

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 102

December 2017



Schools class 30907 departs with the 1705 Bournemouth West to Waterloo with 34009 stood alongside. September 1959. Alan Trickett



365509 passing through Finsbury Park on 5 June 2017. The dirty front end as a result of previously being in the middle of a rake. Ken Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Editorial

Sadly for the third time this year I have to bring news of the passing of one of our members. Graham Kelsey passed away on Wednesday 29 November 2017 after a short illness. A separate obituary for members has been produced, which can be requested by email from the Membership Secretary if you did not receive one. In addition a small tribute article appears on page 19 courtesy of Colin Stone. For outside readers who may recognise the name, Graham appeared on the special Flying Scotsman edition of the Antiques Roadshow as he possessed the original smokebox numberplate. The programme may be available on iplayer or You Tube.

In this somewhat smaller issue than normal due to production deadlines rather than a lack of content, we have another article by Alan Trickett, this time on Bournemouth West; a somewhat belated account of my annual summer spotting holiday; and an update on Horton Road from Dave Round. Colin Stone delivers the usual Railways Roundabout and we have the results of the Fishy Wagon Search courtesy of Steve Green.

Sit back and enjoy Corkscrew 102, closing date for Corkscrew 103 is 18 January 2018.

Cover picture:- Ivatt 2MT tank 41320 is seen at Bournemouth West on 9 July 1967. Although the station had closed at the end of October 1965 access remained for locomotive servicing purposes until at least July 1967. See article from page 4. Photo by Alan Trickett.

Bournemouth West Remembered

by Alan Trickett

Bournemouth West opened in June 1874 when the existing railway at Poole was extended to a rapidly expanding Bournemouth. Unlike the frequent hustle and bustle at Bournemouth Central, Bournemouth West usually enjoyed a less hectic existence as, being a terminus station, passengers had more time in which to join or leave their trains. It was better located to serve the western side of the town and soon became an important addition to the growing network in the South of England.



30702 ready to depart Bournemouth West for Salisbury in April 1954. AT

With trains to London, Salisbury, Brockenhurst, via the ex Southampton and Dorchester Railway, to the West of England via Templecombe, and the Midlands and North via the Somerset and Dorset, Bournemouth West saw a variety of locomotives and rolling stock rarely seen at the Central.

The friendly staff – even when the writer attempted to close a carriage door being held slightly open by the Station Master's foot – and a well stocked tea room made it a pleasant location from which to view a part of the local railway scene the occasional stock runaway down the 1:90 gradient from the carriage sidings notwithstanding.

Sadly, Bournemouth West officially closed at the end of October 1965 although some rail access remained for locomotive purposes until at least July 1967. A selection of photographs taken at the station may provide readers with a few memories of happier days.



44963 leaving Bournemouth West on the 3.40pm to Bath. Alan Trickett



35020 arrives at Bournemouth West with the Bournemouth Belle. AT



30127 Bournemouth West vans to shed (undated) and 92204 with a Bournemouth West to Bath test train 29 March 1960. Alan Trickett

London Interlude

by Ken Aveyard

Back in June 2017 I spent the usual three days in London with my brother Colin as we continued with what is probably going to be a long process of spotting the new rolling stock arriving in the south east. Not only do we have the new Thameslink units, there are new trains for South Western, TFL, Great Northern, Anglia, and Crossrail all to come over the next few years.

So it was on Monday 5 June 2017 that I caught the usual 0848 from Branksome, on which I had treated myself to a first class advance for the magnificent 70p extra over the standard fare. A welcome bonus were two cops at Eastleigh as Colas 70813 and 70816 were in the yard and much further in to the journey I could see a number of new 707 units in the far sidings at Wimbledon depot. Arrival in Waterloo was on time and having already purchased the travelcards I made my way to Kings Cross to await Colin's arrival from Leeds on Virgin Trains East Coast spending some time on the Victoria line platforms en route.

