

THE CORKSCREW

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Wimborne Railway Society

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Withdrawn and dumped between two of her sister locomotives on West Hartlepool MPD is Class Q6 0-8-0 No 63344. .. 30-08-67 Colin Stone



Sitting forlorn in West Hartlepool MPD yard awaiting the inevitable call to the scrap yard are K1 2-6-0 No 62048 and WD 2-8-0 No 90588 30-08-67 Colin Stone

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Editorial

August 2018 sees the 50th anniversary of the end of regular main line steam working on the then British Railways system. To commemorate that, we have devoted the bulk of this issue to the last couple of years of steam operation in the north of England.



Colin Stone recounts a lengthy visit to the north east, Lancashire and Carlisle made in 1967 supplemented by a bit of Settle and Carlisle action and your editor continues with visits made around the area from 1967 through to the final days at Rose Grove Lostock Hall and Carnforth in August 1968.

The picture alongside shows 45025 heading south through Carnforth in June 1968 before electrification saw the sweeping away of the platforms on the west coast main line.

As usual we have Colin Stone's railways roundabout to keep you up to date with happenings in the local area and our popular bonus pages give supplementary images for those viewing The Corkscrew on line.

Sit back and enjoy Corkscrew 106. Closing date for 107 is 20 September.

Cover Picture :- Ivatt "2" 2-6-0 No 43088 is not overly exerted as it heads through Skipton with a single parcels van heading off in the Bradford direction on 31 August 1967. Picture by Colin Stone.

North by North East and West 1967.

By Colin Stone.

Sunday July 9th 1967 at about 21.25 was the date and time that I took “that” photograph, I then watched Standard 3 2-6-0 No 77014 head off toward Sterte. A few minutes later the assembled enthusiasts gathered at the end of Poole’s platforms saw 77014 cross Holes Bay and disappear into the gloom at Hamworthy. Next day from my place of employment adjacent to the railway line between High Street and Towngate Street level crossings I kept a hopeful eye open for a passing steam locomotive. As we all know, such a thing wouldn’t happen for another 21 years, because, sadly, steam in the south of England had ended with No 77014’s journey from Bournemouth to Weymouth. Although “we” in the south had lost it, steam was still active in both the North West and North East of England. But steam in the latter area was on borrowed time being due to cease in September, so a “flying” visit to that area was hastily arranged to try and see some of what remained.

Therefore the day following August Bank Holiday on Tuesday 29th August I departed Poole on the 10.29 through train to Newcastle. Motive power was No D6512 (later 33011) for the first leg of the journey as far as Reading. Brush 4 No D1991 (later 47289) came onto the train here, this York based loco’ then took me the rest of the way to Newcastle. The train followed what is the now familiar route via Oxford, Birmingham, Derby, Chesterfield, Sheffield, York etc’, a year earlier it would have traversed part of the Great Central Railway. My one and only sighting of steam was of No 4498 (60007) “Sir Nigel Gresley”, assumedly at York? It was dusk when I arrived into Newcastle at 20.12 with not the faintest idea of where I would stay overnight ! A couple of enquiries led me to a side street hotel where I spent the night. Being close to the city centre the price was more than I could reasonably afford, but beggars can’t be choosers.

Today in the age of the computers, the internet, mobile ‘phones etc’ finding out where to go to get the best of our railway hobby is an easy task. Fifty one years ago my knowledge of steam workings in the North East was sparse, all I had to go on were the reports in monthly journals such as “Railway Magazine”. Armed only with reports of steam sightings at least six weeks old, I headed for West Hartlepool.

Here I hoped to see Class Q6 0-8-0 and Class J27 0-6-0 freight engines in action for one last time, sadly I was to be greatly disappointed. On August 30th, Peak Class diesel No D184 (later 46047) headed my train away from Newcastle. Not one steam locomotive was seen on the ride down, a walk to the shed revealed only two engines in steam both WD’s plus a line up of “dead” engines.

Tentatively entering the shed foreman's office I was met with the news that only WD's were now working off the shed. He also told me steam was due to finish in just 10 days time on the 9th September. Sympathetic to the disappointed poor "Southerner" who had travelled up from Dorset, the foreman allowed me into the shed yard to photograph the dead engines dotted around in sidings, comprising the aforementioned Q6's plus WD 2-8-0's and K1 2-6-0's.



WD 2-10-0 one of only two locomotives noted in steam on West Hartlepool MPD in late morning of 30th August 1967. Colin Stone

Back at West Hartlepool station I hung around for an hour or so, but only two WD's ran through, both on coal wagons No 90627 tender came first, followed by No 90478. (See picture on page 6)

My journey back to Newcastle on a d.m.u. delivered sightings of two more WD's, No's 90378 and 90417 plus a brace of J27's, No's 65880 and 65812. A single Q6 No 63437 was also spotted, my sparse note notes do not denote where, but I suspect in the Sunderland area? The journey also took me past Seaham Harbour, little did I know just how close I was to a little gem working out its final two years of industrial use in that port. Perhaps I would have tried to "root it out", had I known then that Poole built "Lewin" 0-4-0T was resident at Seaham? Luckily the little treasure has survived and is now preserved and restored at Beamish Museum, County Durham.



