

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 143

October 2024



MER and Snaefell trams at Laxey. See article from page 20.



A view of Port Erin harbour.

Steve Green



The washing floor of the Laxey Mines.

Steve Green

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Editorial

October is upon us and days out turn to days in, and for those modellers amongst us the exhibition season starts again. Beginning on 5th & 6th October at Fareham, we follow with the Christchurch club show at Bournemouth Girls School on 12th & 13th. Sunday 20th is a busy day with the Central Southern O gauge group exhibition in the Allendale Centre, Wimborne and also the Poole club's exhibition at the Boys Grammar School, Gravel Hill. There's then a gap until Weymouth on 2nd & 3rd November at Weymouth College, The Poole Toy Fair now at its new home of the Boys Grammar School on Gravel Hill on 10th November and finally the New Forest Club open day on Sunday 24th November.

At all these events we have the chance to distribute flyers for our own Wimborne Railex 2025, so if you are going please try and take some of the flyers with you from the pile in the club rooms.

At the O gauge show, WRS will have a display stand to publicise the Society and hopefully attract new members. We could do with a few volunteers who would be prepared to man the stall for a short while, about an hour, and chat to the public. If you can help please mention this at the club or volunteer via the Chairman.

In this issue your editor reports on a few days in London and East Anglia chasing the elusive final Flirt. Peter Watson continues with part 3 of his series on modern traction workspates in his collection, whilst Steve Green makes a return visit to the Isle of Man. There's our usual selection of photographs from around the country to round of this issue.

Sit back and enjoy Corkscrew 143. Closing date for 144, 21 November 2024.

Cover Picture:- Fomer Vivarail class 230 battery electric unit 230001 is currently undergoing trials with GWR to prove the viability of battery operation with charging taking place in the platform at West Ealing. Seen on 7 June 2024 at West Ealing station. See article from page 4. Picture by Ken Aveyard.

Final Flirt Found

by Ken Aveyard

My annual visit to London with my brother Colin looked at first to be a bit repetitive as once again our three days would be based at Romford Travelodge, and would include a day in East Anglia for our fourth attempt to clear the Anglia Railways class 755 "Flirt" units.

Going Wednesday to Friday to get better Travelodge prices saw me on the 0818 from Branksome to Waterloo, an all stations service from Weymouth to Southampton where it waits for the 0848 from Branksome to attach for the run to London. Annoyingly there are no cheap advance fares on the 0848 despite the same arrival time in Waterloo. Although quite a busy service with Brockenhurst College students, it was 4-car 450119 on the service rather than the expected 444.

Arrival in Waterloo was on time at 1049, and I made my way to Kings Cross to await Colin's arrival from Leeds due in at 1130. Our plan was to walk to Euston and catch the 1224, or if lucky the 1154, London North Western service as far as Harrow and Wealdstone to pass Wembley Yard before returning to Willesden Junction Low Level and watch the cycle of class 710's on the Watford service, looking for 710374. There would also be the bonus of some new 730 class units working out of Euston or parked in Camden Sidings. Unfortunately things were already falling apart, as problems in the Northampton area had completely destroyed the service at Euston and there were no imminent LNW services showing on the screens. We opted instead for the Watford DC service on board 710266 to Willesden where we would wait to see the Watford sets. 805001 was in the platforms and in Camden Sidings were four long term stored class 730/2 units, 730210/211/212/217. These units will be replacing the 350/2 units on services from Euston later in 2024. Meanwhile LNR crews are using West Midland units for familiarisation and 730013/023/024 were seen stabled between peak hour services.

Passing Willesden depot we found 710379 and 730037/039 newly delivered. On arrival at Willesden we saw 710260 and 710272 heading south with 66596 on a passing freight before remarkably 710374 arrived heading north, so we hastily hopped on board for the run up to Harrow. Passing the back of Stonebridge Park we saw 92038 and 92018 with the sleeper stock with an unidentified Anglia 745 in the Alstom shed.

On arrival at Harrow and Wealdstone we found the small station kiosk closed so that rather messed up lunch, but more ominously the station announcements were advising passengers waiting for the LNR services to instead use the Watford DC lines to head south as in order to recover the service the few limited LNR services would be passing non stop.



