

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 137

October 2023



The Llanelli & Mynydd Mawr Railway Co. Ltd, collection of class 142 & 143 Pacers. See article from page 4. Steve Green



A small number of class 91 Mk4 sets remain in use with LNER on London to Leeds and York services. On 15 July 2023 91114 Durham Cathedral in the new wine red livery arrives at Leeds. See article from page 16. Ken Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Peter Watson Secretary :-Barry Evans ...

Membership:-Cedric Thomas... Treasurer :- ... Mike Wescombe....

Graham Bevan....Barry Moorhouse....George Russell....Bob Steedman
Corkscrew Editor..Ken Aveyard

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Editorial

With the Autumn season now on us, the WRS calendar is filling up with a series of guest speakers roughly every two weeks throughout the Winter and in to next Spring. For details see the web site or club notice board.

Attendances at meetings have been rising and we hope that during the forthcoming programme they will maintain that trajectory. Whether our guest speaker is a member or more importantly an invited guest there is nothing worse than a low turnout of attendees. This reflects badly on the Society particularly as our speakers have generally put a lot of effort in to creating their presentations.

December of course sees the Annual General Meeting and as always there will be the usual committee vacancies to be filled and whilst we are still some way from the AGM, the next Corkscrew will appear too close to the date so I'm mentioning it here. If you feel you can help guide the Society going forward please speak to the Chairman.

Members will already know that Martin Catford who has done a stalwart job as our Membership Secretary for many years has had to relinquish the post for personal reasons. We are pleased to announce that Cedric Thomas has taken over the position of Membership Secretary. Further information regarding contacting Cedric, and procedures for information that needs to be circulated throughout the membership will be released in due course.

In this issue Steve Green has made yet another visit to various preserved lines in Wales, whilst your editor recounts his summer spotting trip to London and East Anglia, and a trip up north. This issues picture gallery includes a selection of images from Ireland as well as more local happenings and there's a reminder for the forthcoming 0 Gauge show in Wimborne.

Sit back and enjoy Corkscrew 137. Closing date for 138 is 17 November 2023

Cover Picture :- Oxenholme Lake District with 195133 + 195126 working
1C70 08.29 Manchester Airport - Windermere 21 April 2023. Paul Carpenter.

A South-West Wales Sojourn, or A Wonderful Weekend in the Bottom Left-Hand Corner of Wales.

By the Reverend Green.

Having visited North Wales earlier in the year, I decided it was high time to visit the other end of the Country before the last pockets of traditional signalling were lost. The Coronation Bank Holiday coincided with my long weekend off, so with the additional Monday to play with, it allowed me to stop off at a couple of heritage railways which otherwise would have been closed. An itinerary and list of locations to call in at was drawn up, focusing on a couple of branch lines that I had not travelled on before.

A few years ago, I “bashed” the South Wales Valleys lines, plus a couple of other routes, but I still required the Milford Haven and Pembroke Dock branches, plus going into and out of Swansea and Carmarthen stations. The Fishguard Harbour line had been chalked off several years ago on a “club” outing when the class 50s were running from Cardiff and back, but these trains avoided the two stations above of course.

I drove down on the Friday and first port of call was the Garw Valley Railway, who’s base is at the former Pontycymmer station, a few miles north of Tondy. This line opened in October 1876 to Blaengarw to serve the vast coal reserves in the Valley. It closed to passengers as early as February 1953 but remained open for freight until April 1997. The nascent Bridgend Valleys Railway (formed in 2001) as it was then called has built a large shed (by March 2007) to store rolling stock including a class 108 DMU (purchased 2009) but they are yet to run services. The aim is to run trains to the former junction station of Brynmenyn.

From here I drove to Bridgend to catch 1B39, the 13:46 Cardiff to Milford Haven, and return, formed of 150227, which duly chalked off the two aforementioned stations, plus the remaining sides of each triangle. Approaching Llanelli, on the up side outside the old goods shed, I spotted Pacer 143622 on an isolated piece of track in Arriva livery and now owned by the Goods Shed Trust based there, where it has been on display since June 2021.

