

The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 125

October 2021



66793 on the Colnbrook to Grain aviation fuel tanks passes through Ealing Broadway on 6 September 2021.
Ken Aveyard



The disused signal box perched above the platforms at Chelmsford on 8 September 2021. See article from page 14.
Ken Aveyard

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Editorial

I'm completing this issue of The Corkscrew on an eventful day for the rail industry with the announcement that South Eastern will be taken over by the DfT's operator of last resort from 17 October 2021. Not quite the "stripping of the franchise" scenario pushed by the BBC and other news channels but rather the exercising of a pre-determined break date already in the current contract albeit no doubt triggered by financial issues that were already under discussion.

The well publicised shortage of HGV drivers could hopefully herald an upturn in trunk rail haulage by the major supermarkets with the use of lorries for more local deliveries as the economic balance changes. Poor wages, lack of facilities at dedicated lorry parks, and a backlog of applications at the DVLA isn't helping. Also the haulage industry generally involves drivers having to fund their own training which is not cheap, before finding a job.

The shortage of PCV drivers is not as acute as the big bus operators tend to train drivers from scratch with training bonds repaid from wages if they leave before a set period has expired, but many operators are still running reduced timetables and with the return of coach holidays this summer the lack of availability of accessible coaches for rail replacement has on occasions caused problems for train operators when their staff shortages cause cancellations.

Things should improve over time.

In this issue we continue the Alan Ashberry series and Steve Green gives us part two of the unlucky locomotive trilogy. Your editor recounts a four day trip to London and East Anglia and we round up with our usual photographic section courtesy of our regular image suppliers.

Sit back and enjoy Corkscrew 125. Closing date for 126 is 18 November 2021

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Cover Picture:- Greater Anglia class 755 "Flirt" unit 755335 is seen at the terminus at Sheringham on 8 September 2021. Picture by Ken Aveyard.

Unlucky Locos Continued.

By The Reverend Green.

As promised, and cunningly following on from Part One in the last issue of this 'ere Newsletter, we now move on to the those locos of the LMS, LNER and BR which at one point in their careers were safe and sound for future generations to enjoy, only for them to be dashed at the last minute.

Starting off with the LMS and some of it's constituent companies, firstly we have two Kirtley double-framers, namely: -

Ex-MR Kitson-built 1F 0-6-0 No.2385 (built 1856 as MR No.421, withdrawn 1925) and Derby-built 2-4-0 No.156A (built 1866). Also on this list are Johnson 0-4-4T No.1226 (built 1875) and a North London Railway 4-4-0T No.6445, the last of her class. The Johnson tank was the pioneer "6" class, set aside during 1930 and even repainted into full Midland Railway livery, whilst the NLR tank received a full LMS repaint having again been set aside during 1930. In the case of the 2-4-0, we are fortunate that classmate No.158A was later chosen to represent this class and era of loco building.

Unfortunately, all four were scrapped during 1932 as part of a clear-out at Derby Works, just one month after William Stanier had taken office who spotted them and on hearing that the paintshop was overcrowded, gave the instruction to have them broken up! Luckily one loco survived from this group of "preserved" engines, that being Johnson 'Spinner' 4-2-2 No.673 (built 1897) which, after much begging, escaped the torch. It is reported that Stanier had authorised no preservation, so it was lucky he was unaware the Highland Railway 'Jones Goods' No.103 and Caledonian 'Single-wheeler' No.123 had been put aside at St. Rollox shortly after!



Highland Railway Jones Goods 103 with 57581 at Auchinleck 30 June 1963.

WRS C657

Perhaps the best-known example of a preserved loco eventually being scrapped was the Highland Railway 4-4-0 No.54398 'Ben Alder'. Originally built during 1898 as HR No.2, she was withdrawn from traffic in March 1953 and put into store on the BTC Official List of locomotives to be preserved and survived, having been stored at various locations, until May 1966 when she was finally cut up by Motherwell Machinery & Scrap.

This loco was rebuilt during 1923 and this was the reason the loco was not saved, as she was no longer fitted with her original HR boiler.



54398 stored at Boat of Garten 23 September 1959.

WRS Archive

There was an unconfirmed report that LMS 'Compound' 4-4-0 No.41168, one of the last two in service withdrawn during 1961 was to be saved, but no further details have come to light. The group that eventually bought the Midland 1F "half-cab" 0-6-0T No.41708 in the 1960s (formerly of Swanage parish) were offered a 2P 4-4-0 for £1200 but it was considered too expensive and "big" at the time! Also a candidate for preservation was "The Virgin Soldiers" film star, 'Black 5' No.44781, one of the "End of BR Steam" locos, but as is well recorded, having been "blown-up", recovery of the loco at Bartlow in Essex proved too difficult and expensive for her owners and she was cut up on the spot. Fortunately, however, this loco will now appear on my layout as a preserved loco, in weathered condition! (see photo)

Slightly further afield, but just about within the realms of a former LMS constituent company, was the scrapping in Belgium of an 0-6-0 during August 2002. The Class 44 goods engine, No.44.021, built by Tubize in 1906, was preserved as part of the country's National Collection in Leuven, but was scrapped as it was in too poor condition to restore. Attempts from this country were even made to try and save it, as the design was based on McIntosh's Caledonian Railway 812 class, of which No.828 does survive on the Strathspey Railway.