66596 heads from Wembley Yard towards the North London Line at Willesden Junction Low Level on 5 June 2024. Ken Aveyard

I called up Real Time Trains and discovered that the Southern service from Milton Keynes was showing as running normally, as this was well south of the problems. We decided to wait for this and hope it stopped which indeed it did so we boarded 377706 intending to change at Shepherd's Bush to the Central Line. Meanwhile Colin had been on line looking at the ever helpful "Part Time Spotter" postings to see if our last two Elizabeth Line trains, 345056 and 345064, were allocated. Both were in service and would be passing through Liverpool Street Low Level mid afternoon one heading for Abbey Wood, the other for Shenfield.

The Southern service runs on the slow lines and after stopping at Wembley Central takes the Willesden Relief Lines which are the entry roads to Wembley Yard and drop down to pass under the Euston bound tracks to cross to the south side passing under the footbridge at Willesden Junction and curving round past the famous scrapyards before joining the Overground tracks at Mitre Bridge Junction. This has the advantage of passing through Wembley Yard at walking pace, giving more time to get all the loco numbers in the stabling sidings. 66615 66616 66745 66951 66952 66504 and 66507 were all visible, plus 710263 was in the electric depot sidings.

After stopping to change from overhead to third rail at North Pole Junction we arrived at Shepherd's Bush and headed for the Central Line after spending a few minutes with the camera in the adjacent bus station.

Changing from the Central Line at Liverpool Street we headed for the Elizabeth Line platforms, and sure enough 345056 and 345064 were duly copped. A quick trip outside the station for supplies from Tesco and some bus photographs then we headed back in to Liverpool Street and a train out to Bethnal Green for the evening peak. We needed to see the 1530 Cambridge departure as it wasn't due back until 1845 but otherwise it was a case of how many class 720's we could cop. One surprise was Network Rail 153376 which crept out on a route survey, but otherwise there was the usual mix of 710 720 and 745 units plus the triple 755 set on the Norwich service. As Anglia are now on Real Time Trains we were able to look up the units we needed and managed to cop 9 before there were no more on the horizon. We did find one working between Stratford and Bishop's Stortford so we hopped on a 710 in to Liverpool Street and 720568 out to Stratford. At Stratford 720501 was duly copped and with nothing else coming up on Real Time Trains we boarded an Elizabeth Line train to Romford for the Travelodge and a meal in Wetherspoons.



345042 passes Bethnal Green on one of the Liverpool Street to Gidea Park peak hour short workings on 5 June 2024. Ken Aveyard



720501 the unit we stopped off at Stratford to cop. Ken Aveyard

Thursday morning and we're up early to catch 345011 on the 0621 from Romford changing at Shenfield on to 720134 to Chelmsford. The time at Chelmsford was spent photographing buses from the platform.



First Eastern England 34424 SN17MTX new as Yellow Buses 103 one of a number of Enviro 400mmc models that were returned to their leasing company when Yellow Buses closed. Chelmsford Bus Station viewed from the railway on 6 June 2024. Ken Aveyard

From Chelmsford it was 745006 that took us to Ipswich arriving at 0806. At Stowmarket we had passed Network Rail 153379 and 153384 and they worked through Ipswich at 0941.



153384 leads 153379 through Ipswich on 6 June 2024. Ken Aveyard

At Ipswich we got breakfast and searched real Time Trains for 755327 only to find it was unallocated for the day, which meant it wasn't going to appear in Ipswich so plan B was put in to effect, which was a return trip to Norwich and hope that it was visible on the depot or spare in the station sidings.

Before that however we found a special from Norwich due to reverse in Ipswich and head towards Peterborough, en route to Chesterfield, which we surmised would be for coaches to Chatsworth House. This turned up as 57313 and 57315 on a rake of Pullman liveried Mk2 coaches.



57313 and 57315 at Ipswich on 6 June 2024.

