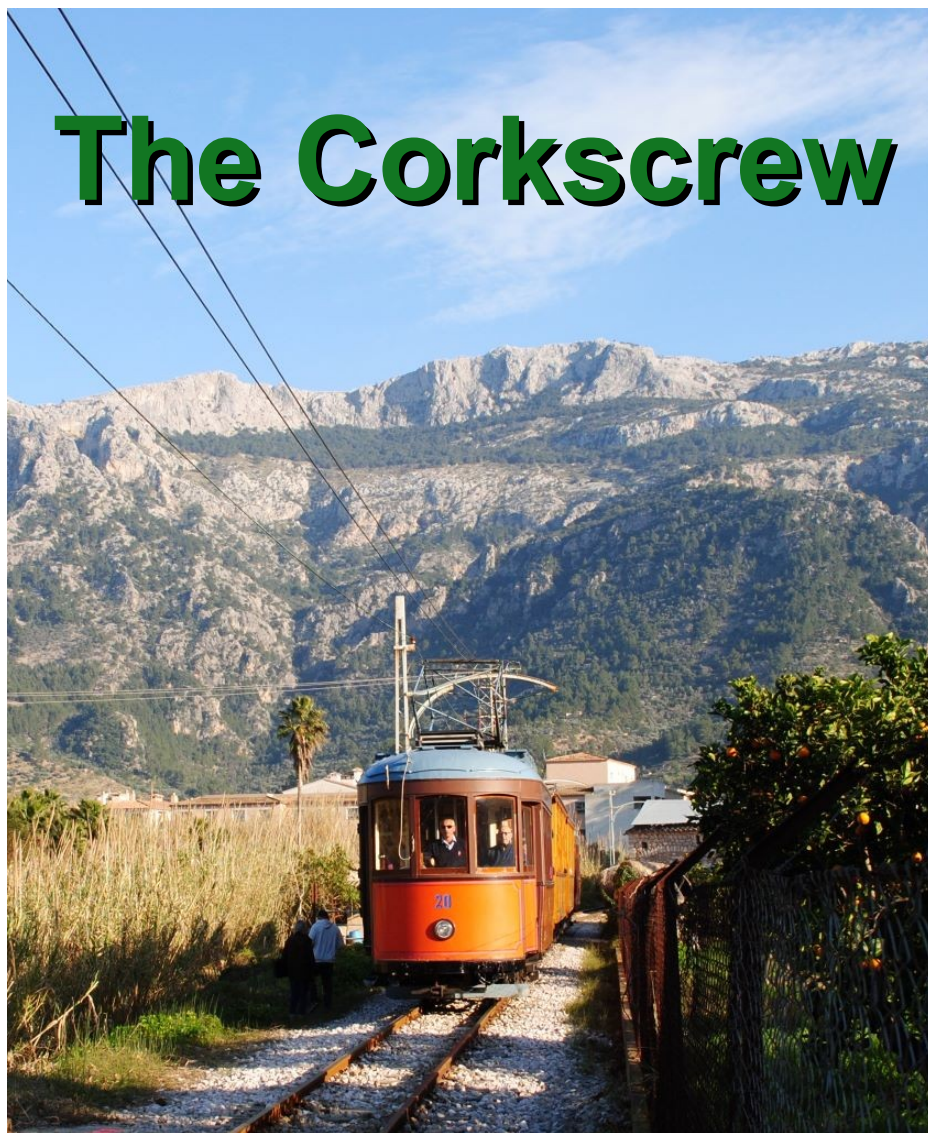


# The Corkscrew



Newsletter of the

**Wimborne Railway Society**

**Issue 129**

**June 2022**



***Car No 1 has crossed over to the railway workshops for attention and is seen in front of the semi-roundhouse.***  
***Paul Carpenter***



***The impressive station at Puerto de Soller.***  
***See part 2 of Rails out of Soller starting on page 4.***  
***Paul Carpenter***

# WIMBORNE RAILWAY SOCIETY COMMITTEE.

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## Editorial

In what seems like a never ending story, we're still no nearer seeing our new class 701 trains in service but thankfully our local rail services have returned to something like normal. Sadly the same cannot be said of our society meetings. Numbers have not returned to anything like normal on both Tuesday modelling nights and Thursday meeting nights and these sessions are currently running at a loss each week.

Unfortunately a decision by Queen Elizabeth's School to no longer host major events has meant the cancellation of Wimrail 2023 and we have also decided not to have our usual June visit to the Moors Valley Railway. The committee is looking in to the possibility of a smaller exhibition along the lines of our previous Christmas open days if a suitable venue can be found.

We do however have a full programme of events over the next couple of months with film shows and on 9 June our ever popular Quiz night so hopefully numbers will increase through the summer.

