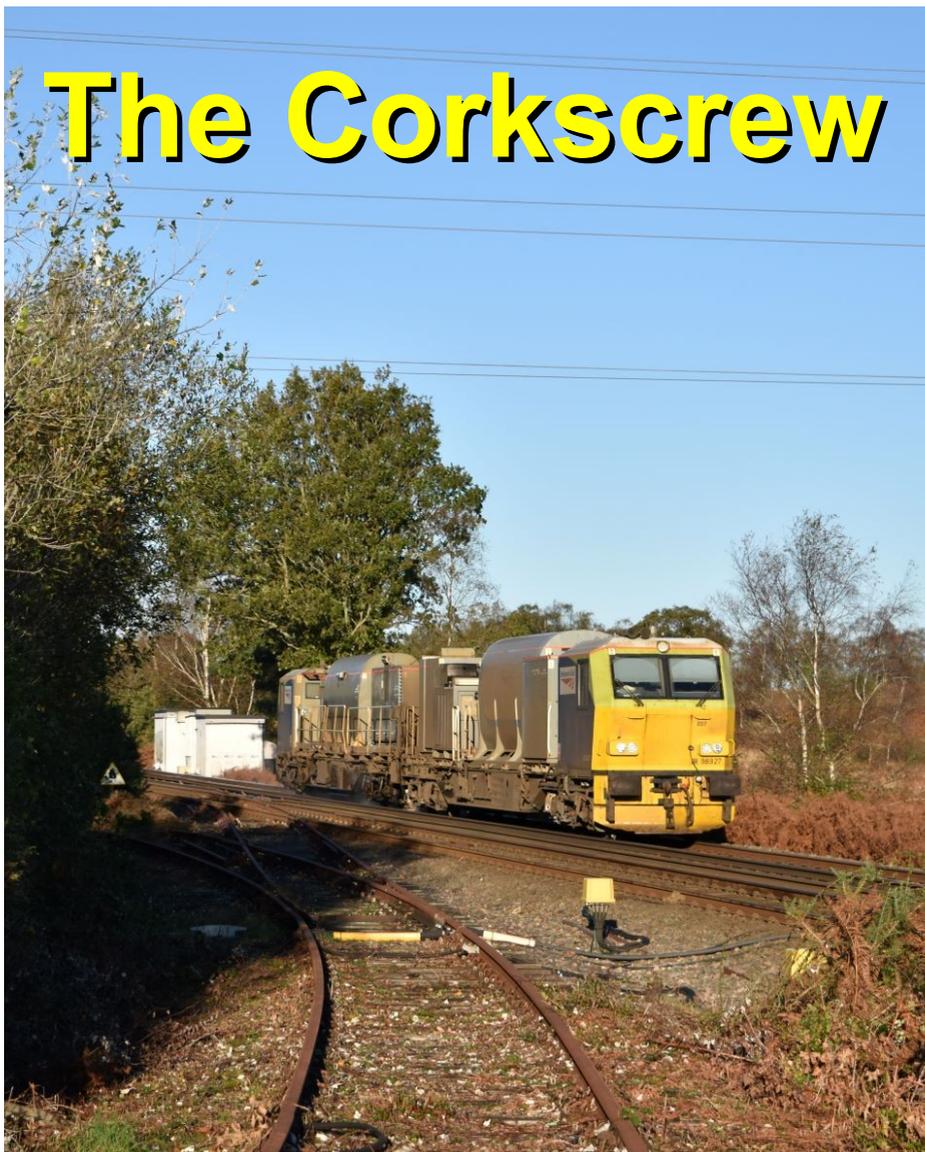


The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 126 December 2021



Former Southern and LBSCR 'E1' 0-6-0T No.B110 ("Burgundy") survived into preservation, having worked for Cannock & Rugeley Collieries as No.9 "Cannock Wood". Seen on 31 August 1962. WRS archive Dxx



**Former Coventry Colliery No.1501 as seen at the Severn Valley Railway Autumn Gala during September 2021. Steve Green
See article from page 8 by Steve Green.**

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Editorial

Once again we come to the end of the year and the Society's Annual General Meeting to be held on 9 December 2021. As always now is the time for any member who wishes to offer themselves for election to the committee to step up and help relieve the burden on the stalwart few whose names appear at the top of this page. These are by no means the only people who help run the affairs of the Society, as we have our layout managers and builders, web site content producers and social media experts who all add their own stamp to the way the outside world sees us.

For members preparing to renew their subscriptions, please take heed of the message from the committee, circulated by Martin Catford, to pay by electronic means if you can. This is due primarily to our bank's decision to apply charges to cheque and cash payments in to the Society's account which we are seeking to minimise. The Society's banking information has been circulated to all current members and will be mentioned again at the AGM.

As this will be the last Corkscrew of the year, may I wish all readers best wishes and let's all look forward to a bright 2022.

In this issue we continue the Alan Ashberry story, whilst Steve Green concludes the Unlucky Locos saga and shows us the latest addition to his diesel shunter collection. Peter Watson delves in to his library to reveal his favourite books and we have our usual selection of photos from around the country.

Cover Picture:- Once again we feature a wonderful scenic image from Paul Carpenter. Out for a morning stroll to seek out the 07.15 Bournemouth - Bournemouth via Weymouth Rail Head Treatment Train Paul took advantage of the footpath that crosses the track at the entrance to Winfrith Sidings to capture DR98927 at the head of 32611 (obfuscated headcode) on Thursday 4 November 2021. Vegetation on the Network Rail side of the gate to the sidings has been cleared recently as rumours circulate of more special trains for the recovery of the low level nuclear waste still on site.

Alan Ashberry recalls his second firing turn when he discovered that railway duties don't always involve glamorous express passenger working!

Completely loco – Part 5

On signing off duty when I finished my first firing turn, as recounted in the previous Corkscrew, I was told to book on at 8am for firing the following day, but to await orders from Control. This left me wondering what sort of job it would turn out to be; perhaps another trip to Euston?

I booked on bright and early next morning. The time clerk handed me a clean cloth and told me that I was to accompany a different driver from my previous day's turn. He soon arrived, and made himself known by saying "I believe you're my mate for today?"

