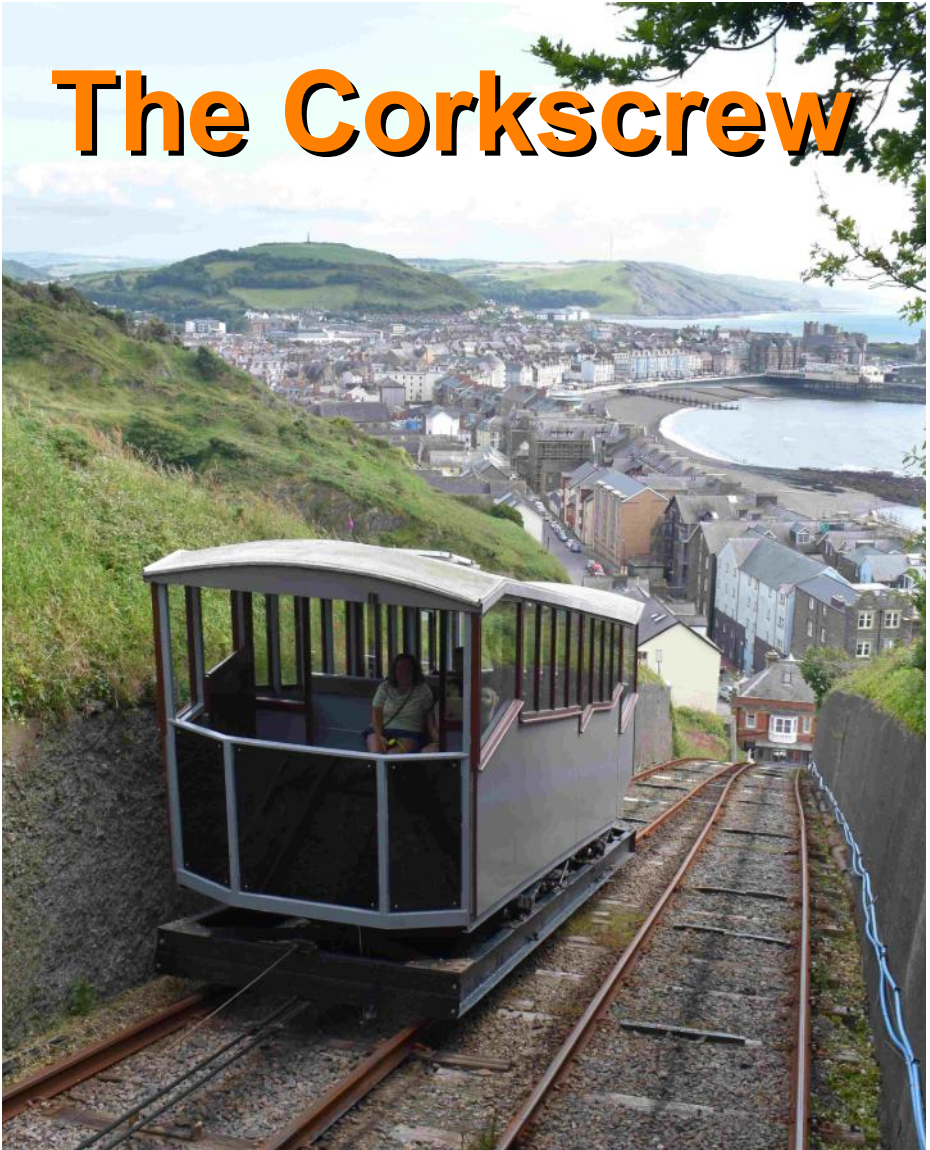


# The Corkscrew



Newsletter of the

**Wimborne Railway Society**

**Issue 142**

**August 2024**



**GWR 'Dukedog' 9017 Aberystwyth Museum 6 June 2024. P Carpenter**



**Corris Railway and Talylyn Railway No 3 'Sir Haydn' uses the traverser at Corris station 080624. Paul Carpenter**

**See article on Mid Wales narrow gauge railways from page 8.**

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

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## Editorial

Sadly I have to advise readers of the passing of one former and one current member of the Society.



Former member Roger Garside passed away in June 2024 and a number of members attended the funeral, with Chairman Peter Watson representing the Society. Roger ceased to be a member a few years ago, as advancing age made it difficult to attend evening meetings but will be remembered by many as a regular winner of the Society's photographic competitions. Roger and Kath are pictured left doing a shift at a WRS exhibition guarding one of the fire escapes to deter unauthorised entry.