In local news another nuclear waste train has operated, and some more work has taken place on the Hamworthy branch for the rumoured resumption of stone traffic. The Swanage diesel gala saw the appearance of classes 31 37 45 and 50 amongst others plus the welcome appearance of new class 69 loco 69004 in its striking red livery.

In this issue we have part two of Paul Carpenter's Rails out of Soller, your editor recounts a week in the north chasing trains, we follow up on some memories triggered by a photograph and finish with our usual picture gallery.

Sit back and enjoy Corkscrew 129. Closing date for 130 is 14 July 2022.

Cover Picture:- Car 20 passing trespassers and nearing the halt at the north end of Soller. See article by Paul Carpenter from page 4.



# Rails out of Soller

by Paul Carpenter

## Part 2 Tranvia Ferrocarril de Soller – The Soller Tramway

All photos taken by author in March 2015

Having travelled in Part 1 of this article from Palma to Soller on the largest Balearic island of Mallorca (Majorca) we can now travel the remaining approximately 4.9km (3 miles) on to Puerto Soller (Port of Soller). Of the same 3 foot gauge and physically connected to the railway from Palma this section is most definitely a tramway as against the railway we've been travelling on. The railway from Palma to Soller originally with steam locomotives and subsequently the electric motor coaches with their contemporary look of electric suburban stock of the era contrasts with the short period 4 wheel tram cars used onward to the port.

There was a major financial hurdle when the railway from Palma was mapped out. It wasn't long enough! A hefty government subsidy was available for building railways as long as they exceeded 30km and Palma to Soller was a little over 27km so didn't qualify. Despite this construction had started, though shortly after plans were laid out for an extension as a tramway beyond Soller to its port. Whether this was what did the trick regarding the forthcoming government money is not entirely clear but it's an interesting story.

The tramway was completed and opened in the autumn of 1913 just 18 months after the railway. From the outset it was an electric tramway running on 600V dc from overhead. As might be expected the rails were lighter than on the railway section. A substantial length of the tramway is on 'reserved' sleepered track where the rails look much heavier to me than in older photographs. Whilst certainly this stretch has been relaid it seems inconceivable that hasn't happened at least once on all sections. An on-line search for photos revealed that the tramway looked very much more run down forty and more years ago. Maximum speed is modest not surprisingly, somewhere around 25kph.

For most of its history the tramway has relied on the original three cars, No 1 – 3, delivered for the opening. These three four wheeled vehicles were bodied by Carde y Escoriaza with the electric equipment by Siemens, running on Brill trucks. A pantograph is now employed in place of bow collectors. Air brakes are fitted to the cars. To go with these there were two trailer cars No 4 and 5. Until the mid 1950s this would be the entire rolling stock of the tramway. All the above remain in service to this day.

The city of Palma until the late 1950s had its own 3 foot gauge tramway system and in 1954 four open sided trailer cars came from here.





***Original tram No 2 approaches the terminus at Soller.***

Surprisingly perhaps no powered tram cars came at the same time. Dating from 1890 these are still available for summer use. In 1958 a further powered car and trailer came from Bilbao, these were used until the year 2000 but are now returned, restored to original condition back in northern Spain.

However since 1997 there has been a remarkable increase in rolling stock available for use on the Soller Tramway. In the next four years no less than five motor cars arrived from Lisbon. Classic trams dating from the late 1930s built by the Companhia de Ferro de Lisboa (the operator of Lisbon's tramways) using equipment from England. Maley & Taunton of Wednesbury, Staffs supplied the trucks and Metrovick the motors with English Electric the controllers. On coming to Soller the gauge needed opening out by 14mm. Numbered 20 – 24, they remain in service, this batch is being rebodied, starting with No 22 in 2012, subsequently No's 21 and 24 have also been done.

Confusingly numbered 1 – 7 are seven newly built trailer cars by Ferrocarriles de Soller itself in 2001 - 2002. These are open sided for summer use but sides and windows can be fitted for winter use. The cars are built with a traditional appearance. The tramcars' and trailers' livery is varnished wood for the main body with a bright orange end panel lined in blue and red.

Light blue is also used for the roof as with the railway motor coaches. The ex Lisbon cars 21 – 24 on entering service carried a dark red livery based on their former home system. This was subsequently changed to match the original cars when wooden panel sides were fitted in place of their previous steel panelling. No 24 at least carried a hybrid maroon with orange panels scheme for a time as did at least one of the 21<sup>st</sup> century built trailers.



***Car 22 and 24 top and tail a trailer on Avenue de Cristofol Colom en route from the port.***

The trams work in a number of formations. A single tram car can work singly or tow up to two trailers. Alternatively a common formation is two cars sandwiching one or two trailers. The latter formations have the advantage of not needing a run round movement at either end of the line.

