

The Corkscrew



Wimborne Railway Society

Golden Jubilee 1975 - 2025

Issue 145 February 2025



66757 6M26 08.55 Eastleigh East Yard - Mountsorell Gbrf passes Micheldever on 7 January 2025. See article from page 14. Paul Carpenter



Spalding 66709 + 66782 working 4D79 17.01 Peterborough North Yard GBRf - Doncaster Down Decoy GBRf 23 March 2024. Paul Carpenter

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Editorial

Welcome to 2025 and the Golden Jubilee year of the Wimborne Railway Society. During the coming year there will be a number of celebrations to mark this achievement. On the weekend of March 22 and 23 we are holding our Wimborne Railex model railway exhibition at the Allendale Centre in Wimborne featuring around 14 layouts of varying scales plus a selection of trade and demonstration stands. A commemorative picture album featuring the activities of the WRS since 1975 has been produced by Gerry Barnard and members are able to pre-order this at a special price. A small number of copies may be available for sale at Railex depending on demand. A special supplemental Corkscrew featuring additional information and pictures will appear during March, in time for the exhibition.

In June there will be a members (past and present) celebration buffet and members will be contacted directly about this.

Until then we have a wide range of speakers in the Spring programme and full details will be found on the WRS web site www.wimrail.org.uk Between the presentation evenings the regular Thursday club nights for chatting, using the test track and reading from the library continue as normal. Modelling takes place on Tuesday evenings where work on the new Turner's Wharf layout is proceeding apace, and the new O gauge layout is also coming along nicely.

In this issue we have part 5 of Peter Watson's collection of modern traction works plates, Gerry Barnard features the Poole Foundry locomotives, Paul Carpenter spends a day at Micheldever and Dave Coasby explains how the model railway hobby sustained him through a period of personal hardship. As always we round off this issue with the usual selection of images from around the country.

Sit back and enjoy Corkscrew 145. Closing date for 146 is 20 March 2025.

Cover Picture:- 45212 heads 2Y68 the 12.50 Fort William - Mallaig "The Jacobite" away from Corpach Station on 13 September 2024.

MODERN TRACTION BUILDERS' PLATES – part 5

By Peter Watson

We left the last part with a review of the Class 15 locos. So, it seems only reasonable to carry on now with Classes in numerical order. I'll leave the "specials" until last.

Class 16 – D8400-D8409 – this is going to sound like a broken record but here we have another spectacularly unsuccessful North British class of Type 1 diesels.

No excuses about the transmission this time but chronic overheating of the power unit which saw them as regular visitors to the Plant at Doncaster where I saw all 10 over a relatively short period. They were introduced in 1958 and spent their whole lives based at Stratford in East London.

They were withdrawn over a period of about 6 months in 1968 and all but 2 were cut up at George Cohen's yard at Kettering. My plate came from the last one, D8409, and is the only one I've ever seen in over 25 years of collecting, although photographs taken of the locos at Cohen's show the bare metal where the plates used to be (see also the image below).

A North British aluminium diamond with works number and build date and in what looks to be original condition.





Top left – plate from D8409
 Above – Clayton Builder's plate from Class 17 D8528
 Top right – Licence plate from D8598
 Centre right – cab plate from D8523
 Bottom right – Beyer Peacock plate from D8589

Class 17 D8500-D8587; D8588-D8616 – and talking of spectacular failures... perhaps the most impressive example was the Class 17 built by Clayton with the final 29 coming from Beyer Peacock's Gorton Foundry. I liked their design a lot – the centre cab with its all round glazing set them apart and I saw most of the later build when they were allocated to Staveley as a sub shed to Darnall in the mid-1960s. Otherwise, they were primarily a Scottish class with about 20 in the north-east of England. 117 were built between 1962 and 1965 but they had all gone by the end of 1971 bedevilled by engine failures and the loss of their traffic. They were compared unfavourably with the English Electric class 20, examples of which are still in traffic 67 years after their introduction!!

Their worksplates are a bit of a minefield too – set out above are the 4 available plates – the Clayton in aluminium and measuring 10"x6.5", the later Beyer Peacock, also in aluminium and coming in at 12"x5" while the last 27 also carried a "Licenced By" plate that was only 9"x3.5".

