

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 115

February 2020



Bakerloo line unit 3540 brings up the rear of an Elephant and Castle service departing Willesden Junction on 14 October 2019. K Aveyard



717019 heading for Moorgate at Finsbury Park on 14 October 2019. See article from page 17. Ken Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Peter Watson...Vice Chairman :-...Neil Anderson

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

Treasurers :- ... Mike Wescombe and Bob Steedman

George Russell....Graham Bevan....Barry Moorhouse....Jim Henville
Corkscrew Editor..Ken Aveyard

Download The Corkscrew from www.wimrail.org.uk

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

Editorial

Well I hope you all had a nice Christmas and are now getting stuck in to 2020. Back in December the local branch of the Chartered Institute of Logistics and Transport held their annual charity quiz and the Wimborne Wizards successfully defended the trophy. Team members Trevor Hargreaves, Mike Ranger, Chris Aston and Paul Carpenter are seen below being presented with the trophy. Fellow club member Mike Wescombe joined me on the Poole Council team where we came joint second. Well done to all concerned.



In this issue Paul Carpenter starts a short series on East Germany to be spread over the next year, Steve Green recounts the visit of Tarrant Valley to Warley, and I follow up on some spotting trips in the latter half of last year, plus we have some bonus pictures celebrating the end of HST's on LNER.

Sit back and enjoy Corkscrew 115. Closing date for 116 is 19 March 2020.

Cover Picture:- 528134 storming out of the tunnel at Kamenz is heading for Arnsdorf. An array of typical cars to be seen in East Germany at the time are in view. 7th September 1981. See article by Paul Carpenter from page 8.

CHAIRMAN'S NOTES

by Peter Watson

Your Editor suggested to me over a pint that it might be interesting to resurrect a once regular feature of The Corkscrew – so here goes.

Being the Chairman of any organisation, no matter how large or small, imposes certain obligations on one. There is a responsibility to the wider membership, a recognition of how previous office holders have performed and the hope that you don't just make a monumental cock up of the whole thing.

I've set myself a few challenges – I want to become more involved with the modelling side of the Club because 2020 is definitely going to be the year that I start to see progress on my decades delayed model railway layout! I want to ensure that I get to know many more members on a personal level rather than just by sight – please come and talk to me and introduce yourself if we've never really had a conversation – and I want bring the Tuesday modellers and the Thursday “socialites” closer together so that there is a much better understanding of what happens on those evenings. The layouts were developed as the public face of WRS and we would have some big gaps at our exhibitions were it not for “Wimborne” in the past and, hopefully, “Turner's Wharf” in the future. Add to that the continued development of Tarrant Valley (prize winners at Warley – and it doesn't get much bigger than that) and Horton Road (for those modellers whose eye sight is failing and whose manual dexterity isn't what it used to be!) and we have a lot to be proud of.

As for me – well, I never really got to know the Southern scene and, apart from an exciting half day on Clapham Junction in 1967 and a visit to Nine Elms the year before, it remains a closed book. Filthy WDs on unfitted freights plodding through South Yorkshire and the sight of LNER Pacifics and V2s on West Riding Pullmans, Anglo-Scottish expresses and fast fitted freights were more my stock in trade.

The railway scene changes so rapidly though. We've already said goodbye to Virgin trains and the early days of privatisation, which seem like only yesterday to me, actually happened a generation ago. The avalanche of new stock that is arriving on the tracks of the 21st Century railway will mark another sea change and, as sure as night follows day, we will at some point look back fondly on the days of the Class 44s and 450s running through Poole. I hope that we will see some presentations of the modern traction scene and that they will be supported for, no matter how compelling the sounds and smells of a steam locomotive, our younger members will have no idea at all what we're talking about. To remember BR steam you need to be at least 55 years old. It's vital that we have an eye to the future as well as recognising the glories of the past if we want to stay relevant and attractive to new members.

The Tarrant Thymes.

**The not-so-weakly paper of the Tarrant Valley.
Warley 2019 Special Report.**

As some of you may know, our club 009 layout, the Tarrant Valley Railway, was exhibited at the Warley National Model Railway Exhibition at the NEC at the end of November last year.

