

# The Corkscrew



**Wimborne Railway Society**

**Golden Jubilee 1975 - 2025**

**Issue 147**

**June 2025**



**70000 Britannia at Cardiff on 16 April 2025.**

**Peter Watson**



**DB has re-gearred 10 class 66's for heavy haul services and these have become quite common on steel trains through Cardiff. Here 66656 heads west on 16 April 2025.**

**Ken Aveyard**

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## Editorial

Firstly a sad piece of news, as former member Peter Wilson passed away on 21 May 2025. Peter was a member for many years and served on the committee for a period. He was also joint builder and owner, along with Gordon Edgar, of Gorpeton Blymee, a GWR based exhibition layout which made over 50 exhibition appearances.



Locally the use of class 701 units in service is ramping up. There are currently 14 full diagrams in the working timetable up to 18 July, but only 8 are normally allocated with a 9<sup>th</sup> coming in from the beginning of June. Plenty of crew training is under way so a steady increase of units in service should continue for the rest of the year.

The Society's Golden Jubilee event will be happening on 10 June with around 70 members and friends already confirmed.

In this issue we have more from Peter Watson's collection of builders plates and a report of the WRS outing to Cardiff in April. An extended photo section completes this issue.

Cover Picture:- Southampton Canute Road 66090 on 4039 09.43 Morris Cowley M.A.T. - Southampton Eastern Docks on 21 January 2025.

Thanks to Paul Carpenter for this and also the cover picture on issue 146.



# MODERN TRACTION BUILDER'S PLATES – part 7

by Peter Watson

We were going steadily through the BR classes but then got seduced by some one-offs. Let's get back on track.

**Class 22 – D6300 – D6357** Here we have yet another North British essay into the diesel-hydraulic field but one which was actually only defeated by a strategic decision to concentrate on diesel-electric transmission and not inherent manufacturing or design defects. With their snub noses and spoked wheels, the early build resembled a small “Warship” of the D600 series. They were confined entirely to the Western Region from their introduction in late 1958 through to the final withdrawals at the beginning of 1972 with their last work being empty stock duties at Paddington. When built, locos up to D6334 had the nose connecting doors with disc headcodes whilst the later locomotives had split headcode boxes either side of the central doors. Works visits saw split boxes retrofitted as can be seen by comparing D6321 at Wadebridge in 1961 and at Gloucester (Horton Road) in 1968. Builder's plates also changed during the build – early locos carrying 4 brass plates while later ones had aluminium ones. A standard NBL diamond from D6321.



**CLASS 23 – D5900 – 5909** - The “Baby Deltics” were about as far from the success of their “big brothers” as it’s possible to imagine. A small class of just 10 locos powered by a single “Deltic” engine (the Class 55 “Deltics” had 2), they were delivered above their prescribed weight and had to be modified before being accepted. All were in service at the end of 1959 but by 1963 the whole fleet was out of service with power unit issues. They were all effectively rebuilt back at Vulcan Foundry in 1963-65 and fitted with centre headcode boxes. Returning to service from Kings Cross on outer suburban services to Cambridge and Peterborough they were destined for early withdrawal as “non-standard” locos and all had gone for scrap by early 1971 – English Electric’s only real failure. D5901 remained in Departmental stock until 1977. An eleventh “Baby Deltic”, converted from, 37372, is nearing completion at Barrow Hill. My plate is a standard chromed brass EE rectangle, one of four carried by D5906.



*D5906 at King's Cross in 1962 with another classmate behind.*



**CLASS 24 – D5000 – D5150 (24001 – 24150)** – a large class of mixed traffic locomotives from various BR workshops but with an interesting combination of body styles. Crewe Works built 64 in 1958-60 with other orders being fulfilled at Derby (47 locos) and Darlington (20 locos). They were all equipped with Sulzer engines and BTH traction motors. The first 114 had the then standard headcode discs and a rounded profile to the cab roof. The remainder received 4 character alphanumeric displays at roof level.

