

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 124

August 2021



73141 crosses the depot entrance point work at Branksome on 7 July 2021 on 5G85 from Wolverton Works to Bournemouth Depot. In tow was 442 unit 2420 being used as a brake force runner for the transfer of scrap 442's to Wolverton for component recovery. Ken Aveyard



On the rear was 73201 which hauled the ensemble in to Bournemouth Depot. 66713 which led from Wolverton was left at Eastleigh. K Aveyard

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Editorial

Well finally after many false starts the Society has resumed regular Covid safe meetings with the modellers back in the club rooms on Tuesdays. Following an evening visit to the Moors Valley Railway on Thursday 22 July, the Thursday night social meetings resumed a week later with a film show by Peter Watson showing the wide variety of freight conveyed by the railway from the 1970's to the present day. As always August will be club nights with the main programme resuming in September.

On the railway, most operators have reduced services due to a shortage of staff either through self isolation or a training backlog, but many of the expected timetable improvements for 2022 are now unlikely to happen as passenger numbers are not returning as quickly as was hoped with commuting being well down in the SWR area. There still appears to be no sign of the new 701 units entering service although the occasional test running of sets from Eastleigh appears to be continuing.

In this issue we continue the Alan Ashberry biography, whilst Paul Carpenter reviews his favourite railway books. Steve Green begins a short series on locos that didn't make it in to preservation, and I follow up on more of my model bus building.

As always our regular photographers have come up trumps with some interesting images from around the country

Sit back and enjoy Corkscrew 124. Closing date for 125 is 16 September.

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Front Cover picture:- The class 442 units which have been at Bournemouth since refurbishment are now going to Wolverton to be stripped for the recovery of components for the 458 overhauls. This is the rear end of the 7 July 2021 working shown on page 2 with 73141 following 442420 and 73201 in to Bournemouth depot to collect another unit for the trip north. Ken Aveyard

A Dozen (or so) Railway Books

by Paul Carpenter

I guess I like railway books, always have done, and in recent years there have been some masterpieces for sure. I recently bought a book, *Branch Lines to Chard* by Ian Harrison from Lightmoor Press. Anything from Lightmoor Press seems wonderful and this book is no exception. It really couldn't be better.

It set me thinking, what books had really done it for me, the books that somehow shaped my reasonably wide interest in railways? My library (if that's not too pretentious a term) has running into several hundred books, but I've chosen a 'Bakers Dozen' and some. There are some surprising omissions – no 'Thomas the Tank Engine', I never really accepted an engine could have a face, let alone talk! Anyway here goes.

1. The Story of Railways – Richard Bowood, illustrated by Robert Ayton 1961 Ladybird Books

My original copy was long since lost, something over fifty years ago I expect. I was able to find an ebay copy very cheap to refresh my memory. Some of the illustrations are a little fanciful, or at least 'busy' as in jigsaw pictures and some are slightly suspect in accuracy.

However this book was for children and it gives a pretty accurate grounding in the history of Britain's railways up to 1960. And what, I ask you, would you choose to depict in just 24 illustrations? That's everything from an early colliery plateway to a newly delivered Glasgow 'Blue Train' electric.

Obviously 'Rocket' makes it, but how else would I know (and remember all this time later) about the 'Surrey Iron Railway'? The 'Flying Scotsman' is depicted with a NER 4-4-0 in 1907, not by 60103, and rightly so! A modern signal box is the panel box at Newcastle Central, we are told it replaces four old type boxes and controls 10 miles of track. Wow!

2. The Twilight of Steam Locomotives – Ron Ziel 1963.

As to why this is the book that's been longest in my ownership requires some explanation! My great uncle Douglas had lived in United States since possibly before the First World War. Amongst his regrets was not being able to get a ticket for the maiden voyage of the *Queen Mary* and he had to settle for the second crossing. He lived in Greenwich, Connecticut, by profession he was an optometrist. Rising to high civic office his duties including officiating at marriages, one of which was one of Marilyn Monroe's. Anyway around 1964 he visited England to see the family for what proved his last visit to his homeland. I remember going to Bournemouth Central with my grandad to see his arrival. I was a little disappointed that the engine on the train was a Southern Region rebuilt Bulleid Pacific rather than something with a cow-catcher from the Union Pacific or New York Central.

