

# The Corkscrew



Newsletter of the

**Wimborne Railway Society**

**Issue 139      February 2024**



**Ammanford looking north on 24 March 2022. Paul Carpenter**  
**See part 3 of the article on the Heart of Wales line from page 4.**



**66028 and 66185 DP WORLD leave the Western Docks in Southampton**  
**on the rear of the train returning to Peterborough. Trevor Hargreaves**  
**See article from Trevor from page 22**

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

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## Editorial

Well I was a little bit out in the last editorial, but finally class 701's are running in public service. On Tuesday 9 January 2024 701037 worked an additional service at 1025 from Waterloo to Windsor and Eton Riverside, returning at 1130. The following day 701039 worked the same journeys. From the following week an afternoon round trip has been running each day. A third unit 701043 has also been used and they appear to be the only three available at the moment. These trains seem to be running with driver and guard instructors to build up experience of in service operations ready for the introduction of the formal training programme. Also on 9 January, Dorset saw the first appearance of a class 88 in the county, as 88002 was used to replace a defective 68 on a Winfrith nuclear waste train. See page 28.

Following the success of the Railex model railway exhibition in 2023, we are holding an Open Day on 16 March 2024, also in the Allendale Centre in Wimborne. Modelled on our previous Christmas open days but with more space than we have in the church hall, this is a chance to showcase what the Society does and hopefully encourage new members to join us. Although the final plans are still to be confirmed, the Society plans to display Turner's Wharf and Tarrant Valley, plus a number of guest layouts from members and friends. There will also be demonstrations plus a selection of trade stands. All members are encouraged to support the open day, see page 35 for times and prices for the general public.

In this issue we have part three of the Heart of Wales Line Today from Paul Carpenter, Dave Coasby introduces his new O Gauge layout, whilst Trevor Hargreaves has been out and about at both Southampton and Eastleigh. As always we have a selection of photographs submitted by members and friends.

Sit back and enjoy Corkscrew 139. Closing date for 140 is 21 March 2024.  
Cover Picture by Ken Aveyard is of South Western Railway 450096 in the platform at Lymington Town on Easter Sunday 9 April 2023.

# The Heart of Wales line today

## Part 3 Llanwrda – Llanelli

by Paul Carpenter

Picking up the line south from our last port of call at Llandovery we now make our way south crossing the river Towy around three quarters of a mile south of Llandovery by a four span girder viaduct supported by three pairs of pillars. From Llandovery to Llandeilo the line was opened in 1858 by the Vale of Towy Railway Co. The River Towy was to cause a devastating event nearly 130 years later.



*Llanwrda looking north on 4 October 2022.*

*Paul Carpenter*

**LLANWRDA** – Just under four miles from Llandovery we reach Llanwrda. These days the A40 trunk road, that we have had not far away on the north side, bypasses the village and bisects the minor road to the station. Just past a large company specialising in roofing and cladding the road reaches an open level crossing with the single platform of the station. As far as I can tell (a trawl of the internet provided very few historical photos) there was never a passing loop here but there was a goods shed with associated siding. There's little now beyond a brick built shelter of the same design as has been provided at many stations on the line in relatively recent times. It was very wet on the day I called so it was a brief look! As an aside there's an interesting display of railway memorabilia in the village at what I presume was the former local garage. Amongst a semaphore signal, a GWR bench and platelayers trolley there's a platform nameboard from Llanwrda plus one from the next station Llangadog.

**LLANGADOG** – The level crossing on the busy A469 is here protected by half barriers. At the risk of being repetitive the former station buildings have long gone and a modern brick shelter is provided these days. Formerly a crossing loop here was controlled by a standard GWR signal box, perhaps surprisingly not a LNWR design, of course that's gone as well. A house which I presume was the station masters' is still occupied in private ownership and nearby factory buildings were once the Co-op Wholesale creamery which had a siding here in days gone by.



*Llangadog looking south on 24 March 2022.*

*Paul Carpenter*

Unfortunately, tragedy befell the line on the next section to Llandeilo in 1987. On the morning of the 19<sup>th</sup> October the 07.15 Swansea – Shrewsbury passenger train plunged into the river Towy after a bridge at Glanrhyd had collapsed into the swollen river following heavy rain. The report into the accident concluded the bridge collapse had occurred during the night preceding. The rear coach of the two car Class 108 DMU which stayed on the rails on part of the bridge that remained intact held the front coach until the coupling broke. The front coach became almost completely submerged with the loss of life of three passengers and the driver who had been unable to get to the rear coach.

**LLANDEILO** – Once the junction for a line through to Carmarthen built by the Llanely Railway (which had already built the line from Llanely). These lines came before the onward extension north to Llandovery. The Carmarthen line closed in 1964, and what was once a four platform station is now a two platform affair (due to being a passing place on the single line).

