

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 141

June 2024



777028 arrives at Bache station, heading for Chester on a service from Liverpool on the evening of 1 May 2024. See article from page 11. KA



**This was the last down train of the WSR Spring gala on Monday 6th May, and shows Hunslet 0-6-0ST JESSIE double-heading with WR 0-6-0PT 9466, ready to depart from Minehead with the Cambrian Coast Express?!
Steve Green**

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Editorial

Writing this at the beginning of June we are finally seeing some movement on the class 701 front. The one unit out each day has been running a longer diagram for a few weeks now, but the first week of June sees the first training courses which if they go to plan will be rolled out across the various depots in the coming weeks. This week has also seen the introduction of the first set of diagrams for class 805 for Avanti West Coast, where 6 units will be working various London to Chester and North Wales services replacing class 221 Voyager units, which in turn will cascade to Cross Country.

Locally having just had the Swanage Diesel Gala, the weekend of 7-9 June is the Swanage Bulleid event where it is hoped to have 8 examples of the various classes in service. Hopefully we will have some images from the event in the next issue of The Corkscrew.

There are four more WRS "talk" meetings before the summer, taking place on 13th and 27 June, and 11th and 25th July 2024. Full details can be found on the WRS web site.

In this issue Steve Green goes in to detail on the locomotives stored at Weymouth shed at the end of steam on the Southern region. Your editor recounts a two day visit to Merseyside, Peter Watson begins a new series on his collection of modern traction works plates beginning with some early shunters, and Dave Coasby shows us how he added a track workers gang to his Printers Yard 0 Gauge layout. We have some smaller features covering track works at Poole, trains in and around Mirfield, York Station's architecture and pictures from the Swanage Diesel Gala.

Sit back and enjoy Corkscrew 141. Closing date for 142 is 18 July 2024.

Cover Picture:- Merseyrail's class 507's are now close to extinction and 507018 is seen at Sandhills station on 2 May 2024. See article from page 11.

Picture from Ken Aveyard.

The Locos That Ended Their Days at Weymouth Shed in July 1967.

By Steve Green.

This article follows on from my previous write-up about the Bridport branch and the research carried out for my model of Ivatt tank 41320.

Firstly, having discovered she ended up in Weymouth dump, I wondered which other locos also ended up there from July 1967, and how, where and when their time ran out. Prior to that, I was aware of the three perishables trains that ran from Weymouth to Westbury on the last day of SR steam, travelling over the “steam free” Western Region of course!

In various books I've got, some railtours are featured which traversed the former GWR line from Yeovil down to Weymouth and I started to gather details of those from the “Six Bells Junction” website. These tours were invariably hauled by locos not usually associated with the route. I then also started to look at railtours which visited Dorset in general and some of the surrounding counties, from the early 1950s to the present day. From these unusual workings, a couple of spreadsheets were compiled to record any relevant information, these included loco(s) used, route, date, tour name, plus any other useful titbits. This has been added to, corrected and amended on a regular basis! This also enabled me to see which locos that finished up at Weymouth took part in any of the railtours, mostly during the last couple of years of Southern Region steam.

As well as this, Colin Stone pointed me in the direction of a book entitled “The Unusual & Unexpected on British Railways 1948-1968”, which listed a whole host of odd workings as the name suggests, in chronological order, covering the whole country. I then set about reading all 320 pages looking for any local interesting nuggets and started to input those into the spreadsheets. It is now quite large as your Editor will testify!

This first part of a currently unknown number (!), focuses on the locos that ended up in store at Weymouth, and any workings or tours that featured them in chronological order. Any future articles will deal with local events as they happened in date order, for both steam and diesel/electric.

One area of railway history I have an interest in, is the scrapping of steam locos, maybe because I missed it, but I just think it was a fascinating time. So much so, that I have a number of model locos in “scrapyard” condition ready to position on my layout when it is operating as a heritage railway at exhibitions. Several publications now exist on this subject as well as useful websites, which have helped compile the spreadsheet and article.

So, to start with, the locos in question were as follows:-

Bulleid WC – 34036 (ex-70A)
BR 3MT - 77014, BR 5MTs – 73018, 73020, 73092 (all ex-70C)
BR 4MTs – 75068, 75076, Bulleid WCs – 34093, 34095 (all ex-70D)



34093 near Farnborough 8 June 1964.

WRS C904

Bulleid BB – 34052 (ex-70E)
Ivatt 2MTs – 41224, 41230, 41295, 41320, BR 4MTs – 76008, 76009, 76026, 80011, 80134, Bulleid WC - 34004 (all ex-70F)
BR 5MTs – 73002, 73016, Bulleid MNs – 35003, 35014, 35026 (all ex-70G).
Total: 25.