First port of call was St Pancras for a quick look at the Eurostar platforms, and we found new sets 4019 4020 and 4025 4026 together with earlier set 4005 4006 and original unit 3205 and 3206. So four more cops in the book and it was back to Kings Cross for a run up to Hornsey, changing at Finsbury Park. As we left Kings Cross an arriving set of 387's contained my final unit 387103 so it meant Colin was chasing 387115 to clear them, a unit I had copped at Farringdon in April 2016 and which we hadn't seen last year. At Hornsey we were able to see a 700 and a few more 387's on the depot whilst there were three 700 units in Ferme Park. After returning to Finsbury Park our plan was to remain until 387115 passed, with the proviso that if it hadn't turned up by 1630 we would need to decamp for West Ham in order to get the C2C 387 units after which we would possibly return for another session.

Finsbury Park was busy with an assortment of services from Virgin East Coast both class 91 and HST's with the Great Northern services in the hands of a mixture of 365 and 387's on the outer suburban and Anglia services and the soon to be replaced 313 units on the inner suburban services to Moorgate.

There was even the surprise passing of a couple of freights with both 66137 and 66151 making an appearance, the latter on the empties from Barrington Ironstone Quarry, which is being filled in with Crossrail waste, running back to Wembley.

As luck would have it 387115 put in an appearance in plenty of time, so by 1530 we were on 313063 for the short run down to Highbury and Islington then on the overground to Stratford changing to the Jubilee line to West Ham.



313053 at Finsbury Park on a Moorgate service on 5 June 2017. Ken A



66151 passes through Finsbury Park on 5 June 2017 with the return spoil empties from Barrington Quarry to Wembley. Ken Aveyard

As we had arrived earlier than needed at West Ham we remained on the Jubilee Line platforms for a while until moving upstairs to the c2c platforms ready for the passing of the 387 workings. At 1724 387306/302/304 called en route from London, and almost taking us by surprise a slightly later than scheduled inbound ECS working of 387301/305/303 passed at 1730. With time to kill we returned to the Jubilee Line and travelled the well worn path from West Ham via Canada Water and the Overground to New Cross Gate and on to East Croydon for our Travelodge, and where we were able to spend some time successfully looking for the two newest trams 2564 and 2565 delivered since last year.

Tuesday morning dawned with cloud, rain and the prospect of a wet morning on East Croydon station. We needed to be on the platform to see the departure of the 0639 to Bedford as this would not return before we needed to leave and it was hoped that we would both clear our remaining Gatwick Express 387's plus however many new 700's that showed up. It was an interesting morning as the rain came and went (with very little went) and we attempted to take cover in a tiny platform shelter with a leaky roof that meant all the seats were wet, and when the wind blew sheets of water came off the roof straight through the gaps at the top of the sides. Oh and there were also a few hundred other people trying to do the same thing!!

Well we were successful in clearing the Gatwick sets plus ticking off another five 700's and after breakfast, having already bought singles to Clapham Junction to get on the platform at East Croydon we made our way over in time to nip off the platforms and buy the travelcards for the day at 0930.

We caught the first available train to Waterloo then via the Bakerloo line to Baker Street and a walk to Marylebone where we purchased tickets for our journey to Oxford, the any permitted return allowing travel to Paddington on the way back. Our intention was to do the new link between Bicester and Oxford have some time in Oxford to see what transpired then either catch a fast London service to Reading or a stopper from Oxford and spend the evening peak at Ealing Broadway.

The 1035 from Marylebone was Chiltern Railways unit 168217 and before departure filled up with a significant number of Chinese passengers heading fo Bicester Shopping Village. On our run past Wembley depot we looked out for the ever elusive 68015 but only silver 68012 and blue 68009 were on shed, as these days more of the loco hauled sets stay out all day.

At Princes Risborough the line to Aylesbury swings away to the right and the line to Chinnor to the left and we continued along through Haddenham and Thame Parkway which was built to attract commuters to the Marylebone service as an alternative to the Oxford to Paddington route.