I have managed to acquire plates from all 3 workshops responsible for the Class 24 build and these are shown below.

**CLASS 25 – D5151 – D5299 and D7500 - D7677 (25001 – 25327)** – the follow on order saw the work again split 3 ways with 65 locos from Darlington, 35 from Beyer Peacock and the remainder being turned out from Derby Works, all between 1961 and 1967 and all with variants of the well tried Sulzer engine and AEI transmissions. The Beyer Peacock order was supposed to include the final 18 but, by that time, the firm was failing and the order was transferred to Derby. The last locomotive constructed at the famous Gorton Foundry was, therefore, a Class 25, D7659. The first 113 continued the body design with numerous grilles in the sides. The remaining locos saw a much tidier design with cant height grilles and the final 214, no nose gangway doors which further improved their appearance resulting in a medium sized, attractive locomotive, especially when finished in the two tone green livery of the sixties. Unless the plates were annotated when removed – or have a stamped ID on the reverse – attribution to a specific loco is impossible. However, the Beyer Peacock build carried works numbers so those can be readily identified. They are all aluminium and measure 13 "x 6.5".



**Top left – Class 24 D5054/24054; top right – Class 24; bottom left – Class 24 D5101/24101; bottom right – Class 25.**





**Left – Class 25; Right – Class 25 D7655/25305/97251.**

Wholesale withdrawals started with the decline in mixed traffic and freight duties for which these 1160/1250hp locos were ideally equipped. The Class 24s went in the mid-1970s with the Class 25s going during the 1980s.

I try to obtain plates that were in “as carried” condition – as can be seen above. Two of these plates have interesting stories. D5054 ended its life as a carriage heating unit in the South West and then Cambridge before being preserved at the East Lancashire Railway. The Beyer Peacock loco was converted into an unpowered electric train heating unit (ETHEL 2) by the Scottish Region and saw service throughout the Highlands until scrapped in 1983 which is when I saw it at Fort William (see photograph below). Of the other identifiable plate, D5101 was withdrawn in early 1976 and cut up at Doncaster Works shortly afterwards. After the construction of D7655, Beyer Peacock only built 4 more locomotives so it really does mark the end of an era.





**CLASS 26 – D5300 – D5346 (26001 – 26046)** – the first 20 of the Class were ordered in 1955 as part of the BR Modernisation Plan, built in 1958/9 and allocated to Hornsey shed for London suburban workings. The remaining 27 went straight to the Scottish Region, the early locos following in 1960. Apart from a few early withdrawals due to accident damage, the Class was taken out of service in the early 1990s. The locomotive carried BRCW cast chromed brass maker's plates measuring 8"x6" under each driver's side window with a smaller, 4"x3", brass, plate in each cab. All of them contain the builder's progressive Works number. My plate came from D5325 which was "preserved" on the Strathspey Railway but has since been sold. The picture shows it at Carlisle in 1990.





**CLASS 27 – D5347 – D5415 (27001 – 27212)** – this was a continuation of the previous Class but with a more powerful Sulzer engine and different traction motors and electrics. Whilst the majority were delivered straight to Scotland, one batch went to Thornaby and the final 35 to London working out of St Pancras. In 1970, 24 were converted to push pull operation for the Edinburgh – Glasgow shuttles with steam heat and electric train heat variants. All were converted back to conventional locos within a decade after Class 47s took over and the entire Class was taken out of service by the end of 1987.

My plate comes from D5387/27048/27104, one of the London batch that ended its career at Vic Berry's yard in Leicester in 1986 – seen at Inverness in 1980.



# Day trip to Cardiff

by Ken Aveyard

Wednesday 16 April 2025 saw the first Society outing of the year when 11 members and friends met up at Westbury for a day in Cardiff and the Valleys.



*The obligatory members group photograph but taken at the end of the day at Westbury.*



**66792 and 66206 at Westbury on 16 April 2025.**

**Ken Aveyard**

A number of locos were seen around Westbury station including GBRf 66792 which is on long term lease to Colas whose 67023, 67027 and 70806 were also visible. Also present were Freightliner 66569, GBRf 66751 and DBS 66150 66157 and 66206.

