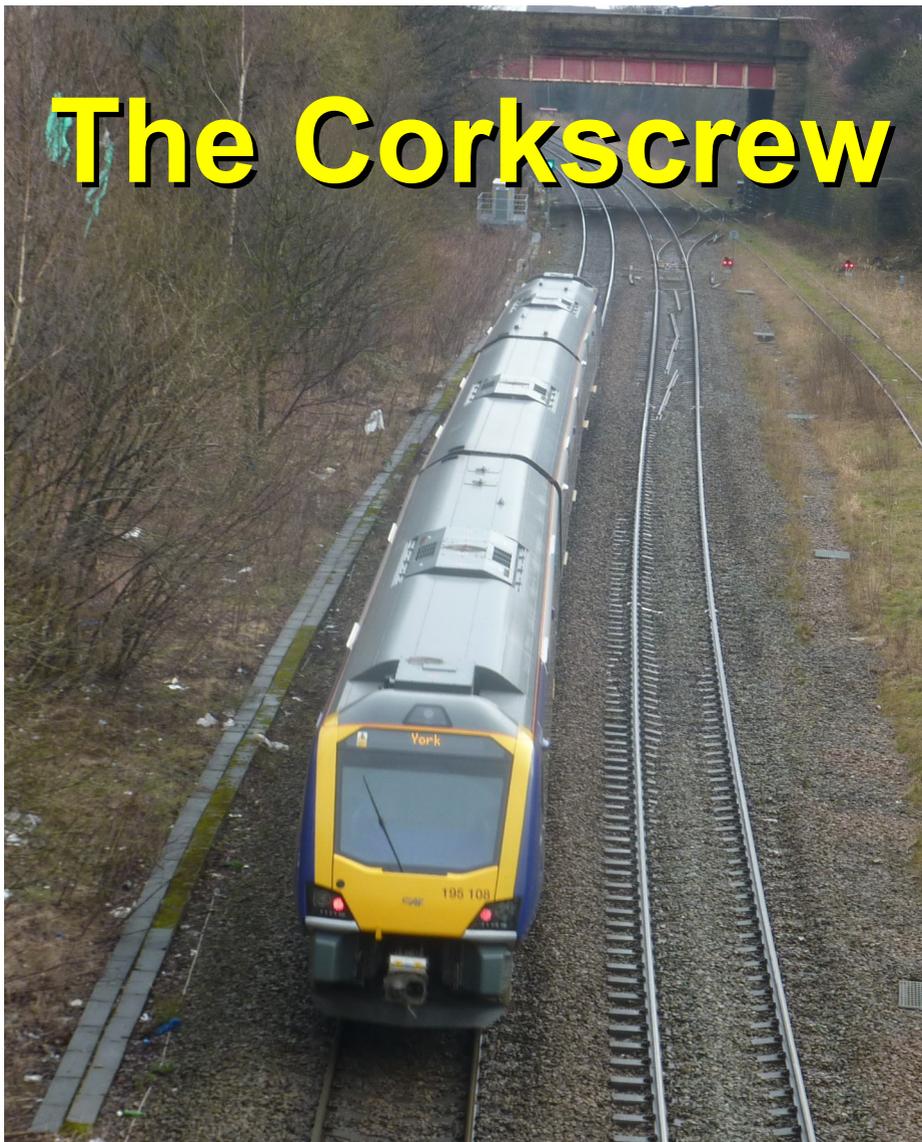


The Corkscrew



Newsletter of the

Wimborne Railway Society

Issue 128

April 2022



769946 sits in the platform at Eastleigh heading back to Arlington after failing just outside the station on its run back to Reading. Ken Aveyard



An extremely careworn 66156 at Eastleigh on 22 February 2022. It carries the newer small size numbers behind which the original large numbers can be seen. It's appears to never have had a repaint since new.

WIMBORNE RAILWAY SOCIETY COMMITTEE.

Chairman :- ...Peter Watson...Vice Chairman :-...

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

Treasurer :- ... Mike Wescombe

George Russell....Graham Bevan....Barry Moorhouse....Bob Steedman

Corkscrew Editor..Ken Aveyard

Download The Corkscrew from www.wimrail.org.uk

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

Editorial

After months if not years of rumour and false alarms the resumption of rail traffic from Winfrith on 24 March 2022 saw DRS 68017 and 68016 top and tail a rake of 10 container wagons carrying low level waste from the newly cleared sidings to Drigg in Cumbria for burying in the deep level repository. (See page 27). There's still no sign of our new 701 class trains entering service any time soon although they continue to run on test workings and occasionally to and from Bournemouth depot for modifications.