As we approached Bicester we looked forward to the few hundred yards of new railway that links the Birmingham main line to the Oxford to Bicester line and which in turn extends eastwards to Calvert for the reversal in to the land fill site, and previously along through Verney Junction to Bletchley. This link is part of the planned for Oxford to Cambridge East-West rail project but currently has no passenger service beyond Bicester, where this new link has allowed Chiltern to take over the previous Great Western operated shuttle service. What was noticeable on the run in to Bicester Shopping Village station, the on board announcements were made in Mandarin (or one of the other Chinese dialects) and prompted the mass exodus of passengers from our carriage.



168217 in the Chiltern bays at Oxford on 6 June 2017 with signs of the now delayed electrification visible on the platform. Ken Aveyard

Oxford currently only has two platforms on loops off the through lines, but there are plans afoot to rebuild the station with additional platform roads in the future. These are currently bogged down with planning issues which in turn have impacted on electrification which for the time being will end at Didcot.

We spent some time outside the station photographing buses, but a number of freights passed through including 59004 on stone, Freightliner 70019 and 70017, Colas 70804 light engine plus 66102 and 66771. Not a bad haul.

We were planning to leave Oxford on the 1407 stopping service through to Ealing Broadway but the 1325 London service formed of 180104 stood in the platform until 1345 awaiting a guard who was travelling passenger on a northbound HST. The Oxford local services run north of the station to a holding siding to await their return, and the frequency of northbound trains make it virtually impossible to path a southbound train in to the wrong platform to overtake another. This meant that the 1337 stopper left at 1350 behind the 180 so we caught that one instead.

We passed 66005 at Didcot then were able to see a number of new 387 units as we passed the new Reading EMU depot near Tilehurst, and yet more in the stabling sidings at Maidenhead, coping most of them, before arriving at Ealing Broadway for around 1530.



387139 passes Ealing Broadway on 6 June 2017.

Ken Aveyard

We remained there until we had seen all the expected 387 workings, and also a welcome appearance of 60103 Flying Scotsman with a dining tour that ran from Marylebone via Oxford and was returning to Victoria via Acton and Kensington. It surprised quite a few early commuters as it passed through the platform, with 37706 burbling away on the rear. Surprisingly paths were available for three outbound freights between 1555 and 1620 with 66122 on an automotive train whilst 66059 and 66160 passed light engine.

We made our way in to Paddington observing 66182 and 66199 in Acton yard, and 387138 amongst others at North Pole. As it was now the height of the evening peak we decided to walk to Marylebone as there were two loco hauled trains booked to leave around 1800, and when we reached the top of the platform, the elusive 68015 was there on the 1800 departure, and shortly afterwards 68010 arrived, this carrying the Oxford Flyer nameplates bestowed on it when it inaugurated the new link.

We returned on foot to Edgware Road station and caught the District Line to Wimbledon Park, and walked down to the rear of Wimbledon depot where we found 707009 707006 and 707001 visible. They were likely attached to 707010 707005 and 707002, but those numbers could not be read.



707009 and 707006 at the rear of Wimbledon depot on 6 June 2017. KA Returning to Wimbledon Park, we travelled in to Wimbledon, and then on to Clapham Junction where 707003 and 707007 could be seen stabled, with probably 707004 and 707008 attached to them. That would account for all the 10 units delivered at the time. Also stabled was 47848, which was awaiting recovery for repairs after derailling in the yard delivering some of the new units. By now it was 2130 so we returned to East Croydon after a fulfilling day.

Bright and early (well early) on Wednesday morning we were again on East Croydon station before the 0639 Bedford, and this time the weather was considerably better with another five 700 units copped. Once more having purchased Clapham Junction tickets we moved on around 0840 and from the footbridge at Clapham at 0900 we could see 707004 which together with 707003 was sat near the washing plant ready to reverse and run towards Staines for the day's testing.

