

# The Corkscrew



Newsletter of the

**Wimborne Railway Society**

**Issue 121      February 2021**



***The former Millers Dale station, with the goods shed on the left. See article by Steve Green from page 4.***

***Steve Green***



***A view over Toton Depot from the famous bank showing 60028 in its rather striking Cappagh blue livery alongside other members of the class and class 66.***

***Steve Green***

# 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](http://www.wimrail.org.uk)

Contact The Corkscrew at [kenaveyardATyahoo.co.uk](mailto:kenaveyardATyahoo.co.uk) (replace AT with @)

.....

## Editorial

Well no sooner had we resumed our social meetings as seen in the last issue of The Corkscrew than we once again entered a more severe lock down after the Xmas relaxations. Hopefully by the summer things may be returning to normal, and when we can get out train spotting again there will be plenty of new things to see as in our area the 701's are being delivered at regular intervals with many being parked and tested from the newly electrified Eastleigh Airport Sidings. Further afield, new stock is being delivered to Anglia, West Midlands, Merseyside and soon to Wales where locally built CAF units and trams for the valleys are expected. Of course all of this is subject to the necessary precautions having to be taken when undergoing training.

To keep busy, Martin Catford has continued to circulate the mini articles and news snippets, as I write this in mid January we are well over 700 such items. Of course many of us have home modelling projects to carry on with and hopefully we may be able to feature these in forthcoming issues of The Corkscrew. So if you have something to share with us, even if it's just a picture and a caption please do send it in for a future issue.

In this issue we have contributions from Steve Green and yours truly recounting days out in late summer when travel restrictions were relaxed. Peter Watson continues his review of the 1980's and David Coasby reviews and improves an Oxford 7mm scale Southdown coach as well as introducing the forthcoming series on Alan Ashberry's life on the railways. To round off we have a selection of mini articles and photographic contributions from near and far.

Sit back and enjoy Corkscrew 121. Closing date for 122 is 15<sup>th</sup> March 2021.

Cover Picture:- Stadler Flirt unit 745106, operating a service from Stansted Airport to London Liverpool Street approaches Bethnal Green station in September 2020. The black triangle in front of the unit number signifies the end of the unit that has the disabled access facilities. Picture by Ken Aveyard.

# **Damp Days in Deepest Darkest Derbyshire (and other counties).**

**By Steve Green.**

Tuesday 25<sup>th</sup> August dawned wet and windy, but no matter, I was all set for my short break. I had planned on taking my bike in the back of the car, so I could ride along the Monsal Trail, but the weather forecast didn't look great, so I decided not to bother!

After a brief stop near Nottingham, I attempted to find Toton depot. I got close, but didn't quite end up in the right place, so some Googling that night told me where I needed to go for another try later in the week.

Next stop was the Crich Tramway Museum, but unfortunately last entry had already been admitted and with the entrance shop closed and with no-one around to ask, I headed to the Midland Railway at Butterley instead to have a look over the bridge at what was in their yard. Several DMUs in various states of use/repair/decay were spotted along with 08590 RED LION. I knew the line hadn't re-opened, but as I was staying just down the road in Alfreton, thought it was silly not to call in.

The following morning was the one I had planned to get on my bike, but as forecast, the weather was poor by the time I got to Bakewell. I spent the first half of the morning exploring and stops included Darley Dale at Peak Rail where BR blue cl.14 14901 (D9524) and an NSE 2HAP unit (ex-Coventry Railway Centre) were seen. Unfortunately, but understandably, the main site at Rowsley South was closed off (which was a pity), so I headed to Bakewell to try and find the start of the Monsal Trail and the old station. This also proved fruitless (for now), so next stop unknowingly was Hassop station, which I came across by accident! A free car park in a muddy field sufficed for my brief stop, where the station, closed during August 1942, now serves as a cycle hire and café complex.

I was soon on my way again, heading for Headstone Tunnel and Monsal Dale viaduct for lunch. Even though it was raining, I couldn't believe how busy the trail was with walkers and cyclists, especially at Hassop. If it's like this on a grotty day, what's like on a nice day! Next port of call was Millers Dale to take in the famous viaducts. By now the weather had picked up, but the viaducts in summer are near impossible to see from ground level. The large goods shed at the station was being restored as an additional visitor centre, which was good to see. Running a little bit later than I'd hoped, I was now off to find some freight trains at Peak Forest, and I wasn't disappointed. Acting as the pilot loco/shunter was 56081, with 56312 also on site waiting for it's train of hoppers to be loaded. 66749 passed with empty hoppers, followed shortly after by 66056 with a fully loaded train.





**56081 the “Station Pilot” at Peak Forest, in a kind of old-style Railfreight Grey livery.**



**66748 waits for 60092 to depart before setting back it's train of empty hoppers.**

66167 and an unidentified cl.67 were in the stabling sidings, but it was 60092 which peaked my interest, especially as I just caught it moving off light engine to Tunstead. I had been distracted by the 56s and then 66748 arriving with 6H10, the empties from Bletchley. This train drew forwards after the 60 had departed and then pushed it's hoppers back passed both 56s for the wagons to be loaded at Dove Holes quarry. From there I continued exploring and stopped off at Dove Holes station where I just caught a pair of 150s heading to Manchester. Next up was Chapel-en-le-Frith station where I was pleasantly surprised to see a signal box and semaphore signals.



***Chapel-en-le-Frith 'box. Built in February 1957 to a London Midland Region type 15 design, it replaced the original LNWR 'box destroyed by a derailed freight train.***

According to one of the nameboards, this was the home of Ferodo – wasn't he in Lord of the Rings!? The ex-Midland, now freight-only line could be seen from the former LNWR 'South' station running below and underneath it through the 2,984yds long Dove Holes Tunnel, and my luck was in again, just. 66751 was heard and then seen heading for the tunnel and Peak Forest.