All the Clayton locos also had a brass cab plate of 7.5"x4" that purported to identify the locomotive via the 4365/U XX number stamped on it. Sadly, between D8511 and D8540 these plates were mixed up and some locomotives found themselves as much as 15 out of sequence. It helps to have a reference book!!

There is but one survivor that, bizarrely, found its way into industrial service and has since been preserved. Also, my D8598 was one of three of the class to be taken into Departmental service at Derby and wasn't finally scrapped until 1978.



Class 20 D8000- D8199; D8300-D8327 – after a litany of failures it's good to reflect on one of the undoubted successes of the Modernisation Plan. The class 20s started life in mid-1957 and the final two didn't appear until early 1968. Their design was not the best with limited forward vision and a lack of power as a single unit that led to them usually being coupled nose to nose in a 2000hp configuration. English Electric installed well tried engines and electrical gear and the class soon established itself as a reliable and flexible concept. Various body changes were made – the most obvious being the provision of headcode boxes in place of the discs – and later on long range tanks were added by DRS when some locos were given a later life refurbishment. The first built is part of the National Collection.

Their plates come with several variants but based on the standard English Electric pattern measuring about 10"x4.5". The first locos had the "standard" EE pattern plate from Vulcan Foundry – mine comes from D8006 and is in lovely, ex-loco, condition. The second pattern covers later locos, in this case D8175.



The third variant covers those 78 locomotives built Robert Stephenson and Hawthorns as part of the English Electric empire. Mine was carried by D8068. Two plates were carried, one each side, on the solebars below the radiator.



Editors note On page 4 Peter mentions that he hasn't seen any other works plate from a D84XX but knows they exist. Howard Bolton, one of our regular contributors possesses a works plate from D8401 seen alongside

Class 21/29 D6100-D6157 – North British built the 58 locomotives between 1958 and 1960 with electric transmission but they were still unsuccessful. The first batch were deployed on Eastern Region suburban traffic but quickly found themselves stored due to unreliability issues. They were soon moved north of the Border, closer to their builders, and the rest of the class stayed in Scotland. In an attempt to improve reliability – and reduce combustibility – 20 locos were re-engined with a Paxman power unit but with limited success.

The original locos were withdrawn in 1967/8 while the Paxman versions lasted until 1971. There was an exception – one locomotive found itself at Barry Docks where it avoided being cut up until 1980. My plate, a standard NBL aluminium diamond, came from D6134. Each loco carried 4 plates, one on each corner under the driver and secondman windows.

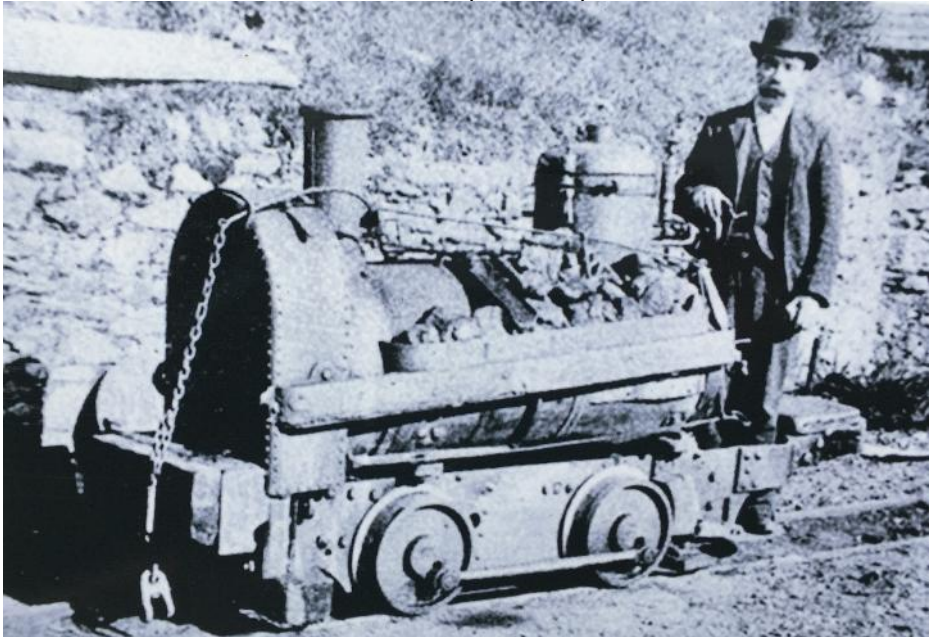


Poole Foundry and the Great Laxey Mine Railway

by Gerry Barnard

By the mid 1870s the Great Laxey Mine on the Isle of Man was one of the most successful metal mines in Britain. Shafts had been sunk to depths of over 2000 feet deep and nearly 1000 men, and a few women and young boys, worked at the mine. The main level of mine was known as the Adit Level. It entered the hillside beneath the Laxey Wheel, connecting with each of the shafts deep underground and having a maximum length of nearly one and a half miles.