Anyway he had obviously heard that I was train mad and duly presented me on the platform with the said book! Now this was quite a book for a six year old. A photographic survey of the last steam locomotives of North America. Unlike the author's later book on the last steam locomotives of the world, today this remains a hard to come by tome in the U.K. So as a six year old I owned what must have been a rare book at that time in Britain. I only need to pick it up today, and I know every page as I've read it through so many times.

So I knew that Union Pacific had been storing its 'Big Boys' for some years against a future need that never came. It told me that Durango was the narrow gauge capital of the world – normal operations still had another four years to run. And I learnt the scrapping process of a large steam locomotive, Burlington 2-10-4 No 6316. This particular chapter informed the reader 'Only two per cent of the 44,000 steam engines in service on U.S. railroads at the end of World War 2 survived in early 1960. All information no doubt that I avidly hoovered up, though not sure to this day what I'll do with it!

3. Locomotives of British Railways – H C Casserley and L L Asher – Revised 1965

Miss Mac(alister) came back from the shops at Newbury with the above book when I was seven years old, obviously suitable reading and of course it was. Lady Howard owned 'The Red House', a large country house on the outskirts of Newbury, and Miss Mac lived there as well. Near Greenham Common you could watch from the garden USAF Boeing Stratojets going in to land trailing drogue chutes; apparently, Wikipedia tells me, they left in 1964 but I do remember seeing them. My gran although by then retired and living in Reading, had been in service as a housekeeper / cook and went to 'The Red House' to prepare meals once a week and also on occasion when a big do was on. As I often stayed with my gran I went too. Usually we caught the train from Reading to Newbury, already a DMU by the 1960s. Great for looking out the front windows. There was some steam about in the early trips, Halls and 61XX tanks etc.

Willis the gardener would collect us in his Hillman Minx and return us to the station. My gran always had to drop into the station office for a chat with the lady telephonist and then we sat in the front seats of the DMU which started from here. Great excitement when the signals on the up through line dropped off and then a wait before an express thundered past, always it seemed a maroon or green D10XX (Western). And then we could follow it, all stations to Reading.

This book, again avidly read, meant I had a pretty good idea about every class of steam locomotive to run on British Railways from 1948 onwards long before I was ten. Although a mere handful of photos are by others, Henry Casserley took almost all.

Who else came close to recording so much? A surprising number of classes either didn't or barely saw 1948 out. My copy would be deemed as in very poor condition by a bookseller now, not helped by when my younger brother scribbled over one page in green biro! Every photo is still instantly recognised (even though I pick it up very infrequently now), that's something I couldn't say with more recent purchases.



4. Branch Line Album - P B Whitehouse – 1965

I was able to choose this one for Christmas. I'm not sure I had it in mind, but WH Smiths in either Boscombe (did they have a store there?) or Bournemouth had it on their shelves. I think it was the Adams Radial on the Lyme 'Billy' on the cover that clinched it. I knew the branch train was called Lyme Billy because there had just been an article in the Railway World recording the demise of the Lyme Regis branch – too soon for me to have ridden it. Envy you if you did! 30/-, the price in the cover tells me, so stretching to the limit the allowed spend. I expect dad wanted to look at it anyway too! The book described in pictures a way of life virtually extinguished, strange now to think some of the images were only around four or five years old when the book was bought. Commenting on a caption dad said, "yes, the Midland & Great Northern did have some old engines before the war", and "those were the engines on the Essendine – Stamford branch (C12)". My love of branch lines was cemented.