35003 approaching Vauxhall 6 June 1964.

WRS C863

All of the Bulleid Pacifics were of the rebuilt variety, whilst 41320, 77014 and 34095 were the last of the respective classes to be withdrawn. Withdrawn locos were stored at Weymouth prior to the end of SR steam, but we will only be looking at those locos above, at the very end.

Going through the order of events in date order which feature our locos, we can start off back on 12th November 1952 when an as-built 34095 'Brentor' double-headed with 4967 'Shirenewton Hall' on a Weymouth to Dorchester freight – a most unusual combination to say the least. 34095 was in the news again on 23rd June 1955 when she worked a Pokesdown to Clifton Down special for people to visit Bristol Zoo. On 7th July 1962, 75068 was surprise power for the 8:12am Bournemouth West to Waterloo service. Our old friend 41320 hits the headlines again when she banked Jubilee 45595 'Southern Rhodesia' up Parkstone bank from Poole with a returning e.c.s. pigeon special on 9th September 1964. This working came to light via Colin Stone who witnessed this spectacle, saying that the SR driver of 45595 gave it "what for"!!

We now come to 4th March 1966 and the run-down of the S&D, when 76026 hauled dead 75072 & 75073 from Bath to Templecombe for onward movement to Ward's at Ringwood for cutting up. 76026 was working some of the limited service trains on the final day of public operation on 5th March, but these wouldn't be her last visit. The 17th March would see the unusual transfer of 77014 from Northwich to Guildford to take part in her first railtour, the RCTS-run 'Longmoor Railtour' on 16th April. On 21st April 1966, 80011 worked one of the Poole to Blandford freight trains that still used the southern part of the S&D that remained open for traffic. A month later, on 21st May, the British Young Travellers Society's "Hampshire Explorer" railtour used the interloper Std 3 77014 which operated the Totton-Blandford-Broadstone leg of the tour. Next up we have 80134 (with classmate 80146) working a train of Army vehicles from Blandford Forum, seen heading south through Spetisbury, on 22nd July 1966. 77014 stars again on 18th September when she assists WC 34102 "over the Alps" on the down diverted 'Bournemouth Belle', and then does likewise with BB 34087 on the 4:30pm Waterloo – Weymouth service.

BB 34052 'Lord Dowding' was on railtour duty next on 9th October with the Southern Counties Touring Society "Four Counties Special" which 'he' hauled from Wimbledon, via Guildford and Chandlers Ford, down to Salisbury. The two moguls of 77014 & 76026 teamed up on 16th October for the LCGB "Dorset & Hants Railtour" when they double-headed from Broadstone to Ringwood, then in top'n'tail mode, worked back to Broadstone, then up to Blandford, back down the Hamworthy Goods branch and back at Hamworthy Junction where they were replaced by a couple of West Country's. This tour proved to be the last steam hauled passenger train over the remaining section of the Old Road.

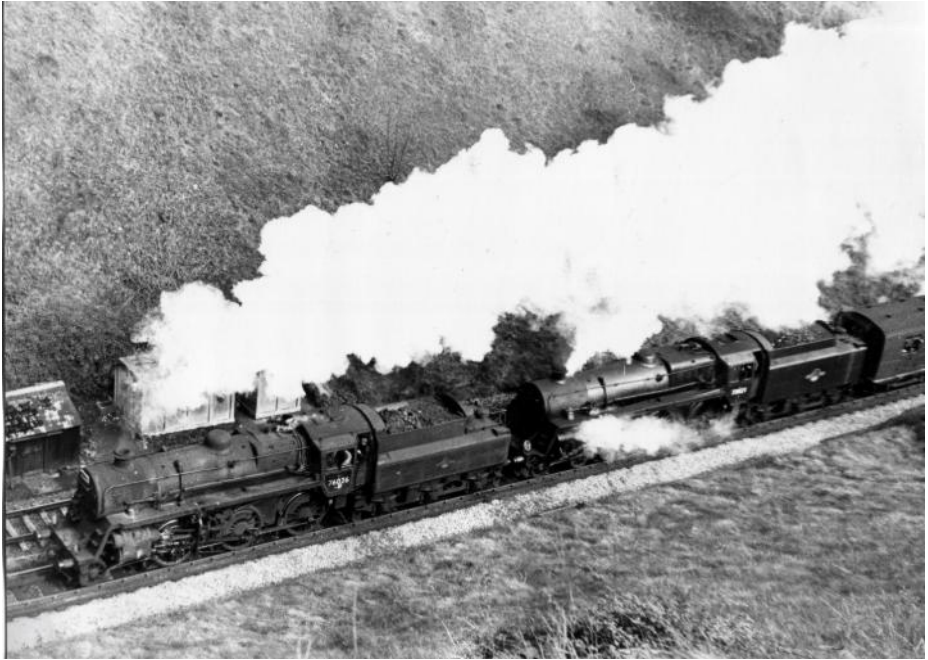
To round out the year, Std 5 73020 then made an appearance on the 'Bournemouth Belle' into Waterloo on 11th December due to a shortage of Bulleid Pacifics.

