

# THE CORKSCREW

Newsletter of the

## Wimborne Railway Society

Founded 1975



**Issue 111**

**June 2019**



***Ex Longmoor 118 and Manchester Ship Canal 31 on the Keighley and Worth Valley Railway approaching Oxenhope on 14 April 1974. See article by Steve Green from Page 4. WRS***



***WD nos. 890 - 610 GENERAL LORD ROBERTSON is a 620hp 0-8-0DH Rolls Royce/Sentinel 10143/1963, AD class D2. Seen at the Avon Valley Railway 4 June 1989. WRS P1113\_8***

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Barry Moorhouse...Vice Chairman :-...Jim Henville

Secretary :- ...Clive Finder... Membership:-...Martin Catford.

Treasurers :- ... Mike Wescombe and Bob Steedman

George Russell.....Graham Bevan....Peter Watson

Corkscrew Editor..Ken Aveyard

Download The Corkscrew from [www.wimrail.org.uk](http://www.wimrail.org.uk)

Contact The Corkscrew at [kenaveyardATyahoo.co.uk](mailto:kenaveyardATyahoo.co.uk) (replace AT with @)

---

## Editorial

Members may have read in the press of investor pressure to break up First Group which has been underperforming for years. In our area First are the majority stakeholder in South Western Railway, and have reportedly written down £100 million in respect of underperformance based on their predictions at the start of the franchise. Some of this is down to Network Rail infrastructure and power supply upgrades which have prevented frequency enhancements, and some to a reduction in season ticket revenue as more and more people work flexibly rather than commuting daily.

There was also the prolonged period of industrial action over the duties of the guard and as I write this a fresh five day period of strike action has just ended.

On a slightly more positive note, the promised reintroduction of the class 442 Wessex Express units – the “Pigs” - on the Portsmouth direct services looks to be finally happening as a 10 car pairing runs from Southampton to Waterloo each morning, laying over all day at Clapham before returning to Poole in the early evening. These journeys will eventually be incorporated in to an all day diagram from the next timetable change. As well as our new old trains, we also have the prospect of the new class 701 Aventra trains later this year, always assuming the dispute over who operates the doors is resolved!!

In in this issue Steve Green brings us up to date on surviving locos of the Longmoor Military Railway, Peter Watson describes his visit to the Chilean Railway Museum and also adds some musings on the future of HS2. David Coasby relates a members outing to a larger scale modelling show, and we have a selection of images from the Society’s visit to the Wimborne Model Engineers running tracks.

Sit back and enjoy Corkscrew 111. Closing date for 112 is 25 July 2019.

Cover Picture :- Longmoor Military Railway 600 Gordon at Highley on 15 April 1974. (WRS Archive).

# Surviving Longmoor Locos – 50 years on.

By Steve Green.

Some of the more established club members might recall a few articles in previous 'Corkscrews' about the Longmoor Military Railway (LMR), in Hampshire, that I have compiled. For those newer members, most of them can now be found on our new website if you wish to revisit any. I have had an interest in military railways for a number of years now, with of course the LMR being the catalyst. This year marks the 50<sup>th</sup> anniversary of the closure of the LMR; the final Open Day being held on 5<sup>th</sup> July and official closure taking place on 31<sup>st</sup> October 1969.

This is the third look at the surviving locos, the first article appeared in Issue 31 (February 2006), followed by an update in Issue 58 (August 2010). As it is the 50<sup>th</sup> anniversary, I thought the time seemed right for another look at the current state of play regarding the locos, was worth a write-up.

Since the last article appeared, a very good trilogy of books about the LMR has been published, and some r-t-r 'OO' and 'N' gauge locos and rolling stock have also been produced, which just goes to show that this system still has not been forgotten about.

Every existing loco will be looked at in the same order as per the original articles, starting with:-

## **GAZELLE 0-4-2WT.**

Alfred Dodman, Kings Lynn 1893 as 2-2-2WT. Rebuilt by WG Bagnall 1911.

