

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 140

April 2024



A Pressed Steel Class 117 DMU arrives at Paddington in April 1981. Again after my time on the railway, I do remember when this livery started being applied in place of all blue on these DMU's in 1977. Whilst there's not much mention in the article of DMU work, I did get quite an amount of driving experience on DMU's at both Southall and Reading. See article from page 4. Paul Carpenter Collection



'Barry and John assemble the boards together for the first time... and they look pretty level from here!' See Dave Coasby's article on the replacement for the Society's Horton Road layout from page 13.

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Editorial

Commemorative liveries are becoming more common with two examples of rail blue making an appearance on the network this year. As well as 455868 pictured on the front cover, Merseyrail 507001 has also received that livery and is scheduled to enter preservation when the class 507's are finally retired. The last few units are expected to hang on until June as Merseyrail seem to be finally getting on top of the issues with the 777's.

In our neck of the woods, there's been no further progress on the 701 introduction, with the same two runs taking place most days. Meanwhile the mileage accumulation trains continue to run for both the 701's and the 458's. It's believed that some of the refurbished 458/4 units will enter service on the Reading services, as the 458/5's continue to be withdrawn for conversion.

The Wimborne Railex Open Day held at the Allendale Centre on Saturday 16th March 2024 turned out to be a very successful event. There was a modest queue when the show opened, but a steady stream of visitors kept everyone busy, and the children's layouts on the stage were busy all day. Our thanks to Model Railway Solutions for sponsoring the very popular raffle. Robert Aveyard photographed the event for us. See still pictures from page 18.

In this issue Paul Carpenter regales us with tales of his life on the railway at Southall whilst Dave Coasby brings us up to date on the sale of the Horton Road O Scale layout and preparations for its replacement.

Thanks also to our regular contributors of photographs for the varied selection we have this issue.

Cover picture :- Wednesday 6 March 2024 saw the release from overhaul at Bournemouth depot of 455868 repainted in to a variation of the original livery carried by the class when new. Originally scheduled for release and a press event on Monday 4 March, the derailment at Walton on Thames caused a postponement.
Ken Aveyard

Southall Diary Jottings

by Paul Carpenter

It's about five years since I last put down an article for The Corkscrew about days as a secondman on the Western Region in the 1970s. Although the work at that time would have seemed humdrum to the average observer it is now a fair few years back so I've looked through the diaries of what now seems a pretty short time of around four years to see if there's anything worth relating. I've picked the month of March back in 1976 to hopefully have some mildly interesting nuggets!

Monday 1st March 1976

I booked on at 06.23 with my driver Ray Wright for Turn 601. We walked to Southall Yard from the depot which was and still is on the down side west of the station. Here we found 47475 which at that time was allocated to Bescot depot. The first move was to take oil tanks that had come from Hoo Junction in North Kent over to Southall Oil Installation which was across the main line on the up side opposite the depot. Even at the time this would have caused the signalmen in Old Oak Common power box a headache as the morning rush hour would have been in full swing. Today it's almost unimaginable given the occupancy of today's Elizabeth Line. By the summer of 1976 the introduction of the 125mph HST's into service made things tighter.

Anyway, having shunted the tanks back into the oil siding, we now went light engine to Colthrop Mill near Thatcham. As the siding was a trailing connection off the up line, this meant going as far down the line to Newbury Racecourse station so we could cross over to the up line. Colthrop was a paper mill and had a siding to receive fairly regular supplies of oil, the former signal box is still there to this day to monitor local level crossings including the private one here. We picked up empty oil tanks in the siding and I would of course first made the tea in the signal box. The tanks were for Thames Haven in East London and we worked them as far as Acton Yard, 47475 came off here and we took it light engine to Old Oak Common depot. To finish, it was then taking Old Oak Common's 31136 up to Ranelagh Bridge the fuelling point just outside Paddington. I note from my diary that I rode down to Reading in the back cab of 1049 Western Monarch working the 14.30 to Paddington as a way of getting home!

