

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 113

October 2019



Rear $\frac{3}{4}$ view of ADB965206 stabled at York, April 2014. ZZA is the 'TOPS' code. See Steve Green's snowplough article from page 4. Steve Green



The clock at Great Malvern is wrong and both trains are on time! 170635 departs on the 13.50 Birmingham New Street - Hereford whilst 158959 is waiting to leave with the 14.50 to Weymouth. 5th September 2019. See article by Paul Carpenter from page 10.

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

Contact The Corkscrew at kenaveyardATyahoo.co.uk (replace AT with @)

Editorial

Well it's that time of year again, October and the nights are drawing in and for many of us the spotting trips are winding down and the modelling tables are coming out for the winter's projects.

In my case it's getting stuck in to the big pile of model bus kits sitting in my cupboard and completing the diorama for the Model Bus Federation London show next March. There's also more design work for the new N gauge layout and yet more scanning of slides in to digital format. If any member has a winter project they would like to feature in The Corkscrew please record your work and send in an article or even just a couple of pictures. We're always short on modelling articles.

It's also that time of year when thoughts turn to the Annual General Meeting where we elect our committee for 2020. This year our Chairman Barry Moorhouse is stepping down, as is Vice Chairman and Meetings Secretary Jim Henville who have both given exceptional service to the Society over the last few years. Nomination sheets for the Committee will be available soon and we encourage all members to come forward and ensure the Committee remains fresh for future years. This year the AGM is on 12th December.

In this issue we have an article by Steve Green on the subject of independant snow ploughs, whilst Paul Carpenter has researched four Worcestershire stations visited on a recent holiday. Yours truly recounts three different days out over the summer and we have the results of the Steve Green's Devious Diesel Dilemma.

Sit back and enjoy Corkscrew 113, closing date for 114 is 21 November 2019

Cover Picture:- Despite all the hype there are still only three class 230 units in service and they are still struggling with breakdowns. 230005 is seen at Bletchley on 10 August 2019. Picture by Ken Aveyard

BR Tender Mounted and Independent Snowploughs.

By The Reverend Green.

As I write and type this article up it is the height of summer! What could be a more appropriate subject to write about and cool off to than snowploughs? Back in Issue 103 (February 2018) I described the SR 'Schools' tenders which were converted to snowploughs during 1964, but this article takes a brief look at the many and mainly former LNER tenders which were so converted, from the late 1950s onwards.

This phenomenon wasn't new however, as the NER built 24 large, wooden snowploughs between 1887-1909, often using old tender frames.



N.E.R. snowplough No.12, allocated to Percy Main, on display at the NRM Shildon, August 2016. Steve Green

The first ploughs to be dealt with in this article were built for the North Eastern Region between 1957-9 at Gorton Works using ex-GCR J11 0-6-0 tender underframes. These were chosen as they were not fitted with water scoops – the last thing you want to be doing is scooping up snow, rather than ploughing it! They were fitted with a large plough and a guard's compartment, but only ever had a hand brake. In essence they were the forerunner of the final design of standard independent snowploughs described later, which bore an uncanny resemblance to these earlier versions.

Some technical info: -

Weight 32tons, length 28ft, max. speed 45mph.

These ploughs were no'd. ADB981-992 and were based in pairs at Tyne Yard, Gateshead, Thornaby and Healey Mills during the 1970s and 80s. Photos exist of ADB990 at Thornaby on 15/8/81 (in black) and at Colchester on 25/3/96 (in blue). At least six of these old-style numbered ploughs lasted in service until the late 90s, with Booth's of Rotherham known to have scrapped two of them as late as January 1999.

The next batch of ploughs were numbered ADE330910-18, with a variety of different ploughs attached, and at least two have been identified as using former GNR tenders as the basis. Throughout the 1970s they were based at Wath, Doncaster, Lincoln, Grantham and Shirebrook. A few were sold from Doncaster in the late 70s, but ADE330917 lingered on and was noted in Worksop Yard on 10/11/84, but marked up COND. The above tenders and the following conversions retained their vacuum braking equipment.

This third batch of converted tenders were numbered between ADE330954-83 (but with possibly half a dozen gaps in the sequence?), with around the first 15 being of GNR origin, and the remainder of more LNER parentage. The tender from B1 4-6-0 No. 61351 is known to have been used, with the loco being scrapped at Darlington during September 1964. The majority seemed to have featured medium ploughs, but some were fitted with large ploughs, of different designs, depending on their origin, which included Darlington, Cowlairs and Gorton Works. These ploughs appear to have lasted in traffic quite well on the Eastern and North Eastern regions, with sightings into the late 1980s and 90s at places such as Stratford, Cambridge and Colchester. Photos of ADE330970/5/6 show them wearing a rather garish all-over livery of black and yellow diagonal stripes – at least they stood out! One of the last to be cut up was ADE330968 at Colchester during June 1998.