Talking of Llanelli, due to engineering/re-signalling works between there and Swansea on the Saturday, I had to drive to Llanelli (site of the infamous 1911 strike/riot) from my M4 Travelodge to catch my next train with a winner destination. Before that though, I had time to drive around for a bit, firstly stopping off at Pontardulais, on what is now called the Heart of Wales line, opened in 1857. Here I had to inform a couple of families that the train they were expecting to catch was cancelled due to the engineering works!

This station was once a large four platform junction, with the LNWR route to Swansea (Victoria) [opened 1867], now but a memory, closing as it did in June 1964, with trains being diverted via Llanelli. Trains now just use the GWR side of the former island platform, with the only surviving railway building being the large red brick goods shed.

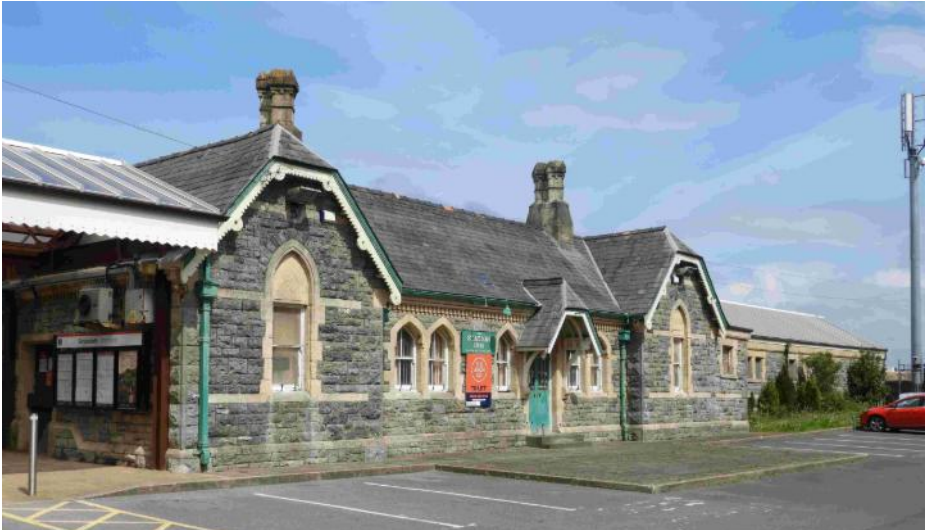
My second stop was at Pantyffynnon, again a former junction station, where the Brynamman West branch once headed away eastwards. The track is still in place however to Garnant, and Pantyffynnon still resembles a proper station, with station building (now used by the crossing keeper), semaphore signals and obligatory signal box. A small engine shed once existed here from 1931 to August 1964. The branch closed to passengers in August 1958, but could re-open to a nearby Country Park. Along this branch I managed to find the long-closed signal box at Glanamman, which looked in reasonably good order, but minus it's external staircase.



Left, Pantyffynnon station looking north with the Heart of Wales line on the left. Right, the former Glanamman signal box with the single platform also just visible.
Steve Green

Final stop before catching my train was the Cynheidre base of the Llanelli & Mynydd Mawr Railway Co. Ltd, formed in 1999. It's route is on part of the Carmarthenshire Tramway which was opened during May 1803, and eventually the L&MMR was closed during 1989. The group has a one mile long running line, will eventually house The Cab Yard in full, while stock on site included four 2-car Pacer units, former Isle of Wight 1938 tube stock set 483008 and class 315 EMU set 315856.

It was now time to head to Llanelli and catch 2E22, the 12:14 to Pembroke Dock formed of 153972+153327. As at Milford Haven, this station is now just a simple one platform affair, but here the station building remains intact, albeit now empty (it had been a restaurant/pub), and the line directly down to the docks closed during 1969. On the return trip, we were advised that a unit swap would be required at Carmarthen, which would mean that I would be able to tick off both platforms and the two crossovers south of the station – bonus!