Having consulted the map, I thought I would try and find the ex-Midland Chapel station (formerly suffixed Central), which was successful as it is now in use as a builder's merchants store. This ex-station is still far more convenient for the townsfolk of Chapel and would surely generate more traffic than the one still in use, which remains remote from the town. I digress, but on the day, I continued west and arrived at Buxton, where I was greeted by a massive viaduct across the town, which looked disused, but I later found out it was still open for traffic on the freight only Dowlow/Briggs Sidings (or Hindlow quarry) branch, which once formed part of the LNWR route to Ashbourne.



The one remaining station at Buxton is of LNWR origin, the Midland station has now been completely swept away. The only remaining feature from the early days of Peak Rail is a new bridge deck across a road, left in-situ, if or when they return. Quite where any new PR station would go I'm not sure though. This bridge formed part of a very complex set of bridges (with the viaduct) just to the north of the station, which fascinated me no end, to the extent that I bought four books about the area later in the week! One set consisted of four bridges crossing over Lightwood Road; three ex-LNWR and one ex-Midland. The highest of the LNWR trio once formed a flyover from the Ashbourne line, but this has now been removed, leaving just the abutments (see photo), but the other three all remain in use, two of which for freight only.



***Three Bridges; and you thought it was in West Sussex! Proof that it is in fact in Derbyshire!***

On my way back to the Travelodge I called in again at Bakewell, and with better weather, I was successful in locating the old station, now in use as an office.

First stop on Thursday was to the Ecclesbourne Valley Railway (EVR) at Wirksworth, just to have a look around, where I was met by the unmistakeable front end of a cl.58. 58022 had only arrived on the 18<sup>th</sup> August, minus engine, which had already been removed and sold on. This loco is to provide the chassis and other reusable components for the Ivatt 10000 loco project, currently based at the EVR, to re-create one of the famous LMS twins. The railway was running, and 33103 Swordfish was the motive power for the four-coach train.



**58022 at Wirksworth, but for how much longer will it remain recognisable?**

Also noted on site were BR black cl.14 D9537 (from the East Lancs.), 31601 and 08704, plus numerous DMUs, again in various states of use/repair, etc. I then had a quick look in on the 18" gauge Steeple Grange Light Railway at the top end of town, and on part of the former Cromford & High Peak Railway, before descending down into Matlock to catch my first train since mid-February, the 11:37 to Newark Castle, although I alighted at Nottingham. (The unit for this and the return trip was 156909, which seemed to be drawing a fair amount of interest from the spotters – was it's EMR Regional livery new?)

*(Ex Anglia 156409 renumbered as due to the passenger information systems fitted by Anglia they can't work in service multi with non Anglia 156's Ed)*



**156909 seen on arrival at Nottingham.**



Possibly Derby might have been a better place to leave the train, as the RTC yard was full of locos/stock, but not too worry, at Nottingham two EMR Intercity HSTs were seen; 43059+073 and 43049 Neville Hill+047. Whilst finishing off lunch on the platform, and before the rain came, a roar of an engine was heard, and passing through at the head of 6E54 Kingsbury – Humber Oil Refinery was 60019 ‘Port of Grimsby & Immingham’, with about 30 TEA bogie tank wagons in tow.

By the time I got back to Matlock at 15:26, the rain had set in, but no matter, I quickly stopped off at Whatstandwell station to take a couple of photos before retiring to Alfreton to plan for Friday.

Again, the weather wasn’t great, but I started heading for Buxton in plenty of time to catch the 10:58 to Manchester. Up until this point, I had never travelled on the Matlock or Buxton lines and my only other visit by train to Buxton was on a Pathfinder Railtour, “The Folly Forester” on 8<sup>th</sup> February 2003 via the Midland line through Peak Forest and Dove Holes Tunnel, 183ft below the LNWR route. I had a bit of time on my hands upon arrival, so I went looking for the Dowlow branch through Buxton before catching 150s 143+109, the same pairing seen at Dove Holes!



***Cromford station, with Willersley Tunnel in the background, looking towards Matlock.***

On return at 14:03, although it was drizzling, I persevered with the plan and headed for Hulme End and Waterhouses, the termini of the former Leek & Manifold Valley Light Railway, followed by Shottle and Idridgehay stations on the EVR. The final stops for today were at Cromford, where I saw 156918 and Ambergate, where I saw 158777, both flukes! Ambergate junction was remodelled last year (2019) and replacement signals were noted, along with a bit of vegetation clearance for sighting purposes opposite the station.

Otherwise I was appalled at the state of the lineside on the Matlock line; you would be hard-pushed to tell it was once a double-track mainline. The station here is on a tight curve, as it once formed a triangle with platforms on all three sides, but now just the single-track Matlock branch serves the town, whilst the mainline uses the separate cut-off which avoided the station altogether. The Buxton line was in better condition; however, the track was heavily weed infested, while the freight-only lines were in a better state than both!



***DC Rail Freight 'Tugs' with DB/EWS 'Sheds' at Toton.***

So, to the journey home, which started off by locating Toton Depot and the vast number of locos on site, mostly stored class 60s of course. However, two DB red liveried 60s, nos. 065/079 were noted along with four DC RailFreight versions, two in grey, 029 Ben Nevis & 055 Thomas Barnardo and two in Cappagh blue, including 028. 60007 The Spirit of Tom Kendell was also seen in DB 'Switch' livery, and 14 other stored locos could be identified. 18 EWS/DB 66s were noted, including 056 seen at Peak Forest, along with Freightliner's 952 and GBRF's 750 and passing through with 4E34 Southampton Western Docks – Doncaster was 66779 EVENING STAR. Heading south in Top'n'Tail mode on a Doncaster – Derby test train were Colas 37s 175+254, with 421 seen on shed.

Lunch was taken at Quorn & Woodhouse station on the GCR, which currently only runs from there to Leicester North – Loughborough station being deemed unsuitable to carry out satisfactory social distancing. On the service train was 8F 48305, which runs empty to Loughborough for water and running round, while in the siding in light steam was Black 5 45305 (which amused me!), offering footplate visits for a small donation.

Also parked in the siding were cl.47 1705 Sparrowhawk and cl.20 D8098.

