

# The Corkscrew



Newsletter of the

**Wimborne Railway Society**

**Issue 135**

**June 2023**



**Llanwrtyd with TfW class 153 unit 153329 operating 2M08 the 09.27 Swansea - Shrewsbury on 4 October 2022.  
Paul Carpenter**



**Cynghordy Viaduct 4 October 2022. See article on the Heart of Wales line stations (part 2) by Paul Carpenter from page 4.**

# 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](http://www.wimrail.org.uk)

Contact The Corkscrew at [kenaveyardATyahoo.co.uk](mailto:kenaveyardATyahoo.co.uk)\_(replace AT with @)

---

## Editorial

Welcome to the June 2023 Corkscrew. We have a Welsh feel to this issue as we continue Paul Carpenter's review of stations on the Heart of Wales line, Steve Green recounts a "stag do" with a difference on the Festiniog Railway, and we have a round up of the traditional St David's Day outing to Cardiff. We are fortunate to have a bumper crop of pictures from our regular correspondents up north and closer to home including some from the Swanage Diesel Gala held in May.

In the last issue I mentioned Wimborne Railex and the hope that despite our new smaller venue we would have a show that raised our profile in the community and hopefully made a profit. Below is an extract from a message sent by exhibition manager Graham Bevan a few days after the show.

*We have received positive feedback from visitors regarding the variety and high standard of exhibits and the friendly reception they received. We had approximately 900 visitors to the show over the two days.*

To add to Graham's comments it was clear to me as a veteran exhibition attendee that our decision to offer good value family tickets boosted attendance and the location close to Wimborne centre also helped. Much hard work by members in publicising the exhibition also paid off especially as we advertised local bus information which was reciprocated by bus operator Morebus who featured our exhibition on their local events web page.

The Allendale Centre also appreciated our professionalism in dealing with them, and are keen to host our exhibition again.

Finally I can confirm that the financial results exceeded our expectations, members already know the outcome, so a big thank you to all who helped make the event a success.

Sit back and enjoy Corkscrew 135. Closing date for 136 is 20 August 2023.

Cover Picture:- South Western Railway 10-car Aventra EMU 701052 is seen passing Parkstone station on the return 5Q51 test run to Staines on 22/2/23.

Picture from Tony Gwynne.



# The Heart of Wales line today

## Part 2 Pen-y-Bont - Llandoverly

by Paul Carpenter

In Part 1 I related how at Llanbister Road prior to April 1964 the line southwards had become double track through Dolau to Pen-y-Bont Junction. Apparently, the use of the word junction was to refer to a line that was never built to Rhayader on the Mid Wales line, hard to see that it would have lasted to the second world war had it been. Pen-y-Bont Junction signal box was situated to the north of the quarter mile single line bore Pen-y-Bont Tunnel. After exiting the tunnel, the line had originally regained its double line status through Pen-y-Bont to Llandrindod. Let's now return to looking at the current appearance.



**Pen-y-Bont** – Situated just off the A44, the best part of a mile and a half to the northwest of the village, as might be expected there's only modest use made by passengers of this request stop station. As related before most stations on the line became request stops when the line was altered to light railway status over fifty years ago. Only the up platform is in use and has a small shelter. The former main station building demolished a long time ago was once on the down platform and there's a moderate amount of parking space where the station forecourt was situated. However, the former stationmaster's house is on the main road and I would imagine two adjacent cottages also have railway origins. If the buildings have disappeared, the down platform is still there, more obvious than some.



Notable survivals from busier days are small wooden nameboards to supplement the rather more recent Transport for Wales signs. The wooden signs (doubtless heavily restored) do seem to be the same ones as seen in steam days photos. The other thing of minor interest is the 28 and a quarter milepost. An occupation overbridge to the north plus some farm buildings complete my brief survey!



**Llandrindod** – Although the line had formerly been double track from Pen-y-Bont, in 1956 this ended just north of the station as the line was then singled through the station leaving only the down platform in use. After the more general singling of the double track sections of the line this left the passing loop here at the level crossing just to the north of the station – a far from ideal situation. With modernisation of signalling arrangements in 1986 the signal box (formerly the No 2 box) was redundant but was now a listed building. In the early 1990s the loop was repositioned to now be at the station thus reinstating after many years the up platform. A very satisfactory solution for the signal box was to dismantle it and reposition it on the down platform where it looks perfectly at home, and is now a museum.

