

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 123

June 2021



An overview of Steve Green's new exhibition layout under construction in the workshop of Model Railway Solutions. See article from page 11.



Following the temporary withdrawal of Hitachi IET's LNER reinstated two sets of class 91 hauled Mk4's on London to Yorkshire services. Here 91110 passes Shipley en route to Neville Hill depot with the ECS from a Kings Cross – Bradford service on Friday 14 May 2021. Colin Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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

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

Treasurers :- ... Mike Wescombe and Bob Steedman

George Russell....Graham Bevan....Barry Moorhouse....Jim Henville

Corkscrew Editor..Ken Aveyard

Download The Corkscrew from www.wimrail.org.uk

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

.....

Editorial

A couple of people contacted me after the April issue of The Corkscrew asking where the April Fool gag was. I must admit there wasn't one. I had been toying with a story about the entire fleet Hitachi IET's having to be grounded for a technical fault but I thought no-one would be gullible enough to swallow that!!!

No but seriously, that's what happened in early May. Following Northern having to stop 23 of its new CAF units for yaw damper brackets cracking, similar faults were found on a few Hitachi IET's but more worrying was cracking found around the jacking points which meant the entire fleet across GWR, LNER and Hull Trains was stopped overnight on 7 May for inspection. This resulted in many cancellations, which eased as the units were inspected and returned to service over the following weeks although a daily inspection regime remains in place.

It did however trigger some interesting workings. Cross Country ran Bristol to Swindon to connect in to GWR who scratched some 387 rakes from there to Paddington. c2c has lent three class 387's which are confined to two diagrams each day between Reading and Newbury and LNER hastily brought back a pair of 91 and Mk4 sets for a few days, although more of these will be returning from June anyway.

Hopefully later in June we will return to our club rooms and restart normal club activities. Members should watch out for emails from Martin on behalf of the committee in case of last minute changes.

In this issue we continue with the Alan Ashberry story, plus we take a look at Steve Green's new exhibition layout as a work in progress. David Coasby models a Scammell mechanical horse and we feature Weymouth Quay and Shipley station in our photo section.

Sit back and enjoy Corkscrew 123. Closing date for 124 is 22 July 2021.

Cover Picture:- 444029 working 2W16 13.03 Weymouth - Bournemouth is seen at Wool station on 29 March 2021. Picture by Paul Carpenter.

Completely loco - Part 2

Alan Ashberry continues his reminiscences

by David Coasby

As a junior member of a motive power department, one thing I soon realised was that my days were going to be far from dull and that I would be worked very hard to fit me for the exacting tasks of firing locomotives when my age and seniority permitted.

While in the shed we worked a three shift system: 2pm-10pm, 10pm-6am and 6am- 2pm. We also had to work one Sunday in three, which made for a working week of seven eight hour days. Booking on at 6am meant that most of the early crews had already been knocked up for duty by the night shift so, after about 8am, the shed foreman found other jobs to keep us out of mischief. One of these was to make sure that the shed was kept tidy which involved sweeping out all the pits so that the drivers and fitters could oil the engines, or carry out the necessary repairs without them first having to step over heaps of ash and clinker, smoke box soot, fire irons, fire bars or pieces of broken brick-arch.

All the coal, which had fallen off the tenders and footplates during stabling or lighting up and steam raising had to be picked up too. I recall one day, instead of putting the coal into a wheelbarrow as I should, I was busy throwing lumps up onto the tender of a LNWR 0-8-0 freight engine when one went right over to hit a fitter on his head. The language which assailed the ears of an innocent young lad was terrible to hear!

If the pits were in a very bad state, all the remaining shift could be taken to get them clean. However, down in the pits one could walk under the engines and view the bogies, pony trucks, inside motion, front and rear damper doors, engine tender couplings, water scoops and other details from a different angle than usual. Brake rigging, axles and axle boxes could also be seen. All the ash from the locos was dumped in a large heap to be shovelled into 10 ton wagons at a later date, not the best of jobs on a hot, dry day with a little breeze to move the ash about during the loading. Large quantities of the engineman's best friend were consumed during this operation!

Helping out

Various jobs had to be done during the 2-10pm shift. Depending upon the number of engines still on shed which required cleaning we could be kept busy for the whole shift. Very often though, the fitters would need a hand changing springs, renewing worn brake blocks, or even lifting off coupling and connecting rods which required re-bushing. There was no suitable lifting tackle, so these all had to be manhandled.

Broken springs were removed from the pits by roping them to an engine in steam and pulling them out, but they still had to be lifted into a works wagon, work which was very good for developing a young lad's muscles.

A really tedious job was using a ratchet drill and post to drill a hole for a rivet which required renewal, but I suppose the worst job of all was helping to remove the superheater tubes from the header inside the smoke box. What with being covered in soot, knocking one's head and slipping with spanners to leave bleeding knuckles, I can say with some feeling that assisting the fitters was not always looked upon with great relish!

One job which I did enjoy was being sent off to Willesden or Camden locomotive department to collect a part which was not available at Watford for a repair. This often meant going up on one of the electric trains. If possible, I would ride up front with the driver so I would usually wait until a driver from the Watford electric link was next away. I remember always being impressed by the riding of LNWR electric vestibule stock.

