

The Corkscrew



Newsletter of the
Wimborne Railway Society
Issue 120 December 2020

East Germany



A view of Saalfeld depot in East Germany from an adjacent over bridge
on 8 September 1981. Paul Carpenter



440305 near Saalfeld 8 September 1981.

Paul Carpenter

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Editorial



This was the scene (photo by Martin Catford) at the Hamworthy Engineering Club on 22 August 2020 when we were able to start our meeting programme again. Socially distanced film shows with waitress served beer are proving to be quite popular although as I write this we have just commenced the second lock down so the meetings are suspended again.

This year we will not be able to hold the normal Annual General Meeting in December so watch out for news from the Committee or check the web site. So as far as you can, I hope you have a happy Christmas and let's look forward to a better 2021.

I now have a brand new laptop so to compensate for the slightly smaller issue in October, this issue of The Corkscrew contains an enlarged photo section thanks to various contributions received over the last few weeks. In this issue we have more from Paul Carpenter's East German holiday, the final part of David Coasby's Scottish travels and a trip to the Underground, more 1980's from Peter Watson, and a day out in Wales from yours truly.

Congratulations to Steve Green for correctly guessing the location of the disused railway track in the last issue, it is Hurst Castle off Keyhaven, well worth a visit but it's a long walk to get there unless you use the ferry.

Sit back and enjoy Corkscrew 120. Closing date for 121 is 14 January 2021.

Cover picture:- Great Western diesel unit 150233 at Newquay having arrived on the 14.16 from Par on 6 September 2020. Picture from Paul Carpenter

East Germany for Steam Part 3

by Paul Carpenter

Saalfeld and a few 01.5 Pacifics

The Deutsche Reichsbahn 01.5 were perhaps the most sought after of the standard gauge steam classes still to be found in 1981. They first saw the light of day in 1962 totalling 35 examples (by 1965) that were a major rebuild from members of the original 01 class Pacifics that dated from the late 1920s – 1930s. These original Class 01's had been delivered from quite a few builders with Borsig prominent and smaller numbers from Henschel, Hohenzollern and Krupp. After the war Deutsche Bundesbahn in the west later modified a lot of the ones in their fold, reboiling, feedwater heaters, roller bearings, new cylinder blocks, shorter chimney and typically 'German' smoke deflectors resulting in a modern locomotive both in performance and looks if still conventional looking.



010531 near Saalfeld 8 September 1981.

Paul Carpenter

The Deutsche Reichsbahn in the east rebuilt the 35 locomotives later than in the west and the result was a rather different looking machine. Meiningen workshops carried out the rebuild work, much later they would be contracted to supply the boiler for 60163 Tornado. Apparently the selected for rebuild locos all came from later batches of the 01 class as these had improvements over earlier examples including with the brakes.

A semi streamlined 'skyline' cover over the top of the boiler (see photos) was apparently copied from the CSD (Czechoslovakia) Class 477 tank engines. Most were built for oil firing, though a shortage of oil in the early 1980s ultimately led to their withdrawal. Boxpok driving wheels were fitted to a few when built but fractures led to these engines being later fitted with conventional wheels. Those particular locos had at first been fitted with full length skirts but these were later removed.

Unfortunately what notes I still have give little detail on workings but Saalfeld was reckoned to be a must visit location. A modest sized town but a major rail junction to the west of Dresden and southwest of Leipzig. I think it was to Leipzig that still provided passenger turns for the 01.5's. Also there were workings to Halle (to the west of Leipzig) I believe. However our first sighting of the class would be near Gera, around 30 miles from Saalfeld. We'd found a good spot on the single line but it was too early in the morning and the available light on a dull day made for an uninspiring photo of 01.0513 heading for Saalfeld with a passenger working.



440397 near Saalfeld 8 September 1981.

Paul Carpenter

Heading now for Saalfeld we managed to find 2-10-0 44.0397 on a double track section making a real spectacle for us on its heavy freight train. However the day was taking a long time to brighten up but for our next encounter the sun deigned to show itself. Taking the Gera line and a little way now out of Saalfeld climbing upgrade was the fine spectacle of 44.0305 with another heavy freight. (See picture on page 2)

Perhaps with a bit more time we could have found a slightly better spot. Perched about as awkwardly as possible near the top of a steep sided cutting my photos could have done with a horizon level on the camera lens – I don't think the camber on the track was quite as dramatic as suggested, anyway you could almost look down the chimney of the 44 as it stormed past. Also if one was in doubt the tender top was well seen confirming as with other locos seen in this region that they were oil fired!



010531 arriving at Saalfeld 010531 8 September 1981 Paul Carpenter

Closer to Saalfeld the sun was still shining as we caught 01.0531 arriving over the level crossing near the station from the north (probably Halle) with a passenger working formed of double deck coaching stock. I may be wrong but I don't think we actually went round the shed, I suspect anyway that it was forbidden. Fortunately though at Saalfeld a road bridge gave an excellent elevated view of the depot. (See picture on page 2)

A typical half roundhouse surrounding the turntable with maybe 15 or so roads busy with steam, mainly class 44 2-10-0s, and one or two 01.5 class. However at least half the locos seen here were diesels, especially the 119 class diesel hydraulics. These had been built in Romania not long before from 1976 onwards. Apparently they were plagued with problems from the start reducing availability to around 50%, before a major rebuild programme sorted things out. Probably as well for us though as it was doubtless leading to retention of more steam working than might have otherwise been the case!