Catching the usual Portsmouth to Cardiff service just after 1000, a few of the group alighted at Newport to take photos of 70000 Britannia which was due to pass through on a railtour from Shoburyness to Cardiff. We had been tracking the special and it was running very late, but some generous recovery times saw it pass through Newport virtually on time.

In the meantime the rest of the group continued to Cardiff where we split off in to groups to do different things. As my target was to see as many of the TfW class 756 and 398 units as possible plus any bonus 197's I had done my usual preparation by plotting the Valleys diagrams and prepared an itinerary that would allow a trip to Taffs Well, the tram train depot, and a run to Barry as well as seeing all the units at some point during the day.

So first off it was a run up to Taffs Well on 756116 where we were able to look over the tram train depot, finding 16 units visible, being 398001/3-8/10-13/15/16/19/21/23. One other tram 398027 was out testing but our plan didn't allow for us to wait for it.



***A long range view of Taffs Well depot with 16 trams visible. Ken Aveyard***



***756116 on arrival at Taffs Well with the almost identical (but sans pantograph) 231001 heading towards Cardiff. Ken Aveyard***

Peter and I timed our journey back to Cardiff via Ninian Park to see what was round the back of Canton depot, and our train turned up as 150267, one of two class 150's on the Valleys that day. There were no class 756's visible but 231004 231008 and 231011 were seen as well as 66654 and 66041 on a steel train. We had some time to kill before our planned train to Barry so I left the station for a while and on return discovered that 70000 had arrived on the special.



Peter rejoined me for the Barry service having captured Britannia arriving (see page 2). The run down to Barry was on 231005 named Gavin and Stacey and approaching Barry Town we passed 756106 and 756007 in the sidings, this latter unit being the only 3 car 756 that had then been used in service. We stayed on the train down to Barry Island station, which allowed us to see what was behind Barry depot and found one more 4-car and two 3-car 756's. On the return trip Peter managed to identify 756002 but not the other two. Alighting at Barry Town we walked up the hill to look over the depot and could see another three of the 3-car units, so sadly only six of the seven sets meaning we couldn't guess the ones we couldn't read. There was one more unit poking out of the shed but whether it was the final 3-car or a 4-car we couldn't tell.

Back at Cardiff the rest of the time was spent spotting and waiting for the departure of the steam special with 47593 up front and Britannia on the rear, as the train had not been turned at Cardiff, but would use the triangle at Maindee Junctions. Britannia would come off at Southall with 47593 continuing to Shoburyness.