He explained that we were to work a ballast train from Bletchley back to Watford. I thought this meant riding the cushions (railway parlance for travelling as a passenger) all the way to Bletchley. I felt sure the driver must have read my thoughts when, to my surprise, he said we would be working a light engine (without a train) to Bletchley.

A brand new 8F

The loco had been prepared and was standing on the back road at Watford Loco so it was out of sight until we came out of the shed and into the loco yard. When we turned into the back road I could hardly believe my eyes, for the engine standing there was a Stanier 2-8-0 Class 8 goods engine, almost brand new. Watford had no allocation of these class 8s so this one had been sent from Willesden Loco.



Stanier Class 8F 2-8-0's numbers 48215.

Peter Elmslie

From ground level it looked enormous, as did the cab when I climbed up the footsteps onto the footplate. What a difference in the cab layout there seemed to be when compared to Watford's class 7 0-8-0 LNWR G2s or Ds as we called them.

We stowed our coats and food boxes and I checked the water level and the fire. I noted the distance from the tender shovelling plate to the firehole and that a long handled shovel had been provided. We were almost due to go off shed so I shovelled a few rounds into the firebox, gave her a touch of blower and then nipped down to place the engine head lamps in the running light position. Back on the footplate the driver gave a touch on the whistle as we moved slowly toward the dummy, which released us off shed onto the up slow line. We then had to cross onto the down slow before proceeding to Bletchley.

The engine had come tender first from Willesden shed. The turntable at Watford wasn't long enough to turn a class 8 loco, so it was tender first for us all the way to Bletchley. Well, it would save us having to turn the engine for the return trip to Watford. Only light firing was required on the journey down which enabled me to become used to the movement of the engine and get some coal into the firebox instead of all over the footplate! Another first for me was entering the smoky blackness of Watford Tunnel, which is just over one mile long. Shortly after leaving the tunnel we passed the long loop at Kings Langley and then the station at Apsley, built in the late 1930s for the workers at John Dickinson's Paper Mills. Boxmoor and Berkhamsted followed and then the single line bore of Northchurch tunnel. I have never understood why, having built a double bore tunnel when the line was constructed, two single bore tunnels were cut when the line was widened. Today, the up and down fast lines use the double while the up and down slow lines use the single bores.

Having reached Tring the line was all downhill through Tring cutting, on past Cheddington and Leighton Buzzard to enter Linslade tunnel, notorious ever since the Great Train Robbery.

We approached the outskirts of Bletchley, had a clear run into the yard and backed on to a long train of full ballast wagons. I was very pleased with myself that I had managed without problems on my longest run so far. Mind you, so it should have been with only a light engine to manage. Anyway, it was time for a bite to eat and a can of tea.

Returning loaded

There are no water troughs between Bletchley and Watford so, before departing for our return trip we eased the train up to the water column and filled the tender tank. While waiting for the right of way I gradually built up the fire to give us a good start. We would be on an up gradient all the way to Tring.

At last the signal cleared for us to move out of the yard and onto the main line. The driver whistled up the guard who gave us the right of way, and opened the regulator just enough to take up the slack in the wagon couplings before feeling the full weight of the train. A little more regulator got the whole train moving, threading its way through the yard point work to join the main up slow line.



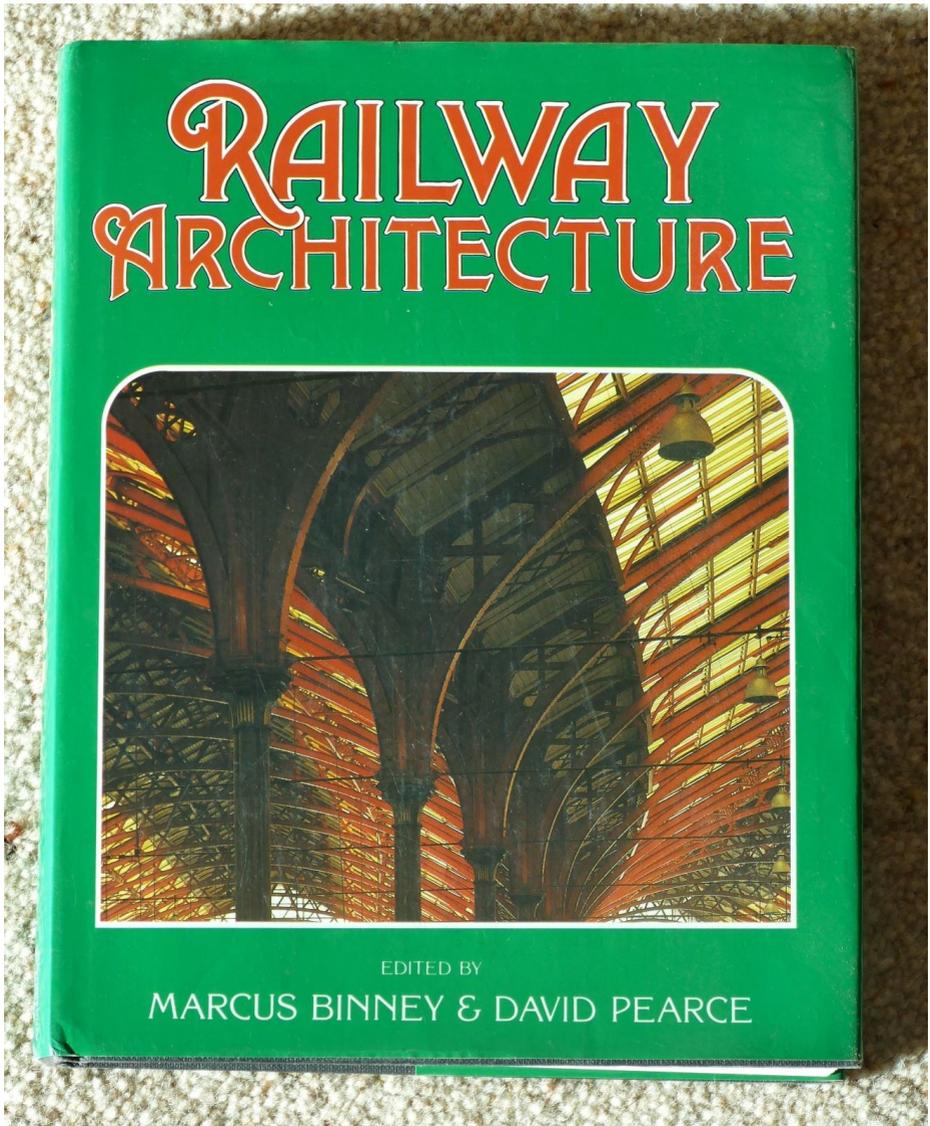
Stanier Class 8F 2-8-0 number 48629.