Tuesday 2nd March 1976

The 'Thousands' (Class 52 Western) were not common on oil tanks but having booked on again at 06.23 I was on a short job with D1005 Western Venturer, like all the survivors based at Laira. I believe it had previously been to Staines West on the branch from West Drayton. If that's correct it might have been the only time a Thousand went down there. Later in the morning it was now in Southall Yard on oil tanks and like the day before we took these across to the oil installation at Southall to hook onto more tanks.

My driver Johnny Page was none too happy being on the loco saying he shouldn't take it having not been trained on them in modified form, i.e. air braked. His cussing and swearing only got worse as 1005 was reluctant to reverse, not the greatest fault when doing a lot of shunting which we were. This not totally unknown condition with these locos was the reason for a button in the cab called 'tooth on tooth'. In a 'dog clutch' between the transmission and final drive the two sets of teeth sometimes didn't mesh causing the 'tooth on tooth' condition and the button would shift these slightly to enable meshing.

Johnny Page was typical of the drivers at that period, and like many wore his own flat cap rather than the uniform issue. A sort of badge of office, Johnny was not a bloke you'd mess with, I'm sure he wouldn't have thought much of us who hadn't worked on steam, not that I remember any driver at Southall saying so. Southall was a very friendly depot, with a very different feel to the large depots. We took the combined train up to Old Oak Common where there was an engine change for the train going on to Hoo Junction. We took 1005 back to Southall and put it on the shed at Southall, the siding next to the down main being used for 'big diesels' (locos). N.B. Since writing above I've found a photo on flickr taken the previous day of D1005 at Hoo Junction.

Wednesday 3rd March 1976

Booked on again at 06.23 but there was no oil train to work today, so effectively the crew was spare. I was with Ray Wright again and later we worked a special Southall Depot to Reading Depot as empty coaching stock (ECS) with three car DMU L465(X) of which the first car was W51410.

Thursday 4th March 1976

Even after all this time I'd better not mention the driver's name. Again, booked on 06.23 for Turn 3000, these turn numbers were changing all the time. Today's working was to relieve the Ripple Lane – Newbury Racecourse oil tanks which we did on the Down Relief line platform. A lot of Southall's work that wasn't DMU was oil trains usually from the Thames Haven area, with Ripple Lane near Barking being a key yard and depot. We relieved the Southall crew that had brought the train over from Ripple Lane with 37111 of March depot. Southall was the only depot on the Western at that time east of Swindon who signed the Class 37's. Some of the Southall drivers still called them Sixty-Eights on account of their pre TOPS numbering – remember that initially the W.R. had D68XX, D69XX and D66XX numbered locos.

We duly ran the loaded tanks to Newbury Racecourse, running round in the station before backing them into the siding. Like most of the oil terminals we worked into at Southall depot Newbury Racecourse was a Shell Mex / BP facility, I think it was mainly for central heating oil. The siding was on the up side behind the signal box at the London end of the station beside a large gasometer. It was now back to Southall light engine and my driver wanted to see how fast 37111 would go.



***37215 on a similar turn to that mentioned 4th March 1976. The train, with a Southall crew, almost certainly for either Colthrop Mill at Thatcham or the oil installation at Newbury Racecourse is perfectly captured by signalman David Canning from Ufton signal box. The photo was taken in 1976, I did work on 37215 a couple of times but to Staines West, so not this day!
David Canning***



***In January 1981 47118 shunts the oil tanks into the oil installation at Staines West, the curvature of the track showing that it wasn't the easiest place to shunt. 47118 has a silver painted roof, a trademark of Stratford depot, following the Silver Jubilee in 1977. 47114 - 47118 when built had a different Sulzer engine to standard, becoming Class 48 before being re-engined to conform with the rest of the class. In their standard Class 47 guise I worked on all this batch with the exception of 47118!
Steve Guess***

The guard had joined us and we all watched the speedometer fairly quickly climb and we got to 90mph. Unfortunately, the signalman at Midgham was probably not expecting such rapid progress as we found his Distant signal still on. The maximum permitted speed at that time for a light engine was 75mph and nowadays is 60mph on such a line. There's a reason for that, it takes a lot greater distance to stop a light engine than a continuously braked train, i.e. fully fitted. Anyway, let's say the home signal came off just before we passed it at about 40mph, just as well as there is a level crossing at the far end of the platform.