Pictures Robert Aveyard



John Hale, pictured left, passed away in early July 2024 after a short illness. John was a member for many years and a regular attendee at Society meetings. He was also heavily involved in Society exhibitions doing his bit where requested. His funeral is being held in Northamptonshire.

In this issue Peter Watson shows us more of his works plate collection, Paul Carpenter takes us on a tour of Welsh (mostly) narrow gauge lines, Steve Green updates the Weymouth end of steam story and we have our usual selection of images from across the country.

Sit back and enjoy Corkscrew 142. Closing date for 143 is 12 September 2024.

Cover Picture :- The Aberystwyth Cliff Railway by Paul Carpenter. See the article from page 8.



## MODERN TRACTION BUILDERS' PLATES – part 2

by Peter Watson

**CLASS 04** – the second of the large 204hp 0-6-0 diesel mechanical shunter classes introduced in the 1950s to modernize yard shunting. A demonstrator loco, DS1173, was built in 1947 and it later became the last numbered in the series when it was transferred to capital stock as D2341 in 1967.

The main fleet was built between 1952 and 1961 but most had very short lives, withdrawals taking place between 1967 and 1972, although a handful were not finally withdrawn until the early 1980s – many had an active life of less than 7 years. Forty locos were bought up and their engines salvaged for marine use with the bodies cut up in the main private scrapyards.



***11100 (D2200) complete with full tramway protection working on the dockside at Ipswich in the early 1950s.***

The first batch came to fame thanks to their work on the Wisbech and Upwell Tramway for which work they were fitted with cowcatchers and side sheets covering the wheels and motion – as were others that worked on the dock lines around Ipswich.

Although nominally all Drewry products, they were built at a number of locations – Vulcan Foundry and Robert Stephenson and Hawthorns at Newcastle and Darlington.

There were other interesting variants to be found – the first ten locos had incorrect horsepower figures on their plates – 200hp rather than 204hp and 27 carried rectangular plates rather than the small brass ovals applied to the rest of the class.



Colin J Marsden

11100 on Stratford shed 7 July 1957 shed in "normal" condition.



I am fortunate to have been able to acquire all of these patterns, the plate with the 200hp numbering being from the very first one, D2200 and one from just seven of the locomotives plated "Newcastle".

**CLASS 05** – I have a very soft spot for this plate – it was the first piece of “railwayana” – as we later called it – that I bought. I had seen a long line of early small shunters parked up at Goole back in about 1967 and I wrote to the local Area Manager to see if I could buy one of the plates that they all still carried. Had I known then what I know now, I would have specified a different one but this one cost me 17/6d delivered. And, of course, as a teenager, I cleaned it up!!

A class of 69 0-6-0 diesel mechanical shunters all built by Hunslet between 1955 and 1961. They were all withdrawn in 1967/68. The design of the loco changed during the build with later engines having a cab with larger “greenhouse” style windows which made them appear much more modern. Their builders’ plates also changed over the build – I have one of the later pattern where the series number and horsepower were transposed. Again, the Gardner engine proved attractive and 48 were bought by a dealer for recovery of the prime mover before the remains were scrapped. Many Hunslet locos had their plates on (very) narrow cab doors which must have posed a challenge to the more portly driver.



**CLASS 06** – Barclays built 35 of these 0-4-0 diesel mechanicals for the Scottish region where I saw all but one during the course of a couple of extensive visits in the late 1960s. Built between 1958 and 1960 they went in a series of withdrawals in the late 1960s, during the 70s and on into the 80s by which time 10 had received TOPS numbers. They had the same aluminium ovals as the Class 01 and, with works numbers, they can be attributed to specific locos – mine being from D2425.



**CLASS 07** – I have only seen one plate from the “Southampton Dock” shunters. They are small brass strips which were, I believe, placed inside the cab. They contain the Ruston and Hornsby works number which is a 6 digit number in the series 480686 – 699. Do let me know if you have one in the attic!!

**D2400 – D2409** – A small class of Barclay 0-6-0 diesel mechanical shunters that was introduced in 1956/57 and worked from Lincoln and latterly Barrow Hill where they replaced the Johnson and Deeley tanks at Staveley Works. As a non-standard product and with the contract to supply motive power to Staveley Works ending in 1966, they were all withdrawn by the end of 1968 and cut up in scrapyards around Rotherham. They carried the Barclay aluminium oval plates, with identifying serial numbers, on the cabsides – mine came from D2402.





