

# **THE CORKSCREW**

**Newsletter of the**

**Wimborne Railway Society**

**Founded 1975**



**Issue 119**

**October 2020**



**46512 departs from Broomhill.**

***Photo: David Coasby.***



***Here's a puzzle for you. Where is this narrow gauge railway to be found?  
Clue:- It's in Hampshire and it's disused.***

***Ken Aveyard***

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## Editorial

Apologies for a slightly smaller and late edition of The Corkscrew which is due to the unexpected expiry of my laptop. As I write this, it looks like we may be heading for another lock-down after a few weeks of easing of restrictions.

Since August we have been able to resume our weekly meetings courtesy of the Hamworthy Engineering Club, where we have use of the function room every Thursday and have had a number of socially distanced meetings and film shows, with waitress service for the beer!!

With travel restrictions eased and low passenger numbers a few of us managed days out, more of these in the next issue, but as we head towards shorter days and colder weather it's back to the indoor hobbies again.

On the full size railway, just today (October 14) South Western Railway's class 701s were cleared for passenger use in 10 car formation, however driver training has yet to start.

One feature of the collapse in overseas travel has seen a large number of mothballed cruise liners moored off Bournemouth and more particularly Weymouth. They have proved quite an attraction when viewed from Hengistbury Head or Weymouth promenade and local pleasure boat owners have been providing harbour tours which have proved popular with locals and tourists alike.

In this issue we continue David Coasby's Scottish travels, Peter Watson's review of the 1980's and Trevor Hargreaves recounts a trip to London and the Post Office Railway.

Sit back and enjoy Corkscrew 119. Closing date for 120 is 11 November 2020.

Cover Picture:- P and O Cruises Ventura one of five ships moored off Weymouth on 6 July 2020.

# **A rail trip to the Scottish Highlands**

## **Part 3 – The Strathspey Railway**

by David Coasby

### **The lines location**

I have to confess I hadn't expected to be quite so impressed with the Strathspey Railway before I actually visited it.

The first immediate plus point was it's southern terminus at the elegant Aviemore station, originally built in 1863 but re-built in 1898 when the direct line to Inverness via Slochd was constructed. This important station was originally on the Inverness and Perth Junction Railway, later becoming part of the Highland Railway.

Although the Strathspey Railway was formed in 1972 it wasn't until 1998 when Aviemore station was restored and refurbished that the Strathspey Railway was finally allowed to use the island platform. All three buildings on the platform were restored and brought back into use, having been derelict for many years. Since then a fourth has been built from scratch near to the loco depot. It is a tribute to the quality of the restoration that it is difficult to tell the 1998 building from those dating from 1898.

Because of it's proximity to Network Rail with its adjacent platform there is a superb link with services to Inverness, and south to Perth, Edinburgh and of course London, which is how I arrived in the Highlands to visit Ian Lamb.

### **The route**

From Aviemore the preserved line bears away from the Inverness mainline and runs along part of the original route to Forres, which fell victim to Dr Beeching in 1965. It passes through glorious scenery amidst woodland and heather moor to the delightful station at Boat of Garten.

This extensive station features its original buildings and two signal boxes with full mechanical semaphore signalling. It is the crossing point on the line when two trains are running, but was originally a parallel junction between the Highland Railway's main line from Perth to Forres and the Great North of Scotland Railway's branch to Craigellachie. Steam locomotives are normally coaled there during the morning and stop to take water on their way north through the station, as it has the railway's only water column. In the yard can be found the majority of the lines rolling stock. Continuing north we follow alongside the banks of the River Spey, with the majestic Cairngorm Mountains as a stunning backdrop before reaching the current terminus at Broomhill, a total distance of about 10 miles from Aviemore. The replica station building has been reconstructed on the foundations of the original with a run-round loop just beyond the station.



### **Aviemore shed (60B) and its locomotives**

BR Ivatt mogul Class 2MT number 46512, built at Swindon in 1952, was in steam during Ian's and my visit and looked in fine fettle. She is named 'E V Cooper, Engineer' after founding director, Mr Eric Cooper, who was particularly responsible for her acquisition and return to service. She was saved from Woodhams scrap yard in 1973, with Initial restoration work taking place on the Severn Valley Railway before her journey north to Aviemore in 1982. At the time of our visit she bore the brunt of the passenger services and is admirably suitable for this line, coping with six heavy Mk1 coaches with apparent ease.