Friday 5th March 1976

Last day on the 06.23 start, nominally 601 Turn. Now that doesn't sound too early, but I had to cycle 2 miles to Reading station, then catch a train in Southall direction, often going via Paddington. The Up Penzance sleeper was a favourite lift, but this morning I see I travelled up as far as Slough in the back cab of 31286 on the Shrewsbury – Hayes & Harlington parcels worked by a Didcot crew.

This morning the oil tanks were the Hoo Junction - Littlemore oil installation which was reached from Kennington Junction south of Oxford. This line used to go through via Thame to Princes Risborough but had been cut back to Morris Cowley at the Oxford end and Thame at the other with the centre bit lifted after closure in 1963. Littlemore was a mile or two from Kennington Junction but that was only signed by Oxford so we worked as far as Oxford (I'm assuming the station otherwise I'd have noted if a yard). Whether we waited for the same tanks to come back or it was another rake we worked back with the same loco as outward, a 'Sulzer' as they were called at Southall, 47477 of Bristol Bath Road depot. We worked the Littlemore – Hoo Junction empties back to Old Oak Common where we were relieved by either an Old Oak or Southern crew.

Sunday 7th March 1976

Saturday was a 'rest day' so next job was Turn 541 on Sunday booking on 19.27. I was with Scotsman Jim McKay, even after 48 years I can well remember most of these drivers. Jim would bring in his bag-pipes to practice on when we had a spare moment and there were plenty on this job! It was a job known as 'ferrying' and was usually the only time we worked passenger coaching stock at Southall, boring work but it kept my hand in with the steam heating boilers.

Incoming main line trains into Paddington were all loco hauled and the engine would be unhooked and would then follow immediately behind the outgoing train as far as the platform signal. If you couldn't move immediately you had to inform the signalman. I'm reminded of the time we were sat on a 47 waiting to follow the Cardiff service out, when with whistles blowing the cab door was flung open and the one of two women flung the first of their considerable amount of luggage in the cab.



Paddington in August 1974. The Class 47 on the blocks will shortly follow the train out as far as the signal. It will likely either go to Ranelagh Bridge for refuelling, or possibly either light engine or take empty coaches to Old Oak Common. This was typical of the ferrying turns that were on Southall's rosters. Paul Carpenter Collection

Unfortunately, by the time they realised their faux pas their train was probably powering through Ealing Broadway!

Today though we just had to move 47540 of Landore (Swansea) depot from Platform 8 to Platform 1 to hook onto Empty Coaches then take these to Old Oak Common Carriage Sidings. The only other thing to do was take 47136 of Bristol Bath Road depot light engine to Southall Depot.

Tuesday 9th March 1976

Booked on 16.30, pretty sure I must have been 'Spare' this week as bits and pieces, nothing on Monday. Not a lot today either, with driver Dave Brown, we took a partly fitted or loose coupled freight from Southall Yard to Acton Yard with 31413, one of Old Oaks Class 31's that was fitted for Electric Train Heating (ETH), but also retaining a steam boiler.

Friday 12th March 1976

Booked on 16.30. Obviously although one of the days was a rest day, others were spent playing cards, often the case with spare turns when nothing was required. With driver Geoff Walker, a short job in the evening was to take parcel vans from Southall Yard to the next station to the east (Hayes) with the Southall pilot engine 08483.