By about 10.30am on Friday 21st the intrepid Operating Department left the layout's temporary home in Colehill, bound for Birmingham. After a lunch stop at Warwick services, the 10-strong crew reconvened inside Hall 5 of the NEC by around 2.30pm, with the van just about making it past a couple of obstacles to park up alongside our allotted space. The layout was soon unloaded, and with that, the van had to vacate the hall. With plenty of time on our side, we could take our time setting up, making sure the track joints across each baseboard were level, filling in the baseboard joins with scenic materials, touching up the backscene, cleaning it, etc. The error with our crowd barrier was soon rectified, as the layout was displayed in it's 'elbow' format (see photos), as opposed to the straight line of barriers that greeted us!



***Spetisbury, Tarrant Crawford, Tarrant Rawston, Tarrant Launceston and
Tarrant Gunville as set up. Steve Green***

At about 6.30pm we were good to go, to the hotel that is! The layout looked the part, with the new lighting changing the dynamic of the layout. Not bad for something that was celebrating its 20th Anniversary at the exhibition.

The alarms rang early on the Saturday morning, as we wanted to be back at the NEC for breakfast for about 7.30am to then allow time to get the stock out and double check all was working properly before the doors opened at 9.15am. We divided ourselves into two groups of five, with a rota of two hours on/two hours off – which just flew by on both days.

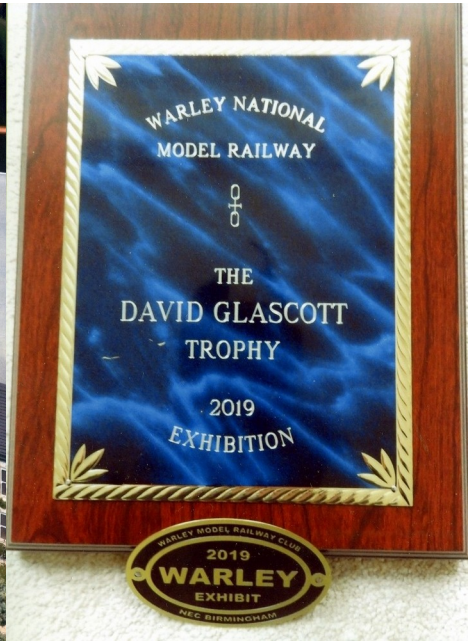
Saturday was the busier day, which seems customary nowadays at shows, but in general numbers were slightly up on the previous year. The layout performed without any major hiccups, just a shame about the operators! The nine hours on the Saturday being the longest amount of time the layout has been operated continuously in one day. When we returned to our hotel that evening, we were all met by a little treat on our beds! In case we had run out of steam during our busy day, we were given either a Kit-Kat or Cadbury's Mini Roll! A very nice gesture indeed.



The TVR Operating Department: Steve Flay, Sam Cross, Steve Green, Nick Tigwell, Stuart Webb, Andy Webb, Alfie Lloyd, Kevin Trim, Alex Parkinson and Steve Cross. Also present over the weekend was Bernie Luther.

On the Sunday morning some official looking Warley members were spotted approaching the layout, and they weren't there just to look at it. The Assistant Exhibition Manager was there to award us the Best Narrow Gauge Layout trophy and plaque! This should have been awarded by Pete Waterman, but unfortunately he couldn't make it on the Sunday. After the formal and informal photographs had been taken, the trophy took pride of place in Lord Chris of Tarrant's front garden!

As half of our team were already looking round the show, only those operating the layout at the time were included in the photographs! The trophy itself had to be returned at the end of the day, whilst the plaque, which was put on our display table, was ours to keep.



Left The David Glascott Narrow Gauge trophy in his Lordship's front garden! Right The plaque and Warley 2019 exhibit badge. Steve Green

Before we all knew it, the show was over. But not before the majority of us had spent some money, including four of the Heljan 009 L&B Manning Wardle locos! Now the fun part of packing everything away could begin. We can dismantle the layout very quickly, but we then had to wait for the van to be allowed in so we could load it all up and make for the exit. We were back on the road about 6.30pm heading for Colehill non-stop. Arrival "home" was in good time, and once unloaded and having said our thank you's and goodbyes, the operators made their ways home. And that was that, our Warley weekend was all over in a flash, but what a weekend!