A couple of LNER locos make our list, including a further North Eastern Railway 'C' class 0-6-0 No.1576 (built 1891), latterly 'J21' No.65099. This loco was a preservation prospect and was stored in Darlington Works Yard after withdrawal during October 1961, but she was eventually considered unfit to be moved and so what was cut up during February 1966. Only now are we seeing the surviving 'J21' No.65033 finally being restored to full working order. A 'Claud Hamilton' 4-4-0 was apparently set aside and even had the word "save" written on one side of her, but unfortunately the scrapman approached from the opposite side and promptly cut her up!

We now come to the BR 'Standards', and 70004 'William Shakespeare' which was offered to Stratford Council for preservation, but they didn't have any space to display it, so it went off for scrap instead.

A Caprotti valve-gear fitted 'Class 5' 4-6-0 was supposedly on the shortlist for inclusion in the National Collection, but for some reason the idea was dropped. Fortunately, one of these distinctive locos was sold to Woodham Bros. at Barry so we have still been able to enjoy one of these machines.

Talking of Woodham's, we now come to something of a mystery, but something I only spotted earlier this year. In "The Southern Way Special Issue No.9, Scrapping the Southern" published during 2013, there are a couple of copies of British Railways 'Sales Invoice' sheets dated November 1966 which lists the following locos on it: 35010, 35029, 35027 & 82006. Now, we all know the Bulleid 'Pacifics' are all still with us, but what happened to the 'Standard 3MT' 2-6-2T? What we do know is that 82006 was eventually cut up by Buttigieg's of Newport, but how and why when a deal had been struck by BR with Woodham's is unclear. Did the loco run into difficulties en route, and was simply removed from the consist and taken to the nearest dealer? Or did Woodham's strike a deal with Buttigieg's for the loco in exchange for another one? We may never know, but clearly 82006 must be one of the unluckiest locos in these articles.

There is also a piece online which states that a consignment label from a another 'Std 3', No.82010, was also marked up "Woodham Bros. Barry"; so, did another of this class not make it to where it should have been?!

Sticking with the Barry scrapyard phenomenon, some of it's arrivals were indeed lucky, because the unique "Duke of Gloucester" and 'Std 4' 75014 were delivered to Cashmore's by mistake! Fortunately for the preservation movement this was spotted, and the locos duly arrived at Barry. The two GWR 'Kings', 6023/4, of course were bought by Ward's of Briton Ferry, until someone stepped in and pointed out that they were banned west of Cardiff, so were quickly re-directed to Barry. With these pieces of evidence, it would seem highly likely that other locos didn't end up with their intended purchaser. Obviously with the Barry phenomenon there are lucky and unlucky locos. Only one loco purchased prior to 1962 survives, that being 'Small Prairie' No.5552. 1965 was the most devastating year with 36 locos scrapped, however the years' 1964-7 would see 74, 65, 36 & 20 locos arrive respectively.

Into the preservation era proper and we can consider the following locos to be unlucky and not to be still with us: -

'Std 4' 2-6-0 No.76080, scrapped 1972

GWR 2-8-0 No.3817, scrapped 1973

GWR 2-6-2T No.4156 & '9F' 2-10-0 No.92085, both cut up 1980.

Fortunately, fate stepped in for the following locos in 1980; No.3862 was shunted to one side, leaving 'MN' No.35025 the next in line to be cut up, followed by No.5199 and '8F' No.48305. The holidays had intervened and by the time the workforce returned a plentiful supply of easier to cut up wagons had arrived!



D601 at Barry on 30 September 1973, and again in the distance on 4 September 1977, with D6122 nearer the camera. Interestingly, immediately in front of D6122 is the tenderless Caprotti Standard 5 73156 as referred to on page 6.
Ken Aveyard

Mention must be made of the four ex-BR diesels also cut up by Woodham's, which unfortunately the preservationists turned a blind eye to: -

NBL 'Original Warship' A1A-A1A Nos. D600 "Active" & D601 "Ark Royal", cut March 1970 and June 1980 respectively

BTH 'Class 15' Bo-Bo No. D8206, scrapped February 1970

NBL 'Class 21' Bo-Bo No. D6122, scrapped June 1980

Finally, we come to the famous “Barry 10” collection of locos, which has seen the demise of GWR 2-8-0 No.2861, 2-6-2T No.4115, 4-6-0 No.7927 ‘Wilmington Hall’, LMS ‘8F’ 2-8-0 No.48518 and for all intents and purposes, 2-8-0T No.5227, although currently “complete”, will donate various parts to the “County” projects currently in the formative stages of recreation.