At the time Hayes was an important centre for parcels traffic doubtless due to its proximity to Heathrow Airport. Southall no longer had its own allocation of diesel shunters and two 08's were out-based from Old Oak Common. We brought 08483 back to Southall light engine, which necessitated a secondman being booked for the job (ASLEF agreement). I see (which was not unusual) I was doing all the driving, in fact on a lot of the jobs the driver and secondman shared the driving. Later the same evening I went with Gerry Roberts with 47509, a Landore loco, taking it light engine from Southall Depot to Old Oak Common.

Saturday 13th March 1976

Book on 17.29, with driver D Lloyd. Turn 492 is another 'ferrying' job at Paddington, Southall's loco work was all fairly humdrum stuff. First was to take Landore's 47506 from Paddington to the fuelling point at Ranelagh Bridge which was located just outside the station on the Up side. Fuelling at Ranelagh Bridge saved locos having to go to Old Oak for fuel. It had been used to service steam engines before, but was kept in use for diesel locos and apparently closed in 1980 when HST's had taken over the majority of longer distance services.

Up to the HST's introduction you would usually find around three to six locos there at any one time. There were five roads, one for a handful of tank wagons for the diesel fuel, two of the roads enabled run round at the far end to make extracting locos easier. The place was surrounded on two sides by tall blocks of ageing housing, goodness knows what the conditions inside these were like on cold days when the exhaust just hung around. The place was pretty awful with diesel spillage in a way that would cause severe consternation today.

Later we took another of Landore's fleet of 'Sulzers' 47513 to Old Oak depot light engine. After that we took 31413 light engine to Southall depot, probably for Sunday engineering work. Southall's ferrying turns were drawn up to only work on Class 31 and 47. This was because the work was mostly in Link 4, and with the forthcoming withdrawal of the Class 52, a lot of the drivers in that link hadn't been trained on them.

Tuesday 16th March 1976

I'm back on 06.23 start. It was a favourite turn of mine because I could get to Southall from Reading relatively easily. Although I did 02.00 spare week, by travelling up on the last train the previous night, I tried my best to change turns to avoid a 03.30 start turn. Fortunately one of the other secondmen would readily change for that one. Today I'm with Eric Milsom, and we've been allocated to what was normally an Oxford depot turn, the Parkeston – Morris Cowley but because of a loco shortage on the Eastern Region the train is coming over with a Class 37.

We travel pass' up to Acton where 37081 of March has been left on what I noted as a freightliner but was probably carflats. I expect we ran round in Hinksey Yard at Oxford and we picked up an Oxford pilotman to conduct Eric to Morris Cowley as Southall men didn't sign the branch. We then went back light to Oxford station to drop off the Oxford driver and took 37081 back to put it on Southall depot.

Thursday 18th March 1976

On Turn 601, book on 06.23 with Gerry Roberts. At Southall station we relieve a crew on 47152, Cardiff Canton engine on a Hoo Junction – Clydach (Near Swansea) train formed of CO2 tanks. This train we worked as far as Swindon which was as far west as Southall drivers signed the road for. I suspect we stabled the train in Swindon Transfer Yard as we took 47152 back light engine to Old Oak Common depot.



31209 also at Paddington, a bit later than my time, on 15th May 1980. Again typical of the ferrying jobs, I well remember work on these jobs with Class 31's. I did work on 31209 a number of times, and in fact for many years I owned a worksplate off it. Paul Carpenter Collection

Wednesday 24th March 1976

After a gap of some days this is the next entry in my diary. I'd booked on at 09.00, almost certainly 'spare' as otherwise it would have been unusual to book on at such an exact time. Whatever, I found myself secondman to N Hall on Turn 604 which was normally single manned. This was to work a partially vacuum fitted freight from Acton Yard – Temple Mills Yard routed up the bank to Acton Wells Junction, going via Willesden Junction High Level, Gospel Oak, South Tottenham and Lea Bridge.

Part of The North London line, this route now has a much more frequent service of London Overground trains. In those days it was part of a world time had forgotten, not a particularly easy route for loose coupled trains. This train would normally be a Class 47 or 52 then, but today we had Old Oak Common's 31259. We returned 31259 light engine from Temple Mills (still a hump yard then) to Old Oak depot.