**46512 at Aviemore May 2012.**

**David Coasby**

Ian had organised a shed tour for us, though when we reported to the station for permission to proceed to the shed there seemed some confusion as the staff weren't expecting us. Fortunately they were very understanding and cooperative, particularly when we laid it on a bit thick that I'd travelled several hundreds of miles to be there!

The shed itself is the original Highland Railway structure and although closed by BR in 1962 is still more or less as built in 1898. It is of stone construction; 4 track and dead-ended. Originally it was constructed with a gable style slate roof, but this was replaced in 1948 with corrugated iron sheeting on a steel frame.

Although it was a reasonably mild day on our visit the large wooden doors to the shed rattled in the wind and I certainly wouldn't have liked to work there during the winter months. Adjacent to the loco shed are new covered carriage facilities and in the yard a splendid turntable, salvaged from the Kyle of Lochalsh.



**No 828 departs Boat of Garten for Broomhill.**

***Photo: Hendy Pollock, courtesy of The Strathspey Railway.***

Housed in the shed was 0-6-0 number 828 of 1899 vintage. She looked magnificent in her Caledonian Railway blue livery and carrying the Royal Arms of Scotland. 828 is the only locomotive of pure McIntosh design remaining in Britain and is therefore quite unique, but as one of the maintenance engineers told us "she is a fragile old lady and can only be steamed for special occasions". Also their Andrew Barclay 0-6-0T 'Braeriach' is very much in need of some TLC and can only be brought out in light steam on special days.

Apart from several 'kits of parts' (mainly Austerlitz 0-6-0 saddle tanks) the other steam loco worthy of note is ex-LMS Black 5 number 5025. She was completely stripped down and awaiting major overhaul. Fortunately she was originally purchased directly from BR and not via a scrap yard which means that most of the fittings from its railway service are still on the engine.

However there is a lot of work ahead and whilst specialist contractors will carry out certain aspects of the restoration, such as major work on the boiler, much of the project will involve volunteers.





***'Braeriach' No17' in Aviemore shed May 2012.***

***David Coasby***

On the diesel front an immaculate BR blue Class 27 number 5394 was noted in the yard. The line also hosts a couple of unseen Class 26 types and D5862, the last Class 31 to be constructed, which was parked-up at Boat of Garten. A variety of DMUs and diesel shunters were also to be seen, some in various stages of overhaul.



***An immaculate Class 27 5394 in the yard at Aviemore May 2012.***

***DC***

### **The proposed extension to Grantown on Spey**

A lot of preserved railways strive to extend their lines (The Bluebell Railway's reconnection with Network Rail at East Grinstead in 2013 being a prime example). The Strathspey Railway's proposed 3 mile extension along the former trackbed to Grantown-on-Spey is an obvious one, with enhanced visitor opportunities, commercial benefits, generation of additional revenue to finance its own operations and many spin-off advantages to nearby communities. It is also widely supported by local, Scottish and UK politicians and many councils and tourist organisations.

Whilst the majority of the trackbed is already purchased and a good supply of sleepers and rail are in store there remain some hurdles.



***The big gap! The crossing over the River Dulnain (just 2 years later the steel girders for the bridge had been lowered into place).***

***Photo: Ian Lamb.***

Crossing the River Dulnain – a bridge too far? Probably not! Although track has already been extended beyond Broomhill it ended somewhat abruptly at the abutments of the former bridge over the River Dulnain.

Fortunately a suitable steel bridge structure to cross the river has been donated by Network Rail and is currently in store at Boat of Garten, so hopefully the river bridge crossing is quite feasible. Money has already been spent on the transportation of the bridge from Motherwell and other ancillary costs, but there was still an estimated additional cost of around £230,000 to be found before this particular project can be completed.





***They're on their way! The track squad reaches the River Dulnain crossing. Photo: Hendy Pollock, courtesy of The Strathspey Railway.***

At the time of my visit in May 2012 I'd heard that the Royal Engineers had offered to come along and put the bridge back over the river as a training exercise before October, when they were due to head out to Afghanistan (*this didn't happen in the end*). All that was holding things up was approval from a local village community council who might have environment objections. Surely that should have been dealt with years ago, but of course local elections may have changed things?