This tiny loco has a very large and interesting CV to make up for its size!

As per the 2003 article, on display inside the Colonel Stephens Railway Museum, opposite the KESR's Tenterden terminus, and on loan from the NRM.

## **WD nos. 70074 - 010 WOOLMER.**

0-6-0ST Avonside 1572/1910 class B3.

Currently on static display in the Milestones Museum at Basingstoke (as per Issue 58), on long term loan from the NRM.

## **WD no. 70205 GORDON.**

0-6-2T Cardiff West Yard Works 306/1897.

Ex-TVR class O1; TVR no. 28, GWR no. 450, latterly NCB no. 67.

This loco also a complex history, in service and preservation.

Unfortunately, and sadly, the hoped-for return to steam of the last surviving Welsh-built standard gauge loco has not materialised. You may have read about this loco in the railway press over the last few years? Luckily there has been some good news, and cosmetic restoration has been forthcoming, being completed at the Llangollen Railway during 2013.



*Woolmer spent some time at the Army Museum in Beverley before its closure. Seen on the left here in June 2002. Ken Aveyard*

She is now on display at the Gwili Railway in plain GREAT WESTERN green livery, where she arrived after a brief stop in Cardiff close to her place of birth, in April 2014. No. 450 has been placed on loan from the NRM to the Gwili Vintage Carriage Group who are now actively raising funds to return this iconic loco to steam.

**WD nos. 70307 - 500.**

LMS 8F 2-8-0 NBL 24607/1940.

Another loco with an incredibly interesting and varied career, having worked for six different railways on three continents!

Formerly LMS no. 8233 and finally BR no. 48773, she remains out of traffic on the Severn Valley Railway, displayed in the Engine House at Highley whilst funds are being raised by her owning group for a further overhaul.

**WD nos. 73651 - 600 GORDON.**

WD 2-10-0 NBL 25437/1943.

This now SVR-owned loco is also currently on static display inside the Engine House, pending a possible return to steam.



**600 Gordon at Eardington, Severn Valley Railway 15 April 1974 WRS**

The next five locos are all the WD standard 'Austerity' 0-6-0STs:-

**WD nos. 75041 - 107 FOGGIA.**

Hunslet 2890/1943, rebuilt Hunslet 3882/1962.

This loco is now barely recognisable as she was rebuilt during 2003 at the Mid Hants Railway into the Thomas the Tank Engine character 0-6-0 no. 10 DOUGLAS. The tender for which is believed to have come from LMS Fowler 4F 0-6-0 no. 44404, NBL 23479/1927. It is thought this 3500g tender was purchased directly from BR by the MHR after use as an Internal User vehicle, primarily for the chassis, for use behind SR U class 2-6-0 no. 31625. The Maunsell and Fowler chassis, being similar in appearance, would have had a new SR pattern tank built to go on it, but in the end it wasn't used and was sold for use behind the converted Austerity.

DOUGLAS is based on the Caledonian Railway 812 class, so the new tender tank was built to resemble those used with that class. After withdrawal from traffic, plans were devised to 'Southern-ise' the loco to something akin to an LSWR 700 class, but the plans came to nothing and she was sold during 2012 to the Ribble Steam Railway. She was returned to steam during September 2017 having had some slight tweaks made to her appearance, and is now running in black with red lining, as per the fictional North Western Railway, with her original Works No. '2890' painted on the tender. Initially then loaned to the East Lancashire Railway, she is currently on loan to the Great Central Railway (North) at Ruddington.

**WD nos. 71505 - 118 BRUSSELS.**

Hudswell Clarke 1782/1945, rebuilt Hunslet June 1958.

This WD specification rebuilt loco remains on static display inside Oxenhope Museum on the KWVR. There are currently no plans to return her to steam, perhaps because of her indifferent steaming qualities due to her being an oil-fired loco, rather than anything to do with Brexit!