Which probably leaves description of the short but interesting route to be made. Mention in part 1 was made of the Palma to Soller railway arriving between workshop and depot buildings. In Giles Banabe's book on the subject, the layout is shown with the part roundhouse, turntable and workshop on the right hand side as arriving from Palma and carriage shed and joined tram shed on the left. Now the fact that it is all one company and physically connected, means from observation that trams will be seen in the carriage shed and also make their way across to the workshop for maintenance. In fact on the 2015 visit the tram shed was being used by a tamping machine which I'll mention further later on. In any case there's rather more tramway rolling stock to be housed these days.



***The sheds at Soller that are normally used for the trams.***

The carriage shed is a three road through shed with connection to the railway, the smaller two road tram shed is a dead end one. Both are connected directly to the tramway with loops that enable the trams to run round the trailers. The loops are immediately behind the retaining wall of the slightly higher railway platform. Leaving the passenger loop we pass through moderately ornate iron gates (and nowadays backed up by lifting barriers) protecting the station area from unauthorised vehicles entering. Immediately on passing through the gates we pass the frontage of the main railway station and we are now running on the streets of Soller. Also in this area is an off the track railway brake van now in use as a tourist office. Looking at Google street views dated November 2018 it seems what's probably another of the former three brake vans is doing the same job at the other end of the tramway, it's been placed there since 2015.

Anyway back to our journey, we are following essentially pedestrianised (during daytime) roads passing alongside the historic church of St Bartholomew and across a plaza almost knocking over café tables such is the close proximity. There's a loop on Av. de Cristofol a pleasant curving road fringed with cafes and residences with palms and ornamental pines in their gardens. Coming out of the main town centre we squeeze between houses and a small restaurant, our narrow right of way now on ballasted track hemmed in between back gardens. Crossing a minor road protected by colour light signals for the tramway and traffic lights doubtless because of near nil advance visibility owing to adjacent buildings.





***The tram squeezes through Soller in front of the church of St Bartholomew.***

Where a view is possible our proximity to the mountains all around is very obvious and gives the tramway a quite dramatic backdrop. Continuing as before with back gardens often with orange trees and a stream on the other side. As the buildings gradually diminish bamboo like reeds flourish by the stream. We come to a station, well that's far too grand a title, there's a loop with a level surface acting as a 'platform'. The site is pleasantly shaded by some tall trees. Having been on a straight line trajectory for a while we now curve out of the loop to shortly after cross the stream at a skewed angle on the main engineering feature, a plate girder bridge. With the surrounding reeds and cactus-like succulents complete with mountain scenery behind it makes for a fine photo opportunity.

We now run through a pleasant residential area with a few level crossings before we cross what must have been the old main road to the port. Nowadays it's more a service road and after passing over this and a central reservation planted with ornamental shrubs we also cross the modern main road on a curve to then run along it on the far side. I'm sure if I had recourse to up to date reference material I might be on safer ground when saying that probably alterations, maybe moving it across, were made when the port road was rebuilt?

Looking at google satellite images the old road is more curving than the arrow straight modern road hereabouts which we follow for around 1km before it plunges into a tunnel whilst we follow the original road.

One evening we were driving along here after services had ceased for the day when I at least was rather surprised to see a modern Plasser & Theurer 08-8 GS tamping machine engaged in work on the high quality permanent way on this section. I'd noted the tamper outside at the Soller sheds previously and assumed it was only used on the railway to Palma. A search of the web revealed it had arrived brand new in Mallorca in 2010 costing a cool 1.5 million euro, in connection with major work on the Palma – Soller section. One has to remember it's only these lines that are three foot gauge and not the rebuilt metre gauge of the rest of the island.



***The tamper works alongside the orange groves and main road between the town and the port.***

Just before the modern road disappears into the hillside another 'station stop' with loop is encountered. The low island platform is scarcely wide enough for one person and what the purpose of its equally narrow but much longer concrete extension was I've no idea. Anyway it made a convenient raised working surface for one of the tamper operators making adjustments to the machine.

We are now on our last leg, the old road and hillside on our right, with a few houses with large 'gardens' of olive trees and orange trees. Gentle curves take us past the smaller gardens now with pretty flower bushes perhaps reflecting degrees of affluence.

Another loop is passed and now the hillside has higher rise apartments and passing a park with ornamental trees on our left we've suddenly reached the sea! As we curve onto the promenade of the horseshoe shaped bay our ballasted own right of way track is exchanged for paviers shared with the road. It was just off to the left at this point that our fortunate choice of hotel was located.



***The tramway skirting the bay at Puerto de Soller.***

With bay on the one side with beach and marina, the far side of the road is perhaps a mile long mix of expensive houses, hotels, restaurants and bars.