These trips gave me a chance to get to close quarters with some of the larger engines, including the Royal Scots still in their original form, the lovely Baby Scots, the Stanier Pacifics of the Princess class which were then appearing on the scene, Black Fives and the still-to-be-seen Claughtons. Sometimes I would climb onto the footplate, sit in the driver's seat and imagine that I was rushing along towards Crewe and beyond, but all too soon I had to snap out of my reverie and be on my way back to the home depot.

Engineman's best friend

Although the cleaner's basic job was cleaning engines, many and various were the other tasks found for us by the shed foreman, in addition to those mentioned. For example, the railways had their own postal system and two or three times each day we would be sent to the letter sorting office, which was situated next to the parcels office on the station, to collect any letters for the loco department. This gave us a chance to visit the station cafe, or 'The Coffee Nob' as we used to call it, for a large mug of tea and a sticky bun.

The water treatment plant at Bushey supplied not only the water in the four sets of troughs between Bushey and Carpenters Park, but all the water columns on the stations and in the loco yards between Willesden and Tring. Since it came under the care of Watford loco department, we sometimes found ourselves on a train to the plant where we would be put to work unloading 12 ton covered wagons of soda ash all bagged up in one hundredweight sacks, and stacking them in various places ready for use in the softening process. On hot days, when the perspiration mixed with the soda ash dust, we ended the day feeling very sore. On such days much tea was made and drank.

The usual way of making the brew was with a mixture of tea, sugar and condensed milk mixed together in a glass jar. A dollop was scooped out from the jar into the tea can and boiling water was then poured on. To help it brew, the can was swung over and over in a circle above one's head. Yes, it has happened! I did hear once of a fireman who was swinging his can on a platform at Euston when the can departed, leaving him with just the handle! In those days, young cleaners' work was very hard and often hot, which is why the chance of a brew-up was always very welcome.

On each shift, a set of men, driver and firemen, were booked on as shed turners which meant that they were responsible for all engines coming on to the shed after their day's work. I was always very pleased when the shed foreman told me to go and assist them, since this gave me an opportunity to ride on the footplate, even though it was in the confines of the loco yard.

At the end of their day's work, a crew would bring their engine on shed and, after setting it in mid-gear, opening the cylinder drains and screwing on the hand brake, they would leave the engine and book off. The shed turners would then take over the engine. If it required turning, it would be run onto the turntable. After this, the tender or tanks would be filled at the water column. The next stop was the coal road where the engine was coaled. Another move would take it over the ashpits where the fire was dropped, the ash pan raked out and the smoke-box cleaned. When all this had been done, the engine was stabled in the correct road according to its next turn of duty.

The shed turners also had to keep the coal road replenished with full wagons of loco coal and, of course, remove the empty ones, as well as moving any dead engines required for boiler washout or for repairs by the fitters. When in the loco yards, one had always to keep a wary eye open for moving engines.

Disposal

I have already mentioned how none of us were particularly pleased to be asked to help the fitters with removing the superheater tubes from the header inside the smoke box, but I suppose the worst job of all was assisting with the disposal of the locomotives after their rostered turns of duty, work which was both very hard and hot.

The fire had first to be cleaned which meant wielding tools such as pricklers and darts to get under the clinker. It was then possible to get at the firebars to lift out two or three. Rocking grates had not been introduced at that time. All the clinker and fire was then pushed through the gap, leaving just enough live fire to be pulled up under the fire-door to enable the engine to keep about 50lb of steam on the clock. If the engine was due for shedding then all the fire was dropped.

The next part of the job was to get beneath the engine and rake out the ashpan into the pit. This was very hot and dusty and particularly unpleasant if you happened to be down wind. How welcome the engine-man's best friend was in helping to wash down the dust and slake the thirst worked up!

Having cleaned out the ashpan, the firebars were replaced and attention was then given to cleaning out the smoke box. The smoke box door was opened and the ash and soot was shovelled out into the pit after which it was possible to walk right inside the smoke box. It was dirty work and we ended up looking as black as Newgate's Knocker but, with the disposal completed, the engine was then stabled in its allocated road, to simmer gently until its next turn of duty.

All engines were coaled by hand at Watford loco, shovelling from 10 ton loco coal wagons. Not for us the automatic coaling plants available at Willesden and Camden!

Steam raising

An important part of the daily shed routine was steam raising. We would often give a hand to the chap whose job it was to keep about 50-60lb of steam on the clocks of all engines while stabled. This would involve a tour round every locomotive to put a couple of shovels of coal just under the door and to put the injector on if the water level in the glass seemed to be getting too low. This would be done three or four times each shift. The amount of fire in the stabled locos was, of course, very small compared with the total grate area.

The steam raiser was also responsible for lighting up the engines from cold. Live fire from an engine already in steam, or old sleepers and oily cotton waste, or the fire lighters that were supplied were used for this and it usually took about eight hours to get steam up. When the Cabin fire was lit, it too was always started with a shovel of live fire from the nearest loco. The fires in the shed Superintendent's office and the loco Running Foreman's office had to be kept well made up and burning brightly.