Thursday 25th March 1976

Booked on 10.05 with my driver Dave Brown on Turn 3000. Another oil train, coming off the Eastern Region from the Thames Haven refineries, this time for Staines West. We relieved the crew who'd brought it over from Ripple Lane at the station taking over 37265 of Stratford depot. Although the Western Region had a large number of Class 37s in South Wales, the ones we normally got on were Eastern Region locos.

Staines West was at the end of the branch from West Drayton. The passenger service had been withdrawn in 1965 and the line would have been redundant beyond Colnbrook. However in 1964 Shell Mex / BP opened a depot for central heating oil in the old goods yard at Staines. This was the only use of this section beyond Colnbrook and trains had to run in daylight. The oil trains could run from two or three times a week in winter to perhaps once a month in summer.

Leaving West Drayton on the north side of the main line you quickly turning north passing the junction of the remaining stub of the Uxbridge Vine Street branch and on a continuous curve turned 180 degrees to go under the main line now heading south. Passing shortly after Thorney Mill Yard (stone, bitumen), then under the M4 to approach Colnbrook. There were private sidings here (aviation fuel, concrete products). Passing the site of Colnbrook station brought you to a level crossing over a busy road. The original signal box remained here and our guard worked the gates by means of a wheel in the box. On this day though the gates had stuck and wouldn't open and we waited two and a half hours whilst fitters were sent for to sort them out.

At Staines you went right down to stop blocks in the intact but derelict station. Here we ran round the train and drew it out so we could back the tanks into the oil installation. We then had to unhook and put the loco in the station and wait for the tanks to be emptied which took somewhat longer in winter as the oil would be more viscous, maybe up to three hours. We returned the train on this day as far as Southall oil sidings, it would be taken over to Ripple Lane as probably a combined load later in the evening by a Southall crew.

Saturday 27th March 1976

Booked on at 08.49 with Chas' Jeffreys for a special. Now I've previously written about this day in full in the October 2015 No 89 issue of 'The Corkscrew' journal, available on our society's website. Suffice to say we had a rare run on express passenger work taking 1054 'Western Governor' up from Old Oak Common to Paddington.

We then worked a football special for Millwall supporters whose team was playing away to Cardiff City. At that time of the year I had to operate the Spanner Mk IIIa train heating boiler, for once for my own train. We worked the train as far as Swindon where another crew relieved us on the middle non platform road.



Just under a month after we worked the football special between Paddington and Swindon with 1054 'Western Governor' mentioned in the article, it is pictured on 20th April 1976 at Reading on a down passenger working. Barry Lewis - copyright photo, licenced for reuse under creativecommons.org/licenses

The next week I was annual leave and came home to see my parents in Wimborne. I'd gone to work on the Western Region on leaving school.

Whilst it was my dream job, I decided in early 1979 to come back to Dorset, getting a job on the buses at Poole, a transfer to Bournemouth not being possible because of the large number of years seniority that would have been needed.

I never took any photos myself at the time. I have though acquired a few that illustrate adequately some of the aspects mentioned above. I need to especially thank the photographers David Canning, Barry Lewis, Steve Guess, and also UK photoprints for permission to use their work. David Canning is well known as a photographer, being a signaller at the time in boxes between Reading and Newbury. Steve Guess must have been one of the few photographers who took photos of the oil train workings at Staines West, I never saw anyone there taking pictures!

Goodbye Horton Road

words and pictures from Dave Coasby

The Horton Road layout was first constructed around 30 years ago and was the principle centre of interest for the gauge O group within the Wimborne Railway Society (WRS). Several developments and improvements were undertaken over the years and while some members left, others joined, so many people contributed to the layout during this time.

Although it was housed in the church, where it was usually operational on a Tuesday evening, it was occasionally exhibited at local shows.