Thankfully the station buildings were largely retained at this, the most important station on the line proper. A 1990 plaque commemorates the ‘Re-Victorianisation’, certainly some of the features are reconstructions of that time, in fact a glazed canopy on platform 1 (downside) has non railway origins, but it’s been done very nicely. Originally opened in 1865 as the terminus of a branch from Knighton, this became a through route to Swansea three years later. I think the station buildings date from 1868 or later.

Both remaining buildings are relatively substantial structures and presumably of London & North Western Railway build. A notable feature on the up side platform 2 is an extremely rare wooden post box, possibly the only one in normal use, there was once another until recent years at Pulborough station in Sussex. For a time, the station name was Llandrindod Wells like the towns full name, but the Wells has been dropped in recent years, though the British Rail corporate image sign on the station front in theory still reads thus if it were not almost completely faded away! From here south as far as Pantyffynnon was always single track.



**Builth Road** – The station is well over two miles from the important town of Builth Wells, which doubtless accounts for a usage around a seventh of Llandrindod. The station here is the former High Level. The Low Level station on the erstwhile Mid Wales line, which incidentally had Builth Wells as its next station south, closed with that line in 1962. There was a connection between the two lines and indeed the goods yard at Low Level was served via this for three years until 1965. The Low Level main station building still survives and became a pub, The Cambrian Arms, after closure. Unsurprisingly an unusual water powered lift to transfer parcels etc between the two stations has long gone. The (High Level) station today retains its very impressive main building in private use, ensuring its good condition, almost at odds with the unstaffed request stop 'halt' that the station has long been. What does survive too is the goods shed, you have to go back to 1968 which was when the freight service north of Llandeilo was withdrawn from Llandrindod.

One of those quirks of 'modern traction' history was the transfer for a few weeks in the autumn of 1967 of three of the short lived five original NBL 'Warships', D601, D602 and D604 to Landore. These three from this small class of five allocated to Laira, having been largely confined to Cornwall since 1962 left for far off Margam where maintenance was carried out, and Pantyffynnon where they were outstationed (although officially allocated to Landore). The experiment lasted only a short period and the three returned to Laira to be withdrawn a few weeks later on the last day of 1967. Incidentally, it was one of the few times all had been serviceable, all were able to be driven onto the scrap line the day before. If there's any point I'm making, it is that there's photographic evidence of D602 'Bulldog' reaching Llandrindod at least once, maybe a couple of times with the goods train. Whether Builth Road High Level goods yard was still in use until then I doubt though.

A short way south from Builth Road the line crosses the River Wye. On a long walk along the Wye we were able to view the bridge, though tree foliage keeps it fairly obscure (at least it was in the autumn) until you're almost upon it. Two long girder spans with a substantial stone pillar midway across this impressive river. I thought I'd find lots of pictures with an online search, but not many at all and only one with a train. It was well over an hour before the next one was due so I settled for a couple of shots as best I could without falling in!



**Cilmeri looking north to Craven Arms 12 June 2021**



**Cilmeri** – Pronounced with a 'k', this was always a minor halt, though there is a modest sized village on the main A483 road, the halt is at the bottom of the moderate length access road. Little room for turning round, let alone parking when you get to the halt gate. There is a large house beyond the southern end of the platform that may have its origins in a station house but I don't know, the house is much bigger than in 1980s photos. In any case I believe this was always a halt so probably had no staff. The former spelling was Cilmery up to around the early 1990s. The corrugated iron shelter looks of some age but a DVD showing the halt in the early 1960s looks to have a different structure, and a lot more grass on the platform than now! Not a frequently photographed station, which could apply to more than a few on the line judging by on-line searches.