Ken Aveyard

Only one freight had passed through hauled by 66767, and by 1006 we were on 745102 heading for Norwich, passing 66537 08691 66506 66416 66597 and 66616 in Ipswich yard. On arrival at Norwich we found a couple of class 755's parked up spare but not 755327. Our return advances from Ipswich were at 1530, which would be the 1500 from Norwich so having four hours to kill I decided to walk in to Norwich and photograph the wide selection of different buses to be found. Colin remained on the station just in case.



First has invested heavily in electric buses with both single and double deck Wright Electroliners. Go Ahead owned Konectbus is the second biggest operator with a mixed fleet. Independant Sanders of Holt has put three new Enviro 400mmc in service and Coach Services of Thetford makes an occasional appearance as shown by this MCV Evora. KA

I had walked all the way to the bus station when at 1245 Colin phoned me to say he had been looking at all the three coach arrivals at Norwich on Real Time Trains and 755327 was in fact in service and would be arriving back in Norwich at around 1330. With that news I set off on the walk back and arrived at Norwich Station just as 755327 pulled in.



755327 sits in Norwich station on 6 July 2024.

Ken Aveyard

So after four years of trying we finally cleared the Flirts, sadly meaning no return visits to Ipswich or Norwich for the foreseeable future. Our 1500 to London was 745003, with 90041 90009 66420 08762 seen at Ipswich, and arrival in Liverpool Street was slightly ahead of the advertised 1710. We had planned at this point to have another Elizabeth Line session, but having cleared those units a look on Real Time Trains showed that a solitary 720 unit 720102 that we needed would be arriving at around 1800, so another 50 minutes was spent outside photographing buses amidst the throng of cyclists.

With 720102 in the bag we looked to catch one of the Elizabeth Line peak hour extras that run from the main station to Gidea Park, to get us back to Romford but they were showing as cancelled so we headed downstairs only to discover that due to problems in the Ilford area the Shenfield services were in tatters. We queued as Abbey Wood trains passed by until finally a Shenfield train arrived packed solid and in the throng to board Colin was ahead of me and got swept away in the scrum and I ended up left behind. The next Shenfield was not far behind and was also rammed but I wasn't letting this one go and took no prisoners in the scrum that followed. We crawled through Ilford as the driver advised that a cracked rail was to blame reducing the speed to 5mph for a few hundred yards. Luckily all Elizabeth Line crews sign the entire operation so half the Shenfield trains had been diverted to Abbey Wood or in to Plumstead sidings. I finally got a seat at Goodmayes and Colin was waiting for me at Romford.

As it was still relatively early there was time to photograph buses in the bus station and layover area behind Romford station before a return visit to Wetherspoons.

Friday morning and we caught the 0641 shuttle service from Romford to Upminster and on to c2c to Barking for the morning peak period. Our targets were as many of the c2c class 720/6 units as were in service, plus our final 710, 710270 which is a regular on the Goblin service. Although the booked diagrams were for four pairs of 720/6 in service, a fifth pair turned up and we copped 7 in total bringing our future wants down to 2 units. We were also able to clear 710270 on the Goblin service.



Penultimate 720/6 unit 720611 at Barking on 7 June 2024. Ken Aveyard



Class 710 unit 710270 heading for Barking Riverside on 7 June 2024 KA

Having seen all the expected workings, we exited the station in search of breakfast with plenty of time to photograph buses before the 0930 start time for the day's travelcard. Barking is the place to see the East London liveried Borismasters, plus many other standard London buses, including one of the new Superloop services. The surrounding buildings make photography difficult on a sunny day.



East London Buses LT928 and Arriva EH43 liveried up for the SL2 Superloop service from Walthamstow to North Woolwich Ferry. KA

The itinerary for Friday had been left quite flexible in case we were still chasing the last two 345's but having cleared them we had a couple of targets in mind plus finally ending up at Euston for the evening peak. We boarded a c2c class 357 towards Fenchurch Street but passing the rear of East Ham depot a fair few 720/6 units were seen in the sidings so a quick change at West Ham and a District line service back to Barking sadly revealed them to be three of the sets seen earlier. So back again on c2c in to Fenchurch Street followed by a short walk to Aldgate for the Underground to Liverpool Street then on to the Elizabeth Line through to West Ealing. Passing Acton Yard we saw 66025 66158 66114 and on arrival at West Ealing we were delighted to find ex Vivarail battery electric unit 230001 in the bay platform waiting to depart on a test run. See picture on the front cover. We watched it depart and immediately hopped back on an Elizabeth Line service to Ealing Broadway where we changed to the Central Line to Shepherd's Bush and on to the Overground to Clapham Junction.