Stop board for the sleeper at Edinburgh and sign at Lowestoft Station.

East Germany 1981 for Steam

by Paul Carpenter

Part 1 - Around Kamenz in Saxony

I was a bit too young to appreciate steam on British Railways but in 1981 I was determined to remedy that! I'd already in May taken part in a three week visit to South Africa and Zimbabwe, but that obviously wasn't sufficient as in early September I was going to visit East Germany. Less than a year later paying a mortgage somewhat put a brake on such exotica – the pay on Hants & Dorset for a bus driver didn't stretch nearly far enough. Anyway, for the September trip I'd answered an advert looking to share costs for a tour to East Germany. There turned out to be four of us, the tour leader had been before and got some information on (hopefully) current steam workings. Another worked for Caterpillar trucks I think, and crucially he spoke some German. The other chap was from the North East (busy that year chasing Deltics in their last year around his home territory, so he said). Ok, so that's about all I remember now and it all seemed a bit ad hoc at the time. Think we flew from Gatwick to West Berlin and came back to Luton (late, couldn't get back home anywhere closer to Poole than Eastleigh that night).

The tour leader had thankfully sorted out visas etc. Funny thinking back how casually one would put your passport in the post to someone you didn't know. Guess one was less suspicious and perhaps cynical then – wish it was still so! Quite frankly I'd done barely any research, but the thought of (hopefully) big 2-10-0s hauling heavy freight was enough. We picked up a Ford Escort Mk 3 from the airport in West Berlin and I seem to remember we entered the East through the Brandenburg Gate. Into another world, it is no exaggeration when people say it looked so grey in East Berlin, it really did. Almost immediately our Ford was transformed from a small family runabout into the height of luxury. Cars on this side, and let's face it there were considerably less than in West Berlin, were a different kettle of fish.

There were a fair number of Wartburgs, and Skodas (this the unadulterated by VW version) – funnily enough the Estelle despite all the jokes did rather well in rallying. Of course, the car most associated with before the fall of the Berlin Wall will evermore be the puttering, spluttering, smoky Trabant! Made largely of a plastic resin (duroplast), basic hardly did it justice. Virtually no instrumentation, including speedo, powered by a 600cc two stroke engine doesn't sound like a best seller, but there was a big but! We were told by someone on a waiting list for a car that it took ten years to be able to get one. Why then would you go for something that rusted out in less than that time. Good point. And then there were the Mercs', smoked windows and obviously used by those (much) higher up the system, the only western cars used here.

Whoever they were these shadowy people weren't going to put up with the otherwise available fare.

One noteworthy feature was the autobahns which were rather run down on this side of the east-west border. These dating from the 1930s were now clearly showing the result, presumably, of the Second World War. They might have been dual carriageways and doubtless much ahead of their time when built, but now every time you came to a underbridge, one of the carriageways had lost one, resulting in having to slew lanes to cross the remaining one. It looked as though the other span had been either destroyed in the last war or taken to replace others, possibly as reparations in the immediate post war period.

5th September. Information is that Strassgrabchen – Bernsdorf station might be worth heading for. Strassgrabchen being a district of Bernsdorf, a town situated in Saxony north east of Dresden and about 50km west of the Polish border. The line through here is from Lubbenau 60km to the north to Kamenz 12km to the south, continuing beyond there to Arnsdorf, a junction on the Dresden – Gorlitz main line. The line at Strassgrabchen – Bernsdorf is single in both directions though there were sizeable yards here (now rationalised), and traffic levels were high freight wise. It seems as though the intervening years since this visit have done it no favours for passengers at least and according to Wikipedia it lost passenger services in the late nineties though it is still a freight only line with reduced traffic levels. A direct route to Dresden via Königsbruck, still open to all traffic at the time of our visit, has been shut completely north of Königsbruck since 1998. Freight in 1981 seemed to be of some variety, but coal, stone and gravel were much in evidence.