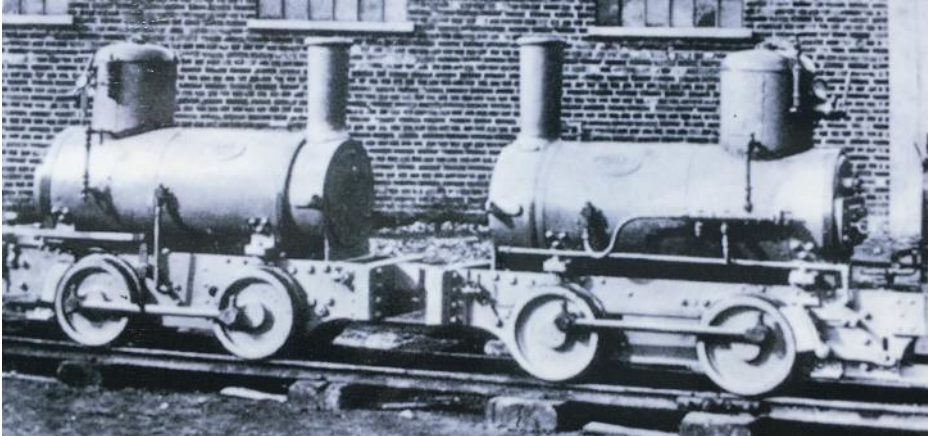
A tramway ran along the entire length of the Adit Level and was used to carry the mined ore out of the mine to the Washing Floors where the ore was prepared for sale. The tramway wagons were originally hauled by ponies but in 1877 they were replaced by two 19 inch gauge steam locomotives built by Stephen Lewin of Poole. Named *Ant* and *Bee* they remained in use until the mine closed in 1929 and were broken up for scrap.



In 1999, the Laxey and Lonan Heritage Trust began the surface restoration of the former tramway and two fully working replicas of the original *Ant* and *Bee* were obtained. When I visited Laxey the Trust members told me about the difficulty they were encountering trying to find any original engineering drawings of the locomotives to carry out any necessary repairs of their own. This intrigued me and got me wanting to find out as much as I could back home in Dorset.

Since I returned from the Isle of Man I've been doing some research on Stephen Lewin and the Poole Foundry. With the help of Dorchester and Poole libraries I've managed to find out quite a bit about the locomotive manufacturer right on our doorstep and will do an article on my findings shortly.

I was amazed to learn that Poole Foundry locomotives were shipped right around the world. Although no local examples of their locomotives survive today it was interesting to learn that one of their boilers was used for a replacement on the Purbeck railway.



Here are Ant and Bee outside Stephen Lewin's Poole Foundry in 1877 ready to depart to the Isle of Man.



A restored Ant today.

How my hobby got me through a difficult time.

By Dave Coasby

I've written quite a few modelling articles over the years, but nothing like what you're about to read.

Many of us in the hobby are now pensioners and getting on in our years. It seems all too common nowadays to hear of an elderly member of a club you may belong to passing away and going to that great siding in the sky. Or it may be a modelling friend, or wife, or partner.

In my own case I suffered a double tragedy, losing both my wife and daughter within a few months of each other to cancer, even though both received superb care and treatment over a couple of years from the NHS, trying to stave off the inevitable.

But while they were both so ill I needed something to help me. Something to take all that was going on around me off my mind, if only for a few minutes, or if time and caring permitted, sometimes for an hour or two.

'My therapy' (as I like to call it) was our hobby of model railways. I'd always have something on my kitchen table that I could turn to, be it a kit that had been hanging around for ages, or a wagon that had a broken part, or maybe a spot of weathering. Things I could spend a bit of time on, but could leave at a moment's notice if some urgent palliative care was required. And it was – frequently.