Today's buildings are restricted to a 'bus' shelter northbound and a slightly more stylish stone clad shelter southbound. More noticeable is a very substantial set of stairs walled in concrete block, this providing access to a footpath providing a short cut into town. I'd thought these were the remains of the former footbridge, but photographic evidence proves otherwise. One surviving feature of former goods traffic is a substantial concrete section built former provender store shed, once a common sight at stations in agricultural areas.



*Llandeilo with 153327 2V06 05.56 Shrewsbury - Swansea 24 March 2022.*

**FFAIRFACH** – It's less than a mile coming south from Llandeilo, in fact it's at the western end of the town. Ffairfach station is situated on the northern side of a busy skewed open level crossing over the A483. The station here used to have a single siding and formerly a GWR standard design timber clad signal box as well as a wooden station building on the single platform. A modest utilitarian brick building survives from the days when the siding was in use, whether it was a goods store or maybe in permanent way use I do not know! An even more modest shelter caters these days for passengers. A milk siding south of the crossing served the former creamery that closed in the late 1950s, some buildings of it remain.

**LLANDYBIE** – Four more miles bring one to Llandybie which is the modern spelling, formerly spelt Llandebie, like so many on the line there have been variations over time. Again, next to an open level crossing, though on a much quieter road than Ffairfach.

Along with many stations with an adjacent level crossing where the warning lights are train crew operated, one has the seemingly strange situation that the station is a request stop going south but a mandatory stop going north. The shelter in rough stone was actually an extension of the long demolished wooden station building that once stood on the remaining platform, in fact it may have predated it? Whilst the station, which had a GWR design signal box, had sidings, as far as I can see it was never a passing place for passenger trains.



***Ffairfach and Llanbydie both looking south on 24 March 2022. P Carpenter***

**AMMANFORD** – For a short while the terminus from the south, named at that time Duffryn, then successively Tirydale, Ammanford & Tirydail before its current plain Ammanford. It once had a passing loop but it was used only for goods trains, though possibly a long time ago there was another platform, if there was, I cannot find a photo of such. The level crossing these days is barrier protected. Close by is the 'Great Western' pub. On the platform there's a small display of railway hardware including a colliery tub wagon. Being close to the town centre this is one of the better patronised stations on the line.

*See picture of Ammanford on page 2.*

**PANTYFFYNNON** – After a number of very basic stations (until the term was largely dropped, they would have been regarded as downgraded to a 'Halt') we come to a location still of some interest. It was as long ago as 1839 when The Llanelly Railway reached Pantyffynnon, though the station here dates from 1841 when the main line was extended the short way to Duffryn which was the original name of Ammanford (see above). However, the year before the Llanelly Railway had been extended eastwards to Garnant. The present-day interest is that this line which was the erstwhile Brynamman branch is still in situ though currently disused running to Gwaun-cae-Gurwen, usually shortened to GCG, latterly in use as a coal loading terminal. Passenger services from Pantyffynnon to Brynamman I found during research to have been withdrawn on the day that I was born in August 1958! The current in use platform is v-shaped with a trackless face adjacent to the remaining single line curving away towards Gwaun-cae-Gurwen.



***Pantffynnon 153333 + 153921 operating 2M08 09.28 Swansea - Shrewsbury on 24 March 2022. Paul Carpenter***

Heart of Wales services use what was once the down platform, the up platform long devoid of rails but still relatively intact. A gated level crossing is immediately north of the station, with hand worked modern steel gates, which unusually open away from the railway rather than across it when open for road traffic.



***Pantffynnon signal box with the same train as above. Paul Carpenter***



The station building that remains is of more than passing interest. It is believed to date from 1857 and is a rare Isambard Kingdom Brunel chalet style design. It is of course a listed structure and was restored by Network Rail and gained a Railway Heritage Trust award for 'best restored structure' in 2018. The Railway Heritage Trust themselves had contributed with a substantial grant towards the necessary work involved.

The signal box to the south of the station controls the whole of the line north to Craven Arms as mentioned in Part 1 and of course entry onto the now disused line to Gwaun-cae-Gurwen. The line here is signalled by some remaining GWR style semaphore signals, though they are from the later British Railways Western Region period. I asked the railman who worked the gates when that line had last been used as the rails looked very rusty and he thought maybe a couple of years, my visit being in March 2022. The engine shed here disappeared not long after the end of steam in the mid 1960s but for more than two decades after diesels, usually Class 08 and 37 stabled adjacent the station here, days that will not be seen again with the demise of the coal industry



***08944 stabled in the yard at Pantyffynnon on 30 July 1978. Ken Aveyard***

**PONTARDDULAI** – The just over five miles south from Pantyffynnon was formerly double track but has been singled since the mid 1960s. Pontardulais (using the former spelling) was well known in the 1970s for the nearby Graig Merthyr colliery which used steam locomotives up to closure in 1978. However here I'm going to concentrate on present day situation at the still open station. In truth there's not a lot to review. This was a onetime four platform station, the single remaining platform with a 'bus' shelter shows a hint of former days by its width. It once had another face for the original route until 1964 to Swansea Victoria. A stub remained for another ten years for colliery use.