Anyway, on this morning there seemed to be plenty of activity, and more importantly it was most if not quite all steam. Locomotives seen here were all of the Class 52.8 2-10-0's. These originally had started life as Class 52 'Kriegsloks' designed by Richard Wagner, a wartime production totalling eventually to around 6,300 locomotives constructed by thirteen different builders. A few hundred more followed post-war and after the end of hostilities they were scattered widely around Europe. I believe in early 2019 a couple still remained active in industry in Bosnia, possibly they might survive long enough to become the last standard gauge steam locos in use anywhere in 'ordinary service'?

Around 1960 Deutsche Reichsbahn (East Germany) started rebuilding around 200 of these Kriegs' in the Stendal workshops. This involved fitting a modified boiler, new welded cylinders, a feed water heating system and revised cab. Many of the 52.8 after rebuilding were fitted with giesl ejectors but this equipment had been removed by the early 1980s. The Class 52.8's retained the original designs 'bathtub' bogie tenders which I believe were partially designed for good visibility when running tender first.

It should be noted that we saw both coal and oil fired locomotives on this trip. I think this may have been related to which depots they were working from.

We doubtless thought six of these Class 52.8's was not a bad start, in fact I think only two diesels were seen here, one an orange painted 106.740, which I believe might have been DR V60 class, a small (offset) centre cab design which was in use shunting the yard. There was a fair bit of tender first working here, both on freight and passenger trains, perhaps suggesting not particularly long runs. On arrival we found 52.8013 in the station having arrived on a short three coach passenger working from the south. This it ran round to return later running tender first, presumably a local working heading for Kamenz at least and probably Arnsdorf, a major junction en-route to Dresden.

However it was the heavy freight which proved more interesting as far as action was concerned. 52.8036 running tender first was also in the station when we arrived waiting for the road north with a train of large empty bogie hoppers in use for stone traffic. It gave us a nice plume of dirty black exhaust whilst waiting with the blower on. The locomotives in this area allocated to Kamenz seemed to be all coal burners.



528036 gets its heavy train of gravel on the move southwards from the yard at Strassgrabchen-Bernsdorf on 5 September 1981.

A bit later a pretty clean 52.8036 arrived in the yard, I believe light engine, and was coupled to a train of bogie low sided wagons, probably loaded with gravel.

This engine was working its train chimney first, but before it had departed 52.8192 and 58.8124 arrived with mixed freight (though mostly coal, but some scrap metal) workings from the north and south respectively, both these running tender first. Perhaps the best train or at least photogenic was a very mixed freight of opens, vans and hoppers of maybe twenty plus wagons, many of which were bogie vehicles behind 52.8104. The hoppers were loaded with stone, so the train was no lightweight. After briefly pausing at the station it departed southbound with a towering exhaust bound for, at least as far as the loco was concerned, Kamenz.



528104 storms through the station at Strassgrabchen-Bernsdorf with freight heading for Kamenz 6th September 1981

Anyway this looked like a train to follow as we had plans to get to Kamenz and its shed, just a few miles to the south. Unfortunately the level crossing we chose proved not brilliant in relation to the sun and my going away shot was the better of two taken. At some point we were lucky to get a bonus shot of 52.8109 running light. Not a great snatched photo, and someone mentioned 'only a light engine', but we reminded ourselves that in a few years we would be very grateful for that!

Kamenz depot had a half roundhouse surrounding the turntable. I can only think it was empty (unlikely) or that we didn't push our luck trying to get round it, being our first day as my photos don't feature it! Anyway it was a nice sunny evening and the active locos seemed to use an open air coal stage. Grouped round this was previously seen 52.8104, along with 52.8134.

However the highlight was a very clean 52.8038 being prepared to go out later. Looked glorious in the low sun, highlighting the frames, wheels and motion, though of course the familiar painting of these in red German style to contrast with the black livery helps.