But once my nursing duty was completed I could go back to the kitchen and continue with whatever I'd left undone. Sometimes this was in the middle of the night. When someone you love is so ill and you're looking after them it really is a 24/7 situation, so my own sleep was very sporadic at that time.

'My therapy' became even more important as each of them passed away.

The grieving and sense of loss was unimaginable. But I coped – just. Another factor that came into play at this time was the amazing emotional support I received from members of the model railway clubs I belong to.

Apart from club nights modelling friends would come to my house and we'd undertake projects together. Sometimes we'd go to exhibitions or visit other friend's layouts. For pals further afield many emails passed back and forth. It all kept me occupied and stopped me from becoming too depressed.

The reason I'm writing this is not to gain your sympathy. It's in the hope that when some of you go through the loss of a loved one – and unfortunately some of you will – turn to your hobby to keep your mind occupied. And don't be afraid to ask friends for their support.

You may be pleasantly surprised how forthcoming some can be.

This 'therapy' I have described can also be applied to other problems. Losing a job, having a relationship breakdown, a personal health issue, money worries... the list can go on and on.

Do remember that model railway clubs can give you a ready source of like-minded folk who you could easily relate to. Up until my bereavements I enjoyed the camaraderie that can develop within several clubs that I belonged to over the years. I had also considered them as a good source of help with modelling problems one might encounter from time to time, as there's always someone who knows what to do, or can physically help with a modelling project.

So although that still applies, I now look upon a lot of the members I have come to know as dear friends who helped me get through the most difficult time in my life. So if you're reading this and you aren't already a member of modelling club – join one!



Dave standing behind his layout – Printers Yard – which was the main source of his modelling work during the past few years.

It's Cold Oop North (of Winchester)

by Paul Carpenter

Sometimes a couple of hours or so at a station can be more rewarding than looks likely. With the temperature forecast to get little more than above freezing, it was a little ambitious to go to Micheldever and get some more photos of the station in the sun. Winter sun has its challenges and it was only because I can find somewhere to visit new that this mission was relegated to do 'sometime'. Micheldever station was the one I called at in September 2020, took a few photos, then on the way home decided I'd try and visit every station in Britain, the details still to be worked out, not to mention the logistics at some later time.



The station dates right back to the opening of the London & Southampton Railway in 1840 when it was known as Andover Road as that town had to wait another fourteen years for a station more conveniently situated. Perhaps worth mentioning that Micheldever Station is also the name of the village, the cluster of houses surrounding the station. The village of Micheldever some two miles away is considered a separate village.

The station building is a fairly rare early survivor on what was the London & South Western Railway (the London & Southampton becoming thus in 1839). It was the work of the prolific architect William Tite, later Sir William. It is the same date as larger Winchester and Southampton (the former Terminus station closed in 1966).

However, Micheldever station has been less altered over the years, certainly less so than Winchester. Described by more knowledgeable people than myself as 'handsome, solid, classical, neo-Georgian villas', these days the buildings still look good. Micheldever is a knapped flint building with an all-round awning. The very similar architecture of the close by Dove Inn tells you it has its origins in the railway as the station hotel, it was formerly known as the Western Road Hotel. The Dove Inn has unfortunately now closed, as recently as October 2024. It might be safe to assume that when Andover gained a station, the station hotel at Micheldever lost much of its original raison d'être.

One current interesting feature is a Transport Trust plaque to commemorate the first recorded journey by a car in the U.K. on the 5th July 1895 by the Hon. Evelyn Ellis in a Panhard et Levassor 'Horseless Carriage'. The 56 mile journey from Micheldever station was to Datchet, the plaque doesn't say whether the trip was easier than today.

Interestingly a photo in a book on station architecture pictures Micheldever station frontage in 1926, and the building is clearly rendered and looking very rundown, far more tired than nearly a hundred years later. Whilst it was unlikely that I could easily find many photos to date when the render went on and came off, I can fairly safely say it was in the period between 1873 to 1966! Over the years the station had gained loops but it was in 1966-67 that the track was remodelled leaving an up and down line each side of the current island platform.



221133 1M42 10.45 Bournemouth - Manchester Piccadilly 7 Jan 2025.