**153353 2M10 14.35 Swansea -  
Shrewsbury 3 October 2022**

**Garth (Powys)** – Although only shown as Garth on the nameboards, the county is shown in the official name to differentiate from the other Garth (Mid Glamorgan, a station on the Bridgend – Maesteg line. Arriving by car to the station a little before a train was due, I was pleased to see a passenger waiting. This would avoid the driver thinking I wanted the train. I had time to have a chat with the gentleman, and I was surprised that he was travelling as far as Wolverhampton. Even more enlightening was that it was a regular journey for him. It's just under two hours to Shrewsbury from Garth, but on this warm autumn afternoon he would be appreciating the northern half of the line in daylight.

A few minutes later the train arrived and he duly 'flagged it down'. Both the train crew clearly recognised him as a 'regular' and even I got a nice wave from the lady driver! Recently built housing lines the road to the station which lost its original buildings long ago.

The former station buildings were still extant in 1982, thanks to a photo on Flickr, but again photos are hard to come by, and I don't possess the books covering the line. It has one of the upmarket brick shelters that grace several stations on the line from about the 1990s, the platform still in use is the old up one, the down one is still there though. Two cottages are clearly former railway houses.



**Llangammarch** – Here the nameboards say Llangammarch Wells, but seemingly officially it's now plain Llangammarch. Conveniently situated for the village which the railway bridge neatly divides, the main part is over the close at hand river (Afon Irfon). Although the station house is still in private use, the platform has the limited facilities of a shelter of the same design as at Garth. Unlike the previous station Garth, as far as I've been able to ascertain the station never had a passing loop and had lost its original building by 1988, although it might have been a good deal earlier.

**Llanwrtyd** (see inside front cover) – Situated in what is claimed to be the smallest town in Britain (apparently disputed), another station where Wells has been dropped from the official name, even though the nameboards are having none of it! Good and bad news awaited me here. Good – The main station building on the up side is still in situ, box ticked. Bad – It was covered in scaffolding, though that did mean it's being looked after, one day I'll have to come back though.... The station is still a passing place on the line, although the signal box closed in 1986 with the change in the way the line is signalled. A helpful information board (wish there was one at each place, would make writing the article easier) told me someone in Carmarthen had bought the signal box.

Whilst the view I could obtain was obscured somewhat by other buildings it was clear the old goods shed survives in other use. Also, still in private ownership across the road is the former station house. What has long gone though is a reasonably large building on the down platform, not dissimilar to the surviving main station building.



**Sugar Loaf** – Probably rather better known for being the major summit on the line as well as the tunnel rather than the very small halt. One of the least used stations in Britain it recorded 76 in the 2021/2022 year period, that's 76 more than the previous period. Covid restrictions had meant trains didn't stop between July 2020 and Aug 2021. A remote location on the adjacent A483 road, steps lead down to the very short platform which boasts a shelter. Opposite, the old down platform is still very much in evidence, also it's clear the now single track was slewed over possibly to allow the present wider platform. There was a signal box and loop here, both long gone. For many years the halt was for staff and their families use and closed in 1965, reopening for public use in 1984. The former houses of the staff are long demolished.

At the southern end is a substantial three arch brick occupation overbridge. The bridge for farm use is covered all too liberally to about half an inch depth in sheep \*\*\*\* sludge (trust me), but makes a fine vantage point. The summit of the line (820 feet) is here just south of the station marked by a sign board. The station nameboard says 862 foot, not sure what that's referring to? Tree foliage obscured the view of the tunnel mouth from the bridge although a haulier's yard above showed where it was. The tunnel is 1,001 yards long, and the line descends beyond southwards at 1 in 60.



Between Sugar Loaf and the next station is the impressive Cynghordy Viaduct crossing the Afon Bran valley. 283 yards long and around 100 feet high, the 18 arch curving structure towers above Gosen chapel and its two attached cottages below. See picture inside front cover.

**Cynghordy looking south 4 October 2022**



**Cynghordy** – The station is somewhat remote from housing in the village. The station house still exists and I think had recently been extended as work was still going on. Apart from a modern shelter just the platform is here. There had been, up to the withdrawal of freight, a passing loop to increase line capacity, but there was only ever one platform. However, ‘great’ interest is added by going over the occupation crossing as just over the other side is an old grounded van body. Actually it is of some interest. A late L.N.E.R. design 12 ton Fruit van, probably built though by B.R., still retaining its bauxite livery. A paint / repair date 3/68 carried out at location with code 5459 is still very readable. Despite trying, I haven’t identified where that was. It is unlikely to have been in service later than 1972.