Stanier 8F 48518 seen at Barry on 5 August 1975.

Ken Aveyard

There are two further BR diesels which deserve a mention, both being Western Region hydraulics: -

NBL ‘Baby Warship’ B-B No. D6319. The last of the class to be overhauled, withdrawn September 1971, but held in store at Laira and Bristol for over a year. She was the subject of a preservation attempt, but was towed to Swindon and scrapped during November 1972, reputedly by mistake. The group were then offered D821 ‘Greyhound’ as compensation. D6319 thus became the last Class 22 scrapped at Swindon Works.



Seen from a passing train D818 Glory outside Swindon Works on 11 August 1976.

Ken Aveyard

Talking of Warships, Class 42 B-B D818 “Glory” became the last of her class to be scrapped during November 1985, having been withdrawn as long ago as January 1971.

She had been kept at Swindon Works as a source of spare parts for sister loco D832 'Onslaught', then in departmental service. A rescue attempt for her came to nothing when BR announced the closure of Swindon Works, and she was cut up, allegedly on purpose to rule out any chance of saving her.



The three ex-Barry locos plus the weathered 44781 now “preserved” in ‘OO’ gauge!
Steve Green

In model form I have righted some of these wrongs, by producing 2-6-2T No.6115 (scrapped 1965), the '8F' as No.8518, '9F' No.92085, the BTH diesel, all ex-Barry, and the two hydraulics listed above.



The Barry BTH Type 1 and non-working NBL Type 2, “restored” back to original condition with disc headcodes rather than the split-headcode she was rebuilt with.
Steve Green

In Part Three I shall delve into the world of the industrial age, and look at some industrial locos which were preserved but have since been scrapped. We'll also discuss some ex-pre-Grouping, “Big 4” and BR loco sales into industry and colliery use, the vast majority of which were scrapped, some in the preservation era, but some of which can be classed as lucky.

Alan Ashberry recounts the tale of a night on the footplate that he's unlikely to forget.

Completely loco - Part 4

A night to remember

During all my years on the footplate I travelled many miles on various passenger and freight duties on the Black Fives. I always felt that they were versatile and capable machines, well able to handle the many different types of work they were called upon to perform and responded well to many and various ways of firing and driving to which they were subjected. At the end of a run with a Black Five, I always had a feeling of a job well done and left the engine with a tinge of regret. Except, that is, for one occasion which will remain a vivid memory. I shall call it A Night to Remember because of the combination of circumstances, which made it so.

Hot box

The turn of duty was the empty wagons from Bushey to Nuneaton, made up of between 40-45 wagons plus brake van. The locomotive diagrammed was an ex-LNWR G21 or a Stanier Class 8F. A 'lodging' turn, this meant booking off at Nuneaton and working home the next night. On the Monday of the week in question we booked on at 10pm. Our engine was a G2. We left Bushey on time but delays found us so late at Rugby that we had to be relieved and so went to the Lodge at Rugby, working our normal turn there on Tuesday night.



48145 is seen here with a Beyer-Garratt in the background.

Photo: Author's collection

We found an 8F waiting for us on Wednesday night. Being put out fast line at Watford No.2 box, we made a good start. We had the train running well through Boxmoor when we sighted Berkhamsted's distant on. The signalman told us we had a wagon with a hot box. Looking back, we could see it burning and so had to knock the wagon out of the train. This delay found us being relieved at Rugby again.

Pea-souper

When we booked on at Rugby on Thursday night, we were told to stand by for orders from Control. Thick fog for miles north of Rugby had brought chaos to services. Eventually we were told at last to relieve the Fleetwood fish. With only a few fish vans and a Patriot up front, we had a good run to Broad Street. After leaving the train we ran tender first to Willesden loco and then home on the cushions to Watford to book off.

I was awakened on the Friday evening with the news that it was a real pea-souper outside. The buses had already stopped running, so I had a two mile walk in thick fog to reach the Watford loco shed. Having no wish to be late, I set off earlier than usual but was still twenty minutes late when I booked on.

I could hear the crack of exploding detonators before I arrived at the shed, and the muffled sounds of trains running at reduced speed. The time clerk booked me on right time, handed me my new cloth, remarked on the foul weather, wondered how far we would get that night and then said: "You've got a Black Five for a change."



Stanier Black Five 45000 on shed on a murky day. Photo: Peter Elmslie.

When I found the engine, the driver was already on the footplate. We exchanged words on what was going to be a rough trip. Little did we know how rough and that it would turn out to be the hardest trip we were to have for a long time.

