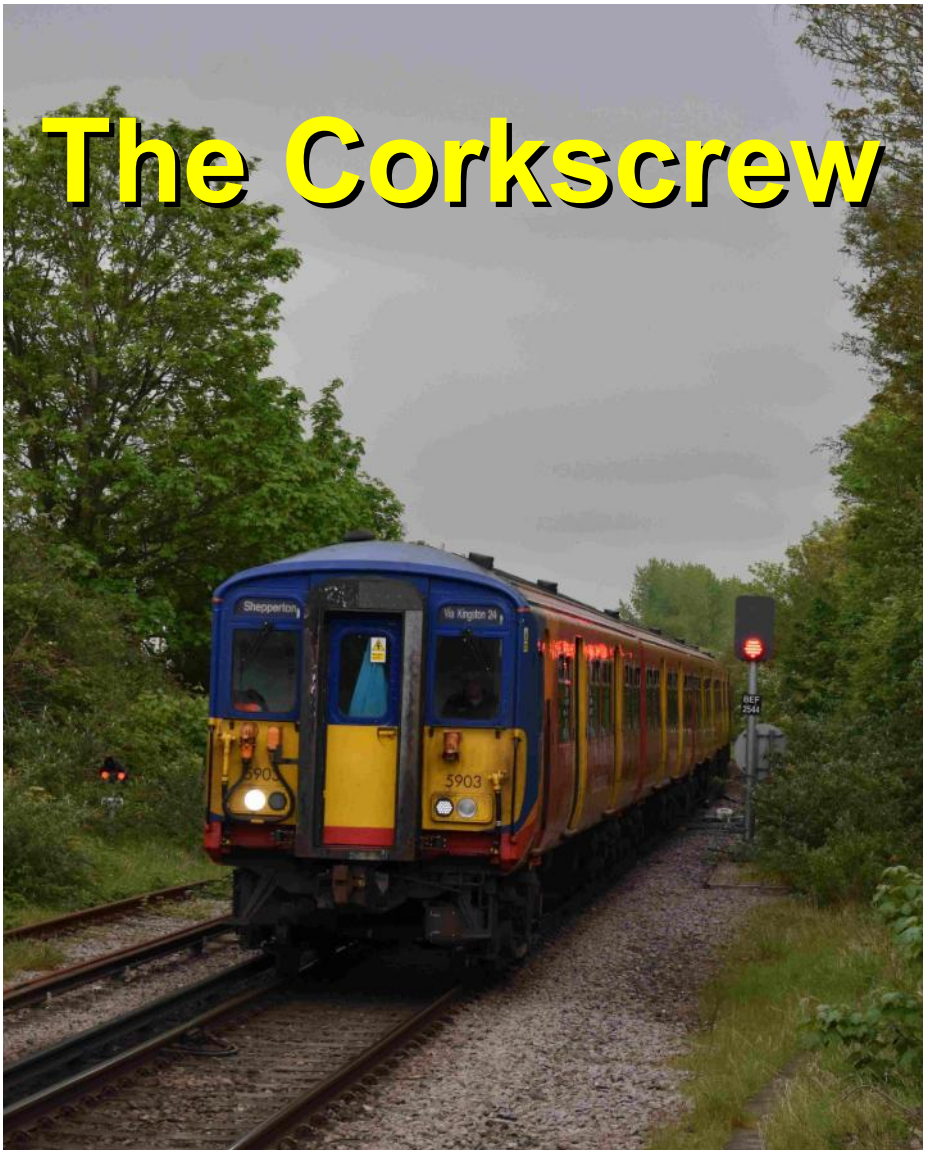


The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 144 December 2024



150129 enters Deansgate Station on 18 September 2024 with an ADL E400mmc bus passing below showing the new yellow livery of the Manchester Bee Network franchised buses. Robert Aveyard



Barton & Broughton (north of) 397010 1M90 15.08 Glasgow Central - Manchester Airport on 18 September 2024. See also article from page 21 for an amusing coincidence. Paul Carpenter

WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Peter Watson

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Secretary :- ...Barry Evans ..