WD 2-8-0 No 90478 rumbles through West Hartlepool station. ... 30-08-67

Having seen very little working steam it was now decision time, should I spend more time in the area or cross to Carlisle for a higher level of steam action. With next to no knowledge of local workings I decided to forsake the north east and head west, as ever "sods law" came into play. As I waited on Newcastle Central for my train I spotted a J27 on the station by-pass lines working a coal train, possibly to a local power station at Stella North? I decided to stick to my plan, and boarded a d.m.u. to make my first trip along the delightful former Newcastle & Carlisle Railway, known now, in 2018, as the Tyne Valley Line. After arrival in Carlisle I found bed and breakfast accommodation which was close to Upperby locomotive depot. After booking in I spent the last hour until dusk at Upperby Junction where I noted "Britannia's" No's 70021, 70022, 70025, & 70035, plus Black 5's No's 44858, 44884 and 45481, some of which I photographed not a bad little tally. My B&B was not the most salubrious of establishments, I was in an attic room where attached to the ceiling, in case of fire, was "friction braked gadget", out of which hung a rope with a loop in the end. The idea was pull some of the rope out of "the gadget", climb out of the window, put one foot in the loop, hang on to the rope and step out !! In theory you were then lowered to the ground in a steady, controlled descent, luckily I never had to put it to the test. At the breakfast table next morning I, and the one other "guest", were incredulous when we discovered a steady stream of ants marching across the dining room floor, up a table leg, over the table cloth and into the Marmalade Pot, needless to say we didn't partake !!



Britannia Class 4-6-2 No 70035 formerly named "Thomas Hardy" heads north at Upperby Junction, Carlisle during the evening of 30-08-67 CS

On that Thursday morning after enjoying the edible part of Breakfast I returned to Upperby Junction. First to pass me heading south on the line toward Shap at 08.50 was Black 5 No 44898, she was followed five minutes later at 08.55 by an immaculate "Jubilee" No 45562 "Alberta" running tender first. Sadly I made a "right bog" of photographing her! Another five minutes saw No 45353 pass, also heading south, I then had to wait 25 minutes before a northbound freight went by behind Black 5 No 44675. Next at 09.35 came another southbound working and a "new" class noted when Ivatt "4" 2-6-0 No 43139 rattled past. Passing behind me "Britannia" No 70012 arrived off the Settle and Carlisle (S&C) route, after a few minutes No 44993 ran south toward Shap, sister engine No 45013 followed the "Brit's" path off the S & C route, also heading into Carlisle

Having heard so much about the Settle to Carlisle line and seen two steam hauled freights off the route I decided to forsake Carlisle and take my first trip over the S&C. Before leaving Carlisle two more steam engines were seen in the shape of No 43121 and the unique, now preserved Black 5 with Stephenson valve gear, No 44767. Motive power for my journey south was "Peak" No D31 (later 45030), the weather was fine for the trip allowing the grandeur of the line to be enjoyed.

Again my ignorance of railway matters well away from Dorset manifested itself when I alighted at Settle expecting to find a bustling scene! With 9F 2-10-0 No 92004 shunting the yard, I was off to a good start, within minutes sister 9F No 92125 ran north on a freight, my hopes were now high. But pretty soon No 92004 ceased shunting and set off light following her younger sister. Life then returned to normal in Settle nothing happened for long spells. A "Peak" diesel going north on a passenger service, followed by a steam hauled freight headed by "Brit" No 70028 was all that passed to disturb the rooks!! So when yet another "Peak", this time No D29 (later 45002), ran in from Carlisle I got aboard.



The modern concept of "super shunter" i.e a Class 66 performing shunting duties is nothing new. In 1967 Class 9F 2-10-0 No 92004 is viewed through the weeds whilst shunting Settle goods yard. .. 31-08-67

As I headed further south Plan "B" was hatched in my feeble brain, I would now head for Carnforth, but where to change trains, Hellifield or Skipton? I had heard about the freights to Rylstone Quarry in the Skipton area, so Skipton it would be. Soon after my arrival Black 5 No 45080 ran in with a parcels train, next a few minutes later a clean Standard 4 No 75041 ran through the station with a single brake van heading for the quarry. A while later Ivatt "4" 2-6-0 No 43088 passed by with a solitary parcels van, two years earlier this loco' had been a surprise sighting in Poole at the time Eastleigh works were repairing "Foreign" loco's.



Black 5 4-6-0 No 45080 waits in Skipton station whilst parcels traffic is loaded into its train. ..31 August 1967. Colin Stone

A d.m.u. trundled me across to Carnforth and a search for accommodation. Almost opposite the railway station was the Station Hotel, this looked far too expensive so I carried on up Market Street, within a few yards I espied “The Queens Hotel” it looked ideal (no puns please duckie !). Enquiries revealed this place was more in my line i.e Cheap, but more to the point they had vacancies. I booked in for three nights on a Dinner, Bed and Breakfast basis, the place was clean and tidy, the owners and staff friendly, the food was superb and the beer was good. **BINGO**, at last, for this trip, I had come up trumps with a place to stay. But what was more to the point in the bar that evening my Dorset accent attracted the question “Where was I from, and what was I doing in Carnforth ?”.

On revealing I was photographing steam engines one local revealed he worked in Carnforth MPD. He told me he would “square up” permission for me to visit the shed next morning, telling me to go to the foreman’s office and say “So and So” sent you, Sadly after 51 years I can’t remember the chaps name. But true to his word, on turning up in the shed I was given free run of the place. I stayed for a good two hours watching coaling, servicing and the usual steam shed activities, suffice to say a couple of pints went to my benefactor that night.

But back to the railway tale, on shed were 46 loco’s in various states of repair from active to stored and withdrawn.