Along here is busy enough in early spring so I can imagine it's packed in summer. We preferred the other side of the bay which is a lot quieter. Anyway passenger services on the tramway terminate at the quite impressive station equipped with a loop. Now it's perhaps a bit of a surprise to find the rails continue complete with the overhead wiring beyond the station. This 1km extension was put in some years after the rest of the tramway to serve a naval base and I think at least part had a passenger service maybe into the late 20<sup>th</sup> century. I checked the ever-so-useful google streetview to see that in 2018 the rails abruptly cease a couple of hundred metres beyond the station with road vehicles parked on the remaining rails. So in a considerably longer time to write than travel on the tram we've reached the end of an interesting line. Again acknowledging the book, *The Railways and Tramways of Majorca* by Giles Barnabe – Plateway Press, I must one day get the revised and updated version!



# Northern Bonanza

by Ken Aveyard

After a gap of two years due to the Covid pandemic, March 2022 saw me once again able to make my regular trip up to Bradford for the Spring Collectors Fair at the Manchester Museum of Transport followed by a week of trainspotting with my brother Colin.

I followed my normal plan of setting off on Friday morning heading for Adwick station and a run in to Doncaster. Departure from Poole at 0423 and a clear run saw me roll in to an almost deserted Adwick car park at 0823 with ample time to wrestle with Northern's ticket machine before catching the 0856 in to Doncaster which was 331105. I'd already got off to a good start with a cop as 801225 had passed through en route to Leeds.

Immediately on arrival in Doncaster Hull Trains 802303, my last one, was copped as was 331103 which was one of a pair of units stabled in the West Yard. I headed across to Pumpkin for the usual bacon sandwich only to find the Pandemic had seen them off so I had to settle for Subway instead.

Taking up residence at the south end of platform 3 on what was turning out to be a beautiful sunny day I settled down to the usual offering of Northern, LNER and Trans Pennine units and waited to see what freights made an appearance. First to appear was 66771 heading south on an engineers train, which after running round in Doncaster Carr headed back north just under three hours later. 66780 in Cemex livery followed not long after, the first time I've seen it in this livery.



**66780 passing Doncaster on 18 March 2022.**

**Ken Aveyard**

66067 passed on containers for Wakefield Europort and 67007 which had been hidden behind the class 331 units suddenly fired up and ran light engine south only to return later and stable again. 66572 passed on a southbound liner followed by an impressive looking track machine.



***Tamper DR74002 passing Doncaster on 18 March 2022. Ken Aveyard***

I was looking forward to my first sight of the new Lumo class 803 units and four of the five were scheduled to pass within a couple of hours. 803004 was first to appear heading south at 1304 with 803005 heading north just four minutes later.



***Lumo 803005 heads for Edinburgh on 18 March 2022. Ken Aveyard***

The second pair, 803003 and 803002 also passed 15 minutes apart at 1446 and 1501. Meanwhile a trio of Colas class 56's, 56096, 56049, and 56078 which had been stabled just south of the station sprang to life and came down in to platform two before heading off towards Doncaster Carr. Later 56049 which had been in the middle of the trio returned on its own. Further freights saw 66414 66128 66770 and 66765 pass through.



***56049 Robin of Templecombe in the middle of a trio of Colas locos reversing in platform 2 at Doncaster on 18 March 2022. Ken Aveyard***

Whilst all this was going on I had steadily been picking off some of my required LNER Azumas and by the time I departed for Adwick I had 15 cops.

Saturday morning and 195133 took me to Manchester Victoria and four more 195's plus three new Manchester trams were copped before I caught the vintage bus to Boyle Street Museum, which was an Alexander bodied Daimler Fleetline of the former North Western Road Car Company. Travel back was on a former Stockport Leyland Titan painted in SELNEC PTE orange.



***SELNEC 5871 after arrival back in Manchester. I sat at the front of the lower saloon and took the picture of North Western 174 heading towards the museum. Ken Aveyard***



For a change I spent very little at the museum, just a handful of photos and a cheap model for a conversion job but partook of the traditional meat and potato pie mushy peas and red cabbage for lunch. Back at Victoria another three 195's were copped plus one more tram and a Trans Pennine class 802. Cops total now up to 27.

Monday morning and cousin Phil, who edits the Huddersfield Railway Circle journal joined me for the drive to Colin's house and the onward journey to Lostock Hall station from which we caught the train in to Preston for a day on the station. Targets for the day were as many Northern Class 331/0 and 195 units as possible, plus the Trans Pennine 397 units and anything else of interest. Our train in to Preston was 195117 and on arrival at Preston just before 0900 we took up position at the southern end of platform 3 which has the best view of approaching trains.

Colin had researched the times of the various services and the plan was to remain on Preston until 1600 which would be enough time to see all the various cycles round. The class 331/0 operate the Hazel Grove, Manchester Airport or Liverpool to Blackpool services, the 195's to and from Windermere and Barrow and the 397's the Anglo-Scottish services with various classes of DMU on the locals to Ormskirk, Blackpool South and Colne.