5. Red for Danger – L T C Rolt – 1955

I've at some time or other read and reread most of Tom Rolt's books and I never tire of his writing style. Whilst some of his views would not go down too well with today's reader, few of today's authors can write so beautifully. I suppose with my narrow gauge interests I really ought to choose 'Railway Adventure' his masterpiece on running the Talylyn Railway in its first two years as the preservation pioneer. However 'Red for Danger' (Pan Books paperback) was the first of Rolt's books that I read, and it was remarkably captivating considering its subject matter. Even though the cut-off date is mid-20th century, I doubt whether there will ever be a better and more readable account of how safety on the railway came about through hard learnt lessons. Still should be a must read if you are volunteering on a heritage railway, and maybe even for working on the modern railway.

6. The Trains We Loved – C Hamilton Ellis – 1947

A prolific author and illustrator C Hamilton Ellis conveys in this book the romance of the real heyday of the railways which wasn't in the 1930 / 50 / 60s etc, but which ended with the First World War. On the first page Ellis writes of seeing a blue engine of the Somerset & Dorset at Poole (probably something that's not going to be re-enacted anytime soon!).

The enigma is that the author wasn't born until 1909 even though he takes the reader back to the 1880s and one really does believe he witnessed all first hand. His paintings, of which there have been many critics, convey a rose tinted portrait of past railways but as far as I'm concerned none the worse for that. Who knew that his first published painting in the Railway Magazine was of Corfe Castle with (a T9?) No 711 arriving watched by a couple of rather wooden (-tops) characters accompanied by a spotty dog! If a book made you set a time machine for 120 years back this will be it for me. It wasn't until I was in my forties before I read this book – but it's just the type of book that I wished I'd seen thirty years earlier.

7. The County Donegal Railways – E M Patterson – 1966 + The Cavan & Leitrim Railway – Patrick J Flanagan – 1966

OK, so two for the price of one! These were the Pan paperback editions of the David & Charles hardbacks. What W.H. Smiths in Reading were doing selling these in about 1971 goodness only knows, whatever they'd been discounted to 10p each, which tipped the odds slightly in favour of a purchase. A subject of which I knew nothing about, 50 years later as members are probably aware, I do now! Many excellent books on Irish narrow gauge railways have been produced since and colour illustrations in some give a real indication what they looked like. However these authors knew the railways when they were still very much alive, and the books are packed with information, a fair bit unavailable elsewhere. 20 pence well spent.

8. Main Line Lament – Colin Walker – 1973

Suddenly railway books were changing. This photographic album book tells of the last years of the Great Central main-line. The photos are exciting, but the main story is of railwaymen seeing their life long job dismissed as redundant, or their future career cut short. Still one of the best of its kind, like the previous book benefitting from being written close to the time it portrays. Worth buying for the footplate scenes alone.

9. Western Region Diesel Hydraulics – Norman E Preedy, G F Gillham – 1974

Yes, in 1974 railway books were changing! Bradford Barton's square format albums were a breath of fresh air to younger enthusiasts like me at the time, who were actually interested in diesels. These albums are probably dismissed today, though the first printings were much better than the muddy reprints of later years. Two pictures I'll still open the books to see time and time again. From this one, ex works D600 'Active' in Truro goods yard, members know I'm still keen on the Western's Diesel Hydraulics!

From Bradford Barton's Southern Steam South and West. I've got to mention 34007 'Blandford Forum' speeding through Ringwood on a Summer Saturday 12 coach express for Waterloo. My favourite photo of any taken on the 'Old Road' (Corkscrew if you must).



10. The Great Steam Trek – A A Jorgenson, C P Lewis – 1978

Colin Stone won't argue with me on this one. When published, steam in South Africa was still an everyday reality. I think many regarded this as a coffee table book. It's so much more than that. Enough history as a background and a roundup of current (then) and recent past steam activity. Enjoy the pictures, enjoy the stories in the text even more. Unlike Colin I only went once to experience steam (in 1981), glad I did – I'd never even been abroad before that. Better than a day trip booze cruise to Calais!

11. Ian Allan British Rail Locomotives and other motive power (combined volume)

To make up the dozen I'll pick out a single ABC, this circa 1968 edition was my first combine, although I'd had a few of the individual booklets before. I'd have chosen it anyway with its cover picture of D1062 'Western Courier' racing through Acocks Green. Strangely perhaps the next year's combine also had a D10XX Class 52 on the cover, an Ivo Peters photo of one passing Sydney Gardens, Bath!