The final ploughs to be dealt with are the more familiar BR independent snowploughs, or 'drift' ploughs, which are still in use to this day.

The prototype for these ploughs was no. ADB965189, which utilised a modified LMS 3500gal tender, converted at St. Rollox Works during 1962. The semi-circular frame cut-outs were filled in to strengthen the frames and initially the wheels weren't covered with side skirts, but these were fitted later. During 1984 it was based at Glasgow Eastfield depot and it was finally scrapped by Booth's during December 1998.

The production run however used the LNER group standard 4200gal flat-sided tender chassis from withdrawn V2 2-6-2s, with the design work being carried by the CM&EE Scottish Region offices at Cowlairs. This might explain why these tenders were chosen for the conversion program?

The Scottish works obviously having had dealings with the tenders during overhauls, etc. could have been the deciding factor. The tanks were removed altogether from the chassis and the rear of the frames was cut-down to accommodate the sloping front of the new plough superstructure. This also required the replacement of the rear wheelsets with the smaller diameter leading pony wheelsets from the locos, and the lowering of the axleboxes in the process. The tender wheels are 3' 9" dia. and the pony wheels are 3' 2" dia. The ploughs are equipped with retractable side flaps, skids and adjustable front spade plates. These must be retracted unless ploughing, for obvious reasons!

The first six of these ploughs emerged from Cowlairs Works during 1963, no'd. ADB965196-201, said to be on LNER tender frames.

The three main batches were delivered under Lot 3539, ordered on 16/11/64 and built between February – June 1965, from three very different BR works: Cowlairs, Eastleigh and Swindon! This is where, 50 plus years later, that some details have been lost over the mists of time.

What is known is that the ploughs were built as follows: -

ADB965203-16 Cowlairs Works, 14 built

ADB965217-31 Eastleigh Works, 15 built

ADB965232-43 Swindon Works, 12 built.

The initial allocation saw nine based on the Eastern, 20 on the London Midland and 12 on the Western Regions.

Records show that Cowlairs only cut up 11 V2s, whereas Swindon scrapped 15, including two re-directed from Darlington (!) during August 1964. Eastleigh however, didn't cut up any former LNER locos! The main questions here that need answering are, how were the tenders delivered to Eastleigh, and why send them so far south? Does any reader know the reasons behind any of this?

I have only found reference to one V2 which was split up, that being 60891. She was scrapped at Darlington whereas her tender, No.5703, was despatched to Cowlairs for conversion to a snowplough; so that fills in one of the imbalances above. Just why this one in particular has been noted, who knows! Was there a reason? The tenders converted at Swindon were listed as being cut up but obviously the tender chassis were retained for the conversion work. The complete locos were despatched to Swindon presumably because it was easier to move them in one piece and remove the pony truck wheels when required. Two sightings each noted three V2s arriving at Swindon, two being hauled dead by their classmate. In the old 'Steam for Scrap' series of books, Vol.1 has a photo of 60809/12/916 on Swindon dump dated September 1964, already minus their tenders. 'Steam and the Scrapyards' depicts five V2s also at Swindon, again minus tenders, with four being correctly identified; 60812/87/922/64, from later the same month/year.

The full list is: 60809/12/33/56/87/904/16/22/25/32/41/42/45/64/75.

Three more ploughs were built at Derby Works between October 1968 and sometime during 1970, under Lot 3667, and numbered ADB965307-9. Two of the tenders came from former Departmental B1 4-6-0s, nos. 61050/315, Dept. Nos. 30 & 32. They were withdrawn from traffic at Langwith Junction on 6/2/66, transferred to Departmental Stock and moved to Canklow MPD for carriage warming duties in Sheffield. The two engines were re-allocated to Barrow Hill during September 1966 and were finally withdrawn during April 1968. They were then towed to Derby in August and appeared at the Works Open Day on 24th! The two locos only were sold for scrap to W. Heselwood (or Hesslewood?), Attercliffe in Sheffield on 2/10/68.

The standard colour for the ploughs is black, although at least two were painted in BR rail blue, with the 'V' of the plough picked out in yellow and black (see photos). As built, these ploughs maintained the tenders' vacuum braking system, but the 20 survivors on NetworkRail's books are now all fitted with air brakes as is standard.

Bringing us up to date, the first six built ploughs are now all withdrawn, with two in preservation, the other four having been scrapped. Six of the production-built Cowlairs examples are still in service, as are six of the Eastleigh built versions. One from each works is preserved.



Front ¾ view of ADB965206 at York with some ancient and modern DRS locos, April 2014.