To appreciate this lost route, look up a British Film Institute (BFI) titled 'Swansea Victoria – Pontarddulais 1964 (June)'. Free to view online, a wonderfully evocative 12 mins for those of us not old enough to have known it.



***Pontarddulais looking south 24 March 2022.***

***Paul Carpenter***

The only building of note to remain here is the former brick built goods shed. It is used at present to carry out MOT tests. We are now on the line to Llanelli that had become part of the Great Western Railway when it absorbed the Llanelli Railway in 1889. Long running disputes with the London & North Western Railway help explain why that company had an interest in having their own line to Swansea. The line we are following had of necessity become single track southwards as we cross the River Loughor, to then go through the single bore Pontarddulais Tunnel a short four chains long that takes us under the A48.

After leaving Pontarddulais in a roughly south-westerly direction Heart of Wales trains pass two junctions. Hendy Junction and Morlais Junction approximately a mile apart, form the north and south side of a triangle for the double track Swansea District line going east. This area is quite remote away from public roads and for a viewpoint I went onto Google Maps 'streetview' which gives you a virtual look from the M4! Perusal of the 'Realtime Trains' website (w/c 3/12/23) revealed a lot of pathways over the Swansea District line to Cwrt Sart Junction, Briton Ferry.

Most are related to traffic to or from Trostre Tinplate works which are close to Bynea, others are for oil trains from Robeston Oil Terminal near Milford Haven to either Westerleigh (near Yate, Glos') or Theale (near Reading). An average of around ten of these conditional workings a day over the line might actually run. There's a single booked passenger working Monday – Friday, the 12.50 Fishguard Harbour – Cardiff Central which thereby avoids Swansea station.



*Llangennech looking north 24 March 2022.*

*Paul Carpenter*

**LLANGENNECH** – It is no surprise that the former brick station buildings have long gone as the station became an unmanned halt way back in 1959 along with the next station Bynea. Here the platforms have tiny wooden open fronted shelters. The scenery hereabouts is very different to that of the line traversed from Craven Arms, the area being flat marshland along the River Loughor. The public road from the south end of the village ends at the level crossing at the south end of the village. On the far side of the crossing a track continues on to the marshes, mostly used by walkers. As at some other stations raised humps on the platforms were installed a few years back to assist users.

**BYNEA** – The B4297 crosses by a bridge here at the south end of the station. The built-up nature of this district might suggest a higher passenger usage than what is actually the case but I would imagine the sparse train service isn't as attractive as the half hourly Llanelli – Swansea bus service. Again here, the only shelter provided is very basic on both platforms. If this and the previous two stations could hardly be more modest today, they do have a claim to fame of opening as far back as 1840, amongst the earliest stations opened in Britain.



***Bynea 66761 working 0B28 the 10.32 Cardiff Tidal TC GBRF - Trostre Works on 24 March 2022.  
Paul Carpenter***

Half a mile south of Bynea the line passes Genwen Junction where a line leads into the Tata owned Trostre tinplate works. Shortly after Llandeilo Junction is passed bringing us onto the route now known as the West Wales line. Less than two miles from Llandeilo Junction we arrive at Llanelli station.

**LLANELLI** – If it wasn't for the diversion in 1964 of the Central Wales line trains away from its traditional route into Swansea Victoria I would not be including Llanelli in this survey. The post 1964 routing via Llanelly (as then spelt), saw most trains heading eastwards to Swansea High Street station (renamed plain Swansea in 1968).

Llanelli station still retains a lot of interest at least at the time of writing being largely unmodernised, the circa 1870 building constructed in stone, with Bath Stone dressings. The main building on the up side retains its canopies. A comparatively rare covered GWR design footbridge will unfortunately be lost with lift towers and a modern footbridge replacing it. Whilst the new footbridge will of course be welcomed by many users it's perhaps a pity that the original could not be retained as well. The more modest down side building in matching stone also retains its canopy. A plan to try and get the station buildings a Grade 2 listed status was rejected for a third time in September 2023.

What does however have Grade 2 listing is the former Llanelli West Signal Box, though it no longer controls the level crossing barriers at the west end of the station.