Progress continues on Poole Park railway with the arrival of a steam outline diesel loco which is being used on ballast trains. It also looks like a platform is planned for the back of the lake (see picture on page 23) which if true could mean that the railway could offer single fares between the two stations which would make it a transport service rather than a pleasure ride and thus zero rated for VAT on the fares.

In this issue Steve Green updates us on both his new exhibition layout and his latest diesel shunter project. We continue David Coasby's telling of Alan Ashberry's railway memories, Paul Carpenter details a day out in Oxfordshire and images from the lineside near Burton Common Crossing and your editor covers a lads day out at Eastleigh. We also have a selection of Poole Park railway reconstruction pictures from Robert Aveyard bringing the construction up to mid March.

At Society headquarters we are getting in to the spring series of presentations and attendances are beginning to rise. Please keep it up as we are still a few members short of break even point on some Thursdays.

Sit back and enjoy Corkscrew 128. Closing date for 129 is 19 May 2022.

Cover Picture:- Northern Rail 195108 on a Blackpool to York service heads away from the camera on 28 February 2022. Taken from Planetrees Road in Bradford with the site of the former Laisterdyke station in the distance beyond the red bridge. The track on the far right leads in to the EMR scrapyards which on very rare occasions sees a train. Picture from Colin Aveyard.

Constructing my Layout – Part 2

The Fiddly Bits!

By Steve Green.

Readers may recall how I described starting the construction of my layout back in Issue 123, June 2021, and a few of you have seen the progress made since then, including your Editor, who suggested a follow-up piece on seeing the layout around Christmas 2021.

As the title suggests, I've been working on some of the more intricate aspects recently, namely the point rodding and platform bases.

I have also installed a check rail (with individually glued chairs!) on the Goods Loop line, as another nod back to Bridport station which had very tight curves through the platforms, both of which had check rails fitted. On the layout however, it is purely a cosmetic addition. The sand drag has had the rails rusted up a bit more and "old sleepers" have been laid at the end of the track ready to accept the sand once ballasting has been completed.

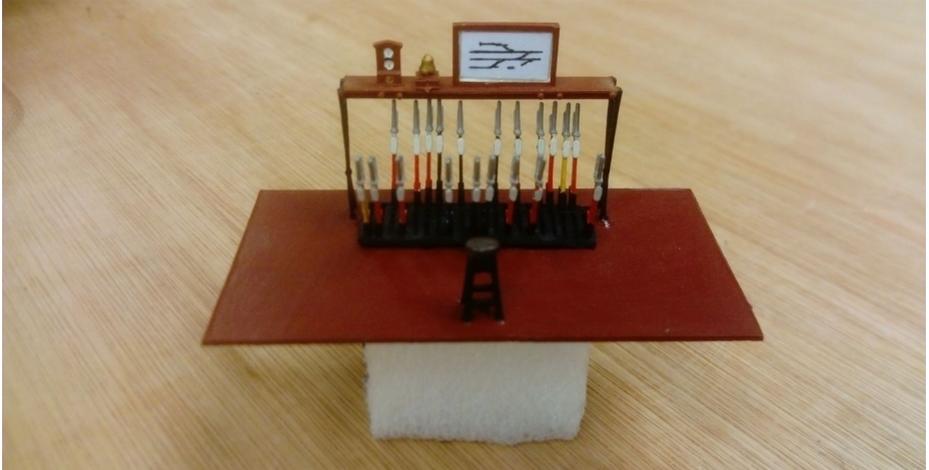
Anyway, back to the point rodding and I decided to attack the West Signal Box runs first as I thought this was going to be the trickier end – and so it proved, not least because of the baseboard joint. It is now complete though and hopefully you'll agree from the photos, it looks kind of okay.

I had drawn out both of the point rodding runs on large scale plans of the pointwork from both boxes, working out at each change of direction which way the cranks should be so that the rodding would "actually work" in reality. On paper, I thought I had worked it all out, and eventually the positions of the compensators, after much head-scratching and mathematics! I had already decided to use the Wills plastic point rodding kits instead of any etched brass kits available, mainly because it was cheaper and I hoped, easier to put together. During construction there were a few things I learnt as I was trying to make it look as realistic as possible, having amassed a sizeable amount of research material. Although you get a good selection of parts in the point rodding kit, there are limitations. For example, you can't really get the cranks as close as they would realistically be, which lead to a few problems during the building process. The most tricky/awkward area being the section immediately in front of the signal box.