**Llandoverly** – An important station on the line close to the centre of the small town. Not surprisingly it is also the location of one of the five passing loops on the line, and there’s a level crossing with barriers over the busy A40 at the north end. Ten years before the LNWR extended south to here, the first line had arrived here in 1858. This was the Vale of Towy Railway which was a branch northwards from Llandeilo, having got there in stages from Llanelli. I understand that the Grade 2 listed station building is the original 1858 Vale of Towy one. It was restored in 2014 and even on a dull day is still an impressive smaller station building. It has lost its canopy, however the modern brick built shelters for current passenger needs do have them.

Llandoverly looking north 4 October 2022



One can find all sorts of reasons why period features have gone and modern features are not replicas of what they replaced, but history has never stood still and we need to be thankful for what we still have. Incidentally Llandoverly was still served by a freight working up until the early 1980s, latterly worked by an 03.

Acknowledgements : I didn't have access to copies of the books specifically covering this route but I did find useful a Transport Video Publishing DVD 'Through the Heart of Wales' helped me on what the line looked like in the 1960s. Lightmoor Press book 'British Railways The first 25 years – Volume 10 Mid Wales and the Cambrian Coast' helped fill in some information, and O.S. 1" maps of the 1950s showed the single and double line sections and other locations that needed fixing to back up some assumptions made!

I'll complete this marathon if Ken will let me next time.



***Bonus images, Llandrindod resited LNWR signal box looking towards Craven Arms on 19 June 2021, and Builth Road Low Level former Cambrian Railways Mid Wales line station LNWR one also visible 12 June 2021***

# A Wonderful Weekend in the Top Left Hand Corner of Wales.

By The Cracking Team.

This weekend away actually started one Thursday in March, with five Moors Valley Railway volunteers heading north and one heading south from Sheffield. The occasion was a “stag do” with a difference, namely a visit to Porthmadog for a day playing trains on the Saturday on the Ffestiniog Railway. The stag was Alex Parkinson, with Mike Banks, Reverend Green, Tim Southby and Stuart Webb making up the numbers from down here, and Ian Hutchinson joining us from Sheffield.

The trip got off to a controversial start as Steve put the cream on his scone first followed by the jam, as did Mike, while we partook in a lunch break at Kinver Edge and the famous Rock Houses. Tim took exception to this heinous crime and promptly posted it on Facebook, upon which most people agreed we were right!



***A Rock House and the Stag.***

***Steve Green***

From here the journey continued via Bala to Porthmadog where we met up with Ian and our appointment with the ‘PaniQ Rooms’ escape room experience in the town centre. For the first 28 minutes we were on course to make the leader board as we had completed 80% of the challenges, but then promptly proceeded in “farting around” for 35 minutes as our host put it.



A couple of factors lead to us all burning alive in the building, but our host took pity on us and gave us some more time to finish the clues which we duly did in a little over 65 minutes, instead of the allotted hour.

The following morning, we walked across The Cob from our Not-So-Premier Inn to Boston Lodge where we met up with our contact David Jones and the FR General Manager Paul Lewin for an extensive tour of the Works. Virtually every inch of the site was covered which allowed us to see the conservation, rebuilding and new building works currently underway to not only restore and re-use some of the heritage buildings, but the new works to ensure all locos and stock can be stored undercover.

The afternoon saw us meet up with James Luther at Tanygrisiau for lunch before an entertaining round of crazy golf, 500ft below ground level in Llechwedd slate caverns at Blaenau Ffestiniog.



**LILLA and our train at Harbour station.**

**Steve Green**

The Saturday dawned early for us as we had a date with LILLA and HUGH NAPIER, two Quarry Hunslet 0-4-0STs, not people (!), and David, Paul and Julie of the FR, whom we met at Boston Lodge for a day of shunting wagons in Minffordd yard. The two locos operated our train in top 'n' tail mode (see the opening clip on YouTube of the Ffestiniog Railway's opening weekend), which consisted of an ex-WD class D bogie open wagon loaded with coal (take note!) sandwiched by an FR single compartment brake 3<sup>rd</sup> at each end. The morning was a gentle start of getting used to each loco and taking on the 'cone challenge', whereby you have to stop your loco just touching said cone without squashing it, something we all just about managed to do.