***Llanelli with TfW 150283 (to Cardiff) operating 1W62 11.05 Milford Haven - Manchester Piccadilly on 24 March 2022. Paul Carpenter***

There's also another barrier protected level crossing which is at the east end of the station. The colour light signalling has long been controlled from Port Talbot Power Box, although I think the plan is to bring this under Cardiff or even a new box at Swansea. Also holding Grade 2 listed status is the early goods shed at the east end beyond that level crossing on the up side.

References – Trackatlas of Mainland Britain (Platform5), Steam in South Wales Volume 2 (Michael Hale Oxford Publishing Co). Also O.S. maps from the 1950s era 6<sup>th</sup> Edition. Wide use was made of Wikipedia and Google Maps.



***Looking across the level crossing class 120 DMU's 50728 59277 50691 50672 50722 approach Pantyffynnon on 3 September 1977. Ken Aveyard***

# Printers Yard

By Dave Coasby. Photos: Dave and Glynis Coasby

I've never had room at home for the sort of large O gauge layout that I've always dreamed of, with stations and an engine shed etc, so for many years I found great satisfaction being part of the London based Model Railway Club's 'Happisburgh' team. A little later I also helped build and operate the Luton Model Railway Club's 'Central Works' layout, which is still on the national exhibition circuit. Since my move to Wimborne and joining the Wimborne Railway Society (WRS) I've enjoyed being part of the 'Horton Road' team and am currently looking forward to helping construct its replacement – 'Stourvale End'.

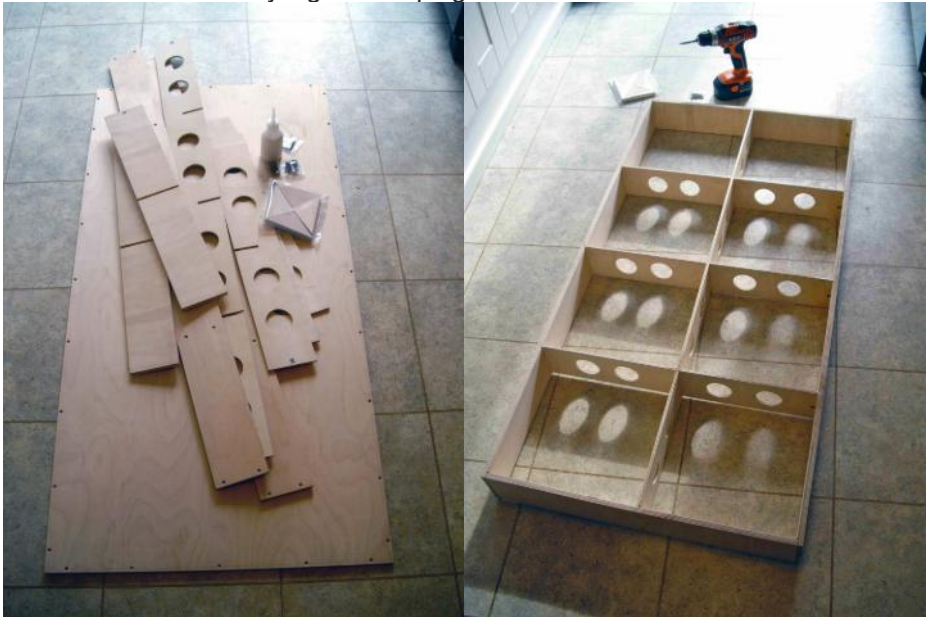
But time marches on and I desperately wanted an O gauge layout of my own. So a few years ago I began constructing 'Printers Yard' which is an imaginary small shunting yard on the outskirts of Brighton, which was linked to the Brighton – Portsmouth line via a loop (geographically impossible, but not in my imagination!)

The layout is called 'Printers Yard' as the low-relief factory I have placed along the back scene is a printing works. This will justify the box van traffic, with paper and inks coming in and printed material being sent out around the country. For many years there was a printers at Portsmouth called 'Coasby and Co Ltd'. In my imagination they had a second factory elsewhere, near to Brighton. The name Coasby is of course my own surname and the owners of the printers were distant relatives, but unfortunately the firm closed down in the early 1970s.