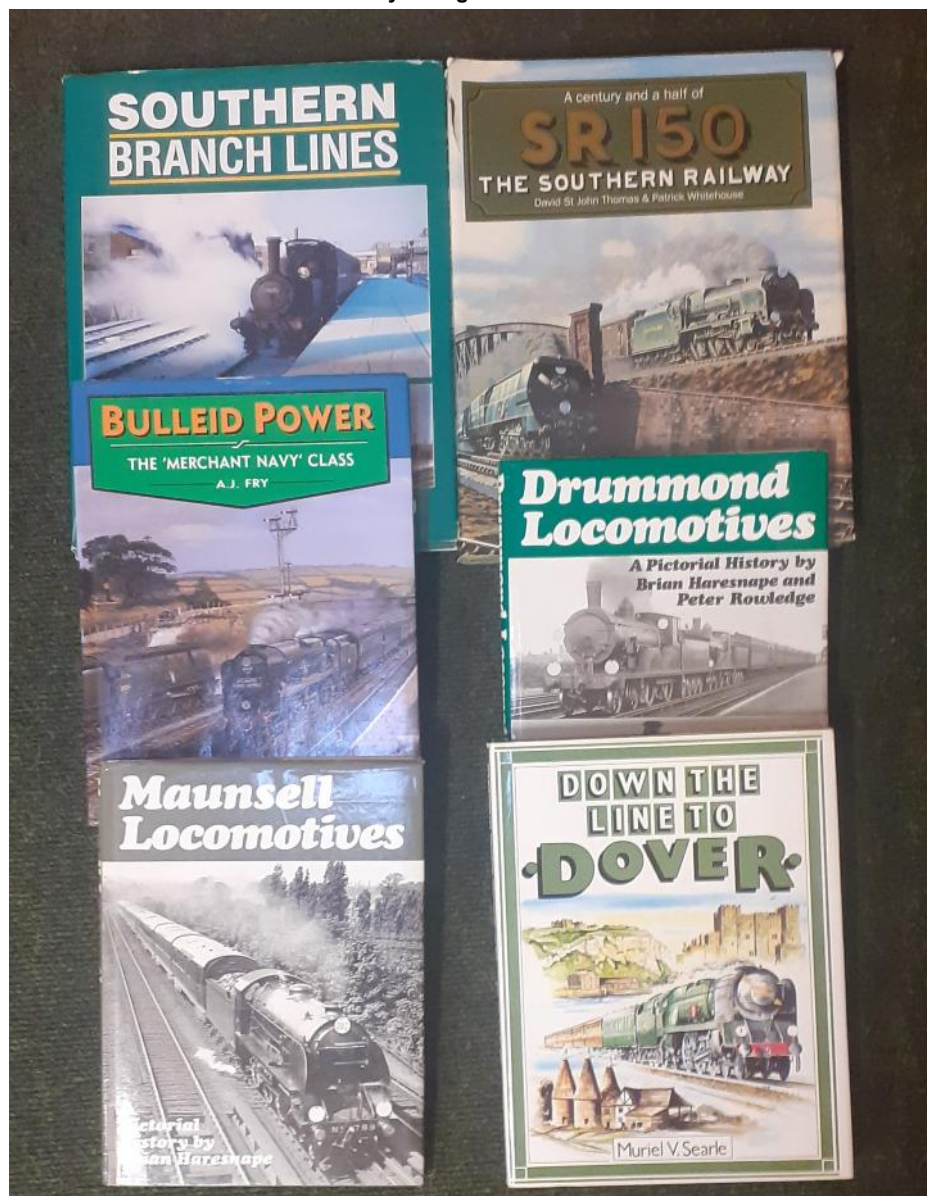
***47593 ready to depart from Cardiff for Shoburyness. Ken Aveyard***

A further three class 66/6 locos, 66656 66651 and 66659 passed through the station and 67029 on the rear of one of the push pull sets and a goodly number of class 197 DMU's were also seen.

Some of the group had headed back to Newport to photograph the special there and would join the rest of us on the train back to Westbury. As we left Bristol the soon to be withdrawn Network Rail inspection unit 950001 was parked near the station. Back at Westbury we took the group photograph and agreed that a good but cold day had been enjoyed by all.

# From the WRS Library

by George Russell



*A selection of Southern themed books. The library is available to members on club nights.*

The Wimborne Railway Society's Library contains almost as many books on the Southern Railway/Region as the infamous S.& D. Just as well really as a fair number of members are interested in our local railways which served East Dorset and especially Wimborne very well over the first 100 years.

The collection covers most of the diverse parts of what became the Southern Railway and Region including an excellent history of the first 150 years.

Members are well served with information on our local services in the past, especially as so many of the local branchlines are no longer open.

A new volume has been donated by a potential new member:- 'Southern Region Steam Album'. (very informative).

Members can view books at the Society meetings but if you require to take them home please register your details in the loan register in the plastic box hanging on the top storage box on the right end recording your membership number, the book number, (usually on the first page top right), the title and the date you borrowed the book. Please also record the date when you returned the item. A list of all the titles is also available in the same pocket and will be updated soon. (Awaiting more volumes promised recently).

Please also check your own shelves for any strays you may have acquired by accident!!!!