12. I could go on to list another hundred or so books, but that would be more an inventory rather than a highly subjective personal selection. I will give a mention to a few others though. Peter Smith's Mendip Engineman, who amongst the WRS membership hasn't read that one! I particularly like the photographic album by T.G. Flinders 'On the Settle & Carlisle Route from 1981, concentrating on the then recent diesel years, seeming to be a valedictory of a line that couldn't survive.

Astonishing almost when they appeared were the landscape format all colour Janes albums from about 1982. I was more than surprised by the quality, even more so to pick up Murray Brown's, 'The Class 40's' in Gulliver's Bookshop, Wimborne!

James Boyd's volumes on British and Irish narrow gauge lines are legendary. 'The Talylyn Railway' (pre 1951 history) is a weighty tome, cost a whopping £25 in 1988, I would expect to pay same for a similar book today. Unlike houses books are incredibly cheap today compared to back then.

I have built up a library of French narrow gauge books. "So you are fluent in the language" I hear you say. Well no, but I can manage the captions. And they do produce fantastic books – at a price! My 5 volume set, 'Les Petits Trains de Jadis' was expensive when I bought it, not easy at all to get today. A monumental work by Henri Domengie, a survey of the multitude of mainly metre gauge minor railways of France once totalling around 12,000 miles and virtually all long gone. I envy those of you who can confine your railway interests!

At which point I ask, 'so what would your selection be'?

Completely loco - Part 3

by David Coasby

Alan Ashberry recalls his first firing turn on a 'Crab' between Watford and Euston relieving the footplate crew on a Crewe-Euston parcels train.

How well I remember my first turn firing a steam locomotive. It all came about rather unexpectedly. At the time I was both a senior hand and passed cleaner. I had booked on for engine cleaning for the six o'clock morning shift which meant that I was first in line to be called out for firing turns should a regular fireman report sick and not be available for his turn of duty. Despite this, my first firing turn did not come about for this reason.

One day, I had been on duty for about three hours when the Shed Foreman came to find me to tell me to get my things together and report to a driver in the spare link whose fireman had been required for another job.

Spare link enginemmen often booked on duty without a specific job and would wait until required, usually on orders from Control. So when I reported to the driver who, as it happens, had booked on duty at the same time as me, it was a question of waiting in the Cabin or bothy for something to turn up.

In the event of our not being called for a duty, we would book off at the end of our shift, having spent eight hours waiting around. Nevertheless, had this been the case, this duty would still have counted as my first firing turn even though I had been nowhere near the footplate, and I would have been paid the firing rate for that day. That said, it would have been a great disappointment to me, because I was eager to get out firing, on the main line.

We had been in the Cabin for about half an hour when the Shed Foreman came in to tell us that Control had rung through and wanted a set of men for relief working of a Bescot - Willesden mineral train, the engine being an ex-LNWR Bowen-Cook G2 class 0-8-0 tender freight engine. Having passed Boxmoor, the crew were to be relieved at Watford Junction.

My excitement mounted as we made our way to the station to await the arrival of the train into the up slow platform. At last my great moment had arrived! But I was also very apprehensive. Would I be up to the task expected of me by my driver? There was a world of difference between practising firing locos on shed and actually running on the main line. While we waited at the end of the platform, guessing how I was feeling, the driver gave me some helpful tips which helped somewhat to calm my apprehension. The signals were off for a clear road which meant that we would be away as soon as we had relieved the crew in charge. It wasn't long before we caught sight of the train in the distance and picked up our traps – railway slang for the tin boxes which carried our food and whatever else we cared to put in them.

The train approached and it very soon dawned on us both that, by the sound of the exhaust from the locomotive chimney, it was still working hard and in no way was it likely to stop at Watford! Before we knew it, the engine and its wagons were fast rushing past soon to be receding into the distance as the train headed towards Bushey.

