

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 138

December 2023



3763 about to depart for Maiden Newton in July 1955. Steve Green



45XX 4507 comes off shed for the last time, June 1959. Steve Green



**The former LSWR 0-4-4T on shed, as she was back in June 1958
See article on the Bridport branch from page 8. Steve Green**

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Editorial

Well it's that time of the year again. We have our Annual General Meeting on 7 December 2023 to which all members are invited, and the following week Brian House gives one of his much anticipated audio visual presentations.

There is a final club night on 21 December before taking a week's break resuming on 4 January 2024 with another club night. The programme for next spring is already on the WRS web site with some tempting presentations through to March.

As always from me there is a big thank you to all those who have contributed articles for publication in The Corkscrew, and also to those who supply images for the photo galleries. Please keep them coming otherwise you'll have to read my trainspotting articles. I have a few photographs in stock but only one article so all you budding authors get writing.

On the big railway there will be a token run of a class 701 in service before the end of the year. It's all very hush hush but guard training has begun at Staines and it's been confirmed internally to SWR staff that the intention is to run a Waterloo to Windsor service totally unannounced at some point before the end of 2023. More units will come in to service as training progresses.

In this issue we have the final part of the Alan Ashberry story as told by Dave Coasby and an update on the construction of Steve Green's layout where he reviews his collection of locomotives based on those used on the Bridport branch. I gave an account of a day trip to London and there's a wide selection of images in the photo gallery.

It only remains for me to wish everybody a Merry Christmas and a Happy New Year for 2024, which will be my 20th year as Corkscrew editor.

Sit back and enjoy Corkscrew 138. Closing date for 139 is 18 January 2024.

Cover picture from Paul Carpenter. Whitchurch (Shropshire) station with 197042 operating 2J60 the 15.19 Crewe - Shrewsbury on 19 August 2023.

Alan Ashberry brings his reminiscences of life on the pre-Nationalised railways to a close with an affectionate look back at the steam scene as seen through the eyes of a working footplateman.

Completely Loco – Part 14

from David Coasby

One of the special memories which comes to mind during my years on the railway was the gradual introduction of the locomotives of William Stanier. It seemed that we were able to see new engines taking to the rails month after month. I recall thinking how splendid Silver Jubilee looked, the Black Five with her polished chrome fittings, and how massive No.6170 British Legion seemed against the unrebuilt Royal Scots. We occasionally caught sight of the Pacifics both with and without their streamlined casing.

One particular happening which I will always remember vividly occurred on Easter Saturday in 1939 when, just before 1.00pm, an express due to stop in the down fast platform which was packed with passengers was, in fact, stopped by signals at Watford No. 1 signal box. When the signal cleared, the driver opened the regulator but for some reason it stuck fast in the fully open position. The coupled wheels spun so violently that they ground right down into the rails. The stream of fire from the chimney equalled any fireworks display. When at last the engine stopped it had to be towed to Watford loco shed by a Class 4 tank. The train of fourteen coaches was taken on to Bletchley by another Watford Class 4 tank engine. After moving the train over to the down slow line, both the rails had to be replaced. The engine which failed was Pacific No.6234 Duchess of Abercorn.

Everything changed when war broke out. We were all issued with a numbered war service lapel badge. Station names were removed, carriages were fitted with dim blue light bulbs and station lights were dimmed as the blackout took hold. Train journeys became longer. When the air-raids began trains were stopped at signal boxes for the driver to be informed of air-raid warning red; we then had to proceed at 15mph until the All-Clear was received.

Locomotives were fitted with canvas sheets to cover the cab side windows and the gaps between engine and tender to prevent the glare from the firebox shining out like a beacon at night. These sheets made the atmosphere in the cabs stifling to work in—at least during daylight we were able to roll them up.

With the withdrawal of the British troops from Dunkirk, a number of ambulance trains arrived at Watford Junction, full of wounded soldiers to be taken to a nearby Army hospital. The Southern Railways engines and crews had worked right through, picking up a pilot on the way. Three or four engines were coupled together. Watford men then took them for turning round the Croxley triangle before returning to their home shed.