Final port of call was the Battlefield Line at Shackerstone, which to my surprise, was open and operating. As I hadn't ridden on this railway before, I thought I'd better take the opportunity to do so. Motive power was 33201 and it was quite a pleasant ride through the countryside, however the rain got steadily worse. I was one of only seven passengers on the four-coach train – no problems with social distancing here! Along the line were several locos, including 37906, a cl.58, cl.20 D8063 (still carrying its CFD livery and No.2002), D6508 Eastleigh, 04110(!) [actually D2310], a 2EPB (another ex-Coventry unit), 08825 and cl.02 D2867. But one loco I had forgotten about until it came into view was 45015, the former long-term Toton resident. Looking very forlorn and unloved, on the return journey I was braving the rain trying to take some photos out of a window, when one of the guard's asked as he passed by, "Do you want to buy it!?" To which I replied, "If I had the money, yes!" And that was that - a very good, if slightly damp, five days had gone by in a flash.



**Left:- A pile of scrap No.1! "Joe" was made from salvaged parts from Buxton depot before it was demolished in March 2016. Named by and after Alexei Sayle's dad, who was a lifelong Guard.**

**Right:- A pile of scrap No.2! 45015 was built at Derby in 1960 as D14 and after withdrawal was a long-term resident at Toton depot before entering "preservation".**



# London Interlude

by Ken Aveyard

We entered lock down in March, just before I was due to travel north for my regular spring visit, and as things continued the intended June visit to London and East Anglia with my brother Colin also went out the window. However all was not lost as the easing of travel restrictions after the summer, and some good deals from Travelodge gave us the opportunity to reschedule to September based at the hotel next to Hackney Central Overground station, which placed us in the area we wanted to be for the new Anglian, Crossrail and Overground trains.

So on Monday 21 September 2020 I boarded 444036 at Branksome station and attached to 444016 from Bournemouth I arrived in Waterloo and made my way to Kings Cross to await Colin's arrival from Leeds. As well as 66787 at Eastleigh on the way up, three Azumas were copped at Kings Cross.

Our first port of call was St Pancras where three Eurostar sets were present and two were cops before we headed downstairs to the Thameslink platforms for a service out to Abbey Wood to see if the Crossrail test units were visible. A forum post had listed where all the Crossrail units were, with 10 sets in the Tunnel Units group, but Plumstead depot only had 345041 shunting around but a cop nevertheless. A quick turn round at Abbey Wood on to a South Eastern service saw us alight at Woolwich Arsenal where we had lunch sitting outside the station watching the buses before catching the DLR to Stratford. From Stratford we caught the Overground to Hackney Central then used the new pedestrian walkway to Hackney Downs before travelling to Bethnal Green where we would spend the evening peak seeking the class 710/1 units on the West Anglia routes, and the 745 units on Norwich and Stansted.



**710130 the rear unit on a service to Enfield Town at Bethnal Green on 21 September 2020.**

**Ken Aveyard**



By the end of the evening peak we had seen 20 of the 30 units although only 26 were passed for service, and a fellow spotter had told us that a pair were spare at Chingford. A couple of sets of 315 units were also on the diagrams, whilst the reduced Stansted service was a mixture of 745 and 379 units. On the main line we saw plenty of 317 321 322 and 360 sets, and more 745's on the similarly reduced Norwich service. Not all the 745's had been commissioned at the time, and reliability was such that there was no attempt to keep the 745/0 Norwich sets and 745/1 Stansted sets on their booked work. It was interesting to see that loadings were well down on all services and some of the 10 car Stansted services we saw had fewer passengers than carriages!! For the Shenfield services, there are 16 7-car 345's based at Ilford, and we saw 12 in use, coping 7 of them. For the record we saw five each of the 745/0 and 745/1 but that included some seen later that evening as we returned to Hackney via Liverpool Street and Stratford.



***Not quite twins, 315815 on the left is a native of the West Anglia services and carries Overground orange doors and livery. 315830 on the right was transferred from the Shenfield services to allow an Overground unit in poor condition to be withdrawn and retained its TfL Rail plain blue and white livery. Bethnal Green 21 September 2020. Ken Aveyard***



***317509 on an outer suburban service towards Cambridge, and former Northern unit 321902 one of seven sets now working on Great Eastern services passing Bethnal Green on 21 September 2020. Ken Aveyard***

Tuesday morning and we caught the 0632 Overground service from Hackney Central to Highbury and Islington where we changed to the Great Northern service from Moorgate to Finsbury Park where we were to remain until 0930. Our targets were the 717 units on the Moorgate services of which I needed two but Colin needed them all, plus whatever LNER Azumas we could see and hopefully some of the last needed Thameslink 700's. 717001 took us to Finsbury Park and was the first of 16 units seen in service on, once again, a Covid reduced timetable. I was lucky and copped my last two 717's and also the only 700 I needed, 700154. I also copped 10 Azumas including 800101 the last of that sub class needed.



***The final one! 717002 at Finsbury Park on 22 September 2020.***

***KA***



***365510 and 801109 on the down carriage line at Finsbury Park.***

***KA***

There's a down carriage line at Finsbury Park that allows empty stock to pass the station and run up past Harringay where the GN units can reverse over a flyover and by reversing again enter Hornsey depot, whilst the LNER units can either stable in Harringay sidings or by the same method pass through Hornsey depot and use a reversible relief line all the way to Bounds Green.



Quite a number of sets of 365 units retire to Hornsey each morning after a single trip up from Peterborough and it was to Hornsey we travelled next to see what was on the depot. Another three 717's were seen but that still left 6 units unaccounted for. We retraced our steps to Harringay and walked from there to Harringay Green Lanes on the Gospel Oak – Barking line, much easier in the downhill direction!

As Harringay is about three quarters of the way along the line I had calculated how long we needed to wait until all six sets were seen. We just managed to see the 1026 to Gospel Oak, 710262 a cop, and almost immediately 66504 headed the opposite way bound for Felixstowe. The final unit of the six came on the 1112 to Gospel Oak and in that intervening 46 minutes there had been a further 4 freights with 66534 66027 66556 and 66428 all putting in an appearance.