A final request, would members check to see if they have the W.R.S. copy of the title 'G.W.R. Syphons' we purchased in 2021/2. It has been missing for at least two years.



***As these two came racing towards me I wondered how things would go. 60076 on the loaded aggregates from Arcow Quarry to Pendleton on 24th March 2025 is overtaken by a Class 185 on a Manchester Victoria service.***  
***Howard Bolton***



# Class 69 Miscellany



*Doyen of the class 69001 had been route learning all week around the Barrow area and is seen passing Shipley whilst returning to Doncaster on the afternoon of Friday 28 March 2025.*

**Colin Aveyard**



*Class 69 69004 at Peterborough on the Middleton Towers to Monk Bretton sand train. Most Class 69s have special liveries.*

**Christopher Hughes**



***69009 carries a representation of the livery applied to many of the class 52 diesel hydraulic locomotives. Seen at Leicester on 30 March 2025.***

***Peter Watson***



***Slightly out of sequence 69013 was a recent class 69 to enter the paintshop at Arlington's Eastleigh facility. Seen here on 9 April 2025 being shunted by resident 08576.***

***Peter Watson***





***69007 carries traditional BR blue livery and was a guest at the Swanage diesel gala over the weekend of 9-11 May 2025. Seen here passing Branksome on 7 May in the company of 73128. Ken Aveyard***



***Class 69 locomotives are rebuilt from class 56. Colas Railfreight supplied 56090 for the Swanage diesel gala and is seen passing through Branksome station on 8 May 2025. Ken Aveyard***





***DC Railfreight continues to operate a small fleet of class 56 locomotives with 56091 seen here at Leicester on 30 March 2025. Peter Watson***



***56049 and 56051 on Carlisle Yard to Rectory Junction passing Shipley on 26 May 2025. Colin Aveyard***

# Overseas Interlude

*A selection of photographs from Germany.*



***Crocodile style Electric loco 1C C1 1089-06 at the Transport Museum Sinsheim Germany. 1924 Florisdorf/Brown Boveri to 1978. Tom Watson***



***Chinese QJ 2-10-2 at Sinsheim. Only Chinese loco in Germany. One of over 5000 built at Datong. Originally preserved in Lucerne but too big to travel by rail or road so it was transported by road - on its side!!***

***Tom Watson***





***Diesel Hydraulics 220 - 071-5 and 220-058-2 at Speyer Museum in Germany. Originally V200 class built at MaK Kiel in 1956 and also at Krauss Maffei. Twin Maybach engines.***

***Examples found work in France, Spain, Albania, Algeria, Saudi Arabia, Greece, Italy and Switzerland!! Not complete and in non-authentic liveries.***

***Tom Watson***



***The V200 design was of course famously scaled down to fit the British Railways loading gauge for the Western Region where they formed the Warship Class being built under licence by Swindon Works and the North British Locomotive Company in Glasgow.***



# Seen up North

pictures from Colin Aveyard



***Burton Salmon on 25 March 2025 finds 37501 with 730216 and 221. About 65 late on Doncaster to Gascoigne Wood transfer.***



***66312 passes Saltaire on 17 April 2025 with a Rylstone -Peterborough working.***



***Brighouse on 9 April 2025 with 66311 on Drax biomass hoppers.***



***The very rare sighting of a DRS 66 in Brighouse sees 66424 passing through on Network Rail wagons on 9 April 2025.***





**170101 at Nottingham - the first unit to carry the revised Cross Country  
Christopher Hughes**



**93003 93004 and 93002 with the cab of 93010 just visible behind are  
seen at Worksop on 18 May 2025. Peter Watson**





**Central Trains liveried class 153 unit 153333 is seen at Barnetby Station on 18 July 2005.**  
**Ken Aveyard**



**The class 153 units were formed from the splitting of the 155 2-car sets. Here 155333 which became 153333 and 153383 is seen arriving at Crewe from Cardiff on 2 July 1988.**  
**WRS P1011\_6**