The still rather smart looking Pembroke Dock station building. S Green

This former through station opened during 1902, while the original one situated just south of the Junction signal box was closed during 1926. Next to the disused outer face of the island platform, but by the looks of it on recently installed stabling sidings, was the new order in the form of 197012. Back at Llanelli I photographed the closed West signal box, with better boxes to look at tomorrow however, but couldn't work out how or where to photo the Pacer from seen yesterday. On the drive back to the Travelodge I stopped off at Bynea and Llangennech stations which became unstaffed halts during 1959, with just basic waiting shelters now replacing the former station buildings.

On the Sunday I had booked myself a trip on the 13:00 Vintage Train trip on the Gwili Railway, which had then recently opened it's southern extension to and station at Abergwili Junction. ("Vintage Train" is a bit of a misnomer as the rolling stock used was Standard BR Mark 1s!)

But before that, as usual there was time to go off and explore, focussing on signal boxes still open, but due to close in the not too distant future, namely: Pembrey, Kidwelly, Ferryside and Carmarthen Junction. Also visited was the former station of Pontyates, on the famed Burry Port & Gwendraeth Valley Railway. This line opened in 1909, closed to passenger traffic in September 1953, to parcels/goods in July 1965, was re-opened for freight later on, a section then closed again in September 1983, and it was finally closed completely during March 1998, but has remained mothballed ever since. The station area had recently been cleared of vegetation to reveal the track still in-situ, and beyond a level crossing a footpath has been created. This site is another of the "new generation" of heritage lines in the area aiming to re-open a section of mothballed railway.



Ferryside signal box is slightly overshadowed by its footbridge but it does offer some nice views.
Steve Green

The Society has been successful in obtaining three appropriate locos in the process, original BPGV 0-6-0ST No.2 PONTYBEREM (Built by Avonside, 1900) and two ex-BR diesel shunters with the cut-down cabs, 03141 & 08995, which are currently stored off site.

It was now time to head to the Gwili Railway, who's new terminus is just north of Carmarthen and is of course part of the original secondary route to Aberystwyth. This line closed as a through route to goods in December 1963 and to passengers in February 1965 when a section of line was washed away due to flooding. A section of the southern half remained open for freight however until 1973, but it wasn't until April 1978 that a one-mile long line was opened from the GR's main base at Bronwydd Arms. On loan ex-GWR 0-6-0PT No.6430 was on duty and I was very taken by the beauty and scenery along the trip. If you haven't visited, I would thoroughly recommend it as the route is very sinuous running alongside the river. The outward leg is now non-stop, but the return trip includes a stop at another of the GR's newly created stations called Llwyfan Cerrig. This station has been built on the site of a stone loading platform and the literal translation of the name is Stone Stage! Here items of rolling stock can be looked at as the train stops for a good 20-30 minutes, where you are encouraged to spend some money in the café, if it's open. All of the buildings on site have been brought in and rebuilt to create a small country station, and it's quite nicely done. The most surprising/unusual item of rolling stock/motive power was HST power No.43056, formerly "The Royal British Legion" in her GWR livery, which arrived at the GR in November 2011. Quite why they've got one is anyone's guess! The historic, former Taff Vale/GWR/Longmoor/NCB 0-6-2T Nos. 28/450/GORDON/67 respectively was also on site, but minus her boiler, however it was still the first time I had seen this unique loco.



Left the austere looking Whitland East signal box viewed from the footbridge. Right, the former TVR 0-6-2T is currently in GWR, stored on display awaiting overhaul.
Steve Green

Once back at Abergwili Junction, which is just north of the original junction of the same name, where an LNWR branch came in from the east, but closed back in September 1963, I resumed my exploring, heading in a westerly direction. I was after a couple more signal boxes, those at Whitland East and Clarboston Road, at which point I realised that I wasn't too far away from Scolton Manor Museum. The significance; it is the home to the 1878-built Fox, Walker 0-6-0ST, Works No.401 MARGARET.



