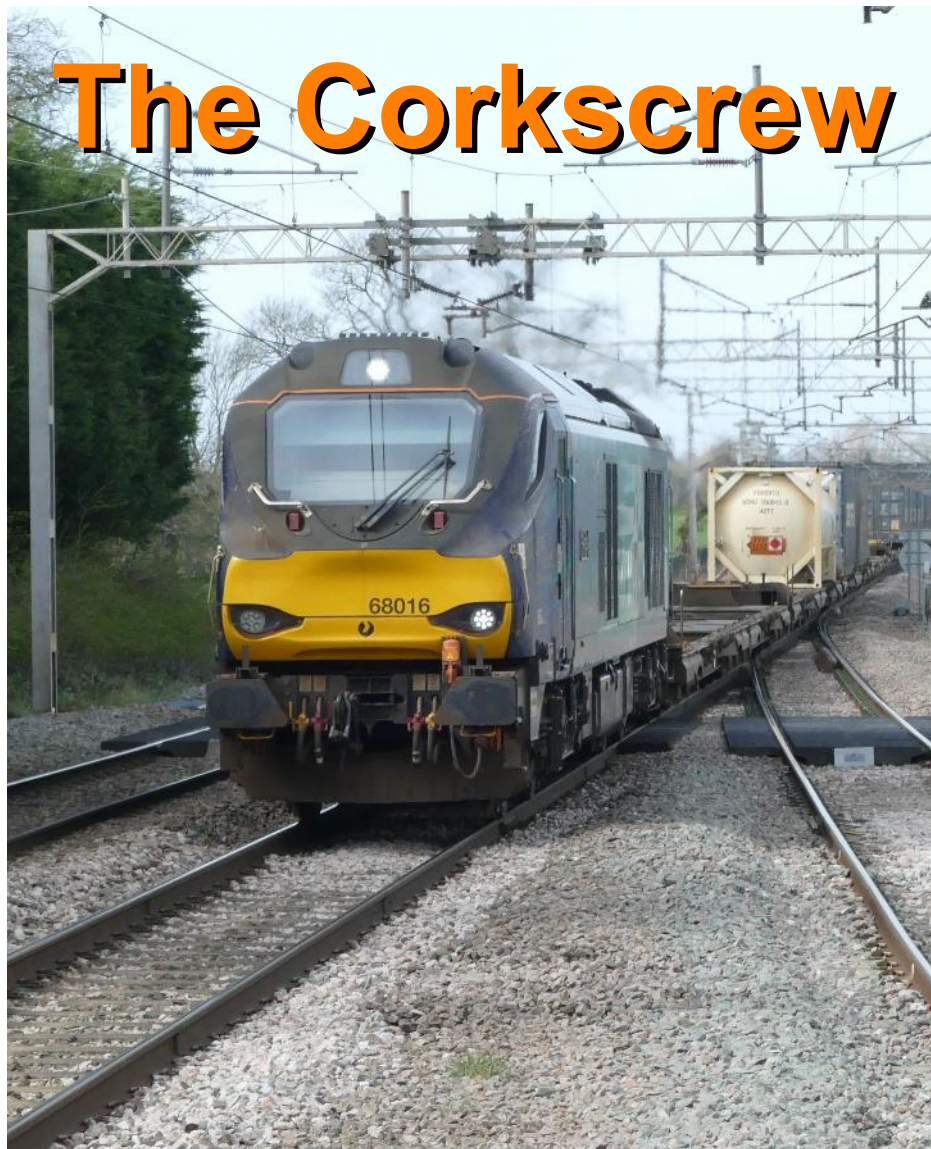


The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 136

August 2023



Transport for Wales liveried 150237 departs Manchester Piccadilly on 20 March 2023 on a service to Cardiff. This was replacing the booked class 67 Mk4 set and was somewhat cosy on board. Ken Aveyard



66747 at Manchester Piccadilly on 20 March 2023 with 4L18 the Trafford Park to Felixstowe service. See article from page 4. Ken Aveyard

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

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Editorial

I'm writing this editorial on 1 August 2023 in the middle of the Aslef overtime ban which has reduced the number of trains through my local station, Branksome, to hourly for most part of the day. It hasn't however stopped the mileage accumulation runs of the 701 units and a quick trip out today found



701056 on the normal 5Q51 5Q52 cycle from Staines to Waterloo, then Poole and back to Staines. Quite often these workings are turned back at Eastleigh but in the absence of other trains to get in the way it came through to Poole and was 11 minutes early and nearly caught me by surprise. It's been reported now that training of depot drivers/shunters and instructors has

passed 60% and full training will begin shortly, with an expected in to service date of early 2024. We shall see.

