

The Corkscrew



Wimborne Railway Society

Issue 153

June 2026



The "then" image was taken at 18.10 on Friday 8th May 1998 and No 58023 as "Peterborough Depot" is with sister loco No 58050 double heading the Hamworthy to Whatley Quarry stone empties. Whilst the "now" image of No 58023 as "Leicester Depot" was taken on Friday 8th May 2026 Exactly 28 years later, some fluke!? Colin Stone



WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Editorial

This issue of The Corkscrew coincides with our Wimrail "Open Day" exhibition at the Allendale Centre in Wimborne on Sunday 7 June 2026. This one day mini exhibition showcases the Society to both modellers and members of the public.

Following on from the successful open afternoon in the church hall where Wimborne was displayed and which attracted a number of members of the public, Wimrail seeks to display the work of the Society with club layouts and members own layouts on view as well as guest layouts from the local area. There is a small trade presence including the Club Stand for members sales, and there are a number of interactive layouts where visitors including children will be able to try their hand at shunting puzzles or just running the Francombe Fields layout. Our aim is to show budding modellers that you don't need a large amount of space to have a model railway at home.

Open from 1000 to 1600 at £6.00 for adults and £10 for a family ticket with accompanied children free it should be a fun day for all.

In this issue we continue with Peter Watson's builders plates series, and Colin Stone recounts the protracted entry in to service of the class 701 units on South Western Railway. Your editor writes about the recent Society day out to Cardiff and the valleys and we have a large photographic section covering recent events at both the East and West Somerset Railways, and the Swanage Railway diesel gala.

As usual our photographic contributors around the country keep us up to date with happenings away from SWR land.

Sit back and enjoy Corkscrew 153. Closing date for 154 is 23 July 2026.

Cover Picture :- East Somerset Railway Andrew Barclay 1719 Lady Nan built 1920 seen on 14 March 2026. Picture from Paul Carpenter.

MODERN TRACTION BUILDER'S PLATES – part 12

Peter Watson

We will now have a look at one of the most successful of all the modern traction classes – the 37s. With 309 locomotives built over a 5 year span and then numerous rebuilds and alterations it is a complicated story. There are still numerous examples running on the network for a variety of operators and, 65 years after their introduction who would bet against them making it to three quarters of a century.

CLASS 37 - D6600-D6608; D6700-D6999 A preliminary order for 42 locomotives was rapidly followed by other orders which were fulfilled by the Vulcan Foundry and, when space there became limited, Robert Stephenson and Hawthorns built 67 locomotives. Seen across all the Regions – although scarce in southern areas, the class established itself on all forms of traffic – even being used as triple units on heavy iron ore trains in South Wales. At the other end of the scale, double headed 37s were used on high speed express services along the Western main line in the late 1960s.

Locomotives were subsequently modified with different electrical systems, additional ballast, electric train heating, new bogies and some were given full overhauls and additional equipment to haul the ill fated “Nightstar” trains and work with Eurostar sets. They even had spells working on high speed line construction in France and Spain. Six were rebuilt in the 1980s with different engine/alternator combinations which gave them a very different sound and altered roof profiles. Many are preserved.

There is an interesting set of builder's plates to make up a full set. We start off with the traditional chromed brass English Electric rectangle as fitted to several other classes. That later changed to plates that referred to “Vulcan Works” whilst the RSH built examples had the standard rectangular version from that works which also appeared on Class 20s and 40s. A final variant carried the legend “Stephenson Works” in Darlington – reflecting the fact that RSH had been absorbed by English Electric. All plates carry a date and works number so that they can all be individually identified. Note that the RSH plates carried both the successive EE and RSH number series.

Each locomotive carried 4 plates, one on each cab. Despite the large number available to collectors, the Class has remained popular and prices have reflected that fact.

My plates (in build order) came from D6724, built in 1961 and later renumbered 37024 and then 37714 as a “heavyweight” loco with new bogies and alternator. Having worked in Europe it was eventually sold on to the Great Central Railway where it remains operational in the care of the Heavy Tractor Group.



D6777 (37077) was an RSH product from 1962. It carried the name "British Steel Shelton" between 1985 -87. It was withdrawn in 2009 and cut up later that year at Booths, Rotherham.





37077 meets its end at Booth's yard.

D6868 was a Stephenson Works locomotive, built in 1963 and withdrawn as 37890 in 2009. It was scrapped the following year, also in Rotherham at Hull's yard. It had been refurbished to the same specification as 37714.

D6995 came from Vulcan Works in 1965 and was withdrawn in 2005 as 37406. It lingered for many years before being despatched in 2013. An electric train heating fitted loco, it found use on passenger services and was named "The Saltire Society".



37890 running into Barnetby and heading towards Immingham in 1991.

Following pages – D6995 in original green livery at Horton Road when allocated to the Western Region; in its last few weeks of life when seen at Carlisle in 2005 and in InterCity livery when still in front line service.

THE ENGLISH ELECTRIC Co. Ltd.
VULCAN WORKS,
NEWTON-LE-WILLOWS, ENGLAND
Nº 3555/D984. 1965





CLASS 40 D200-D399; 40001-40199 10 locomotives were ordered as part of the Modernisation Plan and that was quickly expanded to a run of 200 built mainly by English Electric at Newton-le-Willows with a batch of 20 coming from Robert Stephenson and Hawthorns. Built between early 1958 and autumn 1962, their principal duties were on the East and West Coast main lines north of London. The first batch did initially work into East Anglia and 25 of the early build were named after ocean liners. Heavy and underpowered, they nevertheless represented a step change in express haulage in the late 1950s. Early locomotives had disc headcodes whilst later ones had both split indicator boxes and central panels. Four builder's plates were carried with one on each cab side. Apart from an early accident victim, the Class remained relatively intact into the early 1980s but then withdrawals began in earnest with the last ones going in 1985. Several are preserved and registered for main line running.