# Mid Wales - Mostly Narrow Gauge 2024

by Paul Carpenter

Heather and I took advantage of what looked like a reasonable few days weather for a week's break in Mid Wales staying a bit south of Aberystwyth. Now the railway content taken in was supposed to be low, but I managed to insert a bit more than that, as usually happens!

A fairly regular stop off for us journeying up through Wales for some time has been the former Erwood station which was on the Mid Wales line that ran between Talylyn via Three Cocks Junction to Moat Lane Junction near Newtown until closing in 1962. At the southern end of the line trains generally ran from Brecon. The buildings are now a craft centre and café today, and include three carriage bodies, two ex GWR and one Midland Railway example.

The station building is to some extent a faithful reconstruction, but the now extended station house is original. Other features at this very atmospheric location include a Pooley weighbridge. The signal box was once at Newbridge on Wye. A derelict yard crane lies on the ground but I believe came from another location. Star exhibit perhaps is 1939 Fowler diesel mechanical locomotive, works number 22878, No AMW169 which came from RAF St Athan. I envy you if you were able to travel over this line in the past.



*Erwood station Fowler 0-4-0DM AMW169 5 June 2024.*



I'm still 'collecting' stations and coming towards Aberystwyth on the A44 through Capel Bangor we took the lane down to the halt of the same name on the Vale of Rheidol. My luck must have been in because the 14.00 to Devils Bridge was due, and No 7 duly arrived. Painted plain green with lettering G W R, this is to represent the livery this engine carried from very late 1947 – 1954, research (not mine!) suggests it was repainted thus very shortly before nationalisation. No 7 was the only one of the three 2-6-2T's to receive this variation. Perhaps it was a form of protest or show of defiance to the forthcoming new regime! As the Vale of Rheidol locos were not named until 1956, No 7 doesn't at present carry 'Owain Glyndwr' nameplates.



**Capel Bangor No 7 14.00 Aberystwyth - Devils Bridge 050624**

A morning's walk next day from Aberaeron further down the coast wouldn't suggest railway interest, though this wasn't quite correct, at least for the last mile. Between 1911 and 1965 (though passenger services ended in 1951), Aberayron, as the GWR spelt it was the terminus of the standard gauge Lampeter, Aberayron & New Quay Railway, not that it succeeded in reaching the last named.

Whilst the station site has now been used for a Social Services centre, there is a sign marking the location, and the last mile or so along the former railway trackbed paralleling the River Aereon is a pleasant stroll and does cross the river on a still extant substantial girder bridge. A still functioning small coal merchants yard here probably dates back to railway days.



***Climbing towards Aberffrw, No 8 Llywelyn with 15.45 Aberystwyth - Devils Bridge and No 8 Llywelyn at Devils Bridge 6 June 2024***

The afternoon was set aside to catch the 15.45 Vale of Rheidol train to Devils Bridge returning on the 17.45. I usually find if you pick the last train of the day on heritage railways it is often much quieter and so it proved. The train was worked by No 8 'Llywelyn' sporting early B.R. black livery. We pushed the boat out as far as it would go by purchasing an upgrade to first class on the outward trip to be able to ride in the observation car, good for photography and quite sumptuous padded chair seating. We returned 'hard class' on the slatted seating of an open sided coach, also good for photography but distinctly chilly in this summer that doesn't want to give you seasonally warm weather!

First though there was time to explore the new museum which only recently opened in the former Aberystwyth engine shed once used by standard gauge locos and after 1968 converted to maintain the narrow gauge engines. Of course, these days the Vale of Rheidol has its purpose built works. The museum has been established in large part to showcase locomotives and rolling stock making up the 'Phyllis Rampton' collection of the late Peter Rampton. These exhibits have been seen previously by only a few people being assembled by Peter over many years. The idea looks to be to rotate what's on show and so may well be changed quite frequently, as several items now on show are on loan from elsewhere. Entry is free to train ticket holders and £5 otherwise.

The entrance is via a large glass porch with small exhibits, then entering through a façade once the entrance to the South Eastern Railway offices, at Tooley Street, London Bridge. On my visit (06/06/2024) the main contents of the very well and spacious museum comprised these:

GWR 'Dukedog' 4-4-0 9017 in early B.R. black livery. On loan from the Bluebell Railway. (see picture inside front cover)

GWR Vale of Rheidol 2-6-2T 1213 in GWR livery with full Great Western lettering as carried by this loco from 1923 – 1936. It later became No 9 'Prince of Wales'. As far as I'm aware this engine is still active and available for use, though some shunting would be required.