Apart from the factory I have somehow managed to find room for lots of points, a goods shed and some coal staithes for the local coal merchants – so plenty of shunting manoeuvres – all within an area of 8ft by 2ft. I would stress here that anyone planning a new layout should take their time and if possible do what I did and lay out paper templates of the points (available from Peco) and actually stand some of your stock on your 'plan'. That way you can tell accurately what will fit – and what will not. Also remember it is well worth keeping points clear of baseboard joints. On 'Printers Yard' I needed sufficient length for a reasonably long loco (in my case a Class 33 diesel) to be able to run it forward over the point at the far end and then back around its train via a short loop. No matter how much I fiddled with the templates on my desired track plan this loco wouldn't fit. My friends at the Luton Model Railway Club suggested a solution, so a short baseboard extension was constructed that bolts onto the end. This usefully forms a road over-bridge and also makes a good scenic break. Because of the limited size of the layout I realised from an early stage the amount of scenery was going to be minimal. However, with the use of low-relief buildings I feel I have managed to create a small and interesting urban shunting yard.

## Baseboards

I made up three baseboards, each 4ft x 2ft, two being for the main layout itself, with the third used for the fiddle yard, which uses cassettes to accommodate 'out of view' stock. The baseboards were supplied by Model Railway Solutions (MRS) of Poole, and come as a pre-cut pack. They were MRS's top quality birch ply range and are very easy to assemble. Once I'd checked my construction was square and the glue had set I applied 2 generous coats of acrylic satin varnish. Some may ask "Why varnish or paint your baseboards?" It's quite simple in my case. From the outset I knew the baseboards would be kept in very varied conditions: In my old shed – when I was living near Luton; at a very damp club room at the Luton MRC; in my garage, after moving to Dorset; and at times in my kitchen. So far none of the boards have shown any sign of warping.



***The kit of parts from MRS and the completed first baseboard frame.***

If I learnt just one thing with my involvement with 'Happisburgh' it was that I was determined to standardise all the legs and fixings on my new layout. 'Happisburgh' took ages to erect – even with a crew of 8 – with all its slightly different trestle's (which had to be set up in a certain order) and numerous sized bolts that held the whole layout together. But admittedly it was a very large and complicated layout...and great fun to operate.

'Printers Yard' has simple detachable interchangeable legs, each fitted with a height adjuster. I can erect the layout on my own (though if someone else is around I won't say no to a helping hand).



### ***The simple leg fixing***

I start by pushing four legs into their corner slots in the first baseboard (so it can stand alone), then offer up the second board to it, which is located accurately with male and female metal alignment dowels. The second board piggy-backs onto the first, thus only needing two legs, with a similar mating of the third board to the second – altogether just 8 simple legs. All the boards are secured together by a pair of M8 sized bolts, which screw into pronged tee nuts, which I have fitted permanently to the other side of the hole, so no worries about finding nuts to go on the end of the bolts. When all three boards are erected and joined together they are remarkably stable and it's all achieved in a matter of minutes. Another advantage of this system is that if I want to work on any one of the baseboards, then all I do is fit four of the legs to it and within a minute it is erected.