Individual totals were Black 5's=18, Standard 4 75xxx =11, 9F's =4, Britannia's =4, 8F's =3, Fairburn 2-6-4T =1, Ivatt 4 2-6-0 =1 and Ivatt 2 2-6-0's =4. Of which No 46441 had already been bought for preservation, painted LMS maroon and was partially covered by a tarpaulin.



Black 5 No 44943 pulls out of Carnforth yard and takes the Barrow line through the station .. 01-09-67.
Colin Stone

After my shed visit I spent the remainder of the day on Carnforth station, in those days there were four platforms, two each on the Barrow and Carlisle routes. I was well entertained with plenty of steam action to photograph, freights on both routes and some passenger turns on the Barrow line, as well as the yard shunt, noting another 12 or 13 locomotives. On Saturday 2nd I intended to seek out some "steam haulage" and this began with a Barrow to Manchester train which ran in behind Black 5 No 44713. Once on board, I found a drop light, opened it, put my head out and enjoyed a face full of smoke and an earful of "The Symphony of Steam" as No 44713 sped me south to Preston. My knowledge of steam in this area was much better, I knew Blackpool had a some steam hauled passenger trains, especially at weekends, hence my choice of alighting at Preston. Thirteen steam loco's were seen en-route and at Preston, including the pioneer Black 5 No 45000.

At about 12.35 a train arrived from Euston and divided, the front portion continued north toward Carlisle. A few minutes later an Ivatt "4" No 43029 ran light through the station before reversing onto the rear portion which was destined for Blackpool leaving at 12.44. Having never ridden behind one of these engines before I boarded for the 20 mile run to Blackpool, and what a rip roaring run it was, the young(ish) crew went all out to make it a cracking trip for all the enthusiasts on board.

I can't recall how I returned to Preston, but I suspect it was on the Saturday Only (SO) Blackpool to Glasgow train. This Glasgow service was booked for a "Britannia", and sure enough No 70045 formerly named "Lord Rowallan" backed on to the other end of the 11 coach train after it had arrived diesel hauled into Preston. Now the highlight of my week was about to take place, I didn't photograph the loco' here as I wanted a window for the "action" ! With all drop and top light windows taken in the front two coaches, I had to make do with the front window of the third coach. Soon we were off and that "Brit" certainly raised the echoes as she forged north, Grayrigg was taken without assistance, a wall of sound came back from 70045 as she roared up the 1 in 131/106.



Blowing off furiously No 70045 formerly "Lord Rowallan sits in Penrith station, the enthusiastic driver who "blasted" the loco' over Grayrigg and Shap summits grins back as enthusiasts off the train take a last photo'. Moments later and whistling a glorious farewell on the Brit's chime whistle he noisily departed north for Carlisle. .. 02-09-67 CS

As we ran through Tebay and slowed to stop just to the north of the station, I noted bankers No's 75024, 75030 and 75037, it was the latter which came onto the rear of our train. "Cock-crow" whistle exchanges were made, the chime whistle of No 70045 echoing around the valley made the hairs on the back of my neck stand up.

I felt the train easing forward as the banker applied power first, but within seconds the "Brits" driver had the regulator open and a battle with Shap bank commenced. It was great to be on a mainline steam hauled train being banked by a steam locomotive once again. Both engines were being worked flat out up the 1 in 75, the noise was tremendous, at almost every window of the front six coaches was the head of an enthusiast. We must have presented an odd picture to "ordinary" passengers, but so what ?

There can't be many sights as awe inspiring as two steam locomotives working hard up an incline. Both engines were sending plumes of smoke and steam high into the air as they hammered up the gradient, superb and thrilling are hardly enough to describe the spectacle and ride. It was to be the last time in the UK that I would be headed and banked by steam, all too soon it was over, No 75037 dropped off at Shap summit and No 70045 ran down to Penrith where nearly all the enthusiast bailed out, me included.



Black 5 4-6-0 No 44709 sits in Manchester Victoria station with a parcels train. .. 03-09-67

Colin Stone

Return to Preston behind D1958 (47512) and back up to Carnforth in a d.m.u. was a complete anti-climax, but Steak and Chips and a couple of pints in the hotel bar rounded off a super day. I can only surmise I drifted off to the “Land of Nod” that night reliving that “blast” behind No 70045 ably assisted by No 75037. Sunday 3rd September saw me reluctantly depart Carnforth for Preston where I waited for a train to Manchester. One final steam hauled run behind Black “5” No 44893 took me to Manchester Victoria, a walk through the city to Manchester Piccadilly followed (no Metro-link trams in those days). I noted quite a few steam locomotives that day, the last on the list being the doyen Standard 5 4-6-0 No 73000.

A train to Cardiff and a d.m.u. on from there saw me arrive into Barry and my first wander around Woodham’s scrap yard. There was a reason for the visit in as much as I needed, and indeed copped a couple of the inmates. On the list of numbers I wrote in my note book that day was No 80104. Just five hours before I sat down to complete this article, I rode behind said engine from Corfe Castle to Harmans Cross. As I walked past 80104 **fifty-one years** earlier, never in my wildest dreams would I have ever envisaged such a thing. I have highlighted *fifty-one years* as I find it unbelievable that so much time has passed since the events described above took place. Tired and weary I walked out of the scrap yard at the end of a most enjoyable six days. Apart from travelling on four more trains, i.e. Barry-Cardiff, Cardiff-Bristol, Bristol-Southampton and finally Southampton to Poole the trip was over..