The first freight through was the Mossend to Daventry DRS service which was hauled by 88004 which was a welcome cop. This had been the loco I had missed seeing at Shap in 2019 as I was looking at the map!. A few minutes later 88009 took a reverse working north.



**88009 on a Daventry to Mossend service at Preston 21 March 2022 KA**



**from top left 150134, 156423 and 158789, 331024, and 397011 at Preston station on 21 March 2022. Ken Aveyard**

Other freights included 90024 in Malcolm livery in tandem with 90037 heading for Daventry whilst a surprise appearance was the Lindsey to Preston bitumen tanks headed by Colas 56078 and 56096 two of the three that had left Doncaster on the previous Friday.



**90024 with 90037 and 56096 with 56078 at Preston on 21 March 2022. KA**

By the time we left Preston to return to Lostock Hall a rather splendid 37 cops brought the running total up to 64.

Tuesday was to be split between Leeds and York. It's many years since I needed to do a full session at Leeds but all the new Northern and trans pennine units have arrived since then.



We needed to be in Leeds to see the 0837 to Lincoln and the 0842 to Chester as Colin had calculated what we needed to see on those cycles ensuring we could head for York on a Trans Pennine service at 1214. As well as the usual class 195's, West Yorkshire is the home of the 331/1 electric units that work both the Doncaster and Aire Valley services and there are plenty of LNER Azuma's and class 91's. Trans Pennine serve up a mixture of 185, 802 and class 68 powered services although the latter are less common.



***Under a web of overhead wires 91107 arrives at Leeds in the morning sunshine on 22 March 2022.***  
***Ken Aveyard***

Freight through Leeds is somewhat limited, but 66722 passed through on a Hunslet to Ribbleshead empty stone train.



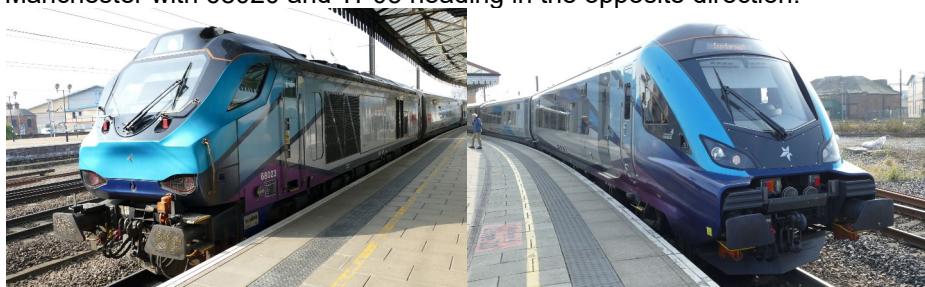
***802205 heading for Liverpool and 66722 heading to Ribbleshead passing Leeds station on 22 March 2022.***  
***Ken Aveyard***



With 29 cops in the bag we boarded 185132 for the 20 minute journey to York observing the progress of the electrification between Neville Hill and Church Fenton. Our targets at York were the possibility of three Trans Pennine loco hauled sets which were only working between York and Scarborough but which change over with workings to and from Manchester each afternoon to allow sets to return to Ardwick for servicing. There was also the prospect of two Lumo workings through the station. In addition some time would be spent outside the station looking for the Optare Metrodecker electric buses on the York park and ride services, plus anything else of interest.

The Lumo allocations had been posted on line and the four sets in use were showing as 803002-5 the same four I saw at Doncaster on the previous Friday. The first of these was right behind our arrival at York but uses the avoiding line and whilst we could see the set we couldn't read the number which was reported as 803002. This threw a spanner in the works when the southbound working which on paper should have been 803005 turned up as 803002. Finally the second northbound service which comes through the station non stop turned up as the supposedly unallocated 803001 which was a bonus for me in clearing the class.

Spare loco at York was 68033 which sat in platform 1 all day with 185139 on the siding alongside, which later came out and attached to another unit for the evening peak. 68029 attached to coaching set TP10 and 68023 on TP08 were in service and the changeover sets were 68032 on TP11 heading for Manchester with 68020 and TP05 heading in the opposite direction.