As the baseboards were made up using heavy chipboard and timber it was not an easy layout to take out to exhibitions. Its last public appearance being in 2022 at the Central Southern Gauge O Group's (CSGOG) annual show in the Allendale Centre.



Horton Road at the Central Southern Gauge O Group exhibition 2022

The WRS O gauge team decided it would give us a fresh interest if we could start a new layout – one that the baseboards would be constructed with laser-cut birch ply and other more up to date aides that are now available to modellers.

But what of Horton Road? Fortunately Dave Coasby discussed this with one of the exhibitors at the CSGOG O gauge show held in October 2022. He had been looking at Horton Road and expressed an interest in buying it – result! A deal was struck, but he didn't want the layout straight away – and we didn't want to sell it straight away. So that worked out well.



On a nice fine Saturday in June last year the layout was loaded up into the new owners Ford Transit (amazingly it all fitted in!) and off it went to its new home in Beaminster.

Once Horton Road was gone it soon became apparent that the ancient timber framing the layout had always stood on was well past its 'Best by' date. One of the big issues was that it was far from level, which was the reason why trains would struggle along certain sections, yet accelerate on others.



Some major surgery of this structure commenced under the direction of team leader Barry Moorhouse – well known for his professional knowledge of building and timber construction – with the rest of the team comprising of Neil Anderson, Dave Coasby, John Collop and Dave Round, helping out and getting everything straight and level, with the help of a laser beam.

We avoided the cost of buying any new timber though, some second hand pieces were utilised that were nice and straight, unlike the banana shaped ones they replaced. Another issue was the walls of the church weren't as even as they should have been, but after a few weeks work we had sound and level framing on which our new layout could stand.

Barry had worked out we needed 12 new baseboards which were going to be ordered from Model Railway Solutions (MRS). Fortunately they had 8 'nearly new' baseboards that another customer no longer required, which we purchased at a very competitive price. The 4 new additional boards arrived from MRS flat-packed, which the team soon assembled.



All the boards were tidied up with the odd edges here and there needing a quick skim over with a plane or some sandpaper. Then all in turn were transported to John's house where he and Dave C applied a coat of good quality satin varnish to each.

The next job is to finalise a track plan. A single track roundy-roundy with a passing loop in the station, which also has sidings, has been agreed in principle. However, we are still not completely agreed on a name. The current two favourites are Compton Ferris and Stourvale Junction. A junction you may well ask? Well, yes. We have provisionally thought of having a track going off to one edge that could marry up with Dave R's Shottesford Mill layout at an exhibition. At other times it will simply serve as an additional siding.

It's not quite "Goodbye Horton Road", as the team were pleased to see the station area running once again at the Frome MRC exhibition in January. The new owner has built a fiddle yard beyond the station and the layout is now GW and called Park Wood Junction.