At the outbreak of the war, the LMSR Company's Headquarters moved to Grove Park in Watford. Now and again on the Station at Watford we caught sight of Lord Stamp, President and Chairman of the LMSR. Sadly he, his wife and eldest son were killed by a direct hit on their home in April 1941. His death was a great loss to the Company. In fact, at that time, most of the top officials would be seen, including Sir William Stanier, as they were taken by car from the Station to Grove Park.

From the beginning of food rationing to the end of it some time after the war, footplate staff were allowed extra rations of tea, sugar, condensed milk, butter and cheese. I can still recall the odd looks I got from some of the ladies as I went to collect them.

In January 1948, our railways became British Railways, but nothing much seemed to change for a while. I remember watching LMS diesel No. 10000 arrive at No.7 platform on a test run from Euston to Watford with a number of test engineers on board. This was Britain's first main line diesel electric locomotive and was a sign of things to come.

When taking an engine on Camden loco shed one morning, I was very surprised to see a Gresley A4 on the shed. Lots of folk were fussing around it, two of them were even on the tender breaking up the coal. Later, over a can of the engineman's best friend, we were informed that it was being prepared for the start of the 1948 locomotive exchanges. I later saw the Bulleid Pacific running through Tring on its way North.



Coronation Class on the troughs.

Crews in the spare link could often be found relieving the crews of overnight freight trains that had been held in Kings Langley loop. This was to prevent them holding up the night sleeper expresses. We would later work them to Sudbury sidings, leaving the train, then taking the engine to Willesden shed. Willesden was large with a straight twelve road shed plus a roundhouse—I cannot recall the number of roads. I can recall however that it seemed a long walk to or from the engine and the stores carrying shovel, coal pick, bucket with spanners, detonators, engine headlamps plus my own tin food box and tea can.

During the early days of British Railways, when the new liveries were being decided upon, I was booked on to work an engine only to Broad Street then to work a passenger train to Bletchley. Walking through the shed, we came upon four Black Fives, all fresh from the paint shop and all in different liveries. They were being studied by a number of gents in bowler hats, I often wondered what decision they came to—if any!

We often came across the unexpected on shed at Willesden. When making my way to take an engine that had been stabled in the roundhouse we found lots of people in the building gathered round one of the examination pits. They turned out to be a film crew and a closer look revealed none other than the actor Jack Warner dressed in engine driver's overall, plus cap, underneath the engine with an oil can. They were filming Train of Events. The pit they were using had been cleaned, whitewashed and fitted with electric light. Not for him a dirty pit and smelly, smoky wick lamp! Two other events which I remember very well happened at Willesden. The first was an occasion when we booked on expecting to find our engine in the roundhouse as usual, but noticed from the engine board that it was located in the yard. A Black Five had been taken into the roundhouse, had missed the turntable and had fallen into the well, blocking all the other locos inside.

The second event was one which I certainly never expected to see. I arrived on shed to book on to relieve a set of men at Euston. As we emerged into the yard we were taken aback to see the big steam breakdown crane lying on its side. It certainly looked different from this angle! We heard later that it was only lifting a pair of driving wheels out from a wagon. I wonder what sort of words were said to the crane driver by the powers that be?

I think it is time for me to bring these reminiscences to a close, but before doing so I must recall with great sadness the terrible Harrow and Wealdstone disaster on 8 October 1952 when 112 people died, and 157 were injured. Along with driver Albert Payne, I had worked that train, the 7.31am local from Tring to Euston, many times. Also the engine, Fowler Class 4PT No.42389.

To recall all the years spent on the railway scene at a time of so many great happenings has been for me a time of interest and pleasure. I have very much enjoyed recalling it all and writing about it.

A final note from Dave Coasby

Sadly this was the final part of 'Completely Loco'. Time served footplatemen from the steam era are now very few and far between and I feel that it is important to record their memories for the interest of this and future generations. Unfortunately Alan passed away in 2013, but for many years was a dear friend of mine. I felt privileged that he'd frequently recall the many stories of his days on the railways with me. I'm sure if he can look down on us nowadays he'd be pleased to know he has shared some of them with you.



The only known picture of Alan Ashberry at work, seen here firing ex LMS 2P 4-4-0 pulling 'Engineer Watford' having just left Linslade tunnel in the early 1950's.



The man himself, with his award-winning 5" gauge LNWR Jumbo he built from scratch.