**68023 Achilles and 12803 the Driving Trailer of set TP03 in platform 2 at York on 22 March 2022.** **Ken Aveyard**



**First Optare Metrodecker 39523 and Reliance YX19ONV in York.**

**KA**

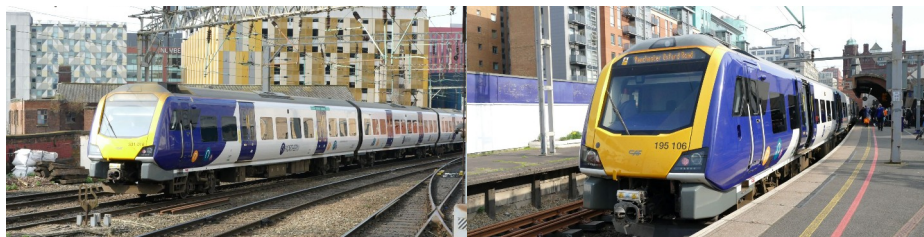
Whilst having lunch on York station we heard the unmistakable sound of an English Electric diesel and 31128 was seen passing through en route to the North Yorkshire Moors Railway diesel gala, unfortunately we weren't in the right place for a photograph. The only other freight to pass through was 60092 on a rake of empty steel wagons heading south. By the time we left on our Trans Pennine service back to Leeds, a further six cops had been added for the day bringing the running total to 99.

Wednesday was the start of a two day jaunt to the north west starting with a drive to Manchester where we needed to be on Victoria station for just after 0700 to see the loco hauled Trans Pennine to Scarborough which turned out to be 68023 on set TP03. We stood on the old open air footbridge from where we could see both trains and trams including two freights which consisted of 66613 working stone hoppers eastwards and 60076 taking Drax biomass hoppers back to Liverpool.



***New Manchester trams 3126 and 3127 and GBRf 60076 still in Colas livery at Manchester Victoria on 23 March 2022. Ken Aveyard***

Picking up more cops in the form of Northern class 195's and TPE 802's we remained on Victoria until 1030 before catching the TPE service from Redcar round to Oxford Road which is now the only regular service currently using the Ordsall curve. On arrival at Oxford Road we found the Pumpkin buffet here also closed but thankfully an alternative outlet was able to furnish the required bacon sandwiches. A search of Real Time Trains showed a couple of required 331's would pass through heading for Blackpool and a 195106 was on the Liverpool to Oxford Road stopping service so we hung around for them.



***331018 and 195106 at Manchester Oxford Road 23 March 2022. KA***

From Oxford Road we walked to Deansgate for the next part of our itinerary which was to travel on the most recent tram extension to the Trafford Centre, which was done on new tram 3123. We returned to Trafford tram depot where more new trams were found before returning to Deansgate from where we had tickets through to Piccadilly where we would remain until the end of the evening peak.

Piccadilly station is busy with frequent Northern diesel and electric services, Trans Pennine, East Midlands Trains on the Liverpool Norwich route, Avanti west coast services and Transport for Wales. There's also two freight paths per hour for services to and from Trafford Park. East Midlands is currently transferring class 156 units to Northern as they receive class 170 units from West Midlands.



***156401 in East Midlands colours working for Northern and 156402 which ran for East Midlands in Northern colours before transferring. K Aveyard***



***66712 creeps slowly through platform 13 at Piccadilly knowing he'll be held at the next signal to let TFW 175001 get ahead. Ken Aveyard***



Piccadilly platforms 13 and 14 are quite cramped and are served frequently so there is a risk of overcrowding. The solution has been to create a waiting lounge above the platforms with colour coded signs indicating whether passengers should wait, prepare or go to the platform



**The impressive colour coded signs at Piccadilly platforms 13/14. KA**

Two more class 397's were copped at Piccadilly and one each of classes 195 and 331. We waited for the passage of an empty stock working from Victoria to Ardwick which was 68029 and set TP10 after which we made our way back to Victoria via a change at Salford Crescent. A quick walk to the car and then a drive via a handy Wetherspoons to our overnight accommodation at the Travelodge near Liverpool John Lennon Airport. Cops total now up to 121.

Thursday morning and a quick drive to Liverpool South Parkway for the 0624 London North Western Railway service in to Lime Street courtesy of 350246 and 350259. We were to stay on Lime Street until 0930 and during that period there was a steady stream of Northern, Trans Pennine, Avanti and London North Western services but bonus cop of the day for Colin was the arrival of a working from Chester which had 153329 and 153909, the former being Colin's last 153 which he'd been chasing for a long time.



**153329 on the rear of the departure back to Chester. Ken Aveyard**

We managed to pick off a few more 331's and 802's, and the ability to search for unit numbers on Real Time Trains told us our missing ones were elsewhere so we were able to fit breakfast in before 0930 when we were to get a Merseyrail day ticket to hunt for the new 777 units.

Our first journey on Merseyrail went slightly wrong as we were heading for Bank Hall and due to brain fade ended up at Hall Road but at least we got a bit of bonus mileage on some class 508's.



***508131 and 508125 our units to and from Hall Road.***

***Ken Aveyard***

Back at Bank Hall we crossed the road and looked over the back of Kirkdale depot but we were unable to see the ends of the sidings where the 777 units were stabled so we walked round the block to Kirkdale station from where we could see the depot but only a single unit was parked close to the main lines. As we passed on 507031 the new unit was revealed as 777007.