During the winter months, when frost was expected or about, an additional responsibility was to look after the frost fires at every water column. These were in braziers in loco yards and on the ends of station platforms. Some were like a small stove with a long chimney.

As cleaners, we were also expected to keep the loco yards tidy. This involved not only picking up coal that had fallen from engines, but such things as fire irons, lamps, brake blocks or anything else which might present a tripping hazard for those who had to walk along the yard, especially during the hours of darkness or in fog or falling snow.

The development of a keen sense of safety awareness was a very important part of our training for the footplate.

Building the coal stacks in the loco yard was another excellent job for developing our muscles. This took place during the summer months and ensured that we had a reserve of coal for the locos should a severe winter prevent the movement of coal for a few days. When the extra wagons arrived, we would all be pressed into unloading them. We first built a wall with the large lumps, and then shovelled small coal from the wagons into the walled area. When complete, one of these coal stacks would contain between 250 and 300 tons. The black coal walls were whitewashed along the top and at the corners to improve visibility and safety of movement in the yard during the hours of darkness.

Sitting on England's Green

For an interesting change of scene, we sometimes had a chance to go out with the breakdown train following the derailment of a loco or a wagon. Help would be required with the large blocks of timber for packing under the engine wheels to raise them above rail height so that they could be screw jacked back onto the rails. The crane would not normally be used for minor derailments, which we knew as an 'engine off the road', or 'sitting on England's Green'. By this time, you will have gathered that there were many ways by which we young lads were toughened up for the exacting tasks of firing locomotives which lay ahead.



Stanier turbine pacific 6202 at Euston.

Authors collection

One engine which used to fascinate me was the Stanier Turbine Pacific 4-6-2 No.6202. I would watch this locomotive whenever I could. It would stop at Watford in the mornings on the down Liverpool Express and depart at about 8.30am.

Since there were no normal exhaust beats, on starting, the engine seemed to glide away, the only sound being a hiss from its chimney. It could certainly run! It used to return on the up express at about 5.10pm but did not stop at Watford and was really moving as it swept through. How sad to think of its inglorious end. After the war, it was rebuilt as a normal reciprocating engine and named Princess Ann, but was damaged beyond repair in the Harrow disaster of October 1952.

Variety

When the weather allowed, I always preferred to work outside the shed and would usually try to get the engine we were cleaning outside and into the sunshine. As the shed was alongside the main line we derived great pleasure from seeing the trains running past with the accompanying thought in my mind that one day I too would be there on the footplate, either rushing past on a fast, or not quite so fast on a local passenger, or trundling by on a freight, or even on the station pilot.

It was really something to see the wonderful variety of trains that passed by, headed by locos such as the Royal Scots, then with their parallel boilers, the Princess class Pacifics, Black Fives and 5XP 4-6-0s. We would perhaps see a Claughton or George V class of the LNWR still going strong, then maybe eight freights, 4F 0-6-0s, 62s, a Cauliflower, Patriots, 2-6-4 tanks of the 2500 and 2300 classes, a Jinty and Compound and Simple 4-4-0s. The Stanier streamlined Pacifics of the Coronation Class were also beginning to appear. How I loved to see them in their blue and silver, and later in red and gold with their set of carriages painted to match the locos. What happy days they were!



Coronation class Pacific 6221 Queen Elizabeth.

Authors collection

Then we might see the Royal train on its journey to or from Scotland. Always evoking an air of excitement, the train was made up of ex-LNWR stock.

The engine gleamed and proudly displayed its four headlamp code. Even when off duty we would go along to the shed to see it go past and would give a cheer and wave. Yes, we were very proud of and loved the Royal train.

Now and again, we would catch a glimpse of a train where various tests were being carried out. The engine would be fitted with indicator shelters in front of the smokebox and the dynamometer coach behind the tender. Yes, there was certainly a lot to be seen working outside the shed.

Pranks

During the dark hours in the winter months when on the 2-10pm shift or the night turn, we learned to identify the trains passing on the main line by their head lamp code since all lamps had to be lit during the hours of darkness. The sound of a locomotive whistle would tell us its class. How I miss the sound of those whistles today. During the night, perhaps the most wonderful sight of all was the plume of exhaust steam flowing back and being lit by the engine fire as the glow streamed from the cab while firing up. Magnificent!

Like many jobs in those days, we had to work hard and the discipline was tough but, like all young lads, we had our fun and games. Letting off the occasional detonator, climbing onto the station roof and turning the hands of the station clock in the tower round and round with the handle provided, putting a wet sack over the Cabin chimney just after the fire had been made up, blocking the spout of the Shed Foreman's teapot with blotting paper and so on were the sort of pranks we used to get up to.

If caught, our punishment was to be made to scrub and polish the Shed Foreman's office floor which was very large, but boy, did that floor shine! Afterwards he would give us a big mug of tea and a slice of cake.

To be continued.