59205 passing Clapham Junction on stone hoppers and 378205 carrying a special livery on an Overground service to Stratford. Ken Aveyard

We had a look from the overbridge at Clapham Junction finding 701028 701017 701031 701044 and 701528 in the sidings. After a diversion via Sainsbury's to pick up lunch, we returned to the suburban platforms where 59205 passed through on stone hoppers, and 378205 was seen carrying a colourful commemorative livery. We were also fortunate in seeing 701039 on test and 701043 on the solitary working diagram.



701039 on test through Clapham Junction on 7 June 2024. Ken Aveyard

After seeing the 701's we returned to the Overground heading back to Willesden Junction where we went up on the big footbridge to watch the 1503 from Euston to Chester pass, which according to Real Time Trains had 805010 and 805009 on, the latter being a cop. We then went down to the low level and caught a DC line service in to Euston where we remained on the platform for the evening peak. Although the DC line platforms are short, you don't get obstructed by longer trains on adjacent platforms as they tend to be the London Midland 8 car sets whilst the longer Avanti trains are at the outermost platforms.



730001 and 730048 in West Midlands Trains livery working for London North Western arriving at Euston on 7 June 2024. Ken Aveyard

We were principally looking for the Avanti 805 units plus any additional LNW units and 730001 730048 were seen paired up plus 730016 was seen attached to 730013 seen previously at Camden and 730010 working with 730002. The class 805's were expected in on the Chester and North Wales services at 1637 and 1735 and they brought 805005 805001 805003 and 805011 two of which were cops.



805001 heads a service from North Wales and Chester in to Euston with 805003 hidden in the tunnel behind on 7 June 2024. Ken Aveyard



390045 and 730002 show how the outer platforms extend further in to the concourse so a 9 car Pendolino lines up with a 6 car 730. Former Trans Pennine 350408. These units will remain when the 350/2 series are replaced by the 730/2 units later in 2024. Ken Aveyard

The final service from Chester due in at 1835, which would have been plain white liveried 805002, didn't leave us enough time to get to our respective trains home, so Colin headed off for Kings Cross, whilst I used the tube to get to Waterloo for the 1905 back to Branksome. My advance was for the 1905 service arriving at Branksome at 2103 not the 1905 service arriving at 2119 which meant I had to sit in the front unit of the train, which was good because it was 444027 with 450080 on the rear. Arrival at Branksome was pretty much on time and the three days away had yielded a total of 49 emu cops but no locomotives. Next year hopefully it will be 49 701's but don't hold your breath!

MODERN TRACTION PLATES – part 3

by Peter Watson

Don't be fooled by the preponderance of small locomotives in this series. Bigger stuff will appear but I'm going through the collection in order of BR Classes with the pre-TOPS locomotives also filling up the spaces at the beginning.

CLASS 08 – the huge group of “standard” 350hp diesel electric shunters that totalled 1,193 examples. I use the word “standard” carefully because there were variants. The main ones being those locomotives classed as Class 10 which variously had Crossley/Crompton Parkinson systems and those that had the Lister Blackstone engine with GEC and BTH motors. Some 08s were adapted to Class 13 master and slave units for working Tinsley Yard and then there was the 09 class of regearred locos based initially on the Southern Region which had a higher top speed that enabled them to fit in transfer freight workings between the electric suburban services. Built at 5 of the main BR workshops – Crewe, Darlington, Derby, Doncaster and Horwich – most plates are unattributable to specific locomotives; it's a matter of looking at dates and builders and trying to make an intelligent guess. The scarcest plates are Doncaster which only built 20 (and I'm still looking). Derby and Darlington built by far the largest numbers.





The story of the standard 350hp shunter is probably familiar to everybody. Some are still around after over 60 years of active service and look set for a few years to come.