From there, the locos were coupled to a short rake of skip wagons each and we were given the chance to experience pushing and pulling the wagons up and down the gradients as steep as 1:30 from the main running line, and to/from the 'coal hole'.



***A team photo at Minffordd onboard LILLA.***

***Steve Green***

It was back to Harbour station at Porthmadog and Spooner's for lunch, the loco still in top 'n' tail mode, with cab rides now available for the journeys down and back up to Minffordd. The afternoon session saw us split into two teams and charged with looking after the two locos ourselves. One team had to re-arrange the skips in numerical order and then take them up to the top sidings, whilst team two had to shunt a couple of bogie rail-wagons out of the way to extract four more wagons, one of which was full of scrap/rubbish, which we then had to unload! The teams then swapped over and team two re-positioned the skips back down into the far end of the yard.

The two locos then double-headed our train back down to Boston Lodge and after some more shunting, a short rake of slate wagons were collected after overhauls which had to be taken back up to Minffordd. These were deposited in the fairly-new, large wagon shed, which is capable of storing around 200 items of stock, the majority being slate wagons, the railway's former bread and butter of course. Also in the shed were the original frames, cylinders and boiler from George England-built 0-4-0ST+T WELSH PONY and PALMERSTON's old driving wheels, which one day might be united to form an exhibit. Once that was completed, we headed 'home' to Boston Lodge after an excellent day, but the fun wasn't over.



*The slate wagons being positioned in the wagon shed, alongside the 'coal hole.'*  
**Steve Green**

It turned out the wagon load of bagged coal needed to be unloaded at Blaenau Ffestiniog and if we were interested we could join Paul, David and Julie the following day to help out. Needless to say we jumped at the chance, for what was effectively a free round trip on the full length of the FR. Unfortunately, James had to head for his actual home Sunday morning, so missed out on this opportunity of a lifetime potentially.

A more leisurely start on the Sunday saw us depart Boston Lodge late morning with HUGH NAPIER in charge of the Works Train. We stopped to replenish the loco and ourselves at Tan-y-Bwlch while we waited for the service train to return with the day's only round trip hauled by one of the Double Fairlie's, before continuing to Blaenau Ffestiniog. Here we unloaded some of the coal into the room below the water tank and then we headed into Glan Y Pwll yard for some rare track to unload the remainder of the coal into the storage shed. After this winner bit of yardage (as opposed to mileage!), apart from the climb up to the summit of the line just south of Tanygrisiau with Alex entrusted as brakesman, it was just the steady decent back down to Boston Lodge where our stock was reversed back in front of the original engine shed for one last bit of winner yardage before the loco retired to the Works and the weekend was over. For this journey down the line, we were allowed to travel in the now empty bogie wagon, whether that was to act as ballast for it we do not know!





**Our train in Glan Y Pwll yard.**

**Steve Green**



**Safely back outside the original FR engine shed.**

**Steve Green**

Monday morning saw Mike depart early to get back in time for work that night, leaving the five of us to have breakfast before we headed our separate ways at Bala, with the remaining Southern quartet stopping off at Ironbridge for a nice lunch in a café whose menu contained a large amount of grammatical error's. (e.g., needless apostrophe's) We eventually all got back to our respective home's in time for our tea's, or in Ian's case, work as well.

We all came to the same conclusion that this unforgettable weekend was a thoroughly enjoyable and probably a never to be repeated experience, even Alex survived the traditional stag weekend 'event' of (sort of) being tied to a lamppost!

We would just like to express our thanks to Paul, David and Julie for their time and effort over the weekend and treating the seven of us to this once in a lifetime opportunity.

# Welsh Wanderings

by Ken Aveyard

It has become a bit of a tradition for members and friends to undertake a trip to Wales on St David's Day, the 1<sup>st</sup> of March, as there is usually a steam special heading to Cardiff on that day. 2023 was no exception and 10 hardy souls gathered at Westbury on a chilly and damp Wednesday morning for the usual 1010 departure. Westbury was host to Colas 70811 stabled with 37099 down the yard on a test train. Other locos included 66040 and 66524 shunting around the yard whilst 66192 headed up a rake of autoballasters and departed towards Bristol.