Following on from the last issue of The Corkscrew, and the report on our 2023 Railex, the committee has decided to hold an "Open Day" in 2024 which will be a one day event on Saturday 16th March 2024 again in the Allendale Centre. We hope to return to a two day show in 2025. The "Open Day" is essentially a get to know the club event and will showcase mainly club associated layouts. It will be smaller than Railex using just the single hall.

In this issue we reach the penultimate installment of the Alan Ashberry story courtesy of Dave Coasby, Howard Bolton recounts a New Year's Eve shed bash in 1966, whilst more up to date your editor recounts a couple of outings including a members trip to Paignton, and a few days up north. To round up, Paul Carpenter has been out and about with his camera.

Sit back and enjoy Corkscrew 136. Closing date for 137 is 14 September.

Cover Picture :- DRS class 68 loco 68016 heads south through Acton Bridge station on 22 March 2023 with a Coatbridge to Daventry Tesco train. See article from page 4. Picture by Ken Aveyard.

Spring Break in the North

by Ken Aveyard

I normally head north in March to coincide with the spring transport fair at the Manchester Bus Museum, but this year the event was cancelled due to issues with parking for stall holders. Notwithstanding that problem, I had already made arrangements with my brother Colin for our usual series of days out so it was situation normal as on Friday 17 March 2023 I hit the road at my usual 0430 to arrive at Adwick station north of Doncaster in time for the 0855 train in to Doncaster station. Doncaster is my normal stopping off point on the way to Bradford as I can't arrive there until after 1600.

These days I don't need to spot much that goes through Doncaster, just a couple of the class 331 electric units, neither of which were in use on the Leeds service, and a single LNER Azuma which on the day was on its regular work between Kings Cross and Lincoln. It was a case therefore of possibly picking off my last class 185's for photography and hope that something of interest would pass through on freight. One possible contender was a class 68 and Mk5 set on the training run from Cleethorpes but it left so late it was turned short and never made Doncaster.

It was strange to see that due to their reduced timetables there was only a single Cross Country Voyager in each direction rather than the previous hourly service, they now mostly run from Sheffield via Leeds to York rather than via Doncaster. There were of course plenty of LNER Azumas, Northern and Trans Pennine DMU's and the East Midland working from Lincoln which threw up 170272 still in Transport for Wales livery, and 170509 in East Midland purple. (See pictures below)



A handful of freights were seen, with Freightliner, DB, and GBRf all putting in appearances, with GBRf's 66781 being the only cop of the day. As well as seeing four class 91's on Leeds services, and the rare sight of Colas 70816 another highlight was the appearance of two Colas test trains. Class 37 37116 and a DVT was stabled in the west yard and 37254 with DVT 9703 arrived from the south before reversing and setting off for Sheffield.

On Saturday as an alternative to the Manchester event, I headed off to Leeds by bus, but did manage to see 66774 passing over the viaduct near the Central Bus Station as I sheltered from a very heavy passing shower.

Monday morning saw Colin and I off early doors to drive to Crumpsall tram stop on Manchester's Metrolink to start the day tram chasing. Catching the tram in to Victoria we used the seats next to Greggs, handy for breakfast and watched the passing trams, hoping to see the higher numbered ones delivered since last year. Checking on my missing Northern units, I was able to cop 195112 on the Leeds to Chester service, as well as Trans Pennine 802202 and seven new trams. At 0930 we headed first to Cornbrook, and then back to Deansgate for a while, picking up another three trams, 331030 and TfW units 197006 and 197011 on the Manchester to Llandudno service. Two passing freights had 70002 and a class 90 pairing of 90043 and 90049.



90043 and 90049 passing Deansgate on 20 March 2023. Ken Aveyard

We then headed off to Trafford Park tram depot, where tram 3138 was the only new one visible before returning back to Deansgate where we caught a local service to Manchester Piccadilly remaining on the platform until around 1530 before heading back on the tram to Crumpsall. At this point we needed only two trams, 3140 and 3144 so we stopped off at Queens Road depot where we found 3144 poking out of the shed. No sign of 3140 though.

Tuesday was to be a mixed bus and train day at York where by keeping a track of Trans Pennine units on Real Time Trains and buses on Bustimes we could hop back and forth at appropriate times.