The main issue here being the length of the "downset drives" as they are known, which are all the same length. It would be a bit more helpful if the three different height parts (see photo) each came in short and long lengths to enable you to position the cranks closer together. No matter, I persevered and eventually after many hours work, completed the runs and I don't think it looks too bad.



For a bit of added strength at the baseboard joint, I used a point rodding stool on each run as close as I could to both edges, not prototypical, but it's not that noticeable. At the base of the signal box, I cut out a section of the resin brickwork to insert a sleeper lengthways on end, then marked and drilled out the holes for the point rodding ends to pass through before gluing in position. The sleeper is glued to the baseboard, not the signal box, which currently will remain removable with the interior glued to the baseboard on it's foam base.



The interior of West Box, with it's whitmetal Wills detail kit.

There are one or two things I would have done differently looking back, but I'm not going to rip any of it up now, not on purpose anyway.



The completed interior of the Gaugemaster signal box kit, with the Severn Models etched brass lever frame, etc.

This just leaves me to repeat the whole task again for East Box, which I'm hoping will be a bit more straightforward!



The extended modified motorised Dapol water tower.

The next task tackled was to modify the Dapol water tower. I had just planned to use my old Ratio plastic kit and had already built and painted the main components, but my arm got twisted into buying one of the motorised/gimmicky Dapol versions! When we compared the heights of both towers, the Dapol one seemed very short (rather like their tubular post signals) and it didn't look right as a floor mounted item. In fact, the arm wouldn't even clear or swing over the cab of a loco, whereas the Ratio kit looked a bit too tall.

The decision was made to extend the Dapol one to something closer to the height of the Ratio one while enabling the arm to swing through it's 90° to "fill up" the locos. The post of the tower was very carefully cut at the join between the light and dark stone parts, making sure not to cut any of the wires inside it. A 15mm length of similar diameter tube was glued in between the two halves and the tower tested to make sure it still worked – which fortunately it did. The new insert and the rest of the upper section of the tower were then painted in GWR Light Stone and you can hardly notice the join now. Obviously as the tower was now taller, some of the Dapol fittings were too short to be re-used, but luckily, I still had the Ratio etched detail parts to hand, plus a replacement fire devil, so these were all fitted in place and I think the finished model looks pretty good. It is possibly a unique tower, but it might not be for long of course, depending who reads this!

The next big thing to update you on are the platform bases. With the curved platforms, I knew I couldn't use any pre-built systems and so during the track laying stage I scoured the internet looking for something suitable. Whilst Googling away at work during lockdown Part 1, I came across a company called 'Scale Model Scenery', who produce laser cut railway products, ranging from gates and fences to, well, platforms. These come in various fixed kits, but the one I chose was their "curved platform kit with flexible walls", which are constructed out of 3mm MDF and come flat-packed.

They are quite weighty and very rigid and I wasn't quite sure how flexible the kit would be, until I cut the walling out! Once freed, the walling is very flexible and proved to be ideal for my requirements.



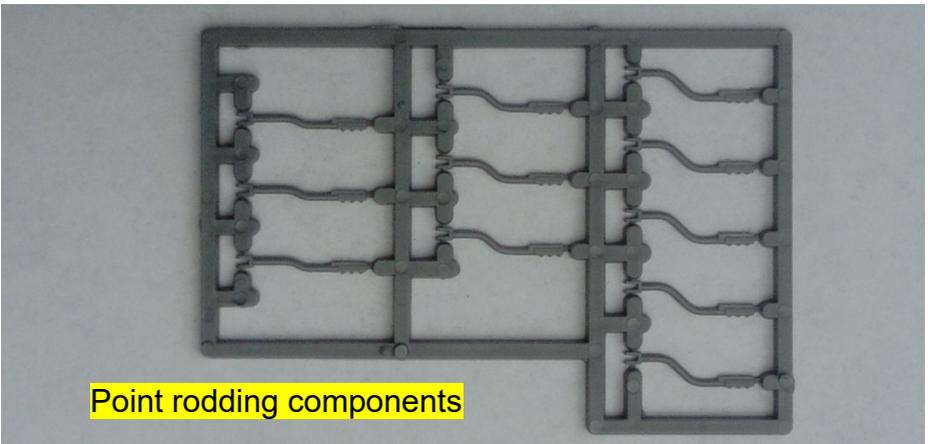
The completed 'Scale Model Scenery' platform bases. The main station building will occupy the wider part

Included in the kit are strengtheners, supports and templates for marking out the platform edges, whether the face is flush or stepped, and I was pleased with how they turned out. I also ordered their ramp ends but on opening them the ramp was far too steep to be realistic, so the platforms have been married up to the Peco plastic ramp ends, suitably altered, and they look much better.