***Kirkdale shed viewed from the station with 777007 on the left and a few other units buried deep in the sidings.***

***Ken Aveyard***

Back in Liverpool we changed at Central station to the Wirral line for our next destination, Chester.

We were hoping to find some of the new TfW trains at Chester and were not disappointed as we found 197101 in the station sidings but hidden from the camera by a rake of three 153's. Stabled alongside was former London Transport D stock unit 230009 one of five hybrid diesel and battery powered sets for the Bidston to Wrexham Borderlands line.



**230009 at Chester station on 24 March 2022.**

**Ken Aveyard**

Whilst we were at Chester a pair of 153's arrived from Liverpool with of course 153329 and 153909 making a second appearance. A check of Real Time Trains showed up test runs of one of the new units a Network Rail test train, plus one of the loco hauled sets all of which were duly recorded.



**197002 on driver training at Chester on 24 March 2022.**

**Ken Aveyard**





**67025 on a Holyhead to Cardiff service, and Colas former LNER power car 43299 on a Network Rail test train at Chester. Ken Aveyard**

We returned to Hamilton Square and doubled back to pass Birkenhead North depot to see if any more new units were visible. We chose a West Kirby service so we could alight at Bidston as we were close to the time a branch service from Wrexham would arrive. This turned out to be 150229 but a check of Real Time Trains showed a test train coming up the line which turned out to be 230008.

After that it was a quick dash back to Liverpool Lime Street to board the first service to Liverpool South Parkway and the drive home. As we walked up the platform just after 1500 to board 156402 what should be arriving in the adjacent platform – yes you’ve guessed it, 153329 and 153909 again! As we passed Tuebrook sidings 60021 was visible amongst the biomass wagons, and 802218 was copped on Edge Hill depot.

After Thursday, and the end of the four days out with Colin, my cop total had reached 132.

On Friday I headed for Leeds catching 195106 at New Pudsey just after 0800, mainly to look at buses but a Real Time Trains check showed that 195015 195004 and 802213 were all going to pass through Leeds station by 0930 so all three were copped before I spent the day walking round Leeds photographing buses. Finally on Saturday I headed in to Bradford for a few hours in the morning and on checking Real Time Trains, my last 195/0 195017 was due to pass through the interchange at 1044. With that unit in the bag cops for the whole week came out at 136. Colin came out with 28 cops.

Interestingly I saw all the 195/0 over the week, 25 out of 33 195/1, 26 out of 30 331/0 and 10 out of 12 331/1. Class 397 came in at 7 out of 10. Of the new Manchester Trams 3121 to 3136 we saw all but 3121 3122 and 3137 which had been delivered but was yet to enter service.

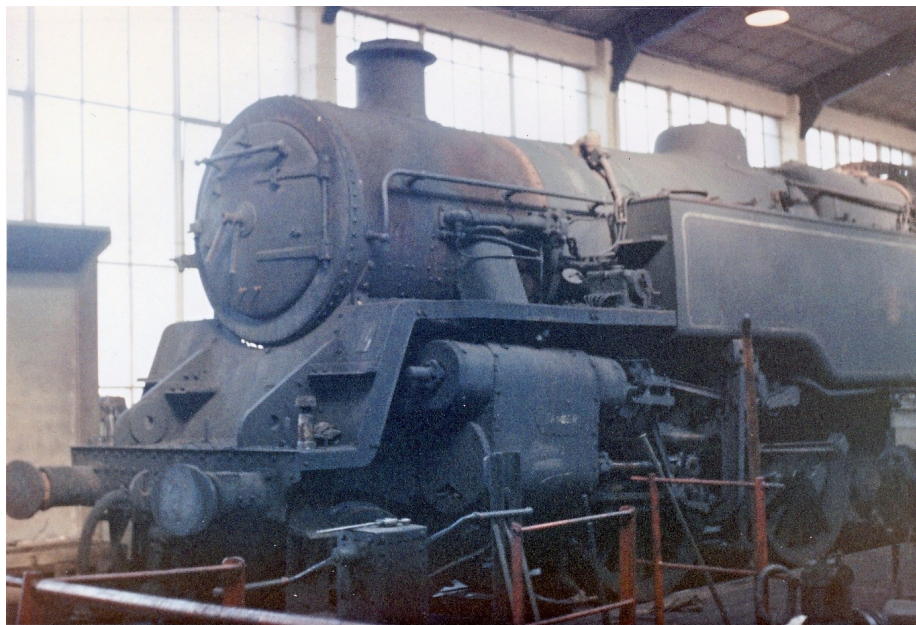
Of course with many of the new trains entering service since the early part of 2020 there’s been no chance to chase them until now. Picking off the rest will be a lot harder. Now where are all those 701’s?