***Padarn Railway 0-4-0 'Fire Queen' built in 1848 by A. Horlick, Northfleet Kent.***

Famously locked in its shed at Gilfach Dhu from 1886 until 1969, when transferred to Penrhyn Castle Museum. Temporarily here, it will be moved in due course to the Bala Lake Railway I believe.

Padarn Railway Directors 4 wheel carriage of 1896, also to move to Bala Lake Railway.

Ex South African Railway Beyer – Garratt 2-6-2+2-6-2 NG/G13 class No 60. Built by Hanomag, Hannover 1927. This is an active member of the Vale of Rheidol Railway fleet.

Jung 0-6-2WTT 1261 of 1908 'Graf Schwerin Lowitz'. This was formerly a very active locomotive on the Brecon Mountain Railway so strong connections with the VoR in ownership. It was rather underpowered for the extended BMR and has now been retired hence its inclusion here in the museum.

Hunslet 0-4-0ST No 605 of 1894. Formerly of Penrhyn Quarry (Small Penrhyn class). Used on driver experience courses and other events. Currently serviceable.

Kerr Stuart No 3114 of 1918, an 0-4-0ST of the 'Wren' class. Used mostly by contractors, this example was used in the construction of Fernilee Reservoir, Derbyshire and building RAF Eastburn airfield, Yorkshire. Believe currently serviceable.

De Winton of Caernarfon, vertical boiler locomotive, 'Pendyffryn', built 1897, for Pen-yr-Orsedd slate quarry.



Dick Kerr Petrol Electric No 18, built 1918. Used on the military railways laid on the front line in World War One. Preferred to steam locos as they didn't create sparks or steam giving their location away to the enemy. Although converted later to diesel, one of two rare survivors, the other is in France.



***'Sabero No 1', built by Couillet in 1895, an 0-6-0T for the Hulleras de Sabero (colliery system) in Spain.***

Rescued by Peter Rampton in 1969, unseen pretty much since, displayed in just out of service condition. Coupled to the above locomotive from the same railway is the Hulleras de Sabero directors' saloon coach.

Isle of Man Railway 'Pairs' carriage F68, originally built by the Metropolitan Carriage & Wagon Co. as two four wheel carriages A9 and C13 of 1873, originally close coupled then in 1909 mounted on long bogie frame to form vehicle now seen.

GWR Cattle van 38089 built 1924 to 2' gauge for VoR, re-gauged to 2' 6" and transferred in 1937 to Welshpool & Llanfair. The other survivor is on today's W&LR.

Rail-mounted Model T Ford, a 2 foot gauge replica built for the late Adrian Shooter, typical of the many similar variations used to save costs on U.S. short lines in the earlier 20<sup>th</sup> century. The original that this replica is based upon was an inspection saloon on the Sandy River & Rangeley Lakes R.R.

'Redstone' is a 2 foot gauge scale model. Designed by the Penmaenmawr Granite Quarry owner in 1903 based on a 3 foot gauge De Winton quarry vertical boiler loco. Built by Mr Redstone, the foreman fitter, it was used on the garden railway of the quarry owner!

'Zulu' is a fully operational 7.25" gauge model of a 2 foot gauge NG6 'Lawley' Class F4 4-4-0, a type built for the Beira Railway (Mozambique). Members of that class later entered use on South African Railways as shown by the model, carrying plate NG104.

The next day was largely devoted to walking, but arriving late afternoon in Aberystwyth we were just in time to take a ride on the Aberystwyth Cliff Railway. Opened in 1896, and only second in length (at 778 feet) to the Lynton & Lynmouth, it was originally a water balance worked system, but was changed to electric operation in 1921. Maximum gradient is near 1:2 (50%), track gauge has been variously quoted as 4' 8" and 4' 10". Climbing Constitution Hill through a substantial rock cutting mid-way to what at the top was an early Victorian Theme Park, the cars travel at 4 mph.