Having been prepared for us, we only needed to carry out a few checks on the engine. Then it was time to put the lamps in position for engine running light, tender first to Bushey – not that anyone would be likely to see the lamps in the thick fog! We had been informed by the shed foreman that the fog covered the whole system. By this time it was time to ease the loco up to the dummy which would release us off shed via No.3 box. I went to the box to let the bobby know we were ready to go off shed. He told us to clear the dummy which would allow us up to the starter of what used to be No.8 platform. Because of the fog, I rode on the engine footstep and dropped off to stand by the dummy to see it pulled off, then climbed back on the engine to draw up to No.8 starter. It was here that we were joined by our guard for the trip. We whistled up to let No.1 box know we were there – although we were on their track circuit, we couldn't see the box.

We were already twenty minutes late when the starter came off to put us out on the up slow to Bushey. We crept along looking for the Bushey distant. The fog signalman was there showing his yellow hand lamp. At last we groped our way into the siding at Bushey and backed onto our train. The guard coupled up. I put the lamps on for empty mineral train, and climbed back into the cab. By this time we were one hour late. As we would not be able to see the guard's hand lamp, it was agreed that he would whistle three times when he was in his brake and that we would acknowledge with the engine whistle once we got the road.

Waiting around

It was time to build up a good fire ready for the right away. With the blower on, we soon had the valves lifting but after waiting half an hour, the signal was still against us and we were using up water to keep the engine quiet. As the signalman wasn't sure when we would get the road, we told him to inform Watford that we would be stopping for water. After what seemed an age, the signal came off. With a touch on the whistle we were off, carefully easing the regulator open. But, oh, how slowly, we travelled over greasy rails.

A train of wagons with grease boxes wanted some moving and the sanders were much used. This is when the extra pair and smaller diameter drivers of a 7F and 8F came in handy. After a struggle, we drew up to the down slow water column at Watford, two and a half hours after setting off from there.

Little black eggs

Having filled our tank, we whistled up and off came the signal putting us out on the down fast, at Watford No.2 box. The time had come to get firing in earnest.

After a few rounds of firing, an enormous lump of coal blocked the firing plate. Out came the coal pick and I proceeded to break it up. When I had done so, I brushed up the footplate before firing up again. As I got the last of that lump onto the shovel and eased it out to put in the firebox, the footplate was suddenly covered with hundreds of little black eggs. My mate and I could not believe our eyes. We had had all sorts of grades of coal before – but this was domestic fuel. How on earth had it got into the tender? We didn't fancy our chances of getting far with that lot and on opening the coal doors we beheld loads of the stuff.

The climb up to Tring took its toll and we had to stop for a blow up as steam pressure and water level had dropped too low. The fire irons were run through the fire to try and liven things up. By then it was about 2.30am and the fog was as thick as ever. When we had steam and water at a decent level, we were able to set off, knowing that we had a downhill run beyond Bletchley. We decided to fill the tank at Bletchley and to have a good go at the fire again. By no stretch of the imagination could it have been described as lively. We were still shovelling the ovals mixed with any lumps of good coal which came our way.

Saturday's trains

We were about an hour at Bletchley before getting the road again. By this time it was beginning to get light. As we started off for the climb up to Roade, we had been on for seven hours and the strain was beginning to tell. We were weary from the amount of firing and the frequent use of the dart and pricker required, not to mention the strain of peering into the dense fog looking for signals. By the time we got to Roade the fire was terrible and the steam and water were low again, so we had to stop yet again. It was obvious that we would have a lot of clinker to get out of the fire and anyone who has wielded a clinker shovel will know how backbreaking that can be.

My driver was back in the tender sorting out what lump coal was left. This all took another hour. Before we left Roade, my mate went up to the signal box and rang Control to say that we could only make it to Northampton. By this time we were in the path of Saturday's trains and had another long wait before the signal came off. The tea bottle had run out some time previously, we had had no food and were tired and hungry.

When at last we got the signal, it was with great relief that we saw we were to have a nice downhill run to Northampton and were not sent on the road to Rugby. It was 6.20am when we eventually pulled up in the platform. A relief crew boarded the engine with instructions to put the train in the yard and the engine on shed. Never had I been so glad to see the back of a Black Five. The driver and I were the same colour as the engine and our guard was almost asleep on his feet. We rode home on the cushions and booked off at 9.30am after over eight hours on that Black Five!

A Lot of Flirting in East Anglia.

By Ken Aveyard

Almost a year since my brother Colin and I had a few days in London (see Corkscrew 121) we found ourselves back again for a repeat visit between the 6th and 9th of September 2021. This year would be slightly different in that we had added a fourth day to the itinerary to allow for a day in north east Norfolk and a run to Sheringham, a bit of line I needed to do since an aborted railrover back in the 1970's. For those of you who read the article in Corkscrew 121, this article will feel familiar, to paraphrase Morecambe and Wise, we visited all the same places, but not necessarily in the same order.