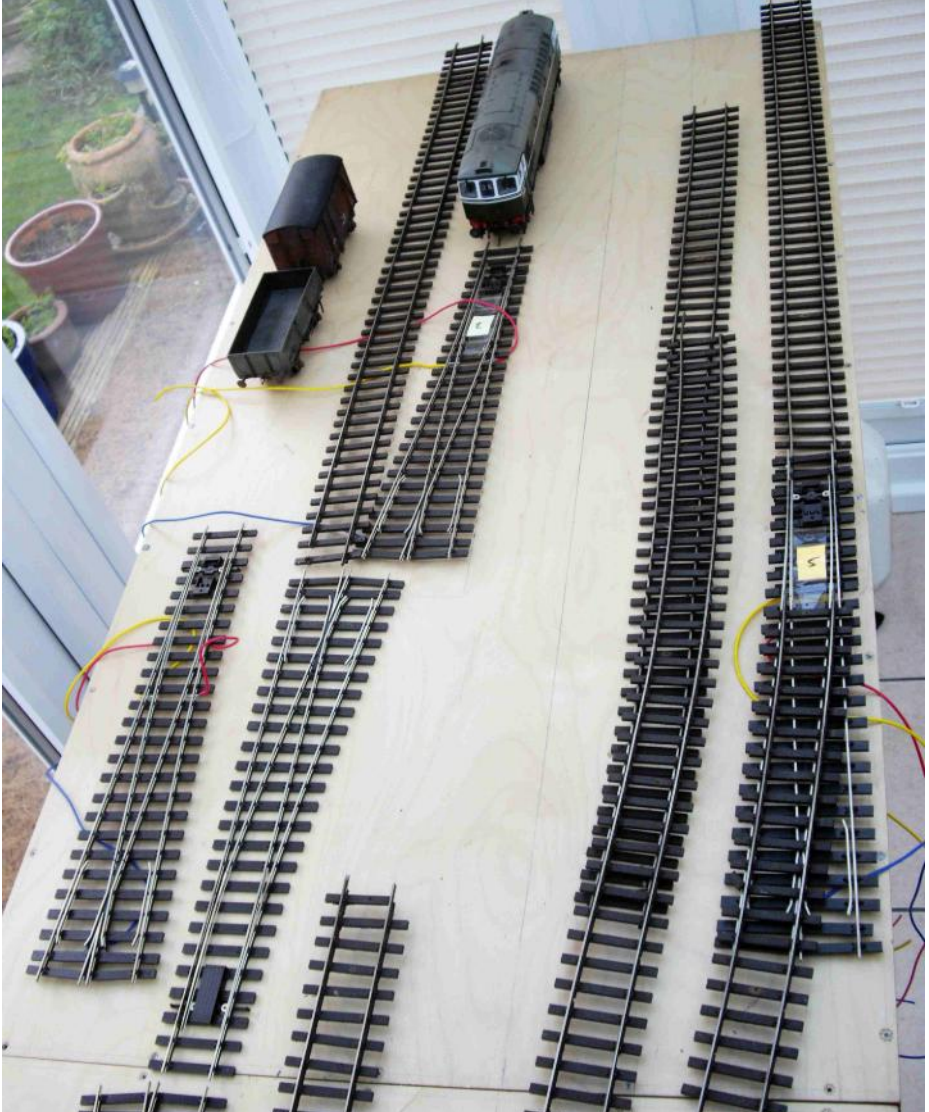


### ***The track plan is taking shape, on the two main boards***



## Track

The greater majority of track is Peco with a space-saving Marcway 3-way point and double slip, which are all operated by Tortoise point motors. These were fitted with the help of WRS members Dave Round and Barry Moorhouse. Where track crosses from one board to another small brass screws are fitted just below rail height and the rail soldered to them. This gives the track some protection when assembling boards together.



*Early days. What fits... and what doesn't!*

I have painted the rail sides and sleepers and weathered them and the ballast – a tedious, but essential task. Weathering has also been applied to the surrounding ground and some of the buildings. Tufts of grass, weeds and bushes have also been incorporated.



***Applying the ballast with the usual soapy water and dilute PVA***



***The provender store, road vehicle access and coal yard.***

There is a short section of siding at the back of the layout where brick 'setts' have been laid between the tracks to allow motor vehicles to drive over them and gain access to the provender store and a Skytrex yard crane.

## DCC only needs 2 wires!

In theory yes, but in practice no. Being totally un-gifted in my electrical skills I was most fortunate in having some very skilful friends in Luton, when (and where) the layout was first being constructed. I probably could have muddled through on my own had I chosen to have the layout analogue, but I so loved the concept of DCC. No section breaks needed, multiple locos running at the same time... and sound! Control is by an NCE PowerCab, with an additional NCE ProCab used when operating with a friend.

## Buildings

Much use has been made of proprietary buildings. In particular the Bachmann Scalecraft range. On 'Printers Yard' you will see their low relief corner shop on the road bridge, the provender store and the lineside concrete hut (so typical of the Southern Railway). Even more use has been made of Skytrex retaining walls, bridge parts and low relief factory fascia's. The coal staithes are also from this source and with the application of some real coal look just right. Whilst at an exhibition I spotted the girder bridge on the bring & buy stand and snapped it up, as I knew it would make an excellent scenic break between the main baseboards and the fiddle yard. My main reason for using all these almost ready-to-use items was simple. I'm getting on in years and I wanted to see the layout up and running as soon as possible. However, a move of house to Dorset and Covid lockdowns delayed matters somewhat.



### ***The road bridge ready to be bolted onto the main layout and test fitting the Skytrex mouldings***

An exception to the 'out of the box models' is the Southern signal box. It had been in my 'to-do' drawer for many years and has at last has been assembled with the assistance of one of my new-found friends at the WRS – John Collop. Being small it is ideal for the location and John fitted it out with a Peco interior, which gives a perfect finishing touch to the model. He also scratch built the green yard doors and the grounded coach body and had a hand in quite a few other scenic items along the way. Meanwhile I was busy putting together a few of the low-relief Petite Properties laser-cut kits which now adorn the road bridge.

## Locomotives

Because my layout is only a shunting yard, handling just goods and no passenger traffic, I have had to moderate my choice of locos. The prototypes must also have been in the Brighton area around my chosen time period of mid 1950s to early 1960s.