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Treasurer :- ... Mike Wescombe....

Graham Bevan.....George Russell....Bob Steedman

Corkscrew Editor..Ken Aveyard

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Editorial

Many members will be aware of the passing of Jim Henville who's funeral was held on 7 November 2024.



Jim had been a member for many years and was often found at Society exhibitions manning Granddad's Puzzlement or Francombe's Folly the two Society model railway layouts provided for younger visitors to play trains.

A few of us often head for the pub after society meetings and Jim would join us from time to time to enjoy the post meeting gossip.

The picture alongside by Robert Aveyard was taken at Wimrail 2013 where Jim was on stewarding duty.

In this issue we continue with Peter Watson's modern traction builders plates and Paul Carpenter recounts a busy day at Hellifield station. Your Editor reports on a Society members outing to Cardiff and on a further attempt to spot the new Merseyrail electric trains. We also have our usual bumper crop of pictures from around the network.

Annual General Meeting

The AGM, (members only) will be held on Thursday 12 December. Nomination forms for the committee are available each Tuesday and Thursday night until then.

Sit back and enjoy Corkscrew 144. Closing date for 145 is 16 January 2025.

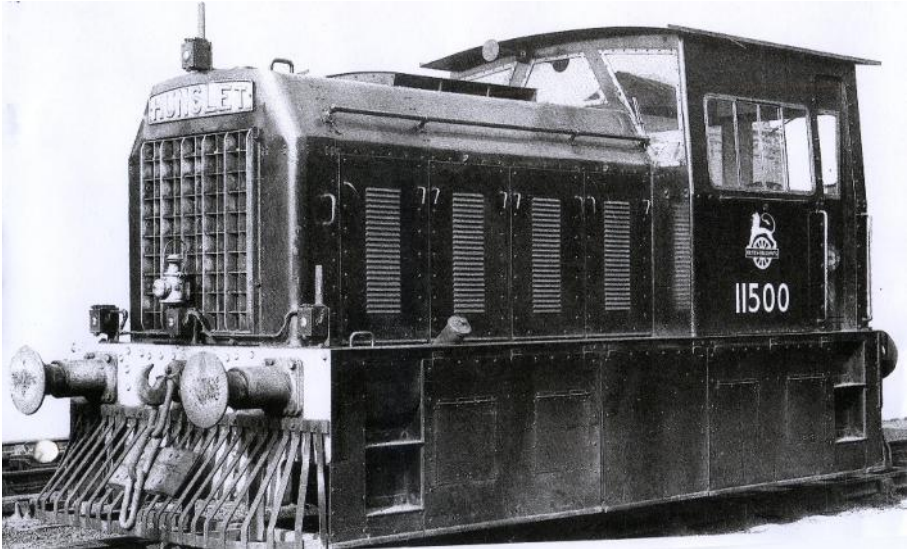
Cover Picture:- 455903 + 455714 2H33 13.12 ex Waterloo at Shepperton on 1 May 2024. Paul Carpenter

MODERN TRACTION BUILDERS' PLATES – part 4

by Peter Watson

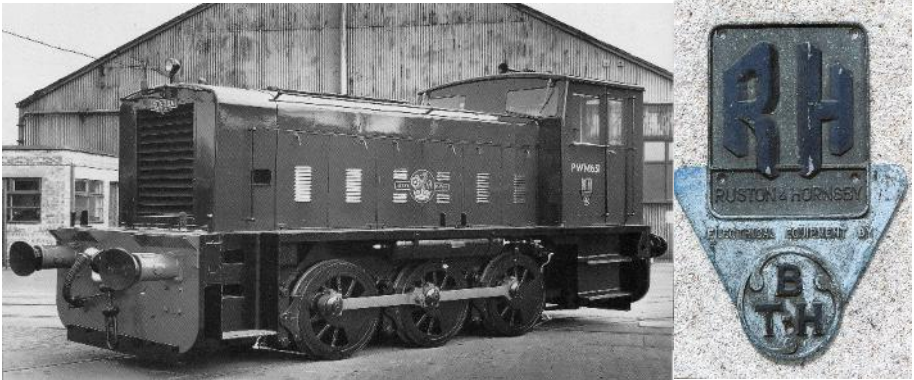
We are still continuing our look at the smaller BR classes and turn now to the 3 small Hunslet 0-4-0 153hp shunters that were ordered specifically for dock and tramway use with a coupled wheelbase of only 5'6".