We made our way to the Station Inspector's office so that my driver could ring Control and inform them of the situation. You can guess how dejected I felt, and I was angry too, because the train hadn't stopped. My driver's remark that the crew were probably out to make some overtime didn't help to lift my gloom.

On ringing Control, we were told to stand by to await further orders. This meant there was still hope, even though we were nearly half way through our shift. We didn't have to wait long before Control rang again. This time we were to relieve the Crewe-Euston parcel train, due to arrive in about ten minutes, the engine concerned being a Hughes 2-6-0 tender engine possibly better known by the nickname 'Crab'.

This news cheered me up no end since the very thought of going to Euston and not the sidings at Sudbury made me feel important. My very first run and I was off to the main terminus. What a thrill – but would this train stop, or would it too go rushing past Watford?

We saw the signals pulled off and we waited. I'm pretty sure that I had my fingers crossed, but all was well this time. The train drifted into sight and gently came to a halt, the engine coming to rest at the end of the platform by the water column. Already on overtime and wanting to get home to Bletchley, the enginemmen seemed pleased to see us and know that relief was on hand.

The driver reported that the engine was running well with no problems at all. The fireman said the fire was still quite clean and making plenty of steam, but water in the tender was low because a preceding train had left the water level in the troughs at Castlethorpe so low that he was unable to pick up sufficient water.

Having bade farewell to the crew we relieved, my driver decided to take water while we were at the column, just in case the troughs at Bushey were also low. Yours truly climbed up on the back of the tender, hauled the bag up, placed it in the filling hole and called to the driver to turn on the water.

Having filled up and dropped the bag out, it was back into the cab to stow our jackets and food boxes. The signal came off, the driver released the brake, moved the reverser into full forward position, gave a touch on the whistle and, on easing the regulator open, we rolled slowly forward. We were off to Euston.

I opened the firehole doors, put a few shovels of coal round the box, shut the doors and glanced at the water gauge – at half a glass all was well. I looked out of the cab to catch sight of Bushey distant – a colour light signal showing green.



LMS Hughes Crab 2-6-0, 13030 on Bushey troughs. Author's collection.

With the train bowling along nicely, the driver came over to me to say that as we were on a falling gradient all the way to Euston, only very light firing would be needed, so I sat myself down and, partly leaning out of the cab window with the whole railway scene passing by, was overcome by a great feeling of well being – all was well with the world. So engrossed was I by it all that it was something of a jolt when I was brought back to reality by the driver coming over, tapping me on the arm, and asking “Don't you think it is time we had some more water in the boiler?”

By this time we were picking up speed and soon passed by Harrow. A little further on the driver pointed out the entrance at Sudbury to the marshalling yards at Willesden, our original destination. This was much more exciting! Being unused to the movement of the engine, I must admit that coal was finishing up on the footplate instead of in the firebox, but more firing turns would put this right.

Willesden Junction was coming up fast, no more firing was required and, with the water level just below the top of the glass, I was again able to sit and take in all the signals. I have to say that they didn't mean very much to me at that time. It would take many more runs before I knew what they all indicated or, in railway parlance, knew the road.

We approached and passed through the short Kensal Green tunnel, only just over 300 yards long. Soon after leaving the tunnel, we passed Queens Park Station where the underground trains come up for some fresh air and daylight.

My next vivid memory was of plunging into the inky blackness of the near three-quarter mile long tunnel under Primrose Hill. The noise and smoke were indescribable! My driver reached for the blower, opened it wide, closed the regulator and, as signals were positioned just inside the other end of the tunnel, began to apply the brakes. The sounds of the brake application together with the smell and taste of burning brake blocks made it a fearsome place for a first trip.

As we approached the exit from the tunnel, a warning bell indicated to the driver the near presence of the signals. Peering through the smoke, we at last sighted them, one for our road, showing that all was clear to the next stop signal. On emerging into the daylight once more I can assure you that the most welcome taste of fresh air was really good.