Due to the revised SWR timetable I was on an earlier train than normal from Branksome, leaving at 0802 but as an all stations service arrival in Waterloo was 1023 the same as last year. On the way up I copped 69001 and 69002 at Eastleigh where they had been taken after the GBRf railtour the previous week and at Clapham, 701011 was seen, my first example of that class.

Colin had arrived in to Kings Cross at 1031 and was waiting for me at St Pancras where we found five Eurostar sets, the most we'd ever seen there. We returned to Kings Cross where we waited for the arrival of the Hull Trains service which was 802302 new for me but none of the four Azumas were cops. After Kings Cross we took the Victoria and Central lines to Ealing Broadway where we arrived around 1200, intending to stay until at least 1830.

Our targets were the GWR IEP units of which I needed four, Colin considerably more, and the 9-car Crossrail 345 units which now monopolise the west side diagrams. Over the course of the next six hours 58 IEP sets and 14 class 345's were logged and 10 freights passed through in the hands of classes 59 (1) and 66 (9) including examples from DBS, GBRf and Freightliner, with the highlight being Railfreight liveried 66793 on the Colnbrook to Grain aviation fuel tanks which came through at 1817 and was our signal to head for Paddington. (See picture on page 2)



66051 in Maritime blue and 59001 in Mendip Rail liveries passing through Ealing Broadway on 6 September 2021.

Ken Aveyard

The run up to Paddington on a GWR 387 saw 59205 at Acton Yard, and four more IEP's and two further 345's were added as we passed Old Oak Common and North Pole. From Paddington we used the Bakerloo and Central lines to Stratford where we saw our first class 720, 720536, before catching a Crossrail service to Romford where we were booked in to a Travelodge.

Tuesday morning and we were on Romford station not long after 0600 for a Crossrail service to Liverpool Street and a West Anglia train back out to Bethnal Green for the morning peak. We needed four of the 710/1 units as not all were delivered in 2020 and also whatever presented itself on the Norwich, Stansted, Crossrail, and Greater Anglia suburban services. By 0930 when we decamped to purchase our travelcards for the day we had only seen three of the four required 710/1's despite seeing 28 out of the 30 sets. We saw 18 of the new 720 units out of 25 passed for service, and managed to pick off a few 9-car class 345's and the last remaining 7-car missed in 2020. Two of the Norwich and one of the Stansted 745 units added to the total cops.



710110 at Bethnal Green and 710273 at South Tottenham. Ken Aveyard

From Bethnal Green we headed north on a Cheshunt service to Seven Sisters from where we walked to South Tottenham on the Gospel Oak to Barking (Goblin) Overground line. There are still 5 of the 24 Class 710/2 units to be delivered and six of them are needed for the Goblin so we remained on South Tottenham as each one passed, catching the sixth train to Gospel Oak. In between the Goblin trains there are often freights heading to and from the east coast ports, and 66516 was seen heading for London Gateway with 66433 heading west on a Tesco service from Tilbury to Daventry. (see below).



On arrival at Gospel Oak we continued to Willesden Junction and the low level platforms where we were to watch the cycle of the Euston – Watford service which is booked to use 8 of the 710/2 units. The 24 sets which are both overhead and third rail, are made up of 710256-273, which are four car units, for use on the Goblin and Watford services, whilst 710374-379 are five car units and are intended to run on the Stratford to Richmond/Clapham lines to release class 378's to the DC only East London line. Until the final five units are delivered, of which two are four car and three are five car, three of the five car units are being used on the Watford service, and we saw all of them plus four of the four car sets and an interloper in the form of 378258.

There is a buffet on Willesden Junction so lunch was taken during this time, and we had a couple of unusual workings with 378252 parking in the bay platform and 378202 passing on the link from the North London Line on a trip up to Willesden Yard. See picture below.



378202 passing Willesden Junction low level en route to Willesden Yard.

Still needing six more units we walked to the footbridge overlooking the depot to find nothing parked in the sidings or visible on the depot, which came as a surprise so we returned to the low level platforms and took a train up to Harrow and Wealdstone where we changed to a main line service back to Euston to see what was in Willesden Yard. On the way up we were treated to the sight of green liveried class 47805 on an ecs move to Southall whilst on the way back to Euston, Willesden Yard contained 66536 66537 92006 66011 66502 and 720546. Passing Willesden Depot 710263 and 710266 were parked outside so two down and four to go, although by now I had cleared all the ones I needed and Colin needed just 720261.