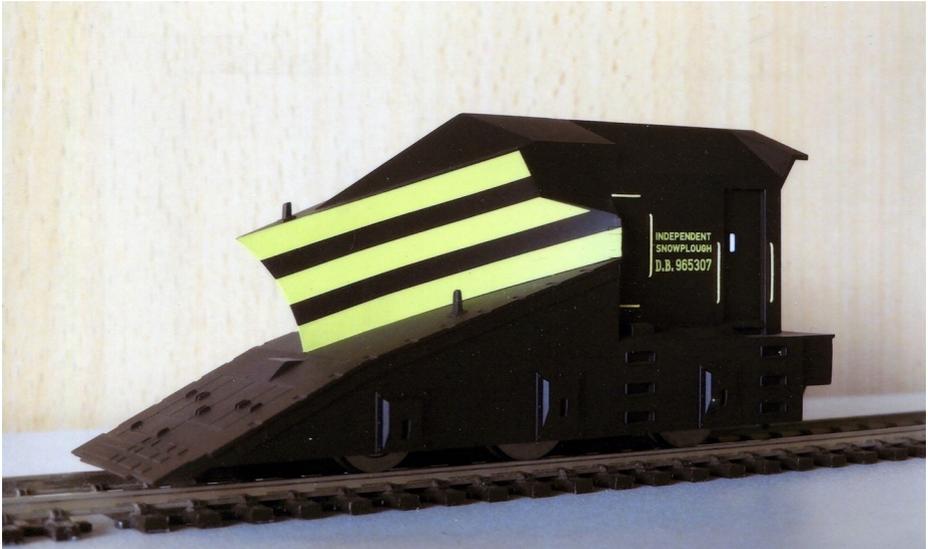
Steve Green

Eight from Swindon Works are still in service (need I say anymore!?), with again one now preserved; the first one built from this batch now forms part of the National Collection at Shildon, arriving there during May 2013.

The three Derby examples have now been scrapped, which included the Tinsley Depot pairing famously painted up in Railfreight Distribution triple grey livery and unofficially named SNOW KING and SNOW QUEEN. They were given this special treatment around the early 90s (?), but this didn't prevent them from meeting the cutters torch unfortunately.

The 20 survivors are kept and run in pairs and as of June 2019 are based at Motherwell, Inverness, York, Carlisle, Derby, Tonbridge and Taunton. This year has seen the ploughs being freshly overhauled and repainted by Loram at Derby, with ADB965206/41 being the last two so treated during July. The movements and test runs were carried out by DRS.

In model form, Flangeway have so far produced 19 different versions for Footplate Models in 'OO' gauge and the 'N' Gauge Society have had 10 models produced, both of which producing the Tinsley pairing in their ranges.



Flangeway model IS9 of the scrapped Derby-built DB965307. Note the lower leading axlebox.
Steve Green

As well as the five preserved BR standard snowploughs, three original ex-NER examples survive. No.12 was built during 1891, latterly DE900566, is currently on static display at the NRM, Shildon. No.18, built 1909, latterly DE900572, has been restored to full working order at the NYMR. No.20, also built 1909, latterly DE900574, is currently stored, awaiting restoration at Beamish Open-Air Museum.

Also surviving are two unidentified tender mounted ploughs, possibly from the third batch described above. One is of ex-GCR origin, stored at the Midland Railway – Butterley and the other one is of ex-LNER origin, formerly stored at the North Norfolk Railway, but its whereabouts are now unknown.



Genesis Kits SP1, one of the former 'Schools' class tenders as rebuilt into a snowplough. Carries the fictitious no. ADS70288. Steve Green



92197 propelling snowplough DB965229 Derby 22 May 1965. WRSC1133

A look at four Worcestershire stations

by Paul Carpenter

There was a time when I'd be more interested in looking at the remnants of former railways than the current scene. However as the amount of time passed since a lot of lines 'shut up shop' has often exceeded fifty years and sometimes a lot more, what remains can take an awful lot of imagination to relate it to the past. So whilst I cannot say that I take any real interest in the modern rolling stock, I am now much more inclined to take a few photos at present day stations, especially if I'm previously unfamiliar with them.

A few weeks ago (as of time of writing) we had a few days away in Worcestershire, which was less visited territory for us. Whilst there wasn't any railway content planned, this did not preclude me looking in at one or two stations (actually four). Heather wanted to look at some shops in Worcester during the afternoon of 3rd September. I did accompany her to one, but was keen to look at the two stations which apart from changing trains once at Foregate Street I was not that au-fait with. I was hoping that mechanical signalling with associated semaphores might still exist (and as it turned out I wasn't to be disappointed).

As it happens I was just five minutes' walk from Foregate Street station, so I shortly found Foregate Street which is also the A38. The ornate bridge of 1906 which was refurbished by Network Rail in 2010 crosses the street at the west end of the station. In fact the station platforms are on top of a viaduct, though not so obvious at street level as it's hemmed in by buildings. I climbed the stairs from the booking office area to platform level to see what was about.