Prior to the remodelling the island platform had served the up and down fast lines. The station building adjacent to the former up loop line platform has since been isolated though retaining a length of platform which still has a use as it provides entry via a 'period' covered roof to the subway, the subway also providing a way out to houses and a road on the down side. The down loop and its platform disappeared with the mid 1960s alterations.

Well known here are the sidings that I think may have been put in initially because of the large oil storage tanks here dating from the Second World War. The sidings as many will remember were full of stored (mainly coaching) stock through the 1960s and early 1970s. The oil depot seems to have seen intermittent rail use, there's still a sign up from the squadron marking era of freight operations in the late 1980s for Elf Oil. Must be something of a collectors item now. I believe the chalk hill was dug out in the 1930s to provide fill material for use at Southampton Docks.

During my time on the railway as a secondman I went in there precisely once. Booking on at 06.25 on 8th January 1979 we took 47079 G.J. Churchward light engine from Reading Diesel Depot to Micheldever Oil Terminal and worked the Robeston (Pembrokeshire) oil tanks as far as Reading West Curve where we were relieved. I made a note in my diary that the loco had new nameplates shortened from George Jackson Churchward to G.J. Churchward! The sidings seem to see very occasional use for stabling track vehicles, I still call all the various types tampers for want of knowing what they all do.

Anyway, back to a very cold 7th January 2025, so a day short of 46 years on. I had intended to catch the train, but arriving to see a late running up service departing Wool, Lorraine in the booking office told me there was a points problem at Weymouth. Knowing I had a tight connection with the Portsmouth Harbour – Waterloo at Winchester, I elected to drive, all of which seemed to now be madness given how little I was going for. This wasn't easily dispelled once I got on the road.

I'm not sure how bad the traffic on a weekday morning is, though it doesn't take too much imagination but on the A31 from the roundabout with the A350 near Sturminster Marshall through to Ringwood it was for a lot of the time no more than a crawl. Seeing it looked stationary towards Poulner Hill when I reached Ringwood I elected to go A338 to Salisbury, a road I hadn't needed to use in years. You get roads like this, though fairly local because you've moved, no longer fit any of your journeys. It was wonderful after the previous more than an hour slog and continuing on the A30, and on to the A343 past Middle Wallop. I joined the A303 and took the slip road signed to Micheldever Station. You briefly turn right and then left off what is now a very quiet unclassified road which was once the A30.

I arrived at about 10.40 and it was soon clear this wasn't a normal trouble-free day continuing what I'd experienced at Wool. There were plenty of Network Rail or contractor staff around. I'd normally photograph from the platform end towards Popham Tunnels but as discussions were ongoing at that end of the platform, I'd be a bit in the way. It transpired there was a track circuit failure on the up line which necessitated trains coming to a stand at the platform before authorisation from the signaller at Basingstoke to proceed. It was clear that any hope of timekeeping for passenger services was out of the question.

I was wondering after ten minutes whether I'd see anything much, but here was a Class 70 creeping in from the south. Freightliner's 70005 was in charge of train 4M55, the 08.32 Southampton Maritime Container Terminal to Lawley Street (Birmingham). A friendly wave from the driver who opened up the General Electric loco when he got the ok to proceed, and I have to say it sounded really impressive when stood alongside, reminded me back to a D10XX Class 52 pulling away from a signal stop!



70005 4M55 08.32 Southampton M.C.T. - Lawley Street and 70813 6O24 09.25 Hinksey Sidings - Eastleigh East Yard 7 January 2025.

Four minutes later and another Class 70, this time Colas Rail 70813 raced through on the Down road with 6O24 09.25 Hinksey Sidings (near Oxford) to Eastleigh East Yard train of ballast hoppers. No similar problems on the down road then! To reinforce that, a down SWR passenger train was just three minutes behind hard on the heels of the ballast.

Next was another up freight as GB Railfreight 66757 named 'West Somerset Railway' came to a stand alongside me with 6M26 08.25 Eastleigh East Yard to Mountsorrel (Leicestershire) stone empties. As this train got away from the station DB's 66175 came through on the down side with 4O43 04.28 Wakefield Europort to Southampton West Docks freightliner, catching me unawares enough to make a mess of the photo, slightly blurred from 1/250 not nearly enough to 'stop' it! The 10.09 Waterloo -Portsmouth Harbour makes a call at the station, what was proving to be a scarce passenger train.