The remainder of the day was spent on the line towards Jena where some typical scenery of the area provided a nice backdrop to some more steam workings. 44.0397 was first seen on a freight before 01.0531 was seen again heading away from Saalfeld with another passenger working, whilst southbound freights had 44.0115 and 44.0196. Classmate 44.0397 was again later caught exiting the town with a backdrop of typically uninspiring apartment housing in several blocks.



Saalfeld - Jena line 440196 080981

On another day to provide a little variety we went to a place called Haldensleben near Magdeburg to the west of Berlin, looks a long way now on the map. This was to look for working class 41 2-8-2s. We did find coal fired 41.1231 at the station, but the weather didn't help with my photos so if Ken publishes one don't expect much! It did though provide a fine sight departing the station with its freight a while later. Summing up, the trip was successful in that we had found enough working steam to have made it worthwhile, even if my lack of knowledge of the subject of German railways is all too apparent.

As a footnote the class 01.5 has an unwanted place in history. By far the worst boiler explosion in comparatively modern times befell 01.1516 at Bitterfeld station in 1977 due to lack of water. The subsequent inquiry found that a lack of communication led to a misunderstanding between a stand in driver and the regular fireman. Regrettably the two enginemen and seven bystanders were killed and over 50 people injured on the station. It was thought at the time that it was inconceivable such a situation could occur with modern boiler technology and procedures.

The events of the day do make for an almost unbelievable course of events. Apparently the crew had managed to fail on the outward working that same day running out of water and melting the fusible plugs on a class 03 pacific, the working continuing behind a diesel.

For the return working they were given a standby engine 01.1516, and they managed to run out of water with this too having missed a booked water stop and ran in to Bitterfeld with the tender virtually out of coal and completely empty of water. Unfortunately the fusible plugs were faulty and failed to melt. Photos confirm the boiler was blown clear of the locomotive landing 40 metres in front of the rest of the engine at 90 degrees to it, the firebox contents setting fire to an adjacent passenger train. Look for photos on the internet if you want to frighten yourself. Sobering images for all operators of steam locomotives.



As in the previous two parts to this article I've had to rely heavily on Wikipedia and for details of the above accident from national-preservation.com forum from a post by member 'Sir Nigel Gresley' – there's a fine name to go by. ***Above left Romanian built class 119 diesel hydraulic 119055 near Saalfeld on 8 September 1981***

Above right 2-8-2 number 411231 near Haldensleben on 10 September 1981.
Both pictures by Paul Carpenter

A rail trip to the Scottish Highlands

by David Coasby

Part 4 – The Kyle Line

I suppose if I had to put one railway 'experience' top of my list on my trip to Scotland it would be the day Ian Lamb took me for the first time on the beautiful Kyle Line, running from Inverness on the Cromarty Firth to the Atlantic waters at the Kyle of Lochalsh. This place, with the strange sounding name (at least to a southerner), has always held a fascination for me since I watched one of the earliest 'Great Railway Journey's' on TV when Michael Palin travelled there to collect the original enamel station name board that he'd purchased.

Ian had driven us to Inverness station with time to spare for a coffee in a nearby traditional café. The walls were adorned with railway memorabilia, but what fascinated me most was the array of breakfast food displayed at the hot counter. All the usual – eggs, bacon etc., but also black pudding, kippers and porridge. Well, we were in Scotland!



John McFarlane in his signal box and on commentary duty.

The weather was wet and dull as we headed to the station, where waiting to meet us was John McFarlane. A true Scot if ever there was one – and complete with kilt. John is a signaller working at Inch signal box, not far from Aberdeen, but when the Kyle line was loco hauled he was the commentator in the observation coach at the rear of train. So what better companion to have along to tell us all about the line?

Our 2-car Class 158 DMU pulled out of the triangular track formation of Inverness Station and swung left alongside the old harbour line, now severely truncated. Crossing the River Ness on the new bridge (the old one having collapsed, fortunately *without* a train on it!) we slowed to 10mph to cross the swing bridge over the Caledonian Canal, which threads its way southwest to Fort William. The smartly painted black and white Clachnaharry signal box situated there is purely for operating the bridge. RET (Radio Electric Token) is utilised on the entire route with a very tall transmission mast being noted on top of one of the mountains further west.

John had advised us that it was best to sit on the right hand side of the train travelling westbound. This was immediately apparent as we ran along the shoreline of the Beaully Firth before going over the first ever 'open' road crossing to be installed in this country. Our first stop was at the newly reopened Beaully station, which originally had a passing loop but has since been singled.



One of the many magnificent views to be seen from the train, with beautiful lochs and stunning snow-capped mountains. Photo: David Coasby.

We then had a steady climb up to Muir of Ord, which had a passing loop and formerly a junction to Fortrose.