The completed platform bases showing the use of the Peco ramps.

At the time of writing, February 2022, I have also made a start on the backscenes, with most of the 6mm MDF cut to size, onto which I shall be sticking the photographic 'I.D. Backscenes' range of skies and landscapes. I have started work on the point rodding for East Box having ordered some more 3D printed GWR compensators from 'modelu' as I obviously miscounted originally! I now have a couple of spares in case of any breakages! Once this is complete, I shall finish off the platform faces with a mix of brick and stone, flush and stepped fascias to give the impression that at some point the platform/station has been rebuilt. I will then move on to the arduous task of ballasting the track. In the meantime, I shall also continue to work through my detailing parts ready to install them once the time comes.



Point rodding components

Exciting Eastleigh Experience

by Ken Aveyard

A spell of good weather promised for 25 February 2022 prompted a few members to have a day on Eastleigh station. Eastleigh can be a bit hit and miss with some days better than others but on this occasion we were not disappointed as a very varied selection was seen during the day.

On arrival 66165 was heading east on an intermodal service and shortly after 66762 headed out from Arlington with a pair of barrier coaches with the rather unusual names of Labezerin and Liwet.



Taking up residence on the island platform, one interesting sight was Network Rail survey unit 153385 recently taken in from East Midlands Railway and still in their livery.



Resident shunter 08683 was pottering about shunting wagons and the main lines saw the regular appearance of SWR services with the frequent passing of 158 444 and 450 units plus the occasional Cross Country Voyager and Southern class 377.

Interspersed with the passenger services was a nice selection of locos comprising mostly of class 66's but a more uncommon visitor to the area 67012 appeared running light from Arlington and 70011 made an appearance heading for Southampton. Interesting among the class 66's was the appearance of both of the Belmond Royal Scotsman liveried 66746 and 66743 with the former working an intermodal from Southampton and the latter departing in the afternoon in a triple headed rake of wagons for Westbury.



66743 and 66746 at Eastleigh on 22 February 2022.



67012 heading away from Arlington and 377115 on the service to Littlehampton diverted from Southampton under the Covid changes.



08683 on shunting duties and 158886 on the Romsey shuttle.



66779 preparing for an overnight trip to Carlisle.

All day there had been an impressive piece of track maintenance kit sat in the sidings and during the afternoon 66784 and 66779 came to top and tail it but it didn't depart whilst we were there. The following day it was in Scotland working in Ayrshire!

Looking at Real Time Trains there was a train heading for Arlington from Reading Traincare Depot and the hope was that it would be a Great Western class 769 and it turned out to be 769935 which arrived on time at 1227.



769935 waiting to head in to Arlingtons for some remedial work. KA

We had spotted that there was a return journey scheduled out of Arlington around 90 minutes later so we all decamped to the Wetherspoons opposite the station for lunch before returning to the station to find that departure from Arlington had been early and the unit, 769946, was approaching the platforms.

Thankfully we were able to get across to the platform as it waited there a few minutes before departing for Reading. (See photo on page 2) After crossing to the up slow line 769946 it got as far as the second signal at the far end of the yard and came to a halt. After a few minutes, the red tail lights turned white and the unit returned towards the station crossing to the down slow line where it halted at the signal short of the station and remained there for well over half an hour causing some disruption to stopping and freight services that had to be signalled around it. When it finally passed through the platform heading back to Arlington it was obvious that one of the gen sets had failed. All in a very good day was had by all.

Alan Ashberry recalls preparations for a typical working day

Completely loco – Part 7

From David Coasby

It occurred to me that a few words describing in more detail the actual preparation of a steam locomotive for its day's work might be of interest to readers so, no sooner said than done.

On arrival at the shed we didn't clock on, we were signed on by the timekeeper who also acted as storeman. Having been signed on, the timekeeper handed out a clean cloth and gave the driver a wallet which contained the day's working instructions including departure and passing times at various points along the line. It was then important to scrutinise the notice board for any alterations to the fortnightly notices regarding speed restrictions—if any—to be observed due to track re-laying, re-signalling or civil engineering work on stations or in tunnels and the like.

