

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 51

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47579 James Nightall GC in large logo blue livery is seen at Liverpool Street 18 November 1987



**Failed 47579 James Nightall GC in Network South East livery, and accompanied by 37230 is seen at Exeter St Davids on 13 June 1992 having been detached from a Plymouth train.
See article from page 5.**

Both Paul Kneller

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- Graham Bevan...Vice Chairman :-...George Russell

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Bryan Stanley...David Leadbetter...Paul Carpenter....Iain Bell.....
The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone

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EDITORIAL

Welcome to the first issue of The Corkscrew produced using new software. Since issue 25 we have been using Microsoft Works word processor as packaged with most computers, but this issue has been prepared on Open Office, a free download that is more akin to Microsoft Word. One advantage of this software is that it contains the ability to save The Corkscrew as a PDF (portable document format). For those of you that use computers, you will no doubt have downloaded pages in PDF and opened them with Adobe reader. This means that we can post a copy of The Corkscrew on the Society's web site for people to download or we can email it to our friends who live far away. The second advantage is of course that you get to see the pictures in glorious colour.

Following on from our successful exhibition the Society has purchased a digital projector, and speakers that will allow us to show DVD and video, with sound, without having to lift that heavy television on to the tables. The same projector can be used to show slide shows or video clips from cameras and phones, by the use of a lap top. Hopefully we can now have the digital equivalent of our popular slides on a theme evenings.

In this issue we have articles on Longmoor and heroic drivers by Steve Green, Graham Kelsey on Virgin's nameplate auction, Mike Stollery's model railway, a review of the Society's exhibition, and a visit report from Water Orton. We also have all our regular features and a welcome return for our quiz, this time from John Webb.

I hope as always that you will find something of interest in this issue.

Sit back and enjoy Corkscrew 51.

Closing date for Corkscrew 52 is 9 July 2009.

Cover Photo

Mentioned elsewhere within this issue, the first through passenger carrying train to Swanage ran on 1st April 2009. DB Schenker liveried 66152 was at the head of the train, seen here entering Corfe Castle station. Bryan Stanley

CHAIRMANS CHIRPINGS

Our Exhibition at the Queen Elizabeth School in Wimborne in April was a tremendous success and maintained the high standards of organisation and exhibits with a judicious selection of trade stands. Visitors were welcomed by club members and given directions on arriving and leaving the car park. This was appreciated as was the frequent heritage bus service from Wimborne town centre to and from the exhibition. In this way many visitors' different interests were satisfied on the same day! Food was prepared on the Friday evening ready for Saturday. The tradition of setting out flowers on the tables helped create a colourful and friendly atmosphere in the refreshment room that always appeared to be busy. Indeed, demand exceeded expectations and our ladies returned early Sunday morning to prepare yet more food for the second day!

The three club exhibits, Horton Road O-gauge, Tarrant Valley narrow gauge and the club publicity stand together with members' layouts and two members' trade stands were well supported and attended. Much effort, including many Tuesday work nights, had been spent preparing exhibits that helped us to reflect the club's interests and aims. Thanks to all those who supported and helped and our grateful thanks to the Exhibition Committee for planning and, with the help of members families and friends, organizing this enjoyable and successful biennial event. I should mention that the Thursday club night before the exhibition everything in the club store room including the club layouts and displays, their electrical support systems and the building notices needed for the exhibition were loaded into vans, stored overnight (the club rooms are now used by others on Friday evenings) and were delivered to the exhibition venue on Friday evening. The same items together with a small surplus of catering supplies and bottled drinks were packed and returned to store on Sunday evening whilst school furniture was being replaced to its original position. The coordinated efforts of many members on those two days were much appreciated.

Recently we have held our 'Quiz Night', a light hearted setting of railway-related questions to members, self-grouped under railway-inspired team names. Last year's winning team set the questions and even included clues to some answers! Our Mike Stollery (of 'Just a Railway Minute' fame), 'dressed to quiz' in smart black and white, eloquently mastered the evening's ceremonies. Team 'Knocking Big Ends' were elated by the news they had won and seemed undaunted by the challenge of setting questions for the next quiz.

Congratulations to quiz team Chris Francombe, Peter Watson, Estelle Hughes, Josh and David Williams. Thanks to Iain Bell, Paul Carpenter, David Leadbetter and Steve Davies for the searching questions and to Mike for presenting a fun evening.

In the next edition of the Corkscrew I shall be chirping about our very recent purchase of a digital projector.

Benjamin Gimbert GC, James Nightall GC and Sir Guy Williams: A 65th Anniversary Tribute.

By Steve Green.

I hope this article will appeal to most of you, as it includes some historical War time information, details of a steam engine for the kettle enthusiasts and also the details of two diesels for the modern image fan among you. This write-up all centres on a midsummer night towards the end of World War 2, but we start with the all important introduction:-

WD Austerity 2-8-0 no.WD400 SIR GUY WILLIAMS was built by the North British Loco. Co. at their Queens Park Works, Glasgow in July 1943, Works No.25205. She was one of eight locos delivered that month, a fraction of the total number of engines built in this particular batch. Lot Order No. L943 consisted of 300 locos, built between May 1943 and March 1944! She was originally numbered WD7337 and first appeared at the Longmoor Military Railway, un-named, in late 1943 but was loaned to the LNER and based at Stratford shed. She returned in 1949 and whilst based back at Longmoor the loco was allotted the LMR Stock No.27. This number was purely an internal reference number and was never carried by any of the engines based at the Longmoor Military Railway.

(The nameplates of SIR GUY WILLIAMS were originally carried by fellow WD 2-8-0 no. WD78762. This loco was named at a special ceremony in front of the officers and men of the Detmold Military Railway, Germany, by and after the Chief Royal Engineer himself on 5th June 1947. A plaque was unveiled on WD78762 bearing his name and the regiments military crest. The nameplates were transferred to WD77337 [as she became in August 1944] when she was specially selected for use on the LMR upon her return from France in 1946.)

A small piece of useless information first! Passenger workings were extremely rare for the WD's during the War but, on 31st July 1943, this particular loco hauled possibly her only known such train from Ipswich to Yarmouth. Now for the serious bit:-

The loco was barely a year old when, still numbered as WD7337, she was involved in a potentially serious accident. Whilst hauling a train of 51 wagons containing munitions, explosives and aircraft parts to Ipswich on the night of 1st/2nd June 1944, the crew noticed that the leading wagon had caught fire. Their next decision proved to be a life-saving act of bravery. Approaching the town of Soham, Cambridgeshire (between Ely and Newmarket), the crew stopped the train short of the station. The fireman then ran back to uncouple the burning wagon from the train so that the driver could draw it clear and away from the rest of the train, hoping to make open country. As the loco approached the signal box at Soham, the wagon, carrying 10T of un-fused bombs, exploded.