Peter Elmslie.

Back breaking work

With the safety valves just feathering and the water just below the top nut in the gauge glass, I put another round of coal in the firebox, closed the firebox doors, opened the rear damper and sat on the drop-down seat to enjoy the comfort of the class 8F cab. But not for long. The first six miles to Leighton Buzzard was quite something. The rate of firing increased at the same rate as the gradient. It was no easy task to maintain the water level and the pressure gauge on 200psi instead of 225psi. It was a case of open the firehole doors, fire round the box, close the doors, watch the smoke clear from the chimney put on the injector, watch the water level, off with injector then repeat the whole sequence again and again. The worst part of the climb was still to come from Cheddington up to Tring. When we reached the summit at Tring, with the water close by the bottom nut, pressure down to 175psi and my back ready to break, the driver reckoned that I had done well for only my second firing turn. From there on it was all downhill to Watford Junction so he told me to relax and take it easy.

On my way home I hoped it would get a lot easier. I also wondered how much of the 9½ tons of coal I had shovelled on the round trip. After that particular trip I was booked for all manner of firing duties in the spare link before moving into one of the regular links. One of our diagrams involved hauling 14 coaches each day from Bletchley to Watford with a class 4P Tank engine – no mean task I can assure you



See article from page 22

Unlucky Locos Part 3.

Concluded by His Reverence.

In this final instalment I will take a look at some industrial locos and ex-‘Big 4’ locos sold into industrial service. The industrial locos were mostly all preserved at one point, whereas the ex-BR, etc. locos in the main survived long enough to have perhaps been considered for preservation.

I will mention some of the lucky ones to escape and because of this are still with us today, whereas if they had led ‘normal’ lives, there is every chance they would have gone the same way as the rest of their classmates.

This part really stems from a photo I purchased several years ago from the collection of Hugh Davies: Photos from the Fifties (see website for more details). The photo in question shows NER ‘H’/LNER ‘Y7’ 0-4-0T No.1310 (more on this later) and an Avonside ‘B3’ 0-6-0ST Works No.1569 of 1909 (see accompanying photo, reproduced by kind permission of Hugh Davies).



Copyright photograph David Lawrence, courtesy of Hugh Davies: Photo from the Fifties

She was Powlesland & Mason (Swansea Harbour) No.2 but was sold after only seven years use during August 1916, moving on to Tirdonkin Collieries, north of Swansea, via dealer P. Baker of Cardiff. During December 1916 she became Bynea Steel No.2. I have not been able to find out when she was withdrawn or entered preservation, but she did just that at the Middleton Railway, Leeds, by which time she had gained the name “Swansea”.

As can be seen in the photo she had been partially stripped with the saddle tank and chimney removed, whilst being assessed for restoration. Unfortunately in those formative years she was found to require a new firebox which was deemed to be beyond the resources of those preservation pioneers at the time and was sold, with a move to the then called Yorkshire Dales Railway, now known as the Embsay & Bolton Abbey Steam Railway, a possibility, but was scrapped instead during 1973. Such a shame that back then she wasn't just kept as a static exhibit.

Another Avonside 'B3', Works No.1671/1913, ex-Mersey Docks & Harbour Board No.21 was also scrapped at Middleton around the same time. This loco was purchased as a source of spare parts, however.

A third Avonside loco makes our list, that being S4 "Percy", an 0-6-0ST Works No.1800/1918 formerly of Avonmouth Docks. It was scrapped at Princes Wharf, Bristol, but there is some debate as to whether it was preserved!

Lastly, we come to Works No.1945/1926, a 'B4' 0-6-0ST, who's remains, namely the frames and boiler, were "recycled" during 2012. This loco had operated at the Nene Valley Railway during the early 1970s and was displayed at Wansford for several years.

She was sold during 2006 with a view to overhauling her but was then later bought by the Elsecar Railway as a source of spare parts to aid the restoration of the line's other Avonside loco.



Avonside B4 1945/1926 at Wansford on 13 August 1977. WRS 411_4_3

Moving through the alphabet, we arrive at Bagnall, although some details are a bit sketchy: -

Works No.2128 (or 2178)/1921, ex-APCM Oxford(?), but built for export with a 'tropical' cab was also cut up at Embsay in the early 1970s with knackered crown stays.

Works No.3090/1956, named "Campbell" was a 2ft gauge 2-6-2T and supposedly scrapped near Andover – but no further details exist.

Next, we have three Andrew Barclay 0-4-0STs which have all succumbed to the cutters torch: -

Works No.851/1899, ex-NCB Newbattle No.28 was with the Scottish Railway Preservation Society.

Works No.1651/1919, ex-No.17 Stanton & Staveley Ltd/BSC Holwell Foundry, Leics. No further details to hand.

Lastly 1942-built "Fina", ex-British Gypsum, Cocklakes, was scrapped at the Swindon & Cricklade Railway.

Hawthorn Leslie 0-4-0ST Works No.2448/1899 "Salmond" was purchased during July 1966 from BICC Prescott by members of the Merseyside Model Railway Society and then stored at ICI Gaskell Marsh, Widnes. Unfortunately, they couldn't find a permanent home for her and she was subsequently scrapped.

Hudswell Clarke 0-6-0ST Works No.1316/1919 was scrapped at Ravenglass, but again there are no further details about this one.

Back at the now-known Embsay & Bolton Abbey Steam Railway, Hunslet 0-6-0ST Works No.1810/1937 "Coronation", delivered new to Airedale Collieries (later NCB Fryston Colliery, Yorks.), was purchased around December 1975 to provide spare parts for sister loco "Airedale". Once the rolling chassis had been stripped of all re-usable parts, the remains were scrapped sometime during the early 1980s.

Some Peckett locos have not survived the scrapman, and they include: -

Works No.830/1900, 'R1' class 0-4-0ST "Baden Powell". This loco was donated during 1965 by Whitecross Works Co. of Warrington to the Railway Preservation Society (West Midlands), now known as the Chasewater Railway, and it was hoped to display her as a static exhibit but was in too bad a condition to be moved, and so was scrapped on site, possibly by Ward's of Preston c.1969.