**118 Brussels near Oxenhope on the Worth Valley 14 April 1974. WRS**

**WD nos. 75189 - 152 RENNES.**

RSH 7139/1944, rebuilt Hunslet 3880/1962.

And now for some good news at last! May 2017 saw WD152 RENNES returned to working order for the first time in preservation, at her current Dean Forest Railway base, in full LMR lined blue livery. A gala event marked the occasion with two other 'Austerities' joining in the celebrations, which featured a very spirited triple-header! (If you get my meaning?) RENNES continues to operate at the DFR. DJ Models have produced this loco in 'OO' gauge, but in her NCB No.8 guise, in weathered green livery.



**WD nos. 75282 - 181 INSEIN.**

Vulcan Foundry 5272, rebuilt Hunslet 3879/1961.

This Gwili Railway based loco is now currently on static display awaiting overhaul having been withdrawn from traffic in early 2016. She is painted in her NCB green livery and named HAULWEN.

**WD no. 196 ERROL LONSDALE.** Hunslet 3796/1953.

As mentioned in Issue 58, this loco now has a new home at the Stoomcentrum Maldegem, in Belgium. He was overhauled back to working order during 2016, but now carries standard Army Green livery and the fictional pre-1952 WD no. 75196, without the nameplates.

Kernow Model Centre commissioned DJ Models to produce a Limited Edition version of this 'Austerity' in full LMR guise during 2016, plus there is the old Hornby, ex-Dapol, model as well, which was released during 2001.



*The “bulled up” old Hornby model of LMR 196, as running in her final years of service.*  
**Steve Green**

No change as far as is known to the current condition of the two main surviving diesels, so just to re-cap they are:-

**WD nos. 70272 - 878 - 601 BASRA.**

350hp 0-6-0DE, EE/LMS Derby March 1945. BR class 11, AD class D1.

When last seen by myself in August 2006, she was in working order and painted in the later simplified LMR plain blue livery, as AD no. 601. She is still based on the Lakeside & Haverthwaite Railway.



A Limited Edition model of this loco was produced by Modelzone during 2011 in the earlier, more striking LMR blue and red livery, but using a standard Bachmann class 08 as the basis. Graham Farish have recently announced a Limited Edition Collectors Club version, in the same livery.



***LMR 878 BASRA in the more attractive livery as modelled by Bachmann.  
Steve Green***

**WD nos. 890 - 610 GENERAL LORD ROBERTSON.**

620hp 0-8-0DH Rolls Royce/Sentinel 10143/1963, AD class D2.

This imposing loco remains stored awaiting overhaul, and as far as I am aware is now back at her Avon Valley Railway home, having been kept at Long Marston for a while.

**WD no. 9033.**

D. Wickham & Co. Ltd, Ware, Hertford 6857/1954.

Type 27A MkIII Motor Trolley.

Delivered new to the LMR 23/9/54, before being transferred to the Bicester Military Railway on 19/11/69. Then spent time working on the BMR and at Kineton before entering preservation at the Battlefield Line on 18/8/77. Was photographed at RMS Locotec at Dewsbury during January 2006 before moving to the Weardale Railway. Was then purchased by The Rail Trolley Trust and moved to their base at the Chasewater Railway during January 2014 and it is currently under restoration back into working order. So, where would you have seen this working? If you've watched The Great St. Trinian's Train Robbery, you'll see it flying around with school teachers driving it!

The former BR locos which were based at Longmoor in the early years of the preservation movement will now be looked at briefly, thus:-

**WD no. 1959, SR no. 64, BR no. 30064.**

S100 class 0-6-0T, Vulcan Ironworks, USA 4432/1943.

This 'USA' tank remains stored/displayed in WD grey livery on the Bluebell Railway, awaiting a possible return to steam?

**SR no. 21C123, BR no. 34023 BLACKMOOR VALE.**

WC 4-6-2 Brighton 1946.