Into 1967, and as mentioned in The Corkscrew Issue 138, 41295 & 41320 had an eventful time (!) on 22nd January with the LCGB's "Bridport Belle". A little off our patch, but the 5th February saw 77014 take part in the LCGB's 100th railtour, working several legs of the "South Western Suburban Railtour", starting from Waterloo. Std 4 75068 was then utilised (double-heading with 76006) on the 8:03am Poole to Waterloo on 23rd March, which was another noteworthy pairing. The Manchester Rail Travel Society's "Hants & Dorset Branch Flyer" on 25th March featured 41320, this time working from Brockenhurst to Blandford, down to Swanage and back up to Bournemouth Central. From there, 34004 'Yeovil' worked the train back to Southampton Central. 41224 was in use on the Lymington branch on 26th March carrying an unofficial "The Last Steam Branch" headboard, one of at least three locos to do so during that last week. The LCGB "Hampshire Branch Lines" tour of 9th April again locally used 41320, this time on the Lymington branch section, but also featured 77014 on the return journey from Aldershot to Guildford.

One of the most famous local tours was the LCGB's "Dorset Coast Express" on 7th May, that included 76026 & 80011 working over the Swanage branch (with 34023). 76026 (double-heading with 73029) was then used from Weymouth to Bournemouth Central, where 35003 'Royal Mail' took over for the run back to Waterloo.



80011 on the Swanage branch with 76026 out of sight at the rear. Taken on 7 May 1967 LCGB Dorset Coast Express railtour. Chris Francombe



76026 and 73029 double head the LCGB Dorset Coast Express on 7 May 1967. Seen here climbing out of Weymouth. Chris Francombe collection.

77014 next makes for highly unusual power on the 1:08pm Bournemouth to Weymouth and 4:46pm return on 18th May 1967, followed by 41320's infamous banking turn up Parkstone bank on 4th June when 4498 'Sir Nigel Gresley' pulled away from her!

The final railtour to feature one of our locos ran on 11th June, when 34004 was put to work on the Warwickshire Railway Society's "Farewell to Steam on the LSWR" tour from Woking to Wareham and on to Swanage (with 80146 on the rear). 'Yeovil' then continued with the tour down to Weymouth once back at Wareham.

73018 was in action on 6th July with a lengthy 2:45pm Weymouth to Westbury freight, which included several open wagons loaded with Portland stone.

77014 finally arrived into Bournemouth on the 10:43am local from Southampton on 8th July.

So, we come to Sunday 9th July, which included 41224 working light engine from Bournemouth and 34093 likewise from Eastleigh, down to Weymouth and straight into store. As you may well know, three locos worked over the "steam-free" Western Region on that fateful day, working "Perpots" (perishables trains) as they were known, as follows: -

34095 – 10:20am Weymouth to Crewe as far as Westbury
34052 – 2:20pm Weymouth to Bescot (consisting of just 13 vans plus
brake van), as far as Westbury
73092 – 3:00pm Weymouth to “somewhere!”, as far as Westbury.
The Std 5's smokebox front was daubed with chalk markings:
QUEEN MARY THE CUNARDER LAST FLING

On arrival at Westbury, the three locos were removed from their trains and ran disconsolately back to Weymouth, light engines, into store for stripping and eventual disposal.

As we already know from the lenses of Alan Trickett (The Corkscrew Issue 102) and Colin Stone, 41320 was the last steam loco to operate out of the closed Bournemouth West station and undertook the last steam banking turn up Parkstone bank assisting the 6:45pm e.c.s. up to Branksome, before running light engine to Weymouth. Then of course 77014 worked the last steam hauled SR service with the 8:50pm Bournemouth to Weymouth parcels. And that was that.

Finally, we move on to the removal of the stored locos, which were all routed via Westbury and Gloucester to South Wales (with one exception), as dead engine movements were banned from going through the Severn Tunnel. As you may be aware, unfortunately none of Weymouth's locos were purchased by Woodham Brothers of Barry Docks, which meant preservation has missed out on some potentially useful BR Standards and Ivatt tanks. These trips were often quite protracted, with a maximum speed of 25mph with checks being made on the locos every 25 miles or so, or where convenient, plus other longer lay-overs for various reasons.