**66192 heads a rake of autoballasters at Westbury on 1 March 2023. KA**

Some of our group decanted at Newport to photograph the special as it passed there, although the steam loco would be on the rear of the formation as the train was turned at Maindee Junction coming off the Marches line so as to have 46100 Royal Scot facing the correct way for departure from Cardiff in the afternoon. Their plan was to continue to Cardiff on one of the soon to be withdrawn Castle class HST services.

Others carried on to Cardiff where we separated to do different things, with some heading for the Valleys, whilst I remained on Cardiff station until I'd seen the new class 231 Flirts in service before heading outside for a period of bus photography. There is little freight through Cardiff these days with steel trains running as required and the occasional container working from Barry but I was fortunate to get a picture of 60015 taking coil empties to Margam. There were three class 231's working on the valleys 231008 009 010, and later in the day 231006 which had been driver training at Rhymney worked back through to Canton. I was also fortunate to photograph 150270 one of a pair of units on loan from Northern to cover for accident and fire damaged TfW units.



**60015 on steel and 231008 on a Penarth - Rhymney service. K Aveyard**



**Northern 150270, one of a pair of units on loan due to fire and accident damage to some of TfW's own 150's. Ken Aveyard**



**The class 231's will replace the 769 units until the bi-mode 756 Flirts are introduced. 769452 is seen heading for Penarth. TfW has dispensation to operate non PRM compliant 153's on the City line, and 153922 is seen heading for Coryton. Ken Aveyard**

Some of our group had returned to Newport to photograph the special on its return and it stood for a while allowing Mike Ranger to take the photograph that appeared on the cover of Corkscrew 134. On arrival back at Westbury we all agreed that despite a bit of rain a good day was had by all.



# Wimborne Railex



**Main Hall, Benbridge, Bournemouth West, Kanchinchenbau, Middle Peak, Tarrant Valley, West Clayton and Rev Andrew Rowland raffle draw.**



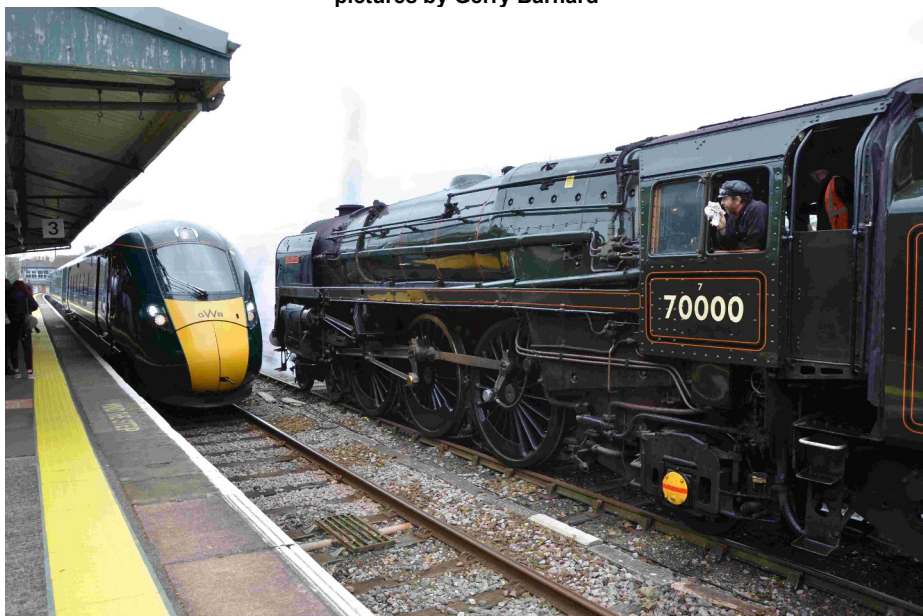
***In recognition of the help and support given to the Wimborne Railway Society by Model Railway Solutions of Poole, Steve Knight and Martin Forder have received lifetime trade membership of the Society. Here Steve Knight is presented with a commemorative plaque by Society Chairman Peter Watson.***