The fireman was killed instantly whilst signalman Frank Bridges (b.1896) was fatally injured. The driver was badly hurt, whilst guard Herbert Clarke (1885-1976) was uninjured. A 20 feet deep crater was blown in the track and the explosion totally destroyed and flattened the station buildings with 600 buildings on the eastern side of Soham being considerably damaged. The loco luckily bore the brunt of the explosion; the rest of the train remained safe and undamaged, as did the rest of the town and residents of Soham, who were completely unaware that they could've been caught up in a major disaster, with lives lost and buildings destroyed had the whole train caught fire and exploded.

The driver, Benjamin Gimbert (b.1903) and fireman James William Nightall (b.1922), were both awarded the George Cross, the latter posthumously.

The badly damaged engine was repaired back at NBL's Queen's Park Works in Glasgow during September 1944, given a new boiler in the process. She was then transferred to March shed from Stratford on her return to service before being sent to France in January 1945. Whilst overseas, this loco was shedded at Lille, the shed code "La Deliverance" still being visible on the cab when the loco returned to England. WD77337 was reported as being painted in the Nord chocolate-brown livery with red lining when she arrived back at Dover in April 1946. She ended up being stored by the Southern Railway at Richborough, Kent, along with many other WD's until such a time came when she could be overhauled. As mentioned earlier, she was specially selected to operate over the LMR system, where she arrived during 1949.



The Bachmann model of 400 Sir Guy Williams.

Steve Green

To indicate that not all LMR engines were overhauled on site, this particular loco spent some time at the GWR's Swindon Works during 1951. (See, not everything that comes out of Swindon is a wheezy farty engine!) WD77337 was named in the early 1950s and re-numbered to WD400 during 1952.

She was also converted to burn oil for a while, although this was removed again by the mid-1950s.

This loco was withdrawn from her driver training role during August 1965 and she was then used for training fitters. In April 1966, WD400 was stored out of use on the scrap line in Longmoor yard.

The stay of execution lasted until August 1967 when SIR GUY WILLIAMS was sold for scrap to John Cashmore Ltd, Town Quay, Newport, South Wales.

It is a great pity that this loco, with her varied and chequered career, wasn't selected for preservation.

Benjamin Gimbert died on 6th May 1976, and is buried in the churchyard of St. John the Evangelist.

But the story doesn't end here. We now need to jump forward to 28th September 1981.

That month, as a mark of respect to the two LNER crew members, two of Stratford Depots Brush Type 4s (Class 47s) were named at March station in honour of the local heroes. They were:-

47577 "Benjamin Gimbert GC".

47579 "James Nightall GC".



47579 James Nightall GC at Liverpool St 3 April 1982

Paul Kneller

The former was built by Brush (Works no.536) in October 1964 and was originally numbered D1774 and based on the Midland Region. Before being re-numbered 47577, her first TOPS no. was 47173.

The nameplates were removed during May 1987 and transferred onto another Stratford-based 'Duff', no.47574 during August 1987.

Back to 47577 however, which was transferred to Eastfield TMD in Glasgow once the nameplates had been removed, and painted into 'Large Logo' blue livery. A short spell at Crewe Diesel TMD followed on afterwards, before she moved down to Bristol Bath Road where she was repainted into Inter City livery and re-numbered again, to the now more famous 47847. By 2002, the loco had moved north again, this time to Toton, where she was repainted back into BR 'Large Logo' blue and named "Brian Morrison/Railway World". Celebrity status then followed this loco wherever she worked.

A brief look at 47574, the loco that took on the "Benjamin Gimbert GC" nameplates, now follows:-

This loco was originally named "Lloyd's List" from December 1985 – May 1987, but was re-christened as stated above in August 1987. This loco was transferred from Stratford to Bristol Bath Road by 1990 and painted into 'Large Logo' as well. From 1993 she could be found based at Crewe Diesel, painted in the Parcels/Post Office red livery of the time. She was withdrawn from Crewe during December 1996 and stored there until 2002, but was later stored at Immingham, from where she was sold for scrap to Ron Hull Jr of Rotherham and cut up during June 2005.

We shall now take a look at the second of the original named locos:-

The latter was built by Brush (Works no.540) in October 1964 and was originally numbered D1778 and based on the Midland Region. Before being re-numbered 47579, her first TOPS no. was 47183.

This loco was re-painted into Network Southeast livery whilst still based at Stratford and wasn't transferred to her next home of Old Oak Common until the early 1990s. By 2002 she too had lost her nameplates and was now based at Crewe Diesel, carrying RES (Rail Express Systems) livery, the number 47793 and now named "Saint Augustine". During this time, up until withdrawal, she also carried the name "Christopher Wren" when she became part of the EWS fleet. Withdrawal came during February 2004 from her last shed, that being at Toton depot. Luckily this loco is still with us and on 2nd April 2007 she entered preservation at the Mangapps Farm Railway Museum, Burnham-on-Crouch in Essex, arriving there from Healey Mills. It is the owner's intention to restore her back to her "East Anglian" condition.

However, the names do still live on, on the National network. At a special naming ceremony held on 2nd June 2004, the 60th Anniversary of the Soham munitions disaster, in Whitemoor Yard, March, Cambs., two EWS class 66s were named in memory of the railwaymen, and in keeping with this tribute, the two locos were specially selected.

They were:-

66077 "Benjamin Gimbert GC".

66079 "James Nightall GC".

They were chosen to be as close as you could get to the original numbers of the named pair and both were named by Richard Bowker, Chairman of the S.R.A.



66077 Benjamin Gimbert GC seen at Westbury on 18 February 2006

Ken Aveyard

The medals of the two War heroes are now kept in local museums and a commemorative plaque can now be found at Lodeside, Soham Village College.

So, if you were ever wondering who these two gentlemen were whose names appeared in your Platform 5 Motive Power Pocket Books next to the two 47s and latterly the two 66s, now you know!

And finally, as they say, this is the loco that was produced by Bachmann as a Limited Edition 'OO' gauge model in 2000. The loco was faithfully replicated in her fully lined R.E. blue livery (see photo on page 6). This model is still available in some shops, or can sometimes be found on a trade stand at exhibitions, etc.

Postscript.

Since this main article was written, a rather excellent book has been published about Britain's Railways in Wartime, entitled "Britain's Railways in Wartime" by Kevin Robertson (Published by OPC/Ian Allan.)

There are very few photographs of the Soham accident, for obvious reasons, but two have been published in this book. Pages 66-7 show the loco in close-up and a more general scene, including the crater left by the explosion and remains of the signal box and other buildings near-by. Parts of the loco's tender frames and two complete axles can also be made out amongst the wreckage.

Most of the information was obtained from books already in my possession, but a chance look on t'internet for details of the crew members who suffered in this terrible tragedy, led to me discovering the following link:-
<http://www.soham.org.uk/history/trainexplosion.htm>

Should you wish to have a look, the site contains more photographs of the aftermath, plus other accounts extracted from a book all about that fateful night of Friday 2nd June 1944.