Next morning the 6th September after, for me at least, another unappetising breakfast we thought going back to Strassgrabchen – Bernsdorf station would make a good move. After seeing 52.8104 make a rousing start with southbound coal empties, we decided to head for a location overlooking an attractive section of line just north of Kamenz. Thirty-eight years later, I think I have identified the location on google satellite, but without streetview in Germany you only get a satellite image. First, coming south was a short freight, two vans book-ending five opens. It wasn't too long a wait to catch 52.8192 heading north tender first with another freight consisting of some particularly battered opens and a number of vans. The final train we saw here was another southbound freight behind 52.8038. If the previous one seemed a mixed consist, this hardly had two wagons alike. Flats with a compressor load and large packing cases, was followed by two opens, then a van, two four wheel tanks, more opens and vans, finished off with flats again loaded with large packing cases, possibly military stores.



In open countryside north of Kamenz 528038 wheels a very mixed freight southwards on 6th September 1981.

Back to Strassgrabchen and just in time to catch 52.8036 heading out south of the station.

This time though instead of continuing on the main line to Kamenz it swung southwest heading for Königsbrück, a line that closed completely in 2000. The freight consisted of a bogie tank wagon and four white painted vans (refrigerated?). A three coach passenger service was seen heading for Königsbrück behind previously unseen 52.8123. Next, 52.8124 arrived light engine from Kamenz, and a short time later a freight for Kamenz came in behind 52.8134. Next in was 52.8036 returning off the Königsbrück branch with two bogie and six four wheel empty coal hoppers, being followed in by light engine 52.8123, obviously no back working for the passenger coaches at this time. At the same time as 52.8123 was running into the station a freight was arriving off a branch that came in on the opposite side to join the line from Kamenz. This branch opened around 1970 serves a nearby quarry and was where stone and chippings originated from. The train of stone hoppers was hauled by a DR Class 131 or 132 diesel-electric Co-Co locomotive (not much of interest at the time!).

The same freight that yesterday had provided a highlight in the afternoon did so again today. Again a diverse collection of wagons, though today including both open and hopper carrying coal, and less vans. Certainly the variety of freight carried made up for the sameness of the motive power which today was provided by 52.8134. A light engine movement from the Königsbrück branch concluded today's visit here, with 52.8062.

Kamenz shed was again deemed worth a visit. One has to remember steam was only active in small pockets, so it paid to go where something was likely to be seen. This time we obviously deemed it worth exploring here a bit further spurred on by the seemingly friendly engineman. In steam were 52.8038, 52.8134 and 52.8062. Stood outside the shed was 52.8130 with its centre driving wheels removed. Buffered up to this engine was 'genuine' unrebuilt 'Krieglok' 52.6721 seemingly still serviceable but standing there cold.

With these two were two small diesel shunters. One was one of the distinctive very low profile (think Port of Par saddle tanks) 'Kleinlokomotiven' (translates as small locomotive!) These first appeared in the early 1930s continuing in production to well after the Second World War, and were designed to be operated by a trained operative rather than a fully qualified driver to effect economies in goods yard working. Officially classified as Kof 11 (Class 2), they later were grouped with other small classes as Class 100. Kleinlokomotive's could be not only mechanical transmission, but also simple hydraulic or electric. The other shunter was a 1950s more powerful 150hp diesel hydraulic, Class 102.

For our last day in the Kamenz area, 7th September we intended to explore the area to the south. First call on this bright morning was at the station and ready to leave through the tunnel to the south was 52.8062 on a freight for Arnsdorf.



528062 is about to head southwards out of Kamenz station and into the tunnel with a freight for Arnisdorf on 7th September 1981.



528134 is ready to back onto its freight for Arnisdorf at Kamenz on 7th September 1981.

52.8134 came off shed to then back into the yard for another southbound freight departure. This time we would be in time to go to the south end of the tunnel where the single line on this section ran through a narrow cutting with retaining walls flanked by residential roads on either side. We were not disappointed and 52.8134 came storming out of the tunnel with its freight of loaded coal hoppers and vans. (See cover picture) As remarked before the freight trains were very mixed in consist with no attempt seemingly to run block loads. We carried on following this train towards Arnsdorf managing to intercept it at a couple of level crossings and leaving it at Pulsnitz.



528134 has got its freight moving nicely south of Kamenz on its way to Arnsdorf, 7th September 1981.