The following stop was Dingwall, which featured a well maintained and impressive looking sandstone station building. Once again a passing loop was installed and three 'open' crossings took traffic across the track. Very shortly a junction turned off to the right taking the main line on to Wick and Thurso.

We were now properly on the Kyle branch as we forked left. The noise volume of the DMU's engine noticeably increased as we headed up a very long climb of 1:50 to Raven Rock Summit, some 458ft higher than Dingwall, which is at sea level. An almost sheer rock face towered above the train on the left before we passed the River Blackwater with the gradient easing slightly to 1:60 before descending down to cross the river and run alongside Loch Garve ('rough loch') and the station of the same name. There had been plans to build a 3ft narrow gauge line from here to Ullapool, some 25 miles away, but it never materialised.

Most interesting was the gap between the tracks on the passing loops in the stations. It was significantly wider than usual as there had been plans to transport boats on wagons down the line – there being no over bridges, but this rather unique source of revenue for the line never actually took place in the end.

Full revs again as we headed up another 1:50 climb to Corriemoillie Summit at 429ft, then down again to Lochluichart where the original track bed had to be moved to allow for the loch's new higher water level. Lochluichart station itself is a request stop, as are several stations on the line. An interesting sight just past the station is a 'fish ladder'. And no, it's not a Monty Python invention! With so many hydro-electric schemes installed on the fast flowing rivers in the area it was found necessary to build special stepped aquatic passageways past the concrete dams to allow the salmon to pass in safety.

Loch Achullin now stretched out on our right hand side before eventually narrowing to allow us to cross on a skew bridge and enjoy the sight of the second half of the loch now on the left side. Achanalt ('field of water') and another request stop, was passed before we travelled on the longest straight of the line for about two miles. Several Red Deer were noted beside the line but just as interesting was a 'bucket bridge' over the River Bran. This comprised of an overhead wire across the river, with a large bucket suspended below it. To cross the river you climbed into the bucket and pulled yourself over via a rope – not for the faint-hearted!

Achnasheen ('the field of storm') was the next station and again was provided with a passing loop, though on our outbound journey we didn't pass any other train. Crossing the River Bran we then ran alongside Loch Gowan ('loch of the blacksmith') before climbing again to Luib Summit at 646ft, which marks the Drumlalbain watershed. From here, the streams and rivers flow west instead of east.



Our Inverness bound class 158 passes the Royal Scotsman at Achnasheen ('field of storm'). Our guard very kindly gave us a couple of minutes to take the photograph before giving the signal for the driver to proceed.
Photo: David Coasby.

The next water was Loch Scavin ('loch of the lungs') where legend has it that 'Kelpie' the water horse lives in the depths! This is soon followed by the River Carron and at a certain spot known as Black Pool it is reputed that a certain driver from the steam days, and a keen fisherman, always kept his eye open for fish in the pool on the long slow climb eastbound. Many, many times he saw the splash of a fish, but never saw the actual fish. Apparently his fireman regularly played a trick on him, so as the driver looked intently out of his cab at the pool, and wasn't taking much notice of the fireman, the latter would lob a small piece of coal into the water, causing the 'fish' splash!

Any passengers intending to board a train at Glen Carron, the next stop, used to have to operate the lower quadrant signal on the platform. We then descended to Strathcarron ('bottom of the valley') before climbing once more up to Achnashellach and Loch Doule on our left. Balnachra Crossing ('place of grief') came next and so called because an eagle once took a baby from its pram and unfortunately the lifeless body was later discovered some distance away.

Strathcarron is the last station we went through with a passing loop and is followed by Attadale, better known for the site of the Highland gathering for Lochcarron. The line then becomes very twisty and has an avalanche shelter installed. Rock falls are a constant hazard here and the track had to be realigned when rocks tumbled down onto the adjacent road three years ago. In fact the track bed took on a dual purpose for a while this year (2012) when sleepers were laid between the rails to enable road vehicles to use it temporarily, enabling them to get round the fallen rocks. Since then a lot of wire netting has been installed to help catch falling stones.

Stromeferry, The original terminus of the line from 1870 to 1897, once sported a fine wooden roof, but is now unfortunately demolished. The station took on a new importance with off-shore oil exploration when equipment was sent up the line and unloaded there and probably helped prevent the closure of the line when it was threatened some years ago.

Another request station, Duncraig, had such a short platform it will only accommodate one coach and is followed by yet another 1:50 climb up to Plockton. (*Famously being featured in the TV series Hamish Macbeth - Ed*)

Duirnish was our penultimate station as we descend and run along some beautiful rock-strewn coastline, through the 80ft deep sheer rock Portnacloiche cutting, before finally drifting into Kyle of Lochalsh.

The station itself is also quite a marvel of engineering, as the site was originally solid rock and hundred of thousands of cubic yards had to be blasted away with explosives and cleared before the station could be built.

We missed our bus connection over the Sound to Skye (annoyingly retimed to leave a few minutes before the train was due!) so took a taxi, which proved cheaper than what the bus fares would have cost anyway. The last time I'd been to Skye was before the spectacular bridge had been built but with this now in place it didn't take long to reach a lovely little restaurant beside the harbour in Kyleakin village where we had lunch.