Unfortunately it seems there are no photos of the locos in transit, so it is unclear as to which diesels hauled them, except for the one listed below.

The first one-way trip occurred on 29th July when 41230/41295 and 73002/73016 were transported to South Wales with the Ivatt tanks despatched by Cohen's at Morrision, Swansea and the Std 5s ending their days at Cashmore's, Newport. On 5th August 35014/35026 were removed from store and also towed to Cashmore's at Newport.

Two months then passed before the next move was reported on 7th October, when 75068/75076/77014/80011/80134 were taken away to Bird's at Risca, Newport.

Then comes the odd one out! :-

On the same day, 76008 was observed passing Branksome being hauled by Crompton D6524 apparently heading for Salisbury. She had been purchased by Cohen's of Cransley, near Kettering! Quite why just this one loco ended her days in Northamptonshire baffles me, as none of the locos stored at Salisbury ended up in Kettering either, so she must have had a very lonely journey.



35014 seen passing Farnborough on 8 June 1964.

WRS C887

A week later on 14th October, 41224/41320/76026 started their single journey to Cohen's at Morriston, Swansea.

For the final movements, all to Cashmore's at Newport, there appears to be a couple of discrepancies between two publications. Either there were two departures on 9th December 1967 with one on 20th January 1968, or vice versa.

One train that did definitely run on 9th December consisted of 34004/35003/73018. The confusion surrounds the following locos: - 34036/34052/73020, which either departed on 9th December or 20th January.

The final confirmed departure on 20th January occurred exactly 111 years after the first train departed Weymouth, running as 8Z70, formed of the remaining locos 34093/34095/73092/76009. Whether this date was chosen deliberately or not I do not know, but to me it does seem to be a strange coincidence!

One real anomaly concerns MN 35012 which is stated as arriving at Weymouth during September 1967 from Nine Elms, but then not departing for Cashmore's until March 1968. However, having looked online, it can be confirmed that she was scrapped during October 1967, having not visited Weymouth, so I think it is safe to say that that report is wrong.

Unless anyone knows differently, that concludes the first part of this article. Next time, we'll be looking at the steam railtours to have visited Dorset during the 1950s/60s.

Merseyside Meanderings

by Ken Aveyard

A family event back home in Bradford saw me with a couple of days available for spotting. A one day visit to Liverpool was planned, but discussions with my brother Colin saw us deciding a two day visit, with day one at Chester and Crewe and day two on Merseyrail after a night in the John Lennon Airport Travelodge.

So Wednesday 1 May 2024 saw us en route to Bache station the last stop before Chester where we arrived just after 0700 buying our tickets from the solitary machine on the Liverpool bound platform before crossing the footbridge and awaiting the arrival of the 0721 service which turned out to be 777030. Our targets for Chester were to see as many TfW class 197's and Merseyrail 777's as possible. The Manchester to North Wales services meet in Chester around half past the hour and with a three hour cycle we needed to see the workings at 0730 0830 and 0930 which could yield up to 12 different units. The Liverpool service uses 6 class 777's on a roughly 90 minute cycle.



Harry Needle 37610 on a Network Rail test train in Chester sidings. KA



197120 with Made in Wales advertising on a north Wales service and 777009 on a Liverpool service in Chester Station on 1 May 2024. KA

A total of 19 class 197's were seen as well as four class 221 Voyagers and a couple of Northern units, 156409 and 195127 by 0900 when we headed for breakfast and as we crossed the footbridge a pair of new class 805 units, 805006 and 805007 arrived. These units were still all over white, and were fault free running for Hitachi and whilst we were having breakfast, they separated with one heading for north Wales and the other returning south mirroring what they will be doing in service from 1 June. After breakfast we bought our tickets for Crewe and as we headed for the train a pair of TfW class 158's 158818 and 158830 arrived.

Passing Crewe Electric Depot there were quite a number of stored locos visible including 92007 92031 92016 and a very scruffy 67011 as well as the disused class 90's whilst the heritage centre had 91120 and 03173 visible.

We arrived in Crewe around 1015 and took up position at the end of the platform nearest the LSL depot. There was plenty of main line action with Avanti Pendolinos and Voyagers, London North Western class 350's and TfW classes 153 158 and 197 among others. On the LSL depot there was little movement, with a couple of class 08's shunting around including green liveried D3948. Also visible were 86101 87002 D1944 D6817 08631 as well as a couple of class 20's, 90001 90002 and a Blue Pullman liveried HST power car. There was also something in steam hidden away which never put in an appearance, but was in fact 60532 Blue Peter being prepared for the following day.