In 2019 387105 was loaned to Gatwick Express and given the large GX letters to aid with a stock shortage. It's seen here at Finsbury Park on 22 September 2020. Now in a reversal of fortune, with reduced Gatex services a number of their red units are going on loan to Great Northern to allow the 365's to be withdrawn from the May 2021 timetable. KA

Imagination and Determination helps create a quality layout. (With reference to Bridport, Blandford, Wincanton, and much of South Wales!)

By Steve Green.

I have always wished to have my own OO gauge layout and this project stems from one dad build for me back when I was still at school. The actual location for my layout hasn't changed for about 30 years – that being a proposed line by the GWR to avoid Llanelly to provide a faster route to Fishguard and other South-West Wales ports. This route was authorised during July 1914 but never got built due to the outbreak of World War One.

Had it been constructed, no doubt it would have been built as plain double track between the two proposed junctions at Morlais and Pembrey, and I would have to look elsewhere to base my layout! In model form, my version has always been a single-track line with a passing loop at a junction station, with two branches forking north; one with a local passenger service and the other a freight-only line connecting to a colliery. This layout occupied most of my bedroom floor for many years, with part of the station area track plan based on Wincanton of all places!

I then decided to build the terminus of the passenger branch line, attached to one wall of my bedroom, as a typical GWR terminus. This unfortunately never got finished either, both layouts not really venturing much beyond plain baseboards and track.

10-15 years or so on from there, I saw two layouts at a couple of exhibitions, both with a common theme, i.e., completely scenic, circular layouts with the fiddle yards hidden on the inside. The two layouts were 'Star Lane' and '8 Dollar Canyon', which sparked my interest into action once again and got me thinking...

I looked through my OPC 'Historical Survey of Selected GW Stations, Layouts & Illustrations' book to find some suitable plans I could base a circular layout on, featuring a single-track line with a passing loop in a station, plus a decent size goods yard. Half a dozen examples seemed to work, so they were drawn out to decide which one to perhaps investigate as a possible layout and then how to go about designing and building it.

An approach to Model Railway Solutions (MRS) in Parkstone to look into building the baseboards was made, and having decided which track plan was best suited, discussions were underway when I popped into the Blandford Forum Railway Club, of which I am also a member, changed everything!

Some of you may know the club started off by building a model of Blandford Forum station based in the Town's Museum, and a decision was made to exhibit the layout at a couple of shows, which required the building of a separate, portable fiddle yard. This was then modified for the club's visit to the Warley Exhibition during November 2014, followed by a visit to the Weymouth Show during October 2016. Since then, that layout has been on permanent display in the Museum, with the fiddle yard stored, latterly at the Blandford Club's base in the local Scout Hut.

As it was taking up much valuable space in the upstairs store room, the Committee decided as it had no purpose, to dispose of it, which is where I stepped in. On hearing about this, it got me thinking again! It was too good to scrap, so could I use it for my layout, thereby scrapping the circular layout idea and opting for the traditional oblong version. A very good deal was struck to purchase the fiddle yard and a temporary home at MRS was agreed while a new plan was devised. I went away to see if the chosen track plan could be altered to suit my "new" fiddle yard, and after some thought, it was improved. The chosen track plan was that of Bridport with one major difference. As you might be aware, the track layout at Blandford was double track south from the station and single-track heading north – this being reflected in the design of the fiddle yard. The question was, what do I do, at what would be the West end of my layout? The answer was to re-instate the freight-only colliery line from my old bedroom floor layout. The track plan at Bridport wasn't a million miles away from that layout, and so I was finally going to get my very own layout.

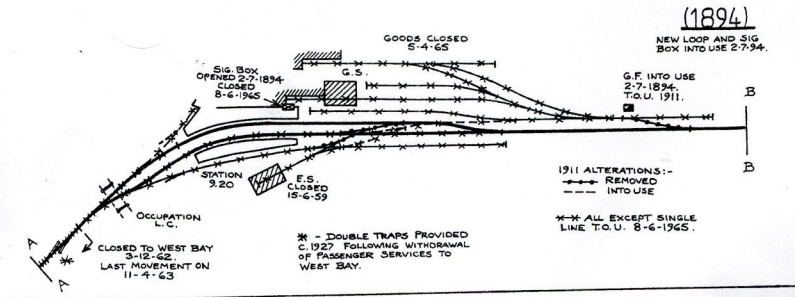
MRS have built the six required baseboards which are now set up and attached to the fiddle yard. The front boards are 2' 6" wide, while the two return boards are 4' x 2' in size. Unfortunately, Covid-19 has affected this project, with suppliers and the MRS shop all shutting down, exhibitions being cancelled, etc. and now things have re-opened, companies such as PECO, have been struggling to keep up with demand.

But, as you can see in the accompanying photos, track laying has been completed and some details installed. You will notice from the reversed track plan, the curve leading to C1 & C2 is facing the wrong way, when in fact the actual Bridport plan shows it going in the same direction as the model. Hopefully that makes sense!? One of the main reasons for flipping the track layout over was to get the goods yard on the inside to make shunting it easier.