D2950 – D2952 – delivered at the end of 1954 and used principally at Ipswich. They started life fitted with cowcatchers and skirts which they retained until the dock system closed in 1966. After that, the third member of the class was withdrawn and scrapped while the first two went to Goole – which is where I saw them (and made the mistake of not asking for their builders' plates when they were stored after only a few months service there – see part 2). D2951 was scrapped in 1968 but the first built went on into industrial service near Llanelly and only met it's end at the beginning of 1983, although it had lain semi-derelect for a number of years before that. I acquired one of its' plates a few years ago. In typical Hunslet style, the plates were placed on the (very narrow) cab doors.



PWM 650-654 – The 5 Permanent Way Machines were standard Ruston and Hornsby 0-6-0s allocated around the Western region working in depots or on engineering possessions. The builder's plate was also a standard R&H pattern.

The first was built in 1953 but it was another 6 years before the rest were in traffic. Withdrawn between 1987 and 1997, 3 have been preserved. Although I can't say that my plate was a BR locomotive, it is exactly the same and so deserves a place in the collection.



D2700 – D2702 – we come now to another strange outcome of the rush to develop a new shunting engine for BR – a North British product that saw an initial build of 3 locomotives followed by a further 5 that had slightly different design features.

As with most of the output of the North British works at this time, the locos had hydraulic transmissions and were a small 0-4-0 design originally allocated to Hartlepool for working the docks where their coupled wheelbase of only 6' was important. Introduced in 1953/4 they were soon redundant as traffic patterns changed and BR made the decision to move away from hydraulic transmissions. The pioneer was withdrawn as early as 1964 with the others (transferred to Goole Docks) going in 1967 – when steam could still be found on the mainline! My plate is from D2701 – the image is very poor because the plate has never been cleaned and carries years of paint and dirt. Nevertheless, thanks to the NBL serial numbers, we know exactly its origins. A standard NBL diamond that was to be found on the cab side sheet.

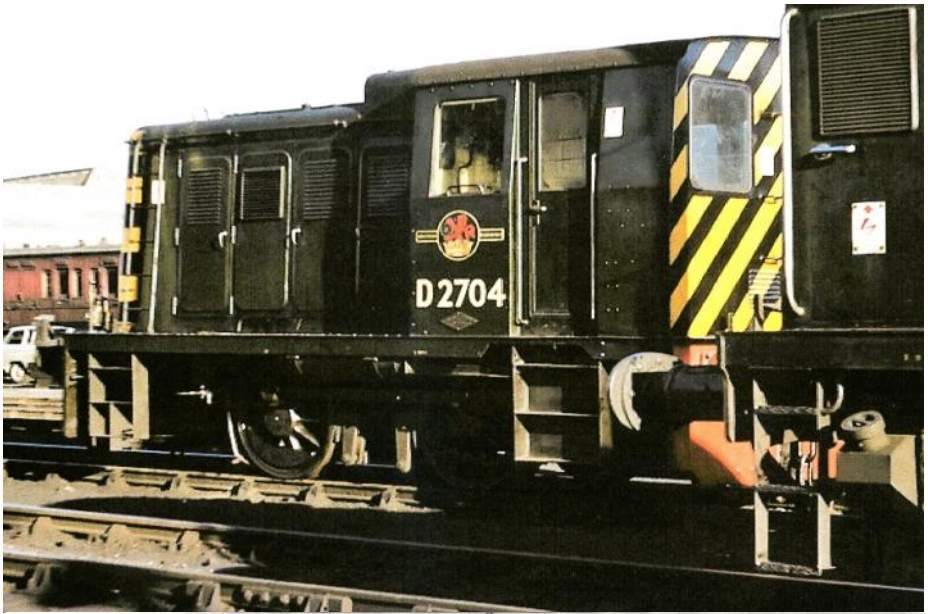
D2703 – D2707 – a modified version of the above with a different cab and raised section on the bonnet. They were introduced in 1955/6 to Scottish Region sheds where they spent their short lives until withdrawal in 1967. My plate comes from D2704 – one of three that I never saw. Again, the NBL plate tells us all we need to know about the locomotive.