# Britannia at Swanage

pictures by Gerry Barnard



*On the way to Swanage on 22 March 2023 70000 Britannia comes face to face with a GWR 800 unit at Yeovil Junction.*



*70000 Britannia at Harmans Cross on 24 March 2023.*





**Standard class 4 2-6-0 76084 leaving Harmans Cross on 24 March 2023 during the Swanage Railway steam gala.**



**Britannia remained at Swanage after the gala before moving on to its next location. On 11 April 2023 at 0725, 70000 storms through Parkstone Station with its support coach in tow.**

# Swanage Diesel Gala 2023



*Visiting class 40 D345 at Corfe Castle on 12 May 2023. Gerry Barnard*



*Freightliner sent Southampton based class 47 loco 47830 with their traditional headboard, seen arriving at Corfe Castle station on 13 May 2023. Ken Aveyard*





**GBRf sent class 73 Electro-diesels 73107 and 73201 seen passing Branksome station on 10 May 2023. Ken Aveyard**



**D8568 the sole surviving class 17 diesel Clayton, and London Transport liveried 4TC trailer set at Corfe Castle on 13 May 2023. Ken Aveyard**



**Class 45 Peak locomotive 45108 at Corfe Castle on 13 May 2023. KA**





**33111 arriving at Corfe Castle station on 13 May 2023 passing D6515 waiting to head for Swanage.**  
**Ken Aveyard**



**33111 bringing up the rear of a Swanage bound service at Corfe Castle station on 13 May 2023.**  
**Ken Aveyard**



**Looking immaculate 50021 had just been released from Arlington at Eastleigh after an extensive overhaul.**  
**Ken Aveyard**



**47830 with original number D1645 at this end runs round the TC set at Corfe Castle station on 13 May 2023.**  
**Ken Aveyard**



## Seen at Branksome



**701512 (running with 701509) heads east on 2 March 2023 working test diagram 5Q51 Waterloo to Eastleigh via Poole. Tony Gwynne**



**455714 comes off Branksome depot on 1 March 2023 On 5Y51 to Wimbledon. Class 455 units are regular visitors to Bournemouth when requiring specialist attention such as bogie changes. Tony Gwynne**



## The old and the new



***The Old. Taking advantage of the Northern £1 ticket offers, a day out in Southport on 22 February 2023 saw soon to be retired 507014 and 508122 on the Liverpool service. Colin Aveyard***



***Stabled outside the station new Stadler unit 777010 rests between training duties. Colin Aveyard***

## More from up North



***Finally, after a number of fruitless attempts, Colas liveried HST power car 43274 put in an appearance on the New Measurement Train. Seen passing through Shipley on 10 April 2023. Colin Aveyard***



***Class 59's under Freightliner now make regular appearances at Leeds Midland Road for tyre turning. Here 66418 backs 59002 and 59103 in to the depot on 22 March 2023. Howard Bolton***



# HST Route learners



**Cross Country have been running a number of route learning specials between Derby and Leeds via Barrow Hill ready for engineering work diversions. The last day of these, 14<sup>th</sup> April 2023, saw Inter city liveried 43184 paired with 43366 and were caught held at signals in Leeds Station before moving off to Neville Hill Depot. Colin Aveyard**



***On the 9<sup>th</sup> of March 2023 Yorkshire was in the grip of a spell of wintry weather. Howard Bolton braved the snow to see 60002 on a Drax to Liverpool empty biomass working passing through Mirfield Station.***



***Somewhat better weather on 23 April 2023 saw this Northern Trains class 195 unit crossing Arnside viaduct.***

***Colin Aveyard***





**Hest Bank north of Morecambe still has the old crossing box in situ but disused since 2013 with the crossing controlled from Preston PSB. The station here closed way back in 1969. The crossover allows southbound trains from Carnforth to access the Morecambe branch but sees only occasional use as most Morecambe services run to and from Lancaster to the south. 397002 heads south on 23 April 2023. Colin Aveyard**