The track plan was drawn out on a computer to full size by one of the MRS team on two long sheets of paper using the PECO templates to judge the overall size. I then cut out the actual track layout itself to get a better idea of how it would look, which also enabled me to lay the cork. The Western end was re-laid as I wasn't happy with how it flowed, but the station now has a nice gentle reverse curve through it.

Bridport's track layout over the years.

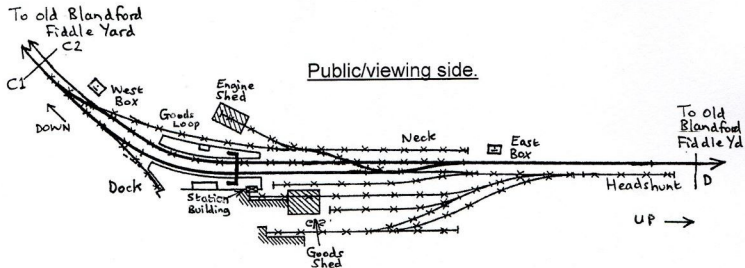
A-A: To West Bay.
B-B: To Maiden Newton.



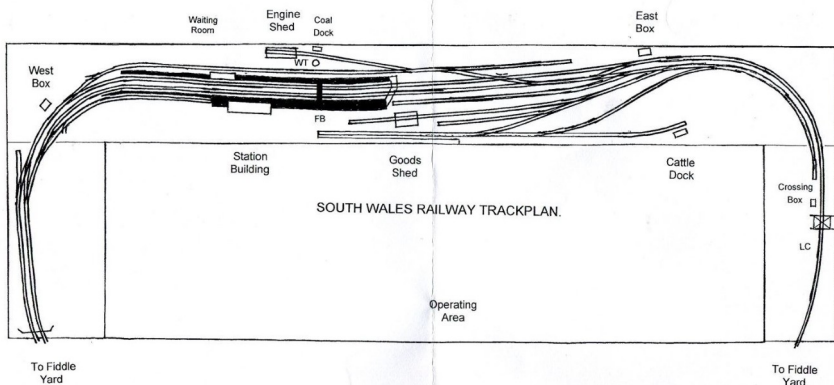
South Wales Railway station.

The track plan for my layout is a mirror image of the above.
The main difference being the "double track" at the West end:-

C1: To Carmarthen
C2: To Colliery
D: To Neath/Swansea.



Operating area.



The track of the main line at the Eastern end has been re-laid twice (!), again because it didn't look right, but I think now the transitional curve running alongside the headshunt looks about right. See picture below.



As part of the design work, I decided to devise a sequence to operate the layout to, to see if what I hoped to achieve would work and make any changes to the layout as necessary. After three attempts, and several hours work, everything worked out, and a schedule with 65 moves was compiled, which will hopefully keep everyone entertained! The fiddle yard wiring needed to be altered as I wanted to split each of the seven roads into two so that I can double-stack the trains and approach all roads from both directions. The Blandford fiddle yard was a simple one with four Up roads and three Down, and luckily former WRS-member Kevin Trim has offered his services to wire up the layout. Thanks Kevin!

One era I model is the GWR in the late 1940s, so this layout is being constructed to that period, which allows me to include one of my interests in the sequence, a military train. However, my models now range from GWR steam to 1980s BR diesels with most things in between, so the plan will be to operate the layout as dual-era; with the GWR schedule and a more relaxed, free-for-all of a preserved/heritage railway. The more than adequate siding space being ideal to display my Barry scrapyards wrecks and other items of rolling stock awaiting restoration.

I have opted to use the very nice working, but expensive, GWR signals by Dapol instead of the plastic Ratio kits. Prototypical signalling diagrams were drawn out by a work colleague to ensure everything was right, and the appropriate main signals and ground signals purchased from that.

Some small compromises have had to be made, but nothing the average exhibition-goer would probably notice. These will all be “planted” and wired up as and when the time comes.

Behind the scenes I have been collecting all the paraphernalia associated with a GWR layout. Quite a lot of smaller details I purchased many years ago for my two aborted projects which have been in store ever since – but now I have a use for them at long last! All the main/larger buildings have been bought relatively recently, namely the station building, waiting room, foot-bridge, engine and goods sheds, signal boxes, warehouses, etc. All bar the warehouses have been repainted into the correct GWR light and dark stone colour scheme. The goods shed is the most recent purchase and this is being detailed internally; the station building is following suit. The two signal boxes, West Box (Oxford Structures ready-made resin) and East Box (modified Gaugemaster plastic kit) both have fully detailed interiors, including those all important, very small, hand-drawn track diagrams! See picture below.



One nod towards the origins of the track plan is the level crossing and its attendant crossing box just beyond the headshunt, which will be known as East Street crossing. Originally there was a crossing at Bradpole, just north of Bridport, and a small station called East Street on the West Bay branch, and this is my little link to the old line.

Due to the lack of exhibitions, most new items have been bought online, and in some instances, they are items which I may not have found at shows, being from more specialist suppliers. Random internet searches have turned up the correct pattern bufferstops, building interiors, station nameboards, etc, which I have been very pleased with.