MARGARET and Sarnau signal box on display at the Scolton Manor Museum.
Steve Green

She was built for the North Pembroke & Fishguard Railway, but was sold to the aforementioned Gwendraeth Valley Railway in 1911 where she became No.2. Absorbed by the GWR at the Grouping, however she was sold in March 1923 to the Kidwelly Tinplate Company and used by them until withdrawn during 1941. For 40 years the loco remained out of public view until she was finally put on display at Scolton Manor, but by 2019 her condition had deteriorated so badly that a volunteer group was set up to cosmetically restore her, which was completed by late 2021. She is now displayed undercover and next to the re-sited top-half of Sarnau signal box, which has been rebuilt on a new brick base. Sarnau station closed during June 1964 and was the first stop west of Carmarthen, but the box remained opened until 1979.

As it was nearby, I then made a brief stop to have a look at Haverfordwest station, where trains now just mostly use the Up platform, although the Down one is still open.



Left, the recently restored Hudswell Clarke 0-6-0T at Furnace Sidings on the P&BR. Right, Interior view of Parkend signal box, current northern terminus of the Dean Forest Railway. Steve Green

For the journey back on Bank Holiday Monday I had lined up a trip on the Pontypool & Blaenavon and Dean Forest Railways to conclude the trip. An NCB Hudswell Clarke 0-6-0T did the honours at the former whilst ex-GWR Small Prairie 5541 was at work at the latter.

The P&BR was fairly busy, but the DFR was very quiet, which might have helped my cause getting a look inside Parkend Signal Box where a former BR signalman was on duty, who knew quite a bit about my current Box. I forgot/didn't think to ask about which box(es) he had worked in though! As you may recall, the weather wasn't great on this day, and by now the rain had started to come down again and only got heavier as we returned to Norchard (High Level), so preventing me from exploring the Forest of Dean's many closed railway lines for another time.

All that was left was the remaining drive home, but leaving behind a very worthwhile/productive break.

Not as Hot as Last Year

by Ken Aveyard

For the annual visit to London with my brother Colin, we were once again based at Romford Travelodge but this year our visit was from Wednesday to Friday as the prices were cheaper. So it was on Wednesday 7 June 2023 that I found myself walking to Branksome station for the 0817 departure, annoyingly earlier than normal as I usually use the 0842 but there were no advance fares available on the latter. I say annoyingly because the 0817 is all stations to Southampton where it then waits for the 0842 to attach in the rear for the run to London arriving as always at 0953.

Arrival at Waterloo was on time, and I was off to a good start having copped 701031 at Wimbledon on the way, so it was across to Kings Cross to wait for Colin's arrival from Leeds. No sign of my last Azuma 800203 which was up in its usual haunt, namely Lincoln. Colin's arrival was on time and we walked across to St Pancras to check out the Eurostars, before heading for Euston where we caught a fast service to Harrow and Wealdstone. New unit 710375 was copped at Willesden shed, and in Wembley yard we found c2c unit 720608 and West Midlands Railway 730034 together with other unidentifiable units. We did a quick turn round at Harrow and returned to Willesden Junction low level platforms where there is a small buffet which took care of lunch. As 710374 and 710270 were still not delivered we were looking for 710379 and it duly turned up heading for Euston.



710379 departs Willesden Junction low level for Euston with a class 378 passing above on a North London Line service for Stratford. K Aveyard

Having cleared the available 710's we had no need to head for the Goblin so we headed straight down the Bakerloo passing newly delivered 720128 at the rear of Willesden depot en route to our next location Bethnal Green where we would spend the evening peak.

Having cleared all the 710 and 745 units in previous years we were looking for new class 720's and managed to cop 28 new ones. Only two class 345's work in and out of Liverpool Street since the Elizabeth line through service opened and neither of them were cops. These are the Gidea Park shorts that were the last haunt of the 315 units last year. We waited until the first of the Norwich services operated by 755 units passed, these being 755421 755329 and 755335, none of them cops, before heading back in to Liverpool Street for a service to Ilford where we waited for the other 755 working, this time 755403 and 755411 but again no cops. Another c2c unit 720611 was spotted in Ilford shed as we passed on our way to Romford and a Wetherspoons pizza.

