Of course, the K&ESR would escape the rounding up of railway companies at the grouping in 1923. Routeing is via Reading, and Headcorn (the northern junction of the K&ESR). Presumably between Reading and Headcorn the wagon would have come over the former South Eastern Railway, later South Eastern & Chatham line from Reading via Redhill and Tonbridge. One can only speculate on the locomotive for the last leg of the journey over the K&ESR, quite possibly a mixed train.

SOUTHERN RAILWAY: The earliest S.R. labels in my collection would seem to have been heavily influenced by the London & South Western Railway. I have a couple (one illustrated) that are headed Southern Railway (South Western Section). This wording only seemed to persist until about August 1923, when plain Southern Railway was adopted. I haven't seen any Southern Railway label that has any influence of the other main constituents, the London Brighton & South Coast or the South Eastern & Chatham. Or for that matter any similar one to that illustrated referring to either as sections. It should be noted in the routing and locations of destinations, reference was made using the pre-grouping origins to identify what was being talked about. For instance, it was not incorrect for a S.R. label on a wagon to say Colchester to refer to L.N.E. Rly Great Eastern Section despite the apparent contradiction of eras.

The Southern Railway label illustrated dates from March 1923 (used 13/3/24), so can safely be assumed to be of the earliest style, the other I have is July 1923 and ones from a month later have dropped the South Western suffix. It is still remarkably simple in required information. The stamped Devonport as the originating station is now very faded, busy goods stations would have plenty stamped up in advance.

(256)
3/23.)

SOUTHERN RAILWAY (South Western Section).

From

To

Bere Alston

Consignee

Goods

Date

13-2-24

Wagon No.

1056 70856
can. Iron

SR wagon label

Bere Alston is by far the most common destination found on surviving L&SWR and early S.R. labels, meaning a huge cache was found there, exactly when I'm not sure, maybe the 1960s or 70s, whatever labels were required to be retained at least for a period at the destination. Whoever wrote out the information obviously got the wagon number wrong as it's been corrected. Often the owning company will be noted, but not here, the number is five figure, so likely a larger company, I believe Southern wagon numbers were mostly four figure at this time.

LONDON MIDLAND & SCOTTISH RAILWAY: I feel here I'm either lacking examples of labels or the part of the company made up of the former Scottish railways was treated rather differently immediately after the grouping. There may well be something in this as original proposals for the grouping would have seen six companies, two of which would have covered Scotland. I have in my collection London Midland & Scottish labels suffixed for respectively the following sections, Caledonian, Glasgow & South Western, Portpatrick & Wigtonshire Joint, and the Highland, the latter of which I've chosen to represent. None I possess have a print date, the used dates stretch into the late 1920s suggesting a slow usage rate.

(P 1172.)

London Midland and Scottish Railway Company
(Highland Section).

GRAIN

Date *1st* 19 *25*

FROM *Gollanfield Junc*

TO *Muir of Ord*

Via *Inverness*

TOTAL NUMBER OF:

Sheets *1* in or on Wagon *1* Ropes *1* Used *1*

Owner and No. of Wagon

Consignee *John Dewar & Sons*

Contents *80 Bags Barley*

Sender *John Dewar & Sons*

LMS wagon label

Compared to the S.R. label this example has far more sections to fill in which has largely been done though the wagon number is missing, doubtless the number takers job, and not done! The most unusual feature of this label is the fancy style of the lettering, completely untypical of LMS labels, in the prominent lettering GRAIN. It's obvious this load, 80 bags of barley, consigned to John Dewar, contributed to a bottle of whiskey. A short journey from the now closed station at Gollanfield Junction (between Nairn and Inverness) to Muir of Ord, 13 miles north of Inverness. A good number of labels have survived from Muir of Ord, this is often the case with wagon labels, that surviving examples are from a relatively small number of destination locations, but of course can have been sent from anywhere.

LONDON & NORTH EASTERN RAILWAY: If the early LNER labels followed on from any of its constituent company ones, I feel the early 1920s ones of the Great Central Railway and the North Eastern Railway have distinct similarities. What I think are the two earliest ones I possess for the LNER are respectively additionally titled Great Central Section and North Eastern Area. They differ in that additional information is displayed like those of the GCR and NER labels, and different from each other.

I've chosen to illustrate the LNER (NE) example, printed July 1923, by the end of the year mention of sections has ceased in the company title. This one used in June 1924, doesn't yield all of its information that readily, in part because the affixing nail has been put through sending location, but I'm pretty sure it was Yarm.

797

LONDON AND NORTH EASTERN RAILWAY.
(NORTH EASTERN AREA.)

8/2828 600 000 5-7 28

Date 12/6 1924

From Yarm

TO Keswick C.K.P.