Presumably based on knowledge we then went east to a small town Bischofswerda on an east-west route from Gorlitz – Dresden, an important line which was largely destroyed by a retreating German army in 1945. Rebuilt as a single line, it was not until after reunification that it was fully modernised. Arnsdorf the next large station west was where the Kamenz line came in (and the train we had been following was heading for). Anyway we found a westbound freight with several wagons of agricultural equipment leading behind a tender first 52.8107. Going east was 52.8193 on a train of vans.

Just to the east of here was an impressive viaduct at Demitz-Thumitz, and by positioning ourselves to the south we saw several trains both steam and diesel hauled. First heading east was a five coach passenger working behind a V100 Class 112 centre cab diesel hydraulic of around 1,100hp.



A level crossing south of Kamenz makes a fine viewpoint to catch 528134 on its run towards Arnsdorf 7th September 1981.



A final rendezvous with 528134 en-route Kamenz - Arnsdorf is possibly at Pulsnitz, but 38 years on I cannot quite remember. 7th September 1981.

More interesting to us were tender first 52.8 with a freight of mainly vans. Following a little later was 52.8192 on a passenger train of six four wheeled coaches.

That concludes the first three days, there will be more variety in Parts 2 and 3 including narrow gauge, but it's been a good start, not quite in the South Africa league at that time, but the steam we've seen has been working hard on the freights to make up for a lack of loco variety.

A Grand Day Out (or three) Revisited

by Ken Aveyard

Back in Corkscrew 114 I recounted a day in London on 19 August 2019 with our now Chairman Peter Watson and on 14 October 2019 we repeated the exercise with no real plan, but an inclination towards chasing the 700 and 717 units on Thameslink and Great Northern. On the drive to the station, local radio mentioned a derailment at Wimbledon that was affecting services, so we decided to travel via Reading and Paddington as this is a valid route for London tickets. If you time things correctly then an engineering train from Eastleigh to Hoo Junction, seen as you pass Eastleigh yard, should come through Basingstoke as you change trains and on this occasion 66750 did the honours appearing a few minutes early as we waited for the Reading service.



66750 on the Eastleigh to Hoo Junction engineers service passes Basingstoke on 14 October 2019.
Ken Aveyard

We boarded 165101 for the run to Reading where we remained until 1115 and during that time a steady stream of IET's 165/166's and 387's passed through. A few freights appeared including 66148, 59103, 66509 and 66563 but the most interesting was the surprise appearance of 66754 hauling LNER Azuma 801207 heading for Ferme Park sidings, where we would see it again later in the day.

We travelled up to Paddington copping a couple more IET's in North Pole Depot then doubled back to Royal Oak for a while to see more GWR stuff including a handful of 7 car 345's working on the Reading service.



387164 passes Royal Oak heading in to Paddington.

Ken Aveyard

We then made our way to Euston as the previous day the Watford DC service had seen 4 of the new 710 units working the service, but our train from Euston was a 378. As we headed north the next southbound unit was also a 378 but as we rolled in to Willesden Junction 710258 and 710263 were parked in the depot. We made a quick visit to the footbridge overlooking the depot and just missed a 710 unit leaving and on returning to the station, the remaining units on the DC service also appeared as 378's. Annoyingly the following day the service was 100% 710 operated again!!

We caught a Stratford bound Overground service to West Hampstead to do the traditional run up to Hendon and back to St Pancras but no cops transpired for me, then we doubled back up to Finsbury Park and headed for Hornsey. A look at the depot from the footbridge and a session on Finsbury Park station followed but after seeing the whole cycle of 717's round, I still needed two sets, but Peter had cleared his. At this point once again we went our separate ways with Peter heading for St Pancras to sit out the rush hour trying to clear his 700's whilst I headed outside for a few minutes to take some bus photographs before heading to Kings Cross Piccadilly Line station.

For me it was yet another attempt to clear my last Piccadilly Line half set, double ended unit 858-859 and finally after almost an hour dodging back and forth across the platform it turned up on the back of a Cockfosters bound service. With that in the bag I caught up with Peter on St Pancras Thameslink station and fluked copping 700149 which was just departing south as I arrived, another cop 700148 reduced my needed sets to just one 700154 which Peter had seen heading south earlier, and would not be back before we had to leave. Peter had had no luck in finding his solitary last 700 and it was in darkness that we headed back to Waterloo for the 1935 back to Bournemouth. For me though a good day with 26 cops plus the Piccadilly set.