From Euston we walked to St Pancras where two Eurostar sets were seen then on to Kings Cross for a trip up to Finsbury Park and on to Hornsey and back to chase the three 717 units Colin needed, and for me to pick up more LNER Azumas. I picked up 8 LNER and one Hull Trains Azuma, and Colin two of the three 717's as the Moorgate service is still running a much reduced daytime timetable. We left Finsbury Park about 1830 via Highbury and Islington and the Overground to Stratford and onwards to Romford. Passing Ilford depot we were surprised to find 710262 and 710269 outside thus picking off another two. On arrival at Romford the Upminster shuttle was seen in the platform and with a hope that it may turn out to be 710261, it actually turned out to be 710118 one of the two units not seen in the morning, but the one we needed to clear them.

Wednesday was the day we headed for Ipswich and Norwich to chase the class 755 Flirts, of which there are 38 units, 755401-424 and 755325-338, although the current daily requirement is for only 26 sets in use. In the weeks prior to our trip I had sat down with the timetables for all the local services and using them and Real Time Trains for Ipswich, Norwich, Cambridge and Lowestoft I began to construct theoretical diagrams for the units. I calculated that 20 units worked all day and a further five worked in the morning before retiring to Crown Point Depot and coming out again in the afternoon. Of course that could mean units coming out in the afternoon could be different to those used in the morning, and there is always the possibility of unscheduled unit swaps during the day to upset things. (As we found out later in the day)

I had managed to book some reasonable advance fares starting on the 0621 from Romford to Shenfield, the 0641 Shenfield to Chelmsford, and the 0657 Chelmsford to Ipswich arriving 0738. As it happens we managed to board the 0611 from Romford, which was an unreserved leg of the journey thus giving us an extra 10 minutes for the platform change at Shenfield, although the booked train would have worked fine. At Shenfield, 66536 came through on a Felixstowe train and in the London direction 745103 appeared on one of the few ex-Norwich services that stop at Shenfield, before our service, 321319, to Chelmsford arrived. From Chelmsford we had our first Flirt ride on 745106 to Ipswich arriving a few minutes early.

I had calculated that we would see 11 different 755's at Ipswich between 0744 and 1136 and this proved to be the case, plus there were two bonus units in the shape of 755407 parked spare in the stabling sidings, and 755337 which passed through in a Q path heading for Marks Tey to relieve the branch unit to go to Colchester for fuel. In addition there was plenty of activity on and off the Freightliner fuel point, and a handful of freights passing through. I also managed to find some time to go outside the station and photograph a few buses, including some very rare Optare Tempo SR's of Ipswich buses of which only a handful were ever built.



Greater Anglia Flirt unit 755337 passes Ipswich on the empty stock movement to Marks Tey on 8 September 2021. Ken Aveyard



66759 on the empty gas tanks to North Walsham passing Ipswich station, whilst 66416 is seen stabled on the fuel point. Ken Aveyard

Our next train was the 1143 to Norwich and we picked off a Stansted unit in the new Victoria sidings which are quite a way out from Norwich, plus one more unit as we passed Crown Point and a couple more shunting in the station where we arrived on time at 1226. Three more arrivals appeared as expected before we boarded 755335 for the 1245 to Sheringham. At North Walsham we passed the other unit on the service 755410 and also 66759 which had shunted the tanks seen earlier. At Sheringham there was a quick dash to the platform end to take the picture featured on the front cover, before we returned to Norwich. At Norwich a gap between 755 arrivals at 1442 and 1540 gave a bus spotting window before our 1600 departure back to Ipswich.

Back at Ipswich we should have seen a further three 755's from the all day workings and three of the ones coming out from Crown Point, but one of the all day units had been swapped to one we'd seen earlier and one of the afternoon run outs had been switched with 755410 off the Sheringham service where 4 car units have to use selective door opening at some short platforms, so only three were cops. In addition there was one all day working that had run in and out of Norwich while we were at Sheringham, and didn't otherwise cross our path, plus we didn't see the morning Marks Tey to Sudbury unit but I'd calculated a total of 23 or 24 units would be seen and it eventually came out at 27 most of the missing ones being visible but unreadable on Crown Point depot. Ipswich was quite busy with freights in the early evening with five class 66's and a pair of 90's seen before our 1941 departure back to Chelmsford.



90010 and 90047 head a service from Felixstowe to Coatbridge through Ipswich station on 8 September 2021.
Ken Aveyard

Our journey back was all on Anglia services and from Chelmsford to Shenfield we had a ride on a new 720 unit. At Shenfield we were able to photograph the famous Shenfield Shark, the brake van marooned on a siding as it's unfit to move but cannot be scrapped on site as it's next to a heavily used running line. It was detached from a Southend line ballast train due to a hot box and will need to be recovered on a wheel skate or as seems more likely left to rot where it is. Our final train back to Romford was former Northern Rail 322485 still in as received condition. Back at Romford we waited a few minutes for the arrival of the Upminster shuttle which was 710127.