Whilst searching for photographs of the two 47's, I discovered that 47579 had in fact visited our part of the world on at least one occasion. The photo depicted her at Bournemouth station in NetworkSouthEast livery.



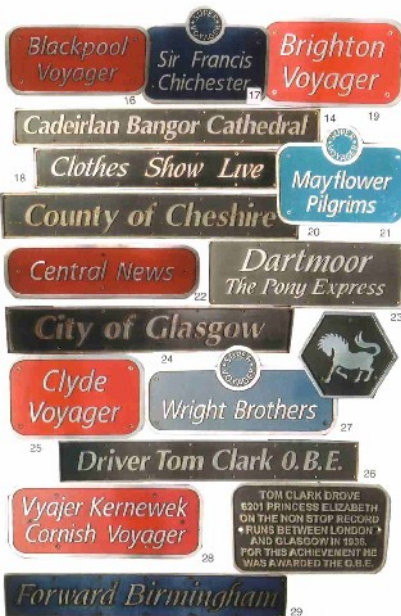
**WD400 at Bordon (LMR) after arriving from Liss with an RCTS Special on 4th October 1958.
Photo: copyright Hugh Davies – Photos from the Fifties.**

Some Virgins on Valentines Day

By Graham Kelsey

Now before you all start getting too excited, it's not what you think! On the 14th of February I caught the train to London and even travelled in 1st Class. That's because it was cheap, as I had made the booking a couple of weeks in advance with my railcard and it was for a Saturday. I actually went to London for an auction, held in the old Eurostar reception hall at Waterloo Station. Organised on behalf of Virgin Trains by Sheffield Railwayana Auctions, this event was to sell off nameplates removed from some of the Virgin fleet of locomotives and multiple units, the proceeds going to various Virgin Trains charities.

So what was on offer? Well there were nameplates from Class 47's, 86's, 87's, 90's, Voyagers, Super Voyagers, Pendolinos, HST's and Mk3 DVT's. Also to be sold were a headboard, some loco diamond shaped alloy depot plaques, shield shaped Virgin nose badges from the Voyagers and the historic discoverer data panels from inside the Super Voyagers.



This was just a small auction of 117 lots and was all over in an hour and a half. One of the unusual things about this railwayana auction was that no one really knew how much these types of nameplates would go for, none having ever been sold before.

The auction had been quite well advertised in the railway magazines and so around 200 people were in the hall at the start. Bidding was quite brisk, just like the cold breeze blowing through the wide-open reception hall we were all sitting in. Those there were soon into the swing of things, even though the lots were really quite unknown quantities, price wise. Star of the show was undoubtedly the art deco styled nameplate Charles Rennie Mackintosh from the Class 86 electric, 86226, which I know interested both Trevor Hargreaves and Brian House. It went under the hammer to a Bournemouth collector who used to own the Big Four Railway Museum on Old Christchurch Road in the town centre.



A few of the regulars I see at the auctions were there and when I asked them about the plates they had just acquired, it was interesting to hear that they had bought them as something different to add to their collections. Bearing in mind that some of them own Duchess and A4 nameplates, etc., it's interesting to see how modern image nameplates (as diesel and electric plates are called today), are now being accepted not just by the younger, but amongst the older long term collectors too.

So what was I interested in, well quite a few of them really. Top of my 'wish list' I suppose, were nameplates from the Voyagers, mainly Dorset Voyager, Wessex Voyager, Solent Voyager and Mancunian Voyager. Dorset Voyager because I was at Swanage with Brian Kohring, when it was first named by Stan Symes on the 8th of September 2002, and BK was one of my mentors when I first started collecting this old railway rubbish. And Mancunian Voyager also interested me, for fairly obvious reasons really.

As for the Super Voyagers, well Yuri Gagarin took my fancy, along with Amerigo Vespucci and Dr Who.

For Poole locals and model railway collectors, you may be interested to know that the nameplates from 47747, Graham Farish and Dorset Voyager, were bought by a local Poole collector (but not me).

From my 'wish list' I was very pleased to come away with Mancunian Voyager.



This auction like most do now charged buyer's premium and I don't know if the BP also went to the charities, or was kept as an organising fee by SRA ? The prices I have listed below may appear higher than those you may have seen printed in the railway magazines, this is because I have included the buyer's premium. If any of you are interested to know what any of the other nameplates were or how much they sold for, I have the catalogue with prices.

Some of the nameplate prices with loco types are listed as follows: Charles Rennie Mackintosh (47) £5,241. Pride of Toton (47) £4,014. Devon Voyager £2,899. Lion of Vienna (47) £2,899. HST Silver Jubilee £2,899. Dartmoor-The Pony Express (HST) £2,453. City of Aberdeen (HST) £2,342. Dr Who (SV) £2,230. Dorset Voyager £1,896. County of Cheshire (86) £1,896. City of Glasgow (90) £1,896. The English Riviera Torquay-Paignton-Brixham (HST) £1,840. Charles Darwin (SV) £1,729. Vulcan (47) £1,503. Wessex Voyager £ 915. Solent Voyager £837. Graham Farish (47) £948. Virgin V nose badges £246.

A week after the auction, plates from the other sides of the locos and MU's, still held in stock by Virgin, were offered to the auction underbidder's, who had missed out, so in the end, some of the other collectors were also lucky after all.

Negotiations I hear are now already under way, regarding the possible sale of nameplates currently being removed from the Virgin 'Thunderbirds' and maybe some of the plates from other locos and MU's in the Virgin fleet too.

So following on from the success of this auction, my guess is that it may not be too long before more Virgins may again be seen loitering with intent at Waterloo and come to think of it, I might just wander up there again for another quick loiter too!



Graham Kelsey with the extra nameplate, presented to the Swanage Railway when the Voyager was named at Swanage Station on the 8th of September 2002.

Brian Kohring with 220018 Dorset Voyager, at Swanage Station on the 8th of September 2002.



Nameplates for sale in the Virgin Waterloo Auction catalogue.

PAST TIME EXCURSION TO SWANAGE, 1 & 2 APRIL 2009

by Mike Stollery

Stock used 66152 leading in Swanage direction

Locomotive Class 66	66152	in DB Schenker livery	
Mk2a	TSO	W5350	Chocolate/cream livery
Mk1	TSO	W5009	“ “
Mk1	RMB	1863	“ “
Mk1	FO	M3119	Crimson/cream livery
Mk1	FO	E3149	Crimson/cream livery
Mk1	RB	1671	Maroon livery
Mk1	FO	M3120	Crimson/cream livery
Mk1	FO	M3097	Crimson/cream livery
Mk1	RB	W1691	Crimson/cream livery
Mk1	FO	S3069	Crimson/cream livery
Mk1	FO	S3068	Crimson/cream livery
Mk1	BSK	M35469	Crimson/cream livery
Locomotive Class 66	66142	in EWS livery	

Note: All the crimson cream stock was in excellent external condition, however the maroon RB was very poor and the three chocolate and cream coaches were not much better! Picture below by Dave Round shows 66142 at Swanage.