**66504 and 66428 passing Harringay Green Lanes on 22 September. KA**



**710262 approaches Harringay Green Lanes on the 1059 to Barking. KA**

On arrival at Gospel Oak we changed for Willesden, but the service from Stratford was showing as delayed. We noticed the train sat in the platform heading the opposite way wasn't moving, and it became apparent that something was amiss when that unit was detained. It was then announced that a unit had broken down on the way to Stratford and as such everything had come to a stand as on a twin track railway with tight turn round at each end, once one train stops, all trains stop. Our train finally arrived and we headed for Willesden Junction where after a while sitting outside we were finally allowed in to the platform where the service was terminated. As we left the train we heard the driver saying he'd thought he might have been diverted in to the low level platforms, which would have been a nice bit of new track!

We picked up some lunch from the buffet and proceeded to the low level platforms to watch the whole cycle of the Euston to Watford service which turned up with a mixture of 5 class 710's and a 378. Whilst having our lunch 378228 the unit cancelled at Gospel Oak arrived in the low level platform and reversed in to Willesden depot. One advantage of the North London line being signalled bi-directionally allowing that movement to take place.



***378228 stood at Gospel Oak and then later arriving in Willesden Junction low level platforms before reversing in to the depot. K Aveyard***

378203 later made the same shunt move, and once we had seen the Watford cycle round we headed for the footbridge and a look at Willesden depot. Visible from the bridge was 710276, and also 710115 whilst just visible in the shed was 710110 one of the last four to be newly delivered the previous week.

We returned to the station and a Bakerloo line service to Paddington intending to head out to Ealing Broadway for the evening peak. Some years ago we had done the Heathrow branch and the inter terminal shuttle only to discover on exiting the airport a new flying junction being built for the Crossrail service so in a change of plan we decided to get a train to Heathrow and back to Ealing to do the new lines as this can now be done on a zone 6 travelcard. We had 9-car 345004 for the journey but the return was delayed when the unit failed in the platform at Heathrow, and the doors could not be opened. After about 10 minutes delay we headed off and alighted at Ealing Broadway where we headed to the shops to buy our tea before returning to the platform.





**345005 at Heathrow Airport on 22 September 2020.**

**Ken Aveyard**

Ealing Broadway was all about spotting GWR IEP's whilst seeing how many Crossrail units were in service and there was a steady stream of both types with the occasional freight making an appearance. I was also on the look out for my last 387, whilst Colin needed a couple, and we did manage to clear them.

On Wednesday morning we had toyed with going to Stratford on the 0635 but decided instead to use the walkway to Hackney Downs and go to Bethnal Green again. That turned out to be a good idea as after we had bought tickets from the machine on the station approach we discovered the Stratford service was suspended. After a few minutes at Hackney Downs a stopping service arrived and as we boarded I commented that this might well be our last ever trip on a 315 unit.

We remained on Bethnal Green until 0930 and in that time managed to see the pair of 710's that had been spare at Chingford on Monday, plus another pair not seen that day but otherwise all the remaining units were unchanged. That meant we had seen 24 of the 26 sets passed for service plus two of the new ones at Willesden leaving just 4 needed. We also saw the remaining Crossrail 345's not seen on Monday to clear the 16 Ilford based 7-car units. Three more 745 cops meant we ended up seeing 13 of the 20 sets although some are yet to enter service.

At 0930 we bought our travelcards and caught a service up to Liverpool Street and as we boarded the train I commented that this might well be our last ever trip on a 315 unit. Our next destination was Clapham Junction as we had decided to go for Colin's last 707 unit, 707024, which you may remember was the one Peter Watson and I waited an inordinately long time for on Clapham Junction last year. We didn't want to risk 707024 being sent off to South Eastern and become difficult to chase in the future. I opted to go and get breakfast only to find that all the catering units on Clapham Junction were closed and I ended up in the High Street where I found a Sainsbury's local and grabbed a couple of meal deals. When I got back to the platform I discovered Colin had been trying to ring me to say 707024 had passed through, and he had the picture to prove it, so we sat and ate our food before moving on. We decided to forgo a trip to Wimbledon to see if any 701's were present as internet sources were reporting non visible, so I suggested we head for Royal Oak on the Underground where we could observe the approaches to Paddington and I could see if my last two Underground sets would turn up.

At Royal Oak we saw a lot more GWR 800's and picked off a few more Crossrail units, so at the end of the session we had seen 12 of the 14 7-car units and 6 of the 13 9-car units in use.



***Great Western IEP unit 802020 with Key Worker branding heads in to Paddington at Royal Oak on 23 September 2020. Ken Aveyard***

Mid afternoon we made our way to Kings Cross copping another two Azumas, and then to St Pancras copping another Eurostar before we went our separate ways. Colin would go to St Pancras Thameslink where he would successfully clear all his Thameslink 700's by 1800. and at the end of the holiday his total cops had reached 188.

I went to Victoria, to the District and Circle line platforms and was successful in getting one of my last two S7 units before making my way back to Waterloo for the 2000 to Branksome.

At the end of the holiday my total cops came in at 102 with Thameslink and Great Northern cleared. Two weeks later Overground 315's finished.

# A true railway man

by David Coasby

As a teenager, living with my parents in St Albans back in the 1960's, a man called Alan Ashberry moved into the house opposite. I never took too much notice of him, as he was quite a bit older than me. He had just married the daughter of the old man who also lived there. But one day I noticed something from my bedroom window. I could see Alan's shed up the side of their house and above the door he'd bolted the smokebox number plate of a 'Jinty'. One day I got around to talking to him and we soon realised we shared a passion for railways. At the time he was building a 5" gauge ex-LNWR 'Jumbo' 2-4-0 in this shed, where he had a lathe and all the gear to do the job. He finally finished the beautiful loco some 10 years later and was to win several awards for his engineering skills. He also had a variety of 00 gauge locos which he let me borrow from time to time to run on the layout in my bedroom.