Via Penrith

Consignee Wood

Owner and No. of Wagon SEC 8730

Total Sheets } 2

	Tons	Owts.
Weight of Load		
Weight of Empty Wagon		
Total		

LNER wagon label

Originally nails were used to fix the label on wooden wagons, but with the advent of steel and (easily damaged) plywood as materials for wagon construction, clips were used on them for the labels. The destination Keswick is clear (the CKP refers to Cockermouth Keswick and Penrith Railway – now section). The owner of wagon number 8730 is more problematical, it's a lower four figure number, so could be a smaller company. It doesn't look like GW, SR, LM or LNER to me. The central letter might be &, but it does look a bit like SEC, maybe it's a private owner wagon. A point for modellers, wagons could still be seen in pre 1923 company livery until about 1930, in rapidly decreasing numbers. A South Eastern & Chatham wagon (now owned by the Southern) on a journey from Yarm to Keswick is certainly unusual, but it's not impossible, due to common user policies instigated in the First World War. Photographs frequently show wagons in that era somewhat far from home. Who knows now, there's a fair amount of guesswork involved in collecting wagon labels!

References: British Railways General Instructions on Handling, Loading, Sheeting and Unsheeting of traffic dealt with at Goods Stations January 1955, Routing of Freight Traffic 1970.

Websites – An extremely useful resource for identifying the wagons portrayed in my photos is the Railway Heritage Register (I used specifically in this instance their Wagon Survey). Wikipedia, welshcoalmines.co.uk were also consulted.



Great Northern Railway open wagon '7329' features in a realistic scene at Milestones Museum, Basingstoke. A genuine GNR Doncaster built 9 ton, 7 plank open wagon. Possibly the sole survivor of this particular type, original number is not known, its survival thanks to use by the Army as its 46074.



Great Western Railway 43016 is a 'Mink A' 10 ton ventilated van (Mink being the GWR telegraphic code for goods van), built at Swindon in 1913. In that early 20th century era, vans were generally used for fragile and valuable goods, open wagons greatly outnumbering covered wagons. Bewdley 29th October 2017.



London Brighton & South Coast Railway covered and open wagons at Horsted Keynes 26th June 2022. 8196 is a non ventilated 8 ton van built at Lancing in 1913. The Royal Navy dockyard at Chatham was its last non preservation user. 3346 was built a year later in 1914 at Lancing, a 10 ton 5 plank open, the wagon sheet hides its characteristic high rounded ends. It should be mentioned that the return of wagon sheets was an important aspect of railway operation. Survival was ensured in this case by later use on the Longmoor Military Railway.



The reconstruction of Rowley station at Beamish gives an idea of smaller goods yards around a century or more ago. North Eastern Railway 46153 (actually 46152), a typical design for the company, a 1903 built high sided 20 ton coal wagon. The NER had a near monopoly in the area it covered and notably had more wagons (123,000 plus) than any other company at the grouping, ahead of second placed Midland Railway and somewhat further behind was the Great Western.

WRS QUIZ 2022

ROUND 9 STEAM #2

- 1 What made the nameplate of “Merchant Navy” 35011 “General Steam Navigation” unique?
- 2 Garratt locomotives have run in many countries around the World. Which of the following never saw Garratts? Angola, France, Burma, Belgium.
- 3 What were the names of the 3 steam sheds in Carlisle?
- 4 What was the number of the only “Britannia” class loco never to carry a name?
- 5 What was the only class of express engine on BR never to carry a red front buffer beam?
- 6 What wheel arrangement is “James the Red Engine” in the “Thomas” books?
- 7 Steam engines were regularly provided with what special item of equipment for working on the St Combs/Fraserburgh branch in Scotland?
- 8 What special fitment was given to 9Fs 92165/66 and 67?
- 9 Name the only former railway owned paddle steamer that is still in service.
- 10 Which two broad gauge locomotives were cut up at Swindon in 1906 despite having been set aside for preservation in the 1880s?

WRS QUIZ 2022 ANSWERS

ROUND 7 MODERN TRACTION

- 1 Diesel locomotives have one of 3 forms of transmission. Can you name them? A – Mechanical, Hydraulic, Electric
- 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? A – Leeds
- 3 Where did the conversion work take place to create the “master and slave” hump shunters? A - Darlington Works
- 4 Beyer Peacock built locomotives in 4 classes of modern traction. What were they? A - Class 17 (Claytons) 25 35 (Hymeks) and class 82 electrics
- 5 Who is building the new class 18 battery shunting locos? A – Clayton
- 6 Class 484 units can be found on which line? A – Isle of Wight
- 7 Where did an HST come to grief, sadly, with loss of life, in 2021? A – Carmont
- 8 After withdrawal from service with BR some class 141 units were exported to where? A – Iran
- 9 What name was given by the Southern Railway/Region to drivers who only drove electric trains? A – Motorman
- 10 What does the word “AZUMA” mean? A - East Wind

ROUND 8 MISCELLANEOUS RAILWAYS

1 Covid affected passenger numbers at all British stations. Which was the busiest in 2020/21 outside London?

A – Birmingham New Street (Grand Central).