This Bluebell-based loco is also on static display awaiting overhaul, carrying the distinctive Bulleid malachite lined green livery.

**BR no. 35028 CLAN LINE.**

MN 4-6-2. Eastleigh 1948, rebuilt 1959.

Still to be found on the national network doing what she does best!

**BR no. 41298.**

LMS Ivatt 2MT 2-6-2T. Crewe 1951.

Restored to working order at the Isle of Wight Steam Railway during September 2015.

**BR no. 75029.**

BR std class 4MT 4-6-0. Swindon 1954.

Formerly David Shepherd's THE GREEN KNIGHT. Now under overhaul at Grosmont on the NYMR as featured recently on Channel 5's The Yorkshire steam railway, it is hoped that this will be completed during 2020. The 'Self Cleaning' (SC) plate once carried by this engine came up for auction on 23<sup>rd</sup> March this year, selling for £100.

**BR no. 92203 BLACK PRINCE.**

BR std cl. 9F 2-10-0. Swindon 1959.

This loco was also once owned by David Shepherd, and for many years was based at the East Somerset Railway, as was 75029. 'He' was sold to the North Norfolk Railway during 2015 from his previous home on the Gloucester-Warwickshire Railway and is currently in service.

And finally the diminutive:-

**125 LORD FISHER.**

0-4-0ST Andrew Barclay 1398/1915.

Delivered new to the Kingsnorth Airship Station, Kent for the Air Ministry Works Department in September 1915. Eventually found its way to Longmoor around October 1967, then to the S&D Railway Circle at Radstock during June 1972, before moving its long-term home on the East Somerset Railway during November 1973. This privately owned loco remained at Cranmore until it was moved to the Yeovil Railway Centre during 2011 and overhauled back into working order during June 2013, painted in its usual green livery.

I have attempted to produce this loco in model form (see photo).



**LORD FISHER at Yeovil Junction at the head of the Clifton Maybank Rambler and in model form with a resin body kit produced by ARC Models, and designed to fit onto a Dapol 'Pug' chassis. Steve Green.**



And there you are, a quick status update on the surviving ex-LMR locos 50 years on from the closure of this once important railway system. Here's to 2029 and the 60<sup>th</sup> Anniversary update!

# The Chilean Railway Museum

## Santiago 2019

by Peter Watson

The trip to South America was designed to take in the Railway Museums in Santiago and Buenos Aires. Information is not easy to find, whether it's the current railway scene or the historic one.

Chile has two museums we discovered – one in a park in Santiago and another, supposedly larger, in Temuco further south. Both Chile and Argentina have a rich railway heritage, the latter with a very strong British influence in finance, construction and rolling stock – but more (less?) of that later. Santiago has a dry climate so the fact that the stock is displayed outdoors poses little risk. The museum had a couple of other visitors at the time we were there and clearly cannot pay its way even with the occasional school visits that we were told take place. Admission was about 50 pence – with our concession!!



Loco 211 is a 4-6-0 tender engine built by Rogers in the USA in 1896 and was one of 45 engines of Type 38. They were in service between 1896 and 1972 and had a top speed of 40mph. Cooke, Baldwin and Rogers shared the construction.



Continuing the American theme was 0-6-0T 205 of Type 22 – one of 9 built, again, by Rogers in the USA and which served as a yard shunter from 1893 until 1970. With a maximum speed of just 20mph occasional trip working would have been as exciting as it got for the crew.



At the other end of the scale we have Type 100 No.1009 Henschel 22749/35 which was a 4-8-4 tender loco with mechanical stoker used on the heaviest services but also restricted in its operating area due to its length and weight.

In service until 1970, the class weighed in at 185 tonnes and had a top speed of 75 mph. As with all Chilean locos, it operated on 5'6" gauge track (1676mm).