The biggest problem however is a little further north, where the line will need to cross the A95 and involve the construction of a new railway tunnel beneath the road before joining up once again with the original track bed. Obviously this will be incredibly costly but The Strathspey Railway Charitable Trust is working hard to achieve the necessary finance.



***The remains of the railway embankment just beyond the A95. Tunnelling beneath the A95 is the last (and most expensive) obstacle before the railway once again can run into Grantown-on-Spey. Photo: Ian Lamb.***

Additionally work on existing stone bridges, embankments, drainage and fencing will be required, together with some land acquisition which will all need funding. Then hopefully onto the final hurdle, that of the construction of a brand new station building, platform, sidings, roads, car park and other services at Grantown-on-Spey (*this has since been built*). The only remnants of the original station were the two platforms, now barely discernable beneath the undergrowth. Unfortunately this area couldn't be used as buildings have been erected across the trackbed just in front of the site, so some land very close by was allocated.

Altogether an extremely exciting proposed railway extension and one that is definitely achievable. For up to date details see [www.railstograntown.org](http://www.railstograntown.org).

# Not Such a Grand Day Out

by Trevor Hargreaves

Following on from our esteemed Editors series in the Corkscrew about his "Grand Days Out", I thought I would tell you about one that was not quite the success we had hoped for.

When we normally take our trips to London we usually go midweek, leaving Bournemouth on the 07.59 and returning on the 19.35 from Waterloo. During the day we split up into groups to either go number crunching, bus spotting or visiting other attractions such as the Imperial War Museum, H.M.S. Belfast etc. before meeting up again for the trip home.

We have often talked of visiting the Post Office underground railway system at Mount Pleasant. As most of you know this was the centre for the narrow gauge railway that was used to transport mail between the main line railway stations in London. Following the decision of the Post Office to stop sending post on main line trains, the underground system was closed in 2003, but reopened as a visitor attraction and museum in September 2017. You have to pre-book a visiting slot to ride on Rail Mail, however during January and February there is limited opening during the week. Therefore it was agreed in the middle of January that we would go for a 15.00 slot on Saturday 22<sup>nd</sup> February which would give us time to do something else before all meeting up again at the museum.

So advanced rail tickets were purchased and Rail Mail tickets booked and paid for on line, and it was decided that some of us would visit the CUTTY SARK museum at Greenwich. So what could go wrong !

Well on January 28<sup>th</sup> Freightliner loco 70-001 hauling the Birch Coppice to Southampton Maritime container train derailed leaving Eastleigh after a crew change and the incident took 6 days to repair. But this was only a partial repair, because the points system was so badly damaged it would have to be re-made completely and would take 4-5 weeks.

Then on February 18<sup>th</sup> there was a land slip on the Salisbury to Romsey Line which closed this line to passenger and freight traffic. But this would not affect our trip booked for the 22<sup>nd</sup> as we were going through Southampton and Eastleigh.

Also on the 18<sup>th</sup> I had a call from Richard Banks to say that Eastleigh station and the main line would be closed all weekend for the fitting of the new points system damaged in the derailment 4 weeks previously. All passengers would have to travel between Southampton and Winchester on the dreaded Rail Replacement Bus Service !



After a quick discussion at the Club on the Thursday evening we all agreed that it would be easier to travel in two cars to Winchester and catch the train from there, with only a few minutes difference in arrival time in Waterloo where we were meeting Alan Swinburne.

Anyway, after struggling to find the car park at Winchester station, which had no signposting as far as we could see, we arrived in Waterloo nearly on time and met Alan as arranged. Six of us then went off to the CUTTY SARK by Jubilee Line and the Docklands Railway to Greenwich, whilst some of the others planned to go to Willesden Junction.