D3948 shunting in the LSL depot and Pride liveried 390119. Ken Aveyard



TfW refurbished 153333 arriving from Shrewsbury and Eurovision liveried 350104 arriving on the terminating service from Euston. KA

More interesting were TfW liveried 67008 on a crew training run to and from Shrewsbury, and sister locos 67012 in silver and 67022 in the latest black livery on the Cardiff service.



We were also keeping a look out for the Avanti driver training runs with their new 805 units and 805001 005 009 010 and 012 were seen as well as the previously seen 805006 007 also making an appearance.



805006 and 805008 on test at Crewe station on 1 May 2024. Ken Aveyard

Only a single freight came through the station, although we heard plenty passing on the avoiding lines, this being 66760 on a liner train, and an additional bonus came in the form of 730047 also on mileage accumulation.



The weather took a turn for the worse just after 1730 but the rain soon passed and we caught a train back to Chester where we found 805008 and 156411 together with a few more 158's and 197's. We caught a 777 back to Bache to collect the car and head for the Travelodge via Wetherspoons in Runcorn.

Thursday morning and we're up and heading to Heabolt Lane to start the day on Merseyrail. Originally planning to catch the 0726 we decided to go instead for the 0711 as if the 0726 was cancelled it would throw out our plans which needed us to be at Bidston by 1100. As you can guess, we arrived at Headbolt Lane to find the 0711 cancelled (it had been a train fault and the journey had turned back short) so we began our day on time rather than early. Battery fitted 777142 took us to Moorfields where we changed to the loop line and travelled to Lime Street where we went up to the main line station as one of my last two class 397 units 397002 was showing as being on the 0812 to Glasgow. Duly copped we then walked back to Moorfields to catch a train to Sandhills where we would spend the morning peak. At Moorfields we found 507017 on the rear of a six car service heading for Hunts Cross.



Sandhills is a good place to spot the new 777's, it's on all the northern lines and being relatively mid way between Hunts Cross and Southport it's only necessary to be there for 90 minutes to see everything. Indeed our plan was to see the 0900 Southport departure and travel on the 1022 to Hunt's Cross as far as Liverpool Central. It also has the advantage of being ungated with the ticket office on the platform.



507029 and 777001 at Sandhills on 2 May 2024.

Ken Aveyard

We saw a total of 16 class 777's, with three pairs of 507's on the Southport service before heading for Liverpool Central and changing to the Wirral lines. We originally needed to be at Bidston around 1300 for the swapping of the 230 units, but a change to the diagrams had the units swapping at 1100 and again at 1500 so we headed for the first train to West Kirby only to find it cancelled. We made a quick decision to catch the next service due and alight at Birkenhead North and see if the depot was visible from the station. It wasn't so we had to wait for the next West Kirby service which would get us to Bidston just in time for the changeover.



777019 at Birkenhead North en route to Liverpool Central, and 230009 arriving at Bidston from the Borderlands Line on 2 May 2024. K Aveyard

On passing Birkenhead North shed we saw 507023 and 507003 parked up spare, and the expected changeover unit 230007 was outside but not waiting to follow us up to Bidston, so that didn't look good. After we alighted the train at Bidston, the signal at the platform end was set to green for the replacement unit and the points set to allow the incoming unit to head for the depot, but they soon changed back and 230009 arrived from Wrexham and was obviously remaining in service. We had already checked that the other two units on the Wrexham service were both 197's that we didn't need, so we quickly boarded the Liverpool service that had run in to make the connection with the 230, back to Moorfields. We remained at Moorfields to clear the remaining Wirral services and were surprised by 507023 which had been put in to service at Birkenhead in the inward path of the service that was missing earlier.



507001 waits to leave Kirkdale and 777049 passing through. K Aveyard

Throughout the whole visit we had been looking out for 507001 which has been repainted in a near representation of original BR blue and grey livery, and is going for preservation when finally withdrawn. It had been in Kirkdale depot on the wheel lathe, and we had in our itinerary a drop back to look at the depot when travelling from Moorfields back to Headbolt Lane. As we arrived at the station we found it sat in the departure road awaiting a path to depart and as we only had a few minutes before our onward connection we couldn't get a decent picture.



777150 at Headbolt Lane ready to do the 1341 to Liverpool Central. KA



156461 and 150133 at Headbolt Lane for the 1350 to Blackburn. KA

Headbolt Lane has been designed to allow the Merseyrail electrics to be extended towards Wigan using battery power. If that happens this platform will be demolished and the track lowered to connect. At the end of the holiday we had seen 37 of the then 47 delivered 777's and I had copped a total of 64 units. All in all a good couple of days.