2 Why is the station name “NEWPORT” unique – especially amongst the railwayana collecting fraternity?

A – It was to be found on all 6 regions of BR allowing station signs to be collected of each regional colour.

3 How did a French 4-6-0 steam locomotive happen to be under the English Channel in June 1994?

A – it was in the Channel Tunnel testing the fire detection systems.

4 Why should Lt Aidan Fuller be remembered by older trainspotters?

A – He compiled the Locoshed Directory giving directions to all BR depots and sub-sheds.

5 Who was the Consulting Engineer on the Forth Bridge? A – John Fowler

6 What was the destination of the “Jellicoes” run during World War I?

A – Thurso

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?

A – Mountain Ash Colliery 1975

8 Which Royal residences have been commemorated on steam locomotive nameplates? A – 4 Balmoral (A1), Holyrood (A1), Sandringham (B16), Windsor Castle (GWR), Osborne (O2)

9 Swindon Works extended over a very large area – what was its maximum extent in acres? A – 310 acres

10 Glenfinnan Viaduct was built of reinforced concrete but who was its builder? A – Robert McAlpine



GBRf 66734 passes Shipley on 11 January 2023.

Colin Aveyard

More from Shipley



Hanson and Hall 50008 passes Shipley on 23 January 2023 taking a rake of carriages from the Keighley and Worth Valley Railway where they had been used for filming, to Eastern Rail Services at Great Yarmouth. CA



GBRf have two class 66 locomotives in Railfreight colours. 66793 carries the blue construction logos and is seen heading east at Shipley on 23 January 2023 working an aggregate service. Colin Aveyard

Achilles

by Howard Bolton



The rescuer and the rescued. 68010 Oxford Flyer heads east from Crewe Gresty Bridge Depot to Gascoigne Wood Sidings through Mirfield at 09.39 and returns at 12.01 with 68023 Achilles in tow from Gascoigne Wood Sidings to Crewe Gresty Bridge Depot.



Achilles



I'm sorry but I couldn't resist adding a shot of an Achilles that I took at Leeds Holbeck shed on 15 July 1967, and a shot of 445 (unnamed, but later Achilles) at Preston station on 4 August 1973. Unfortunately 50045 Achilles escaped the attention of my camera.



Achilles

Welsh Wanderings

by Paul Carpenter

I was back in the Cardiff area on 22 November 2022, working through a never-ending list of small stations. By mid afternoon although the sun was bright it was so low that the shadows were becoming challenging in taking a representative set of photos, therefore I headed back to Cardiff Central one station earlier than intended. I was a bit surprised that my 150 ran in alongside 'Duchess of Sutherland'. Didn't know about that!



6233 + 47813 1Z80 08.22 London Victoria - Cardiff Central



231002 3A06 10.49 Pontypridd - Barry at Dinas Powis, crew training run (they stop and operate doors at each station). The nearer vegetation was brushing the train as it left on what was the sunny side, and the front was in shadow by then.



Ty Croes 175101 1W90 05.12 Cardiff Central - Holyhead 14 February 2023



Llandudno Junction 197009 1H88 12.53 to Manchester Piccadilly (vice Airport) 15 February 2023.



A first for The Corkscrew is a picture taken at Woodlesford station south of Leeds. Here we see 56096 and 56090 working a Carlisle Yard Colas Rail to Doncaster Roberts Road Shed on 4 March 2023. Howard Bolton

Coming up in the next issue of The Corkscrew



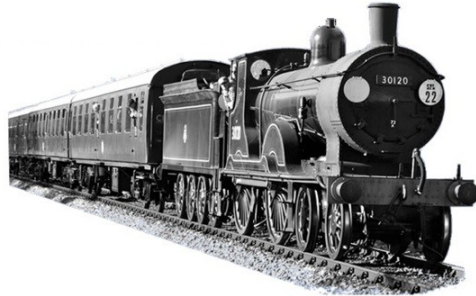
46100 Royal Scot and 153318 at Cardiff on 1 March 2023. More pictures from the members day out in the next issue of The Corkscrew. KA



WIMBORNE RAILLEX

2023

MODEL RAILWAY EXHIBITION



Sat 15th & Sun 16th April
THE ALLENDALE CENTRE
WIMBORNE BH21 1AS
Layouts, Trade stands
& more



www.wimrail.org.uk
SATURDAY 10 – 5pm SUNDAY 10 – 4pm
Adult £7 Family £10



153304 in original Regional Railways livery parked at Huddersfield on the 15th September 1999. A new platform is being constructed in this area as part of the Trans Pennine route upgrade. Ken Aveyard



153305 in Heart of Wessex livery is somewhat off route as it heads in to Cardiff on the 26 September 2001. Seen from the over bridge adjoining Cardiff Canton depot. Ken Aveyard