Works No.1038/1906 "Lance", another 'R1', was also donated by Whitecross around the same time and delivered to Chasewater during 1966. The plan had been to make one good loco out of the two, with "Lance" considered the better example. Although given a coat of green oxide to prevent rust taking over, she was beyond economic repair and was cut up during March 1972. They had both been withdrawn by the company during 1961.

Works No.1393/1915 "Mars", an 'E' class 0-4-0ST, ex-Staffordshire County Council at Darlaston, was withdrawn during 1966 and survived until 1970 when she was sent for scrap at Cashmore's, Great Bridge. I've not been able to ascertain as to whether she was actually preserved!

Works No.1823/1931, a class 'R4' 0-4-0ST was at Chasewater from 1967, having worked for Shardlow & Co., Sheffield. She met a similar fate as her sister's, unfortunately being consigned to history in the early 1970s.

Works No.2088/1948, another 0-4-0ST, was scrapped at Tyseley but any further details have not been forthcoming.

Lastly in this mini "series" (as it's turned out!), we'll take a look at a few, and by no means all, perhaps more familiar locos, those of the 'Big 4' and British Railways that were sold on to industry once deemed surplus to requirements; starting with former GWR constituent classes: -

22 ex-Barry Railway 'F' class 0-6-0Ts, both in as-built saddle and rebuilt pannier tank forms were found further use up and down the country. Built between 1890-1905, the final member to be disposed of was BR No.132/GWR No.747 which had served a combined 28 years with the BR/GWR before a further 32 years in Northumberland, finally being scrapped during April 1965.

Three former Cardiff Railway 0-6-2Ts also enjoyed a prolonged life hauling coal trains in the North-East into the early 60s, all having been withdrawn by the GWR during the early 30s. It is a pity that none of the above locos were considered worth saving having survived for so long.



Ex-Port Talbot Railway No.26, then Backworth Colliery No.12 and finally NCB No.11 as currently running on the SVR, Sept.21. Steve Green

Fortunately we can still enjoy some pre-grouping South Wales locos, as the two Taff Vale 0-6-2Ts, the Port Talbot Railway 0-6-0ST No.813 (five of which were sold by the GWR) and the ADR 0-4-0ST No.1340 "Trojan" all owe their continued existence to an extended life in industry.

From the LMS constituent companies, five ex-NSR 'New L' 0-6-2Ts were purchased by Manchester Collieries during the mid-1930s, four of which survived into the late Sixties, and luckily from here former NSR No.2 (LMS No.2271) was saved from the cutters' torch.

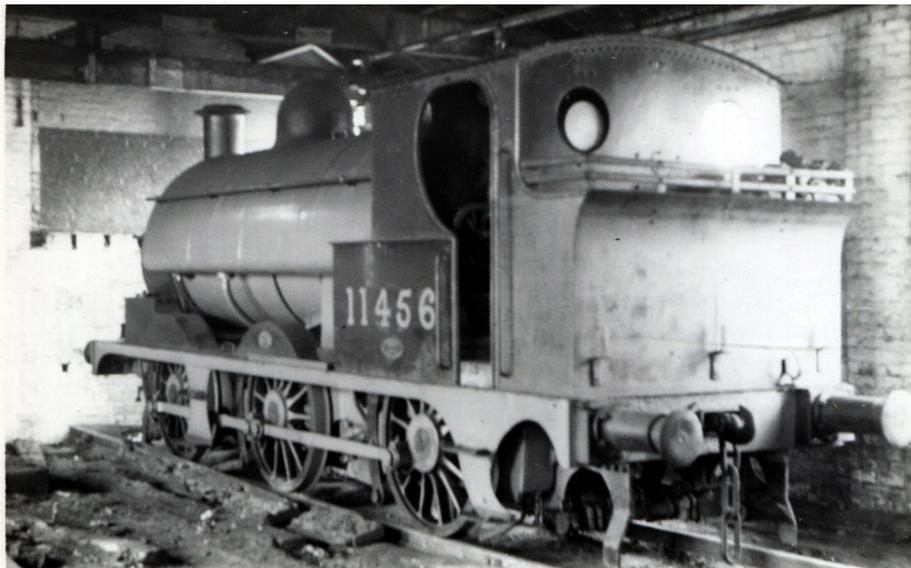


***Now preserved, the former North Staffordshire Railway and LMS 0-6-2T carried the name Sir Robert and is seen at Walkden Colliery on 28 April 1963.
WRS ES015***

Two of the surviving ex-L&Y saddle tanks can put their longevity down to a stint in industrial service, namely LMS Nos. 11243 and 11456.

The LMS sold a total of nine of the 'Pug' 0-4-0STs, of which No.11243 was one, and she worked in Southampton Docks of all places for a couple of years during the early 1930s.

The Furness Railway sold six of it's recently converted 0-4-0STs to Barrow Steelworks in the early 1870s, and luckily two of them escaped the torch, and the restored example has of course been restored to her as-built condition with tender.



After being saved for preservation ex L&Y saddle tank 11456 was stored at NCB Moss Colliery seen here on 19 November 1960. WRS D079