***Alan Ashberry sits proudly behind his award winning model of a 5" gauge LNWR Jumbo he constructed from scratch. David Coasby***

It transpired he started work in 1936 as a young cleaner on the LMS at Watford shed (1C), then fireman and finally driver. Although his career took him into British Railways days he had to retire early due to ill health, so he got a job at Marconi's in St Albans, which was just around the corner from where we lived.



***The only know photograph of Alan Ashberry at work, seen here in the early 1950s firing ex-LMS 2P 40672 on the down slow just north of Watford. This loco was shedded at Watford especially to pull the "Engineers Watford" train when required.***

As the years passed by I moved away and got married, but I always kept in touch with Alan throughout my life and as he approached 90 years of age, back in 2012, I wondered what I could do to help him celebrate this milestone birthday. So I emailed Virgin Trains to see if they would give him a cab ride in one of their then new Pendolino's between Watford and Euston (the route Alan fired and drove on hundreds of times). I was delighted to hear back from them that they were more than happy to oblige and they even said I could come along too! To cut a long story short Alan and I were met on the platform at Watford by a Virgin Manager and boarded the cab of a southbound train for Euston. Alan was in total awe of his experience and for the first part of the journey just sat in the cab taking it all in. But when the driver announced "Look Alan – we're doing 125mph!" Alan smiled and replied "Well, I never reached that speed in my steam days, but I did manage 80 once – going backwards on a Standard Tank!"

Unfortunately Alan passed away the following year, but not before I'd taken him to visit Sir William McAlpine's Fawley Museum, where he met Sir William and they chatted for quite some time. So Alan finally went up to that great railway siding in the sky, but with at least two happy memories I was able to share with him at the end of his life.

Some years previously Alan had written his railway memories, titled 'Completely Loco' which our esteemed Editor has agreed to publish as a series.





***Alan Ashberry sits in the drivers seat of a Virgin Pendolino, having arrived at Euston. He even managed to find his old LMS hat for the occasion.***

***David Coasby***

## **David Brealey.**



David Brealey passed away in December 2020 after a long period of illness. David joined the WRS in December 2008 and quickly became part of the group working on Wimborne which had been left up a headshunt for a few years. Alongside David Bayman, David helped to create the new baseboards for the station and goods yard and also put his model making skills to good use on the station platforms and in other areas of the layout.

David was one of the "backroom staff" - never at the forefront of club activities but always a steady presence making sure that things were done to his own exacting standards. Ill health saw David leave WRS at the end of 2018. He was pleased that he had seen Wimborne resurrected to exhibition standard and he would be equally pleased to know that the team was working on improvements to ensure that the layout would continue to be at the forefront of British modelling. If he needs a tribute then it will be there for many years to come.

# **“The end of the line.....or was it?”**

by Peter Watson

Continuing the review of “Steam World” magazine from 1983 we are now in July. It was announced that the stock of the South Eastern Steam Centre in Ashford would be auctioned – it had closed as long ago as 1976. The principal item was SECR Class O1 31065.

Proving that lightning does strike twice, a Bluebell Railway loco fell off the road trailer that was taking it back to Sheffield Park! The only surviving Welsh built loco, Taff Vale 0-6-2T No 28 was returned to steam after a quarter of a century out of action.

The Severn Valley announced that trains would return to Kidderminster in 1984 following the closure of the goods yard there. The extended line would offer visitors a 33 mile round trip. The major landslip alongside the new bridge over the Bridgnorth by pass was repaired in less than 3 weeks using 14,000 tons of new infill material. In Hampshire, the Mid-Hants opened its extension to Medstead having addressed the concerns of the Railway Inspectorate.

“Duke of Gloucester” was fitted with its new cylinders in May leaving just the connecting and coupling rods to be supplied for which fundraising was already in place.

The Letters page revisits the question of Barry rescues and the apparently limited resources available to restore them – however, it goes on to add that, by concentrating on further examples of classes that are already represented in preservation, enthusiasts are missing the opportunity to identify and save modern image locos that could lead to significant gaps in the recording of the contemporary scene.

A review of industrial steam in 1983 showed that it was surprisingly still evident – as spare engines at Bold Colliery near St Helens, also as a spare at Barony Colliery, Auchinleck and Comrie in Fife. There was a further steam engine at Stepps in Lanarkshire and a fireless loco at Ardrossan. Vertical boilered Sentinels were still hard at work at Whifflet Foundry near Coatbridge and steam also had a supporting role at Crossley’s scrapyards at Shipley. Steam was also the standby traction at Cadley Hill Colliery in Derbyshire and, very much to the fore at Bickershaw Colliery in Lancashire. The only other active steam could be found, but not photographed, at Chatham Dockyard.

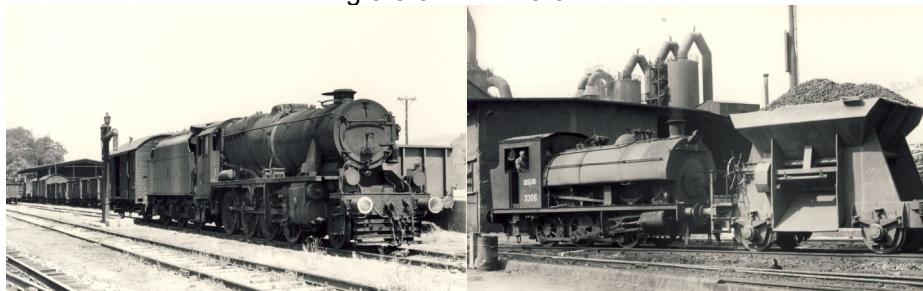
In August it was reported that the Yorkshire Dales Railway was being prosecuted for making “too much smoke” – complaints had been made by locals who were not supportive of the Railway’s activities!



***Slightly earlier than 1983 steam still in use at Cadley Hill Colliery on 28 February 1978.***  
**WRS 416\_5\_5**

Good news came from the Llangollen where objections to the granting of the Order to allow the railway to be rebuilt to Carrog were withdrawn and the Severn Valley reported that its profits for 1982 had trebled. Still with positive news came the announcement that the Alston line would see steam haulage from July over a mile and a half of the former branch though on 2ft gauge track.