On Thursday morning we had a quick change of plan and instead of another morning at Bethnal Green, we decided to go instead to Finsbury Park via Stratford and the Overground to Highbury and Islington. The plan was to clear Colin's 717s, whilst for me hopefully copping a few more Azumas, as this would remove the need to do Finsbury Park in future years. Colin did indeed clear the 717s and I copped four more Azumas before we headed down to the ticket office to get the Travelcards for the day. A few bus pictures were taken outside the station before we headed for Moorgate and the Northern Line to London Bridge and a service to Orpington.

The reason for heading to Orpington was linked to the movement of 69001 and 69002 from Eastleigh to Tonbridge on Monday afternoon, and Orpington is the boundary station for travelcards, so only a short hop down the line. After adding a few more bus photographs outside Orpington station we caught a Hastings train to Tonbridge from which it was about a 15 minute walk to the footbridge that spans Tonbridge Yard. On arrival we found the locos in separate locations with 69002 frustratingly parked under the footbridge.



69001 was more accessible although it had to be photographed through a fence near the staff car park. Tonbridge was also home to 8 class 73's dotted around the yard awaiting their next duties including blue liveried 73201.

We returned to Tonbridge station where we had time to eat lunch before catching a semi fast service back to Charing Cross. From Charing Cross it was Bakerloo line to Baker Street and District to Royal Oak for a few hours for more GWR 800's and Crossrail units. We recorded four new class 345's and Colin added to his IEP tally before it was time for the short journey to Kings Cross via St Pancras for Colin to catch the 1903 back to Leeds.



GWR class 387140 passing Royal Oak carrying Heathrow Express livery. With the suspension of Gatwick Express services, red 387's are on loan to both GWR and Great Northern. Left is 387205 at Royal Oak and right is 387207 at Kings Cross.
Ken Aveyard

Kings Cross contained a Hull Trains unit, unfortunately the same 802302 as seen on Monday morning, and a few Azuma's that weren't cops, so I made my way to Waterloo for the traditional 1935 back to Branksome, travelling in style as I'd paid an additional £2.50 to upgrade my advance to First Class!

At the end of four rather long days with Tuesday and Wednesday having temperatures in the low 80's, Colin had ended up with 111 cops and I had 108 plus some new mileage and all things considered it was a very successful trip.

Colin kept a record of sightings for some of the classes seen and these are listed below.

Class 710/1 Saw 29/30 Only one missing was 710109

Class 710/2 Saw 17/19 Missing 257 and 261 (plus the 5 not yet delivered)

Class 745/0 Saw all 10

Class 745/1 Saw 7/10 Missing 101,102 and 108

Class 717 Saw 22/25 Missing 001 003 and 021

Class 755/3 Saw 10/14

Class 755/4 Saw 17/24

Class 800/0 Saw 30/36

Class 800/3 Saw 17/21

Class 802/0 Saw 14/22

Class 802/1 Saw 10/14

Some buses from the London and East Anglia trip.



London United ADL Enviro 400 ADE40452 at Willesden Junction on 7 September 2021. Ipswich Buses Optare Tempo SR number 97 outside Ipswich station on 8 September 2021. Only 17 Tempo SR's were built for the home market and the 13 at Ipswich were all purchased second hand from Trent buses when a few years old.



Arriva London new Routemaster LT469 is seen outside Finsbury Park station on 9 September 2021. Later the same day Go Ahead London Wright Streetlight wheel forward WS51 is seen between trips at Orpington Station.

Forthcoming Exhibition



O Gauge **MODEL RAILWAY EXHIBITION**

Sunday 24th October 2021

The Allendale Community Centre

Hanham Road, Wimborne BH21 1AS

10.00am until 4.00pm

Finescale O Gauge Layouts • Vintage Tin Plate • Specialist Traders

• Fine & Course Scale O Gauge Test Tracks • Bring & Buy Stall

• Restaurant for Teas, Coffee and Lunches • Plenty of Parking

Admission £5 (*sorry – cash only*). Accompanied Children Free



The Wimborne Railway Society will have a major presence at this show.
Please come along and support the exhibition if you can.

My Other Hobby Is

On Thursday 8 September 2021, the Society's evening meeting hosted a series of short talks by members about their other interests.



Clockwise from top left

Martin Catford's 'O' gauge 'Windsor Castle' and rake of Mk 2 intercity coaches running at the West Coast Rails Group's layout (John Dedman 11-10-09)

Martin regaled us with the tale that after differences were spotted between the livery on the model and the real locomotive, the full size loco's livery was modified to match the model.

Society Vice Chairman Neil Anderson is an accomplished guitarist and entertained the crowd with three pieces of music played on one of his collection of 10 guitars. Picture by Martin Catford (I think)

Our Chairman Peter Watson is a keen amateur dramatic performer, and is heavily involved in production and set design and showed images of a number of stage sets he has constructed over the years.