Thursday morning and we were booked on the 0606 from Romford to Shenfield where we changed for a service to Chelmsford and yet another change for Ipswich where we arrived at 0738. I had updated the diagrams for the 755 units we needed, and the usual on line source listed the allocation for the day so we were able to check for the three units we needed. Unfortunately only one, 755415, was in use and it duly arrived as expected just before 1000.



755415 at Ipswich station on 8 June 2023

Ken Aveyard

Other than the regular class 745 and 755 units, there are also the services from London worked by class 720 units since the demise of the 321's and 720124 paired up with 720508 were copped. One bonus was the appearance of Beacon Rail liveried 66797 which shunted in and out of platform 1. Class 90's 90015 and 90044 were stabled just beyond the end of platform 1 and 90013 with 90043 passed through with a service from Felixstowe.



66797 in Beacon Rail livery and 90043 behind 90013 at Ipswich. KA

Even though our last two class 755's were not in service we decided that we still needed to travel to Norwich as there was always the possibility that they could be stabled around the station or possibly enter service later in the day. Ipswich yard has two shunters in regular use, 08691 and 08891 and large logo blue 66789 was seen on the Bacon Factory curve heading for Felixstowe. Stowmarket was home to 57002 which had been failed with wheelset problems and languished there for months before being recovered to Worksop for storage.

As we arrived at Norwich only 755401 was readable on Crown Point, whilst 66019 was in the station sidings on an aggregate train. Good news however was 755424 stabled alongside the station but that would be it, we would leave Norwich still needing 755327 which was presumably hidden away inside the depot.



755424 stabled behind Norwich station whilst at Ipswich 66516 emerges from the tunnel in to the evening sun heading for Felixstowe. K Aveyard

After spending some time outside the station taking bus pictures including some recent transfers from Weymouth we caught the 1600 back to Ipswich where our only cop was 720103, until taking the 2010 London service as far as Colchester where we changed again for Shenfield and Romford. A bonus was copying 345067 in Gidea Park sidings.

Friday was the day for trying to clear the Elizabeth Line 345 units.

We began with a trip from Romford to Stratford where we spent the morning peak. With only five class 345 units still needed, the part time spotter web site showed only two of them had been allocated that day, one on the Stratford side and one on the Abbey Wood side so by the time we had seen the Elizabeth Line units cycle round we had picked up 345042 plus another three class 720's. We left the station to get breakfast and take some bus photographs before buying the Travelcard for the day and catching an Elizabeth Line train through to Ealing Broadway where we remained until we had seen all the 345's working between Reading, Heathrow and Abbey Wood. The expected 345018 was seen, but a bonus was the supposedly unallocated 345003 making an appearance. We still ended up needing two units though. There was plenty of freight including a cop with 66795 heading west on tanks.

Having exhausted our targets, we had a reserve plan to pass some time by visiting the Post Office Railway so it was back on the train to Farringdon then a walk to the Museum in Phoenix Place where we expected to queue for a timed train but when we arrived there was nobody in the queue and the 1330 tour had just the two of us as passengers.



Our Mailrail train before departure, a typical Greenbat unit, an early example of a Mail Coach and a Commer PB postbus. Ken Aveyard

After visiting Mailrail we returned to Farringdon and went back to Stratford for the evening peak. No new units but a solitary Freightliner headed by 66591 passed through. A signal failure in the Ilford area began to disrupt services with Elizabeth Line trains using the fast lines running non stop to Ilford.

We decided to catch a service in the hope it would use the rare avoiding line at Ilford in to the down fast platform but it didn't so we returned to Stratford. As things were beginning to grind to a halt we decided to call it a day with me heading for the bus station for a while before catching the Jubilee Line direct to Waterloo for my 1905 departure. Colin remained at Stratford for a while before leaving for Kings Cross as the Elizabeth Line was all but suspended with all trains stopping only at Ilford Romford and Shenfield so they could use the fast lines without unduly delaying the long distance services.