Wimborne Railway Society 2009 Exhibition

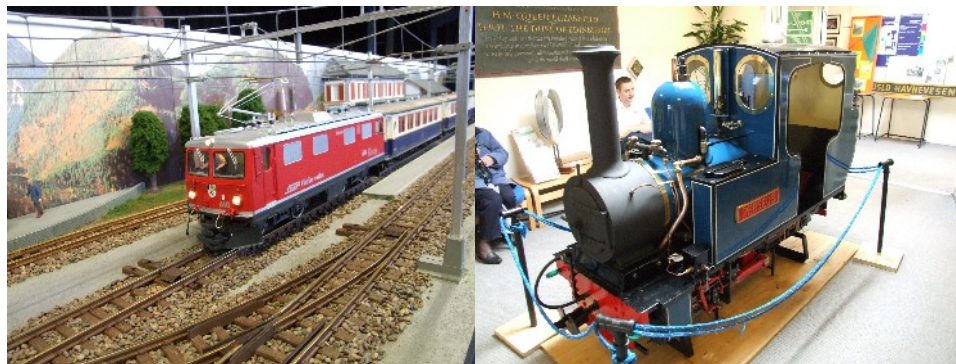
Pictures by Robert Aveyard



Iron Mould Lane made a welcome visit, as did Blandford from the museum.



Abbey Road featuring London Underground, and Purbeck mining in 009.



Klein-Arosa in G scale from club member Neil Cooper and full size narrow gauge with Perseus representing the Moors Valley Railway.



Colin negotiates a sale on the club stand, which tickles George's fancy.



John accounts for the money whilst Martin tries to work out how long these yard lengths of track are.



Visitors were met by various teams of door staff including Bryan and Colin or our meet and greet teams such as John and Gordon.



Ron Elliot kept members and exhibitors supplied with tea and coffee whilst Neal Turner ably assisted in the catering department.



Tony stands guard over Shelf whilst George watches Chris at Tarrant Gunville.



Brian wonders whether £1000 is a bit too much for a piece of cardboard, whilst exhibition manager Steve manages to find a spare hour on Sunday afternoon to run his collection of Longmoor Military railway models on Robertsbridge.



Underground Ernie appears on Thomas Junction, whilst The Beatles can be seen crossing Abbey Road.



Most peoples first impression, left, and most peoples lasting memory?

My thanks to Robert for taking all these and many more photographs of the show. Space precludes showing them all, but I may save a few for the Christmas issue – you have been warned.

It is hoped that a further selection of photographs will appear in an exhibition gallery on the Society's web site at some point in the future.

ANOTHER SWANAGE RAILWAY Pt1

by Mike Stollery.

Our editor, from time to time makes a plea for articles on modelling – that is *railway* modelling! As you know I am always keen to oblige, so here goes...

From time to time readers of this journal may have seen some of my models cavorting around the old test track. Now I do not claim to be an expert modeller; time, patience and skill (not necessarily in that order) work against that, but I have enjoyed the hobby for a long time and have collected 4mm scale models for over 40 years, initially with a view to recreate the Swanage branch, or rather the Swanage end of it. My architectural career, marriage and house moves combined to inhibit progress but since moving, 11 years ago, to a house in Swanage with a nice unobstructed roof space, substantial (although not rapid) progress has been made.

THE LAYOUT

Although still very much a work in progress, four continuous tracks in Peco flexi-track have been laid on substantial baseboards, under which are storage drawers and cupboards. The inner pair of lines represents a section of the Bournemouth – Weymouth line, featuring Wareham station and Worgret Junction. The outer pair is freelance and from time to time there can be seen trains from other regions as well as the Southern. The latter are henceforth referred to as the ‘main lines’ to distinguish them from the inner or Weymouth lines. The period is resolutely set in the mid 1950s to early 1960s, with only one or two minor aberrations.

From ‘Worgret Junction’, which is graced by a signal box built by Robin Brasher, the Swanage branch curves round under a brick arch bridge on its way to Swanage. As always compromises have to be made and, unlike Stan Symes’s layout where he has modelled all the present day stations, my Swanage branch misses them all out to terminate in a true to scale terminus - sadly there is no room even for Corfe Castle.

At Swanage, exactly as the prototype, there is the full length main platform accommodating 8 coaches, a 4 coach bay, run round loop, goods shed road and the four long-lost sidings in the yard. There is a turntable (still just a pit!), engine shed and head shunt all with the point-work and signals in the right locations and configurations.

So far, time has prevented (a) proper wiring (b) construction of prototypical scale buildings and (c) the majority of the scenery. An exception to the latter has been the scenery around Worgret Junction, where the cuttings were modelled, as much for safety as aesthetic reasons, to prevent Weymouth trains, if derailing, plunging from the tracks to the floor!



Buildings are, in the main, the good old Triang models (yes those from the 1950s/60s!) which make up Wareham station with its extensive canopies, a (very limited) Swanage station, the Swanage engine shed and the water towers at Swanage and Wareham. My old friend Colin Hayward scratch built Swanage signal box many years ago when we were both students at Brighton. He also commenced building, in plywood, the walls of the Swanage Goods Shed but further progress was abandoned for exams or some other fooling reason. It has thus remained without a roof for almost 40 years - that is until last year! Mind you it still awaits application of the roof slates. (Strange how 12" to the foot reality follows 4mm modelling fiction, as the Swanage Railway Trust is hoping to re-slate Swanage Good Shed in the next year or so!)

With power supplied from trusty H & M controllers, trains can depart from either of Swanage's platforms, curve past the engine shed and proceed up the line to Worgret Junction, where they join the Weymouth lines and continue into either the up bay or up through platform at Wareham station. Hand shunting is still required for the bay, but the through lines are fully operational. Locomotives draw to a stand by the Triang footbridge under which is a hand operated starter on a short post (modified Hornby). Up trains pass over what will be the level crossing by the (Triang) signal box then curve past a couple of short sidings on both sides of the line before joining the 'main lines'. All four tracks then disappear behind a chimney stack and continue along, in effect, Rempstone Road (!) as they pass behind the end of Swanage station.

Turning through a 90 degree curve past a (Hornby Dublo) four-road engine shed, housing some of the LMR stud, the four lines reach the foot of a bank graded at about 1 in 30. This gradient sorts the 'men' from the 'boys' as the Hornby Dublo and Wrenn locos manage 9 and 10 coach trains without any bother but some of the modern Hornby and Bachmann struggle with more than half a dozen bogies. At the foot of the bank, sidings serve the innermost or Down Weymouth line accommodating more coaches and freight stock, together with P.Way, Departmental and breakdown vehicles. At the top of the incline, trains rumble over a bridge spanning tracks leading to Lower Gable End sidings, housing mainly Southern stock. At the upper level, points give access to Higher Gable End sidings – the predominantly Midland Region carriage sidings.