The Bridport Branch and her Locos.

By Steve Green.

As some viewers may recall I am building a model railway down at Model Railway Solutions who's trackplan is based on the c.1902 layout at Bridport. Currently it is just over three years in the making and during these intervening years whilst carrying out research for my project, I have collected a number of locos associated with the real Bridport branch, both local and one-off visits. From the Grouping through to the end of WR steam, the line played host to various 0-6-0STs and then 0-6-0PTs, ranging from '1076' "Buffalo", '2021', '57XX/8750' and '74XX' types, the largest locos permitted being the Small Prairies of '45XX' and '4575' classes, which only started to appear from 1940 onwards, all operating with a standard Collett "B-Set". 14XX locos & autocoches were only generally used on Sunday services which started and finished at Weymouth, and lastly Ivatt 2MT 2-6-2Ts worked over the branch in the final couple of years of steam working to Bridport.

With regards to the appropriate GWR types, for a number of years I have renumbered them to locos based or which would have worked in South Wales, which is where my layout is set. Prior to that however, any random number would do, depending on which etched brass plates I could buy, to replace the printed-on versions. One of my first Replica 57XX GWR green pannier tanks was renumbered to 7782 for no real reason that I can recall, but she turned out to be a Weymouth loco in her late GWR and BR days. She was noted working on the Bridport branch and even took part in the 7-coach Southern Counties Touring Society 'Southern Counties Enterprise' tour on a wet Sunday 25th August 1963 (the one that brought A3 60112 "St. Simon" to Dorset), and with classmate 4689 became the last steam loco to work over the West Bay extension.



An almost perfect recreation of 7780 heading back to Bridport from West Bay in July 1962. A 3-car Swindon class 120 DMU in original livery on one of the first such workings along the branch. Steve Green

It wasn't until during lockdown that I thought about the idea of purchasing locos associated with Bridport, but again the first one was more of a fluke. I fancied a local/Weymouth-based BR black pannier tank and plumped for 7780, a Portland branch regular, but one that also worked to Bridport, which was lucky!

Back-tracking a few years, I purchased a Silver Fox r-t-r kit of a Swindon class 120 DMU to run on the Blandford Forum layout, to recreate a visit made by the class on 10th May 1958. Little did I know then, is that what I bought would also be an appropriate unit to run on my current layout when exhibiting it as a heritage/preserved railway. In the line's latter years, a single Bubblecar was the norm for passenger services, so next I purchased a Hornby (ex-Lima) Pressed Steel-built class 121 in BR Rail Blue which appropriately had BRIDPORT on one of her destination blinds, plus the headcode 2B96. I have subsequently re-numbered it to W55035, the only regular Bridport Bubblecar not to be preserved, detailed the interior, and added a suitable 2B51 headcode.



The bubble car and class 117 have reached the “end of line” on 5th May 1975.
Steve Green

The collection started to get serious with the purchase of the book ‘The Bridport Branch’ by Wild Swan, bought mainly as reference material with the aim of trying to incorporate as many features of the station onto my layout as possible.

From memory the next loco I decided to model was one of the last two small prairies which were out-stationed at Bridport shed, 4507. She was a local loco throughout her BR career, and when originally built in May 1907 carried the number 2168. Monday 15th June 1959 was the fateful day that Bridport shed closed and the fires were lit in 4507 & 4562 which were coupled together for their departure light engines back down to Weymouth to go straight into store. Being the lead loco, 4507 had the following chalked on her smokebox door: *‘Thank you for the loan, return to Weymouth’*. (I haven’t attempted to recreate this!) From this date, passenger trains on the branch were passed over to the group of WR DMUs, including classes 116, 118, 119, 120 (in 2 & 3-car variants) and latterly 121 & 122 single units, initially Weymouth-based, but when that finally closed during October 1970, they were shedded at Bristol, but out-stationed at Westbury. Both steam locos did in fact see further use, and thanks to a heavy overhaul during 1957 when she received a new boiler, 4507 continued in traffic until October 1963, and in the process became the last Wolverhampton-built loco to remain in service on BR.

I then thought I'd better get an '8750' variant of 0-6-0PT and from the book chose Weymouth-based 3763, which again was a regular visitor.