D2708- D2780 – built between 1957 and 1961 in two builds (the first of 12 locos and the second of 61) with slight differences in design, weight and wheel diameter, these became the standard Scottish small 0-4-0 shunting engine and could be found across most of the network – especially in the Central Belt. NBL had its usual hydraulic transmission package – which, in part, accounted for their early disappearance.

They were culled in just over 12 months between early 1967 and 1968. Surprisingly, seven spent a short while as works shunters at Crewe where they replaced Jinties and Fowler 4F steam locomotives while a further 4 fulfilled the same role at Wolverton. Even more surprisingly, given their home Region, no less than 31 went to Rotherham for scrapping. Four had a stay of execution by going into private industry – the last not scrapped until 1977. Two are preserved – and I copped one at the Strathspey Railway only last summer – only a matter of 56 years after its withdrawal!! My plate comes from D2741 and its lineage is all too clear – if you've been paying attention.



NBL diamonds from D2701 (left) and D2704 (right)



Builder's plate from D2741 (right) while D2754 displays its own plate on the cab side.





Class 14 – D9500 – D9555

Swindon built this class of diesel hydraulic Type 1 locomotives during 1964/5. The trip working duties for which they were designed disappeared as they were being built and all had been withdrawn from the mainline by the Spring of 1969 – a worse record than the 9Fs. Fortunately, the private industrial market (NCB/British Steel etc) swallowed up almost half the class while others were exported to Europe. The standard cast iron Swindon oval was located behind the shunters' steps at one end of the loco and I was fortunate that the details of the locomotive had been recorded on the reverse of the plate. Mine came from D9535 which spent almost 15 years with the NCB in the north east of England before being cut up in 1984.



Lovely ex-loco condition plate from Class 14 D9535

Class 15 – D8200–D8236 and D8237–D8243 – Just a bit complicated here as the first 10 were nominally Yorkshire Engine Company products with YEC works numbers but sub-contracted out to BTH – as can be seen from my plate (above) from D8203.

The next 27 were BTH/Clayton whilst the last 7 were AEI. Built between 1957 and 1961, they were withdrawn as surplus/non-standard between 1968 and 1971 although 4 were retained as carriage heating units until as late as 1982/89. The AEI plates don't carry any serial numbers whereas the first two parts of the build can be readily identified. The plates are oval brass and rectangular aluminium respectively and were positioned just below the cab windows on each side. Interestingly – that probably accounts for the wear and tear along the top edge of the AEI plate – just where the drivers' hands with rings and so forth would have rested!





The following pictures were taken from “The Diesel Shunter” by C J Marsden (OPC) and are reproduced here with his permission.

Hunslet 0-6-0 11500
Ruston and Hornsby 0-6-0 PWM651
North British 0-4-0 D2754

Part 5 of this series continues in the next issue of The Corkscrew.

A Sweltering Afternoon at Hellifield

by Paul Carpenter

It was only the intention to get lunch for us at Hellifield station café after Heather and I had done a morning walk at Stainforth to the north of Settle. It was already turning out to be a very hot day that made the slightest exertion seem like hard work. So having satisfied our appetites Heather made her way back to Skipton by train whilst I decided to hang around 'for a while'. Whilst the passenger services held no real excitement, 'Realtime Trains' website suggested it being a tad more interesting than the last time I'd been at this station three years previous.

The station as now standing was a replacement built by the Midland Railway in 1880 replacing the first Hellifield station of 1849. At the south end of the station is the sole remaining signal box 'Hellifield South Junction', where the line towards Skipton and Leeds heads in a south-easterly direction, being met by the line from Blackburn and Clitheroe coming in from the south. The latter is freight only apart from diversions and specials north of Clitheroe.