The weather had changed for the better, so we walked back over the bridge to the station and spent some time in the small railway museum housed there before catching our train back to Inverness. And there, in a small restaurant just opposite the castle, we dined on that most famous of Scottish dishes, haggis, tatties, neeps and gravy... all for the princely sum of £6! (*even in 2012 that was cheap*).

A lovely, lovely, day out on the most scenic and interesting line I've ever travelled on. For anyone who hasn't been on this line yet – Do it!



The intrepid explorers: John McFarlane, Ian Lamb and David Coasby at Kyleakin, which is just over the water from Kyle of Lochalsh. We took a taxi over the bridge but walked back, which gave us spectacular views of the Sound.



Kyle of Lochalsh. Originally there were sidings over to the right hand side, but two lines still remain out of view to the left of the wall. These are used to house the Royal Scotsman when it is stabled overnight at the station.
Photo: David Coasby.

“37 years ago things were very different.....”

by Peter Watson

Continuing my review of some early “Steam World” magazines, we will look at the year 1983 – which started off with the positive news that BR had agreed to main line steam running for a further 5 years into 1990. The Editor suggested that the news would encourage restoration projects and there would be the prospect of several new locos running before the end of the decade – “Duke of Gloucester”, “Scots Guardsman”, “Bahamas”, “Canadian Pacific” and “King Edward I”.

It was announced that a broad gauge replica of the GWR 4-2-2 “Iron Duke” would be built at a cost of £150,000 and funding would come from the Science Museum and the Friends of the NRM. The boiler would be from an “Austerity” but the frames were new build.

Some things never change – a BR directive was issued to the effect that windows on steam excursions must not be opened more than 6 inches. It followed a court case the previous year when BR had been sued by a passenger injured when leaning out of a window. Does any of this sound familiar and don't you think that, if they're old enough to go out without their parents they are old enough to understand risk and behave accordingly? The judgment said that “BR has a duty to safeguard passengers from acts of their own folly” – I give up.



It wasn't just steam, here is D200 exiting Thackley Tunnel on 17 September 1983 heading for Leeds. WRS P463/6

Two Hawthorn–Leslie saddletanks were purchased by the Swanage Railway from Market Bosworth. The Railway was hoping to receive its Light Railway Order by Easter to allow services to commence as far as Herston. Meanwhile, the former LT Neasden turntable was completed at the end of 1982. Track laying towards Harmans Cross was due to start at Easter.

The fight against the proposed Corfe Castle bypass continued with a report commissioned by the Railway stating that erroneous information had been used to support the use of the track bed as an Eastern by-pass. A spokesman for SR said “there are glaring inaccuracies in the County Council’s report – if it is to be taken seriously, it suggests the East Corfe River actually flows uphill”.

At Carnforth, the boiler of “Galatea” was being inspected. Three options were available – scrap the loco, restore it or use the boiler as a spare for “Leander”. Letter writers were quick to remind the world that the alleged record haulage undertaken by a 9F at Merehead Quarry had been beaten as long ago as 1909 when the sole GWR Pacific, “The Great Bear”, had hauled 2,375 tons from Swindon to Acton at an average speed of over 24mph – and that was with 107 wagons on plain bearings rather than the modern roller bearings behind the 9F’s tender. Never let it be said that “modern image man” has it in for the copper top brigade!

In February we learn that an attempt by BR to sell a Deltic at auction failed when the bidding stopped at £5,500 – about half the expected price. All was not lost, however, the loco eventually found a home in preservation at Butterley. Bargains were still to be had – a D95XX in full working order was bought from BSC Corby for use on the Glos/Warks Railway for only £4,000. A fascinating item covered a review of the World’s last wood burning locos (Greta Thunberg – look away now). Indonesian examples from the late 1970’s included 0-4-0 tanks, tram engines and how about a 2-12-2T with a bunkerful of logs? Even that pales into insignificance against the wood burning Garratts of the Benguela Railway in Angola which also ran into the 70’s. Of course, the sugar cane railways of the Caribbean and Far East burned bagasse into the 21st century but they worked with their fuel all around them and undertook relatively short trips with plenty of time to raise steam between journeys.

Finally, an article covers the removal of Ais Gill signal box to the Butterley site of the Midland Railway Trust, it having been bought for £75 subject to its removal by the purchasers without the aid of a crane!! They did it but got very wet in the process.

In March Dai Woodham revealed that he would start cutting up steam engines again if there were any left on site as his contract to dispose of redundant wagons was coming to a close. In fact, the last locomotives didn’t vacate the yard until 1990.

For £125,000 + shipping, you could acquire the Schools 30926 and M7 30053 together with a coach from Steamtown, Vermont.

The Bluebell announced that it would be the home of a new built 84XXX tank loco that was to be created from the remains of 78059. Despite having a realistic view of the work and timescales involved I wonder if the scheme's proposers had any idea that 40 years would pass before their project became a reality. A restoration scheme that happened much faster was the conversion of Manchester Central to the G-Mex exhibition centre and a photo feature showed the state of the building in 1982, some 14 years after closure. Initially used as a car park, the magnificent vaulted train shed still stood along with platform canopies and much of the interior.