12000 – Before you go dashing to your spotting books..... yes, there was one and it was one of only 4 Hawthorn Leslie products to be taken into BR stock. Built in 1936 and allocated to Crewe (North and South), it survived until early 1961. I acquired it from a friend who had worked at Derby where the locomotive was cut up during 1962. He told me that, due to an oversight, it had arrived on works with a full tank of fuel on board which caused a bit of a problem when breaking up started! A lot of sawdust was needed to soak up the resultant spillage. It is an enormously rare plate that belies its modest size, only 6"x4", and was to be found on the side of the radiator above the front shunter's steps. It's a pity that the whereabouts of the dinner plate sized worksplates on the cab side are unknown.



12000 seen at Derby 9 May 1958.

Colin J Marsden

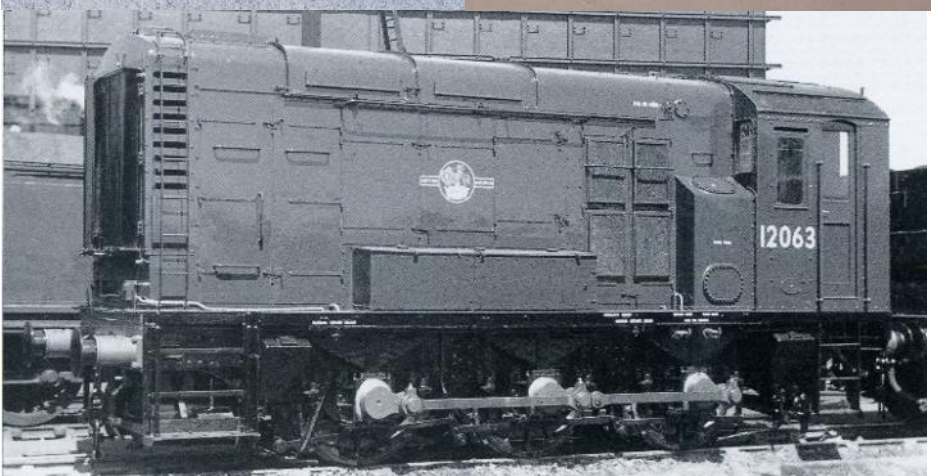
15000 – and now another rarity. The only diesels to carry a standard LNER brass worksplate like the famous Pacifics were the 4 350hp shunters built at Doncaster in 1944. The plate illustrated is from the first of the fleet and was fixed to the equipment doors just behind the radiator section. They started life at Stratford before moving on to March and finally Crewe South from which shed they were all withdrawn during 1967.



12023 – 12032 – LMSR shunters that were developed to be the new standard diesel electric shunter but employing a jackshaft drive. Built at Derby in 1942 and withdrawn as non-standard in the mid-1960s.

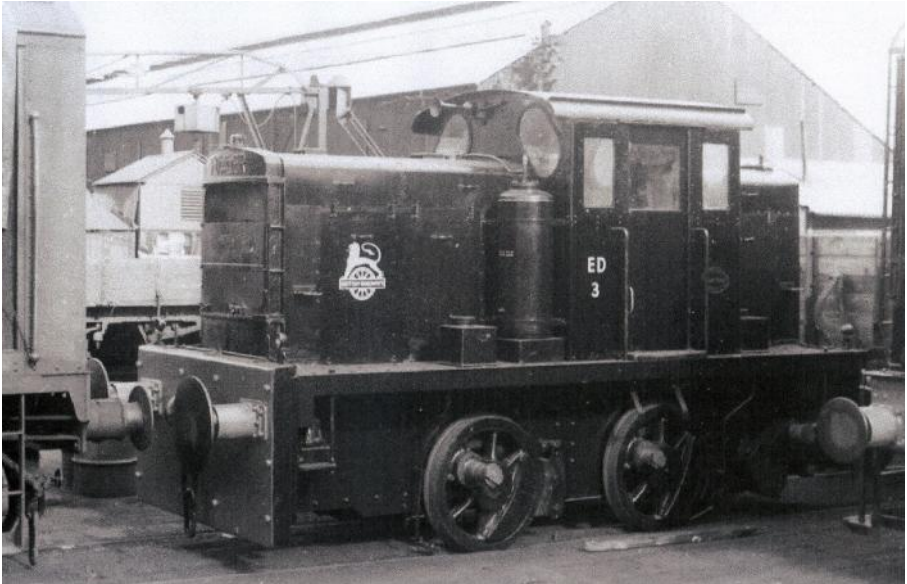
The plate is also possibly from a steam locomotive but note the incised date in contrast to the usual raised numbers and letters.