Curving again, behind the chimney stack at the other end of the house, the lines separate - the 'main lines' hugging the perimeter of the loft to serve a, so far nameless, island platform station. 8 coach trains can be accommodated at each platform face and a lovely little station building was purchased for £2 at a recent Poole Collectors Fair. The inner or 'Down' line has a loop and two further sidings, the outermost Up line has two long goods sidings. At the eastern end of the station is a road overbridge to the east of which each line has a passing loop. A small three road goods yard serves the Up line.

The Weymouth lines, now 'coming from' Weymouth, swing round to Worgret Junction, with the Swanage branch curving in prototypically from the south, before continuing under the A352 Dorchester road bridge,(the continuation of which miraculously spans the eastern end of the station on the main lines!) to reach Wareham station.

LOCOMOTIVES & ROLLING STOCK

Apart from the aberrations previously referred to, all locomotives and rolling stock are representative of the 1950s/early 1960s period and condition. The locomotive stud can basically be split between those of the Southern and the rest.

2. The Southern Region roster

On the Southern Region roster, are 13 M7s, three of which are the latest superb Hornby examples. The others are detailed and re-wheeled Triang-Hornby versions, repainted, renumbered and weathered to varying degrees. All worked the Swanage branch in the 1950s/early 1960s – many readers will remember the prototypes, viz 30031*/48/52/57/60, 30104/5*/6/7/8*/128, 30379 and 30679; *denotes the new Hornby models.

Freight traffic on the Swanage and Weymouth lines is catered for by Q 0-6-0s nos. 30538/9 and Drummond 700s nos. 30690 and 30695. These were purchased as made up kits - the Qs are Wills, the 700s Becs - all of which I have repainted, renumbered and weathered. T9 30729 is a Wills kit, made and

modified by Colin Hayward, to the narrow cab version with 6 wheel tender. This was a regular visitor to Swanage on the summer weekdays Salisbury train.



M7 30031 and coaches passing the signal box.

Mike Stollery

Two King Arthurs, 30453 *King Arthur* (Hornby) and 30782 *Sir Brian* (00Works) feature either on the Weymouth or 'main line' services, together with three Hornby Schools, 30911 *Dover* (green livery) and 30927 *Clifton* and 30928 *Stowe* in lined black and a Bachmann Lord Nelson 30861 *Lord Anson*. A DJH Maunsell S15 30847 handles fast freights or summer extras. Secondary passenger and goods trains can be seen behind Bachmann Maunsell N class Moguls 31401, 31813 and 31860. A Wills N modified to U class 31633 works into Swanage on the summer weekdays service from Basingstoke. If I re-number N 31401 to 31404 and Q1 33019 to 33021, they could 'legitimately' work to Swanage as well! Two Triang-Hornby L1s nos. 31757 (green livery) and 31758 in lined black occasionally wander down the Weymouth line, as does the kit built S & D 2-8-0 no 53809, although it was sister 53808 which worked a special there in 1966.

There are 14 Bulleid Light Pacifics - manufacturers include early Triang, Wrenn and modern Hornby unrebuilt versions; Dublo, Wrenn and the modern Hornby have supplied the 'rebuilt'.

Only five of the 14 are known to have visited the Swanage branch in BR days, these are 34004/5/53 and 34051 and 34105. The remainder do stray down my branch however, otherwise they and the three Hornby Rebuilt Merchant Navies, 35022/7/8, are confined to the Weymouth or 'main lines'.

The branch also plays host to BR standard types, notably Bachmann 4MT 4-6-0s 75071/3/8 with the large BR1B tenders. On occasion they work the summer Saturday through Waterloo trains and 75006, with the smaller BR2 type, sometimes works in on an excursion. Two of Eastleigh's Standard Moguls 76010 (Airfix/Hornby) and 76014 (Bachmann) with the BR2 tenders, and 76053 (Bachmann) and 76057 Airfix/Kenline) with BR1B tenders are regular visitors on the morning Christchurch train and return, as well as appearing as occasional reliefs to the Qs or 700s on the branch goods workings.

Standard 4 tanks nos. 80019 (Dublo), 80032/85 (Bachmann) and 80134 (Wrenn – currently stopped for overhaul) appear from time to time although they strictly belong to the early – mid 1960s. Also from this period are Class 3 2-6-2Ts nos. 82004/27/9 all Triang-Hornby. However their prototypes only lasted on the branch for a year or so in 1963/4, being indifferent performers - as are the models! They were soon replaced by the popular Ivatt 'Mickey Mouse' 2-6-2Ts in 1964, two examples of which, 41224 and 41312, are represented by the excellent Bachmann models. For no other reason than they are rather sweet, I also have a Hornby Terrier 32640!

3. The 'Other Regions' roster

In the main this consists of Midland Region types, due to my up-bringing by the west coast main line out of Euston. However occasionally, the WR does get a look in – after all Stanier was a Swindon man! The WR types are as follows: Hornby County no.1006 *County of Cornwall*, Bachmann 2251 0-6-0 no. 2251, Dapol Castle no. 4090 *Dorchester Castle*, Hornby Grange no. 6869 *Resolven Grange*, Bachmann Hall no. 6990 *Witherslack Hall*, Bachmann Manor no. 7822 *Foxcote Manor*, Hornby 28xx 2-8-0 no. 2857, three Bachmann 57xx panniers nos. 4694 and (in Underground maroon livery) L91 and L99, Airfix 61xx 2-6-2T no.6167 and a defunct Graham Farish 94xx Pannier no. 9410. The latter came in a miscellaneous lot from a Cottees auction.

Excluding the S & D 7F and the two Ivatt tanks, there are 40 ex-LMS locos. These comprise three Mainline 2P 4-4-0s, 40568 (a 71H inhabitant), 40569 and 40672 both Watford favourites, especially '72. There are two 4P compound 4-4-0s, Hornby no. 41021 and kitbuilt 41172 (a special favourite), four 4P/4MT 2-6-4Ts of Fowler, Stanier and Fairburn design and Hornby and Bachmann manufacture and a Lima Crab no. 42700.

A re-wheeled, re-painted and renumbered 3F no. 43325 and Airfix 4Fs 44463 and 44442 represent Watford's freight allocation, while 44102 was a Templecombe shed-mate of 40568. The ubiquitous Black 5s are represented by three of the later Hornby models, 44781, 44908 and 45393 and the earlier version no. 45192. An original Hornby Patriot no. 45515 *Caernarvon* has more recently been joined by re-built sister no. 45512 *Bunsen* (modern Hornby). Mainline Jubilee no. 45691 *Orion* and Royal Scot no. 46100 *Royal Scot* play second fiddle to the mighty Stanier Pacifics.