Then we would study the engine board to discover which engine had been allocated to our day's diagram and to find out on which shed road the engine had been stabled while awaiting its next day's work.

Having located the engine I would climb aboard and stow my food box and coat and take a look at the water gauge, pressure gauge and fire before going to the stores to collect the shovel, coal pick, a pair of headlamps and a bucket containing various open ended spanners, a wheel spanner, red flag, sealed tin of detonators, red shade for head-lamps and a footplate hand brush.

Returning to the engine to deposit this first batch of items, I then set off for the oil stores armed with cans for cylinder oil, lubricating oil and lamp oil for the head and gauge glass lamps. Being so thick, the cylinder oil was kept in a huge square tank heated from below with gas jets to keep it warm enough to flow from the tank tap.

Arriving back at the engine with the oil cans filled, I could start on its preparation. The fireman trusted the steam raiser to have done his job properly and would hope to see about 50-60lb. of steam on the clock, water about half way up the gauge glass, a small but live fire built up under the firebox doors and water tanks quarter full.

If all was well with the fire, water and steam, I would examine the fire bars to ensure that they were correctly positioned, clean and free of clinker, take a look to see if the brick arch was complete, check the firebox side sheets and tube plate for leaking stays or tube ends, and look to ensure that the top and bottom baffle plates were correctly position around the firehole ring. These examinations were carried out in case any defect was found to render the engine a failure before the fire was spread over the box.

The two water gauges were blown through to ensure they were giving a correct indication of the water level. Both injectors were tested on live steam—the combination injector used exhaust steam when the engine was working.

The next job was to spread the fire over the grate—I normally used the dart for this job. Having done so, the task of building up the fire to bring the engine to full pressure for the start of the day's work then began. I would build up the fire carefully with medium sized cobbles, six to eight shovelfuls at a time, adding a touch of the blower to help things along. The shape and size of fire depended on the type of engine and the job for which it was rostered but, whatever the duty, a fire was required that was burning through nicely, when the time arrived to leave the shed—not a dull green lifeless mass.

Between rounds while making up the fire, I would check that the smokebox was not filled with ash. Before closing the door I would wipe the ring clean to ensure that it shut tightly with no air leaks. I checked and filled the sand boxes and filled, trimmed and cleaned the engine headlamps. If it was dark, these and the gauge glass lamps would be lit. The lamps would also be lit if the turn of duty ended after darkness had fallen.

Attention would next be given to the tender, or bunker if a tank engine, to check the coal in case we needed to top up before going off shed. The water level in the tanks would be checked and replenished if required. After topping up with more coal, it would be carefully trimmed to ensure that no lumps fell off while running to cause injury or damage. The fire irons—dart, pricker and clinker shovel—were also safely stowed before moving off.

The water scoop handle would be tried for ease of movement to make sure that it could be quickly lifted out of the water troughs. I would also look underneath the engine to make sure the scoop was there as they have been known to disappear!

The last jobs would be to brush any ash or sand from the running plates, to avoid it being blown into our eyes when running at speed. Last of all, I would sweep the footplate and wash it with the slacking hose. I always kept my footplates spotless. By this time the fire would be burning nicely through, the pressure gauge rising steadily and it was a good time to have a wash-up. This was managed laying the shovel down with a suitable lump of coal under the handle to set it to a suitable angle. We would brew a can of tea, if time permitted, before going off shed to back on to our train. For this movement, I would set the engine headlamps into the 'engine running light' position.

The driver was also busy during this period. Once on the footplate he would place the cylinder oil bottle against the backhead to warm up so that it would run into the lubricators more easily.

It was the driver's duty also to check the water gauges. He would do this again by blowing them right through. He would also look in the firebox to satisfy himself that all was well. If he was happy, he would make a start on oiling all the parts that needed lubricating oil, starting at either a front or rear buffer, working round the engine until he returned to the starting point. Whatever the size of engine, there were always many points which required the attention of the oil can, including connecting rod, big and little ends, side rods, cross heads, valve rods, die blocks, reversing gear, brake hangers and shoes, damper operating gear, eccentric straps, buffer shanks and faces, coupling screws, 'A' and 'G' pins, axle box lubricators, cylinders and water pick-up gear. We were always on the lookout for anything unusual, such as loose bolts, missing cotters, missing or damaged oil corks, splits in vacuum and steam heating pipes—in fact anything which could cause a problem once the engine was on the road.