We passed through the vicinity of the complex of burrowing junctions of Camden, then we passed the Camden engine sheds, after which came the descent of Camden bank, the last mile into Euston being down a 1 in 70 gradient. All this required very careful handling of the train and the driver brought us gently to a stand about a yard from the buffer stop. So came about my first footplate arrival into Euston. Many more would follow over the years.

Having arrived at the platform, we had to wait for the train to be unloaded before it could be removed to sidings and we could be released to return light engine to Willesden loco sheds. Meanwhile, the engine had to be kept quiet so the blower and the dampers were closed. With this done and the headlamps changed we could settle down to a can of tea and a bite to eat while we looked out on the surrounding activity. Then, as in all the years which followed, I was always entertained by watching the antics of the travelling public.

At long last the train was cleared of parcels and we were able to run light, tender first to Willesden shed. We left the engine, handed in the lamps, shovel, coal pick, tools, etc. to the stores and made our way to the station for a train back to Watford, riding the cushions. By the time we booked off, we had ourselves worked a couple of hours overtime – not that I minded. It had been a memorable day. I went home very happy.

My second firing turn came the very next day and was completely different, but that's another story.

To be continued.

Unlucky locos, Part 1.

(Which so nearly could still be with us today.)

By Steve Green.

This article was born out of curiosity really. We are all aware of the many thousands of steam locos scrapped over the years without a second thought, but what of those locos which were thought about, set aside for preservation, but still ended up getting the chop. From some magazine articles and internet searches I started to compile a list of candidates, which I'm not claiming to be 100% exhaustive, but may be of interest and highlight some of those unlucky locos.

This first part of the article will look at some GWR and Southern engines destined for various museums and schemes which ultimately didn't materialise for various reasons.

Starting with the GWR, perhaps the two most famous scrappings were of the Broad Gauge survivors 'North Star' and 'Lord Of The Isles' at Swindon during 1906. This is reported to have been under the instruction of the Swindon Works manager as they were taking up "valuable space". It is suggested that G.J. Churchward was behind the move, but William Stanier, who was the Inspector of Materials at the time, may have had a say in the matter. This wouldn't be his only decision like this either! (see Part Two). The 4-2-2 'Lord Of The Isles' in fact had been "preserved" since her withdrawal during 1884. Also cut up by the GWR were the Shrewsbury & Chester Railway 2-2-2 No.14 of 1848 preserved at Wolverhampton until 1920, and the Llanelli Railway's rather unusual Hackworth 0-6-0 'Victor' of 1864, which had survived at Swindon as a curiosity until 1889.

Jumping forward in time to the end of the steam era, two humble 0-6-0PTs could have been added to the ranks of the preservation world. Nos. 3681 & 3758, both of Bath Green Park shed, where they had acted as station pilots during the final week of S&D services, were held and later appeared at Bristol Bath Road Depot Open Day on 30/4/66 for the aborted Yatton – Clevedon scheme. Lack of finances and the building of the M5 scuppered this plan and the two locos were sent to Cashmore's of Newport for scrap. One pannier tank, No.3612, escaped from Woodham's yard at Barry but would only survive long enough to be broken up for spare parts for the Severn Valley Railway's other panniers, and other survivors.

6853 'Morehampton Grange' could have survived had a home been found for her. Tyseley locomen had the funds to purchase her but were thwarted by this problem. "Castle" class 7007 'Great Western' at Worcester also met a similar fate.

Southern Railway locos include a couple of relatively high-profile machines; No.733, Drummond's "Bug" (loco only) and the Isle of Wight Beyer Peacock 2-4-0T W13 'Ryde', plus LSWR Beyer Peacock 0-6-0ST No.0334 of 1876. All three were withdrawn during the 1930s and preserved at Eastleigh to form the basis of a small collection of unusual locos in a town museum, but the scheme never materialised, and they were all cut up during the 1940s. The carriage body of the 'The Bug' survives of course down at Swanage.

The demise of 'Ryde' has been well documented in the past but having been stored in the Eastleigh paintshop for around five years, was scrapped during April 1940 being deemed obsolete. Other stored locos at the time would go on to provide spare parts for classmates, but 'Ryde' was by then the last of her class.