**Looking south, this was the site of the old station. After closure and the removal of one of the southbound lines, the northbound Morecambe line was converted as a bi-directional line all the way to Hest Bank as seen in these pictures of 195109 taken by Colin Aveyard on 23 April 2023, and departmental class 25's 25908 and 25906 taken by Ken Aveyard in July 1986.**

## 6695 back in service



*Two pictures from Dave Round of newly overhauled 6695 running on the Swindon and Cricklade Railway. Above the loco is seen at the head of a passenger service, and below a cab view showing some of the crew's essential equipment.*





# WRS QUIZ 2022.....ROUND 9.....STEAM #2

## ANSWERS

- 1 What made the nameplate of “Merchant Navy” 35011 “General Steam Navigation” unique? A – it was the only steam loco to carry the word “Steam”.
- 2 Garratt locomotives have run in many countries around the World. Which of the following never saw Garratts? Angola, France, Burma, Belgium.  
A – France
- 3 What were the names of the 3 steam sheds in Carlisle?  
A – Kingmoor, Upperby and Canal.
- 4 What was the number of the only “Britannia” class loco never to carry a name? A – 70047
- 5 What was the only class of express engine on BR never to carry a red front buffer beam? A – A4
- 6 What wheel arrangement is “James the Red Engine” in the “Thomas” books? A – 2-6-0
- 7 Steam engines were regularly provided with what special item of equipment for working on the St Combs/Fraserburgh branch in Scotland?  
A – cowcatcher (or “pilot”)
- 8 What special fitment was given to 9Fs 92165/66 and 67?  
A – Mechanical stoker.
- 9 Name the only former railway owned paddle steamer that is still in service.  
A – “Waverley”
- 10 Which two broad gauge locomotives were cut up at Swindon in 1906 despite having been set aside for preservation in the 1880s?  
A – “North Star” and “Lord of the Isles”.

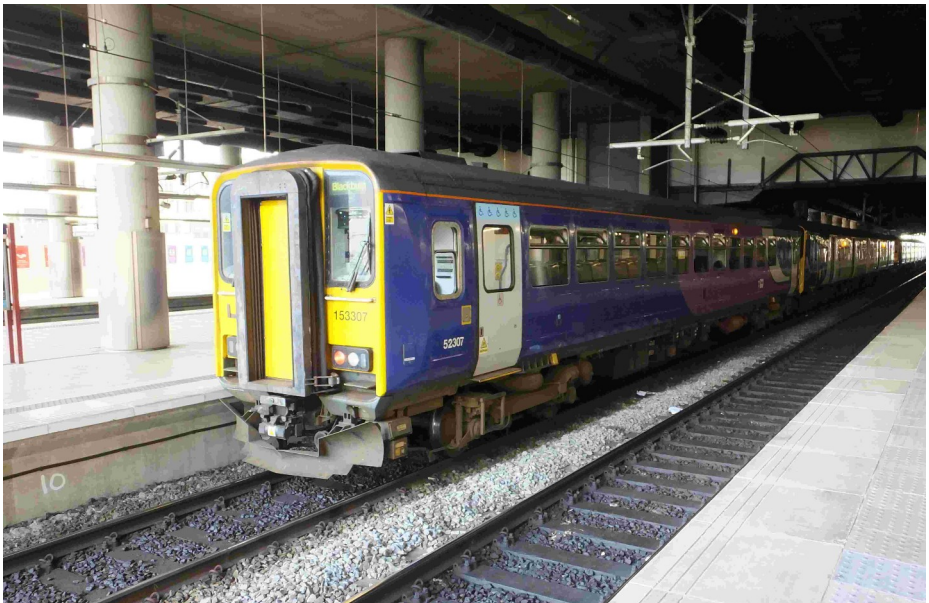


*Miniature steam on Poole Quay, Sunday 7 May 2023.*

*Ken Aveyard*



***Transport for Wales still operates a number of class 153 units including some that have not had accessibility upgrades, and these normally run paired with a compliant set. To distinguish these units, they have been renumbered and 153306 is seen as 153906 at Cardiff on 27 April 2022.***



***Northern liveried 153307 is seen at Manchester Victoria on 15 July 2019 coupled to an unidentified class 150. Both Ken Aveyard***