There are four Princess Royals including the early under-length Triang 46201 *Princess Elizabeth*. The others are later editions by Hornby; 46203 *Princess Margaret Rose* in BR green, 46207 *Princess Arthur of Connaught* in maroon and 46210 *Lady Patricia* in early BR blue. Then come the magnificent Duchesses – first two exceptions to the ‘period rule’, Hornby streamlined 6220 *Coronation* and 6222 *Queen Mary* in blue and silver. The latter are very popular with our seven year old grandson when one or other is rostered on the 6 coach Coronation Scot, especially when given full throttle! Pride of place in the top link goes to Hornby nos. 46221 *Queen Elizabeth*, 46228 *Duchess of Rutland*, 46239 *City of Chester* and Dublo nos. 46244 *King George V1* and 46245 *City of London*. In a display case is Airfix 46225 *Duchess of Gloucester*. All are in green except for the maroon 46225 and 46245.

More modest power is represented by Ivatt 2MT 2-6-0s 46431 of Watford (Hornby) and 46440 (Bachmann), together with two Triang Jinties both still numbered 47606(!) Heavy freight is in the care of Dublo 8F nos. 48193 (renumbered from 48073) and 48518 (ex 48109), and kitbuilt Super D, or G2a if you prefer, no. 49342 (another Cottees lot).

The Eastern allocation is modest in the extreme, merely consisting of Bachmann V2 2-6-2 no. 60800 *Green Arrow* and V1/V3 2-6-2T no 67601. However some BR Standards can be called upon. First, three Hornby Britannias (although one is allocated to SR duties – no. 70004 *William Shakespeare*), ER allocated 70040 *Clive of India* and LMR/Scottish based 70052 *Firth of Tay* with the 10 ton coal capacity BR1D tender and a splendid looking kit built 71000 *Duke of Gloucester*, another Cottees lot. However it has never worked properly, rather like the prototype until it passed into preservation!

The excellent Bachmann Standard 5 4-6-0 no. 73082 not carrying Camelot nameplates is allocated to the SR roster and works down to Weymouth from time to time. The Standard and Ivatt tanks have been discussed earlier, and the steam locomotive stud is completed by a Bachmann WD 2-8-0 no. 90274 and an extremely weathered and modified Hornby 9F no. 92205.

Diesels are permitted under sufferance and include two Hornby class 47s, D1670 *Mammoth* in two tone green and 47421 (blue); a LIMA class 33 no. D6524 in blue, a LIMA Class 20 no. 20064 (green) and green liveried LIMA 08 diesel shunter no. 3004. A 3-car LIMA class 117 DMU is also allowed out on the ‘main lines’ but has been known to form an excursion to Swanage.

Editor's Note

Part 2 of Mikes account of his layout will appear in a future issue of The Corkscrew.

Water Orton! Where's That?

By Ken Aveyard. Pictures by Mike Banks

That was the reaction when I mentioned where I was going on my day off. Not just me though, Richard Banks and Chris Aston accompanied me, all of us being ably chauffeured by Mike Banks. Leaving Bournemouth at 0645, heavy traffic delayed us slightly but we were walking from the car park towards the station entrance at 0940 when our first train of the day, 66577 came under the bridge heading for Lawley Street, shortly followed by 170104. Within two minutes 66575 headed for Lawley Street whilst in the opposite direction 66078 headed for Burton on Trent, this being captured in the view below.



This is going to be good, we thought, and we were not proved wrong as barely four minutes later 66096 ran light engine through the station. The day settled down to a steady stream of class 170 dmsu operated by Cross Country, plus the regular service of Voyagers to and from the Burton line, but at 1045 we were treated to 31285 and 31602 with dead 31454 between heading for Derby.



Shortly after we were surprised by the first of four HST's we were to see on our visit as 43366 and 43378 whizzed southwards, followed shortly by 66611 on coal. What most of us wanted to see however were the Fastline freight operated class 66's which pass through Water Orton heading to and from a run round at Washwood Heath and it was 1342 when 66303 made an appearance from the Nuneaton direction, just as 170397 came through, nearly cutting off the shot.



Barely had this passed when from the opposite direction Advenza Freight operated 57006 headed towards Burton with the empties for the Stockton to Cardiff scrap flow.

Chris Aston had been wishing for a class 60 or two and all hopes were on the expected two oil trains. When the first turned up, empties for Lindsay on Humberside, we were treated to the sight of a very tidy looking 60013 which had been returned to service from store the previous day.



A few minutes later the second Fastline turned up, and 66301 was at the head of this working, then 30 minutes later the final train on the circuit appeared under the control of 66305. Oh well, I'll get 66302 eventually.

That was not the end of the surprises as at 1635 the southbound loaded Advenza scrap came through with 57005 on the front laying down an uncharacteristically thick layer of clag over the station.



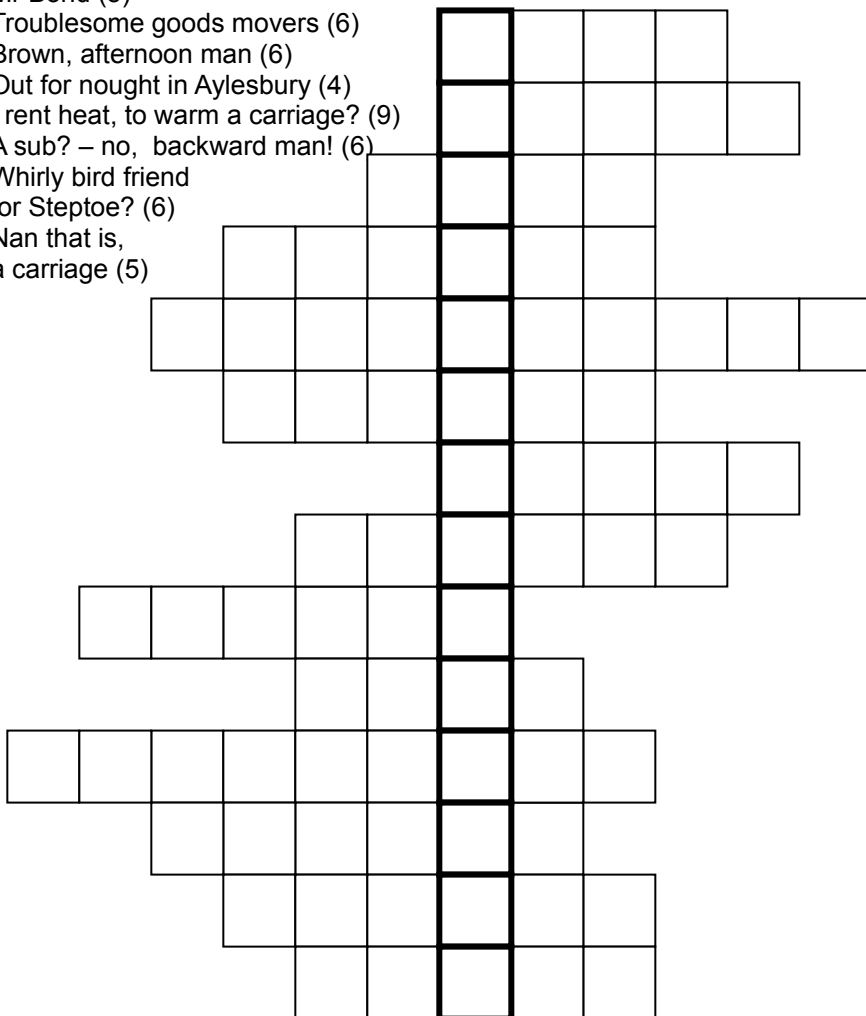
43207 at the rear of a northbound working passing through Water Orton.