Without doubt the most impressive locomotive in the collection – and one of the most intriguing I have ever seen – was an example of the famed Kitson Meyers of which the majority, if not all, ended up in South America. It was built in Leeds in 1909 (Kitson 4664) and entered service the following year as No. 3349 of Type Z. It still had its original builder's plates and plates showing that it had been rebuilt in the Railway's own workshops in 1914.

Put to work on the Trans-Andean system, it was one of 9 similar locos of which 3 came to Chile and 6 went to Argentina. 3 are believed to be extant, 2 Chilean examples and one across the border.



Running on metre gauge with rack sections it had a "top" speed of 20mph working as an adhesion loco and 10mph on the rack. Its wheel arrangement takes some working out but I believe it is 0-8-0+0-6-0T.

The rear cylinders drive the rack gear, not the wheels as might first be thought – they are no more than rear carrying wheels. I would pay good money to see one of those put back into action!!

One very personable “curator/guide” was on hand to explain about the exhibits and we had a long chat about preservation in the UK – his greatest wish was to get to the NRM in York!

Overall, there were 16 locos and a small amount of rolling stock and the parkland setting allowed for reasonable photography at most times of the day. I was told that the Temuco site contains more and I would guess it has a more typical museum feel with smaller exhibits too - it would be interesting to hear if anyone has visited that site. There is probably a small slide show here if there is sufficient interest.

Moving on to Argentina, I had expected great things from the Buenos Aires museum. Sadly, it was all very disappointing. Argentinian railways once extended across the country and provided a lifeline to many communities. Now they are but a shadow of their former selves.

The idea that the railway must make money is still the current thinking – nobody suggests that the national highway system should also turn in a profit. Consequently, Governments and accountants have had their way, aided and abetted by a trucking union that holds vast power. The railways now are restricted mainly to the greater Buenos Aires region and, while there are still freight trains, especially intermodals, it is a suburban passenger network that feeds commuters into the capital each day.

I had heard rumours that the museum was closed although its web site confirmed that it would be open, as scheduled, at 9.30am. In hope rather than expectation I turned up knowing that I could photograph a loco in the forecourt if all else failed. All else did fail and the museum was shut. I did, however, have another long conversation with one of the curators/managers who was blessed with good English.

Over about half an hour we put the world to rights – Brexit, Government corruption, the political scene in general and the “refurbishment” of the Museum which had been promised for the past 2 years. Ignore the web site – it isn’t open now and nor will it be open for the foreseeable future. Set in an old brick goods warehouse that wouldn’t look out of place in a northern English city, the museum has but 2 locomotives on “display” and is mainly a collection of smaller exhibits.

They have lost display areas and offices to other Government agencies who, according to my source, employ people who have no work to do but are friends of people in high places. It all sounded very depressing and, despite elections pending in October, nobody believes that there will be any changes for the better. With inflation at 50%+ there is a lot of anxiety and frustration – watch this space.



The only loco clearly visible was a sorry looking Hunslet that began life in Leeds in 1919 as a standard WD Hunslet 4-6-0T loco (works No. 1322/19). After a period in store at Purfleet it was sold to the Buenos Aires and Great Southern Railway, converted to oil firing and fitted with a tender (now lost). After moving to the Corrientos Railway system it was withdrawn on closure of the railway in 1969 and plinthed before finding its way to the museum in 2001. As a narrow gauge (60cm) loco it was used hauling agricultural produce, mainly potatoes, for many years before finding use on both passenger and freight trains in its later life. (Thanks to Steve Green for filling in the details). In the yard was an 0-4-0T built by Scheider at Le Creusot (Works No. 2622) in 1896 and named "Patria". I was admonished by a security guard for attempting to photograph it – presumably not because it was "strategic" – but he was a good 20 seconds too late!!