MODERN TRACTION BUILDERS' PLATES

by Peter Watson

Many of you will know that I have quite a large collection of builders' plates (worksplates) from diesel and electric locomotives. I began collecting 20 years or more ago having decided that I could never afford to enter the ranks of the steam railwayana collectors when even run of the mill Great Western "Halls" could command almost a five figure sum and "Merchant Navies" were north of £35,000. Now, of course, as the older collectors die off and their railwayana hits the auctions, it's a buyers' market. Add to that the fact that many of today's collectors never saw real working steam and it's obvious why the modern side has shot up. You want a decent "Hall" plate now? Try an offer around £3,500.

No collector is ever satisfied with his own collection – I'm no different. There are always those elusive small classes that aren't represented as well as the endless stories of "the ones that got away"; I should have bid once more, or checked such and such catalogue. Angling has nothing on the dedicated railwayana collector. I can look back to the early 1990s when the worksplate from 10000 went under the hammer for £2,200. You could probably multiply that by at least 5 were it to reappear today. Other one offs are in the NRM so will never end up on my wall, or anyone else's for that matter.

Of course, you can collect and go no further. Individual locomotives can be identified if they have discrete works allocated numbers – others are just from that particular class so, unless they were marked up at time of removal, they will forever remain anonymous. I like to try and find out about the locomotive or class and, ideally, have at least one photograph to illustrate it. There are those who are happy just to have a representative plate, others seek out ex-locomotive condition plates complete with brake dust and paint dribbles. I'm inclined to the latter school but if you do get one don't, whatever you might be tempted to do, strip it and repaint it. If you do, you will almost halve its value overnight.

There are scholarly works on builders' plates – material, sizes, variants – all grist to the collectors' mills. The replica (fakes?) market is out there but can't manage shrinkage when one plate is cast from a genuine example so, in railwayana collecting, as in so many other aspects of life, size really does matter.

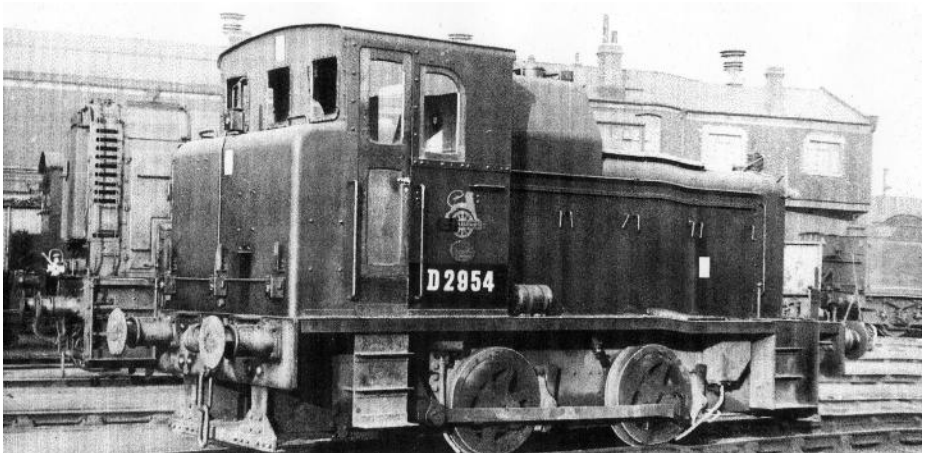
Enough about the pitfalls. What do we have on our wall? Starting with the smaller shunting locomotives we have:

CLASS 01 – originally 4 locos but only 2 ever received TOPS numbers thanks to their working on the isolated Holyhead breakwater after their main duties disappeared with increasing rationalisation of the network. I am fortunate to have one of the two plates carried by 01 001, the former D2954.

It was built by Andrew Barclay at their Kilmarnock factory in 1956, was withdrawn in 1979 and cut up as late as 1982 on the breakwater – its sibling was only withdrawn in 1981 but went at the same time and in the same place. These small 0-4-0s frequented the Stratford area but the work for which they were intended dried up almost as soon as they were delivered.



A standard Andrew Barclay oval aluminium plate with the build date and serial number so that the item can be attributed to a specific locomotive – it is seen on the side of the cab of D2954 in the illustration below, taken at Stratford depot at the start of 1961.



CLASS 02 – Built for working in docks and yards with tight curves, these small 0-4-0 diesel hydraulic shunters lasted 10 years from 1960 to 1970. Their work also disappeared as soon as they were introduced – though one is still used as a depot shunter at the NRM. A brass oval that was to be found on the rear shunters' steps, this plate came from D2855 whose final scrapping details, unusually, are unknown. It is pictured below at Allerton Depot in 1969.



CLASS 03 – you could argue that these were the “standard” small shunters of the modernisation era. They were built by Swindon and Doncaster Works (130/70) with a Gardner engine producing 204hp in an 0-6-0 diesel mechanical arrangement.