At the end of the day, our eight hour stay had produced 39 loco hauled workings featuring 34 different locomotives and it didn't rain – result!

Cryptic Train Quiz for Kids

Answer the clues and then enter them in the grid. The column then answers this question: Which layout was favourite for Edward Bear at the recent exhibition?
 Entries to John Webb by.....

- To buy or not to buy? You sold for him (4)
- Eighth man with six wives (5)
- Buy only clean Onions for the odd engine (4)
- Children's No1 locomotive (6)
- Both flowerpot men (4,3,3)
- Sid Lee – shunting by the garden gate? (6)
- Mr Bond (5)
- Troublesome goods movers (6)
- Brown, afternoon man (6)
- Out for nought in Aylesbury (4)
- I rent heat, to warm a carriage? (9)
- A sub? – no, backward man! (6)
- Whirly bird friend
for Steptoe? (6)
- Nan that is,
a carriage (5)



The Corkscrew Quiz

In Corkscrew 50 we set 6 questions to test your knowledge of The Corkscrew's history. Here are the answers.

- 1 Colin Stone has contributed to all 50 issues of The Corkscrew, but who has the runner up record, and for how many issues.

John Webb has contributed to 48 of the first 50 issues, in the guise of Al Terego of the Tarrant Thymes. Beginning in issue 2 John unfortunately had to miss issue 44 due to illness, and a ghost writer stepped in. Unsurprisingly only John and your editor knew that.

- 2 How many times has M7 loco 30058 appeared on the front cover.

Seven – issues 1 to 6 and 11. Incidentally, for all that the cover picture on issues 1 to 6 was the same, the text surrounding it was slightly different on each cover. If you don't believe me look in the library.

- 3 Which structure appeared in issues 1 and 36

Meldon Viaduct appeared in an article on the Dartmoor Railway in Issue 1, and an identical photo appeared in issue 36 on the occasion of the outing to the preserved Dartmoor Railway.

- 4 Whose regular articles have now been published in book form.

David Jones who's occasional Tales from the Tarrant Valley articles featured in the first 24 issues of The Corkscrew. His family decided that they deserved a wider audience and arranged for their publication as a surprise.

- 5 Which issue of The Corkscrew had the largest number of pages.

Issue 24 which was Colin Stone's last as editor and had 52 pages. Recently we have been using a set 36 page format to ease the production process, but this may change in the future.

- 6 True or false. There is a reference to Bulleid Pacifics in all 50 issues.

False – but surprisingly (or not) only to the extent that there is no mention of a Bulleid Pacific in issue 37.

RAILWAYS ROUNDABOUT

MARCH :- Monday 16th saw Freightliner's No 66581 "Sophie" work the empty sand wagons to Wool through Poole at 07.10. This engine did a round trip to Neasden before returning light engine to Southampton Maritime depot on Tuesday 17th. Next day No 66581 failed before leaving Maritime light for Wool, Freightliner's Heavy Haul division hastily summoned No 66596 from Hinksey Yard, Oxford and it duly ran light to Wool to arrive two hours late at 13.20. In the event the loaded train to Neasden departed just one hour late at 16.00 ex Wool. No 66596 returned the empty sand wagons to Wool on Thursday 19th, it reappeared on Monday 23rd and did the honours on the Wool-Neasden sand twice during the following week. After being "ON", then "OFF", and then back "ON" again, South West Trains Class 121 single car d.m.u. No 960012 (977860) named "John Cameron" ran from Branksome depot to Swanage and new ownership on Saturday 21st. Late on Wednesday 25th at 23.45 Class 67 No 67028 worked two wagons to Weymouth conveying equipment to deal with a landslip at Bincombe Tunnel. The engine returned light to Eastleigh in the early hours of the 26th. Monday 30th saw 66552 work the Wool - Neasden sand train, it returned the empties on 31st. This was the only sand train of the week.

APRIL :- In contrast to the earlier months of 2009 April saw a plethora of rail events and workings. April 1st heralded the first passenger carrying through train from London to Swanage since the re-connection of Swanage branch to the national network. The train worked by two Class 66's passed Poole at 12.43 going down and 17.19 on the return (see SR new below), DBS (ex EWS) loco's No's 66152 and 66142 "top and tailed" the train. Lead loco' No 66152 gave Dorset the first sight of the new DB Schenker livery.

BUT even better news was the welcome return of the Hamworthy stone train which also ran on the 1st. Class 59 No 59104 worked the service, this was the first time since January this train had run. A civil engineers train ran to Wool in the early hours of Wednesday 8th passing Poole at 00.45. No 66131 headed the train with DBS liveried No 66152 on the rear, this loco' returned the ensemble to Eastleigh. Wednesday 15th saw 59203 work a load of stone to Hamworthy, while next day (16th) at 23.50 another PW train ran through Poole. On this occasion No's 66109 and 66221 "top and tailed" a Long Welded Rail (LWR) train to Rockley for p.w. work (see report below). During week ending 26th April yet more engineering trains ran, the first destination was the single line between Dorchester and Moreton. Each night from Monday 20th to Thursday 23rd GBRf Class 73's No's 73206 and 73204 "sandwiching" 3 wagons passed through Poole at 23.50. The return working was due to pass through Poole around 05.30 each day. Over the weekend of 25th & 26th the UP line between Admiralty Bridge and Rockley Viaduct was re-laid. To facilitate the work eight p.w. trains worked down from Eastleigh, the first arrived at Poole at 02.20 worked by 66186.

This train ran as far as Keyworth, following trains then queued up behind it on the down line. In order through Poole these were 66116 at 02.40, 66093 at 03.00, 66059 at 03.30, 66096 at 04.05, 66170 at 04.25, 66005 at 04.45 and finally at 05.40 came "top and tailed" 66048 & 66172. On arrival the locomotives except 66172 and 66186 coupled onto the rear of the train in front. The trains left in reverse order having worked through the worksite, 66172 left first, exiting the possession marker light adjacent at Poole Signal box at 14.30 on Saturday 25th, the last "top and tailed" by 66116+66186 left at 23.00 on Sunday 26th.

MAY :- Unless you were on the Moon on Saturday May 2nd you will be aware that Bulleid BB No 34067 "Tangmere" worked the first steam hauled passenger train off the national system onto the Swanage Railway (SR) that day. Class 37 No 37706 returned the special to London later passing Poole at 17.20. On Sunday 3rd "Tangmere" ran light engine to Eastleigh to turn on the depot loop, it passed Poole going up at 11.50 and 15.00 going down. Finally on Monday 4th Class 47 No 47245 worked a special to Swanage (Poole 11.05) this train returned through Poole at 17.20 heading for London with "Tangmere" in charge. Once again a Bulleid masterpiece ascended Parkstone bank in fine style towing a load of 11 coaches and a dormant 47.