Footnote No 1 .. I returned to Carnforth in May 1968 to see, photograph and ride behind BR steam for one final time (See “The Corkscrew”, issue No 46, available at a railway club library near you !). I stayed in the superb “Queens Hotel” once again. Having written the above article I decided out of curiosity to “look at the present state of play” on Google Maps, street view. At the time of the image capture in May 2017 the hotel building still existed, but with “For Sale by Auction” boards attached. The years had done it no favours as it looked dishevelled and neglected. Sadly times change, what was once the main west coast road route north, the A6, still runs through the centre of Carnforth. Fifty years ago in 1967/1968 weary travellers no doubt stopped off for a night’s rest ? Today the M6 bypasses Carnforth and stressed road users’ ignore “Tiredness kills, take a break” boards and career headlong ever onwards Compared to what we have today, the 1960’s saw the last vestiges of the age of steam and of civilised, courteous road travel.... I am minded to think, is it really progress ? ?

Footnote No 2... Whilst writing this article I referred to my old Ian Allan ABC Locomotives book for 1967 to check shed allocations. On checking WD No 90677 I discovered it was not underlined, likewise, there was no line in my combined volume of the time either. Thus just over 50 years after seeing it, I underlined it, now that’s what I call a super **COP** !!!

Onwards to the End

by Ken Aveyard

Whilst Colin Stone had to make the pilgrimage from Poole to the frozen north for his steam fix, those of us fortunate to live there were able to enjoy steam for a further year. In May 1967 a Dalescroft Railfans visit by rail to the north east had five steam locos seen en route to York, 3 x 2-6-4T, one Stanier 5 and a WD, but after walking round to York shed, now of course the NRM we found another 12 in residence. Six of these were Thompson B1's with a couple of K2's, two Ivatt 2-6-0's, a standard class 3 2-6-0 and Gresley A4 60019. As an impoverished teenager with the very rare instance of a colour film in my camera, what did I take my solitary picture of? Three diesels in the roundhouse, D8306 D8308 and D8302. Indeed D8301 to D8309 were all arranged around the turntable, being virtually brand new at the time.

Moving on from York to Darlington, we found D8300 in York yard and standard class 3 77012 somewhere en route but at our next port of call, Thornaby, there was nothing but diesels, including D8310 D8311 D8312. Whilst waiting on Thornaby station for the train towards West Hartlepool I heard the sound of an approaching steam engine working very hard, and then around the curve of the platform came Q6 0-8-0 63394 hauling a long train of wagons full of coal.

At West Hartlepool we finally found steam in quantity, with the aforementioned 63394 and sisters 63397, 63421, and 63435 in residence alongside an Ivatt 2-6-0, three K2's and no less than 13 WD's. A further two WD's and a solitary 9F 2-10-0 were seen en route back to Darlington.

Back in Yorkshire, steam was getting less and less, a day on Doncaster on 17 June 1967 saw 42055 and 42252 pottering around the Bradford and Leeds area, and 8F 48093 was seen in the distance creeping around the corner from the Sheffield line heading for Doncaster shed. That was the day of The Hadrian Flyer which saw 4472 Flying Scotsman heading north being bowled by a departing southbound express much to the annoyance of all of us on Platform 4. Thankfully we were still there when it returned light engine later that day. Back home 42616 was on the Leeds to Bradford.

Of course the north west was still a hotbed of steam, and on 18 June 1967 a trip to Manchester and back, which involved passing Newton Heath, saw 22 locos of LMS parentage seen. Back home we still had the various 2-6-4T types working in and around Bradford and a trip to Leeds on 17 September saw us travel behind 42251 with 42141 also working. The end came on 2 October 1967 when Low Moor shed in Bradford and Holbeck in Leeds closed to steam. After that date only Normanton retained the ability to turn and service steam locos and they became a rare sight in Yorkshire thereafter.



4472 Flying Scotsman at Doncaster on 17 June 1967. Ken Aveyard

Another Dalescroft trip to the Derby area on 8 October 1967 threw us some unexpected steam as our first port of call was Westhouses where former Blackwell Colliery shunters 47629 47383 47289 and 68012 (itself ex Cromford and High Peak) were stored in the shed amidst 10 class 20's a 25 and a solitary 08, although this was before the renumbering with class numbers.

The tour continued with a visit to Derby shed and then on to Derby works where prototype diesels 10000 10201 10202 10203 were stored along with early shunters 15101-6, 15003 and ED2. A pity non of the big diesels survived in to preservation. We moved on to Toton where all ten of the proper Peaks (D1-10) were seen amidst the 95 locos on shed, and surprisingly Jinty 47313 was seen. This loco having been withdrawn from Westhouses on 30 June 1967, was en route to Cashmores at Great Bridge for scrapping.

Continuing to Colwick we were surprised to find 75016 withdrawn from that shed on 31 July 1967 in use and in steam as a stationary boiler. It eventually went to Ward at Killamarsh in June 1968 for scrap. Also at Colwick but dumped outside was ex LNER B1 DP29 one of many converted to stationary boilers at depots. This had previously been 61264 and having served as a stationary boiler between 1965 and 1967 subsequently found its way to Barry and in to preservation.



Former Colwick loco 61264 seen at Barry on 5 August 1975 Ken Aveyard

A week later I went to the now closed Low Moor where there were still 14 steam locos awaiting disposal. Amazingly I copped one – WD 90318 one of five on shed. The others comprised three stanier 5's, two B1's and four 2-6-4 tanks including old favourites 42141 and 42152.