A stock move comprising Arterio 701030 being hauled by Brush Type 4 47727 'Edinburgh Castle' on 5Q87 Eastleigh to Long Marston for storage.



47727 5Q87 Eastleigh TRSMD - Long Marston 7 January 2025

The Class 47 is one of three in GB Railfreight's fleet usually employed on such workings. It's entirely possible the 701's might eventually all be in service but at the time of writing it's still a while off. I think by the time 47727 departed I'd seen two or was it three passenger workings compared to four freights and a locomotive worked empty stock working.

I stayed at Micheldever for just over two hours, rather more than I'd intended and with the temperature still hovering around +1 degree centigrade made my way home. Before I did though I did see a further three freights amongst the SWR and Cross-Country passenger services, the up ones of the latter making a rare stop at Micheldever!



66556 4O14 05.08 Garston F.L.T. - Southampton M.C.T. and 66200 4O39 09.43 Morris Cowley M.A.T. - Southampton Eastern Docks 070125

66556 of Freightliner had the lengthy 4O14 05.08 Garston (Merseyside) – Southampton Maritime. Filthy DB 66200 still carrying EWS maroon livery was on 4O39 09.43 Morris Cowley – Southampton West Docks car train, the cars for export. The last freight I stayed to see was another freightliner working. 70011 had ‘dead’ 66509 tucked in behind it on the 4O90 06.04 Leeds – Southampton Maritime. It had been a lot more interesting than I might have imagined given the problems affecting the line on this day.



70011 + 66509 4O90 06.04 Leeds F.L.T. - Southampton M.C.T. 7 Jan 2025



1W61 444002 + 444020 10.05 Waterloo - Weymouth 7 January 2025

Pictureview



A filthy Colas 66848 passes Shipley Station on 17 November 2024 with an equally dirty 66849 bringing up the rear of the RHTT. Colin Aveyard



66314 one of the latest imports by GBRf passes Shipley on 20 November 2024 working the Arcow -Bredbury aggregates service. Also passing Shipley 57601 and 47832 between ADB 965234 /6 on Eastrigg MOD to York working on 13 January 2025. Colin Aveyard



701002 013 018 051 052 and 5 sister units are seen here in the sidings at Long Marston on 7 October 2024. Peter Watson

Bluebell Railway Giants of Steam Gala

pictures from Alan Swinburne



A4 60007 'Sir Nigel Gresley' passing Horsted Keynes.



A4 'Sir Nigel Gresley' passing through Horsted Keynes.



Battle of Britain class 34059 'Sir Archibald Sinclair' letting off steam!



BR Standard Class 5 73082 'Camelot' leaving Horsted Keynes.



6989 'Wightwick Hall' at Sheffield Park.



Camelot and Sir Archibald Sinclair approaching Horsted Keynes.

Out and About with Paul Carpenter



*Fitzwilliam 60087 OD75 17.07 Rylstone Tilcon Gbrf - Doncaster Down
Decoy Gbrf 22June 2024. Paul Carpenter*



Newark Northgate 47812 23 March 2024.

Paul Carpenter



**Newark Northgate 66304 4E14 04.05 Felixstowe South GBRF - Doncaster
IPort GBRF 23 March 2024. Paul Carpenter**



**Newark Northgate 91124 + 82214 1D06 08.33 Kings Cross - Leeds 23
March 2024. Paul Carpenter**



**Saxilby 66719 4L53 16.17 Tinsley Yard GBRF _ Felixstowe North GBRF
22 March 2024. Paul Carpenter**



**Stamford 170105 1L42 13.22 Birmingham New St - Cambridge 22 March
2024. Paul Carpenter**



London Underground's Track Recording train consisting of 1973 ex Piccadilly Line carriage TRC666 (999666) sandwiched between 1960 Cravens driving cars L132 (97132) and L123 (97133) seen at Northfields, Osterley and Boston Manor on 15 November 2023. Paul Carpenter



Railex 2025

**Saturday and Sunday
22nd and 23rd March 2025**

Sat 1000-1700

Sun 1000-1600

Adult £8 Family £10

Accompanied U15's free

**The Allendale Community
Centre**

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www.wimrail.org



Transport for Wales class 153 unit 153329 at Cardiff 1 March 2023 KA



Class 153 unit 153330 in unbranded Northern Rail livery at Leeds 26 September 2019