From Turkey came the news that Stanier 8Fs were still at work alongside several other classes including 0-6-0 and 2-10-0s.



***Above left TCDD (Turkish State Railways) 45168 a Stanier 8F with cowcatcher and modified smokebox door shunts at Tavsanlı 26 July 1977.***

***Above right Ulku Steel Works Turkey 0-6-0ST 3306 shunts a wagon load of coke 25 July 1977.***



A blast of cold air came from a correspondent to the Letters page – it's so wrong that it is worth quoting in full:

*"It is naïve to believe that mail line steam as we know it will survive after 1985. In a few months we have seen the virtual end of Mk1 stock and the opportunity of looking out of windows; the effective demise of the Didcot – Birmingham and Cumbrian Coast routes and the limitation of one-off charter trains, except in special circumstances. The Settle and Carlisle line will doubtless soon close and many other steam approved routes are likely to be singled, if not closed. We will be left with but one set of coaches, based at Carlisle.*

*Take your heads out of the clouds!"*

Much of the Letters columns was filled with the forthcoming Court case affecting the Board of the Mid-Hants Railway.

Finally, an article spells out the nature of traffic through Preston on Bank Holiday Monday 1957 when steam outnumbered diesel 228:1. How about 5 "Clans", or 21 "Crabs"? Maybe 23 "Jubilees", 3 "Princess Royals" and 7 "Coronations" are more your cup of tea. Oh, don't forget the workhorses – 76 "Black 5s". Anyone out there got any records that could be written up to amuse and entertain those of us who couldn't be there?

In the September edition we hear that the NRM is planning to take over the former York diesel depot as exhibition space and "City of Truro" was taken out of the museum at Swindon to be assessed for main line running as part of the Swindon 150 celebrations – and we all know how that went!

The economic recession seemed to be a thing of the past as the K&ESR and the Torbay Railway both announced substantial profits for the previous year. However, the West Somerset was curtailing its steam runs to the Minehead-Williton section with diesels for the remainder. The summer weather had been too good and passengers didn't want to spend a whole day travelling out from Minehead when they could have a short ride and time on the beach!

The Swanage Railway's plans were boosted by the announcement that the National Trust, as owners of Corfe Castle, would formally oppose any plans to build on the trackbed. A public inquiry was being held into the Bluebell's plans to extend through to East Grinstead covering both the planning and Light Railway Order.

The death was announced of Robert Riddles at the age of 91.

Fifty years ago at Christmas the last of the steam worked iron ore railways closed – the Nassington system near Peterborough.

A correspondent wrote that he had travelled on the Torbay Steam Railway but had to stand in one of 4 crowded coaches despite there being two further coaches in the train that were locked out of use. When he complained on arrival at Paignton he was told that additional coaches can be added to cater for demand but aren't used unless it was absolutely essential because it made more work for the ticket collectors and cleaners!!

The October edition led with the news that, on August 18<sup>th</sup>, BR formally announced its intention to apply for closure of the Settle and Carlisle line. BR also applied for permission to demolish the 103 year old Hellifield Station together with its distinctive cast iron and glass canopies. Happily, both proposals were frustrated. More bad news came with the announcement that the Peak Park Planning Board had refused to grant a lease to Peakrail for the section of the Buxton to Matlock line that traversed the National Park, thus ending the Society's ambitions to run trains through the heart of the Park and along what has now become well known as the Monsal Trail.

The Severn Valley said that they would be increasing the size of their working fleet of steam loco from 10 to 15 for 1984 to keep up with traffic demands and the extension from Bewdley to Kidderminster. The Festiniog was actively considering a reversion to coal firing.

The November edition dropped a bombshell –the title had been sold and there would be no further “Steam Worlds” – which remained the case for several years until it reappeared “under new management” in the 1990s. Some things never change though and the Mid-Hants expelled the six candidates who had been standing on a “reform” platform against the Society Board.

The SECR O1 that was to have been auctioned by Christie's in October had mysteriously disappeared just days before the auction date. It finally went to the Bluebell in 1996 and was restored in time for the SECR centenary in 1999.

A photo feature reminded the readers that Bath Green Park station had been restored and reopened at the end of 1982. We sometimes complain about the march of the supermarkets across the land but, without the input from Sainsburys almost 40 years ago there is no doubt that the site of the buildings and train shed would look very different today.

The World review covered the modifications carried out to 2 locomotives in South Africa to create the modified 19D and the more famous class 26 “The Red Devil”. It also referred to Zimbabwe where the steam fleet was 100% Garratt after the SAR 4-8-2s were returned from loan spells. Rebuilding of Garratts of all classes was still taking place in Bulawayo – something I was fortunate to be able to see on my visit there the previous year.

The Letters page had a writer suggesting that the residual stock at Woodham's yard should be used to create missing classes – 52XX boiler on a truncated set of 51XX frames to make a 43XX mogul – or perhaps there were enough standard parts to make a go at a “Bulldog” or an “Aberdare”. Boredom will come from another “Hall” class or “Prairie” tank when other opportunities exist. Of course, even without recourse to Barry spares we will soon see a 4-4-0 “County” and 47XX as well as other new builds while the “reuse” concept has seen the creation of the “Saint” and “Grange” and a 4-6-0 “County”.



***GWR 2-6-0 9351 a creation of a type the GWR never had being a tender version of the 51XX tank engines, using 5193 as the donor. K Aveyard***

It also generated a response to the Preston article – comparison was made to a visit on Whit Monday 1964 when the totals had shifted somewhat – 155 steam and 53 diesels (including dmsus). Interestingly, “Black 5” numbers were up at 77 while there were 13 “Jubilees” present. Class 40s were the most common diesel with 24 examples noted.