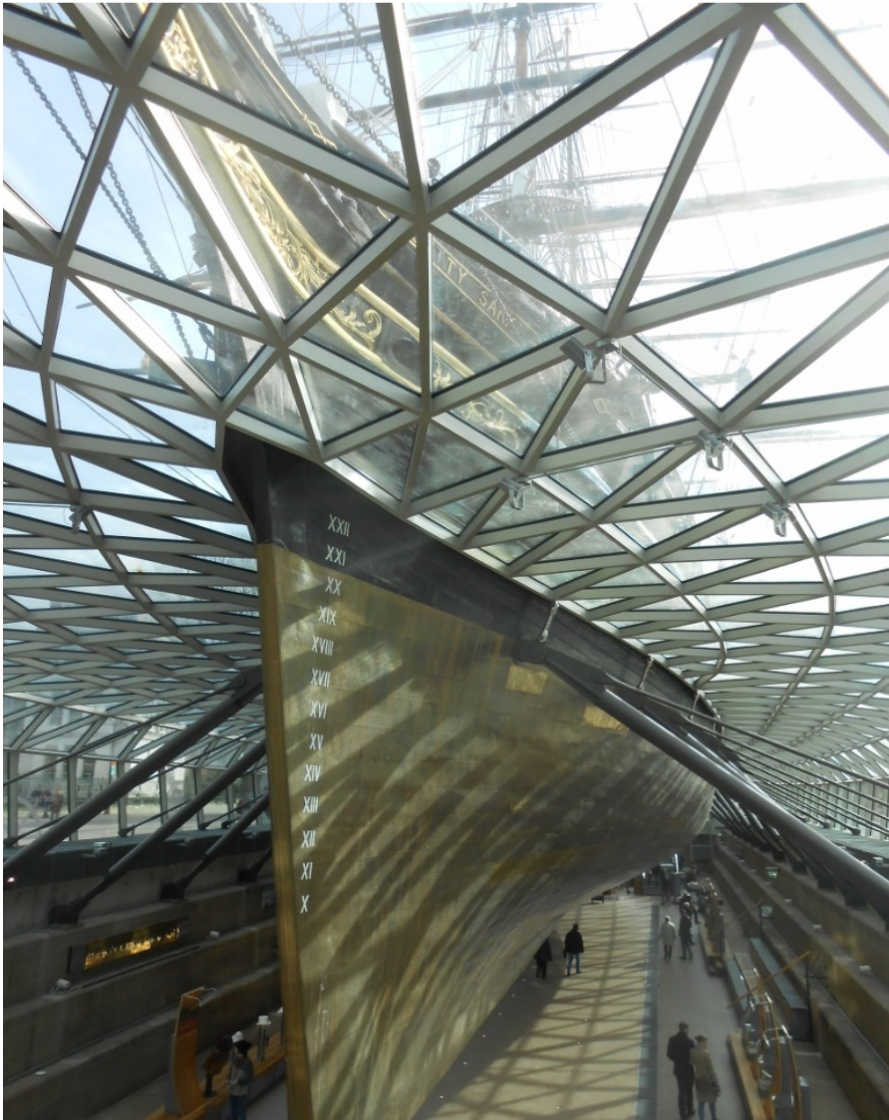


***Alan Swinburne, Mike Ranger, Brian House, Richard Banks and Richard Senner on the bows of the CUTTY SARK overlooking the River Thames.***

After spending a couple of hours looking around the CUTTY SARK, we had lunch and then returned to the Docklands Railway at Greenwich to catch the train to Bank, to change onto the Underground system to go to Farringdon. That's when our problems started.

The Underground system was in chaos. The Bakerloo Line was closed due to an RMT Union strike, the Circle, District and Hammersmith & City lines were closed completely for "planned maintenance", and there was only a partial service on the Metropolitan and Northern Lines.

As this was a Saturday in the school Half Term Holiday, you can imagine how busy the system was.



***Cutty Sark from below the water line.***

***Trevor Hargreaves***

Eventually after many change of trains we gave up trying to get to Farringdon, and after retracing our route from Liverpool Street and back to Bank, we managed to get to Chancery Lane station, followed by quite a long walk to the museum. We arrived only about 5 minutes late for our booked ride on the Mail Rail train, only to find the queue was over an hour long.

In my planning I had completely forgotten it was Half Term Holiday.

The remainder of the group arrived with tales of woe about the problems on the Underground and Overground systems.