The west corner with signal box, left, whilst right is a picture of Bradpole crossing taken from the front of a DMU by Chris Francombe just before the closure of the Bridport branch.

The layout is being built to exhibition standards and as well as offering shows a choice of eras, it will also have FOUR names!

Firstly, my original junction station was to be known as Felin-Foel, a village just north of Llanelly where the actual proposed line may have probably run close to. The other three are a bit of fun! :-

Pontymythen – takes its name from a well-known 1970s sketch show.

(I'll leave you to work out which one!)

Hafoduwchbenceubwllymarchogcoch – was spotted on a DVD!

(Actually from the 1949 Ealing Studios film "A Run for your Money")

Portbridd - simply Bridport transposed, like the track plan.

(I have added the extra "d" to make it look a bit more Welsh!)

Letter to the Editor.

Name and address supplied.

April 2021.

Dear Sir,

I am writing to you as an avid reader of your online "Corkscrew" magazine, which I eagerly await every other month.

But unfortunately, in your April 2021 Issue I spotted a couple of glaring errors in the captions on Pages 13 & 19, which was disappointing.

On page 13 the photographer states: -

At Dorchester West, Great Western Railway 166219 was in the Weymouth bound platform, but the signalling here is bi directional saving passengers the trek over the footbridge.

This, as every good Great Western Railway aficionado knows, is wholly inaccurate. In the good old days, when this line was still the main double track railway to Weymouth, the up was the up and the down was the down. Since it was brutally singled in the late 60s, the loop here has remained just that.

In instances such as this, when the line beyond Dorchester Junction is closed for engineering works, down trains can only arrive in the down platform, and re-start their journey back up from that platform with a Pilotman on-board. Crucially there is no signal in the up direction from the down platform, and also no signal from the up platform in the down direction. Pilotworking remains in place between Maiden Newton and Dorchester West until the line can fully re-open beyond the junction.

On page 19 your author states further: -

Rail replacement buses covered Southampton Bournemouth and Poole over the weekend of 27 and 28 March 2021 with the line closed at Brockenhurst. Trains from Weymouth terminated at Poole instead of Bournemouth where it's an easier transfer to the buses. This resulted in the unusual sight of a Weymouth bound service departing from the up platform, the area around Poole being fully bi-directionally signalled.

The branchline from Bournemouth again is not fully signalled for bi-directional running. At Poole, only the up platform is signalled as such, whereas the down platform is currently still only signalled in that direction. Some readers may have noticed that there is a signal at the up end of the down platform, but this has never been brought into use, due in part to the crossover for which it was installed, having never been built! Who knows if it will ever be put in.?

The two photos reminded me of the B.T.C. Film Unit's "Emergency Single-Line Working" production for British Railways as it was back then in during 1956. This was filmed famously on the S&D between Shepton Mallet and Binegar as "somewhere in England", but who's true location was given away by the use of one of the line's 7Fs!

It also reminded me of the less serious "Great St. Trinian's Train Robbery" film of 1966, filmed on location at the Longmoor Military Railway. The Porter at Fordbridge station, actually Longmoor Downs station, is seen on the phone: - "Sir, you know the up train to Pudham Sir, it won't go to Pudham, because it has gone. No, no, no Sir, I'm speaking the honest truth Sir, the up train has departed on the down line Sir. Just one moment. Hello Sir, now the up train has passed down on the up line, I think."

I sincerely hope these corrections find you well and you don't mind me putting right the wrongs from your otherwise excellent publication.

Keep up the good work!

Yours, etc,

Sir Kitt Bray-Kerr MCB IEC OCPD
(retired, etc.)

Scammell Mechanical Horse

By Dave Coasby

I purchased a partly built model of a Scammell lorry and trailer (possibly a Roxey kit?) at a model railway exhibition bring-&-buy stall. It's a model of the early 3-wheel 'Scammell Mechanical Horse' with the flat bonnet, built from 1934, with few still chugging around in service into the early 1960's. By the 1950's this type of Scammell was being replaced with the more familiar rounded bonnet 'Scammell Scarab', with other types being introduced even later. The final version, the 'Scammell Townsman', finally ceased production in 1968 when Scammell was absorbed into British Leyland.

There were obviously a few bits missing from the kit and the original owner had painted it GW brown and cream. As I model BR Southern Region in the late 1950's this would have to change, but firstly I had to undertake some re-search, particularly regarding the colour scheme. I thought perhaps Southern Region lorries would be painted green, but this guess was to be proved incorrect.



A chance encounter of this derelict Scammell Mechanical Horse at North Camp Station, near Farnborough in 1962, set the seeds in my mind for a possible future model? It's taken me nearly 60 years to achieve this!

After lying dormant in my 'to do' box my interest in the project was rekindled when I obtained a copy of 'A Pictorial Parade of Southern Region Road Vehicles'.

A most interesting book, with lots of detail pics of Scammell tractors and their trailers. It would seem that there was a huge variation in their details (ie: window frame, mirrors, lights, horn etc.), but the photograph on the back cover was more or less spot on for what I wanted my model to look like and confirmed to me the livery at that time (even for the Southern Region) was indeed BR crimson and cream.