The next expedition was a big one, as a group of us headed for Manchester on 23 October 1967 to try and visit as many sheds as possible. Travelling by train and bus our first leg was on a BRCW Calder Valley DMU from Bradford. Stanier 8F 48519 was shunting at Sowerby Bridge, and 48400 was sitting on the curve of the Todmorden triangle on Copy Pit banking duties. Near Rochdale we saw 48345 and 45318, whilst Castleton PW yard had 45104 45342 D6863 and D2228. Running in past Newton Heath I noted down four more locomotives but we were visiting that shed first. Down in Manchester Victoria, 73160 and 45083 were on banking duties.

So out to Dean Lane, and Newton Heath shed. I don't think we had any problems getting round as I noted down 53 locomotives of which 42 were steam, with only 46485 not being a Black 5 or 8F. Moving on to Longsight, we obviously didn't get in here as I recorded only E3151 and a couple of EMU's. Reddish was next, with class 76's and 77's including E26000 Tommy amongst the 15 examples on shed. There was also a single shunter, 12024, and class 25, D5276 plus three of the Hadfield line emus. Interestingly two Manchester area AC emus were here, (304) 006 and 020 which presumably were dragged here, Reddish being a DC electrified depot.

We went back to Piccadilly station then out to Trafford Park a shed I had never visited before where 31 locos were recorded, 25 of which were steam and once again all Black 5 or 8F. Trafford Park was originally a Cheshire Lines Committee shed and would close on 4 March 1968. The site is now the Trafford Park Container terminal.

Finally we moved on to Patricroft with its L-shaped arrangement of sheds. Again this was a one and only visit and of the 54 locos here, 31 were BR Standard class 5's including many Caprotti fitted ones, plus a solitary 9F 92077 and 5 diesels, with the remaining 17 being Black 5 and 8F's as usual. Patricroft would close on 1 July 1968 and the site is now covered by modern industry.

Returning to Manchester Victoria 45083 and 73069 were on banking duties, whilst 73073 worked through to Manchester Exchange. On the way back to Bradford another 6 active steam locos were seen including 9F 92233 at Newton Heath. Total locos seen that day was 239 with 84 cops and my biggest regret is that I couldn't afford film for my dad's camera!!

There was still steam around in Yorkshire, there was an oil train from Heysham to Leeds which would normally have a 9F on the front with occasionally a class 25 pilot, and in early November 1967 I recorded 92228 passing through Leeds City. After depositing the tanks near Neville Hill to be worked down to Cross Green later, I believe the loco worked light engine to Normanton for servicing before working back to Carnforth.

On 16 December 1967 another coach trip saw a visit to the Hull area sheds, long devoid of steam, but Dairycoates shed was interesting in that it contained 28 examples of the D95XX "Teddy Bear"s shipped up from the western region but barely used, although earlier in the year I had seen D9533 work a short freight through Bridlington. What was interesting though was Draper's scrapyards with 13 steam locos. Drapers cut up a wide range of locomotives including LNER A1's and other Eastern types plus many LMS types including Jubilees. On this occasion we found 7 WD's, 2 8F's, 2 Ivatt 2-6-0's and the standard equivalent 78007, plus 9F 92211. Albert Draper who later became an Alderman of the City of Hull decided to keep one of his engines, and whilst a fitting representative for his final deliveries would have been a WD, he preferred to keep a Stanier Class 5, 45305.

One more trip to Manchester was made on 17 December 1967, In those days the big model railway exhibition was held in the Corn Exchange near Victoria station and a couple of working 8F's were seen en route, with 7 more assorted locos seen on Newton Heath, now looking very much run down, even though closure to steam was still 6 months away.

And so we moved in to 1968 and on 6 January I managed a rare entry in to Holbeck where Black 5 45428 withdrawn since October was inside the roundhouse. This loco had been the subject of a partial repaint near to the end of it's working life, and worked the last steam hauled portion from Bradford to Leeds for attaching to a London service on 1 October 1967. Whilst 45428 was an interesting find, it was back on Leeds station that once again the Heysham tanks turned up 9F 92167 one of the ones originally fitted with a mechanical stoker and which ended its days as a 2-8-2 with the rear section of the connecting rods removed although there doesn't seem to be any evidence of it working a train in that condition.

Another Dalescroft outing came later in January, and for some reason the expected coach turned out to be a minibus and a Transit van with no rear seats, so an interesting day ensued. First port of call was Holbeck which was host to NER J17 1217 the former 65567 then on to Neville Hill where K4 3442 (61994) The Great Marquess and GER N7 69621 were in the soon to be demolished roundhouse.

Normanton had closed to steam on 2 October 1967 but remained as a servicing point for any steam locos working across from Lancashire, and became a storage site for withdrawn locos until May 1968. We found 21 stored steam locos including some destined for preservation such as 61306 42073 42085 and 45562. A class 25, 37, 40 and 03 made up the small diesel allocation that remained until the shed finally closed in 1968. Royston was our next port of call and 12 class 8Fs were stored here with a similar number of diesels. Doncaster was full of diesels and from there we moved on to Wakefield, where another 23 stored locos remained at the closed shed. From there it was across to Healey Mills with 31 diesels, mostly classes 37 and 40. On leaving Healey Mills we were halfway up Storrs Hill Road, a severe climb up to Ossett when the cry went up Steam!!! We turned the van round, rushed down the hill and just grabbed this shot of 45318 running light engine to Normanton.



Our final port of call was Bradford Hammerton Street where 10 examples of class 03 and 04 were present. That day saw 34 cops from 184 locos seen.