From the beginning of 1958 to the middle of June 1962 200 were built and some lasted into the late 1980s. One, D2079 (03 079) achieved fame by hiding away on the Isle of Wight until withdrawal in 1996! The works plates are oval cast iron exactly the same as those applied to the steam locomotives that were being built alongside them. In the absence of any serial numbers, we are reliant on those who “rescued” them being careful to link them to the locomotives on which they were carried.

As with the examples above, two plates per locomotive was the norm. Some other manufacturers (English Electric and North British in particular) took a different view and decided that one on each corner was the better arrangement! Below are examples from D21XX and D2044 – the first of the Doncaster series.



D2902 – One of a small class of 14 diesel hydraulics built by North British as 0-4-0 shunters in 1958/9 and withdrawn en bloc in February 1967 before being allocated TOPS numbers. They all met their end at a scrapyard in Rotherham where they had their engines removed for resale before the remains were cut up. The plate is a standard North British diamond in brass with the date altered by hand to reflect the actual year of delivery. The NBL diamond was a throwback to the diamond shaped plates of Dubs and Co – one of the founder members of the NBL empire along with Sharp, Stewart and Neilson Reid. The serial number gives away the identity of the locomotive that carried the plate.



D2902 at Devons Road, Bow on 14 March 1959

Colin J Marsden



If you look closely at the original photograph, it's possible to make out the altered "8" in the date. North British may have been steam locomotive manufacturers to the World but they were brought to their knees by a whole series of diesel locomotive white elephants – due in no small part to their insistence

on hydraulic transmission as the way forward when all the other players had adopted electric transmissions as the norm.

Next time we'll look at the minefield of the Class 04s and move on to other shunter classes.

A Permanent Way gang on Printers Yard (O gauge)

By Dave Coasby

I've always enjoyed seeing little dioramas on model railways. They not only bring life to your model but also add interest to the viewer. If there's not a lot of movement going on with your locos – which can often be true of layouts at an exhibition – then the public can at least stand there and admire the details.

Whilst helping on the scenic work of a good friend's layout, he showed me the latest Modelu figures he'd just purchased. Amongst these were a Permanent Way (PW) gang, which he intended to place alongside his Ellis Clark Wickham Trolley. I was so impressed with the detail on the figures I immediately ordered some which arrived a few days later. Note: Be careful when ordering that you state which scale you want your models to be supplied in, as Modelu produce lots of different sizes.

On my own layout – Printers Yard – I have managed to fit in several small features, despite the fact that the layout itself is not very large. However, I decided that there was enough space to fit a PW gang alongside the main running line.

I'd never painted Modelu figures before but was warned by my friend to be very careful handling them, as some of the fine detail is extremely fragile. The technique he used – which I copied – is to carefully cut away the upper moulding sprues with a scalpel, or very sharp modelling knife, but leave the base still attached to the figure. Then with a small piece of double sided tape (or Blutac) temporarily fix the figures to a small piece of wood or card, which you then use to handle the figure whilst painting it. Once finished, simply cut the figure away from its base.



I was pleased to note Modelu figures don't need any primer. I used Railmatch enamel paints, but understand the figures can be painted using acrylic paints if you prefer. My layout is set in the late 1950's/early 1960's – so no hi-vis jackets!

The men would mostly wear blue overalls, or blue jackets and trousers in those days. And from what I remember, they always looked quite grubby. I deliberately painted the trousers a different shade of blue to the jackets, as no doubt in real life as one wore out they would be supplied with new ones – not necessarily both at the same time. All the colours used were mixed on an old plate until I arrived at what I thought looked right. Once fully dry they were all treated to a very diluted gunge colour to make their clothes look well used. Another thing I wanted to incorporate was that by the 1960's I remember quite a few West Indian workers were to be seen on the tracks of the railways, so out of respect to those gentlemen, two of my five crew are painted to represent them.

I'd also obtained a model wheelbarrow from scalemodels scenery.co.uk. I couldn't think of a method to permanently fix this to the layout, until I realised that wheelbarrows often spend most of their lives upside down. So a small piece of balsa wood was stuck inside and a brass rod glued into that.



Printers Yard does occasionally go out to exhibitions, so larger items, like buildings, are put in place once the layout is erected. But smaller items are fixed permanently to the baseboards. With this in mind each of my PW crew had a tiny hole drilled up one of their legs and a short piece of brass rod inserted into it, with a drop of superglue added to secure it.