**172220 + 172218 arrive at Worcester Foregate Street with the 13.19
Whitlocks End - Great Malvern on 3rd September 2019. PC**

I didn't have long to wait for the arrival at Platform 2 of the 13.19 Whitlocks End – Great Malvern formed of four cars made up of 172220 + 172218 in gold (or is it orange) and purple West Midlands Railway livery. I'd never heard of the station Whitlocks End. Wikipedia came to my rescue telling me that it was opened as a halt on the North Warwickshire line in 1936. From 2010 services previously terminating at Shirley were extended to Whitlocks End to alleviate congestion at Shirley. A crossover was put in at Whitlocks End to facilitate this. So now I know! As a prelude to the next two paragraphs I should say that most services to/from Whitlocks End to Great Malvern reverse at Worcester Shrub Hill.

At first glance one might think the station is signalled for bi-directional working, but this is not quite as it seems. The current signalling arrangements date from 1973, which saw the abolition of signal boxes at Worcester Shrub Hill Junction (at junction of Droitwich and Hereford lines) and Rainbow Hill Junction (to the east of Foregate Street at junction of lines to Droitwich and Shrub Hill). This left Henwick Signal Box to the west of Foregate Street (towards Hereford), Worcester Shrub Hill Signal Box (at southern end of station), and Worcester Tunnel Junction (controlling the line from Birmingham and Droitwich either towards Shrub Hill or Foregate Street).

This makes the lines through Foregate Street station effectively two single lines, the junction of which is to the west controlled by Henwick Signal Box. Platform 1 on the south side is situated on what was the former down line. Trains on this side can only go east towards Shrub Hill station. Platform 2 on the north side of the station (the former up line) is for trains going northeast towards Worcester Tunnel Junction and thence Droitwich (Birmingham line). The two single lines diverge from each other at the location of the site of Rainbow Hill Junction.

Right, that little lot above took some checking, and I'm hoping it's all correct! Now back to the arrivals / departures seen at Foregate Street. The next arrival at Platform 2 was the 14.50 Great Malvern – Weymouth which I could have caught and been only ten miles from home at Dorchester West! Seemed a bit surreal to hear the announcement at Foregate Street regarding the need to inform the guard about alighting at Thornford, Yetminster and Chetnole. Can't think there were many boarding at Worcester for those halts..... Formed of GWR three car unit 158958, leaving the station it passed Henwick's up starter, which has below it the fixed distant for Shrub Hill. This signal is on the right hand side of the lines, over the opposite side is Tunnel Junctions down Droitwich outer home.

Next to arrive, but this time at platform 2 was two car West Midlands Trains 172001, the 14.39 Hereford – Birmingham New Street. This train would be forking left after leaving the station already being on the Droitwich line which avoids Shrub Hill.

The next arrival was at the same platform which it had to be because it was on the same route as the last train but in the opposite direction, this time the 14.50 Birmingham New Street – Hereford West Midlands service. This was formed of a three car unit 170631, the livery was orange ends then grey or silver with a black band below window level.



170631 arrives at Worcester Foregate Street with the 14.50 Birmingham New Street - Hereford. Henwick Signal Box's Starter signal towards Shrub Hill has been cleared for the 15.21 Great Malvern - Whitlocks End. 3rd September 2019. Paul Carpenter

The last train I saw at Foregate Street was 172218/220 returning as the 15.21 Great Malvern – Whitlocks End. This seemed to be a great opportunity to save a walk to Shrub Hill station, so nipping down the stairs I bought a £1.15 single on my 'old gits railcard' from the machine. Didn't have the nerve to purchase that at the ticket office window!

Approximately as much as three minutes later I'm on Shrub Hill station. The train I've just got off now reverses here before continuing, after an eleven minute wait, north to eventually Whitlocks End via Kidderminster and Birmingham Moor Street. In a way I suppose I'd expected Shrub Hill to seem busier than Foregate Street, but the reverse seems to be the case. I'm guessing Foregate Street is more popular being closer to the city centre. True, Shrub Hill not being constrained into a tight space feels much more spacious, but the liberal weed covering generally around the tracks give it a slightly run down appearance.

However the main station building on the down side, platform 1 is impressive. Built in 1865 to a Georgian style, it was designed by Edward Wilson who was a locomotive and civil engineer working for a number of early railways and also on the Caledonian Canal. Latterly he did work for the Great Western and Great Eastern Railways, including early work on Liverpool Street station for the GER. A delightful aspect of Shrub Hill station is the Grade 2 listed waiting room on platform 2, (once ladies only). Victorian, dating from around 1880, the building has a cast iron frame and is decorated with ceramic tiles. Renovation, including repairing a degree of damage, has safeguarded a structure considered 'at risk' previously, work being completed in 2015.