Back on the footplate, having finished his oiling and inspection, the driver would test the whistle and cylinder drain cock operating lever. Tails were placed in any wick feed lubricators and sight feed lubricators were filled and adjusted. Inside cylinder engines were much more difficult to prepare than outside cylinder locomotives—it was necessary to lay on the various rods to get to some of the oiling points which couldn't be reached from the pits. If it was dark, we also had to try to light the way with a smoking, oil filled wick lamp, drips of hot water from the odd leak always seeming to find their way down our necks. Give me outside motion any day! Our engines were fitted with Stephenson, Joy or Walschaert valve gear, all of which had different points that required oiling.

With the steam pressure steadily rising, the large and small ejectors could both be tested by creating a vacuum of 21 in. on the gauge, first with the large ejector and then, after destroying the vacuum, it would be re-created with the small ejector. We normally used the small ejector on the road, the large ejector being used as required if we needed to create a vacuum quickly.

When all the oiling and washing down was finished, we would wipe over the cab handrails, clean the windows and wipe the seats. If we had timed it right, it would then be time to leave the shed, so off came the hand brake and, with a touch of the whistle and the drain cocks open, we eased our engine up to the shed release point to await our turn to back on to our train.

We didn't get involved in engine preparation with every turn of duty, for very often the start of our shift would begin by relieving men who had finished their day's work. But the engine hadn't, so when we took it over we carried out a few checks before setting off and, in odd moments when and if possible, continued to administer lubrication to the various oiling points. This was good enginemanship. So much for engine preparation. The end of the day comes with engine disposal, but that is another story!

Back-dating/correcting the Bachmann 04 0-6-0DM.

By Steve Green.

I would imagine one or two of you will have bought one of these diesel shunters since their release during 1997? The body heavily relies on the ex-Mainline/Replica 03 shunter and over the years around 15 models have been produced. The problem with this model lies with it's origins, and of those models produced, 10 of them are incorrect!

A bit of background information about the Drewry-designed 04's is required as they were built in three distinct batches: -

D2200-14: 3'3" driving wheels, small cab windows/profiles, some with tram skirts and cow-catchers. Air tanks behind the front footsteps.

D2215-73: 3'6" driving wheels, larger cab windows/profiles. Air tanks behind the front footsteps.

D2274-340: 3'7" driving wheels, large cab windows, front running plate cut-out and the front step inset to provide a safer position for the shunter to stand. The straight air brake reservoirs had to be re-positioned to mid-way along the running plates to accommodate the change.

It was from this third batch of locos that the design of the BR-built class 03's was taken, and in model form, this is the version produced by Airfix/Dapol as a plastic kit, but also by Bachmann, in a reversal of the actual locos' development you could say.

From what I've managed to work out, the first two batches were fitted with either a whistle or horn on the front of the cab depending on when & where they were built whilst the last batch all had a horn. The majority of the locos had round buffers, but some had oblong, although these appear to be very random! Locos from the 2nd & 3rd batches were allowed to work over the third rail Southern Region network, and those based there from new had six marker lights each end, whereas all other locos just had four.

The first two from the third batch were in fact delivered new to 71B Bournemouth shed but they also operated down the Hamworthy Goods branch. Also noted working down Ham Goods were D2288/92. Sticking with the local theme, working out of Weymouth shed in the mid-1960s and noted running along the now removed Quay Line, were D2280 (since preserved) and D2295, the subject of one of my models, for obvious reasons hopefully.

My three 04s were all locally based at some point during their careers, with 11158 at Bournemouth from August 1964 upto April 1968, D2294 at Eastleigh between April 1965 up until withdrawal during February 1971 and D2295 at Weymouth from May 1962 until July 1967 when she moved to Bournemouth until March 1969.

Locos built upto D2259 were delivered in plain BTC black with the steam-era 11xxx numbers and cycling lion, but after that the locos were delivered in plain green with the late crest and D2xxx numbers from new. Standard wasp stripe ends were progressively introduced on those not carrying them after overhauls/repaints and possibly around a dozen of the class survived long enough to be repainted into Rail Blue. All of this leads to the fact that if you've bought the Bachmann one in black, or it's numbered below D2274, then it is historically incorrect and should really be repainted and/or re-numbered I'm afraid! The model has only ever been produced with a horn on the cab front and round buffers. The Dapol kit is also incorrect as it comes with oval buffers! (However, the first 04 to be repainted into Rail Blue, D2258 during August 1967, did have oval buffers fitted later in her career.)