So, from the usual types of motive power, I then went a bit rogue and looked at locos that only made a one-off visit on a railtour: -

The first one was on Sunday 7th June 1958 with M7 0-4-4T 30107 and ex-LSWR "Emigrant" 2-coach corridor push-pull set No.738 in BR crimson. Some 80 members of the R.E.C. organised 'South Dorset Railtour' travelled from/to Bournemouth West and the trip also took in the Hamworthy Goods branch, Portland & Easton line and Upwey Goods before making it's way to Bridport and West Bay. This was the first passenger train to call at East Street & West Bay stations for 28 years! The Hornby loco has been modelled in "Railtour get-up" (or as best as I could represent it), with the green painted smokebox numberplate and shedcode confirmed for me by Colin Stone, and reproduced by Railtec Transfers. Unfortunately, the coach set used is not available as a ready-to-run model, so for the moment I use an EFE Rail BR crimson push-pull Gate Stock set. This was the only recorded visit of a Southern Railway/Region steam loco to the branch.



M7 30107 at the head of it's recreated railtour.

Steve Green

Sticking with the railtour theme, excluding the one mentioned earlier, the next tour to visit the branch was not until 27th February 1966, in the form of the 9-coach LCGB 'Dorset Belle Railtour'. This utilised Bulleid Pacifics on the main lines, but Ivatt 'Mickey Mouse' tanks on the branch lines that were traversed. Weymouth-based 41301 & 41284 did the honours, double-heading the train up from their home depot to Maiden Newton where they were re-formed to top 'n' tail the train to Bridport and back as the run-round facilities had been removed by this date.



2MT 41320 about to depart on the ill-fated tour, January 1967. S Green

The signal box was closed from 8th June 1965, goods having finished on 5th April 1965, and from the former date the branch essentially became a 9 ¼ mile long siding! Both locos were facing smokebox first for the climb up to Bincombe Tunnel, which meant they were not able to work over the branch in the usual method of working bunker first to Bridport. With 41284 now at the head of the train, complete with a 1X06 headcode stuck to a standard SR disc, she led the way to Bridport.

The last steam locos to visit the branch were also Ivatt 2-6-2Ts, on the infamous 'Bridport Belle Railtour' on Sunday 22nd January 1967. The Bournemouth-based duo 41295 & 41320 were again booked to top 'n' tail the tour to Bridport and back, but came unstuck on the steepest part of the climb back to Maiden Newton at Milepost 4 on the 1:50 gradient near the top of Lodgers Bank in Witherstone Cutting. The pair made several attempts to restart the 9-coach train but were unsuccessful and with 41320 running short of water, she was detached from the train back down the bank near Powerstock and ran up to Maiden Newton to summon help!

This eventually came in the form of D6541 (33023) from Weymouth, and the two locos then returned to the stranded train to rescue the participants and get them back on track, but now of course running extremely late and even later than it was already. (This was the only recorded visit, officially or otherwise, of a Crompton to the Bridport branch.)

From these tours, it is ex-push-pull fitted 41320 that I chose to represent in model form, although carrying an S&D headcode, as she was also used, on her own, on the Manchester Rail Travel Society's 'Hants & Dorset Branch Flyer' tour on 25th March 1967.

Amongst the lines visited by her with this 5-coach train that day was the truncated S&D, which was only open as far as Blandford by this time of course. This trip proved to be the last steam hauled train to traverse any remaining sections of the S&D. Whether this loco was felt to be a “good un” I am not sure, but before her transfer to the Southern Region in September 1961 from the LM Region she was rostered to work an RCTS tour on 19th September 1959, working in push-pull mode over several East Midlands branchlines. (The push-pull equipment was removed prior to her transfer down South).

Her first shed down South was at Exmouth Junction, and her first “last” was to haul the final regular steam worked service on the Lyme Regis branch on 2nd November 1963.

She was back on railtour duty down here again on Sunday 9th April 1967 helping out on the 9-coach LCGB ‘Hampshire Branch Lines Railtour’, when she topped ‘n’ tailed with BR Standard 4MT 80151 on the Lymington branch leg of the tour. The obligatory “End of Steam” embellishments of white painted smokebox door hinges & lamp/disc brackets and front buffers had been applied to the Ivatt by this time, and the hinges & brackets remained white until the end. This tour was also the last steam hauled run to travel over this branchline as well.