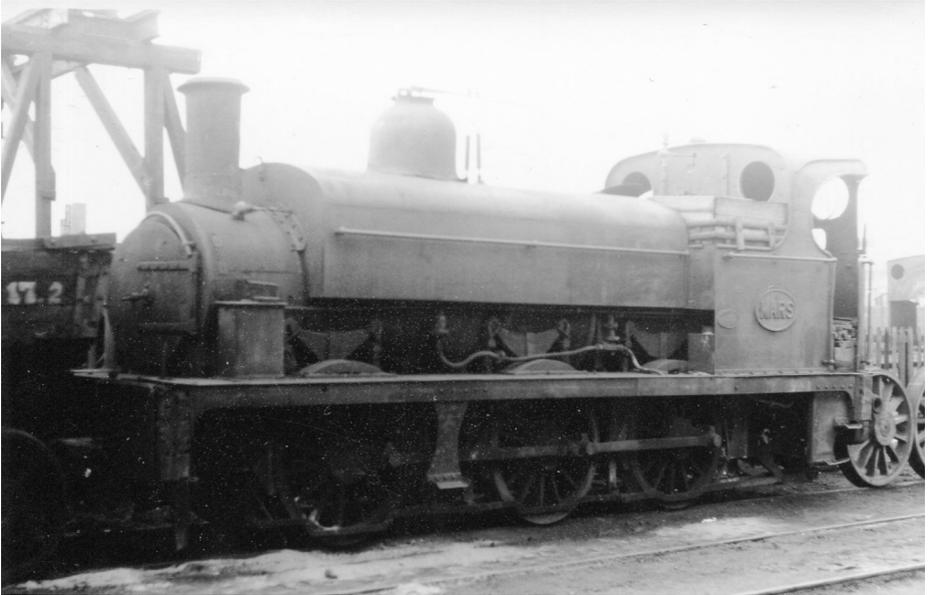
Several ex-GER and NER locos were sold by the LNER, the most numerous being the 10 'Y7' 0-4-0Ts, only two which survived into the 1960s, but fortunately the aforementioned No.1310 was one of them. She had worked at Pelaw Main Collieries as NCB No.64 from February 1931 and was purchased for preservation during 1965.



NCB 64 ex NER 1310 at Pelaw Colliery in 1963.

WRS ES

The North Eastern Railway itself sold on many locos, one extraordinary survivor came from the '964' class of 0-6-0STs; No.972, later No.1662. A total of 20 of these locos alone were sold. Our example was built during 1875, was sold on during July 1907 for use at Seaham Harbour and lasted in service until July 1963! What a great shame this loco isn't still with us today.



Former N E R 964 class 0-6-0ST 971 later 1661 seen at Seaham Harbour where it carried the name Mars. The loco mentioned in the article the former 972/1662 carried the name Milo and both survived until 1963.

The Southern only sold 14 locos during their ownership, five of which were ex-LBSCR 'E1' 0-6-0Ts, with luckily No.B110 ("Burgundy") surviving into preservation, having worked for Cannock & Rugeley Collieries as No.9 "Cannock Wood". ***See picture on page 2.***

Finally moving on to British Railways and quite a number of ex-'Big 4' locos were sold after withdrawal, the majority of ex-WR locos being 0-6-0PTs of various classes. They included a couple of ancient Wolverhampton-built '2021' class locos, both of which survived until 1964. Again, what a pity neither were bought for preservation. Hawksworth 16XX No.1607 survived until September 1969 (condemned with cracked frames) plus three of his mighty 15XX's were still in existence up until October 1970 in Coventry. Fortunately, No.1501 is still with us, with parts from both 1502 & 1509 keeping her running. You do wonder if No.1607's frames weren't cracked, whether she would still be around today? Of the seven 57XX's sold to the NCB, four have survived into preservation, with the last to be scrapped being No.9792 during September 1973.



Former GWR 15XX pannier tank 1501 seen at Coventry Colliery on 19 May 1963. See also picture of the same loco on page 2. WRS ES010

The largest sale of ex-ER locos were seven of the 'J94' 0-6-0STs, bought second-hand by the LNER of course after World War Two. Two of these genuine 'J94's (68077/8) survive, but both are currently non-operational; the last of these sales (No.68067) was scrapped during June 1972. BR also sold off two more 'Y7' 0-4-0Ts, and one of these (No.68088) is the second example to make it into preservation.

Lastly from the Southern Region, BR sold 11 former LSWR 'B4' 0-4-0Ts all during 1949, but the last of these was cut up during 1962, however during December 1963 No.30096 ("Normandy") was sold to Corral's at Dibles Wharf and from there she entered preservation.

In conclusion, we can be thankful that some of our former main-line preserved locos entered the 'industrial age', as the heritage industry would be poorer without them, but on the other hand it is such a shame that several locos survived long enough into the 'preservation era' and were allowed to slip through our hands. It is probably fair enough to say that most had/have outlived their design age by several years because of this!



Seen at the 2021 Autumn steam gala at the Severn Valley Railway's Highley Station is this early Parry People Mover. Steve Green

In April 2019 Parry People Movers announced plans to upgrade the original PPM 50 prototype ('Car 12') and seek approval for its entry into passenger service as 'No 139000'. It was delivered to the SVR in February 2020 for testing. Thanks to Wikipedia for this information.

WRS Annual Quiz

The annual quiz took place on Thursday 7 October 2021 having last been held in September 2019. The lucky winners of the 2019 quiz were Mike Wescombe, Paul Carpenter and Ken Aveyard and so the three of us had over 2 years to come up with the questions for this year's quiz. Judging by the comments on the night that was obviously not enough time!!

The three quiz masters set two rounds of questions each, with a final round being a joint effort. Total points for the quiz was 80.

As we have been doing for the last few years, names of attendees were drawn from a hat and allocated to a table. Luckily we had 17 members and a prospective member who'd come along to see us so that nicely made 6 teams of 3 of mixed abilities.

The winning team, The Ferndown Crew, comprising Peter Watson, Brian House and Jim Henville amassed 44 points and have the dubious honour of setting next year's questions.

A couple of questions were deliberately vague so that participants could make an inspired guess without having to qualify the answers and following requests I've added the answers here as they weren't given on the night.

How many Battle of Britain locomotives were named after people?

The answer which nobody got correct was 8.

Winston Churchill Lord Dowding

Sir Keth Park Lord Beaverbrook

Sir Frederick Pile Sir Archibald Sinclair

Sir Eustace Missenden Southern Railway and Sir Trafford Leigh – Mallory.

It was decided that Fighter Pilot was not a specific person so was ineligible.

In the Flanders and Swan song Slow Train they mention 32 stations. How many are still open?

The answer is 8 and at least one team guessed correctly.

Chester-le-Street Formby Ambergate Selby Goole, St Erth St Ives Arram

Having analysed the answers it seems that all three of the question setters had a reasonable mix of easy and hard questions. As always it was an enjoyable evening and we look forward to seeing what the winning team come up with for 2022.

The Hudswell Clarke/BR class D2/7 0-6-0DM.

Described & built by Steve Green.

I've been at it again I'm afraid! As promised/threatened in Issue 123 (June'21), this article features the above small class of diesel shunters ordered by BR during 1953 specifically for working in and around Birkenhead Docks. Please refer to the photo on page 35 of Issue 118 (Aug.'20) for an example of one of these machines in the flesh.