The April issue headlined with the news that the GWS at Didcot had objected to the proposed Cholsey and Wallingford preservation scheme as it was believed it would detract from their own site offer. The Cholsey application to join the ARPS was "deferred for a year" after the criticism from Didcot. The GWS had an opportunity to take over the branch in 1968 but opted to concentrate on the Didcot site (perhaps wisely at that time). The branch line is now an active preservation site which probably has as much beneficial effect on GWS business as it threatens the latter's customer base.

Back at Corfe Castle the Swanage Railway lodged a formal objection to the use of the former station building as an electronics workshop.

MR Compound 1000 was taken out of use after rail tour duty and was returned to the NRM. The boiler certificate had expired and it was stated that the loco would probably not run again. On the other hand, the boiler of "Duke of Gloucester" was retubed at Loughborough but was still without cylinders and rods.

The rest of the World came under the spotlight again – Germany loaned 15 diesels to Turkey which saw the immediate dieselisation of Izmir suburban workings but also the extinction of two classes of steam engine. China was still building steam engines at Datong and steam was hanging on in South Africa where 5 large GMAM Garratts were due to join a gold mining company's industrial system.

In May it was revealed that the Mid-Hants had sacked their General Manager who was now suing the railway. The previous Manager had been sacked in November 1981 after only 10 months in post. The Railway suffered a further blow when the railway Inspectorate refused consent for running on the new extension to Medstead until some remedial work had been undertaken.

At Toddington 35006 arrived from Barry. It looked absolutely splendid when I saw it there in 2018 – so much so that it features on the WRS web site Home Page (but don't tell Colin Stone or he'll think I'm sickening for something).

The West Somerset seemed to lurch onwards and asked its members for a £100,000 investment to allow a more intensive operating frequency. Only 2 years earlier shareholders were asked to pay £32,000 to avoid potential bankruptcy.

BTP were looking into prosecuting trespassers on the East Coast mainline who had created a “mob euphoria” when “Flying Scotsman” commemorated its 60th anniversary. “Hundreds of incidences of trespass..... appalling and horrifying behaviour.....many foolish and dangerous acts”..... people stood on the track like they were at a football match – some were most indignant when asked to move”. A man with his wife, family and dog were seen strolling along the main line. Does this remind you of the scenes a few months ago? We really seem to have learned nothing as a society – it’s always going to be someone else’s fault when an accident happens (see above).

Right at the start of these retrospective articles I wrote about the Severn Valley Railway General Manager, Michael Draper, saying that some projects had to fail and the country could only sustain a handful of decent preservation schemes. Now we have the Secretary of the Association of Railway Preservation Societies saying much the same thing – that the market will be spread too thinly. He points out that, by 1988, turnover will have increased by 23% but there will be more operating bases. The height of ticket sales was 1979/80 and the country has since been in a recession. He suggests that the number of tourist lines could increase by 71% over 5 years. Route mileage will double in that time if all projected schemes are built.

He admits that there are so many variables at play but infrastructure costs and major restoration of locos and rolling stock will have a negative effect on balance sheets that might well be under pressure from external impacts. Will volunteers keep pace with the demands of the preservation “industry”? Share issues from 6 established railways all failed to reach their targets. He concludes with 4 options – recognise no new railways and try to plan the movement as a whole through persuasion, cooperation or regulation. Secondly, all new projects should be carefully examined with special reference to the relationship with other schemes and projects (see the Cholesey issue above). Thirdly, welcome all new projects regardless and let economics dictate who struggles and who prospers. Finally, regard all schemes as “members” and ward them a star rating to guide the public but will any option stop the “spiralling” of new schemes which could impact on the health and vitality of the movement as a whole? Reading all this makes one wonder if it wasn’t an attempt to create a closed shop that would benefit only the existing members of the club and the occasional new member where they are perceived to be able to bring in significant benefits – be that financial, technical or operational.

A subsidiary item talks about what the non-enthusiast passenger wants - clean coaches, clean toilets, clean café and well kept stations. From his family's personal experience at one of the biggest preserved lines what they found was a filthy station, closed buffet and locked ladies toilets. The locomotives were sparking! I suspect that things have changed for the better over the years. Have you had poor experiences? Have you ever given negative feedback to a railway?

In June an interesting leader page reflected on the experiment by the Keighley and Worth Valley to gain some income from photographers who visited the line but never paid a penny towards the running costs of the trains they were photographing. A special train would be run hauled by the visiting S&D 7F. Run pasts would be arranged and a pie and pea supper was included in the price (£3.50). Only 62 seats were taken, one person paid but didn't ride and the other 200 or so who gathered by the lineside for a free show booed the crew when the smoke effects were felt to be inadequate!

The Severn Valley was affected by a substantial subsidence event close to the new bridge over the bypass south of Bridgnorth. Thousands of tons of unstable material had to be removed. By no means the first time that the railway has suffered such events given its proximity to the river Severn along parts of its run down to Bewdley.