Today the top station which is very utilitarian outside and with the train shed being reclad in recent years has a nearby café and a camera obscura for company. The lower station is the very nice original Victorian building, naturally both stations are manned, the operatives also doubling as booking office staff. The cars seem to have been rebodied several times over the years, I have been unable to establish how old the 'bogies' they are mounted on, are they original maybe. What I can say is that they are equipped with buffers on the lower end. (See picture on front cover)

The following day, a Saturday coincided with one of the running days on the Corris Railway. We were a week ahead of a gala event that was to feature three steam locomotives in operation, normally only one engine is in use as on our trains. Joining at the Corris station, the northern end of the current operational line of just under a mile, a difference was noticed for the run-round arrangements. A novel traverser operates at this end of the line at the stop block end as there is not room for normal pointwork. The locomotive in use on this day was on loan from the Tallylyn Railway for a short period having arrived five days previously, the former Corris Railway engine, Hughes Falcon 0-4-2ST No 3 'Sir Haydn'. (See picture inside front cover)

The train was made up of four replica coaches built to as close to original as modern standards allow. Numbered 20 – 23, they have been constructed over about 25 years using an original Corris coach on the Tallylyn Railway as the basis, modifying drawings as necessary. The substantial remains of original Corris carriage No 7 is on display in the old stable blocks at Corris which double as café / shop and museum. The pleasant journey to Maespoeth along original route is largely fenced by upright slate blocks, a common usage of available waste material on such lines. The original route started, or should that be ended at the Corris Railway station at Machynlleth, the building of which still exists, near to the Cambrian Railway, later GWR station. There was an interchange yard between the narrow 2' 3" gauge and the standard gauge. The upper end station beyond Corris was at Aberllefenni, though the line continued up to the quarries above here for the slate traffic.

Passenger services ceased under the Great Western in 1930, the goods service lasted until in 1948 the River Dyfi viaduct near Machynlleth was declared unsafe due to heavy rains and the line closed with immediate effect. It's well known that a substantial amount of equipment including the last two remaining engines made it to the Tallylyn Railway.

Back to the present, arrival at the platform (not a station in pre-preservation days) is alongside the original Maespoeth Works cum engine shed. Inside I was able to inspect the two new build replica steam locomotives, No 7, a copy of 1921 Kerr Stuart 'Tattoo' class No 4 'Edward Thomas' that came from the Corris Railway to the Tallylyn. Built in 2005 by Winson Engineering, it is their works number 17. More recently in 2022, Alan Keef Ltd, assisted by railway society members have built a replica of a Hughes Falcon engine that once comprised three locomotives on the original Corris of which No 3 'Sir Haydn' is the survivor. This new build carries No 10. Both new builds are currently 'in ticket' and regular use.



***Corris Railway No 10 a replica new build of original Hughes locomotives of the original Corris railway in Maespoeth Works 8 June 2024.***

***No 3 'Sir Haydn' waits to depart Maespoeth for Corris. 'Vlad' the O&K 0-4-0DH outside the works***

On the other side of the running line to the works is a carriage shed built in the preservation era. Onwards to the south of the station is the start of an under-construction extension to Tan-y-Coed that will almost triple the current route length.

Other locomotives noted were 'Alan Meaden' a 4w DM Motor Rail Simplex of 1965, a 4w DH Ruston & Hornsby of 1966, a Clayton 4x Battery Electric of 1974 from Aberllefenni Quarries (which stayed active a lot, lot longer than the rest of the railway). A much larger Diesel Hydraulic is 'Vlad', an Orenstein & Koppel 0-4-0DH purchased and re-gauged from Austria. Also noted was a presumably replica brake van to original style and an under construction carriage. Apart from 'Vlad' these were inside or outside the carriage shed. Driving south later in the day I noticed 'Vlad' had pulled No 7 out into the glorious sunshine, but there's nowhere to stop the car!



Next day involved a lengthy drive out to Welshpool to take in a return trip on the Welshpool & Llanfair Railway to Llanfair Caereinion. The history of the 2' 6" gauge line is well known, suffice to say final closure was in 1956 with the preservationists taking over in the early 1960s. It's a one mile drive out of the town centre to the current railway's Raven Square station, the onward route through to the main line station was unfortunately lost and never re-opened. Today's engine proved to be No 1 'The Earl' (in GW livery as 822), one of the two original locomotives, hauling a train of four carriages, comprising 418, a Hungarian State Railway (MAV) bogie vehicle, 569 and 572 from the former Satzkammergut-Lokalbahn in Austria, and B27 built for Austrian State Railway for the Zillertalbahnhof section, though considerably younger than other carriages donated by the Zillertalbahnhof to the W&L. A lovely journey riding both ways on the end balconies provided such good photographic coverage of the intermediate halts that I decided it would not be necessary for once to actually visit on foot as nothing further could be recorded. Arrival at the Llanfair terminus gave a 50 minute turnround, time for a quick snack lunch and a brief view of what could be seen from public access points. Passing one of the sheds incoming I'd noticed dismantled for overhaul No 2 'Countess' with the boiler outside. Diesels noted stabled outside were 'Chattenden', the 1949 Drewry 0-6-0DM, an early arrival at the railway from the Chattenden & Upnor, an Admiralty line in Kent, alongside it was a 1979 Diema 6WDH that came from the Taiwan Sugar Co.