Victorian waiting room. Worcester Shrub Hill. 3rd September 2019. PC

Waiting at platform 1 was the 15.52 departure for London Paddington formed of new GWR Inter City Express Trains (IET) bi-mode unit 800311. 18 minutes after departure of this, another GWR train for the capital arrived at platform 2, this time 800306 with the 15.14 from Hereford. 800306 carries the particularly distinctive 'Armistice Centenary Commemoration' livery embellishments to the standard GWR green. This commemorates the 2,545 Great Western Railway employees who were killed during the First World War, all their names being carried on this particular unit. In particular it is named after Harold Day DSC and Allan Leonard Lewis VC.



Worcester Shrub Hill. 800306 arriving on the 15.14 Hereford - London Paddington. 3rd September 2019. Paul Carpenter

Some notable signals are still to be found at Shrub Hill. It has been said that Worcester has missed out in the past as a priority for re-signalling because despite being on several distinct routes, it's the wrong end of them! The signalling and track layout is much rationalised from former times, nevertheless it is still approaching the third decade of the 21st century a bastion of traditional signalling practice.

Worcester Shrub Hill Signal Box number SH80 signal is rather special and possibly unique now on Network Rail. Situated part way along under the canopy of platform 1 is a large disc and smaller disc 'banjo' signal, last survivor of several at this location. I believe (and maybe wrong) that it is in disc form rather than more conventional arm form because of the extremely limited space. The smaller disc with CO lettering is a calling-on signal, again now rare. The signal protects a crossover from the middle road. The middle road has a scarce yellow on black disc ground signal. (This can be seen in the picture above) This can be passed in the on position to go forward into a dead end siding, but would need to be cleared for a movement to the down platform. Signal SH7, the up platform (number 2) starter is of the unusual centre pivot variety.

The same type can be found at Droitwich Spa, and similar but with differing spectacle arrangement at Shrewsbury. A final mention should be made of signal SH77, platform 2's down starter with its mechanical route indicator box which can show B'HAM or Hereford (I'm sure the latter is abbreviated, a search for a photo showing it failed! A white blank is shown when in the 'on' position.



Unusual 'Banjo' signal at Worcester Shrub Hill. 3rd September 2019. PC

Whilst all the above can look ancient, and are often described as traditional GWR signals, most of the equipment seen will date from later British Railways (Western Region) era. Indeed older mechanical signalling often requires

replacement parts, which tends to be less problematical than the wiring these days. Anyway back to the trains. In the gathering gloom of an overcast afternoon, GWR 158951 arrived with the 12.27 Southampton Central – Great Malvern. This is a hybrid three car, an additional car being added to the original two cars, so that there are three driving cabs in the unit. The 158 seen at Foregate Street was another of GWR's hybrid 158's, in fact there are twelve like it out of fifteen. The other three are: 1 purpose built three car, and 2 two car units. Last to appear as I was leaving was the 16.21 Dorridge – Worcester Foregate Street West Midlands Trains service arriving at platform 2 to reverse. It was made up of two 2-car units in orange and grey livery, the front one being 170513.

For completeness, over in the North Sidings was a Colas Tamper DR75407, carrying the name 'Gerry Taylor'. Gerry Taylor was the Regional Operations Manager for On Track Machines for the Western and Wales Region, who sadly died of cancer in his late fifties after a forty year career on the railways. The Matisa Tamper was named in 2018 at a special ceremony with current and former work colleagues and invited guests attending at Plymouth North Road.

Before leaving Worcester, many will know of the now close to completion (possibly end of 2019) Worcester Parkway station situated at the site of where the Worcester – Oxford single line crosses the double Birmingham – Gloucester line. Three platforms are being provided, obviously how good connections are will dictate whether it becomes much used as an interchange. Locally concerns have been expressed as to how it will affect future of Foregate Street and Shrub Hill, or even if the new station will be a 'white elephant'. Anyway, I didn't visit the site so will leave it there!

The next day we were in Evesham, and during the afternoon Heather would be looking in at a fabric shop. Now this was likely to take a while so I wandered along the main street to the station. Of course I could have checked my phone for the likelihood of seeing any trains to photograph, but I didn't. I was pleased going down the station approach to see the main station buildings were still there and in good order. This is completed with a 'community friends of the station' garden where the old up loop would have been. I'm sure if it had been replacement modern shelters instead I wouldn't have hung around so long.

There were once two stations at Evesham, and the remains of the, ex Midland Railway station are just across the forecourt / car park on the down side of the still operational station. Evesham (Midland) station was on what was the Ashchurch, Evesham and Redditch line, a route that served places missed by the Birmingham & Gloucester line. Also at one time it served as a useful diversionary route, with the benefit of bypassing the Lickey incline, but closed to passengers in 1963, and freight a year later.