After queueing for nearly an hour and a half we had our ride on the narrow gauge railway, which was very interesting, if not a little snug for the taller members of our group.

We then had time for a quick look around the Postal Museum, then back to Waterloo by way of Farringdon and London Bridge to catch the 19.05 back to Winchester.



***Our Chairman Peter Watson, Estelle Hughes and Chris Aston arriving back from their ride on the Rail Mail system. Trevor Hargreaves***

Not a bad day out in the end, but my advice would be not go to London on a Saturday in school holidays when there is engineering works on the railways and Underground.

There must be a better time !

Or have a look at [postalmuseum.org](http://postalmuseum.org) - and ride the train at home!



# NOSTALGIA ISN'T WHAT IT USED TO BE.....

by Peter Watson

Carrying on where we left off – looking at “Steam World” magazine in 1982. The Editorial Comment column devoted a lot of space to the suggestion that there was a further “Beeching-esque” round of closures being proposed for secondary lines. This followed a BBC2 programme which identified 39 potential routes. Looking back now after almost 40 years how much of that threat became reality? Of the 39 lines mentioned I’m happy to report that not a single closure has occurred – indeed, many have seen vastly improved infrastructure and services - though the latest problems affecting passenger numbers may well raise similar spectres for these and other lines. I think that there is now a much better informed public who are ready to challenge such plans – don’t relax though!!

A Romney, Hythe and Dymchurch train collided with a car on an ungated level crossing. How many times has that happened in the intervening decades? Why do motorists seem to think that a train won’t be coming.....

Blaenau saw its first passenger train arrive via the Festiniog in 43 years on May 25<sup>th</sup>. Bearing in mind the previous paragraph it was interesting to learn that a flashing light level crossing in Blaenau had not been fully completed so the railway was employing a full time crossing keeper to “tie and untie a string barrier”!



***Not on opening day but here is Blanche arriving at Blaeneau Ffestiniog on 6 September 1982.***  
***Ken Aveyard***

At an auction held in London, an original "Royal Scot" headboard sold for £420 (you could add a nought to that today) while you could have acquired a Pannier cabside number plate for just £90. A group of supporters of the GWRA at Toddington were trying to raise £6,000 to buy a Class 14 (D95XX) diesel hydraulic from British Steel at Corby where the steelworks had closed. The Nene Valley were looking into the possibility of extending their line from Orton Mere through to Peterborough. A new bridge over the Nene would be required.

Sponsorship was sought for the Mersey Railway 0-6-4T "Cecil Raikes" which was languishing at Steamport in Southport. It is still languishing – though cosmetically restored – in the Liverpool Museum. I would love to see that moving again. It was stored for years in the old roundhouse at Derby alongside former Midland Railway locos 118 and 158A having been withdrawn in 1903!

The delivery of Black 5 No 45491 to the ICI works at Thornton near Blackpool took place in 1981 and a report of its dismantling and first steps towards full restoration was in this volume. Numerous items had been collected but there was a comprehensive shopping list of parts required. The loco has still not steamed and is now at the Great Central via the Midland Railway Centre at Butterley where work is well advanced but no date for its completion is known.



**45491 under restoration at Loughborough on 23 April 2016. Ken Aveyard**

A week in Czechoslovakia was offered for £257 and it was said that Poland was possibly going to open its borders to steam enthusiasts – obviously this was long before the Wolfszyn Experience was on offer!

Mainline offered its new version of Fowler's original "Royal Scot" in OO gauge for £32. "Every item of detail imaginable has been incorporated" said the effusive reviewer. It was one of the smoothest models the reviewer had seen – riding coarse pointwork (is there such a thing??) and sharp curves "with scarcely a shudder". The letters page was full of sightings of "Clans" in London – obviously a great rarity. I never saw one myself for, despite living up North, they were on the wrong side of the Pennines. Other correspondents wrote about rare "Scots" in London – did anyone have to wait ages for their last "cop"?

By the time the August edition hit the newsstands only 2 of the 74 remaining locomotives at Barry had not been reserved. Dai Woodham bought back 4979 "Wootton Hall" that he had sold three years earlier. The Swanage Railway won the best railway poster competition organised by ARPS and the NRM. Brighton Locomotive Works Association began preliminary work at Preston Park sheds in anticipation of their being a private steam loco restoration centre. In June the line between Swanage and Herston was finally opened to passengers after a visit by the Railway Inspectorate.