Although the actual divergence of the Settle & Carlisle and the 'Little' North Western (formerly a Midland Railway line not London & North Western!) to Carnforth is some miles distant to the northwest, in the past Hellifield station was also seen as the junction for those lines. In the past Hellifield was the location of an engine shed, closed in 1963 and for a time after housing several locomotives set aside for the National Collection.

Surviving threats of demolition in the 1970s and 1980s, Hellifield station main building has survived to be listed, and then eventually restored. Despite appearances it has been an unstaffed 'halt' for many decades and as we found out not even hosting a ticket machine. After renovation a café has been in operation and other rooms housing museum displays of railwayana. The café is called Shed 24H, 24H being the one-time code of the engine shed. One of the best views of the station building can be had from the overspill carpark of the café during opening hours.

The passenger services calling at Hellifield can be summarised as Leeds – Carlisle and vice-versa via the Settle & Carlisle and Leeds – Lancaster or onwards to Morecambe. There are minor variations with the first train going to Lancaster starting at Skipton and the last in other direction finishing there. A morning service to Carnforth starts from Bradford Forster Square, and late in the day there's perhaps surprisingly a return Leeds – Ribbleshead service. I believe all these services operated by Northern are now diagrammed to be worked by Class 158 'Express Sprinter' DMUs.



Hellifield 158794 2H90 1318 Leeds - Carlisle 19 July 2024 Paul Carpenter.

Whilst there were no steam operated special services on this day (Friday 19th July 2024), we had been lucky enough to see 44871 a few days earlier whilst walking near Ais Gill and later that day at Appleby on a return Lancaster – Carlisle special. The following however are trains that passed Hellifield during the afternoon of the 19th.

First of these to pass (booked 12.59) was GB Railfreight 66728 with the 6M37 11.25 Arcow Quarry (near Horton-in-Ribblesdale) – Pendleton. This caused me to exit the café smartly with moments to spare just in time to photograph it. This particular freight pathway has other potential destinations including Hull and runs via Skipton.



***Hellifield 66728 6M37 11.25 Arcow Quarry - Pendleton (Brindle Gbrf Hth)
19 July 2024. Paul Carpenter***

Just over 50 minutes later this was followed by another aggregates train off the Settle & Carlisle, this being the 6F69 from Ribbleshead, this day the variable destination was Tuebrook Sidings which is a little to the east of Edge Hill, Liverpool. Unlike the previous freight this one is routed over the Clitheroe line and on to Blackburn. In pre-grouping times this was a line of the Lancashire & Yorkshire Railway. Today the train was hauled by Colas 60047 which a more knowledgeable enthusiast told me was regular performer on it. It was only a half hours wait for Direct Rail Services 66422 to arrive on the 6K05 12.31 Carlisle New Yard – Crewe Basford Hall a regular engineer's train working which from a few observations can have a variable consist. Today's train consisted of a long bogie open wagon which a friend tells me is a JNA-Y, a type recently rebodied which was originally built in Romania. The rest of this fairly short train was made up of five 'Autoballaster' hoppers. Perhaps something that could be accommodated on a moderate sized model railway, unlike many of today's lengthy freights. This train unlike the others mentioned ran into the goods loop and stopped opposite the station building for twelve minutes before continuing towards Clitheroe. It was indeed booked to stop here for 22 minutes for pathing purposes, although it had arrived early and departed even earlier than booked times.



Hellifield 60047 6F69 12.54 Ribblehead VQ Gbrf - Tuebrook Sdgs Gbrf 19 July 2024.
Paul Carpenter



Hellifield 66422 6K05 12.31 Carlisle N.Y. - Basford Hall Yard (FL) 19 July 2024.
Paul Carpenter



**Hellifield 57313 + 57314 5Z39 12.10 Carnforth Steamtown - York Holgate
19 July 2024. Paul Carpenter**

Half an hour was to pass before an empty stock working of West Coast Railways came through being top n' tailed by 57313 and 57314. This was 5Z39 12.10 Carnforth Steamtown – York Holgate which running a little behind time, but booked to wait time on the goods loop, wasn't hanging about and sped through non-stop.