The brick station building at Evesham (Midland) is now, I believe, home to businesses, and goes under the name of 'The Signal House'. There's a blue plaque commemorating Henry Fowler who was born in Evesham. Little evidence of the rest of the old station is still apparent, at least to me, with a cursory look, though the bridge over under the main road is partially in evidence on the west side. Modern housing fills the area where the platforms and goods yard were.

The current remaining station is on the line built as the Oxford, Worcester & Wolverhampton Railway (rather unkindly dubbed The Old, Worse and Worse). Researching for this article on-line I couldn't find any mention of the station buildings being rebuilt by the Great Western, so I think they may be original to the OW&WR opening in 1852, or at least when the line was doubled in the following year. That doubling of the line was undone in 1971 when the route was singled, and Evesham became a passing place between Norton Junction (Worcester) and Morton-in-Marsh. However in 2011 the line was re-doubled from Morton-in-Marsh to a mile west of Evesham as part of a route upgrade, with the current signalling no doubt dating from then.

It was obvious I'd turned up at a bad time as nothing was shown on the screens arriving for about 50 minutes. Long ago one might have hoped for a non-passenger movement to alleviate boredom, but rightly I was proved correct in seeing nothing before the timetabled services which I decided to hang around for. First to appear at 15.13 was GWR IET bi-mode 800303 with the 13.22 Paddington – Worcester Shrub Hill (due at Shrub Hill 15.27).



The 15.22 London Paddington - Worcester Shrub Hill arrives at Evesham with 800303. 4th September 2019.
Paul Carpenter

A bit later in the opposite direction the 15.22 Worcester Shrub Hill – Paddington had 800318, which to my mind doesn't allow any contingency in respect of late running for pathing over the single line section Norton Junction – Evesham. It has to be said intermediate station Pershore is not a stop for either service and must have only a limited number of trains calling there.

The following day, 5th September, we looked at a final station, the pleasantly situated Great Malvern on the Worcester – Hereford line. The visit was extended to an hour on account of the tea-rooms situated on the up platform, which makes an entry on Tripadvisor as the 6th best rated 'thing to do' in Great Malvern. At least we were both dying for at least two cups of tea each, so that was a clincher! Opened in 1860 by the Worcester and Hereford Railway, the buildings date from two years later, by architect Edmund Wallace Elmslie. Mostly still complete, not surprisingly it's Grade 2 listed. It's a hemmed in site, (which meant in the past Malvern's goods traffic was mainly centred on nearby Malvern Link station until the withdrawal of freight facilities in the 1960s). However there was once a bay for trains running to Ashchurch via Tewkesbury, though passenger service between Great Malvern and Upton on Severn was withdrawn way back in 1952.

The line through Great Malvern comes in from the north through a cutting and under an ornate road bridge, immediately entering the station. The main buildings are on the up side (northbound), platform 1, but the down side, platform 2, also possesses a long building with still complete full length canopy. Ornate columns sporting floral designs nicely picked out in various colours support the canopies. The platforms are connected by a subway.

Needless to say the trains were something of a rerun of what was seen a couple of days earlier at Worcester Foregate Street. Trains terminating at Great Malvern arrive on the down line, then run three quarters of a mile forward to Malvern Wells Signal Box, then use the crossover to run back up the short distance to Great Malvern on the up line to start their next service. As an aside Malvern Wells station closed in 1965, but the signal box remains in use controlling entry to the single line south towards Colwall and Ledbury as well as the trains reversing.

On the walk to the station we (I) stopped to look at a distinctly rare early model Volvo F88 truck. A tractor unit with a trailer for carrying timber, it was engaged in conjunction with the removal of some very large trees. The Volvo F88 design dated to the mid 60s and was in production until 1977. Built with export in mind, it could be said to be the wagon that started the decline in British built trucks. Nevertheless this 'L' registered example dating from about 1973 was a rare sighting as still being in use 46 years later.

That delay was enough for me to almost miss seeing the departing 14.00 Great Malvern – Dorridge, (the rear unit was 172343) seen from the road overbridge as it roared away north through the cutting.

Time to walk down the approach road to the station and find that 'celebrated' tea room. Heather and I now sat out at a table and chairs on the platform, happy with our tea and cake. Occasionally an arriving train would spur me into action with camera. Single unit cars 153366 and 153356 in two tone West Midlands green livery called with the 13.41 Hereford – Birmingham New Street.



153366 + 153356 depart from Great Malvern with the 13.41 Hereford - Birmingham New Street. 5th September 2019. Passing over the bridge is a First Wyvern Wright Streetdeck with Malverns route branding. CA

Arriving with the 08.59 departure from Brighton GWR service was 3 car 158959, which having detrained its passengers ran forward to Malvern Wells, to return a short time later to form the 14.50 to Weymouth. The 13.50 Birmingham New Street – Hereford West Midlands service was formed of 3 car 170635. (See picture on page 2) Lastly before leaving we saw a four car train arriving as the 13.19 from Whitlocks End terminating here, 172214 being the front unit.