This was the sort of scene I wanted to replicate.



I obtained some replacement wheels, as some were missing from the kit and managed to prise off the roof, so that I would be able to add some detail inside the cab and be able to glaze the windscreen and add a couple of tax discs (always at least 2 on commercial vehicles). Apparently the prototypes didn't have side glazing on their doors (brrrrr!).

The part-built kit as purchased, but with missing wheels.

The colour scheme was changed to BR crimson and cream and I prepared some artwork on my computer for custom transfers, obtained from <http://www.precisionlabels.com>. I made a crank handle and the rather unique Scammell front bumper from scrap bits and pieces.

The single headlamp and two side lights were scavenged from an old Lesney Models of Yesteryear car, together with the steering wheel. 'Fred the driver' was found in yet another of my scrap boxes and was glued in place, like all the other bits and pieces, with Gorilla Super Glue. At the time of photography I am still trying to source a windscreen wiper (they only had one), horn and driver's mirror.



Left applying planking to the trailer floor, using Costa Coffee stirring sticks and PVA glue, whilst right applying the custom-made transfers.

The trailer gave me great fun in my attempt to 'bring it to life'. Costa Coffee stirring sticks were cut to size and glued with fast setting PVA on to the flat bed to form a convincing wooden floor. Then, from that magical scrap box of mine, I found a suitable resin casting for a load of wooden crates (Skytrex – I think). Fred's mate, the loader, was also to be found there, together with an old wagon buffer which was used for the 20mph limit sign at the rear of the trailer, together with the number plate cut from styrene sheet, with both glued to suitably bent pieces of thin brass strip. The folded up tarpaulin was a scan I took from the front cover of the book, printed out, cut to size, folded up and glued in place with PVA. Finally I wanted some coiled rope on the trailer. A raid on my wife's sewing box proved unsuccessful, but fortunately I found some model ship rigging rope from <http://www.activescalemodels.co.uk>. I cut a short length and wound it around my finger, then ran it under the tap to make it more pliable before smearing a little PVA over it. I laid it on a hard surface (so it wouldn't stick) and let it partially dry. I was then able to mold it into a suitable shape and glued it in position with PVA to the trailer floor.



The front of the tractor unit showing the driver installed prior to the glazing. Also of note is the scratch built crank handle and the unique Scammell bumper. The headlamp and side lights were scavenged from an old 'Models of Yesteryear' car.

The whole model was given a light dusting of Halfords Matt Lacquer (to fix the transfers) before being brushed with some very dilute dirty colours to give it a well-used appearance. My model looks like it is just about hanging on in revenue earning service of the Southern Region or British Railways. I'm sure it will fit in very well once I place it in my layout's goods yard.



The trailer being unloaded with crates, folded BR tarpaulin and coiled up rope.



Above left a true 43:1 scale commercial vehicle that could grace any 1950s goods yard. Right the completed model... and yes, it even has two tax discs! But I am still on the lookout for a suitable drivers mirror, windscreen wiper and horn.



The gates protecting the Weymouth tramway from the main network.

Weymouth Tramway

pictures by Paul Carpenter

During 2019-20 sections of the tramway embedded in the road between Weymouth and the Ferry Terminal were dug up and Commercial Road and Custom House Quay resurfaced. The section of tramway that was realigned on the quay side to give a wide sweep around the corner has been left in situ and commemorated with a plaque.



At the ferry terminal the buildings have been demolished and the area cleared for future development.



Paul Carpenter took the above pictures and the one on the previous page on 29 March 2021 on a visit to Weymouth. The current fish landing is to be relocated to where the Condor Ferries used to tie up and a public walkway will run round the perimeter of the development.

The SR/EE 0-6-0DE shunters, nos. 1-3.

A second postscript by Steve Green.

Last year I described and built a 'OO' gauge model of one of these distinctive locos which featured in the June issue, No.117 and a postscript appeared in the August issue, No.118 on page 31 penned by your editor.

Recently I was looking through some of my books on railway scrapyards, and I came across a few photos of 15202 in company with the Q1 as per the photo in the postscript. I discovered that the number of the Q1 quoted was incorrect and is in fact 33020, and not 33040. (*My fault - Ed*) There are several photos of this combination of locos and they seem to have been permanently attached for some time! The July photo in the Corkscrew can be backed up by ones taken on 20th August and during October 1966, all in Cashmore's yard, Newport. The full line-up of locos consisted of: 33020, 15202, Black 5 45418 and 33027.

The two Q1s, plus classmate 33006 which was also in the yard at the same time, were the last three of this class in service and had all been withdrawn from Guildford shed, hence the chalk-written 70C on the smokebox of 33020. They were all taken out of service during January 1966, with 33006 cut up during August and 45418 scrapped during September that same year.

For the record, 33040 was withdrawn from Feltham shed 70B and scrapped during November 1964.

As a footnote to the other early shunter photos that also featured in that issue, I hope to have a body kit for one of the Hudswell locos at the bottom of page 35 to build in due course. It is designed to fit on the new Bachmann 03 chassis and if you are lucky, I could write an article about that in a future issue!