The next of this trio of days out involved the traditional day out with son Robert somewhere around his birthday and on 25 October 2019 we headed to Westbury for a day in Cardiff. Our journey didn't start well as 3 car 158950 was full and standing on leaving Westbury and even though we managed to cram everybody on at Bradford on Avon and Trowbridge, it was only at Bath that I was able to get a seat.

My intention was to spend the day on Cardiff Station attempting to get photographs of 142075, 143616 and a better one of 142076. To assist in this I had worked out all the passing times of the Valley Lines services and calculated there were 9 diagrams on Penarth, 3 on the city line from Radyr to Coryton and 21 diagrams on the Treherbert and Merthyr to Barry service. There was also the possibility of Pacers being on the Cheltenham to Maesteg services, the Ebbw Vale line and even out on the Swanline service all the way to and from Fishguard. In addition some diagrams work on and off Canton depot during the day thus changing the services they operate.

Robert had decided to visit the IKEA store next to Grangetown Station so he headed off that way and I started to tick off the trains on my list. In addition to the 142 and 143 units there are plenty of 150/2 units working on the valleys so it was going to be pot luck with regard to the ones needed. Starting with the 1151 to Treherbert, I had calculated that by 1401 I should have seen all the valleys services at least once, and in some cases two and three times. The three city line diagrams had 143608 142085 and 153367 and on the 19 daytime Treherbert diagrams there were 9 150/2 and 10 assorted Pacers. The Penarth services had 3 150/2's and 6 Pacers, plus 142010 was working on Ebbw Vale alongside 150217 and 153333/153329, although this latter pair went to Canton depot returning later to form a Maesteg service. 143602 turned up on a Cheltenham to Maesteg service around lunchtime but that was the only Pacer that came in on an unlikely service. At 1401 with the arrival of 143624/625 from Canton depot the next expected diagrams were two more coming out of Canton for the evening peak at 1501 which turned up as 142077 and 143601. These ex depot workigs allow some services to double up in the platforms ready for the evening peak.

And what of the rest of the days trains, well 15 IEP's brought two cops, and two of the HST short sets put in an appearance, one slam door and one power door. A couple of Cross Country 170's and TfW 175's also appeared. On the loco front, there was virtually no freight during the day. 66094 had passed us near Cardiff on a steel train, there was 66532 hauling one cripple hopper wagon eastwards and 66186 on an eastbound mixed lot of steel wagons. 66007 also passed as we saw it when walking back from our meal in Wetherspoons. Four freights in 5 hours is a far cry from even a couple of years ago, but there were at least six other freights that were scheduled but cancelled.



Displaying TfW colours, 175107 running in two coach formation after a fire in the centre coach has arrived from Manchester whilst 153333 which has had the full PRM modifications has arrived from Maesteg with 153329 in tow.
Ken Aveyard



143602 from Maesteg arrives in to platform 4A ready to reverse and form a Barry Island service.
Ken Aveyard

TfW have 15 class 142 and 15 class 143 and at the end of the day I had seen and photographed 10 of each class but the three I wanted never showed!!

So finally to the third day in our trilogy and Tuesday 26 November which was a grey drizzly day at times saw myself, Chris Aston, Trevor Hargreaves, Mike Ranger, Richard Banks, and John Henderson head off to Eastleigh where we met up with former members Colin Stone and Graham Clackett and the Dorchester lads, Sid, Bill and Tony for a pre Christmas get together brought forward because of the December SWR strike action.

Passing Totton 66713 and 66769 were seen with some track machines and as we arrived in Eastleigh we could see LNER Azuma 800101 parked up in the depot sidings with an unidentified Trans Pennine unit alongside. Not long behind us on the down platform line 66095 paused for a crew change on a liner working. Parked over in the holding sidings were Rail Operations Group 57312 and Colas 66847, see pictures below.