We then took a walk down Plough Road which takes you to the rear of the sidings, and were able to confirm it was 707008 on the rear of 707007 that we could see from the station. Back to the station and with newly purchased travelcards we made our way via the Overground to Canada Water, and the Jubilee Line to Stratford. Here we changed to the TFL rail service towards Shenfield, but not before seeing 66001 on freight and 90005 on a Norwich service passing through. Passing Ilford we saw 08700 and 08573 and as we approached Gidea Park we could see 345007 in the sidings. After alighting at Harold Wood we were taken by surprise when 345005 sped through on the fast lines heading for London. Retracing our steps to Stratford we hung about for the return of the 345 from Liverpool Street observing 90004 66501 90002 66504 90013 and 90008 as we waited. Also making a surprise appearance was 357037 on a c2c route retention training run.



Crossrail unit 345005 at Stratford on a training run on 7 June 2017. KA

As it was now just after mid day we took a trip up to Tottenham Hale passing the Eurostar depot where units 4021 4022 and brand new units 4027 and 4028 were seen. Lunch was taken at Tottenham Hale opposite the bus station, for a bit of photography. Our itinerary had us spending the evening peak on Farringdon, preceded by a run out to Hendon so we used the Victoria Line to Kings Cross then on to the Northern Line where we had an hour on the platforms before catching a train up to Kentish Town where we made a lucky quick connection on to a northbound Thameslink service to Hendon.

As always, the sidings around Cricklewood contained a fair selection of class 700 units, some still yet to enter service, with six cops including the unit we travelled on. Back at Farringdon for 1530 we spent the next three hours copping new Thameslink units whilst observing the last remnants of the 319 units which after a lifetime working in the area are now deemed acceptable to be called “new” trains with Northern Rail.



Soon to be redundant Thameslink 319215 is seen at Farringdon on 7 June 2017 whilst operating a service from Sutton. Ken Aveyard

Having picked up another ten 700's plus a number of Hammersmith and City S7 sets, it came time for us to go our separate ways. Colin would make his way to Kings Cross for his train to Leeds whilst I decided to catch a Thameslink service to Elephant and Castle then a Bakerloo line service to Waterloo. Big mistake as the walk from the station at Elephant and Castle to the underground involves a lot of stairs and some very long tunnels.

Anyway back at Waterloo and stocked up with food for the return journey, I was once again holding a first class advance so waited where the units would join only to find the train from Weymouth was wrong way round so first class was at the very front and the single table seats on the left, perfect for Eastleigh and Millbrook. So at the end of three successful days, a total of 3 locos, 2 trams, and 73 EMUs had been copped and a bit of new line ticked off.

Horton Road Update, late Autumn 2017

by Dave Round

It is a while, since we did an update on our layout, Horton Road. This year has seen us spend time substantially working, to bring the layout, to its final (?) operating state. With the advent of the installation of DCC and DC capability, we once again turned to the cosmetic face of the layout. The branch has now got a working branch signal, using a MERG / Servo control kit and the bracket signal, is again operational, using the same system. We will reinstate the route indicator on this signal over the next couple of weeks, working off of the point motors, spare switched contacts. So once again a mini project, on the layout, will have been completed, with all signals, once again working. We may consider replacing the 30 year old 12 volt DC, Radio Spares motor solenoids, with the Servo system, once the new systems have, "bedded in". Not to be outdone, by the techs, the Scenic Kings, developed the triangular piece of land at the junction, behind the goods shed. It has now acquired a grounded coach body. In front of it, land being worked, as an allotment. More fencing and shrubs have been added too.



LtoR Peter Hardacre, Iain Bell, Steve Cross, Sam Cross, Barry Moorhouse, Dave Round plus David Leadbetter behind Barry, Neil Anderson and Jim Henville front of Horton Road at New Milton. Picture by Graham Bevan

Following our weekend at the New Milton Show, where the layout attracted large crowds, we made various notes, to iron out the odd niggle, that over the two days appeared. We are in the process of realigning the three track joints by the engine shed, to remove the slight hump that 30 years of heat and cold damp weather affecting the baseboards, had created. Overall the layout performed well, with the only serious failure, being a point motor into the goods shed road. The switched frog, being dead....(Yet another Cobalt, bites the dust!) As others fail, we will replace, using something totally different. So with no more shows booked for 2017, we turn our attention to the Open Day, at the end of December. We will run the layout on DCC, in the morning, until around 2pm and then anyone who has DC analogue only locomotives, are invited to run their items, until we close, thus bringing the curtain down, on a very interesting year.