Back to the Midland Compound – the NRM discovered that the loco's boiler certificate didn't expire until October so it was scheduled for a special charter in the autumn – definitely the last one. ***And the image above shows that final tour passing Church Fenton on 28 September 1983 (WRS P464/5)***

The Mid-Hants saga rumbled on with the poll for vacant seats on the Board being ruled illegal by a Judge at Salisbury Crown Court.

Finally – the way it used to be done..... a reader writes that he remembered Preston in the days of the “Claughtons” when the local engines were in LMS livery and kept spotless with the aid of red wax polish. Reaching the top centre line of the boiler was difficult for the cleaners – nevertheless, an Inspector would occasionally go down onto the station footbridge and woe betide the cleaners if he found the boiler tops were dirty!!



Not a Claughton unfortunately but Jubilee 45654 is seen at Preston station detaching the Manchester portion of an up CTAC tour on 7 July 1962.
WRS C494

Brian Jackson 1942-2020

Well known local author Brian Jackson passed away suddenly at the beginning of November at the age of 78. Brian visited the Society many times as a guest speaker and authored many books on local transport including the history of The Castleman's Corkscrew from which the WRS magazine takes its name.

MOORS VALLEY RAILWAY.

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

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

Tel: (01425) 471415 shop@moorsvalleyrailway.co.uk.

Four Go Wild in Wales

by Ken Aveyard

For many of us 2020 has been a frustrating year as the Covid-19 pandemic quite sensibly saw a block on pleasure travel with many of the bigger stations refusing to allow trainspotters although Eastleigh could still be visited if you kept away from the travelling public, that is if you could find any!!

At the beginning of September the Welsh Government announced a relaxation of travel restrictions and four of us took the opportunity to organise a trip to Cardiff, for me being the first spotting trip for nearly ten months. So it was that on Tuesday 8 September 2020 Bernie Luther, Trevor Hargreaves, Chris Aston and myself made our way to Westbury for the usual 1010 service to Cardiff.

For me anticipation was high, as my last Colas 70, 70812 was in the area and had been working the Aberthaw to Moorswater cement flow but the timings have been changed so that the southbound working now runs overnight on Monday rather than daytime on Tuesday so the chance of seeing it had disappeared. The loco normally retires to Canton depot between arriving at Aberthaw on Thursday afternoon and the Monday night southbound run but this weekend it had run light to Westbury on Saturday morning and real time trains showed the cement workings that week weren't running. So would I be lucky, and would 70812 still be at Westbury on Tuesday morning? Oh Yes!!



Colas 70812 stabled at Westbury on 8 September 2020.

Ken Aveyard

In fact Westbury was quite busy with Colas 66849 running round a PW train and 59003 66112 and 66165 in and around the sidings. 166221 headed for Portsmouth and 802011 with 802006 ran in on a Paddington services as 166220 arrived to take us to Cardiff.



66112 and 66849 at Westbury on 8 September 2020 .

Ken Aveyard



Smile please!. Bernie, Trevor and Chris enjoying the comfort of the declassified first class section of 166220 en route to Cardiff. K Aveyard

Half a dozen class 800's were seen at Bristol, including 800313 a cop for me and we were soon on our way, passing Newport where 66127 and 66130 were seen along with former Anglia 170208 recently transferred to TfW.

Bernie and Trevor wanted a trip to Bridgend the long way round via Barry and Aberthaw, and we had a while to wait as the service was running to a reduced hourly timetable. During that time 60059 crept through, beating my attempts to fire up the camera and a couple more ex Anglia units 170272 and 170273 also put in an appearance.

Our train to Bridgend was made up of 142074 and 142085, so a final chance to ride on a Pacer in main line service, and it was interesting to see lines of dumped coal hoppers around Barry with 66569 running round at the container depot.



142074 seen in the bay platform at Bridgend. The X sign in the cab windscreen reads "Non Multi" meaning another unit cannot be coupled at this end probably due to defective connections in the coupler. KA

By the time we got to Bridgend it was raining so we decided to head off for lunch which we took in a cafe near the bus station after which I went for a short visit to the bus station for some photography, before meeting up again on the station for the run back to Cardiff on a class 170.

Passing Canton one of the converted class 319's was visible, 769421, but there was no sign of any of the units out on test. Once back at Cardiff I headed off to a local camera shop as I'd found a good deal on my long promised upgrade to a new camera, returning to meet up with the gang again ready for the 1640 back to Westbury. During that time 66569 reappeared on the liner from Barry and a further cop was had in 800001 but unfortunately none of the required Pacers I needed for photographs showed up.



66569 heading east with the liner from Barry whilst former Anglia 2-car unit 170273 waits to head west.
Ken Aveyard

Our journey back to Westbury was on 166221 seen earlier in the day, and retaining the old blue livery from its Thames Valley days. This unit has branding for Reading Train Care Depot with a different design on each side.



The different branding on each side of 166221 at Westbury. Ken Aveyard

A further class 800, 800301 was copped at Bristol meaning a total of four cops for the day and the clearing of the Colas 70's which can be found anywhere between Cornwall and the far north of Scotland their work being so varied.

After arrival back at Westbury we all agreed that despite the rain when we were in Bridgend it had been good to have a day out after months of staying at home.