Editors Note:- Since Paul visited the area, GWR are now returning their three car class 158/9 units back to 2 car configuration and sending many of them to Exeter to upgrade the Barnstaple line services. This has been assisted by the introduction of 5 car 165/6 formations on Cardiff Portsmouth services.

A Grand Day (or Three) Out.

By Ken Aveyard

Every year Society members have trips out, some organised such as the outings to the Gloucester Warwickshire diesel gala or the Bristol Harbour Railway, and others on an ad hoc basis and these can sometimes throw up some interesting observations or photographs. Your editor has been on three such days out during August.

The first day out was Saturday 10 August 2019 when I accompanied Chris Aston to his annual film show at the Leicester Transport Heritage Trust. We were joined by friend Alan who left us at Leicester and headed for Bedford. After the show Chris and I headed for our rendezvous with Alan at Bletchley station where we were to have a round trip on the class 230 emu to Bedford and back, and which led to the cover picture on this issue of 230005 arriving at Bletchley. The outward journey was uneventful passing the opposing train, 230004, at Ridgmont and arriving in Bedford on time. The return journey seemed ok until we arrived at Ridgmont and there was no sign of the opposite train which should have been waiting for us to pass. After a few minutes we were told it had broken down at Bow Brickhill on its way to Bletchley an hour previously and we would have to wait for a while.



230005 at Bedford station and again at Ridgmont on the delayed trip. KA

Whilst waiting at Ridgmont we had a chat with the driver seen on the platform above, who told us that whilst the trains were generally ok and seen as an improvement by passengers, there were still issues with gensets overheating and our unit was only working on three of the four engines. There were still frequent cancellations when two of the three available units needed repairs, and gensets were being changed frequently.

We were told that road transport was being provided, but eventually we were advised to reboard the train and we finally set off for Bletchley nearly an hour late. After arrival back in Bletchley we made for home with the prospect of just over £2 delay repay to come!!

A few days later my son Robert and I decided on a day out in Plymouth, mainly to photograph buses, but also tying in with an opportunity for me to try and photograph the last two GWR pacer units based at Exeter that had so far evaded my camera. We drove to Axminster for the 0902 to Exeter where we transferred to a Cross Country Voyager for the run down through Dawlish to Totnes and Plymouth. This is always a nice ride with the views out to sea. On arrival at Newton Abbot there is a cross platform connection to the Paignton stopper which leaves Exeter just before the arrival of the train from Axminster, a handy tip to know instead of waiting at Exeter for a later train. Anyway one of the two class 143's on this service was required 143621, and much to Roberts consternation I hopped off the Voyager ran across the platform, got the shot and rejoined the queue to board.



143621 at Newton Abbot on a Paignton service on 14 August 2019. KA

Arrival at Plymouth was on time but the weather was not too kind being a mix of showers and slightly more heavy showers but it did clear up later in the day.

Plenty of bus action ensued with the added bonus of a few fairground wagons on The Hoe. Having exhausted the vast majority of available bus types to photograph we decided to bring our departure from Plymouth forward by an hour and spend the time saved on Exeter station. Travel from Plymouth was on a GWR IEP unit heading for Paddington and it didn't seem to have any problems on the Devon banks.

Back at Exeter it was apparent that the cascade of more modern DMU's was beginning to show with quite a number of two car class 158's reformed from the three car versions in service, together with 150/2 which have displaced the 153's to Cardiff. The last eight 143's generally work in pairs on the Exmouth to Barnstaple and Paignton services, but soon the Barnstaple service will be self contained with 158's, the 143's will be withdrawn and the two remaining three car 150 units, 150001/2 will finally transfer to Northern.



43086 at Plymouth on one of the GWR short sets, and 66044 brings one portion of the china clay train for Riverside yard. Ken Aveyard

Amongst the steady stream of DMU's, Voyagers and IEP's there was one loco in the guise of 66044 which arrived from Burngullow with the first portion of the Monday and Wednesday china clay service, which is tripped in two parts to Riverside yard before being combined for the onward journey to Bow which leaves Riverside around 2200. At 1800 much to my delight 143603 came down the bank from Exeter Central heading for Barnstaple and shortly after 66044 headed back towards Burngullow after which we returned to Axminster at the end of a most satisfactory day.

Outing number three saw Peter Watson and I set out on Monday 19 August 2019 for a day in London. We had no plan other than to alight at Clapham Junction and stay there until 707024 arrived. Having seen three 707's in the distance in Wimbledon depot and another pair passing us as we approached Clapham Junction, we crossed the bridge to the Windsor line platforms just as a pair of units departed westwards too far away to see.