Next along was a Network Rail test train with 73963 and 73965 which paused for a while in platform 3 and the car train from Western Docks passed platform 1 with 66068 in charge. As can be imagined there was much ribaldry and good humoured mickey taking throughout the day as we watched the various comings and goings. 66545 headed for Millbrook and a light engine from Westbury brought pink 66587, followed by 667667 in tandem with 66849 which ran in to the yard.



73963 on the rear of the test train in platform 3 at Eastleigh. K Aveyard



66587 having arrived light engine from Westbury prepares to reverse in to Eastleigh yard. Ken Aveyard

Since GBRf took over Eastleigh yard their locos tend to stable out of sight of the station, but they have received two class 08's on hire to work the yard.



From the top 08460 and 08511 marshalling engines trains. Where else can two 08's be seen regularly working together these days. Mike Trevor and Richard aim their cameras at 66501 whilst Chris looks on. 66503 newly outshopped does a quick reversal at the top of platform 2. KA

Eastleigh has a Wetherspoons directly opposite the station which is the normal venue for lunch, so most of us paid a visit at various times after which a few of us who also have an interest in buses paid a visit to the bus station and then to Barton Park home to Xelabus and various bits of the Go South Coast empire including Hants and Dorset Trim where various visiting vehicles can often be parked outside. At least one Routemaster was glimpsed inside the main workshop where they are being retro fitted with tungsten lights and original style windows for the Go Ahead hire fleet.



Xelabus 543 SK520GY a former Lothian buses Dennis Trident seen at Eastleigh depot carrying an overall advert and Go South Coast's then newest delivery, Bluestar 1679 HF69CRU one of a pair added recently for service expansion passes Eastleigh Station. Ken Aveyard



Refurbished Northern Rail Class 333 EMU 333002 is seen at Keighley on a service to Bradford Forster Square on 28 December 2019. K Aveyard

Bonus Pictures

A selection of recently received images.

Saturday 14 December 2019 saw the last scheduled operation of HST's on LNER services, and their replacement by the ever expanding Azuma fleet. One set in original 2+7 formation was given a makeover in to original Inter City 125 livery and undertook a mini tour of the LNER network over the following weekend. The following pictures courtesy of Colin Aveyard were all taken at Leeds on Saturday 21 December 2019.



Leading the formation was power car E43112 with original east coast set number 254029 on the front.



TF E41170 and TRFB E40720 showing the original livery and lettering.



The rear power car was W43006 displaying original set number 253003.



Whilst waiting for the arrival of the HST an unusual arrival at Leeds was this mk4 set with two class 91 locos on the front. 91111 For The Fallen heads dead 91106. LNER now has spare class 91's which are moved to and from depots to act as spares in case changes are needed.

MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding the following Special Events in the first half of 2020.

EASTER EGG HUNT – 10th-13th APRIL

VISITING LOCOS WEEKEND - 2nd & 3rd May
MANY DIFFERENT LOCOS TO SEE AND RIDE BEHIND!
(DAY ROVER TICKETS AVAILABLE.)

75th ANNIVERSARY OF VE DAY – 8th-10th MAY

SUMMER STEAM GALA - 6th & 7th JUNE
Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE
TRACTION ENGINES, CLASSIC CARS, TRACTORS and more.
(DAY ROVER TICKETS AVAILABLE.)

TEDDY BEARS PICNIC - 5th JULY

RAILWAY OPEN & MODEL WEEKEND - 11th & 12th JULY
TAKE A LOOK BEHIND THE SCENES IN THE WORKSHOP,
AND THE MODEL RAILWAY EXHIBITION IN THE CARRIAGE SHED,
(DAY ROVER TICKETS AVAILABLE.)

AUTUMN STEAM GALA – 12th & 13th SEPTEMBER
AN INTENSIVE TRAIN SERVICE WILL OPERATE, FEATURING
THE EVER POPULAR DEMONSTRATION FREIGHT TRAINS.
(DAY ROVER TICKETS AVAILABLE.)

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.



The last Northern Rail Pacer photograph I took in 2019 was 142047 seen at Bradford Interchange on 27 September 2019.

Ken Aveyard



444030 has just past Winfrith siding going down with the 06.30 Waterloo to Weymouth on 9 January 2020.

Paul Carpenter