*'Glynis' the E Class Pecket ST is the printing works privately owned shunter*



*Terrier 32661 makes a stop for water*

## Rolling stock



***Class 08 13219 picks up some vans from the provender store siding and Q1 33031 has picked up some fitted vans.***



***Viewed from the girder bridge Class 33 'Crompton' D6536 eases into the yard and E4 32503 ambles into the yard whilst a pair of RAF Hawker Hunters flash by (they cover up a damaged piece of backscene!)***

Rolling stock is a very mixed bag from most of the leading manufactures. Some are made up from ancient kits constructed years ago, whilst others are RTR models that have been suitably weathered, with my stock and locos fitted with Dingham couplings. As you get on in years hooking up 3-link couplings becomes more difficult. With Dingham's coupling up is normally achieved by simply pushing the two trucks together. Uncoupling is easy with a pair of tweezers or a simple hook.

As you can see from the photographs the layout has developed the character I was keen to achieve. The other important thing to me is that it was fun to build, and I am indebted to several friends who have helped me along the way.

'Printers Yard' is relatively easy to erect and also fun to operate, either on my own or with a friend. I've even started to exhibit it locally – some of you WRS members may have seen it in the Allendale Centre at the Central Southern Gauge O Group's Annual Exhibition in October. It only needs two cars to transport it – unlike my MRC 'Happisburgh' days, where we'd need a crew of 8 and I'd be driving a 7.5 tonne truck to transport it to and from shows!

# Another Awkward Week Adventure

by Trevor Hargreaves

On Saturday the 30<sup>th</sup> December 2023 UK Railtours ran a special train called “Another Awkward Week Adventure” starting from Peterborough and travelling to both Southampton Eastern and Western Docks.

Talking to John Biglowe at the Club one Thursday he told me that he and his son Henry had booked tickets and would be travelling on the excursion, so I decided that I would try to photograph the train in Southampton.

About nine o'clock on the Saturday morning I checked the progress of the train on Realtime Trains and found it was already running 60 minutes late. I later found out DB Cargo 66185 named **DP World** had failed and replacement loco 66028 was working the train double headed.

However the weather was awful with gale force winds and very heavy rain, so I decided I would not go.

But I made the mistake of keep checking the progress of the train and as it reached Reading it was only 20 minutes down, and as the weather seemed to be improving, I decided to drive to Southampton.



***66158 runs light engine over Canute Road with the Canopy of the old Southampton Terminus Station in the background. Trevor Hargreaves***

Bad mistake. The P & O Cruise ship IONA was berthed in the Ocean Cruise Terminal and the traffic was at a stand still from IKEA past the Red Funnel Terminal right up to South Western House. As the traffic inched along towards Canute Road I thought I had made it in time.

But when I was within sight of the rail crossing the lights started flashing and I had to sit there and watch the train slowly cross Canute Road.

I found a parking space and walked back to the crossing and got talking to the DB Cargo Shunter who was operating the crossing lights. He told me that another loco was coming down light engine to pull the train back to Northam.

Because of the traffic chaos there was no way I was going to get into the Eastern Docks to photograph the train, so after it had returned to Canute Road I started to make my way to the Western Docks. As I drove past the IKEA store I realized I was following 2 DB Cargo vans that turned into the Docks at Gate 10, so I just followed them.

As we waited for the train to cross Western Avenue and Herbert Walker Avenue, next to the old King George V Dry Dock the rain got heavier. Again talking to the DB Cargo Shunter he told me all the barriers and signalling had been renewed in anticipation of 8 to 10 DB Cargo Intermodal trains departing each day, although I could see no container handling equipment.

By the time the train returned it was raining very hard and the light had gone completely so I apologise for the quality of the photographs.



***66158 crosses Western Avenue in the pouring rain. Trevor Hargreaves***



***Visible at Wabtec Doncaster are semi derelect 47714 and 47703 seen on 3 November 2023. Colin Aveyard***

# Nuclear Flasks on the Move at Mirfield.

by Howard Bolton

There has been great excitement around here recently as much tree/bush cutting has taken place around Mirfield station. However what is more exciting is that several trains of nuclear flask wagons have been going to/from Freightliner's Midland Road Depot Leeds from the Coal sidings at Crewe for tyre turning it is believed. Here is a picture at Mirfield (27 November, 68020 Reliance and 68019 Brutus returning to Crewe.) and one of the wagons at Midland Road (29 November). The smoke behind the locos is from a local fire not from the locos' exhausts.





# Day Out at Eastleigh

by Trevor Hargreaves

Bernie, Mike Ranger and I went to Eastleigh on, 4th December, to meet up with James Luther who was on the Eastleigh-Southampton Maritime Freightliner shunt duties. Attached a couple of photos of him taking over a Crewe to Southampton Maritime box train with 70014 and leaving Eastleigh. Unfortunately because of the reflections on the windscreen you can't see that it is James driving.



Also while we were at Eastleigh 59101 VILLAGE OF WHATLEY came out of the works in its new livery for Hiedelberg Materials, which James thought was a new aggregate customer for Freightliner. Unfortunately it was a wet & grotty day!