Well what else would you expect from the best ? Very late on Thursday 7th at 23.55 a convoy headed by Deltic No 55022 (D9000) passed through Poole en-route to Swanage for the SR diesel gala. "Royal Scots Grey" had the following locos in tow 20107+26007+31108 and 45060. The convoy should have passed through at 17.20 but Network Rail raised issues over D9000 (55022) running down on one engine ... See SR news below for more details.

SWANAGE RAILWAY (SR) :- The Railway held their open weekend over the two days 21st and 22nd March. On the Saturday (21st) Ex South West Trains (SWT) single car d.m.u. 960012 arrived on the railway direct from Network Rail tracks. It was later noted giving members of the SRT short trips up and down within Swanage station confines. On both days M7 No 30053 was in use on the steam part of the two train diagram, the other service was worked by d.m.u. cars 51346+51388. However on Mothers Day (22nd March) 34070 "Manston" and the Wessex Belle set (serving mums lunches) replaced the d.m.u. for two round trips March 31st saw Class 33 No 33103 delivered by road to the railway, this locomotive is due to remain on the railway for the summer season. On the same day the transporter lorry took the ex SWT single car unit No 960012 away to Derby for restoration. (see above)

April the 1st was a momentous day for the railway with the arrival of the first passenger carrying train off the National Network since 1972. Two ex EWS Class 66's No's 66152 and 66142 worked the train, lead loco' No 66152 was in the new DB Schenker livery. The railtour, "The Purbeck Pioneer", ran on to the Swanage branch at Worgret at 12.59 to arrive in Swanage at 13.50, departure was at 16.00 with No 66142 leading.

The whole affair went off without a hitch and was witnessed by a great number of people at the lineside both on the National Network and on the Swanage Railway. On April 2nd due to demand the tour was repeated with the same locomotives and rolling stock. On May 2nd Battle of Britain pacific No 34067 "Tangmere" worked onto the railway with a special from London Waterloo, arrival at Motala, boundary of the SR and Network Rail was at 11.40. The train then ran through to Swanage for a 13.10 arrival, Class 37 No 37706 was attached on the rear. After arrival the 37 hauled the e.c.s. back up the line to stable adjacent Eldon's Siding. SR based Class 33 No 33103 was then attached to bring the whole ensemble back to Swanage allowing No 37706 to depart for London at 16.10. Once the special had departed No 34067 was attached to the 16.35 Swanage-Norden service, she was joined by SR based sister "Manston" the pair then worked double headed (tender to tender). Return to Swanage on the 17.10 ex Norden saw the two Bulleid's "top and tail" the train with 34070 leading, both loco's were facing "inward" i.e. chimney to the train.

On the morning of Sunday 3rd "Tangmere" was worked up to Norden before running light engine to Eastleigh to be turned. "Tangmere" returned to the railway in the afternoon and was attached on to the rear of the 15.50 ex Norden train being worked by Standard 4 tank No 80078, both then worked "top and tail" down to Swanage. The finale came on Monday 4th May when Class 47 No 47245 arrived from Waterloo with another special. On this occasion SR based Class 33 No 33111 worked the e.c.s. to Eldon's siding with 47245 on the rear, the 47 returned the stock to Swanage in readiness for "Tangmere" to work the return trip. At around 16.00 No 34067 took up the strain and set off up the line heading for Corfe Castle, Norden, Wareham and eventually London Waterloo. The whole three day affair was an unqualified success as far as passengers and enthusiasts were concerned, time will tell if the SR evaluate the three days in similar vein ?

On Saturday 8th May Southern Locomotives Austerity 0-6-0ST RSH 7086/43 "Norman" was noted on John Antell's low loader at Norden awaiting unloading. Over the weekend of Friday 8th, Saturday 9th and Sunday 10th May the SR held their annual diesel gala. Visiting locomotives 20107, 26007, 31108, 45060 and 55022 were in action along with resident 33's 33103 and 33111. It was the first visit of a Class 45 "Peak", Class 55 "Deltic" and a Class 31 to the Purbeck line. An intensive timetable was in operation, in addition to the usual service between Swanage and Norden a frequent shuttle ran between Norden and Harmans Cross. At the latter point a marquee was set up for the parallel annual Beer Festival. Fine weather over all three days ensured a good attendance and income for the railway.

For some of the above information I am indebted to Derek Lewis, Alan Worth, Roger Smith, "Minerva 465", Antony Henley and the internet website "wrgen".

THE TARRANT THYMES

The Weekly Paper of the Tarrant Valley Al's Exhibition Thoughts.

All in all a most enjoyable week-end, and congratulations to the committee, the Reverend, Van Super, Stu Dent, Ringer and all members who helped at the Exhibition. Al did an hour on the door each day and received many praises from visitors. It was most satisfying to hear them. The variety, quality and quantity of exhibits were appreciated. Most felt it was good value. Al once walked past a lady who was on her mobile insisting that they must come, as it was brilliant! The catering has always been considered "top notch" and was again well liked. This year there was need to re-stock on Sunday morning such was the Saturday demand. In two years time will the new school be ready? It should have been *very near to completion* this time! It is certainly taking an age, the contract is still to be signed and cost agreed. Where will the next W.R.S. Exhibition be?

5 Bulleids and a decent Engine

May 2nd was a big day (amongst so many recently) for Swanage Railway and Al was out to see Tangmere arrive. Over Baiter it was running a good twelve minutes early. One man (not Al!) pulled up only to see people dispersing, thinking he had ten minutes to wait! At Harmans Cross, Al had to park beside the road, as the car park was full. On time it rolled through. Swanage was *busy*, but Al had a lucky break, a space being vacated as he was passing. Despite 3 Bulleids in steam it was good to see 6695 on the coal dock! As part of the celebrations for the historic run of a steamer from London, the railway opened Herston Works. Al hadn't been there since 6695 left! Two more Bulleid's are there now, so to see 5 of these rail polishing machines on one day is rare. OK, I'll admit a soft spot myself for them (nothing as bad as Colin though!). For the record the Bulleids were 34028 Eddystone, 34053 Sir Keith Park, 34067 Tangmere, 34070 Manston & 34072 257 Squadron. No name required for the best, or even 5 numbers! Welcome "home" 6695 boyo!



***Star attraction at the West Somerset gala in March was A4 60019 Bittern
Dave Round***



***Mike Banks runs in to a spot of trouble at the Moors Valley Railway.
Richard Banks***



***142004 at Preston on 26 March 2009 whilst fitters attend to faulty doors, seen here open on the track side.
Ken Aveyard***



***180106 seen here at Preston on 26 March 2009 is one of three of these previously unloved, but now much sought after units that have been transferred to Northern rail to improve capacity on Blackpool to Manchester services.
Ken Aveyard***