The last train I waited to see was a working that I'd seen twice earlier in the week, although the other enthusiast I spoke to said could be an intermittent runner. 6J37 12.52 Carlisle Yard – Chirk is the somewhat famed 'Logs', a service conveying for Kronospan, a chipboard manufacturer located just to the north of Chirk station. Somewhat surprisingly instead of the single Colas Class 70 there were two (70815 + 70810) double-heading today's working, however looking at the photos I suspect the rear one was 'dead', given the lack of exhaust which this class is rather noted for. This concluded an interesting afternoon.

Five Go Wild in Wales (Again)

by Ken Aveyard



Chris, Bernie, Peter, Ken and Brian together with 60096 at Westbury.

Tuesday 13 August 2024 saw some of the usual suspects head for Cardiff for our regular if not quite annual visit. Starting as always at Westbury where Colas liveried but GBRf operated 60096 Skiddaw was present we travelled by Great Western Railway class 166 to Cardiff.

Having already purchased the Valley Lines Day Ranger we hopped on the first train up the valleys to Taffs Well, the depot for the new class 398 tram-trains that will take over the Treherbert, Aberdare and Merthyr lines from late 2025.



Taffs Well depot viewed from the station footbridge. Tram 398010 is nearest the camera with a further nine trams visible. Ken Aveyard



150241 arrives at Taffs Well on a service from Cardiff. On the left can be seen the entry to the new tram depot with the first of the electrification gantries visible.
Ken Aveyard

We returned to Cardiff on a service that we thought was running in via Ninian Park thus passing the rear of Canton depot where we hoped to see examples of classes 231 and 756 but it was actually going via Queen Street and back out via Ninian Park, so after a bit of on the hoof planning Peter and I decided to remain on the train and alight at Ninian Park whilst Brian Bernie and Chris decided to exit at Cardiff and get some lunch. As services pass at Ninian Park rather than sit around for half an hour to get back to Cardiff we decided instead to walk the 20 minutes needed to Grangetown on the line to Barry where we knew many class 756 units were stored awaiting entry in to service. This walk took us past the Cardiff bus depot but nothing was visible although a driver training bus came towards us on the walk.



150245 the unit that took us from Taffs Well is seen departing Ninian Park whilst Cardiff Plaxton Mini Pointer bodied Dennis Dart 161 comes towards us as we walked along Soper Road.

As we travelled on 231011 to Barry we found a number of 756 units in sidings alongside the line, and after alighting at Barry Station a walk up to the overbridge allowed us to see many more outside both the front and rear of the depot. Unfortunately although we could see almost the entire fleet, only nine numbers were readable. As an aside, the first two 756 units entered service on 16 November 2024, with additional units as driver training proceeds. As they will be replacing the 231 units driver training is a short conversion and handling course.



A view over the rear off Barry depot with class 756 units visible. KA



231009 arrives at Barry Town station from Barry Island. Ken Aveyard

Back at Cardiff, I left Peter to catch up with the rest of the gang whilst I went out of the station via the new rear entrance in search of some particularly rare Cardiff buses.



Only 19 Irizar i3 service buses were built between 2014 and 2017 including 6 for Reading buses, three of which are now with Cardiff.



Even rarer are the 13 Scania Fencer (a Chinese built Higer body) built between 2021 and 2023. Cardiff purchased two which are usually found on the 30 service to Newport.

Back on the station as we waited for the train back to Westbury we were treated to the sight of a heavily graffitied 800315 and newly upgraded DBS heavy haul 66654 the former 66149 on the Theale to Robeston tanks.



800315 arriving at Cardiff sporting heavy graffiti.

Ken Aveyard



Freshly outshopped 66654 the former 66149 on the Theale to Robeston tanks passing through Cardiff station.

Our journey back to Westbury was pretty much on time and from a personal viewpoint 7 DMU and 18 EMU cops plus some interesting buses made for a productive day out.