The Nene Valley had to postpone a special running weekend because the line had been used by the film crew for the latest James Bond film, "Octopussy". Bang goes another quiz possibility!

The "rare" cops theme continued in the Letters page – this time it was "Lord Rutherford of Nelson" which had a double line nameplate. Can anyone tell me which other "Jubilee" also boasted a two line nameplate?

Finally for August 1982 there was an article by Peter Smith (ex-S&D fireman) about a rough trip with Donald Beale when a leaking smokebox door on a Standard 5 almost caused them to fail on the way to Bath. With no other locomotive available they had to "make do and mend" and stuffed soaked newspapers into the gaps as a form of papier mache. The temporary mend got them almost to Masbury on the way home but after that it was downhill all the way and station stops at Evercreech and Blandford with further applications of sodden newspapers got "The Pines" back to Bournemouth on time. Skilled, knowledgeable and resourceful. Now it would be hours of delay until a rescue could be arranged – and then the couplings wouldn't be compatible!!

In September there was still more dissension in the ranks of the preservation groups.



At the GWRA there were calls for an independent audit after a Committee member was found to be holding over £2,000 at home! Four days later almost £3,000 was paid into the Association's bank. Now, imagine how I felt with almost £18,000 (admittedly as a cheque) in my desk when the HSBC closed our account without warning. Seven Directors of the Mid-Hants resigned due to continuing unrest between the Board and volunteers.

On the positive side, the Swindon and Cricklade opened to the public at Blunsdon for the first time over the Bank Holiday. Why is that newsworthy? Well, as you may have read elsewhere, it's now the new home of 6695.

The newly cast and machined cylinders for "Duke of Gloucester" were delivered to Loughborough. A BR built "Castle" class nameplate sold for £1,200 but a "Warship" plate fetched only £250. These days you would need close to £10,000 for the former but at least £6,000 for the diesel. If you wanted a personally signed picture of a Gresley Pacific – it was yours for a fiver!! Before anyone suggests that's all it was worth let me turn to an item about West Country "Bude" on a railtour in 1963. The author notes the engine "slipped and slithered out from St Pancras" and later the train was turned onto the slow lines at Harlington after having been overtaken by a slow freight. Can we send a copy of this to Colin Stone?

It wasn't all doom and gloom on the Mid-Hants. The railway had acquired self propelled track laying gantries and many panels of concrete sleepers track. So efficient was this system that, even with volunteer labour, they were catching up with the formation clearance gangs and ran out of prefabricated track panels.

One of the main reasons I like this magazine, and its later reincarnation, is the real life stories told by real railwaymen. How about a 17 year old passed cleaner who was scheduled to fire the "Essex Coast Express" from Clacton to Liverpool Street on a "Britannia" – his **first** express firing turn! At the end of the journey his driver turned to him and said "If anyone says anything just tell 'em you're 18". I suspect Messrs Beale and Smith would have approved.

In October it was reported that "Blue Peter" was scheduled to steam again after 8 years. Going one better, A4 "Sir Nigel Gresley" rescued a failed ballast train on the Settle and Carlisle after its diesel loco caught fire and the first rescue loco (a class 25) was not powerful enough to move the train – no slipping was noted!!

The West Somerset, after all its financial woes, reported that income was ahead of expectations and break even was likely to be achieved. A long item on Peak Rail examined all the planning tribulations that had been overcome as rail was laid in the yards at Buxton.

Sadly, the costs of accessing a site that had seen bridges removed and the failure to convince the Peak Park Planning Board that they had a financially robust business case saw the Board refuse to lease the trackbed through Monsal Dale to the Railway which since has developed just the Rowsley to Matlock section.