# Last Duty for a Grid

by Ken Aveyard



*On 13 December 2023 56081 headed the delivery of 458424 back to Bournemouth depot after refurbishment at Alstom at Widnes. On the rear was 69008. The pair returned to Widnes with the next unit in the programme, and on 24 January 56081 headed to Longport where it is thought it may become an additional class 69 spot hire loco for EMD.*



# Help! Let Me In!!

In the last issue of The Corkscrew the picture of 68012 passing Branksome on its way to Winfrith was incorrectly captioned as 68023. Unfortunately it appears that someone forgot to tell Winfrith the training run was happening, and nobody was there to unlock the gate. There was however our intrepid correspondent Paul Carpenter who took the pictures below.



Rather more successful was the operation on 9 January 2024 when due to the failure of one of the allocated locos at Stafford, 88002 was attached to the rear of the working, and is seen here at Wool on the downward run.



***Wool with 68003 + 88002 on 6Z62 the 01.00 Crewe Coal Sidings (DRS) - Winfrith Sidings on 9 January 2024.***



***Winfrith Sidings 88002 + 68003 on 6Z95 the 15.52 Winfrith Sidings - Crewe Coal Sidings (DRS) on 9 January 2024.***

The locos were swapped around at Dorchester so the 88 remained on the rear of the formation except for the draw back from Winfrith Sidings.

# More Images from Ireland

by Tony Gwynne

Seeing Colin Aveyard's images of Irish railways in a previous edition of The Corkscrew prompted me to dig out and scan some slides I took on 23rd September 2004. These were taken in Westport and Manulla Junction in County Mayo, and I thought they might be of interest.





## Branksome Bonus



***GBRf 57305 arrives at Branksome on 29 January 2024 with the brake force/translator vans ready to take a 458/5 to Widnes later that day. KA***



***At the other end of the train was 47749 City of Truro.***

***Ken Aveyard***



***About 20 minutes after the previous arrival, there was one of the regular class 455 workings from Wimbledon for units requiring some heavy attention. Leading was 455858 which has been rumoured for a repaint in to blue and grey. Bringing up the rear was 455868 (below). Ken Aveyard***





# Wimborne at the Southampton Exhibition 2024.

Pictures from Gerry Barnard



# Introduction to Model Railways

By Gerry Barnard

Model Railways is a hobby shared by millions of people of all ages around the world. Famous modelling enthusiasts include Rod Stewart, Jools Holland, Pete Waterman, Eddie Izzard, Anne Diamond and Michael Jordan. At the heart of this enthusiasm is a fascination with scale models that reproduce lots of details of the real thing, right down to the rivets and bolts.

Those entering the hobby come via different routes. For railway enthusiasts who enjoy observing real trains the models are mementos of the romance of railway transport.

Some people like to collect, build and run the models of the trains they saw when they were very young, often taken to see them by their grandparents. They build working layouts featuring stations, signal boxes, scenery, vehicles, shops, people and places that they remember or imagine.

Others enjoy the historical research of looking back into our country's industrial, engineering and railway heritage. But above all they all enjoy combining models with movement. They can control everything that happens or simply relax and watch their models run round, sometimes enhanced by sound too.

For some, model railways is a casual engagement, perhaps now and then buying a loco from Model Railway Solutions and reading about the hobby in specialist magazines.

Others go a little further, perhaps building a small layout on a board with some scenery and buildings. They like to visit local model shows like Wimborne Railex whenever they can.

For others model railways becomes a passion, they dedicate years to building a layout perhaps in their attic or garden. They join local clubs like Wimborne Railway Society and enjoy the social interaction, sometimes working in a team to construct exhibition quality layouts like 'Wimborne' and 'Bournemouth West'. But they all agree that model railways are a great way to escape the pressures of everyday life, yet in a way also enriching their daily world.

Come and find out more about taking the first steps to becoming a railway modeller or rediscovering model railways again at the: **Wimborne Railway Society Open Day**,

**The Allendale Community Centre, Wimborne Minster, Saturday March 16<sup>th</sup> 2024.**



# Open Day 2024

**Allendale Community Centre, Hanham Road  
Wimborne BH21 1AS**



**West Clayton**

**Saturday 16 March 2024 1000 to 1600**

**Adults £5, Family £8, Children U16 Free.**

**Layouts, Trade Stands and Demonstrations.**



**Greater Anglia liveried class 153 unit 153314 is seen at Norwich on 18 May 2019 awaiting departure for Sheringham. Ken Aveyard**



**Arriva Trains North liveried class 153 unit 153315 seen in the rarely used platform 6 at Doncaster on 4 March 2005. Ken Aveyard**