I'd already prepared the area with some new ballast laid between the sleepers on a short stretch of the track. Although these sleepers had been previously weathered, I endeavoured to re-paint them to look new(ish), together with the rail sides and chairs. The idea being to make it look like the PW crew had just finished inserting a new piece of track. This was further enhanced by gluing a stack of old sleepers – obtained from Skytrex – next to the track, together with a pile of used ballast fixed in place with some diluted PVA glue and the wheelbarrow glued in place on top of that.

Next I had the fun of deciding whereabouts each figure would stand. I couldn't have them standing on the track, as I needed to run trains along it, so they are grouped fairly close together near the old sleepers, as if pondering what to do next, whilst the look-out man is positioned across the track, checking there aren't any trains approaching from under the bridge.



Printers Yard is one of the layouts appearing at the Shepton & District Model Railway Society Exhibition on Sat 8th – Sun 9th June. Then on Sat 27th – Sun 28th July at the South Coast Model Railway Club's exhibition.

Mirfield Musings

by Howard Bolton



I have been experimenting trying to get a few different pictures at Mirfield. As you know the hazards of railway photography are many. Despite the dull and rain I had to go to photograph the above at Mirfield. Of course the sun came out as I got on my way home. Until I got home though I didn't realise that when I took my pictures two significant drops of rain had got on my lens. I certainly wanted a record of this very unusual event so it will have to do. I hope that some others managed to get better pictures. Doncaster to Crewe after 90001 had failed on a railtour. It is hauled by 37521 which went to Doncaster from Crewe in the morning to rescue it. 9 April 2024.



No sun but I decided it was time for me to have a run out somewhere other than Mirfield. The Middleton Towers to Monk Bretton sand train on 23 May 2024 seemed a good bet as from RTT it showed it had 69008 and 69006 on. I was expecting one to be on the front and one at the rear of the train but was very pleased when they turned up at Knottingley double-heading the train.

Railway Architecture

pictures from Gerry Barnard

Members may recall a presentation to the Society earlier this year by Gerry Barnard who delivered a masterclass in railway photography depicting trains in the landscape. Gerry went in to detail about composition, and the use of foreground and background details to draw the viewers eye in to the image as a whole. These pictures from a visit to York on 14 March 2024 emphasise the station's overall roof and some of the architectural detail to be found.



Trans Pennine 802214 heads south



Left: A high up view with Northern Rails 170476 in the Harrogate bay. The decorative ironwork frames the train with the staircase on the left balancing the image.

Next Page: An LNER Azuma arrives heading south, and Northern 195101 sits in one of the southbound bays. Both these images and 802214 above use the curve of the station roof to mirror the train with the yellow platform lines balancing to the overall image.



Poole track works

Pictures by Ken Aveyard

On Sunday morning 4 February 2024 whilst walking through Poole the crossing barriers came down, and on investigating further these two bridge inspection units were seen approaching the crossing from the Parkstone direction.



Approaching Poole crossing as seen from the footbridge.



After arrival at the crossing the rail wheels were raised, allowing the road wheels to lower on to the crossing road service.

A little bit of manoeuvring later and each of the machines was turned through 90 degrees and driven off down Poole High Street watched by a bemused collection of Sunday shoppers.

Swanage Diesel Gala

pictures from Ken Aveyard unless stated.

On Friday 10 May 2024 a number of Society members attended the Swanage diesel gala. I went with Chris Aston parking at Corfe Castle National Trust where the first three images were taken from the top of the embankment.



Seen working well, 50021 would later disgrace itself with brake problems resulting in delays to the timetable.



33111 heading for Norden was the next working to appear. I actually liked the appearance in scruffy rail blue.



Next to appear was D5054 a type very familiar to my Yorkshire roots. It sounded lovely and brought back many memories of the Bradford portions of the London services.



Visiting locos were Harry Needle 20311 and 20302, Colas 37219, GBRf 69002 and Western D1015. By this time we had moved to Corfe Castle station to observe the various swapping of locomotives.



Following the breakdown of 50021 which was rescued by D6515 there was the unusual sight of the coaches abandoned on Corfe Common awaiting the rescue loco to return. Mike Banks was up on the hill taking pictures and sent this. Now I just need someone to photoshop a 4-Vep cab on the front.



D6515 and another image of 33111 in Corfe Castle station.



A final look at D5054 heading back towards Norden.



Arriva Trains Wales 155320 ambles in to Platform 0 at Cardiff on 20 May 2017. This unit has been given the PRM modifications and remains in use with Transport for Wales. Ken Aveyard



East Midlands 153321 at Matlock on 12 September 2014. This unit was transferred to TfW and renumbered 153921 signifying it has not been upgraded with an accessible toilet. Non modified units are restricted to the city line in Cardiff or must be attached to a PRM (Passengers with Reduced Mobility) compliant unit.