Using one of the Park and Ride bus services, we alighted in Leeman Road and entered York station by the rear footpath noticing the massive amount of building work going on as part of the NRM development. Making our way to view the DRS stabling point we found 37422 keeping company with Network Rail inspection unit 153385.



153385 and 37422 at York on 21 March 2023.

Ken Aveyard

There were a couple of class 68 Mk5 sets in use on Scarborough services with 68030 being a cop, and four out of five class 802 sets were also copped. 60056 passed on a freight and 66777 made an appearance light engine.



68030 and 802211 at York on 21 March 2023.

Ken Aveyard

Wednesday morning was another early start as we had been toying with either Nuneaton, always a busy day but not likely to yield anything new or Crewe or Chester looking for TfW class 197 units. Chester won out so we headed for Bache the first station out of Chester on the Merseyrail network.

After parking the car and heading to the Chester bound platform, we discovered the only ticket machine was on the Liverpool side so it was a quick hike back over the footbridge to join the queue for tickets. Thankfully we had enough time before our train was due.



507016 departs Bache for Liverpool on 22 March 2023. The solitary ticket machine at this modern unstaffed station is hidden behind the little shelter on the Liverpool bound platform.

Bache station dates from January 1984 and was built in conjunction with the building a new Safeway (now Morrisons) supermarket on the site of the old coal yard associated with Upton-by-Chester station which was a few hundred yards closer to Liverpool and which Bache replaced. It immediately became popular as it's a short walk from Chester Hospital, and adjacent to frequent bus services to Chester Zoo. It is one of only four unstaffed stations on Merseyrail, all of which are on the south side of the Mersey and is only a few minutes from Chester station. The line from Liverpool runs in to Chester past the depot, which as we passed held a number of class 175 units, many of which were stored out of service as a spate of fires had revealed some urgent work was needed to remove a build up of oil based contamination around the engines and exhausts.

On arrival at Chester we came across my third test train of the holiday as 37175 with DVT 9708 was stabled behind the platforms alongside 197007. Just after 0900 it set off southbound before reversing and running through the station heading for the North Wales coast. After shunting out it revealed two further units also stabled these being 197009 and 197008. Chester is mid way between Manchester Airport and Llandudno, and with the trains passing within a few minutes of each other we calculated we would see all units on the service in four hours. After the 0945 departures we left the station for a quick walk to the new Chester Bus Interchange to grab a selection of bus photographs with the plan to be back an hour later for the next 197's.

Outside the station we were lucky enough to see two buses in commemorative liveries for Chester Transport and Crosville.



Colas operated 37175 on a test train stabled at Chester station on 22 March 2023.

Ken Aveyard



197007 with 197009 and 197008 which became visible after the test train had departed.

Ken Aveyard



Aintree Coachlines Alexander Dennis E400 142 X111ACL in traditional Chester livery outside the station whilst almost opposite was Stagecoach 15743 KX61DLF a Scania N230UD with ADL E400 bodywork wearing Crosville green but in the "Stagecoach" style.

Ken Aveyard



After returning to the station we remained for the next three hours or so until all the north Wales workings had passed, and whilst there were some repeats from the Manchester visit eventually five more 197's were ticked off. We saw plenty of Merseyrail class 507/508 units and Northern Rail 195's with some TfW 150's and 158's plus 67015 on a Mk4 set.

Having exhausted the North Wales units and no sign of anything on the horizon we headed back to Bache and after picking up some lunch from Morrisons we made our way to Acton Bridge station for a couple of hours.

First to head north was 68008 on a Tesco service to Scotland, followed shortly by the appearance of 68016 on a similar southbound working which can be seen on the front cover. 66074 passed on coal hoppers, 66526 on containerised waste, 66606 on a rake of large box wagons, 70014 on a Southampton bound liner, with 66055 and 37612 passing light engine.



37612 passes Acton Bridge station light engine on 21 March. K Aveyard

Passenger workings were in the hands of London Midland class 350 units with a mixed collection of 350/1 350/2 and 350/4 sub classes running in pairs.

We called it a day in mid afternoon and headed back home, and that was the end of the three days out with Colin. On the Thursday I decided to visit Bolton again, as in 2022 I had been to record Rotala (Diamond Bus)'s take over of First's Bolton depot and services. In 2023 the first tranche of the Manchester bus franchising has resulted in the depot and services that Rotala (Diamond Bus) bought from First being lost to Go North West, who had also won Stagecoach's Wigan operations. These changes will take place in September 2023. Travelling by train from Bradford, there were opportunities to pick off some of the required class 397 and 802 units at Manchester or Bolton but nothing was copped on the day.