***Welshpool & Llanfair 822 'The Earl' takes water at Welshpool Raven Square before departing on a service to Llanfair.***

The terminus at Llanfair, although developed to today's needs, still substantially contains the original corrugated iron station, office, goods shed and warehouse buildings of the past. Back at Raven Square we had a look around the 'exhibitor' shed. Inside were, presumably 'out of ticket' steam locos: Sierra Leone No 85 Hunslet 2-6-2T 3815 of 1954. 'Joan' a Kerr Stuart 0-6-2T 4404 of 1929, it originally worked in Antigua, interest for me is having a live steam miniature example of the same on my garden railway. Long out of use is 'Monarch', the Bagnall 0-4-4-0T (3024 of 1953) that worked at Bowaters, Sittingbourne & Kemsley Railway. 'Nutt', the well known Sentinel (7701 of 1929) 4w vertical boiler locomotive, once of Fletton Brick Works.

A couple of original W&L open wagons, one in an authentic for the line J.L.L. Peate (coal merchant) private owner livery, made up the rest of display. On the return journey a stop was made at Llanidloes to view the magnificent former station building which was also the headquarters and offices of the Mid Wales Railway mentioned at the start, a considerably larger affair than at Erwood. The former trackbed here is largely under the town bypass, which is in a cutting at lot lower level than the railway was.

Somehow, I contrived a visit to the Talyllyn Railway, suggesting a good walk that would be possible from the line's upper terminus at Nant Gwernol. Surprisingly I got this authorised! A two train timetable was in operation that made for four return services. The tickets are 'explorer' enabling us to ride behind two different engines. We caught the first train of the day at Tywyn Wharf station at 10.30, the train being hauled by recently outshopped in Great Eastern Railway blue livery Fletcher Jennings 0-4-2ST No 1 'Talyllyn'. A quick look around the museum getting an overhead photo of the unusual Guinness dual gauge locomotive for a friend in Ireland, and then we were under way in sunshine, as we'd been fortunate with every day.



***No 1 'Talyllyn' runs round at Nant Gwernol 10 June 2024.***

The walk above Abergynolwyn proved to take longer than expected at three and a half hours, sliding and falling on wet slate (and surviving) had done nothing for the appearance of my jeans. The last twenty minutes through the village and climb up to Nant Gwernol was done at some pace, catching the penultimate train of the day, again with No 1, with one minute to spare, that was tight!

This as with the previous two trains makes a thirty minute break at Abergynolwyn station for refreshments on the return journey (outward on last train of day). I (rather than we) decided it would be good to break the return journey at Dolgoch station, which is a lovely spot in itself and of course there's the Falls as well. I was able to photograph No 1 departing across Dolgoch Viaduct and presently No 7 'Tom Rolt' (heavily rebuilt from a former Bord na Mona locomotive) coming up the valley with the last train of the day. Members who know me well will recall a certain interest of mine has been the railways of Bord na Mona in Ireland, which conveyed large quantities of peat right up until the beginning of this year (2024). That's now at an end.



***Talyllyn Railway No 7 'Tom Rolt' arriving at Dolgoch from Nant Gwernol.***

Bord na Mona only operated three steam locomotives as against around 430 odd diesels. These 1949 built Andrew Barclay 0-4-0WT for the 3' gauge system proved rather heavy for the track and didn't steam that well on the peat fuel, and after intermittent use were withdrawn from service in 1954. They were stored for many years. All three still exist, two in original form in Ireland, one is operational, so a mention for friends at the Stradbally Railway, in Co Laois. One, No 1, was bought in 1969 by the Talyllyn with the idea of re-gauging and rebuilding as an addition to the railways steam fleet. It took a long time, the proposed name of 'Irish Pete' was quietly dropped and the resulting much altered loco, now an 0-4-2T became No 7 'Tom Rolt'. The crew of it told me it is a very popular engine with them. We had waited at Dolgoch for another hour and caught the last train down to Tywyn with No 7 in charge rather than having up to to Nant Gwernol on its outward journey.