Looking forward to 2018, currently we have nothing in the pipeline, in the way of (show) booked appearances, but that could change very quickly. We are now in a better position to exhibit our layout and with the expertise gained so far, able to accommodate more simultaneous loco movements, thus giving a more realistic appearance to the layout.

All in all, a very successful year!
Seasons greeting to one and all!



Monday 2nd October 2017 and Rail Operations Group No 47813 towed Class 73 No 73133 away from Branksome. See Railways Roundabout on the following pages.

Colin Stone

RAILWAYS ROUNDABOUT

OCTOBER :- The final entry for main line events in issue 101 reported Class 47 No 47813 delivering a "Wessex Electric" unit to Branksome depot on the last Thursday of September. After spending the weekend at the depot on Monday 2nd No 47813 towed Class 73 No 73133 away from Branksome. Leaving the depot at 10.10 the 47 took No 73133 to Poole sidings, ran round, before departing for Eastleigh works at 10.53. Privately owned, No 73133 had been on hire to South West Trains (SWT) for use as Branksome depot shunter, along with sister engine No 73235. The reason for the transfer is at present unknown, but the demise of SWT may be a factor??

Wednesday 4th had No 59203 work a stone train to Hamworthy, it arrived at 11.35, just under four hours late, likewise the return empties left 4 hours late at 17.20. Next day (5th) Black 5 No 45212 worked from West Brompton (London) to Swanage passing Poole at 13.10, the return working passed at 18.10, Class 33 No 33207 was working the train with No 45212 on the rear.

Two stone trains ran during the following week on Wednesday 11th and Friday 13th both were worked by Class No 59001. Only one stone train ran during W/E 22nd when No 59204 put in an appearance on Friday 20th. On Saturday 21st Class 55 "Deltic" No D9009 (55009) "Alycidon" passed Poole at 11.25 heading an 04.30 Burton-on-Trent to Swanage 13 coach enthusiast special. Lets face it you have to be an enthusiast to catch a train at 04.30 !!! The return working passed Parkstone at 17.00 running 46 minutes late.

Tuesday 24th saw No 59101 running through Poole at 07.50 with the Hamworthy stone train, passing time for the return empties was at 13.15. Later in that week on Friday 27th No 59004 worked a second stone train arrival was an hour late at 08.50. Sister loco' No 59102 worked the stone train to Hamworthy on Monday 30th.

NOVEMBER :- "Our" only regular freight working, the Hamworthy Stone, once again provides the "padding" for these notes !! Running on Monday 6th behind No 59104, it arrived and departed late at 09.00 and 15.15 respectively. Later in the week on Friday 10th Class 66 No 66109 provided a change of scene by working the stone train to Hamworthy. Monday 13th and it was back to normal when Class 59 No 59101 arrived with the loaded train. Wednesday 15th & Thursday 16th saw the ultrasonic test train run a traverse the line, on both occasions DVT No 9703 was leading in the down direction with Class 37 No 37254 on the rear. Poole was passed at 22.00 down and 00.15 up on the 15th when Weymouth was the destination, and at 22.35 down and 23.10 up when Wareham was the turn back point.

A third test train, the usual monthly Derby-Weymouth-Eastleigh circuit ran on Monday 20th, on this occasion the train, "Top & Tailed" by No's 37116 & 37175, was booked to turn back at Wareham. Thus the usual hour break in Totton yard was extended by an hour, therefore Poole was passed at 21.55, returning at the normal time of 22.20. The weak bridge at Bindon Mill, just east of Wool is the suspected reason for the early "turn back ?"