This edition ends with a look at the Barry story – often talked about but the very early days are, perhaps, less well known. In late March 1959 the following locos were sold to Woodhams – 3170, 5312, 5360, 5392 and 5397. Four more Moguls were purchased in August, 1959. A timber importer, J.O. Williams bought a dozen locos in late 1959 which were stored and broken where Woodhams later parked their purchases but these were Williams' only foray into dismantling. One loco bought in late 1960 was 9499 which had "enjoyed" a working life of scarcely 4 years. Makes the 9Fs look positively long in the tooth. The two "Kings" should never have been at Barry having been sold to Wards of Briton Ferry. Then someone realised they were banned west of Cardiff!! Barry was suitably close to Cardiff so the sale was adjusted accordingly. By the end of 1963 over 50 locos were stored and a new "dump" site was opened at the Docks. 1964 saw the influx of Southern types and, by the year end, there were 110 locos stored at Barry. The following year over 30 engines were cut up – surprising as most people only recall the 9F and a couple of GWR locos. Cutting up was motivated by steel prices, which then began falling, and the ease of dealing with wagons which were, again, being withdrawn in prodigious numbers. Prices were based not only on the scrap tonnages but also a movement charge. Once locos ceased to be concentrated at main Works and were sold from local depots then it made financial sense to buy from those locations closest to the scrapyard – hence purchasing Eastern or Midland engines was never going to be as profitable as those from Bristol or Severn Tunnel Junction. Only towards the end did Barry start to see more engines with a 4 in front and, of course, a memorable couple with a 5 in front!

In November we learned that the Pontypool and Blaenavon Railway would open for public rides at Easter 1983. Netley signalbox was reconstructed at Ropley during the summer. The NRM was castigated about the way in which the ex-LNWR 0-8-0 9395 had been allowed to deteriorate. Pictures showed parts lying dumped in the tender in pools of water and no weather protection at all, not even the old style sacking over the chimney. It had recently moved to the Ironbridge Gorge Museum near Telford but there was no covered accommodation for it there. It was, of course, later restored to running order thanks to a large cash injection from Pete Waterman.

Over in China, QJ locos were still rolling out of Datong Works – almost 4,000 having been built by late 1982.

John Click authored a couple of lengthy articles about Bulleid and his novel ideas. Much has been written and said about his failures – specifically the “Leader” but, to help redress the matter slightly here is Click reporting on a successful run ..... “one summer’s night we slipped down through Winchester under a brilliant moon and were going a good deal faster than we were allowed. The ride was perfect, the forward view marvellous and the only sound was of the six wheel bogies over the rail joints. One could be forgiven for thinking the dream was a reality.” Of course, he wasn’t working in the fireman’s enclosed cab mid-ships but it’s good to know that there were times when things went well. When Bulleid was told that his Merchant Navy class was being rebuilt (he was working in Ireland by now), he commented that “I should have preferred the engines to have been scrapped”. It’s now 50 years since Bulleid died in Malta but his legacy lives on at numerous preservation sites up and down the country as well as on the main line.

On September 11<sup>th</sup> 9F 92203 hauled a load of 2,178 tons at Merehead Quarry – a British steam haulage record, and on a 1 in 132 grade too. It managed to start its train of buckeye fitted (no chance to pick up the wagons one at a time) stone wagons and move it for half a mile. The crew reckoned the fire was 3 feet thick to stop it being torn apart by the blast at full regulator and 75% cut off.

Finally, we turn to the December 1982 issue where the Keighley and Worth Valley reported that they had spent almost £38,000 on coal. Oil and water in 1982. It would be interesting to learn what the Swanage bill was for the last complete year of running.

A photograph showed a single line running south from Toddington and extending to just over half a mile. What a transformation has been made there. Sometimes you have to remind yourself what these groups faced when they first started and the imagination and sheer bloody mindedness that drove them forward. The GWS was returning donations that had been pledged to finance the conversion of “Maindy Hall” to a “Saint” class. So little money had been donated that the scheme never got off the ground – look now. It has taken over 35 years but not only is a “Saint” now a reality but a 4-4-0 “County” is under construction.

Class 52 “Western” weekends on the Severn Valley had failed to achieve good attendances so it looked likely that one of those planned for 1983 would be cancelled. The Llangollen Railway was still trying to obtain its Light Railway Order for the Llangollen to Corwen line – only now has the Railway managed to get its track to the end of the line at Corwen. An accompanying image shows the attractive half-timbered station at Berwyn in poor condition with the trackbed lost under trees and shrubs.