The next Dalescroft trip was to south Wales in February 1968 so outside the scope of this article, but a visit to Leeds later that month saw 92167 appear on the oil train again. After a couple of all diesel trips to Harrogate and York a day out by the Leeds – Liverpool canal at Esholt on 8 April saw Bradford Corporations Hudswell Clark saddle tank shunt a couple of wagons in to the exchange sidings at Esholt, and old favourite 92167 on the oil with D7626 as pilot. Doncaster on 13 April was steam free but just to show things can surprise, a trip to Sheffield later that month saw 45428 outside Holbeck and as we travelled through Attercliffe, 9F 92125 was seen waiting to enter one of the scrapyards located in that area. At the beginning of May, another Leeds visit saw 45428 and 62005 at Holbeck and once again 92167 on the oil.

Later that month I took a trip from Bradford to Preston via Manchester seeing four Black 5's and two 8F's on route. One of the prime reasons for visiting Preston was the introduction of the new D400 class diesels but during the day there were a number of steam workings including 45305 seen below on a van train.



After some hours at Preston, and with 11 D400's copped, I caught a train to Lostock Hall departing from the now closed East Lancashire platforms, and on arrival at Lostock Hall station made my way to the shed where permission was granted for a look around.

There were a total of 51 locos on shed of which 14 were diesels with classes 02 08 25 40 and 47 represented. Of the remaining 37 steam locos, the ubiquitous Black 5 (17) and 8F (14) made up the majority with the remaining six being Ivatt 43xxx 2-6-0's. Even at this late stage, the coming together of the remaining steam locos in the area meant I copped 10.



The front of 48293 then 43019 43027 44800 three more Stanier 5's and a final Ivatt, at Lostock Hall in May 1968. Ken Aveyard

A return to Preston station saw another D400 cop, D423 the highest number seen that day, and the passage of another Black 5 in 44829, before I headed off to Manchester where a visit to Newton Heath was planned. Again permission was granted to look round the shed, where 53 locos were present, and after allowing for 22 diesel locos, the remaining steam comprised 13 8F's and 17 Black 5's with a solitary 9F number 92054 which was one of the 10 steam locomotives I copped.

Back at Manchester Victoria 44910 was the banker on duty, and from there I returned to Bradford. It was not long before another trip to Manchester was made, on 2 June 1968 when a visit to Newton Heath saw 60 locos on shed with 37 of them steam, comprising 23 Black 5's, 12 8F's, the aforementioned 92054 and standard class 5 73069. This time the only steam cop was 8F number 48687. After Newton Heath we headed for Reddish where all bar one of the Hadfield emu sets were in residence and unusually Metrovick D5715.

We were determined to make the most of the last few weeks of steam, and in June 1968 had a trip to Carnforth where as well as still being a working steam shed, there was the beginning of the arrival of some locos destined for preservation. Dr Peter Beet had leased part of the depot from BR in 1967 as part of the project to reopen the Lakeside branch, but after that line was severed by a new road the project fragmented and the Lakeside and Haverthwaite Railway became separate from what eventually became Steamtown from April 1969.

On or around the shed that day were 62 locos of which 26 were diesels, including Metrovicks D5707 and D5711, and six D85xx Clayton's. The preserved locos included 42085, 61306, and (4)6441 which would carry LMS red livery. There were six 9F's, two 8F's, five Standard 4's and 70013 Oliver Cromwell but again Black 5's (19) were the most common. Although most of the locos were dead as we walked back to the station an unidentified Black 5 appeared running tender first on a van train and a hasty shot was managed over the bridge parapet. Back on the station 45025 also headed south.



Less than a week later, on 8 June 1968 I was back again at Preston travelling via Manchester where seven 8F's and a Black 5 were seen passing Newton Heath. As you can imagine, working steam was all but non existent, but Black 5 44874 and standard 4 75027 were seen working, with 45342 passing north on a freight. One surprise was 70013 heading south followed by 44816. A repeat of the visit to Lostock Hall saw 33 steam locos in residence supplemented by 11 diesels including blue D405 amidst the green ones.

Even at this late stage, I still managed to cop three Black 5's but apart from the odd loco in light steam most of those present were withdrawn from service. Returning home via Manchester, steam was still on the Victoria banking turns and I copped another Black 5 and 8F as we passed Newton Heath. That shed was due to close 21 days later and was beginning to amass stored locos from other depots.

August came and on Saturday 3rd, the last day scheduled for steam operations I was on a Dalescroft Railfans trip to Rose Grove, Lostock Hall and Carnforth. I wrote about this day and the railtours of 4th August in Corkscrew 19 so I wont repeat all the details here, but a total of 117 steam locos were seen. At Carnforth four Black 5's were in steam, at Lostock Hall eleven Black 5's one 8F, 70013 and 73069 were in steam, and at Rose Grove five 8F's were in steam and one of those, 48278 worked off the shed to take up the last steam duty on the Copy Pit banker. Only one loco was seen working when 48400 passed the shed on a coal train, only to come on to the shed a few minutes later. It was perhaps a little surprising that on the last day 23 locos on shed were in steam whilst others were still working. Given how many of the dead locos were still fully coaled perhaps it gives credence to the well documented stories that BR was fearful that having declared steam dead and buried they would end up still running the following week .



48763 taken from the cab of 43027 at Lostock Hall 3 August 1968. KA

There was one final sighting of steam for me when I watched 45110 arrive at Manchester Victoria on the final tour on 11 August.