On the way back to Branksome, 66791 was copped at Eastleigh making a total of 3 locomotives and 48 EMUs for the holiday.

Later Colin sent me a summary of the units seen over the three days.

Greater Anglia Flirts missing units:

745109 (1/20) 755404/07/10 (3/24) 755327/32/33/34 (4/14)

Class 720/1, units 101 102 104 and 130 to 144 had not been delivered. Of the ones delivered only 720110 was not seen. (25/26 seen)

Class 720/5 units 501-589 units 502-5, 509/10/16/19/34 have not been delivered. Of the 80 units in service 18 were not seen these being 720501/07/15/17/19/28/36/41/42/46/49/52/60/63/64/67/72/73

As an aside 720585 was only seen on the repeat rush hour at Stratford on the Friday pm the only one to make just a single appearance over the three days.

From the 70 class 345's only 345001/04/05/35/36/51/56/64 (8/70) were not seen. We both still need 345056 and 345064 to clear them.

Of interest on the Friday where the morning peak was done at Stratford followed by a session at Ealing Broadway and a return to Stratford in the evening we noted 32 units in service through Stratford AM of which 15 units 345065/61/31/19/08/49/58/54/39/40/52/48/33/23/13 did not come back through Stratford in the afternoon. Noted in the PM rush hour on Stratford were 345043/45/08/17/15/20/66/35. These 8 had not come through in the AM period but disruption meant only 23 units were seen not the expected 32.

These changeovers are diagrammed, with some services from the Shenfield side that terminate at Paddington running to Old Oak Common and coming out again on to the Abbey Wood side and vice versa. Quite often a crew change for Old Oak Common based drivers is done by bringing out a fresh unit depending on where that unit is planned to spend the night. Only Old Oak Common can handle 9 coach trains in the servicing shed so units cycle off the Shenfield side every couple of days. During the course of a normal day around 63 of the 70 units are used, and the way to maximise the spotting opportunity is by doing both the morning and evening peak at the same place (either Stratford or Ealing Broadway, with a session at the other place for at least four hours between the peaks.

A short visit Up North

by Ken Aveyard

At the beginning of July 2023 a short visit to Bradford to see the family was organised. Robert and I decided to have a few bus spotting days out but I also wanted to attempt to clear my last Northern and Trans Pennine units if possible. Our first day out on Monday 10th July was to Selby where after photographing some of the market day bus services a few minutes on the station coincided with the passing of a Hull Trains class 802 and a pair of Northern 158's.



Hull Trains 802305 and Northern 158754 with 158842 at Selby. K Aveyard

On Tuesday it was all buses in Bolton, and on Wednesday we decided to go to Huddersfield, particularly the Tolson Museum which has a railway section, but first I had spotted that 195122 my last Northern 195 was on its way from Chester to Leeds and a small diversion to the A58 between Hipperholme and Halifax would allow it to be seen where the line is adjacent to the main road.



195122 at Hipperholme and B16 nameplate Huddersfield Town in the Tolson Museum. This nameplate is on loan from the Huddersfield Railway Circle.

The Tolson Museum contains a wide range of exhibits as is typical of local museums, and also has a massive collection of stuffed birds. It's due to close in the future as a new museum is being created in the centre of Huddersfield so if you get the chance to go it's well worth the admission (It's Free!)

Thursday was Manchester which we did by driving to Derker park and ride and using the tram in to Manchester. Although we were primarily looking for buses, I was wondering if my last tram, 3140, would turn up and also whether I could find any of my last three Trans Pennine 397's or my last three car 331 namely 331020. Trans Pennine 397010 was the only one of the three in service and it would be passing through Deansgate en route to Scotland around 1015 so we alighted the tram at St Peter's Square at 0930 as there are plenty of buses passing there. As luck would have it 3140 did turn up at 0950 and 397010 was successfully photographed at Deansgate at 1017.