Finally, and I do mean finally, there was an article about “Pendennis Castle” on the Hamersley Iron line in Western Australia. The only alterations necessary were a large headlight at the top of the smokebox door, discreet Hamersley Company crests on the centre splasher and the tender and the addition of a large water tanker towed behind the loco when out on the line. The tank wagon also carried the compressor for the air brakes which meant that the loco wasn’t encumbered with additional equipment and pipework. Local coal was unsuitable so supplies had to be brought across Australia which increased the cost per ton from £18.50 (ex colliery) to £125!! The result was satisfactory but at the cost of a very black exhaust!

On that somewhat dark note we will leave “Steam World” to the twilit archive world – it was interesting to see the preservation movement, if not in its infancy, then definitely experiencing growing pains. Not only that, but the pessimism of many readers about the future of main line steam and the uncertainty of dealing with a BR that was firmly set against a return to the “Good Old Days”.



# The Oxford Weymann Fanfare 43:1 coach

by Dave Coasby All photography by author



***The coach seen on my railway over-bridge. Perhaps the passengers had a day out at a seaside pub, as some of them are now legless! (see text).***

When Oxford introduced their model of a Weymann Fanfare coach in Southdown livery I thought that it would look perfect sitting on the road bridge of 'Printers Yard' – the O gauge Southern BR layout I am currently building.

IXO are also producing a fully finished model of a 43:1 scale AEC Regent RT bus in both red London Transport and green London Country liveries. So it seems that at last we are getting some true 43:1 scale British commercial road vehicles. All you have to do is open the box and lift the finished models out. Although both these companies have made other 43:1 scale vehicles for some time, they are mostly cars, with the majority being modern types. But now with the Weymann Fanfare coach and RT bus we have commercial vehicles that go back to the British Railways steam era.

If you want to try your hand at kit building a British commercial vehicle in O gauge both Roxey and Langley produce some white metal kits, whilst Radley Models have a range of kits produces mainly in resin. You may also find other kits available from time to time, particularly in the second hand market.

Unfortunately a lot of British commercial vehicle kits that were around a few years ago are no longer available.

But back to my coach: As I undid the box and took this lovely model out I was really impressed with the details and livery that was applied. It is also excellent value when you think that at around £40 it's about the same price as a RTR O gauge wagon. I placed it on the short road section of my layout and stood admiring it.

I was still admiring it a few days later, but thought there were just one or two minor things I could do to improve the look of the coach.



***The coach, just out of its box, and applying Maskol to the coach windows.***

The model comes apart very easily. I first removed the 2 screws from the base, which releases the heavy metal chassis. It was only then that I realised how the manufacture was able to achieve the level of detail they have by producing the body in plastic. A plastic flooring unit, together with the main plastic seating section is then carefully unclipped from the 3 locating lugs each side.



***Spraying the coach with matt varnish outdoors in the warm sunshine, and removing the Maskol from the windows with a piece of masking tape.***

Firstly the paintwork is gloss, so a coating of matt varnish would make a difference. But of course, you don't want matt varnish over the windows. I started masking the windows on the roof with ordinary masking tape. The edges of the windows showed through the tape so I was able to carefully cut round them with a scalpel. I prefer to use a 10A shaped blade and always use a brand new blade for fiddly cutting such as this. When I looked at the windscreen and side windows I realised it was going to be a hard job using masking tape. Fortunately I had a jar of Humbrol Maskol to hand. This is a pink liquid that goes on like paint and when dry is almost transparent. The next day was warm and sunny with no wind, so ideal for spraying outside. I applied a few light coats of Halfords Aerosol Matt Varnish over the original glossy paint, which soon turned matt. Once dry I took the coach back inside and carefully peeled away masking tape with tweezers. The Maskol was also easily removed with a small ball of screwed up masking tape.



***Fitting the driver and passengers in place on their seats with Superglue.***

The next part of the project was fitting a driver and some passengers on the seats. If you go on-line and search for '1:43 scale painted seated figures' you will see a great variety available to purchase (although most are in fact nearer to 1:50 scale, but being smaller it makes them easier to fit). I had bought a couple of packs of 50 figures for under £6 per pack to populate some railway coaches some time ago and fortunately still had a lot going spare. These would be ideal for my coach I thought.



I will stress that the painting of these figures tends to be extremely basic, but with a little bit of touching up here and there are ideal for carriage or coach interiors. The figure I selected for the driver got a complete re-paint as he would be the most visible figure inside the coach. I messed up painting his eyes so made the black blobs into a pair of sunglasses. Even when I bent the steering column slightly forward he wouldn't quite fit in the cab, so with a craft knife I cut off his legs, which you can't see when looking through the windscreen.

I've always hated seeing jet-black tyres on models (take a look at your car... the tyres are only black when they're brand new). So I brush painted these a dirty dark colour ('P960 Frame Dirt' by Phoenix Precision Paints). However, once dried I thought they then looked just a tad too brown, so I gave them a quick flick over with a very thin 'wash' of white spirit with just a touch of matt black. Buses and coach are normally kept very clean, so I didn't feel the need to airbrush a fine layer of grime along the lower half of the body, like I would have done on a railway wagon.



***The finished coach viewed from the left hand side. The new matt finish is clearly evident here, together with the twin tax discs!***

When I was involved with exhibiting the MRCs Happisburgh layout many years ago, we used to get this member of the public come along and moan that none of our road vehicles had tax discs! This went on for several years, as we never did anything about it. Eventually he got so exasperated that he sent us a packet of tiny circular pieces of paper to our Club that were the correct size for 43:1 scale vehicle tax discs. He'd used an old leather hole punch he had to get the right size (ordinary stationery hole punches produce discs that are too large).

Unfortunately this gentleman passed away before he saw us apply his discs to the layout's vehicles. Many of you may think this is all going too far in adding such details to road vehicles. But as I still had some of this gentleman's paper discs in my workshop, in this pedantic gentleman's memory, I have applied two to the windscreen of the coach (commercial vehicles always had two discs). Thinking about it, I guess I'm getting a little pedantic myself!