RAILWAYS ROUNDABOUT

MAY :- On the last day of the month (31st) Class 47 No 47804 arrived into Poole at 12.48 with a special from Doncaster, departing at 12.52 the train headed for Swanage, on the rear of the train was No 47832. This loco' returned the special into Poole at 17.21, after a five minute wait the train departed at 17.26 for Doncaster (arriving 50 minutes late at 01.09)

JUNE :- At 23.10 on Saturday 2nd two Class 66's No's 66041 leading and 66158 on the rear passed Poole working a ballast train from Eastleigh to Dorchester West running via a reversal in Weymouth. Having deposited the ballast along the single line "Western Region" route in the early hours of the 3rd, the train worked back to Eastleigh via Yeovil Pen Mill (depart 03.50) and a reversal in Westbury. Having "missed" the month of May, the regular monthly Derby-Weymouth-Eastleigh test train ran on Monday 4th passing Poole at the usual times of 21.05 down and 22.45 up. Motive power was "top and tail" Class 73's No's 73965+73962. For three days during week ending 11th two Class 442 "Wessex Electrics" undertook test runs between Branksome depot-Poole and Southampton.



South Western Railway 442410 and 442406 pass Parkstone station with the 1115 Southampton Up Goods Loop to Poole Signal Pw5200 test run on 29th June. The units carry their new livery but are as yet unbranded.

Tony Gwynne

On the last day of the month, Saturday 30th, two GBRf Class 66's No's 66786 and 66755 worked a staff special from Ashford to Weymouth. Passing Poole at 13.04 No 66755 was leading with 66786 (ex EWS 66141) on the rear, this loco' returned the train through Poole at 18.29.

JULY :- "Our" monthly Derby-Weymouth-Eastleigh test train ran on Monday 2nd. Worked by Class 37's No's 37175 and 37254, Poole was passed at the usual times, 20.59 going down and at 22.34 up.

Saturday 14th saw a Stevenage to Weymouth excursion return through Poole at 18.25 double headed by ED's No's 73963+73961, the outward working ran via Dorchester West.

On Saturday 21st an excursion ran from Southend to Poole. Booked to be steam hauled from the outskirts of London the prolonged dry spell (except for a token presence) put paid to proper working steam. The train was double headed from Hanwell by A4 No 60009 "Union of South Africa" + Class 47 diesel No 47760 whilst on the rear was sister 47 No 47580. The train ran via Reading, Basingstoke and Andover to Southampton, where the train reversed being hauled to Poole by 47580. Due to arrive into Poole at 14.47, arrival was 23 minutes late at 15.10, it was here "the fun began". Originally booked to be serviced in Poole yard, at some stage it was realised the train was too long to "fit" in sidings thus a **Short Term Plan (STP)** was inaugurated at 14.17. This proposed a 14.51 departure to Southampton up Goods Loop, however the empty stock with 60009 leading, for some reason, didn't depart Poole until 15.33, possibly due to fouling of track circuits? Another **STP** showed a 16.05 Southampton to Poole pathway for the returning e.c.s., but actual departure from Southampton was at 16.51. Reports state that a problem with the A4 saw the ensemble diverted into Totton yard where absence of a third rail allowed 35 minutes to inspect No 60009. On eventual departure from Totton, now seriously late, the e.c.s. stopped short of Poole in Bournemouth at 18.11 which was 54 minutes AFTER it should have left Poole!! In the event the excursion departed Bournemouth at 18.19, running 48 minutes late, Southend was eventually reached (diesel hauled) at 23.18 just 14 minutes late.

The exact same combination of 60009 "Union of South Africa" + 47760 with 47580 on the rear ran from London Victoria to Weymouth on Thursday 26th. This was the first of the 2018 "Dorset Coast Expresses", the down train passed Poole at 13.00 and the up service with 47580 leading passed Poole at 17.25. A noted correspondent joined the train at Bournemouth and travelled to Basingstoke, he reports that from Southampton (with 60009 leading) at no stage did the A4 do any work, No 47760 provided the motive power. Again this was due to a "ban" on mainline steam due to the high fire risk in force at the time.

An excursion from London, Paddington to Swanage passed Poole at 13.00 on Sunday 29th July headed by Class 47 No 47580, on the rear was sister loco' No 47804. Originally booked to be steam hauled the recent heat wave led to a diesel substitution, ironically the weather "broke" that day and rain predominated, alas too late for the "punters". Returning through Poole at 18.05 No 47804 was in charge of the train.



47580 shoving the returning special to Paddington passes through Parkstone station on the evening of 29 July 2018. Ken Aveyard

Quite why persons continue to book on so called mainline steam specials is beyond me? Diesel pilots, fire risk bans, last minute cancellations, loco' substitutions, diversions, persistent late running, the Tornado fiasco and now the above listed farces, don't seem to have any effect on their willingness to throw away their hard earned cash.

And finally on Friday 27th (not 13th !!) the 15.03 Weymouth to Waterloo was delayed for 7 minutes due to a Banana skin becoming wedged in a door.

SWANAGE RAILWAY (SR) :- As mentioned in main line notes a Doncaster to Swanage excursion ventured onto the railway on Thursday 31st May. Worked by Class 47's No's 47804 (lead) and 47832 (tail), the train arrived into Swanage at 14.00 and departed at 16.20.

Throughout the day the SR fielded three steam locomotives for their two train service, U No 31806, BB No 34053 and "4" No 80104. Each loco' "turned over" after arrival into Swanage, the main purpose of this procedure was to facilitate SR services starting and terminating in the bay platform whilst the excursion blocked the main platform and run round loop.