D2207 from the first batch at Pickering on the NYMR, Sept. 2019. Note the small cab windows and straight footplate. Steve Green

This error only came to my attention when I bought a second-hand 04 at the Q.E. Toy Fair at the end of November last year having done a quick search on Wikipedia. I was after one of the black versions to re-number as a local engine, but I could only find a BR blue one, so thought a quick re-paint would suffice.

The irony behind this is that Bachmann have chosen a photo of a loco from the second batch (D2258) to use with their packaging! It's also a Southern Region loco with the extra electric lamps.

You would have thought someone would have picked up on this mistake, but I have been unable to find any references on the internet in any reviews/articles, etc, which seems a bit strange to me. Usually even the smallest of modelling errors get canned by so-called experts. But worry not dear reader, below is a simple fix to rectify this.



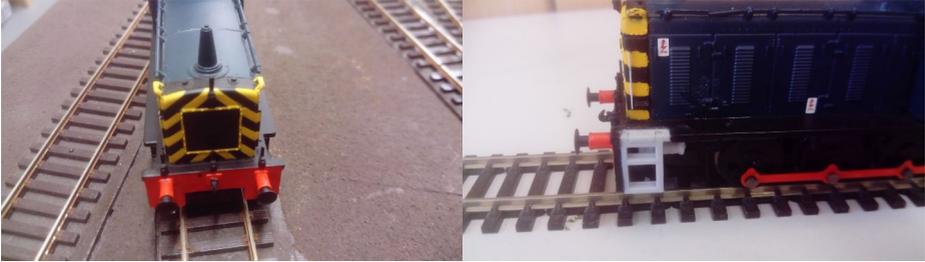
***04110, aka D2310 from the third batch, at the Battlefield Railway, August 2020. The TOPS number is fictional as none of the 04's survived long enough to receive them.
Steve Green***

In order to accurately portray a BR black loco, I decided to look into how easy it would be to “back-date” the Bachmann loco. Having studied “The Diesel Shunter” book and “Modern Locomotives Illustrated No.195”, the main differences between the 2nd and 3rd batches became obvious – not something I had ever spotted before.

One thing I noticed was that the cab and front steps on the 2nd batch looked pretty much identical, so realised a pretty straightforward conversion would be to use one of the Dapol plastic kits to provide the new parts. (purchased from M.R.S.)

After separating the body and chassis, the first things to do were to remove the sand boxes (and put to one side) and then carefully cut off the front steps and air tanks using my Como Drill and fine-toothed razor saw from the Bachmann model. These areas were filed and cleaned up, taking care around the rear of the bufferbeam where the springs of the buffers protrude through. A small section of the Dapol footplate was cut out and glued in place to infill the gap on the Bachmann one.

Once dry, the Dapol cab steps were glued in place tight up against the rear of the bufferbeam, flush with the edge. The Dapol air tanks were used instead of the Bachmann ones as they were slightly large in diameter but also because they needed to be cut to about 2/3 the length. This was in order to make them fit behind the new front steps correctly, and alongside the re-fitted sand boxes. They still aren't quite the right size, but it's not too noticeable to the untrained eye. Holes for two medium handrail knobs were drilled into the footplate either side of both front steps to represent the grab handles to add the finishing touch.



Above left the front end of the model before conversion and, right, Post-conversion and prior to painting to highlight the changes. Steve Green



The finished model and her later sisters.

Steve Green

It was then just a case of repainting the loco all over with two coats of Humbrol matt black and Railmatch red for the bufferbeam faces and coupling rods before applying the HMRS Pressfix transfers.

And there you have it, a nice, easy and cheap conversion to create a more realistic version of the second batch of class 04 shunters.

After all this, what are the odds that one of the modelling companies announce an all-new DCC compatible model, covering all three versions!

In preservation, the class has fared fairly well. Of the 140 built, the majority were withdrawn and cut by the late 60s/early 70s, but there were a total of 34 still active during 1986, most then in use with the NCB, with a few operating in Italy. The number now stands at 19, all in preservation, the final example to be cut (D2267) going during April 2003, but the fleet were supplemented by the repatriation from Italy of D2289 (an ex-SR loco) during June 2018. There are three examples from the first batch, five from batch two and 11 from the third batch, including four of the ex-SR allocated locos, although only one, D2279, still retains the full set of lamps.



From the second batch D2246 is seen at Buckfastleigh. Ken Aveyard



D2232 at Manvers Main Colliery 18 February 1974. Ken Aveyard

Poole Park Progress

pictures by Robert Aveyard



The new shed viewed from a distance on March 13 2022.