Richard Conyers who has worked in the past for AEC at Southall was at one time the owner of former Silver Star Leyland Atlantean 1013MW and talked about the trials and tribulations of owning a preserved bus. (Been there, done that – Ed) Picture by Ken Aveyard.

John Hale has spent the last four years (and still going) building the Victory Models kit of HMS Fly, in 1/64 scale.

H.M.S. Fly was the fifth of twenty-five Swan Class sloops built between 1766 and 1780. Fly was commissioned by the Admiralty on the 1st of August 1775 and designed by the Williams shipyard. Her keel was laid in January 1776 at the Sheerness shipyard, and she was completed in September 1776, the month of her launch. During her career she served as an escort and dispatch vessel. She once captured a French Corsair, the Greneur, off Portland after a long chase, and in 1800 captured another, the Trompeur, at La Hague. The Swan Class sloops with their sleek lines and fine decoration, measured 97' 7" with a displacement of 300 tons. They were crewed by 125 officers and men. The model is based on the official plans and original drawings and contains thousands of individual wood and laser cut parts. Information taken from the "Hobbies" web site <https://www.hobbies.co.uk/victory-models-hms-fly-64th-scale-wooden-model-kit>.

Finally - Paul Carpenter astonished us by showing slides of numerous light aircraft he had piloted in his time. We all knew from previous talks and articles that Paul was previously a loco driver and second man on diesels on the B.R. network, and later became a train guard before retiring to take up the hobby of vintage bus driving for weddings and special events. I don't think any of us knew that he also took his PP: to fly light aircraft, and keeps a tally of the dozens of different ones he has flown.

Forthcoming Club events

A brief summary of what's on between now and the end of the year.

October 7	Quiz night
October 21	Railways around the World – Peter Watson
November 4	Stations in 2020 – Paul Carpenter
November 18	Rails across North Eastern USA – Mike Wescombe
December 2	Trainspotting around the UK 1956-1981 – Ken Aveyard
December 9	AGM – Members only
December 16	Brian House's audio visual pre-Christmas feast
January 6	Club reopens – To be Announced

Track relaying Wareham and Wool.

Over the weekend of 18 and 19 September 2021 track replacement took place in the Wareham and Wool areas. The first train down on Friday night had Colas 70815 followed early Saturday morning by 70803 and later still 66712 with empty wagons for the spent ballast, followed in the early afternoon by 66545 with a train of full ballast wagons and 66551 with more ballast and fresh sleepers.



66712 66545 and 66551 seen on their respective trains passing Branksome station on 18 September 2021. Ken Aveyard

Just after midnight on Sunday morning further trains ran with 66776 on more sleepers and rails, and 66703 top and tail with 66738 on more rails. Later on Saturday Paul Carpenter was out walking alongside the works and took more pictures of the work.



From top. 66776 66703 70806 and peeping through the trees 70815 taken from in and around the works by Paul Carpenter.

Manchester Miscellany

A selection of photographs taken on 25 August 2021

pictures by Colin Aveyard



Trans Pennine unit 397007 in the through platforms at Manchester Piccadilly on a service to Manchester Airport.



Northern diesel electric unit 769431 on an Alderley Edge service.



Transport for Wales three car class 175 unit 175112 still in Arriva Trains Wales livery leaving the main train shed at Piccadilly.



In Transport for Wales livery two car class 175 unit 175005 leaves Manchester Piccadilly.



Northern have created a number of three car class 150 units by utilising the odd cars from accident victims 150209 and 150212 and by splitting some more 150/2 units. 150004 and 150005 are seen passing in Manchester Victoria on the service to and from Rochdale.



Locos are not often seen in the main train shed in Manchester Piccadilly but on 15 September 2021 60092 could be found against the P10 stops.

Concrete Evidence

One of a series of marine aggregate dredgers ordered by Cemex UK Marine built at Damen Shipyards Galati (DSGa) in Romania. The dredger, named *Cemex Go Innovation*, is used primarily in the extraction of sand and gravel from the seabed. The vessel has a length of 103.5 metres and a hopper capacity of 3,500 cubic metres. Additional features of the vessel intended to maximise productivity and minimise maintenance include an enclosed bow to protect deck equipment and reduce green water ingress into the cargo hold.



Seen in Poole on 22 September 2021.

Picture by Robert Aveyard.



More familiar will be the Cemex liveried 66780 seen passing through Shipley station on 24 September 2021.

Colin Aveyard



Greater Manchester liveried class 142 Pacer unit 142008 seen nearing Romiley on 26 April 1986. This was the second Pacer to be withdrawn being involved in the Winsford accident in 1999. WRS P837_6



Another class 142 unit that came to grief was 142042 which dropped an engine on a Blackpool to Liverpool service on 11 June 2009 although the unit was subsequently repaired. Seen here in Buxworth cutting much earlier in its life, on 23 June 1988. WRS P1008_8