Merseyrail revisited

by Ken Aveyard

A family visit back to Bradford in September 2024 gave me the opportunity to have another bash at the Merseyrail class 777 units, as a free day would be available for my brother Colin and I to head over to Liverpool. I headed north on the Saturday with my son Robert, calling in at the International N Gauge show at the Warwickshire showground on the way before heading to Bradford.

As well as the family events, Robert and I had a few trips out and as he had a need to visit a particular shop in Manchester we chose Wednesday to drive over to Derker Park and Ride near Oldham catching Metrolink in to the city centre. As luck would have it my last Trans Pennine class 397 unit 397001 had spent the night at Polmadie and I was hoping it would be on the first departure from Glasgow passing through Deansgate around 1040 heading for Manchester Airport. Checking the service on Real Time Trains it flagged up as 397010 which was a bit of a worry, but a quick query on the running number showed that 397001 had gone ECS to Edinburgh and was passing Deansgate heading for Manchester Airport whilst we were on the tram. It would return through Deansgate at 1020 and we were fortunate to get there with about 10 minutes to spare. A complete fluke would see 397010 photographed by Paul Carpenter heading south at Barton and Broughton on its second southbound working later that day.



397001 passing Deansgate en route to Glasgow on 18 September 2024.

The rest of the day was spent shopping and photographing buses as Manchester is in the middle of the changeover to a franchised system and many depots, services and buses have changed operators. Some interesting second hand buses were snapped but the introduction of a yellow livery for all local buses is going to make the bus scene there as boring as it is in London.



Stagecoach won Oldham depot from First and agreed to purchase all 29 examples of the original 30 ADL Enviro 300 saloons based there (The missing one was sent to Ipswich years ago!). TfGM purchased a number of buses to allocate to successful bidders, including a batch of Volvo B5LH hybrids with Wright bodywork from Oxford which went to Stagecoach at Oldham.
Ken Aveyard

Friday morning saw Colin pick me up at 0545 and we headed across the Pennines to Headbolt Lane to catch the 0711 service in to Liverpool. Battery fitted unit 777142 took us to Kirkdale passing cop 777144 en route where we alighted for a look at the depot where we found recently delivered 777035 and 777053 visible amongst the 5 units we could read plus a third cop 777043.

We continued to Sandhills where we would sit out the morning peak watching the northern line services, and another 4 cops were added. Whilst we were at Sandhills we checked with Part Time Spotter on line and confirmed many but not all required units were in service so having already got some at Kirkdale we hoped to get close to clearing them all.

From Sandhills we headed for Liverpool Central low level to watch the Wirral units cycle round, adding another 4 cops before heading for Bidston in time for the changeover of the class 230 unit on the Borderland service. Unfortunately the booked units were 230008 and 230009 so we were hopeful that 230010 or the under repair 230006 would be visible at Birkenhead North, and we were fortunate that the shed doors were open and 230010 was copped. As we didn't need to wait for any of the 197's on the service we stayed on 777015 through to West Kirby in case there were any units stabled there. We knew that one unit (777036 I think) was supposed to be on West Kirby services but there had been a cancellation and we hadn't seen it so we hoped it would be parked up, but when we arrived it was 777018 that was heading from the sidings ECS to Kirkdale.

One bonus was finding 507029 parked between the peaks, so a quick photograph and back on 777015 to Birkenhead where we decided to hop back to New Brighton for lunch and see if anything was stabled there.



507029 and 777015 at West Kirby on Friday 20 September 2024. KA

Finding nothing at New Brighton we got lunch in the station cafe then headed back through Liverpool to Bank Hall, where we attempted to see what was in the sidings at Kirkdale depot over the back wall. We were successful in identifying 777152 which reduced the number of units we needed down to 3, 777003 777029 and the aforementioned 777036. It's possible that one could have been spare at Southport but we didn't have time to fit that in. It's a short walk from Bank Hall to Kirkdale station where we confirmed no more new units were visible so it was back to Headbolt Lane and the drive home.



777024 at New Brighton station, and 777051 at Kirkdale. Ken Aveyard

A fruitful day with 13 777 cops and one 230, but still a need to return to finish everything off however a good result with 397001 and some different bus pictures made for a decent week's spotting.