Behind the shed a turnout awaits installation 22 March 2022



The new bridge deck reinforcement awaiting concrete pouring on 13 March 2022.



Tracklaying round the back March 13 2022



Tracks have been laid all along the park drive to the western curve



The first sign of motive power on a ballast train on 18 March 2022



Continuing the western curve on 22 March 2022

Poole Park catch up – 1 April 2022

Pictures by Ken Aveyard



So is this a proposed platform or just landscaping?



Looks like a check rail is planned for the lakeside curve.



Some seriously chunky sleepers.



Track continues past the station and has almost reached the bridge.



Concrete bridge deck is now poured and channels laid in for the rails.



Close up of the channels still with the formers ready to receive the rails.

This brings the story bang up to date. In the next Corkscrew we may even be able to show the railway in action.

Out and About with Paul Carpenter

pictures (except one) by Paul Carpenter

On 5 March 2022 I set off on a trip to do the stations Didcot - Oxford inclusive. Made the mistake of catching 07.47 Cross Country from Bournemouth - Oxford. Hadn't checked that Southampton were playing at Villa, consequently train packed from Parkway on. Not seeing anything on the approach to Oxford battling my way to the door, I was surprised 5 mins after arriving when 60103 came through having stopped for a time outside. Didn't know anything about it. Ok, at the same time as it passed slowly through an IET departed but I expect I got a better photo than those at the country end of the platform. Extremely gloomy day, not predicted the day before but there you go!



**Oxford 60103 1252 07.04 Paddington - Worcester S.H. 800012 1W11
08.50 Paddington - Great Malvern.**

Trouble is stoppers call at either Culham or Appleford but not both, so itinerary Bournemouth - Oxford - Culham - Radley - Didcot - Appleford - Didcot (2 min connection) - Reading - Bournemouth, and that was the quickest possible way without using a car! Not much in great position at Didcot shed to photograph (had 1hr 40m to wait to get to Appleford). Surprised to note the Terrier in what I think is the DB compound. Presumably for roading in or out?



In the shed was D9516 which I thought looked not much out of place, think it's possible they did use shed or at least yard around 1964/5 when four or five were allocated initially to Old Oak but outstationed at Reading. I know they had at least one turn to Didcot. I even vaguely remember seeing one at Reading but I'd have only been six or seven!



'Bonnie Prince Charlie' worked for a time at Hamworthy.



Wantage Tramway number 5 inside Didcot shed.



Saint class new build 2999 Lady of Legend in Didcot shed yard.



Radley 70017 4029 08.50 Crewe Basford Hall - Southampton M.C.T.

Most of the text for this section was taken from the email Paul supplied with the photographs. In typical modest fashion Paul's email began with the words "I don't think these images are good enough for The Corkscrew but use them if you think they are". For one more image from the day see page 32.



**Moreton - Wool 57002 08.09 Norwich T.C. - Southampton via Weymouth
14 March 2022 route learning for the resumption of traffic from Winfrith.**



**24 March 2022 saw DRS 68017 and 68016 top and tail a rake of 10
wagons with waste from Winfrith sidings to Drigg in Cumbria. The train
was captured passing Poole station by Robert Aveyard.**



Moreton - Wool 66760 + 66799 3Y88 09.05 Totton Yard - Totton Yard via Weymouth Snow and Ice Treatment Train on 17 March 2022 P Carpenter



Moreton - Wool 66760 + 66799 3Y88 09.05 Totton Yard - Totton Yard via Weymouth Snow and Ice Treatment Train 14 March 2022. 66799 is one of the GBRf recent acquisitions from Belgium. Paul Carpenter



Looking down from Balby Road bridge in Doncaster with the entrance to the depot in the background recently imported GBRf 66797 in its former operators blue livery is seen on 19 November 2021. Colin Aveyard



This view shows the wreck of D6136 and a handful of North British D27xx shunters. There were 14 of them stored here after withdrawal although the ones in the picture from my notes at the time I believe to be D2779 (easily identifiable) D2764 D2760 D2776 D2759 D2768. You can also just make out another row of them behind. The railbus is 79974. Glasgow, Cowlaers Sidings, opposite Glasgow (Eastfield) Depot 10 March 1968. Howard Bolton



Three car class 144 Pacer unit 144018 in original West Yorkshire PTE livery is seen in Leeds on 10 June 1989. WRS P1114_2



Oxford station with 165037 on 1Y21 the 10.11 to Marylebone and 165013 on 1Y23 the 10.41 to Marylebone on 5 March 2022. Paul Carpenter