The photograph was taken at Speke Junction shed in early 1968 when the entire series of the early jackshaft shunters had been withdrawn – in front of 12028 is 12019 from the 1939/40 build distinguishable by the projecting rear of the cab.



CLASS 11 – A development of the early LMS shunter into something that could easily pass for a Class 08. Introduced in 1945 and built at Derby and Darlington, the jackshaft drive was abandoned for a more conventional appearance. The class lasted into the early 1970s and several examples have been preserved.

Departmental ED3 – a definite weird one and the only Fowler plate in my collection came from one of the six small (0-4-0) Engineering Department diesels that could be found in obscure locations across the network. ED3 was one of 5 built in 1949 and based initially at Castleton yard before transfer to Bedford and withdrawal in 1967. It was cut up at Cohen's, Kettering the following year. The worksplate is visible on the cab side behind the door.



D2500 – D2509 - And on the subject of strange little locomotives..... how about one with a steam engine's chimney and a "coal bunker"?

This small class was designed to replace steam shunters on Birkenhead Docks and were delivered in late 1955/1956 to Birkenhead shed where they spent all their short lives before being withdrawn in 1967 – victims of standardization and changing freight patterns. The builder's plate is a handsome brass oval that was fitted to the transmission cover at the front of the bonnet. This particular locomotive was cut up at Booth's yard in Rotherham in the Spring of 1968.



D2504 and various Hudswells at Birkenhead 30 08 1959 Colin J Marsden



D2510 – D2519 – Surprisingly, a second batch was built in 1961 to a much more elegant design – perhaps the most pleasing of all shunter classes. They spent most of their lives in the far north west although mine bucked the trend and ended up at Rugby. All were withdrawn in 1967 after a very short working life but you can still see one in preservation on the K&WVR. They carried attractive brass plates to a different design and one can be seen on the cab side sheet.

A Trip to the Isle of Man, Take 2.

By Steve Green.

As some readers will know, as they were there, a coach holiday was run to the Isle of Man during October 2023, unfortunately just as a series of named storms were hitting the British Isles. Luckily our ferry crossings were unaffected, but the planned trip on the Snaefell Mountain Railway (SMR) had to be cancelled, and a couple of other visits were a bit wet.

Heathside Travel were the organisers of that trip, and when I saw their holiday brochure for this year, I thought it might be a good idea to book myself on it to tick off the SMR amongst other attractions. None of the previous WRS or MVR tour participants were booked on the trip, so it meant I could do my own thing, but join the party for the Snaefell trip. This June 2024 trip followed the same route up and back, so the coach journey on the first day included a lunch stop at Trentham Gardens followed by an overnight stop near Preston. The next day saw us head to Morecambe for about 1 ½ hours, which allowed me to photo the old station and hotel opposite, plus the new/replacement station, which I didn't bother photographing as it was pretty uninspiring! (I expect Paul Carpenter has a photo if you are desperate!) We then made our way over to Heysham to catch the ferry over to the City of Douglas and our hotel for the next few nights.



The rather splendid looking former Morecambe station frontage. Sgreen

Saturday 15th June was our first full day on the island, and due to a change in the main tours' itinerary, I would in fact meet up them later today and again tomorrow.

Firstly, I set off for the Manx Museum which I didn't visit during the October holiday and was impressed with how many items, artefacts, etc. were in it.

The only real bit of rain I experienced was on Saturday morning, so unfortunately, I got wet walking between the museum and Douglas station, as I made my way to catch the first of my trips. This was behind No.13 'MAITLAND' on a four-coach set down to Castletown where I changed trains and headed back to Douglas on board a five-coach set headed by No.4 'LOCH'. After a spot of lunch, I then travelled behind 'LOCH' all the way to Port Erin where I met up with the coach party for the single journey to Douglas.