156420 enters Bolton station on a Rochdale service on 23 March. KA

For my final day out I headed for New Pudsey station for a train in to Leeds and although the prime intention was to seek out buses, I had found one of my missing class 331 units, 331107, in use on the Leeds to Doncaster service, so that was duly ticked off.



Northern Rail 150002 one of the two original three car Sprinter units is seen at Leeds station on 24 March 2023. Ken Aveyard

At the end of that week my cops had totalled 35 being made up of 13 Manchester trams, 2 Locos, 66781 and 68030, 11 diesel multiple units being a mix of classes 195 and 197 and 9 electric multiple units of classes 331 397 and 802. Adding in a substantial amount of bus photographs, it was a most productive week.

New Year's Eve 1966

by Howard Bolton

At Christmas 1966, after many hints to my parents, I was presented with a camera which I hoped would enable me to take some reasonable pictures of BR locomotives to add to my already small collection. These had been taken on my parents' borrowed Kodak Brownie 127 as I recall it was called. Naturally they wanted it back particularly in the sunny Summer months to take family, scenic and beach scenes whilst on holiday. This left me going on many railway spotting trips with no camera. In the Summer of 1966 I had been on a weeks rail rover tour of Scotland - but with no camera. An episode I still regret to this day. This prompted my hints to my parents for that Christmas present.

Naturally having received it I was more than keen to try it out at the first opportunity – despite not really having much idea at that time of how to use it.



70045 at Leeds (Holbeck) depot.

Howard Bolton

This opportunity came very soon on 31 December 1966 when I was already booked on a local railway society's trip around some "sheds" in the West Yorkshire area. We started off at Leeds Holbeck MPD where we saw 61 locos being a mixture of steam (just over half the number) and diesels. At this time most enthusiasts were chasing and photographing the remaining steam locos and gave almost no thought to photographing diesels. I was no exception to this.

Manipulating my new camera using the basic instructions supplied I ended up taking only 7 black and white pictures of steam locos here – no diesels. Even black and white film, not to mention processing costs via the local Chemist's shop, was expensive for a just gone 18 year old on an related monthly salary.

Then it was on to Leeds Neville Hill MPD which was packed with diesel multiple units, a handful of diesel shunters and stored steam locos 61994 and 69621 in or awaiting preservation. No photos taken.

Leeds Stourton MPD was next on the list where of the 25 locos seen steam accounted for almost 50%. One picture taken. Steam of course.



75042 at Leeds (Stourton) MPD.

Howard Bolton



42622 at Leeds Central station.

Howard Bolton

We then made our way to Leeds Central station where one steam loco was pictured and then travelled by dmu to Bradford Exchange station. First stop from there was Bradford Hammerton street dmu depot which had 9 diesel shunters stabled but many, many dmus. No pictures taken.

Then with high hopes for steam we headed to Bradford Manningham MPD. Here we found just 15 locos with just over 50% being steam. I took only three steam pictures here.



42085 42152 42093 43050 inside Bradford Manningham MPD. H Bolton

Following this excitement it was back to Bradford Exchange station and a dmu back to Leeds Central and a short bus ride home after a hectic but most enjoyable day. All loco and even dmu numbers to be marked off in my Ian Allan ABC and the pictures taken noted in my photographic log book. The film was later taken to the local Chemist to be processed and the results, to be expected in a week or so, were then awaited with a combination of anguish and excitement.

I have included a small number of the pictures I took that day and which have been scanned from the printed photographs in my solitary album. In my ignorance of photographic matters I soon threw away the negatives for my pictures as no longer required! As I have said to friends on many occasions since, if only I knew then what I know now how different things might have been, and with it the wit to photograph the diesels of the time as well as the steam. I have heard of hundreds of pictures being taken today with digital cameras where film costs are of no relevance and interest in particularly old and even new diesel locos is very high.

A footnote to all this is that on 18 December 1966 I went on a society visit to the Midlands and we went from Leeds to Derby by train and visited Derby Loco Works, Derby Loco MPD, Toton MPD and then returned to Leeds by train. No camera of course, but how different it could have been if I had had that Christmas present less than a fortnight earlier and had also taken an interest in photographing diesels. Missing taking pictures of eg withdrawn from service diesels 10000, 10201/2/3 and the last batch of new Sulzer Type 2s under construction in Derby Works (including the 1000th loco built there together with its attached plaque) and D1 to D10 Peaks at Toton still fill me with regret to this day.