For a bit of variety we decided to take the tram all the way to Ashton to reprise a visit made many years ago but found when we got there that our visit coincided with a strike by drivers at First Bus's Oldham Depot so the variety was diminished slightly. I had been keeping an eye on 331020 and it was due to leave Manchester Airport for Blackpool so we headed for a tram back to Piccadilly but I'd misread the times and we were far later than we needed to be. As the tram approached Manchester I was tracking the train on Real Time Trains and as we headed in to the tunnel under Manchester Piccadilly, 331020 was in the through platforms. A quick exit from the tram and I was able to cop the unit from the rear car park, but not quickly enough to get a photograph.

After a stroll up to Piccadilly bus station and a visit to Shudehill Interchange we headed back to Derker via a stop at Oldham Mumps where despite the strike we were able to photograph First's school buses arriving back to the adjacent garage. Friday was more buses in Blackburn and Accrington.

On Friday night I looked up my last Northern unit 331112, which had been running on the Aire Valley lines all week and found it was due to spend the night at Skipton. Looking for 800203 my last Azuma that also looked hopeful as it was on the 2330 Kings Cross to Leeds then to Neville Hill. Waking up around 0800 on Saturday morning I called up Real Time Trains and found 331112 had done a Skipton to Bradford service, then a run to Ilkley and back and would be on the 0900 Bradford Forster Square to Leeds. I thought about a quick drive to the station for it but I then looked up 800203 and found this was booked on the 1015 Leeds to Kings Cross. Cue the mad dash!!

Looking on Bustimes I found I could catch a bus in to Bradford at 0830 arriving 0850 where a quick dash to Forster Square should be possible. Whilst getting ready I bought an e-ticket for the first time in case of a queue at the station and headed for the bus stop which I made with a couple of minutes to spare. Unfortunately it was raining quite heavily so I was extremely wet by the time I arrived at Forster Square, where I was able to ride on 331112 to Leeds.



331112 at Bradford Forster Square and 800203 at Leeds on 15 July 2023.

After 800203 had been seen I consulted Bustimes to see if my last two Leeds area First buses were in use, but sadly only one, 35608, was out and about so I had time to kill walking around the centre of Leeds until I was able to see it in Vicar Lane at 1147. As I headed back to the station I was almost taken by surprise when Arriva Yorkshire 1955 in Castleford Tigers livery turned in front of me near the Corn Exchange.



First Leeds Wright Streetdeck 35608 and Arriva Yorkshire 1955 an Alexander Dennis Enviro400mmc in Vicar Lane, Leeds on 15 July 2023.

I headed back to the station and a trip back to Forster Square on a class 333 unit and was back home by 1300, mission mostly accomplished.

Looking at the other trains I needed, 397001 and 397002 which work on the West Coast saw little use that week often working Preston to Glasgow, and 802207 my last needed Trans Pennine 802 has been out of service since a heavy derailment in Heaton depot in 2022. So all in all a pretty good break with Northern cleared and plenty of interesting bus pictures.

Several members of the WRS also belong to the Central Southern Gauge O Group (CSGOG).

Their Annual O Gauge Model Railway Exhibition, which will be larger this year, will be held on Sunday 22nd October at the Allendale Centre. Admittance is only £6, with accompanied young children free. Doors are open from 10am until 4pm. A particular attraction for children this year will be a large LEGO WORLD train layout. For the more discerning model railway enthusiast there will be ten layouts including some 7mm scale narrow gauge models. As usual there will be their large test track, thirteen model railway sales stands, a bring & buy stall and some railway societies.

Compliments received last year included *“Great show” “Thank you for a good show, well organised” “Thanks for an enjoyable exhibition” “Wimborne is becoming the must go to O gauge show”*.

Apart from the exhibition the CSGOG normally meet during the evening of the second Wednesday of the month at the Allendale Centre. See their website for details: www.csogog.org Visitors of all ages and modelling abilities are always made welcome at their meetings. So if you’re interested in O gauge / 7mm modelling they’d love to meet you one evening. There’s no obligation to join the group, but they hope you will be inspired by what you see and after a few visits want to become a member.