No.4 'LOCH' ready for departure at Douglas.

Steve Green

Before dinner that evening, I set off on a walk to locate the remains of the closed line to Peel and Ramsey, which I achieved at the much-changed Quarter Bridge. The course of the line is now kept as a cycle path, etc. and the section in Douglas is used by residents as an access road when the TT races are on.

On the Sunday I caught the second of the horse-drawn tram trips from just outside the hotel to Derby Castle in order to catch the Manx Electric Tramway (MER) to Laxey. Here I had a bit of time to have a look round and watch the comings and goings of both systems, the MER and the SMR. From here I took a tram and trailer a couple of stops back to alight at Groudle for the short and scenic walk to the Groudle Glen Railway, for the short and scenic journey to Sea Lion Rocks and back. I think the walks took longer than the train rides! In steam today was new-build Bagnall "Sipat" class 0-4-0ST 'OTTER'.

As this little detour didn't take as long as I had anticipated, I managed to catch an earlier tram back to Douglas, to then begin a complete round trip to Ramsey. Here again I caught up with the coach party for their one-way journey on the MER down to Douglas.

Once back at Derby Castle, I decided to catch the last horse drawn tram of the day back to Villa Marina rather than the coach and in doing so held it up all the way along the promenade as we managed to get on the move first!

On Monday, I joined the coach party for the trip up the Snaefell Mountain Railway and to the Laxey Wheel, or Lady Isabella as she is known. Down at Laxey in the morning, the sun was out, but as we started to climb up Snaefell and passed the half way point at The Bungalow, the mist and cloud set in and by the time we got to the top, we couldn't see a thing! Some of us ventured up to the summit, where we had a bit of a job to stand upright, before re-joining the majority of the tour participants in the café. Typically, as we descended, the sun broke through again and later in the day, whilst back down at the Laxey Wheel, we could actually see the top of Snaefell.



The view (!) at the top of Snaefell.

Steve Green

This was still an improvement on last October's trip, as the SMR trams weren't running due to the weather, and even Lady Isabella wasn't in operation due to the amount of rainfall there had been. Although the old girl, who turns 170 years old this year, was revolving this time, all of the rod viaduct and T-rocker were covered in scaffolding and/or tarpaulins, as restoration work continues on these vital parts, with the aim of having them completed by September's anniversary.

Departure back to the mainland was bright and early on the Tuesday, and in Douglas Bay was a cruise ship, which for our tour guide Trevor, was his next job, as the passengers were ferried from it into ferry terminal. Having done all the touristy sites last year on the coach, including The Sound and Peel Harbour, and doing mostly my own thing this year, I think I've covered pretty much all of the things I've wanted to do on the island now, so can tick it off the list. Maybe I'll go back for one of their transport festivals in August one day...

Wimborne O gauge / 7mm scale Model Railway Exhibition

from David Coasby

Once again The Central Southern Gauge O Group (CSGOG) are pleased to present our Annual Exhibition of O gauge / 7mm scale model railways at the Allendale Centre, Hanham Road, Wimborne BH21 1AS, on Sunday 20th October, from 10am until 4pm. Admittance is £7 per adult, with accompanied children free. At the Allendale there is plenty of parking and a café on site.

We will have 10 exceptionally fine layouts operating during the day, including the award winning Harlyn Pier, plus our large test track. An exhibit that will appeal to children (and even those not so young) will be a layout constructed from Lego, where you are encouraged to 'have a go' operating the points and signals.

Many of the models you will see have been crafted by hand or sometimes put together from kits. Though nowadays with O gauge becoming so popular many locos, carriages and trucks can be bought straight out of a box ready to run. You will no doubt find the scenery on the layouts fascinating with so much detail lovingly applied – to make it look just like the real thing – but in miniature.

There will be 11 Model Railway Traders in attendance, together with our own Bring & Buy Stall (always a firm favourite for those seeking a bargain).