A more prestigious duty came on 4th June 1967 when she was entrusted with banking 4498 SIR NIGEL GRESLEY up Parkstone bank when “he” visited the Southern Region, or that was the plan! The Ivatt, running bunker first, got left behind as the A4 pulled the 10-coach train up the bank with ease, with 41320 priming and struggling to keep up!

Her final revenue earning duty came on Sunday 9th July 1967 at the end of Southern steam. In transforming my LMS unlined black Bachmann model into 41320’s final late BR condition I came across several photos on the internet of her at Blandford for example, as well as one stabled in the down sidings at Poole. The caption stated that, having spent the day shunting coaches around Bournemouth West, she was about to bank (again bunker first) an evening ECS working from Poole up to Branksome and then run light engine down to Weymouth to have her fire dropped for the last time. This in fact was the penultimate steam working on the Southern Region, prior to 77014’s trip and the photograph was taken by none other than Colin Stone – thanks Colin for the above info! Her last trip reunited her with 41295 which was already in store at Weymouth, but 41320 retained all her motion until at least the end of July, and somebody drew THE END into the dirt on her left-hand tank, presumably once on shed. By 30th September her motion had been removed with final disposal coming at the end of 1967 at the hands of Cohen’s at Morriston, Swansea.

This photo search revealed the loco was fitted with a taller, narrower chimney as carried by some members of the class, so a suitable replacement whitmetal one was obtained and the shorter, fatter version on the model was removed. The additional SR lamp/disc brackets have also been added and the makeover was completed using Fox and Railtec Transfers. (Other useless facts about this loco was that she was never fitted with a 70F Bournemouth shedplate and was the last former push-pull fitted Ivatt tank in operation on BR upon withdrawal.)



A Thumper back at "Bridport" for the first time since June 1974. S Green

The last official tour to work down to Bridport was on 1st June 1974 when the Swanage Railway Society ran their 'Wessex Wanderer Railtour' utilising 3H Thumper unit 1130. There was a layover at Bridport, so the unit was used to work the 12:00 service to Maiden Newton and 12:52 return!

On the last day of operation along the branch on Saturday 3rd May 1975, the 'Dorset Dawdler Railtour' was run, organised by the Southern Electric Group, again with a 3H Thumper unit, this time 1131. However, this tour didn't traverse the branch, instead the tour participants travelled in the specially strengthened branch train for the day as the tour stopped at Maiden Newton for about three hours. Some people on this tour stayed on-board and took the opportunity to "bash" the up siding at Maiden Newton as the Thumper had to clear the loop to allow service trains to pass! The headboard however was carried by the service train which was formed of branch regular Bubblecar class 121 W55033 and visiting class 117 3-car set B407 during the break in the tour.

Last year I decided to model the class 117 DMU, however it is in BR blue/grey and not the all over Rail Blue as carried by both units and the Thumpers at the time, although I have added the correct 2B69 headcode to the right DMBS-end of the unit. This involved re-numbering all three coaches of the Bachmann DMU and changing the set number on each end.

W55033 has been preserved and is currently based at the Colne Valley Railway painted in BR green where she tends to run around with either 2B51 or 2B69 headcodes and Maiden Newton or Bridport in the destination blinds. As mentioned earlier, all six of the regular class 121's that worked the branch have survived apart from W55035 and this includes W55028, now based of course down at Swanage. The only other vehicle to survive from the above list is the DMBSO from Thumper unit 1131 (60149) which is stored at St. Leonards in the custodianship of the Hastings Diesels Group. This year I purchased one of the Bachmann/Kernow 2H units as a nod towards the last tour over the line, however it is in BR green.

The only other known diesel locos to visit the branch were during November 1975 working on demolition trains, in the form of 08636 and 25164, both of which were based at Bristol Bath Road at the time. I have not modelled any of the diesels which ran along the line, yet... however!....

At a recent Railwayana Auction I spotted an item of great interest. Having double-checked it was what I thought it was, I put in an offer which I hoped would be sufficient to be the successful winning bid – and it was.