We stood and waited as pair after pair of sets came and went until we were down to the last 7, so if 024 wasn't on the next Windsor pair, or the mainline pair it had to be on Wimbledon Depot which would mean our next move would be in that direction. Finally after around 90 minutes of waiting 707024 popped up on the rear of what was probably the pair of sets we had witnessed heading away as we crossed the bridge.

So with that in the bag where next?

We decided to head for Stratford via Waterloo and the Jubilee Line and have a run out to Harold Wood which takes you past Ilford depot and Gidea Park sidings seeing a number of class 345's before returning to Forest Gate where we alighted and walked to Wanstead Park station on the Goblin line. This is one of the short walking routes now shown on the London Connections map where stations are closer together than they appear on the map. After a few minutes wait we saw 710267 heading for Barking before boarding 710261 which we took as far as Haringey Green Lanes where we hung back for a few minutes seeing 710263 before 66601 came along on cement wagons and taking us by surprise with 66621 on the rear. This being Peter's last 66/6 was a bonus and was closely followed by 66003 on a car train from Dagenham.



707024 passes Clapham Junction heading for Waterloo, 315820 passes Forest Gate heading for Shenfield. Ken Aveyard



710267 at Wanstead Park and 66003 passing Haringey Green Lanes. KA

From Haringey Green Lanes we followed another walking route to Haringey on the GN inner suburban lines from where we caught a train up to Hornsey looking for new 717 units. Word of advice – that walk is uphill and better done the other way!! There were some 313 units still in use, they would continue until their final day on 30 September but we managed to see 12 of the new units. From Hornsey we went to St Pancras using the new Canal Tunnel before doubling back to Hendon passing Cricklewood depot.



Brand new 5 car Azuma 801102 passes Hornsey whilst 313041 bleached white from graffiti removal pauses at Finsbury Park. Ken Aveyard

After returning to St Pancras and calling in at Kings Cross, Peter and I went our separate ways as he returned to the Thameslink platforms and I tried the Piccadilly line looking for my final half set. Whereas Peter was successful in copping more 700's I failed in my quest despite a helpful platform supervisor looking on his tablet to see if my required unit was leading a train. We finally met up again at Waterloo for the 1935 back home (slightly late as always) and with a personal cop total of 21 a good day out was in the bag.

MOORS VALLEY RAILWAY.

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

SANTA SPECIALS - 8th, 14th, 15th, 21st & 22nd 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.

The Devious Diesel Dilemma.

Supplied by Steve Green.

In the grid below are the answers to the quiz set in the last issue of The Corkscrew. How did you get on? If you were struggling, I have highlighted the first/last letters to each name in **red**. If you are still struggling, the full list in order they appear is as follows:-

- D9012/55012 Crepello
- D1668/47083 Orion
- D1661/47077-47613 North Star
- D420/50020 Revenge
- D210/40010 Empress of Britain
- D9020/55020 Nimbus
- D230/40030 Scythia
- D413/50013 Agincourt
- D84/45055 (The) Royal Corps of Transport
- D1665/47080-47612 Titan
- D406/50006 Neptune
- D232/40032 Empress of Canada
- D215/40015 Aquitania
- D1667/47082 Atlas
- D228/40028 Samaria
- 445/50045 Achilles
- D231/40031 Sylvania
- D1675/47089 Amazon

C	P	E	L	L	H	S	R	E	N	G	E
R	E	I	R	O	T	T	A	V	E	P	M
A	M	O	N	O	R	L	A	R	E	R	E
Z	A	I	N	A	V	C	Y	O	H	T	S
O	L	E	S	Y	L	O	R	P	U	R	S
N	L	N	A	C	S	S	E	S	O	C	O
H	I	A	D	F	O	P	R	O	I	N	F
C	L	T	A	N	E	M	T	F	G	A	B
A	A	A	Q	U	I	T	R	T	H	I	R
I	S	I	U	T	T	R	A	Y	M	I	I
R	A	N	I	P	A	O	N	C	B	N	T
A	M	A	T	E	N	P	S	S	U	I	A

Bonus Pictures

A couple of images from the last few weeks.



60163 Tornado passes Shipley on 28 September 2019. Colin Aveyard



35006 Peninsular and Orient S N Co at Toddington on the Gloucester and Warwickshire Railway on 11 September 2019. Colin Aveyard

Pictures from the Archive



6803 Bucklebury Grange at Wolverhampton 14 July 1962 **WRS C501**



Southern Billington class C2X 0-6-0 32538 of 1908 at 73B Bricklayers Arms 18 September 1960. **WRS ES035**



Great Western liveried class 143 Pacer unit 143603 descends the bank from Exeter Central in to Exeter St Davids on 14 August 2019. K Aveyard



The front cover of Corkscrew 110 showed an Azuma next to a Pacer so on the rear of Corkscrew 113 we see Azuma 800110 alongside soon to be replaced HST power car 43367 at Kings Cross on 19 August 2019. KA