From the Archive



Holbeck MPD viewed from the LNW line 20 April 1965

WRS A145



One of the last Derby Sulzers at Chinley 18 May 1966.

WRS F54_3

Alan Ashberry recalls the immediate post war years when he was rostered for weekend duty as a fireman on locomotives from Watford Shed allocated to track maintenance

Completely Loco – Part 13

from David Coasby

By the time the government handed back to the four companies the railways that it had taken over on the outbreak of the second World War, the tracks were very much in need of renewal. Most lines had various speed restrictions which played havoc with schedules to the extent that most working timetables had built-in recovery times.

As soon as they were able, the companies began the task of track renewal to enable them once again to reach the very high standards which prevailed before the war when high speed running was commonplace on our railways. Most of this renewal of trackwork and ballasting had to take place at the weekends. This of course meant a lot of extra working for the train crews as we often had to give up our rest days to man ballast train workings.

Sometimes our shifts were for 12 hours at a stretch and we had to decide what provisions to take to sustain us until we were able to return home. For a long time we worked seven shift weeks, which didn't do much for our social lives. But the job had to be done and no one complained too much!

All ballast train workings were governed by a good number of Rules and Regulations, of which the following are but a few from the 1933 Rule Book. Ballast train conveying cranes: Rule 156. Ballast train, working of: Rules 149, 174, 175, 184, 216, 235. They all applied. To quote an example: ballast trains could not set back in the wrong direction for more than half mile, without a yellow Wrong Line Order signed by the signaller and handed to the driver.

The trains themselves came in many different forms, so that their working was required to be matched to the actual job being undertaken. If the line in question only required new ballast, all the old ballast had to be removed, so a train of empty wagons would be moved into position for the Permanent Way gang to fill them. When full they would be dispatched and wagons full of new ballast moved into position ready to be emptied, sometimes with the train slowly on the move, the train again taking away the empty wagons. A speed restriction was imposed on the line while the track settled down once again.

When the time came for track renewal, a different operation altogether was necessary. Whole sections of rails complete with chairs and sleepers would be lifted onto special flat wagons. Once these had been removed, the complete new ones from another train of flat wagons could be lowered into place.

Plans would be made well in advance when very large track installations were to be re-laid. This would enable all the departments involved to come together, since the entire area would be taken over after the last train on Friday night, work being carried on non-stop until the first train on Monday morning. Even then the work was not always completed in time.

I well recall the entire complex layout at Euston being re-laid not long after the end of the war as I worked a number of ballast trains in and out of the terminus during this undertaking. Once all the signal wires and point rodding had been disconnected, the rails and pointwork lifted, and the earth left bare, I visualised the scene of more than one hundred years before of the early railway engineers levelling the very same site before laying the first rails of the London-Birmingham railway. There were problems with working in the London area. Not only did we have to prevent the safety valves from lifting, but we were only allowed to make black smoke for a few minutes in each hour. Any excess would bring forth the wrath of the Smoke Inspector, or 'Smokey' as he was called, among other things! There were no special locomotives for ballast working; any engine capable of doing the work would be used. We never knew which loco had been allocated to the task until we booked on shift.

Another ballast working I remember very well was the relaying of the Up and Down Fast lines through Watford tunnel, just over a mile in length. This operation was accomplished over several weekends and called for a different approach. Having arrived at the scene of operations, the train of wagons would be set in position for the Permanent Way staff. The train may not then be required to move for two or three hours, which meant that the footplate crew could take it easy. To avoid filling the tunnel with smoke, the engine was released from the wagons, we then ran forwards to wait just outside the tunnel entrance until we were needed to move the train once more. If it was a nice sunny day we could sit on the railway bank. The engine had to be kept with sufficient steam to enable it to move at a moment's notice if required, but not so much that it was being wasted through blowing off at the safety valves. The engine would remain on site for 8 hours or more. So, with no access to more water I didn't want to waste any of the 3,000 or 4,000 gallons with which we started, it was for this reason that I kept the engine quiet.

At the end of the day's work, if we hadn't been relieved by a set of men who were fresh out, we would have to work the train back to Bletchley, leave the engine on shed and ride back home on the first passenger train.

This has been a brief glimpse of ballast working. I always felt it was very important, but it has never received the coverage I think it rightly deserved. Anyway, I certainly enjoyed the times that I was rostered to ballast workings.

Alan's final article in this series can be seen in a future issue of The Corkscrew.

It's only a passing shower.