One of the many fine model layouts seen at last year’s show.

Forthcoming Exhibition



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





Dave Round was presented with the 'Best Layout Award' at the Wessex Association Show at Blandford School held over the weekend of 23/24 September for his O gauge S&D layout, 'Shottesford Mill' representing the Blandford Forum Railway Club. The photo shows Dave being presented with the cup by Ray Heard, who helps organise the show, and is a well known model railway trader.



The operating group on Sunday comprised (left to right) Barry Moorhouse, Stephen Green, Dave Round, Steve Cross, Sam Cross and Dave Coasby.
Pictures Chris Fordham

Irish Interlude

pictures from Colin Aveyard

Colin Aveyard spent a few days in Ireland and sent a selection of pictures which are reproduced here with additional information from on line sources.



Belfast Botanic Station on 21 June 2023 with CAF built 3000 series unit 3009 from 2004-5 on the left, and on the right the later CAF built 4000 series unit 4007 of 2011.



Class 3000 unit 3009 at Titanic Quarter station.



DART the Dublin Area Rapid Transit operates suburban services from Dublin Connolly station where original GEC Linke-Hofmann-Busch unit 8317 of 1983 is seen on 27 June 2023.



Tokyu Car Corporation 2003 built unit 8623 also at Dublin Connolly.



LUAS is a light rail system in Dublin. Seen at Connolly station on 27 June 2023 is 2004 built Alstom Citadis tram number 4004



Dublin area commuter services are typically operated by these CAF built diesel multiple units. Class 29000 29011 comprising cars 29111 29211 29311 29411 arrives at Dublin Connolly on 27 June 2023.



De Dietrich built DVT of 1997 heads a train of Irish Railways Mk3 stock in to Connolly station on 27 June 2023. These trains operate the Dublin to Belfast cross border services and also the internal Dublin to Cork service in push pull mode.



Irish Railways 227 is one of a batch of 34 locos built by General Motors and are similar to the class 66 locos used in Great Britain. Ten of these locos are in storage with ten, including 227, dedicated to the cross border Enterprise service. The other 14, operate the internal push pull service to Cork. Adjacent to the locomotive can be seen a Mk3 generator van used to provide heating and lighting to the coaches. Seen at Connolly station on 27 June 2023.



On 26 September 2023 Cross Country ran their farewell HST tour from Leeds to Swanage with blue liveried 43007 and Inter City liveried 43008 seen here passing Branksome station. Ken Aveyard



Seen here on the Swanage branch near Corfe Castle. Gerry Barnard



Former Avanti 221143 one of a pair on loan to Grand Central is seen here on crew familiarisation at Mirfield on 31 July 2023. Howard Bolton



More action at Branksome on the evening of 26 September 2023 when 50007 and 50049 delivered newly refurbished 458423 to Bournemouth depot. The locos would take 458528 away the following day.



On 27 September 2023 701057 was on the usual mileage accumulation diagram passing Branksome at 1420, whilst less than five minutes later 455742 came of Bournemouth depot heading for Wimbledon. K Aveyard



On 15 May 2023 a group of WRS members made the long trek to Gunnislake where 150248 is seen at the new station truncated to remove a low bridge across the A390. Ken Aveyard



On 6 August 1979 as part of a Western Region railrover I made my only previous visit to Gunnislake where the terminus of the line was at this island platform with one face in use with a simple brick built shelter. The line was slated for closure under the Beeching regime but due to inadequate roads and bus services only the outermost end of the line to and from Callington was closed. Ken Aveyard



Normally the Lincoln trains leave from platform 7 at Doncaster but in the December 2017 timetable to avoid conflicting moves the 1300 departure used platform 2. East Midlands 153310 is seen on a very wet 2nd January 2018.
Ken Aveyard



A much sunnier 27 April 2016 at Peterborough, on the occasion of a WRS members day out. East Midlands 153311 is seen arriving from Lincoln.
Ken Aveyard