I thought all the work I wanted to do on the coach was now complete and went to reassemble it, which should only take about a minute. But something was wrong. The lower chassis parts wouldn't fit together properly. I soon realised that some of the passenger's legs were dangling below the gaps in the floor and fouling the other moulding. No problem. Out with some snips and off with their legs! (they didn't show anyway).

Job Done!



***The finished coach viewed from the front, with the driver wearing his sunglasses.***

# Isle of Wight 1938 Stock Farewell.

By Ken Aveyard. Pictures by Ken Aveyard and Paul Carpenter

The veteran class 483 1938 tube stock on the Isle of Wight ran for the last time on Sunday 3 January 2021 after which the line was closed for refurbishment pending the introduction of the replacement Vivarail class 484 the former London Transport D stock.

Tube trains first came to the Isle of Wight in 1967 when the steam operated service was replaced by ex London Transport 1923 standard stock. Six four-car sets and six three-car sets were refurbished by BR's Stewarts Lane depot in 1966-67. The four-car sets (4-VEC) were initially classified Class 452 and numbered 041-046, later reclassified Class 485 and numbered 485041-046. Each unit was formed of a driving motor, two intermediate trailers, and a second driving motor. Thus, the formation was DMBSO+TSO+TSO+DMBSO. Some of the intermediate trailers were former driving trailers, with the cabs locked out of use. The three-car sets (3-TIS) were classified Class 451 and numbered 031-036, later reclassified Class 486 and numbered 486031-036. A spare driving motor car was also refurbished, given the unit number 486037. Each of these units were formed of a driving motor, an intermediate trailer, and a driving trailer. Thus, the formation was DMBSO+TSO+DTSO. When introduced, the units carried all-over BR blue livery. This progressed to standard blue/grey livery in the 1970s, and finally some units received Network SouthEast's blue livery with red and white stripes, following its introduction in 1986. (Some information from Wikipedia)



**3 TIS unit 034 heads a 7 car formation at Ryde Esplanade in 1979**

**KA**



By 1989 the 1923 stock needed replacement and once again BR looked to London Transport and acquired 9 two car sets made up of driving cars from the 1938 stock running on the Northern Line and these became 483001 to 483009. Two additional bodysells were also acquired in case of future accident repairs being needed.

In 1999, three units (001, 003 and 005) were withdrawn and subsequently cannibalised, along with the spare bodysells, leaving just six two-car units in traffic on the line. Trains continued to be operated in two or four car formations depending on traffic levels as seen below.



***Unit 007 heads away from Ryde Esplanade on 10 July 1996. K Aveyard***

By the end just three units remained operational, 006 and 008 holding fort whilst 007 was undergoing a protracted overhaul finishing in 2020. Units 002 004 009 remained dumped at Ryde St Johns Road shed. By now all units were in old style London Transport red and cream livery.

On the last day the recently overhauled 483007 started the day and was later replaced by 483006 to allow enthusiasts to sample both of the remaining working units. Unfortunately with the Island being under Tier 4 lock down only a handful of enthusiasts were able to spend the day riding the trains for the last time. In a change to the normal pattern of working where the evening service had been replaced by buses, on the last day the full service ran and it is believed that the last journey that normally terminates at Ryde Esplanade was extended to Pier Head. Paul Carpenter paid a last visit to the island on 14 October 2020 and two of his pictures are reproduced here.



***Ryde St Johns Road with 483008 operating 2D37 the 14.49 Ryde Pier Head - Shanklin on 14 October 2020.***  
***Paul Carpenter***



***Ryde Esplanade with 483008 on 2U42 the 11.18 Shanklin - Ryde Pier Head 14 October 2020.***  
***Paul Carpenter***

Current plans are that unit 007 will remain on the island at the Isle of Wight Steam Railway and units 006 and 008 will be going to a group based at the Epping to Ongar Railway where the plan is to fit batteries and operate the units in service. New unit 484001 arrived on the island in December and ran a few test runs along the line before closure.

## Midland Road Miscellany

Freightliner's Midland Road depot in Leeds has seen an influx of unusual traction in recent months and is undergoing changes to the depot buildings to reflect an increase in work following their take over of the Mendip stone traffic and an increase in their class 90 fleet with the arrival of 13 of the class from Anglia.



***On 25 November 2020 86632 and 90049 could be found on the pallet sidings having arrived for maintenance.***  
**Colin Aveyard**



***59103 and 59104 pass Normanton heading for Leeds Midland Road on 24th December 2020.***  
**Phil Aveyard**



Yes we have the unusual sight of class 59's from the Mendip contract at Leeds for maintenance, the wheel lathe being an asset at the depot. Leeds has always been the base for the heavy haul division with Crewe for the Intermodal side of the business but with the arrival of the Anglia 90's which previously went to DB's Crewe Electric depot for maintenance Freightliner have decided to expand Midland Road to deal with the additional workload and more electric locos have arrived since these pictures were taken.



***On 1 January 2021 59005 Kenneth J Painter was outside the depot sitting on accommodation bogies. Howard Bolton***



***Of the Christmas Eve arrivals, 59103 Village of Great Elm was parked outside the depot on 1 January 2021, with 59104 inside. Howard Bolton***

# Out and About

A selection of recent images from Paul Carpenter.



***Evesham 800005 on 1P30 Worcester Shrub Hill - Paddington 280920***



***Maiden Newton 166203 2074 08.42 Gloucester - Weymouth 161020***





**Newton Abbot 43357 + 43285 1V50 06.06 Edinburgh - Plymouth 071220**



**Newton Abbot 66151 + 66155 361X 08.50 Westbury - St Blazey 071220**



## Leeds 4 November 2020

### Pictures from Colin Aveyard



***DRS owned but Trans Pennine liveried 68028 carries the name Lord President which previously adorned 87028.***



***Northern class 150 unit 150225.***



**Another but slightly different class 68 is 68802 one of a batch of all electric Yutong buses now in service with First bus in Leeds. C Aveyard**



**A small number of class 143's remain in service on the Welsh valleys network with dispensation to run coupled to a compliant unit until May. 143610 is seen at Cardiff on 8 September 2020. Ken Aveyard**