158826 in Regional Railways Alphaline Wales and Borders Trains livery at Stockport on 28 February 2003.
WRS N204_2_5

More from Shipley Station.

pictures by Colin Aveyard



The only DB service currently running through Shipley is the New Biggin (Appleby) to Tees service of box wagons carrying gypsum for export at Tees Dock. 66177 on 7 April 2021.



On 5 April 2021 66618 heads a diverted Carlisle to Tunstead stone working through Shipley station.



Aire Valley passenger services are worked by a combination of class 331 and 333 units. Here 331109 heads towards Leeds on a working from Skipton on 7 April 2021.



Route learning stock transfers and other special workings can throw up all sorts of traction. D1935 heads towards Leeds on 7 April 2021.



GBRf are known for their wide range of commemorative liveries, but one which often slips under the radar is 66701 which has always been kept in the original style carried by the fleet. Seen here at Shipley on 31 March 2021.

Colin Aveyard



Bradford bound 9-car Azumas need to call at Shipley using Leeds bound platform 3, as Platform 4 isn't long enough. The evening of Wednesday 12 May sees 801208 setting down en route to Bradford. CA



GBRf 66711 Sence, wearing Aggregate Industries livery seen far from the Mendips as it passes Shipley on Friday 14 May 2021. C Aveyard



GBRf 66787 heading for Rylstone with 6D50 the empties from Hull Tilcon terminal on 21 May 2021.



Rail Operations Group have sold their class 47 locos to West Coast Railway Company. Unbranded but still in ROG blue 47813 is seen in tandem with 47832 on a Carlisle to Leicester excursion on Saturday 22 May 2021.



60163 Tornado having come off the excursion at Hellifield is seen returning to the NRM via Shipley and Leeds.



Our late Chairman Chris Francombe struggled in vain to get a footpath across the little used Hamworthy Goods branch as part of the Harbour Reach development. Network Rail refused on safety grounds and we ended up with a very expensive footbridge with long ramps for accessibility from which the above view was taken looking west where just visible is.....



.....the ungated Ashmore Avenue crossing with pavements at both sides of the road round a blind bend which is being traversed by morebus Scania East Lancs 1405 heading from Rockley Park to Sandbanks on 21 November 2020. Both Ken Aveyard

Pacer Farewell

by Ken Aveyard

Following the end of Pacer operation on Northern Rail, the last remnants of the class 143 units lingered on with Great Western Railway, and Transport for Wales. With the GWR units finishing in 2020 it was left to an ever decreasing Cardiff fleet to soldier on until their derogation ran out on 31 May 2021.

With the May timetable change, booked requirements were for four units, each running with a class 150 on Cardiff Valleys services. On the first day in addition to the four units 143602 607 609 622, a further three units were in service, 143601 606 625 working with class 150's and deputising for a twin 150 duty, and two 769 duties. One other 143616 remained spare at Canton.

Over the following two weeks the four booked duties were supplemented by up to three other units depending on availability, but on Wednesday 26 May 143622 and 143625 ran to Landore for storage marking the start of the final run down of the fleet. On Thursday 27th 143 602 was swapped off it's diagram and attached to 143606 and departed for Landore, leaving four sets available.

On Friday 28th 607 and 616 ran to Landore as 5Z43, 0805 off Canton leaving 143601 and 143609 in service. Of these 609 was due to end at Barry Island at 2324 having come down from Aberdare before running ECS to Canton, but 601 was on a diagram due to stable overnight at Rhymney, leading to the possibility that it had been allocated such that as the first member of the fleet it was going to be the last one in service on Saturday 29th May. Interestingly there were enthusiasts out during Friday evening who were posting on various forums in real time including one who was on his way to Aberdare on 609 intending to stay with it to the end of the day at Barry Island.

Late on Friday evening it was confirmed that 143601+150237 would run on the Saturday diagram starting with the 0702 off Rhymney repeating 3-hourly and finishing on the 2202 Rhymney to Cardiff, with a 2316 ECS to Canton. Come Saturday morning however 143609 entered service on a Radyr to Barry and Bridgend diagram, but at around 1615 a coupling fault caused the sets to be replaced for the rest of the day and 143609 and its partner 150257 retired to Canton.

At least 8 class 143's appear to be entering preservation with 602 heading for the Nene Valley, 601 and 616 to Tanat Valley, 606 and 607 to Llanelli and Mynydd Mawr, the latter to become a shop and cafe, 622 to Llanelli Goods Shed, and 625 to the Keighley and Worth Valley. 608 was supposed to be going to Wensleydale, but due to a starter fault this may be replaced by either 623 or 624. The remaining units will all go for scrap bringing nearly 40 years of railbus operation to an end, 140001 first running in late 1981.



143609 was the penultimate Pacer in service with TfW operating for the last time on Saturday 29 May 2021. Seen here in Cardiff on 24 May 2017.



143601 the first member of the class had the honour of being the final class 143 in service when it operated on the Rhymney to Penarth service on Saturday 29th May 2021. Seen here on 8 September 2020 when a group of WRS members had a day in south Wales.