The item in question is a worksplate from D3803, built at Horwich in December 1958, latterly known as 08636! She was scrapped at Swindon during May 1983 and I very nearly didn't notice it in the catalogue, but luckily, I did. I guess I'm going to have to produce a model of her now!



Literally back on the Bridport branch for the first time since late 1975, a small part of 08636 makes a triumphant return. ***Steve Green***

Talking of models, as you can see in the photos, at time of writing (November 2023) all the ballasting has been completed on the layout with only minor areas to look at again, and the platform tops/surfaces have been started, plus a whole host of other detail and prep work has been carried out.

London Day Out

by Ken Aveyard

A chance for a quick day out in London was not to be passed up. Son Robert was meeting a friend for the day so we travelled up together, him from Poole me joining him on 444027 at Bournemouth. The day got off to a good start when 701055 appeared in Bournemouth on an early morning test working. Further class 701's 701043 701014 and 701037 were in Clapham Yard with one other so by the time I alighted at Waterloo there were four cops in the bag.

Robert's friend was waiting for us at the barriers so as they headed off to catch a bus, I headed underground in the direction of Liverpool Street. I was planning for a mainly bus day out by heading for Southbury station on the Cheshunt line, as this is next door to the Ponders End bus garage of Arriva London. Why there? When the New Routemaster or Borismaster buses were new, LT1 to LT8 were allocated to Clapton garage which is actually next to Hackney Central station and they worked on the 38 between Victoria and Clapton Pond. I managed to get pictures of most of them but decent pictures of LT1 LT4 and LT8 had eluded me. LT8 was chosen to be a trial for a Euro 6 emissions modifications and after being upgraded was reassigned to Metroline, who had LT9 – LT40 already for use on the 24 and 390 services. I was able to catch up with LT8 in June 2018 on a 390 service near Victoria.

In September 2020 one of my London spotting trips had been based at the Hackney Central Travelodge and I had been able to get pictures of the fronts of LT1 and LT4 in the Arriva depot yard late at night but that was all. By 2022 LT1 to LT7 had been transferred to Ponders End along with a number of other LT's made surplus by a timetable reduction on the 38. LT1-LT7 normally work on the 313 between Chingford and Potters Bar which uses 8 buses, but can also be found on the 13 bus 349 that runs from Ponders End to Stamford Hill.



710273 at Southbury Station on 22 August 2023.

My train from Liverpool Street was 710273 one of the third rail equipped variants normally found on the Goblin or Euston to Watford services. There's normally a couple of these on the Bethnal Green side each day. I alighted at Southbury and a few minutes later was stood in front of Ponders End depot checking on Bustimes for my LT targets. Having checked on Bustimes over the preceding few days and finding most days all 7 of the LT's were on the 313, today was to be a disappointment as LT1 was not in service and LT4 had just left for Potters Bar so would be quite a while before it returned. LT2 and LT6 were both on the 313 but otherwise nothing else. It was simply a case of hanging around and watching the various comings and goings with the services that terminate on the depot forecourt.



ES14 one of a batch of 23 plate Wright Streetdeck Electroliner used on service 307 to Barnet. LT4 finally passes Ponders End garage en route from Potters Bar to Chingford. Ken Aveyard

After getting LT4 which passed just after midday I headed back to Southbury station with no real plan other than needing to be at Stratford late afternoon to meet Robert. Whilst travelling back towards Liverpool Street, I decided to hop off at Seven Sisters and walk the short distance to South Tottenham on the Goblin line and head for Barking. As well as a decent place to get lunch, Barking is also the home to a large contingent of LT class buses with a special East London livery, a number of which were duly photographed, along with some of the latest BYD electric single deckers.



East London LT922 and Go Ahead SEe211 outside Barking station. KA

I then spent a few hours on Barking station hoping some of the new c2c class 720 units would be out on test, but none were running. I did see four freights pass through in the hands of 66528 66719 66605 and 66786.



66719 passes Barking station on 22 August 2022.

K Aveyard

I then headed for Stratford via East Ham and the Jubilee Line where I would pass the time until getting a message from Robert. There appeared to be some problems on the North London Line as for a while nothing was moving in and out of the station and passengers were being turned away from the platforms. I did manage to pick up two new class 720 units 720507 and 720132 before making my way down to the bus station to meet Robert.