Another Class 66 No 66167 put in an appearance on the Hamworthy Stone on Tuesday 21st, followed by more usual power of No 59206 on Friday 24th.

To end this portion of the report Class 57 No 57314 passed Poole on Wednesday 29th at 16.50 some 53 minutes late heading empty stock from Southall to Swanage, Black 5 No 45212 in light steam was on the rear. On the morning of Thursday 30th No 45212 ran into Poole from Swanage for a 06.50 departure with "The Bath Christmas Market". A 6 minute late departure saw the train given a mighty shove up Parkstone bank by No 57314 which remained on the rear of the train throughout the journey to Bristol as far as Salisbury on the return. At Salisbury the Black 5 was removed and ran back to its Southall base, leaving No 57314 to return the "Steam Special" to Poole. After arrival at 21.54 and running round the stock in Poole yard the Class 57 left at 22.42 to return the stock to Southall. I think you all know my comments on these so called "steam specials" by now, suffice to say I wonder why people remain gullible enough to part with their cash?

SWANAGE RAILWAY (SR) :- On October 5th, a steam special worked into Swanage at 13.55 behind Black 5 No 45212, on the rear was Class 33 No 33207.

After servicing the train departed at 17.25 worked by No 33207, with No 45212 on the rear. Sadly the day was marred by yet another incident, this time involving U class No 31806 heading the 15.20 departure from Swanage. Booked to depart Bay Platform 1 the U had been left in reverse gear, thus instead of setting off toward Norden it pushed the train backwards, with passengers on board, into Class 08 No 08436. The remaining SR services were suspended that day and busses and taxis had to be hurriedly summoned to return passengers up the line. Luckily no persons were hurt or stock damaged, but it was yet another case of inattention causing problems and bad publicity for the railway.

Visiting Ivatt 2 2-6-2T No 41312 arrived by road on Wednesday 11th October. Originally booked to work over the weekend 14th & 15th October, however upon its arrival a broken spring was discovered precluded its use until a repair was effected. As the locomotive was out working on October 19th, it was obviously an easy repair to effect. No 41312 was also out on Saturday 21st when "Deltic" No D9009 "Alycidon" arrived onto the SR with a special from Burton-on-Trent.

Arriving a tad late it was discovered that the 13 coach train was longer than advised and this caused a problem releasing No D9009 from its stock. This also affected the service trains access to the bay platform, with No 41312 being held outside Swanage for a lengthy period, and subsequent delays to later services. "Alycidon" and the returning special was therefore reported as departing Swanage at 16.00 some 55 minutes late.

A report indicates that T9 4-4-0 No 30120 was successfully repaired having been seen out on a light engine test on Thursday 9th November. Following that test a successful loaded test run was undertaken on November 23rd, it is now probable that the engine will remain on the SR until the end of its current boiler certificate. On Saturday 11th November the Ivatt 2 No 41312 was in action with a "Queen Mary" brake van in and around Swanage station limits working basic driver experience sessions. Next day, Sunday 12th, 41312 was used to work the Sunday Lunch train "The Dorsetman" with Standard 4 No 80104 working the four service trains.

Late afternoon on Sunday November 12th Class 33 No 33012 moved the T3 4-4-0 No 563 from Corfe Castle yard into Corfe Castle station where it was posed with two coaches for a "Photo' shoot". With smoke effects coming from its chimney various character actors were posed around No 563 in faux "Victorian" cameo scenes i.e. one chap was dressed as Sherlock Holmes.

After the event which ran after dark from 17.00 to around 20.00 the T3 remained overnight in the up platform. On Monday 13th November 33012 moved the T3 onward to Norden where the tender was split from the locomotive. No 563 was then sent forward by road transport to the "Flower Mill" for evaluation with regard to future steaming. (Personally I hope it will, and that I am around to see it ! !)