Hudswell Clarke had dabbled with diesel shunters in the past, producing the LMS pair of 7055/6 during 1934, and these 10 locos were very similar in appearance to those. The locos in this write-up were delivered between December 1955 and June 1956 in two batches of five, Works Nos. D898-902 & D938-42, BR nos. 11116-20 & 11144-8. They eventually became D2500-9 under the 1957 scheme, but the actual re-numbering wasn't completed for another four years! The entire class was withdrawn by the end of 1967.

Some unusual features of the design were the "steam-type chimney", fuel "bunker" and the jackshaft drive at the front end of the loco, rather than under the cab as on all other shunters. The rounded block at the front above the drive was purely a weight to improve adhesion, but it did at least provide somewhere for H.C. to place their rather nice cast brass builders' plates! (see later)

The first five were delivered in plain black, as I suspect were the final five, although "The Diesel Shunter" book suggests they were green, which I think is unlikely. The few colour photos available of this class look a decidedly darker shade than you would have thought if they were in BR green. As far as I can ascertain they remained in black to the end, and with the information that's available, only three received the wasp warning stripes, D2502/6/8, meaning the photo on page 35 mentioned earlier of D2508 is coupled bunker to bunker with D2502, as D2506/9 were possibly the only two to receive the late BR crest. This could also mean the loco that just creeps into both of the photos is probably D2509.

The proven 204hp Gardiner 8L3 engine was used, which drove a Powerflow SSS three-speed (forward and reverse) gearbox, with a top speed of only 14mph. The mechanical transmission using a scoop control fluid coupling and three-speed Powerflow SSS (synchro-self-shifting) gearbox was a Hudswell Clarke speciality.

Some numbers/facts for you are as follows: -

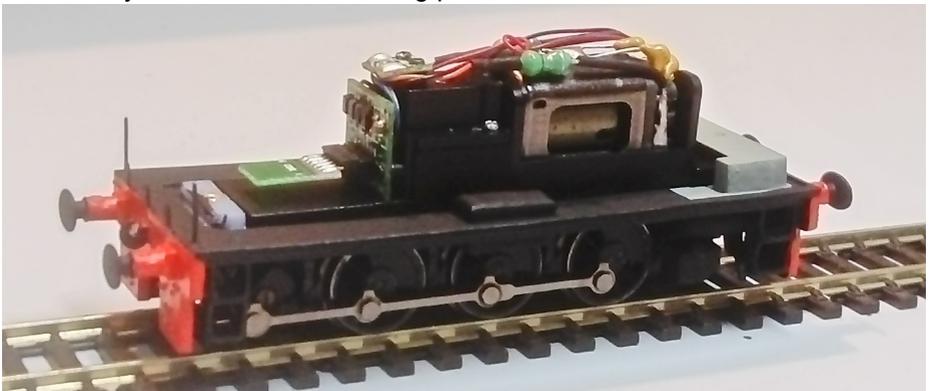
Length: 26ft. Weight: 31tons. T.E.16,100lbs. Wheel dia. 3'6". Fuel: 300 gallons.

Their sphere of operation took them on short freights on the Wirral Peninsular and to Chester, but mainly around Birkenhead Docks as stated earlier. All ten were shedded at 6C Mollington Street from new and ended up in store at 12C Barrow come the end, with the majority being scrapped by Booth's of Rotherham, becoming all-but extinct by April 1968 except for one, the subject of my model.

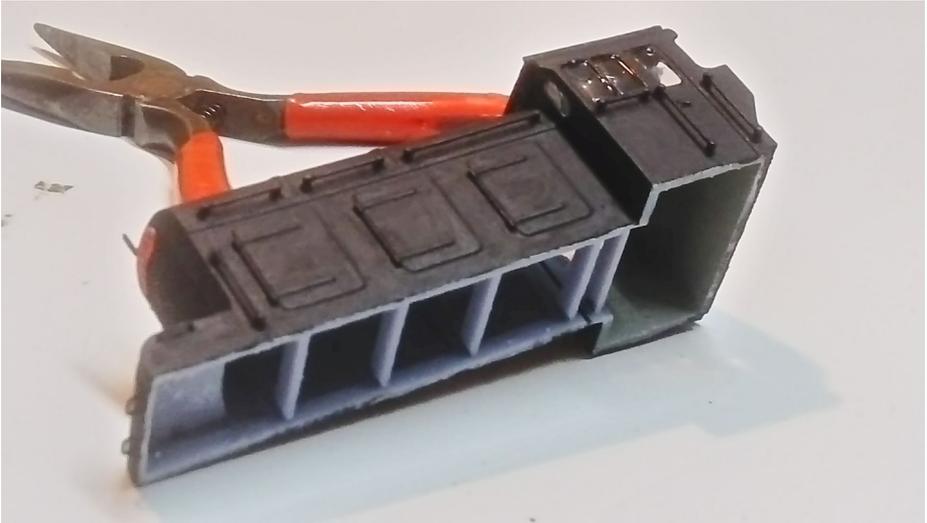
It was roughly around the start of 1967 that the entire class moved to Barrow, with D2506 then being stored from August. However, it seems that by the time of her withdrawal she was already dumped at Derby. Did she suffer a failure of some sort, and was the transfer to Barrow purely a paperwork exercise? She was noted to be at Derby Loco Works during October 1967, but whichever it was, official withdrawal came at the end of November 1967. She remained at Derby and was noted there during May 1968 marked up "DO NOT ROB MATERIALS – BY ORDER". It would seem that she was used at Derby Works as a pilot and generator, moving around the site and was possibly being retained for conversion into a mobile plant for engineering. Quite what this would have entailed is unknown, but the LMS prototypes 7055/6 saw out their final years in a similar way. However by June 1970, D2506 was noted at Etches Park Depot awaiting movement to the scrapyards of Steelbreaking & Dismantling of Chesterfield who disposed of their new purchase by the end of that month. The story of this loco doesn't quite end there, as I discovered that one of worksplates from D939 of 1956 (i.e. 11145/D2506) was sold at auction during December 2012 for £720! No doubt it is probably worth a bit more than that now.