Seen in Scotland

pictures by Paul Carpenter



Arrochar & Tarbet 156445 + 156493 1Y42 06.03 Mallaig - Glasgow Queen Street 9 September 2024.



Fort William with 73971 + 66737 on 0B01 the 17.09 ex Fort William Jn T.C. GBRF 11 September 2024.

Beamish Museum

pictures by Colin Aveyard



The 2006 built replica of Puffing Billy of 1813 on the Pockerley Tramway.



A selection of the road and tramway vehicles.



Former Betchworth Quarry Head Wrightson vertical boiler 0-4-0 of 1871



Former Penrhyn Quarry large Hunslet Edward Sholto of 1909.



The famous 0-4-0ST No 18 built by Stephen Lewin of Poole in 1877 for the Seaham Harbour Dock Company.



No.18 was used on the low level lines at Seaham Harbour (underneath the coal staithes) which were used for supplying coal and other provisions for use by the ship rather than cargo. Withdrawn around 1969 it's seen in this image working on 6 April 1963. WRS D318

Leicester and Long Marston

pictures from Peter Watson



Devon and Cornwall Rail 60026 Ben Nevis on 6 October 2024.



Europhoenix ex DRS 37218 at Leicester on 6 October 2024.



68026 is one of the former Trans Pennine locos which have been debranded and stored following the withdrawal of the Mk5 stock. Seen here at Leicester on 6 October 2024 on loan to UK Rail Leasing.



Long Marston is home to many of the off lease Mk5 sets, at least nine can be seen here together with recently withdrawn 458534 and a number of yet to be introduced SWR class 701 units. 7 October 2024.

Views from the North



60096 + 69006 Doncaster Down Decoy to Liverpool empty biomass cross Newgate Bridge, Mirfield Sunday 27 October 2024. Howard Bolton



Shipley on 23 October 2024 with the LSL Blue Pullman set working a Romford - Carlisle Charter. Colin Aveyard



Rail Operations Group 37608 passes Shipley working Doncaster - Carlisle with a rake of Scotrail HST coaches. 24 October Colin Aveyard



Harry Needle liveried 37405 at Shipley on Gascoigne Wood sidings to Carlisle empty timber carriers. Colin Aveyard



Network Rail inspection unit 153311 working from Hellfield to York passing through at Shipley on 24 October 2024. Colin Aveyard



In terrible weather the penultimate DB Newbiggin - Tees Dock with 66021 passes Shipley on 26 September 2024. Colin Aveyard



***20096/107 on Barrow Hill - Carlisle Locomotive services working at Shipley on 9 October 2024.
Colin Aveyard***



***Trans Pennine 802204 in York station working the Scarborough shuttle
on 4 October 2024.
Colin Aveyard***



37403 on Barrow Hill to Bo'ness passes Shipley on 6 November 2024 CA



Colas locos are not very common in Yorkshire, but 66850 seen here with 66849 was a rare cop for the photographer as it passed through Shipley on the Rail Head Treatment Train on 13 October 2024. Colin Aveyard



Another picture from Barton and Broughton with soon to be withdrawn Royal Mail units headed by 325005 with 3250XX 1S24 12.26 Willesden PRDC _ Shieldmuir Mail Terminal 18 September 2024. Paul Carpenter



Ashland, Virginia, USA on 10 December 2018 from Virtual Railfan.

Message from the Editor

A big thank you to all the contributors to The Corkscrew in 2024. Whether it's an article or just a picture all submissions are gratefully received. Next year will be the Wimborne Railway Society's 50th anniversary and my 21st year as Corkscrew editor and I look forward to a year of celebration. Finally a very Merry Christmas and Happy New Year to all readers of The Corkscrew.



***East Midlands liveried 153326 and a sister unit leave Doncaster for Lincoln on 28 March 2019.
Ken Aveyard***



***Northern Railway 153328 in the Cumbrian coast bay at Carlisle station on 24 March 2015.
Ken Aveyard***