On the same day Standard 4 2-6-4T No 80104 and four empty coaches were out on Advanced (more expensive !) Driver Experience trips from Swanage to Norden and return. When the T3 and the 33 were occupying the up platform No 80104 ran through the down platform, presenting photo' opportunities of "old and new" steam motive power side by side.

Finally Class 57 No 57314 ran onto the railway on Wednesday 29th November with ECS and Black 5 No 45212 on the rear, the ensemble stabled on the SR overnight. At 05.50 on Thursday 30th November the Black 5 headed the ECS to Poole and then worked a Christmas Shopping special to Bath and Bristol.

For some of the above information I am indebted to :- Bob Drew, SR webcams and Web sites "Wrgen" and "Real Time Trains".

Graham Kelsey A Tribute

by Colin Stone.

Sadly we have had far too many announcements regarding the passing of Wimborne Society Club (WRS) members, the latest being that of our "correspondent up north", Graham Kelsey. Graham was one of many who made me feel welcome at WRS when I joined in 1998. Discovering I had visited Kenya and South Africa and that like him, I too had a passion for Beyer-Garratts, we always had plenty to chat about. Later I visited Graham's home to see his collection of African Garratt works and name plates, to my remark of I photographed that one, or that one, came his immortal often used phrase "Bloody Brilliant Kid", which was followed by, "Run us off a copy will you".



Graham was always generous with his time and organised many outings outside of the club for members to partake of, such as the Ffestiniog Railway slate train ride, undertaken by some a few years ago. Who can forget the trips he organised to Sir William McAlpine's, Fawley Hill Railway. On arrival came the words "Quick, don't F about, get over and get our names down for a footplate ride !"

There are so many happy memories of Graham :- Wimrail show Car Park attendant extraordinaire (picture by Robert Aveyard), or "Graham the Woodpecker" during a visit to RNCF Holton Heath as he tried to extricate the last piece of their rail system from concrete. Probably the best memory for me personally came during his first "spotting" trip to London. His reaction on seeing so many trains at Clapham Junction caused great hilarity, but later it was surpassed ten fold during the evening rush hour at London Bridge. With trains coming at him from all directions the language was pretty colourful as he tried to write down a myriad of numbers. All members who came into contact with Graham will have some tale to tell which will keep his name alive within WRS ranks.

Several of us made a trip to Manchester for a "Tram Bash" back in the summer and Graham joined us as "tour guide", sadly it was the last time I was to see him. It was obvious then the insidious disease was taking its toll, but Graham's indomitable spirit shone through. Graham Kelsey was a true gentleman, it was an honour to have had him as a friend. Wimborne Railway Society missed his presence when he moved back up north and I'm sure we will miss him even more following his passing.

God Bless you "Kidder"



Arriva Trains Wales Class 142 Pacer 142081 at Cardiff 24 May 2017. KA

The Fishy Answers.

By Steve Green.

How did you get on looking for those wagons? Due to a small admin error, an 'L' appeared where an 'I' should have been, which might have made searching for LING slightly impossible! It would also have had an effect on the hidden sentence, rendering it completely nonsensical!

The 30 fishy wagons are **HIGHLIGHTED THUS**, and the hidden sentence should read as follows:-

I HOPE JOHN HENDERSON APPRECIATES THIS WORDSEARCH OTHERWISE I WILL BE MOST DISAPPOINTED!

G	I	H		O	M	A	L	C	P	E	J	O	H	N
A	H	E	E	N	D	E	D	A	C	E	R	S	S	O
N	N	A	L	O	R	I	O	T	P	P	R	E	E	C
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K	A	D	H		O	G	L	I	M	P	E	T	L	U
I	L	I	W	A	B	A	S	S	T	E	S	T	I	D
P	R	A	W	N	R	N		H	S	I	F	G	O	D
H	U	M	I	S	U	N	W	O	R	D	S	N	N	O
E	S	R	G	A	T	E	R	C	S	H	O	I	T	L
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O	I	N	S	T	U	R	G	E	O	N	T	E	D	!