Down the Tube

By David Coasby

This story is of an event that took place 5 years ago. However, I'm sure nothing much has changed since then.

My old school chum, Ray Baskerville, phoned me to ask if I'd like a tour of Moorgate Station? Ray knew one of the Station Supervisor's there who had already taken Ray round the station on a previous occasion – a trip I was originally invited on, but couldn't attend due to being in hospital at the time.

When I was at school with Ray it seemed at the time that most of the class were interested in railways. Maybe something to do with having a good view of the Midland main line across the playing fields (much to the frustration of an American exchange teacher we had for a year, who just couldn't understand why all us boys heads turned to the left at the sound of an approaching train!)

Another couple of old school friends who we still kept in touch with joined us for the trip to Moorgate, with strict instructions from Ray – no drinking alcohol beforehand.

Moorgate station was opened in 1865 by the Metropolitan Railway, when they extended their original route between Paddington and Farringdon. In 1900 the City & South London Railway added the station to its network, under the name Moorgate Street, and the Great Northern & City Railway began serving the station in 1904. While the public entrances from the street give access to all the train services at the station, there are three distinct levels.

Sub surface through platforms 1 and 2 are used by the Circle, Hammersmith & City and Metropolitan lines of the Underground system. For turning trains back at busy times, there are platforms 3 and 4, which are west-facing bays. Adjacent to these are platforms 5 and 6, formerly used by Thameslink trains, but are now disused following the closure of the Moorgate branch from Farringdon junction.

The Northern line of the Underground uses platforms 7 and 8, which are in a deep-level tube section of the station.

National Rail services on the Northern City Line use platforms 9 and 10, which are terminal platforms and also at a deep level.

Arriving at Moorgate – and after a little hesitation and a few wrong turns – Ray led us to Brian Southwell's office. He had a few things to sort out first before commencing our tour of the station, but soon emerged with a radio and powerful lamp. Brian has been based at Moorgate for 15 years and before that spent time at most of the stations on the Met (*Brian has now retired*).

We started off walking along an ordinary passenger corridor before stopping at a locked door. Brian produced a large bunch of keys and opened the door. It led into a very dark passageway, which we followed Brian into. It really was like stepping back in time. It was a passenger tunnel leading to the GN Met City Line and constructed in 1903 but had been disused for many years. I was fascinated at how narrow it was with lots of sharp twists and turns. On the walls here and there were a few extremely faded posters from around the 1920/30's such as Lifebuoy Toilet Soap and Visit Wembley Ice Rink.

We then descended into a larger tunnel where we could see the end of the GN line, which terminates at Moorgate. The rear lights of a train bound for Welwyn Garden City could be seen at the platform a short distance from where we stood. But turning 180 degrees away from the train and the buffer stops and on into the tunnel there is the most amazing sight. The tunnel suddenly ends and stood there is the original boring shield. It had been used to cut the 16ft diameter bore to join the GN with the City & South London Railway at Lothbury, but apparently money ran out, together with clearance fears if the boring continued, so it was switched off in 1903 and has stood there silently ever since.



Looking back up the GN line, with the 1903 16ft cutting shield just a few yards behind me.
David Coasby

Nearby (and in other parts of the station) was a movement sensor, where miniscule movements in the ground can be detected. With such a honeycomb of tunnels in this area, large buildings being built above, and the new Crossrail project being constructed only a few yards away, this struck me as a sensible precaution. There were also lots of ventilation shafts, water pumps and floodgates situated around the station.

With the supply of electricity these days being reliant on the National Grid it is imperative that should a power cut occur the station isn't plunged into darkness. To overcome this there are five cabinets situated around the station containing huge batteries which when powering the lights at the station can last for an hour. A further back-up can be provided by Greenwich Power Station if necessary.

On our way round, and deeply underground, Brian pointed out a small room where a tramp had lived for many years. He even had a year planner stuck to the wall. Apparently the staff at the time took pity on him and brought him sandwiches and drinks, but when health and safety took a firmer hold he had to go!

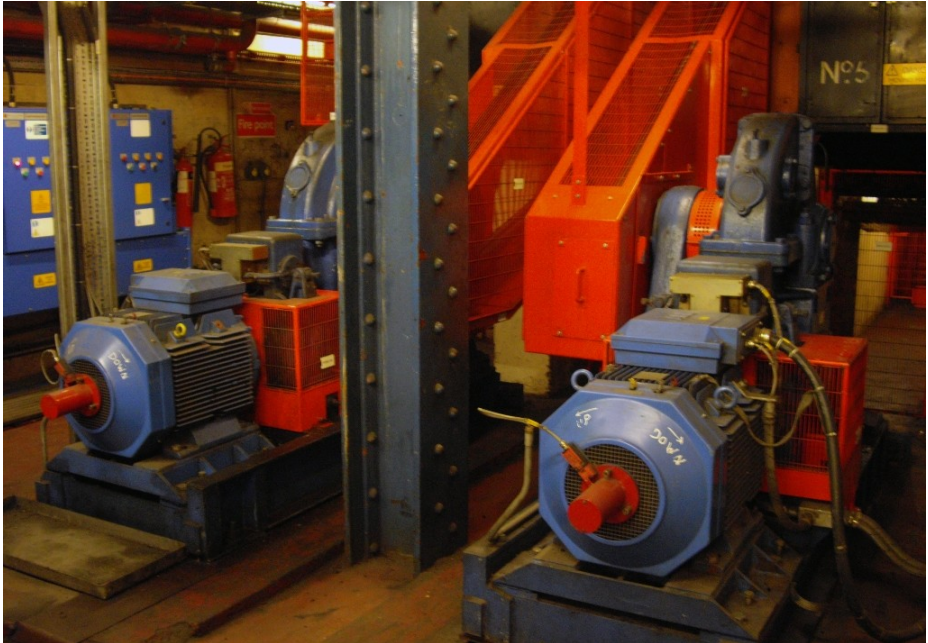
Another amazing site was a massive defunct vertical shaft. It was so large it could have probably housed a moon rocket, but years ago it accommodated two separate lift shafts and their associated mechanisms and cabling.