A chance return visit to Aberystwyth (VoR) station the following day to immerse myself and purchase from the excellent shop with its extensive railway book and video content coincided with the Welsh Highland Heritage Railway's recently rebuilt to working order by the VoR workshops Baldwin 4-6-0PT No 590' being shunted by Hunslet diesel locomotive 7495.

The latter unusual loco is fitted with a flail attachment to help line maintenance. I'd narrowly missed getting a decent photo of 590 being shunted by one of the two VoR Baguley doesels a few days earlier. 590 is actually the former 794 which worked until at least the 1980s in India before being brought to the U.K.



***Baldwin 'Welsh Highland Railway 590' (actually 794) Aberystwyth 110624***

Going homeward south from our holiday cottage we took a route down to Llandovery. I'd photographed the station there about 20 months earlier but it was a handy stop off to pick up sandwiches for lunch and I took more photos.

A detour was considered necessary by me to Llanwrtyd Wells, three stations north on the Central Wales Line (now dubbed Heart of Wales Line).

A recent article of mine in 'The Corkscrew' mentioned my disappointment on my earlier visit in finding the station building covered in scaffolding for roof repairs. Fortunately, this time, the work has now been completed. And that completed the 'minor' railway content of the holiday.

# The Weymouth Dump Locos – A Postscript.

By Steve Green.

Some new information has come to light regarding the article I compiled in Issue 141, via an email from Colin Stone.

On the 7<sup>th</sup> July 1967, the penultimate “Channel Islands Boat Train” was headed by 35023, formerly ‘Holland Afrika Line’, and a couple of photos of this train were taken as it sped through Parkstone station. On banking duties again was our old friend 41320. As mentioned previously, banking was perhaps not her forte, and the going away shot shows the plucky Mickey Mouse tank being left behind – again! As Mr Stone put it in his email, it wasn’t only high-speed snowploughs she couldn’t keep up with. What an A4 can do, a Bulleid can do ... but better.

On the last day, 9<sup>th</sup> July, 73018 worked a revenue earning train, the 10:02am Bournemouth to Weymouth passenger, without doubt the last Southern steam hauled, local stopping train, a dubious honour.

The accompanying photo, taken by the late Colin Caddy, shows a Hymek (ignore the headcode!) passing through Maiden Newton station heading north with a string of empty open wagons (to act as brake force), with at least one Bulleid Pacific in tow, on an unknown occasion.

Another photo that Colin has discovered shows another Hymek with a short rake of vans this time, with 35014 and 35026 being hauled away from Weymouth on 5<sup>th</sup> August. So, perhaps it would seem that Hymek’s were the engine of choice for hauling these trains up the West.



# THE TARRANT THYMES.

*The Weekly Paper of the Tarrant Valley.*

Tarrant Valley Railway to appear at  
WAMRAC Exhibition in September.

The TVR Board of Directors, Management and Operating Department are pleased to announce that the Tarrant Valley Railway is to represent Wimborne Railway Society at the Wessex Association of Model Railway Clubs' Exhibition at the Hamworthy Club on Magna Road over the weekend of 21<sup>st</sup>/22<sup>nd</sup> September 2024. If any member would like to come along and help operate the layout, please speak to the Reverend Green.

For any member who does not know, the TVR is a model of the railway which used to run from Spetisbury up to Tarrant Gunville to carry chalk back down the valley for onwards travel the around the country. The layout has been built in 4mm narrow gauge scale, or 009, using mostly scratchbuilt buildings and kitbuilt models during a period of over 20 years, and was awarded the Best Narrow Gauge layout trophy at the Warley National Model Railway Exhibition at the NEC during November 2019. We hope to see you next month.

We are also able to offer you the opportunity to acquire, free of charge, our old fiddle yard and airfield boards, both 4ft x 18", plus two small adaptor boards for your own project if you so wish. Please enquire within, on a first come, first served basis, as of July 2024. At time of writing, they are all in the club storeroom to view and available, but by the time this goes to print, they may have gone, so if you are interested, please act quickly! If there are no takers, they will be disposed of. Thank you.



***The hose bus connection to Verwood leaves Tarrant Gunville station.***



# Liverpool to Manchester

pictures from Gerry Barnard.