Sponsored by
Model Railway Solutions

O Gauge / 7mm scale MODEL RAILWAY EXHIBITION

Sunday 20th October 2024

The Allendale Community Centre

Hanham Road, Wimborne, Dorset BH21 1AS

Adults £7. Accompanied children free. 10.00am until 4.00pm

- 10 Finescale O Gauge & 7mm Narrow Gauge Layouts
- CSGOG Test Tracks • Specialist Railway Traders • Bring & Buy Stall
- 'Have-a-go' signalling Lego Layout • Model engineering demo
- Railway Societies • Displays • Café and Ample Parking

www.csgog.org



Additionally there will be some Railway Societies and Demonstrators present where you can learn all about what they have to offer.

Visitors of all ages and modelling abilities are always made welcome at our meetings.

So if you're interested in model railways we'd love to meet you one evening. There's no obligation to join our group, but we hope you will be inspired by what you see and after a few visits want to become a member.

Apart from the exhibition the CSGOG normally meet from 7pm on the second Wednesday of each month, at the Allendale Centre. See our website for details: www.csgog.org

Layouts appearing at the CSGOG Exhibition
Sunday 20th Oct 2024 at the Allendale Centre



BACK BROOK – Compact shunting yard



ROMSEY & HALTERWORTH – Interactive Lego layout



GREYTON & WENLOCK RAILWAY – 7mm narrow gauge



SHAFTESBURY STREET YARD – London docks diorama



HARLYN PIER – BR(S) pier branch terminus



SHAWTON – GW line out of London at Southall



HAYDON SQUARE E.1 – Station and goods in East London



THE ESSENCE OF VENTNOR – Isle of Wight layout



HEIGEN HOF – German layout



WOOLBRIDGE – SR/BR/Midland end-to-end layout

Sheffield and Dronfield

pictures from Paul Carpenter



Arena Don Valley Stadium Tram-Train 399202 heading for Parkgate on 26 February 2024.



Attercliffe tram 115 for Meadowhall and Dronfield 221122 1S45 09.27 Plymouth - Glasgow Central 25 February 2024



Palindromic gradient post at Dronfield 25 February 2024.



Sheffield Station - Sheffield Hallam University with Tram-Train 399207 undertaking driver training 26 February 2024.



This grounded body is LMS 4535, later renumbered 42015, a 1926 built four wheel horse box, to diagram D1878. It is seen near Hartington in the Peak District on 25 February 2024. Information courtesy of Rail Heritage Register On-Line.

Day out in Cardiff

pictures from Peter Watson



GBRf livery but Colas operated. 67027 is seen at Westbury Station before catching the train to Cardiff on 3 May 2024.



59103 with D6515 and the London Transport 4TC set at Cardiff.



66065 leads 66092 through Cardiff station on 3 May 2024.



A lovely telephoto shot of 66177 climbing up to Cardiff station on the Theale to Robeston tanks on 3 May 2024.

North Norfolk and Bure Valley Railways

pictures from Colin Aveyard



Ex GWR 2-8-0 T 4277 Hercules on loan from Paignton on 15 June 2024.



Hunslet Austerity 22 of 1956 is an ex National Coal Board locomotive withdrawn in 1978 and owned by the Appleby Frodingham RPS



1960 built Metro-Cammell class 101 DMBS M51188 running coupled to Birmingham RCW DTC M56182.



BVR 8 John O Gaunt a Rheidol look alike 2-6-2T. 20 June 2024.



BVR 6 Blickling Hall a 2-6-2 inspired by the Indian Railways ZB class.



34070 Manston still carrying its grimy end of steam look from the Bullied gala arrives at Harmans Cross on 10 March 2024. Ken Aveyard



Huddersfield station has a mental health charity on site. A recent arrival is driving car 55824 from Northern Rail class 144, 144001 which previously carried the Penistone Line Partnership name and would have departed from the adjacent platform on many occasions. Picture taken on 19 February 2024. Ken Aveyard



153324 158797 153301 in the Workington bay at Carlisle 30 March 2011



Ex Central trains 153325 and GWR 153318 in Plymouth 29 June 2011. KA