A plan to build a 3.5 mile line on Dartmoor along the alignment of the former Princetown branch was going before the National Park Committee. Only a small culvert would have had to be bridged.

After a proposal that never happened there was an item about a scheme that did – the Brechin Railway which has succeeded in not only reopening part of the line between Brechin and Bridge of Dun but has also restored the pretty former Caledonian station at Brechin to a high standard.

At Bold Colliery near St Helens the fires were dropped for the last time in September as diesel haulage finally took over from steam on the coalfields for the first time since 1812. Steam remained as a standby source of motive power but 1982 was a key moment in British industrial steam history.

An Australian correspondent lambasted the preservation movement for trying to spread its resources too thinly – in particular trying to save a second “King” from Barry. They should, he suggests, “put their money into the Quainton “King” to produce one complete operational 4-6-0 instead of two junk “Kings” which have little hope of running because of a lack of finance.” Like I said – imagination and bloody minded persistence!!



***6023 with the cut wheels is seen at Barry on 5 August 1975.***

***Inset 6023 at Toddington on 28 July 2019.***

***Ken Aveyard***

# The Great Word SeaRch Answers.

By Steve Green.

How did you get on? If you were struggling, worry not, all will now be revealed, in glorious colour. Hopefully it kept you entertained for a bit.

I have highlighted the first letter of each answer that appears in the quiz **thus**, and where the names have been split up, **highlighted** the shared letter and in the list below described the direction the name(s) then took.

Hopefully this will all make sense. The letters in **blue** are the ones you will have ended up with, revealing what you should have found, which was:-

GWR AND BR WESTERN REGION CASTLES NOT NAMED AFTER CASTLES.

Here are the answers then, from top to bottom, left to right: -

5062 EARL OF SHAFTESBURY - vertical  
5050 EARL OF BERKELEY – horizontal  
5091 CLEEVE ABBEY – horizontal  
5051 EARL BATHURST – vertical  
5083 BATH ABBEY – diagonal/horizontal  
7037 SWINDON – vertical  
5071 SPITFIRE – vertical  
5066 SIR FELIX POLE – diagonal  
5072 HURRICANE – vertical  
4000 NORTH STAR – both diagonal  
7007 GREAT WESTERN – both diagonal  
5077 FAIREY BATTLE – vertical/horizontal  
5053 EARL CAIRNS – horizontal/vertical  
5079 LYSANDER – vertical  
7000 VISCOUNT PORTAL – vertical/horizontal  
5045 EARL OF DUDLEY – vertical  
5055 EARL OF ELDON – vertical/vertical/horizontal  
4032 QUEEN ALEXANDRA – diagonal  
5080 DEFIANT – vertical  
5089 WESTMINSTER ABBEY – vertical  
7017 G.J. CHURCHWARD – horizontal  
7005 SIR EDWARD ELGAR – horizontal  
7001 SIR JAMES MILNE – vertical  
5043 EARL OF MOUNT EDGCUMBE – vertical  
5081 LOCKHEED HUDSON – horizontal

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

## **MOORS VALLEY RAILWAY.**

The Moors Valley Railway may be holding the following Special Events.

**HALLOWEEN FUN TRAIL – 24<sup>th</sup>-31<sup>st</sup> OCTOBER**

**SANTA SPECIALS - 6<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 19<sup>th</sup> & 20<sup>th</sup> DECEMBER  
(PRE-BOOKED ONLY BY ADVANCED TICKETS.)**

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

Alternatively, speak to Steve “The ex-Reverend” Green.

The Railway is open Weekend and School Holidays, 10.45am – 5pm.

**MOORS VALLEY RAILWAY, Moors Valley Country Park,  
Horton Road, Ashley Heath, Hants. BH24 2ET.**

**Tel: (01425) 471415.**

**[shop@moorsvalleyrailway.co.uk](mailto:shop@moorsvalleyrailway.co.uk)**





**Northern Rail liveried class 142 Pacer unit 142015 on a Darlington to Bishop Auckland service approaches Heighington Station on 21 September 2019. This picture was taken from the foot crossing that leads to a view across the Hitachi factory at Newton Aycliffe. KA**



**Northern Rail Pacer replacement class 331 number 331106 is seen at Leeds on 26 September 2019. Ken Aveyard**