The model: -

I came across this body kit by complete chance earlier this year, having wondered several years ago whether one of these locos could be built using a Bachmann 03 chassis, little realising that one had become available. At the time, the manufacturer 'Railway Mania' were out of stock, but they kindly said they'd let me know when they were going to be produced again. The kit is designed to fit the 6-pin decoder Bachmann 03 chassis; however, I bought a NEXT18 fitted version in error! It didn't fit – so I had to look for one of the former, which I eventually found at Howes. As every modeller has probably found out, trying to get bits, build kits, layouts, etc. has been very difficult without any model exhibitions taking place!



The footplate mounted on the chassis, viewed from what is now the front. Note the vertical handrails and the un-painted coupling rods.



The underside of the loco body with the internal supports still in place at the lower edge of the body. **Steve Green**

The kit is 3D printed in resin so is very brittle, but it's very well detailed and straightforward to assemble. Care must be taken when filing and with the smaller details and as can be seen in the photo(s), the internal supports are left in situ until the body has been glued onto the footplate assembly to prevent it from warping. Handrails, knobs, nut and bolts are all supplied and the chassis needs no modifications whatsoever. I have added the lamp irons and very carefully drilled out holes for the two vertical handrails at the front corners of the loco. I wasn't brave enough to attempt to do the same for the sandpipes!

Some of the smaller parts were painted before being glued in place, but in all cases, everything was primed and painted matt black using standard Humbrol tins, except for Railmatch bufferbeam red, which was also used on the coupling rods. There is no cab interior due to the motor taking up some of the space inside the cab, so I used Micro Kristal Klear for the windows rather than plasticard.

The BR late crest transfers are HMRS Pressfix but the numbers and overhead wire warning flashes come from the old Woodhead range which I picked up many years ago which now need a gloss finish and Micro Set Solution to resurrect them. Satin varnish was brushed on to seal the transfers and to give an even finish. It is a great shame that the various Woodhead sheets are no longer available as they produced transfers which nobody else did, or does. The not-quite-100% accurate worksplates come from the Narrow Planet stable of custom-made etched products, but they just help to add that finishing touch.



The completed model.

Steve Green

This loco now takes it's place in my pool of shunters to operate on the layout I'm building when it is operating as a "heritage" line, to use the up to date terminology.

MY “DESERT SIDING” BOOKS

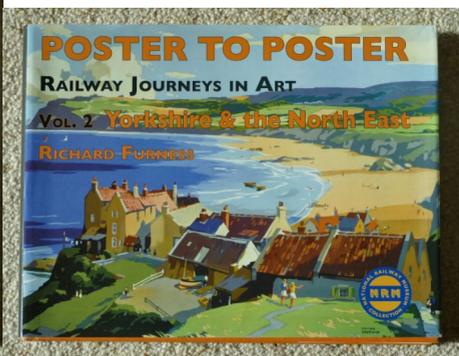
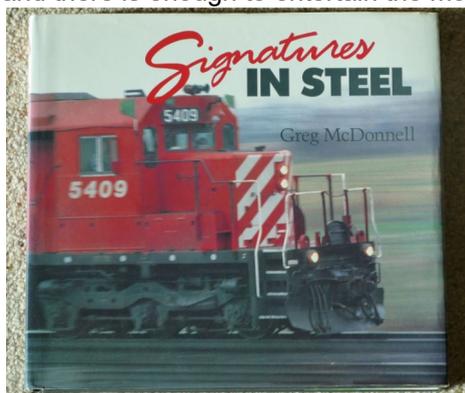
by Peter Watson

Paul Carpenter's recent item in Corkscrew 124 was one of the most thought provoking pieces for some time. I've often thought that I would find selecting 8 records an almost impossible task and so it has proved with 10 books. I actually found a degree of overlap with Paul so let's begin on common ground.

1 – **Red for Danger** by Rolt has long been regarded as a seminal work. It manages to be instructive and informative without once becoming morbid. My copy fell apart and I'm sure that I can quote chunks of the text even though I haven't turned to it for many years. The revised edition was so riddled with errors and omissions that I sent it back to the publishers – heavily annotated!! – and went and bought a replacement early edition that had all its pages still bound in.

2 – “**Locomotives of BR**” by Casserley and Asher contains brief details and illustrations of every class of steam engine that was inherited by BR in 1948. It is a wonderful glance back into our motive power history with an eclectic mix impossible to imagine in today's global world with every penny scrutinized and standardization the watchword. Who will be buying books of the class 66s in 30 years' time?

3 – “**The Great Steam Trek**” is another from Paul's list. I never saw South African steam in its pomp but I was lucky enough to get a flavour of how it once was. Add to that the drama and grandeur of the South African scenery and there is enough to entertain the most discerning reader.



4 – “**Signatures in Steel**” by McDonnell – this time it's the US version with wide landscapes, harsh weather, dramatic scenery and both steam and diesel at work across the Continent. I have never really understood US railroading with its unique turns of phrase but I can see the attraction. This is a coffee table book but none the worse for that.

5 – **“The Book of the WDs”** from the Irwell series. Yes, it’s just a list of locos and their histories alongside photos of almost every member of the class but I remember these run down, filthy, battered examples clanking through Doncaster, shunting colliery sidings and spending hours waiting for a signal to clear to allow them to gain access to a main line. I’ve seen them in sun and rain and I did see the occasional one ex-works but they never looked right. So dirty that you couldn’t read the cabside number, big ends knocking and, once, slipping for an hour before it pulled out of the siding onto the Dearne Valley system back in the winter of 1963/4. Those are indelible memories that I would want to revisit.

6 – **“The Last Years of Yorkshire Steam”** by Tuffrey. Because – as Max Boyce used to say – I was there. Nostalgic but who cares. It was the Sixties, the Beatles were leading the way with the Stones not far behind, Britain was Great and I had no worries beyond what was for tea and what might be on the Plant when I next cycled down there.