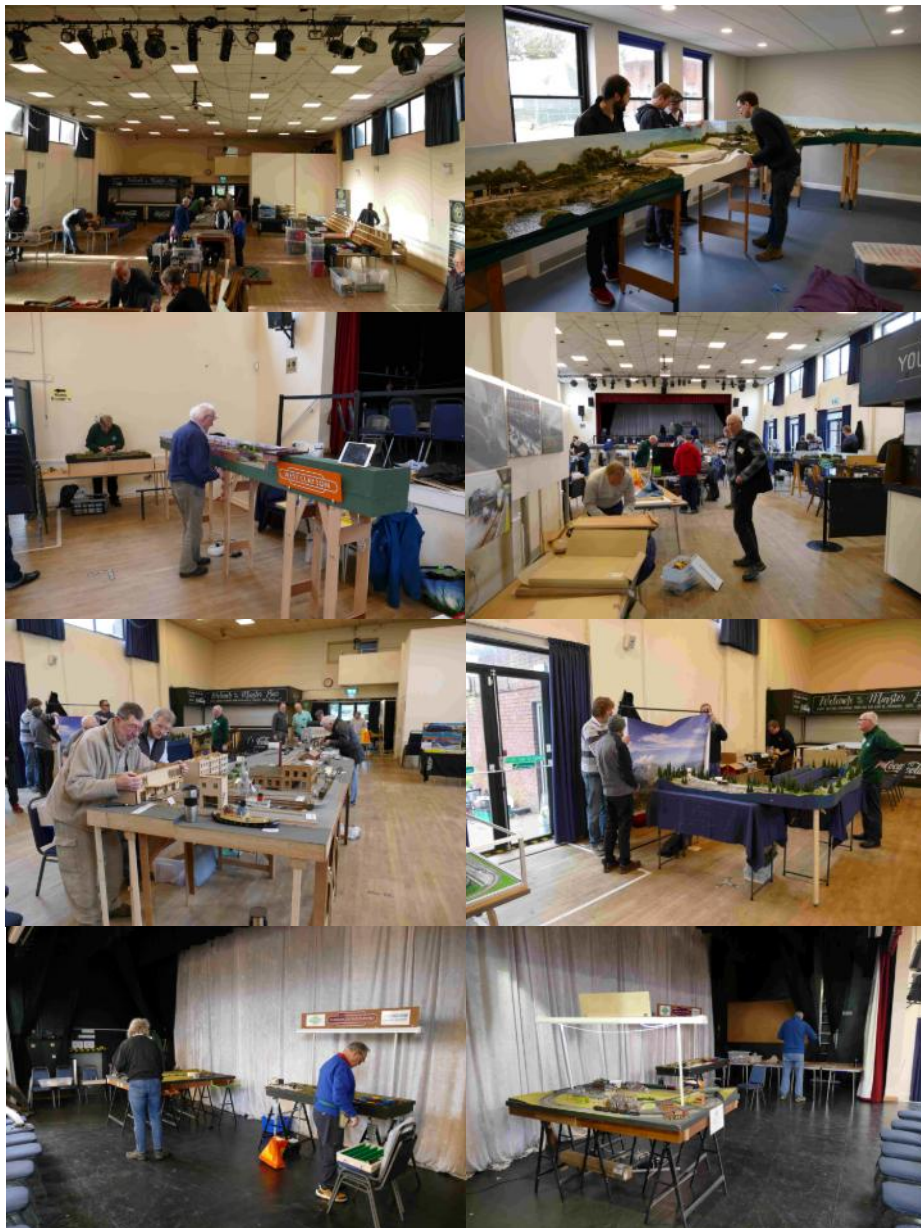


Now named Park Wood Junction, Horton Road has been fitted with a fiddle yard beyond the station buffers by its new owner.

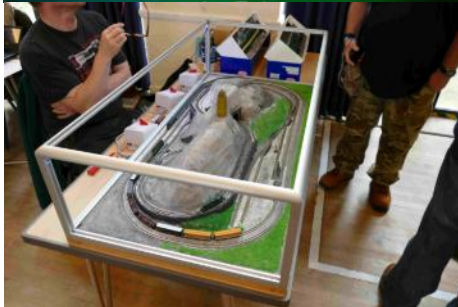
Wimborne Railex 2024 Open Day

pictures by Robert Aveyard

Setting Up



Layouts and members





A big thank you to all the members and exhibitors who helped make the Open Day a resounding success both financially and in terms of visitor numbers. Thanks are also due to Model Railway Solutions who sponsored the raffle prizes.

A Coat of Many Colours



On 22 January 2024, newly rebuilt 69009 passes through York on a Network Rail ballast train. This loco spent a few weeks running around the network in undercoat before heading to Arlington's at Eastleigh for repaint in to GBRf livery.

Colin Aveyard



In March 2024 69009 was outshopped in maroon with white cab window surrounds in a representation of the livery carried by many class 52 Western locomotives. 69009 carries the name Western Consort (D1065) and is seen at Branksome on 26 March 2024 delivering refurbished 458422 from Widnes.