By Ken Aveyard

No that's not a reference to the group of WRS members that headed to the west country on 12 April 2023 but a reflection on the weather that greeted us in Exeter, and continued to blight the day. Organiser of our "Old Gits" days out group Trevor Hargreaves had mentioned that the Blue Pullman was undertaking a railtour to Paignton and it would make a nice day out if we went to Dawlish to see it.

I think we numbered 9 when we turned up at Templecombe station, probably increasing that days revenue significantly when we all purchased returns to Axminster and Devon Day Rangers. At Exeter it was raining so decisions had to be made. Trevor decided not to go to Dawlish, Mike our Treasurer decided to head for Plymouth and Gunnislake as he couldn't make the date we had planned in May to do that line, and I suggested we might do better at Newton Abbot as it would most likely to be less busy and there's a good aspect available for trains heading west. So Newton Abbot it was with six of us huddling in a platform shelter as the rain continued to fall.



After the rain with Mike, Richard, Bernie, Chris, and Brian at Newton Abbot station on 12 April 2023.
Ken Aveyard

Luckily the rain abated in time for us to get reasonable photographs of the Blue Pullman as it passed through the station, and as Chris hadn't done the Paignton branch we boarded the next local service down the line.



43055 heads the Blue Pullman in to Newton Abbot on 12 April 2023. KA

At Paignton we had a look in at the steam railway where GWR 2-8-0 tank 4277 was parked out of use, before getting absolutely soaked heading for Wetherspoons for some lunch. After lunch Chris and I spent some time at the bus station before catching the train back to Exeter, and if you wonder what the rain was like then look at the picture below.



Stagecoach 15861 WA62AKV a Scania ADL Enviro 400 at Paignton. KA

We all met up at Exeter for the train back to Axminster having had a good but very cold and wet day.

Around and About

pictures from Paul Carpenter



Southease station with 313215 on 2C32 the 13.11 Brighton - Seaford on 25 March 2023. All 313's are now withdrawn from service.



Maiden Newton with 37116 + 37254 on 1Z22 the 08.23 Derby R.T.C. - Bristol Kingsland Road via Weymouth 22 March 2023

Despite living in Winfrith I've managed to miss almost all of the workings to the siding to remove hazardous waste to Sellafield. The first three I seem to remember I managed to contrive to be away and the fourth I just plain forgot about even though I was at home all day! However, the last two I have managed to see, even if the last one was not seen in Dorset.

For the working of 23/03/23, the morning was sunny (if rather in the wrong place). I hadn't bothered to take any photos before from the footpath bridge by the Ship Inn before, but thought it might be worth a try. Somewhat mixed results, but it's what I have as the return working in the afternoon was in steady rain, I saw it pass Wool but didn't bother with the camera as the light was so bad.

For the most recent working (20/04/23) I again managed to be away, but we happened to be staying in Wigton, Cumbria. I was able to catch the outbound empties working from Sellafield. I felt sure these were the wagons used for this working, and from RTT it was clear there was an early morning departure from Crewe early the next morning. Confirmation came from Flickr of these two locomotives working through to Winfrith. Again, the sun was in an awkward position.

So, the last two workings, a few miles apart!



Wool with 68003 + 68009 having brought 6Z62 the 01.00 Crewe Coal Sidings (DRS) - Winfrith Sidings 23 March 2023.



Wigton with 68018 + 68001 operating 6K74 the 16.49 Sellafield - Crewe Coal Sidings 19 April 2023.



Iver with 70016 on a probably diverted 4003 10.59 Lawley Street F.L.T. - Southampton M.C.T. 3 April 2023 a surprise arrival but related to the emergency bridge closure at Oxford.



Ravenglass with R&ER 'River Irt' on 17 April 2023.



Dalston with Northern Rail class 156 156490 working 2C57 the 13.18 Lancaster - Carlisle 19 April 2023.

Date for your Diary



O Gauge / 7mm scale
**MODEL RAILWAY
EXHIBITION**

Sunday 22nd October 2023

The Allendale Community Centre
Hanham Road, Wimborne, Dorset BH21 1AS
10.00am until 4.00pm

- 10 Finescale O Gauge & 7mm Narrow Gauge Layouts
- CSGOG Test Tracks • Bring & Buy Stall • Lego World Layout
- 16 Specialist Railway Traders & Societies • Café & Ample Parking

Admission £6. Accompanied Children Free

www.csogog.org





***East Midland Trains liveried 153308 waits to depart for Lincoln from
Doncaster station on 1 April 2010. Ken Aveyard***



153309 at Ipswich station on 16 September 2008. Ken Aveyard