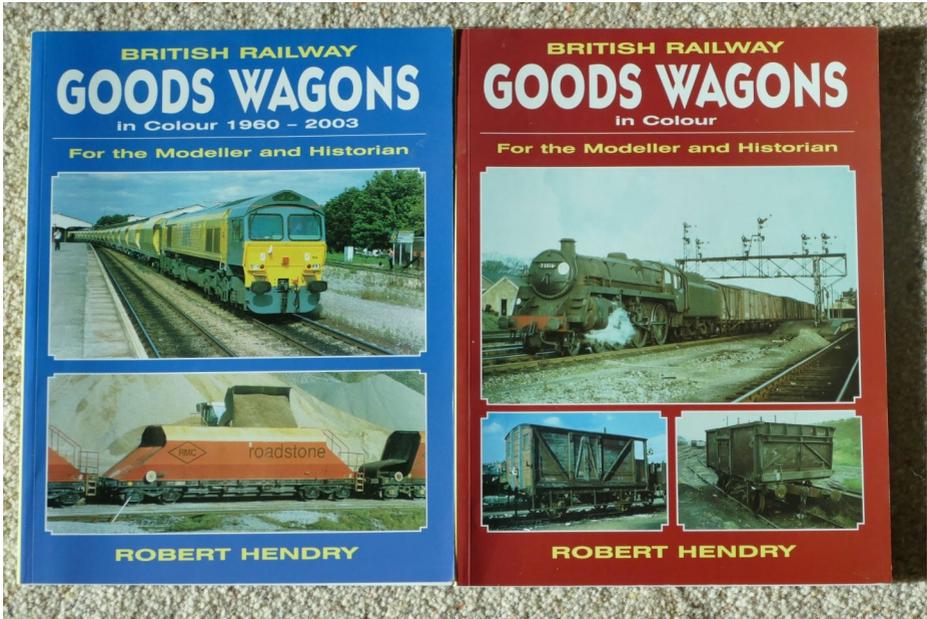
7 – **Any one of the “Poster to Poster”** series by Richard Furness. Beautiful and learned in equal measure. The railway poster was an art form and seen as such by the Railway Companies. Names such as Frank Mason and Norman Wilkinson may not be widely known but their representations of the British landscape are equal to anything that Gainsborough or Turner created. They showcase countryside, architecture, history, maritime interest in equal measure and, whilst some look back to the rural idyll of the early 20th century, others such as Cuneo, promoted the industries that the railways served.

8 – **“Each a Glimpse”** by Colin Gifford. Renowned as the man who looked afresh at railway photography this book follows on from “The Decline of Steam”. It had a huge impact on how people “saw” the railways in the sixties and generated a whole library of books that sought to emulate Gifford’s work. Again, these are scenes from my teenage years and the grittiest were often in areas with which I was familiar in the North West and Yorkshire.

9 – **“Railway Architecture”** by Binney and Pearce. It’s just one of a number of books I could have chosen on this subject but many people don’t look up or beyond the train to see the context. In the days when the next County was a long way off the individual architectural style of a line would translate itself into stations, houses and ancillary structures. Nearly all gone now but the few that remain remind us of those times and it is always interesting to find a scholarly appreciation of what was and what is left behind. (see picture on page 7)

10 – **“BR Wagons in Colour”** by Hendry. OK, it’s actually a 2 volume set so it’s a bit of a cheat. I have a fascination with wagons as those of you who sat through my presentation in July might remember (unless the intensive therapy has helped to obliterate the memories).

I could have chosen any number from my “library” – but this is one that covers a goodly number of years and will always remind me why I’m a freight man, the huge diversity of wagon types and how many have disappeared into the oblivion of the scrapman’s furnace.



11 – Not strictly allowed but Paul had more than 10. “**Jowett’s Railway Atlas**”. A fascinating map book showing all the pregrouping lines, stations and junctions. All hand drawn and coloured it was truly a huge piece of work for one man to create but I could look at it and trace journey’s long past and those still to be made while wondering at the profligacy of the early companies and the obvious need for some form of rationalization – who could have guessed that it would come so fast and be so all encompassing.

That’s my selection. Ask me tomorrow and there will be some changes to the list but that’s the beauty of lists. We can change them to suit our moods and they will all be different – because we are.

Wimrail 2023

Yes that’s correct – the next Wimrail is planned for March 2023 following our “odd” year pattern. March 2022 will be a Wessex (Wamrac) exhibition as usual. So if any member is planning on having something new to exhibit in 2023 then watch out for further information from the Exhibition Committee early in 2022.

Days out with Northern

pictures from Colin Aveyard

In September 2021 Northern Trains ran their autumn promotion where single tickets were available for £1.00 for many journeys across their network. Colin Aveyard took advantage of these to visit places as diverse as Carlisle, Chester, Nottingham and Hull.



Direct Rail Services 57308 at Carlisle station on 30 September 2021.



Trans Pennine Express 397004 at Carlisle station on 30 September 2021.



Merseyrail class 508 unit 508104 at Chester on 22 September 2021.



DRS 37402 and 37401 on a rail head treatment train at Hull Paragon station 12 October 2021.



Northern class 195 unit 195122 at Grange over Sands on 9 October 2021



**In contrast an unidentified class 117 arrives at Grange over Sands in June 1987.
Ken Aveyard**

Out and about with Paul Carpenter



Basingstoke station sees Freightliner 66547 on 443W 10.35 Crewe Basford Hall - Southampton 7 May 2021.



Southampton Central is the location for 66713 + 66723 6V41 14.48 Eastleigh East Yard - Westbury 2 July 2021.



Nant Gwernol on the Talyllin Railway with Dolgoch running round on 15 June 2021.



Talyllin Railway Dolgoch built in 1866 by Fletcher, Jennings and Company is seen at Towyn Wharf station on 15 June 2021.

Shipley Sightings

pictures by Colin Aveyard



Locomotive Services Limited luxury Blue Pullman charter set heads north through Shipley on 21 August 2021.



On 6 August 2021 LSL's other HST set was in use on the Staycation Express services again heading north to Carlisle.



Stanier Black 5 45212 and support coach passes through on a Toton to Steamtown working on 19 September 2021.



A1 replica 60163 Tornado passes on a special on 30 September 2021.



West Yorkshire PTE (MetroTrain) liveried class 144 Pacer unit 144011 passing Kirkstall on 21 March 1987. This unit is now preserved in this livery on the Keighley and Worth Valley Railway. WRS P890_6



Saturday 7 November 1959 saw the final abandonment of the Leeds trams. Former London Feltham car 2104 which became Leeds 532 survived to the end and is seen at Middleton Parkside on 28 February 1959 with the track of the Middleton Railway in the foreground.

WRS H020