No.0334 was one of Beattie's "Saddleback" tank engines and had been withdrawn during 1933 after serving as the Eastleigh Carriage Works shunter. She survived for a while longer though working on the Kent & East Sussex Railway from September 1938 until finally being scrapped during April 1949.

Stirling 'F1' 4-4-0 No.1231 (originally 'F' class built 1893, rebuilt 1907) was withdrawn during March 1949 and considered a candidate for preservation, so found herself stored at Ashford for a while. She was the last of her class, but two years later was cut up at the Works as the intention to un-rebuild her back to original condition with a Stirling boiler and cab proved impossible.

During the 1960s, Fratton shed was home to several locos earmarked for the National Collection and general preservation. Those that didn't survive were 'Z' 0-8-0T 30952, 'U' 2-6-0 31610, 'Q' 30538, 'L1' 4-4-0 31757 and latterly 'Std 4' 2-6-4T 80010, the first Brighton-built example.



31610 behind 30023 waits to attack the bank at Exeter on a ballast train from Meldon Quarry on 24 July 1958.
WRS AC058

Schools' class leader 30900 'Eton' was a possible candidate, again being stored at Ashford for a time, but she had been modified with a Bulleid Lemaitre chimney and so 'Cheltenham' was selected instead. This was just one of the reasons for her preservation though.

The decision to preserve a "King Arthur" class loco was proposed during November 1960 and class leader 30453 'King Arthur' was the natural choice. He was stored for a while after withdrawal in July 1961 pending restoration back into original condition, but by then there were no Drummond "watercart" tenders available, so 'King Arthur' was scrapped. Obviously, we still have a "King Arthur" with us in the form of 30777 'Sir Lamiel', and the choice of a North British (or "Scotch Arthur") version was decided upon due to it's wider route availability over the Urie version. The later built Maunsell variants having a cab profile modified to fit the SR's Eastern Division narrower loading gauge.

Additionally, 'M7' 0-4-4T No.30133 was saved for a possible boiler donation to another Drummond loco, but nothing came of it and so was cu up. Finally, 'MN' 35012 'United States Lines' was requested to be preserved and donated to the USA, but the shipping costs could not be met by either the UK Government or BR, and she too was consigned to the history books.



One that got away. 35012 United States Line on an up express at Farnborough on 8 June 1964.
WRS C908

In Part Two we'll have a look at the former LMS, LNER and even BR standard class locos which were set aside for preservation one way or the other, but just came up short on the day of reckoning.

Modelling Projects

by Ken Aveyard

In Corkscrew 122 I showed the progress of my Bradford buses collection with the completed models of two of the 1949/50 batch of 40 AEC Regent 3's with Weymann bodywork that saw off the last of the Bradford trams. In that article I showed the bare castings for the AEC Reliance and Leyland Titan PD3 models that were next in line.

Bradford purchased its first motorbuses in 1926 and built a new garage near the centre of the town to supplement the other six tram and trolleybus depots which were situated on the major routes out of town and served their local routes using staff that lived mostly within walking or cycling distance of their workplace.

The first 52 motorbuses were all single deck, either AEC 413, Leyland Lion or Bristol B types, until 1928 when 15 Leyland Titan TD1 double deckers arrived. In 1929 a mixed bag of double and single deck Leylands brought the motorbus fleet up to a total of 90 buses which were being used as feeders to tram and trolleybus services and for services that didn't warrant the investment in trolleybus wiring.

There was then a gap in motor bus deliveries until 1933 when Bradford acquired an AEC Q, Leyland Titan TD2 and AEC Regent all essentially demonstrators, which were joined in 1934 by a Daimler COG5. All of these were double deckers and were used to evaluate the possibilities for future orders. From 1935 onwards Bradford almost exclusively bought AEC and Daimler double deckers until 1943 when they received three Guy Arab's and 47 Utility Daimlers between 1943 and 1946. The exception was a pair of AEC Regal single deckers bought in 1935 and by 1939 almost all the early single deckers had been withdrawn, or in the case of some of the later Leyland Lions taken in to wartime use as Ambulances.