Apart from the GN terminal platform mentioned previously Brian also showed us the other GN terminal platform where the terrible accident happened on 28th February 1975. A southbound train failed to stop as it approached the station where it crashed into the wall at the end of the tunnel killing 43 people with a further 74 being injured. It was the greatest loss of life during peacetime in the London Underground. Following this disaster a system that came to be known informally as 'Moorgate Protection' or 'TETS' (Train Entering Terminal Stations), which stops a train automatically if the driver fails to brake, was introduced at dead-ends on the London Underground.

The final area of our tour was to go beneath one of the escalators where we were able to view the huge electric motors that drive them and see the mass of associated machinery that keeps them moving all day. Following the King's Cross fire in on 18th November 1987 a strict regime of rubbish collection is made beneath all Underground escalators.

At Moorgate Brian showed us the 'dust trays' beneath the escalator we were standing beneath. They were commendably free of any rubbish, but as Brian pointed out, these are emptied twice a week. Also, as a fire precaution, a nearby metal cabinet containing maintenance equipment is kept down to a bare minimum, with just small quantities of oil and grease being stored there.

It was fast approaching the evening rush hour and Brian was needed elsewhere, so we bade him farewell and thanked him for such an interesting visit. Needless to say we decided a pint was in order before we travelled home to St Albans, where we all lived at the time.



Two powerful electric motors drive the escalators immediately above them.

David Coasby



Heavy duty tools used to wind the escalators during maintenance.

DC

Out and About in 2020

A selection of images and short stories

Paul Carpenter

On 4th February this year I checked out the 1948, built by B J Fry locomotive (modified in the 1980s), at the Vitacress operated watercress beds at Bere Regis. I believe still used, though relatively infrequently. Also attached photo of bridge over stream near the packing sheds. This is on the mostly lifted section between Doddings Farm and the packing shed seen towards the church. These views visible from close to footpaths. Access to beds without permission is these days forbidden due to it being a food production site.



Rail Charter Services summer specials and more.

These were series of trains that ran during August 2020 between Skipton and Appleby comprising a short rake of Mk3 first opens, and a Mk2 BFK. The first week saw 37521 and 47593 top and tailing, and **Colin Aveyard** caught up with them at Gargrave on 5 August.





Colin also headed for Hellfield on 5 August as his last GBRf 66 (until the new ones enter service) 66773 sporting its Pride livery was due to pass there on the Wembley to Irvine China Clay tanks and was duly recorded.



At the start of the second week 37521 failed on the Sunday ECS from Crewe and was replaced for one day only by DRS 37407, which was needed back for test train work. Luckily the intended second class 47, 47712, was now available and is seen speeding through Hellfield on 14 August 2020.



As luck would have it, the very test train 37407 was needed for also appeared at Hellfield on 14 August 2020 with the large logo locomotive on the rear.



Heading that test train was 37423 "Spirit of the Lakes" in DRS Compass livery.



Also putting in an appearance on 14 August was Colas 70810 seen working a set of Network Rail ballast wagons.



If something interesting is coming down the Settle and Carlisle, Shipley station is close by, and on 15 September 66747 “Made in Sheffield” in the Newell Wright livery put in an appearance.

Cornish Capers

Paul Carpenter made a visit to Cornwall on 6 September 2020 taking a trip on the Looe and Falmouth branches. See also front cover picture.



Liskeard. 802009 approaching on 10.15 Penzance – Paddington crosses 802017 on 08.04 Paddington – Penzance.



Looe. 150266 waits to depart on the 11.06 Looe – Liskeard.



Par station and signal box with the 12.50 Penzance - Exeter short HST set with power cars 43093 and 43156 arriving.



Par station looking towards London with a Roselyn Coaches ex Plymouth Citybus East Lancs bodied Volvo new to Go-Ahead subsidiary London General crossing over the bridge.



142085 was the rear unit on the Cardiff to Bridgend service mentioned on page 23. TfW Pacers are permitted to run without the need to be attached to an accessible unit.

Ken Aveyard



One final picture from Scotland. The observation coach mentioned on page 9, created from a class 101 driving trailer, is seen at Clacknaharry.