# WRS visit to the ALSRM (Association of Larger Scale Railway Modellers) Reading Show.

by David Coasby

An early morning start on Saturday 11<sup>th</sup> May saw WRS Chairman Barry Moorhouse drive off from Wimborne with Club Members Neil Anderson and myself, David Coasby on board, with one of Barry's friends being picked up at Bournemouth. The early departure was precisely timed by Barry to enable us to gorge ourselves on a full English (*is that still politically correct?*) breakfast in the Toby Inns Restaurant, which is adjacent to the exhibition.

Although the exhibition was interesting there were noticeably less traders, layouts, and certainly less attendees than in previous years. But none the less a good time was had by all and we noticed several other WRS members there doing the rounds.

Also attending were some friends of mine from the Luton Model Railway Club. I had tipped them off that Neil was trying to sell some locos on behalf of a friend and he'd have them with him at Reading. In particular a BR(M) Beyer Garratt and a small Sentinel. After a little haggling both got sold to the boys from Luton with yours truly standing guarantee until they could send the money to Neil (which they did by BACS that evening – phew!).

However, what was funny was the scene in the car park (see photo). It was Barry's car with the boot open and the Luton boys and Dave Round peering in at the goods. It made me laugh as it looked like the WRS were running some sort of Mafia style exchange!



# HS2 – the story continues.....

by Peter Watson

Some of you will no doubt remember the debate held at the Club to discuss the case for and against the Government's new high speed rail link – or HS2 as it is known. At the time I spoke against the scheme and Chris Francombe supported it. My main objection was the fact that the financial case was unproven and the industry's (and the Government's) track record (!! ) in implementing large scale and high cost projects has been shown to be pretty woeful over the years.

Since that debate there has been a great deal of correspondence and comment in both the national press and more specialist railway publications. Work has started in various locations and land and property acquired but I thought it might be fun to review just what has changed since that evening.

HS2 phase 1 is designed to connect London to the West Midlands with phases 2a and 2b connecting the West Midlands to Manchester and Leeds. Whilst Phase 1 received Parliamentary approval in 2017, there is no official backing for the succeeding phases though Parliamentary time has been set aside with a view to the Bill receiving Royal assent in 2019 (phase 2a) and 2023 for phase 2b. Of course, a local disagreement initially with Europe and latterly within the Palace of Westminster may yet make those dates appear optimistic. I may have felt differently about this project had it started in the north and worked its way south so the Regions who most need the benefits of high speed rail links actually got them before yet another commuter line is built into the Greater London conurbation but, of course, that isn't what's going to happen.

Let's look at a few statistics (courtesy of "The Planner" – the magazine for the Royal Town Planning Institute):

<b>Original</b> budget to acquire land and property for phase 1	= £1.10 billion
Spend <b>to date</b> on land and property acquisitions	= £2.05 billion
Estimated amount of land and property bought to date	= 47%
HS2 project valuation of land needed near Euston Station	= £200 million
Land owners' assessment of land values at Euston	= £700 million
HS2 overall official budget	= £56 billion
Current "best guess" at final costs	= £104 billion

Those of you with long memories will remember that Chris and I traded figures which, at that time, costed the project at £25 billion with my suggestion that the final figure would be at least £70 billion and maybe into three figures.....

Amongst the voices of reason/caution have been the Government's own Treasury Select Committee and the National Audit Office. The former has been frustrated that no proper costings have ever been produced for the final scheme and the cost/benefit analysis is wanting while the NAO, the Government's own watchdog, has expressed similar concerns.

The former Chairman of HS2, Sir Terry Morgan, who left his post at the end of 2018, admitted to the House of Lords Economic Affairs Committee at the start of this year that "nobody knows" the cost of the project. How can this state of affairs have arisen and how can it be allowed to continue?

Morgan suggested that fewer trains at lower speeds could be an answer – but then all the work on alignments, tunnels and noise mitigation could prove to have been abortive. He said it was a case of creating more capacity and improving connectivity – true, but at what cost? Leisure travellers are probably ambivalent about a 20 minute shorter journey whilst most business travellers may as well be in the office given the new ways of working, wifi in carriages and the rollout of 4G and, soon, 5G technology.