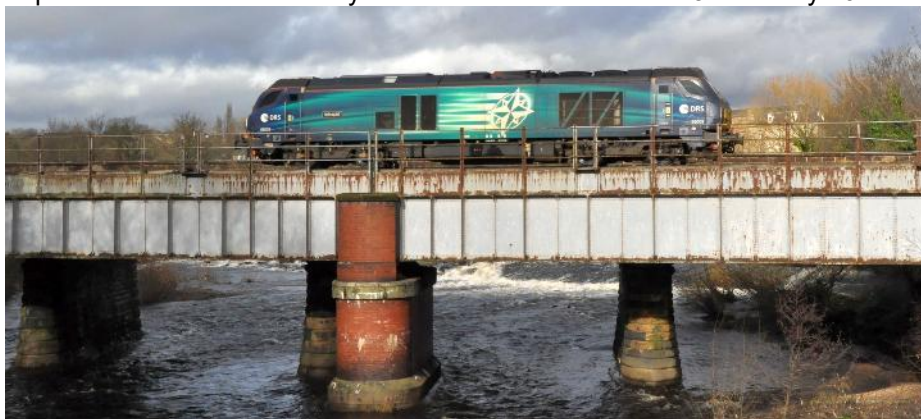
Ken Aveyard

Seen around Mirfield

from Howard Bolton



Due to the Trans Pennine upgrade works now going on it has become virtually impossible to get a good picture of passing trains at Mirfield station. Not to be missed however, even on a dullish day with much detritus in the foreground, was this convoy going from the Freightliner Depot at Leeds Midland Road to Crewe Basford Hall SSM. It consisted of Freightliner locomotives 66416 leading, 59104 Village of Great Elm, and 66572. In particular 59104 had been up from its Merehead Quarry base in Somerset for maintenance at the Leeds depot and was now on its way back home. Picture taken 13 February 2024.



A good spot in Mirfield, as it's always has been, is to capture a loco and/or part of a train passing over the rail bridge which crosses the River Calder. Here is DRS 68002 Intrepid travelling light engine from Leeds Midland Road Depot to Crewe Gresty Bridge Depot after a quick visit from Crewe to take another locomotive there for maintenance (believed to be DRS 66122). The picture was taken, during a brief period of sunshine between the clouds, from the Newgate road bridge over the river and has a convenient footpath which the photographer can use quite safely. However plenty of passers-by will ask you if you are waiting for anything special and are often disappointed when you say it's not a steam train. Picture taken on 16 February 2024.

Swanage Railway Victorian Weekend

pictures from Gerry Barnard



Guest loco SECR 01 number 65 with home fleet T3 number 563.

Manchester Miscellany

pictures from Colin Aveyard



Northern 769434 seen at Oxford Road on 30 January 2024.



After a spell with TfW 170202 is now with East Midlands trains and is seen at Manchester Piccadilly on a Norwich service on 30 January 2024.



TfW class 197 dmu's are now a common sight at Manchester Piccadilly. 197115 is seen heading for Manchester Airport on 30 January 2024.



Trans Pennine 802209 also heads for the Airport on the same date.



67022 in the rather depressing TfW black livery at Manchester Piccadilly.



Northern are receiving most of the class 323 units being replaced at West Midlands by new class 730's. 323220 retains West Midlands colours as it sits in Manchester Piccadilly on 30 Januray 2024.



A final postscript to Paul Carpenters Southall article, 47475, the loco mentioned on the 1st March 1976 that we took to Newbury is seen here a little over a year later on 26th June 1977 passing Venton, west of Ivybridge with the 08.30 Paddington – Plymouth.

Paul Carpenter Collection.



GBRf 69008 which carries their standard livery for the class sits at Eastleigh on 2 February 2024 having delivered 701002. Peter Watson



Transport for Wales operates a number of class 153 units that have undergone the accessibility modifications, and can often be found on Cardiff local services. 153318 is seen at Cardiff on 1 March 2023. KA



Somewhat earlier, on 17 October 2002, Arriva trains 153319 is seen departing from Leeds station. Ken Aveyard