June 2nd saw the second day of the "Summer Saturday" South Western Railway (SWR) service, once again SWR branded Class 159 No 159003 worked the service which arrived into Corfe Castle "Full and Standing". Happy travellers could then avail themselves of SR services worked by 34053 and 80104.

Friday 8th June was the day the SR volunteers received the "Queens Award for Voluntary Service" which was presented by the Duke of Gloucester. The award, which was presented at Corfe Castle station goods yard, consists of a commemorative crystal and individual badges for each volunteer. For the 2pm ceremony the Duke arrived on the footplate of an immaculately clean U Class No 31806 crewed by father (Pete Duncalf) and son (Steve Duncalf).

At the start of the two trains running time table (One diesel, one steam) the Class 108 d.m.u. was in use until corroded metal under the floor was discovered. This saw the unit withdrawn from service for repair and replaced by a Class 33 and set of coaches, D6515 (33012) was in use from Monday 18th June. Sister engine No 33111 also saw use until the d.m.u. returned to service during week ending 13th July.

Friday 22nd June witnessed T9 No 30120 return to service following repairs to the front bogie. She made a couple of light engine trips to Corfe Castle before being used "in anger" on the Wine and Dine train on Sunday 24th. During that same week Pullman observation Car 14 was taken by road to Rampart engineering to be refurbished. Sadly sea air does not agree with either coach body work or under frames and the coach requires a bit of TLC !

Another piece of SR kit to depart by road was No 34053 "Sir Keith Park", the loco' was moved to Norden on Friday 30th June, split from its tender and taken over to the Road/Rail interchange. After sitting out the weekend No 34053 departed on Monday 2nd July. "SKP" or "Parkie" as the loco' is affectionately called (Every one has a soft spot for Bulleids) required work on its inside motion, thus its move to the South Devon Railway where access can be gained via a pit or wheel drop. With that part of the repair duly carried out "Sir Keith" returned to the SR on Wednesday 10th July. However No 34053 requires further work on bearings before re-entering traffic. The Saturday only South Western Railway service continues to be a success as witnessed on Saturday 14th when unit No 159014 arrived into Core Castle around 98% full. Any Swanage bound travellers had the pleasure of T9 No 30120 for their onward journey.

Belying her 119 years, No 30120 is performing superbly on the railway, and long may she continue to do so !

Sunday 29th July saw a special arrive on the railway from London Paddington worked by top and tailed Class 47's No's 47580 (lead) and 47804, (rear) arrival was at 14.15 and departure at 17.10. During the layover of the special in Swanage's main platform, SR services were worked by diesel No 33111 and steam loco's No's 31806 and 80104, all working "turn and turn" about from the bay platform.

For some of the above information I am indebted to :- Alan Worth, SR webcams and Web site "Real Time Trains".

THE MOORS VALLEY RAILWAY.

Moors Valley Railway will be holding a revised range of special events throughout 2018. See you there! They are as follows:-

TINKERBELL 50 GALA – 22nd & 23rd SEPTEMBER

(UPTO 20 "TINKERBELL" CLASS LOCOS IN ATTENDANCE!
COMING FROM ALL ACROSS THE UK.)

SANTA SPECIALS - 8th, 9th, 15th, 16th DECEMBER

(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please contact the Railway on the number below, or call in to the Railway Shop during operating hours.

Alternatively, speak to Steve "The ex-Reverend" Green.

Driver Training courses available on Saturdays, except on Special Events.

The Railway is open every Weekend and School Holidays, then daily from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

MOORS VALLEY RAILWAY

Moors Valley Country Park,

Horton Road, Ashley Heath, Hants. BH24 2ET.

Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.



Arriva Trains Wales liveried class 142 Pacer unit 142073 arrives at Cardiff on 24 May 2017. Other than two units written off in accidents, this unit is the first to be withdrawn, albeit prematurely, due to serious defects and is now laid up at Canton depot. Ken Aveyard



South Western Railway 455735 arrives at Branksome on 6th July with the 1001 Wimbledon Park Depot Sidings to Bournemouth T & RSMD departmental working. Tony Gwynne

Bonus Pages



Just south of Carlisle station close to Upperby MPD Black 5 4-6-0 No 44675 heads north with a freight. .. 31-08-67. Colin Stone



Class 9F 2-10-0 No 92223 heads south through Carnforth station with a lengthy freight, it is passing through the now demolished West Coast main line platforms .. 01-09-67 Colin Stone



92091 at Carnforth on 3 August 1968.

Ken Aveyard



70013 Oliver Cromwell heads south through Preston on 8 June 1968. In the background can be seen the platform buildings of the East Lancashire side platforms now long since swept away.

Ken Aveyard



South Western Railway 442410 and 442406 pass Parkstone station with the 1115 Southampton Up Goods Loop to Poole Signal Pw5200 test run on 29th June. The units carry their new livery but are as yet unbranded.



Colas Rail Plasser & Theurer track tamper DR 73931 passes Parkstone station on 29th June with the 1033 Dorchester South FLHH to Rugby CS. Both pictures by Tony Gwynne



Regional Railways liveried Class 304 emu 304019 passes Heaton Chapel on 19 July 1994. Originally built as four car units for the Manchester to Crewe services most were reduced to three car by removal of the trailer composite. WRS P1641_5



English Electric class 37 number 37162 is seen at York on 5 June 1993 with a Burton Railway Society raittour the Rambling Rose. On the right can be seen a class 141/1 railbus. WRS P1526_6