The time and cost overruns of Crossrail\* have already set a precedent that should alarm us all and that scheme is but a fraction of the size of HS2. Don't get me wrong here – I support everything that can be done to make our railways more efficient and competitive but at a time of economic uncertainty and austerity is this the most effective use of the nation's capital?

(\*Stratford to Paddington track and key electrical installations – budgeted £323m and now forecast at £956m. Whitechapel station construction – budgeted £110m and now forecast at £659m. Other overruns are available!!)

In Whitehall, Ministers are reported to be so alarmed by the latest figures that they have deferred signing off the first half of HS2's construction costs. The formal notices to proceed on the major construction works within phase 1 have been delayed until at least the end of 2019 – Ministers don't want HS2 to enter into formal agreements with contractors based on current designs and costings. How is the HS2 team responding? It's appointed 2 major consultancy firms to work on the project control and cost management issues at a contracted cost of £230 million!!

The National Audit Office says that the project is now almost too far advanced to be abandoned. Should we continue to bankroll inadequate project and cost management and how will that affect fares on traditional lines? We seem to have learned nothing when it comes to major rail projects – the Great Western electrification debacle and the late revisions to the specifications for the Great Western's IEPs are another case in point.

Properly costed and delivered but a lower line speed with the commensurate savings that implies would do much to help redress the imbalance in the nation.

But we seem to be sleepwalking into offering blank cheques for a scheme that fails to make proper links with other major lines and will simply reinforce the predominance of London and exaggerate regional inequalities – especially if Phase 1 frightens the politicians to the extent that they abandon subsequent phases which is where the real socio-economic benefits lie.

Does increasing capacity on the north-south routes really justify an expenditure that would solve the elderly care crisis for the foreseeable future as well as addressing structural changes in the NHS and Education? Discuss.

## **Wimborne District Society of Model Engineers** **A visit by Wimborne Railway Society**

On Thursday 6 June the Society arranged an evening visit and running session with the Wimborne District Society of Model Engineers at their track in the Cobham site at Merley. The track is extensive and fully signalled being controlled from a signal box near the station which means multiple trains can run and we were treated to the sight of thirteen different locos both steam and diesel, some of which were pulling passenger coaches for us to ride on.

So it's time to play Spot the Member in the pictures that follow.



***Hunslet Quarry Maid Marion and one of the two Hymeks. Ken Aveyard***





# MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding the following Special Events throughout 2019

## **RAILWAY OPEN & MODEL WEEKEND - 13<sup>th</sup> & 14<sup>th</sup> JULY**

TAKE A LOOK BEHIND THE SCENES IN THE WORKSHOP,  
AND THE MODEL RAILWAY EXHIBITION IN THE CARRIAGE SHED,  
Incl. OUR VERY OWN TARRANT VALLEY RAILWAY.  
(DAY ROVER TICKETS AVAILABLE.)

## **AUTUMN STEAM GALA – 14<sup>th</sup> & 15<sup>th</sup> SEPTEMBER**

AN INTENSIVE TRAIN SERVICE WILL OPERATE, FEATURING  
THE EVER POPULAR DEMONSTRATION FREIGHT TRAINS.  
(DAY ROVER TICKETS AVAILABLE.)

## **SANTA SPECIALS - 8<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 21<sup>st</sup> & 22<sup>nd</sup> 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](mailto:shop@moorsvalleyrailway.co.uk).



**Northern Rail liveried class 142 Pacer unit 142014 at Manchester Victoria on 23 March 2019. K Aveyard**



**On 27 April 2019 Colas 70813 was stood just off the Campbell Road bridge at Eastleigh on an engineering train. Visible in the background are Trans Pennine 802201 and LNER 801111 some of the many IEP sets that have visited Eastleigh for commissioning this year. Ken Aveyard**