720132 at Stratford working the Meridian Water shuttle service.

KA

After taking a load more bus pictures and meeting Robert we took the Jubilee Line back to Waterloo for the run home. With five train cops for the day and most of the target buses acquired, it was a good day all round.

Picture Gallery

We start in Scotland with some images from Paul Carpenter who's been out and about adding to his library of station photographs.



Duirinish with 158709 operating 2H84 the 13.46 Kyle of Lochalsh - Inverness on 21 June 2023.



Dunblane with 385002 + 385010 on 2P20 09.55 to Edinburgh and 170405 on 1L57 the 09.08 Glasgow Queen Street - Dundee on 19 June 2023



Cupar with HST 43012 + 43164 operating 1A89 16.30 Edinburgh - Aberdeen on 19 June 2023.



The Caledonian Railway at Brechin with Birmingham RC&W class 27 loco D5370 on 25 June 2023.



Moving south to the Tyne and Wear Metro system, this is Stadium of Light station with Metrocars 4057 + 4071 on an Airport - South Hylton working on 24 April 2023



Moving over to Merseyside we find Meols station with 508141 on 2W45 the 17.36 West Kirby - West Kirby via Liverpool on 24 August 2023.



Down to the Thames Valley at Pangbourne with 387148 + 387150 on 2P41 10.12 Didcot Parkway - Paddington 06 June 2023.



Way across to the east this is Wrabness with 720579 on 2A33 the 12.26 Harwich Town -Manningtree on 11 April 2023.



Across the Thames to Rainham (Kent) where we see 395001 on 1C26 the 11.20 St Pancras International - Ramsgate on 15 August 2023.



Finally Paul takes us to Sheerness-on-Sea on the Isle of Sheppey where we find 375304 waiting to depart on 2D44 the 15.17 to Sittingbourne on 15 August 2023.



60076 passes through Walsden station on the Liverpool to Drax biomass service on 9 August 2023.
Colin Aveyard



60002 passing through Shipley 22 May 2023.
Colin Aveyard



37418, inspection saloon 975025 Caroline and a tamper pass through Saltaire station on 25 August 2023. Colin Aveyard



Network Rail infrastructure test trains use Colas traction. Here 43277 leads a formation through Shipley on 03 September 2023. Colin Aveyard



Still paired on 17 October 2023 37418 + 975025 Caroline worked 2Z02 07.35 Bournemouth - Southampton Central via Weymouth and is seen passing Wool.
Paul Carpenter



37425 and 37716 top and tail a rail head treatment train through Shipley station on 22 October 2023.
Colin Aveyard



37510 Orion hauls 68026 Enterprise (dead) plus Mk5 coaches from Scarborough to Crewe South Yard (possibly for storage?) Seen passing Mirfield on 2 October 2023.
Howard Bolton



Network Rail's class 153 inspection units travel far and wide. 153376 is seen at a wet Eastleigh on 5 August 2023 and again passing through Shipley on 2 November 2023. Ken Aveyard (L) Colin Aveyard (R)



Two from Doncaster on 3 November 2023. Grand Central 221143 carries GC livery on the driving cars whilst on short term lease. 60024 hauls a single coach ex overhaul at Knottingley to Burton Wetmore Sidings. DB is expected to stand down all its class 60's shortly. Colin Aveyard



150268 passes Meadowhall on 3 November 2023.

Colin Aveyard



On 11 October 2023 SWR refurbished units 458407 and 458417 arrive back at Branksome from their test run to Basingstoke. Arrival back at Branksome was at 1452 and at 1518 a further refurbished unit, 458425 arrived top and tailed by regular delivery locos 50007 and 50049. KA



On 24 November 2023 Chiltern liveried 68023 made a route learning run to Winfrith and back passing Branksome mid morning. Due to an error Winfrith wasn't expecting it and the loco could not access the site. An expected train on the 28th was cancelled due to no crew. Ken Aveyard



Transport for Wales refurbished class 153 unit 153312 is seen at Cardiff on 8 September 2020.
Ken Aveyard



Deputising for a 156 on the Lincoln service, East Midlands Railway class 153 unit 153313 and a sister unit arrives at Doncaster station on 22 March 2019.
Ken Aveyard