Post war Bradford invested regularly in new double deckers, including a handful of Crossleys in 1948 which didn't find favour, but there was a return to Leyland in 1949 and 1950 after which AEC supplied all Bradford's motor bus requirements until 1966.

By 1958 the two AEC Regal single deckers were spending most of their lives on local private hires, or peak hour work. Municipalities generally (Including Bradford) couldn't operate excursions or hires outside their boundaries, but staff outings could go anywhere. It was on a return from one of these staff outings that a rather enthusiastically driven Regal ended up in a ditch and it was decided that these 23 year old buses needed replacement.

A pair of AEC Reliances' with Roe bodywork was ordered arriving with the registrations OKW106 and OKW107 and intended to be fleet numbers 106/107 but before entering service they were numbered 301 and 302 in a separate sequence from the main double deck fleet.

Original livery was substantially off white with blue trim, but at their first repaint they became blue below the waistrail and cream above. Second repaint saw them becoming mainly blue, until finally their fourth repaint added a bit more cream to the front and rear, so four different liveries over 16 years. In 1967 they were renumbered again to 501 and 502 to make way for new Leyland double deckers numbered 301 upwards. They passed to West Yorkshire PTE in 1974 but were by then unused and went for scrap soon afterwards.



The two AEC Reliance kits modelled as 301 OKW106 in original livery and 502 OKW107 in third livery, a pairing that was never seen at the same time. 502 still awaiting destinations in this view. Ken Aveyard

In 1966/7 Bradford switched from AEC to Leyland and Daimler taking 15 each of Leyland Titan PD3, Atlantean, Daimler CVG6 and Fleetline. Further orders of Atlanteans and Fleetlines followed, and as a result of Leeds cancelling an order 15 Leyland Titan PD3 became available in 1969. As Bradford's choice of bodybuilder, MCW were unable to take the order, Alexanders offered to build them and Bradford placed an order with them for the 15 PD3's and a batch of 20 Fleetlines. That began an association with Alexanders that lasted until the West Yorkshire PTE takeover in 1974.



The Alexander bodied Leyland Titan PD3A/12 as 304 LAK304G. These were the last half cab bodies Alexander built. Ken Aveyard

Branch Line Miscellany

pictures from Paul Carpenter



Avonmouth with 166205 ready to depart on 2K21 the 12.35 to Bristol T.M. on 25 June 2021.



Causeland with 150265 working 2L77 the 10.36 Liskeard - Looe on 5 May 2021.



Fairbourne with 158834 departing on 2I16 the 09.34 Pwllheli - Machynlleth on 15 June 2021.



Talybont sees 158837 arriving on 2J15 the 14.56 Machynlleth - Pwllheli on 13 June 2021.



Shiplake with 165106 operating 2H31 the 12.27 Henley-on-Thames - Twyford 11 May 2021.



Shirehampton and 166201 arrives on 2K19 11.52 Severn Beach - Bristol T.M. 25 June 2021.

Wandering in Wales

Pictures from Colin Aveyard



TfW's former Anglia class 170's are regular performers on the Ebbw Vale service. Here 170201 reverses at Ebbw Vale Town on 13 July 2021.



TfW Pacer replacement 769008 converted from 319008 seen at Cardiff on 13 July 2021.

WRS Moors Valley Evening



No shortage of shorts on the members at the Moors Valley evening on 22 July 2021. Signalman for the evening was as always Steve Green taking a break from his day job as a signalman on the big railway. KA



Locos in use included Aurora seen with Stuart Webb driving and recently overhauled Ivor seen arriving on the short carriage rake. KA



A shed view of part of the massive fleet at Moors Valley.

K Aveyard



Regional Railways liveried class 142 Pacer unit 142033 is seen in Buxworth Cutting on 22 August 2000 . WRS N155_3_3



Former Scotrail Caledonian blue liveried class 101 101692 spent its final days working for Regional Railways in the Manchester area. Seen here in Buxworth Cutting on 22 August 2000. WRS N153_5_2