## One Thing leads to Another

It sometimes happens that an image or article in The Corkscrew elicits a response which then snowballs into something bigger. In Corkscrew 128 for April 2022 another of Howard Bolton's shunter images taken at Eastfield on the Scottish region elicited this response from Peter Watson.

*I was interested to see the image from Howard Bolton showing the line up of withdrawn locomotives at Eastfield depot in March 1968. I was there just over 6 months later and the scrapman had been visiting!! The Class 21 and many of the shunters had gone to be replaced by others as well as more Class 21s. I saw 4 of the D24xx series, 2 Class 05 shunters and 6 of the NBL hydraulics from the D27xx series. Only a couple of numbers were repeated from Howard's notes. There were, though, 14 Class 21s - mostly withdrawn from recollection, as well as the Park Royal railbus.*

*Just in case readers get withdrawal symptoms..... there was a solitary steam loco visible at the end of the nearby carriage sidings - 80002 - which had been retained on steam heating duties. It was one of only four steam locos seen on that extensive trip - the others being 76100 awaiting scrapping at Troon and the Terrier and Coronation at Butlin's Heads of Ayr camp.*



**Later in 1968 80002 was taken inside the depot and prepared for a life in preservation on the Keighley and Worth Valley Railway. Ken Aveyard**

*The NBL hydraulics must have gone very early as I only ever caught up with 33 out of 73 whilst I saw all but one of the 35 D24xx Barclays. At least half a dozen NBLs ended up as service locos at Crewe Works - had they not done so then my numbers would have been even lower!*

*Whilst the sixties were a terminal time for steam they were also a transitional time for what we now call "modern image" and numerous classes disappeared rapidly and almost without trace.*

I forwarded Peter's comments to Howard and received the following reply

*Please thank your colleagues for the additional information provided.*

*Here are 6130 and 6124 departing from Perth on 15 August 1969 heading an Aberdeen to Glasgow Queen Street train.*



*I also attach a couple of pictures of the locos he is probably referring to stored in the same place awaiting scrapping on 3 April 1972.*





*My records show 6107/21/33/29/12/00/32, I hope they are found of interest. These are my only pictures of this class. My notes record that there were 12 of the class there on that day plus one on Eastfield shed. By the way they were then Class 29s following their rebuild. There were 20 of them rebuilt and so they lasted a bit longer than the Class 21s.*



***This class 05 shunter D2573 was still awaiting scrapping in this view taken slightly further to the left in 1969.***

***Ken Aveyard***

# Picture Gallery

A selection of pictures from various contributors.



*D6515 from the home fleet in service at the Swanage Railway diesel gala on 6 May 2022.*

**Gerry Barnard**



*50026 and 37703 at the Swanage gala on 6 May 2022.*

**Gerry Barnard**





***31128 is one of only two class 31's still registered for main line service and the only one in active use. Seen at the Swanage Railway diesel gala on 6 May 2022.***  
***Gerry Barnard***



***GBRf sent 69004 which was a static exhibit at Swanage during the gala. On Monday 9 May it returned to Eastleigh and is seen passing Branksome station with 73136.***  
***Ken Aveyard***





**73136 accompanies 69004 at Branksome on 9 May 2022. Ken Aveyard**



**On 23 April 2022 Trevor Hargreaves took a boat tour around Southampton Docks and found these tram like vehicles on the dock side by the car loading berths. Notice they're held up by longitudinal girders under the centre of the bodies because these are new Monorail cars for Cairo, Egypt. They have been constructed at the Bombardier plant at Derby as part of an order for 70 four car sets, one of which is pictured above.**

# Poole Park Railway

Pictures from Robert Aveyard on 5 May 2022



***Work is now progressing on the crossing points around the loop.***



***Finished crossing by the inner lake.***



***Bridge surface and approaches laid with concrete.***



## Hamworthy Branch track works.



*Pictured from the Harbour Reach footbridge on 4 May 22, a section of track has been replaced and vegetation cut back on the approach to Ashmore Avenue crossing.*  
*Ken Aveyard*



*Looking from Ashmore Avenue back down towards Poole Port. Other work will include the pointwork at Hamworthy Junction station ready for what is believed to be stone for export.*





**Provincial Railways liveried class 142 Pacer unit 142047 passes through Newton le Willows 22 May 1993.**

**WRS P1523\_1**



**On Thursday 26<sup>th</sup> May 2022 the second train for the removal of contaminated waste from the Winfrith nuclear site operated with DRS class 68 locomotives 68016 and 68018 on the front. The empties passed through Branksome at 0931 that morning. The return working was as before top and tailed to avoid running round at Dorchester. Ken Aveyard**