*Lime Street exterior and a Pendolino under the distinctive roof.*



***Avanti Pendolino 390137 under the Liverpool Lime Street roof.***



***En route to Manchester passing Tuebrook Sidings where GBRf 60021 is seen waiting to take empty biomass wagons to Liverpool docks.***





***Close up of the roof construction at Manchester Piccadilly as seen from the footbridge with Voyager 221133 seen on a Bournemouth service.***



***A study in Pendolino nose ends at Manchester Piccadilly.***



# New Depot for Northern

pictures from Colin Aveyard

The former Crossley Evans scrap yard at Shipley is being cleared to construct a new depot for Northern which will be used for the maintenance of Northern's class 331 and 333 units.

Scrap trains ceased some years having reduced from weekly to an as required operation. There's some nice You Tube footage of a class 56 working out of the yard with the driver entering in to the spirit of things with much clag.

The Leeds based EMU fleet primarily works the Leeds and Bradford to Ilkley and Skipton routes, known as The Triangle with two units used on the Leeds to Doncaster service each day. The Doncaster units work for two days before cycling back on to The Triangle and units normally stable overnight at Neville Hill, or Skipton Broughton Sidings with a small number overnighing in Leeds station, Doncaster station or Bradford Forster Square. Neville Hill is now very congested and is due to be rebuilt as part of the Trans Pennine Route Upgrade to cater for the enhanced DMU fleet currently being procured. Being outside of Leeds at the wrong end of the electrified network it can often prove difficult to path units on and off depot during the day, as the two tracks east from Leeds are heavily used. The new Shipley depot will allow for easier rotation of units if necessary.



***A view looking east towards Shipley on 29 June 2024 with 333001 passing by. The main line access can be seen alongside the EMU.***



***The last two shunters on site. The Ruston 459519 named Venom is main line registered as 01507 and is believed to be at Milford Sidings destined for preservation. The fate of Hunslet 7159 of 1969 is not known.***



***A view west from the road bridge that crosses the site shows clearance work in progress on 28 March 2024.***





***Perhaps one of the more famous inhabitants of Crossley Evans, but for all the wrong reasons. Advenza Railfreight 66841 was trapped in the yard when the operator was wound up by HMRC due to unpaid taxes on 7 October 2009. Seen here on 10 October this loco previously DRS 66406 later moved to Colas (66841) and is now with GBRf as 66742. KA***



***On 8 February 2024 a landslip closed the railway through Baildon. The line finally reopened on 30 June and 333009 is seen here the day before during the recommissioning trials. Colin Aveyard***



# Keighley and Worth Valley Diesel Gala

pictures from Colin Aveyard and Howard Bolton



*D1015 and 69009 pass Midland Road depot, Leeds en route to the KWVR diesel gala on 20 June 2024.* Howard Bolton



*1944 Hunslet number 32 of the Mersey Docks and Harbour Board.* CA



**Class 37 37075 with West Coast carriages, and out of use Derby class 108 at Haworth 23 June 2024. Colin Aveyard**



**Heading home on 24 June 2024, 37250 and 69009 pass Shipley. CA**



**Not on gala day but GBRf 66308 newly in service passes through Shipley station on 14 April 2024. Colin Aveyard**



# Leeds Midland Road

pictures from Howard Bolton

An early afternoon drive from Mirfield to Leeds found 20066, 26007, 37558 and 37425 stabled in Balm Road Depot. The two 37's led by 37425 were off to Barrow Hill and can be seen leaving the depot a little later. Not sure what the 20 and 26 are doing though. Just a few minutes later 50008 appeared hauling 37250 from the Wensleydale Railway to the KWVR.



# More Mirfield Musings

pictures from Howard Bolton

To get a picture of 34046 in no sun I opted for a possible shot in a place at Mirfield I would not normally dream of going to. However in the circumstances I experimented and thought the two attached pictures not too bad as record shots. I don't think I've ever seen any shots taken from this point off Newgate heading towards the new housing estate where the old Mirfield steam shed used to be.







I have been experimenting trying to get a few different pictures at Mirfield. The attached are taken from Helme Lane near Heaton Lodge Jct.



A slightly different view at Newgate Bridge Mirfield.



**Anglia Railways 153322 at Felixstowe on 24 September 2011.**

**KA**



**Arriva Trains Wales 153323 and 153327 at Cardiff on 27 July 2010.**

**KA**