My two plates came from D305 (40105), the first of the RSH batch, and from D382 (40182). The former was built in late 1960 and withdrawn just over 20 years later before being cut up at Swindon Works in 1981. The latter was built in 1962 and, again, lasted almost exactly 20 years. It was cut up at Crewe Works during 1984.

Perhaps their relatively early withdrawal has made them less attractive to today's collectors when compared with their smaller cousins, the Class 37s.





Next time we will have a look at the Western Region's "Warships" of Classes 41, 42 and 43 and all the "Peaks"; the early Class 44s, the main build of Class 45s and the Class 46 Brush/Sulzers.



A flame cut off original works plate from D6983 the loco involved in the Bridgend crash (in 1965 I think) and withdrawn and scrapped very shortly afterwards.
Howard Bolton



701530 passes Branksome en route to Staines on the 5Q51/5Q52 mileage accumulation runs on 6 March 2024. See article by Colin Stone on page 13.
Ken Aveyard

Class 701 – A long introduction.

By Colin Stone

The 701's have been a long time coming. 701002 was the first to come our way on Sunday 14th June 2020, it was top and tailed by 66775 and 66745, it went down through Poole at 22.05 and was taken onto the Swanage branch where the 3rd rail pick up shoes were dropped. The SR manned Corfe Castle signal box to allow this to happen, the two 66's returned to Eastleigh with barrier coaches, passing Poole at 07.00. They left 701002 to do overnight tests for a week between Wareham and Weymouth. I believe a condition of the tests was that no other unit was to be in the section between Branksome and Wareham to corrupt the test data, so tests were done after the last e.c.s. had departed Poole back to Branksome depot. Thus testing time was between 01.00 to 06.00, this was during the reduced Covid timetable period, so less trains. On Saturday 20th June, the same two 66's passed down through Poole at 00.50 collected 701002 and again ventured down onto the Swanage branch where the pick up shoes were lifted and tied up for the trip back to Eastleigh passing Poole at 05.20. 701002 returned into Poole on 27th February 2024 on the usual 5Q51 mileage accumulation runs.

The next to appear on 9th September 2020 was 701005 it passed Poole "on the juice" at 11.50 heading for Weymouth, returning past Poole at about 14.00, I missed this working, but it returned on Monday 14th September arriving Poole at 16.55 leaving at 17.00. That was the first mileage accumulation run, these evening trips were sporadic at first before settling into the regular 5Q51 and 5Q52 test pathways. The only other 701 (as far as I am aware?) to go beyond Poole to Weymouth was 701034 on 2nd August 2022, this was in daylight hours, running as an extension of 5Q51, returning on an "STP" path.

The last 10 car to appear was 701001, it got delivered to Wimbledon on 10th September 2025 and arrived on 5Q51 into Poole at 14.00ish on the 18th, then again next day, 19th, doing just two trips.

The first 5 car, 701509 appeared at Poole on 23rd March 2022 and the last (coupled together) were 701504 and 701503 on October 4th 2024, at an unknown date they were stored at Long Marston, then taken from there to Wimbledon on 28 March 2025. At some stage they went to Eastleigh to be given "the once over", this pair, 701503 and 701504, then ran from Eastleigh to Clapham on 5th September 2025.

As far as I know, 701501 and 701502 haven't come south yet, when they do, it remains to be seen if they reach Poole.

By the time you read this, around 46 class 701's will be in everyday service with training on the 5-car sets set to start later in 2026.

Welsh Wanderings

by Ken Aveyard

Wednesday 22 April 2026 was the date chosen for the annual trip to Cardiff and the Valleys and a total of eleven members made their way to Westbury only to find the massive new car park completely full resulting in some on street parking having to be found some 5 minutes walk from the station.



66162 in Maritime livery shunting at Westbury.

Ken Aveyard

Our service to Cardiff ran pretty much to time and on arrival the group split up to do various things. I was hoping to clear all my class 231 and 756 units so I remained on Cardiff Station and with the help of Real Time Trains began picking off the cops as they arrived. All five of the required 756's were in service and by 1330 I'd cleared them.



66129 seen here on steel is one of the last locomotives still in original condition and rumoured to never having had a repaint.

Ken Aveyard

Sadly my one class 231 needed was not in service so I decided to catch a service out via Ninian Park to Taffs Well in the hope that it was visible on Canton depot. Unfortunately whilst there were four units visible I could only read two of them, 231005 and 231006. On arrival at Taffs Well I checked Real Time Trains and was delighted to find a class 398 test train in operation heading down from Treherbert so a few minutes wait and 398030 (cop) with 398019 (not a cop) arrived, paused, and headed on to the depot.



398030 with 398019 arriving at Taffs Well station on a training run. KA

After taking a few pictures I headed out of the station, but first looked from the footbridge on to Taffs Well depot before walking around the various vantage points. I managed to read 13 of the tram numbers with 8 being cops, mostly the higher numbered ones delivered since my last visit.

Returning to Cardiff I ventured out of the station to take a few bus photographs and was pleasantly surprised to find a brand new Volvo MCV Evora on driver familiarisation, one of a large batch being delivered.



Keeping an eye on Real Time Trains, I noticed things appeared to have come to a stand on the railway, cancellations and delays on the main line were building so I cut short the bus photography and headed back to the station. The problem was a lineside fire near Severn Tunnel Junction and it was obvious our train home would not get through from the English side. Thankfully most of our group were already on the platform, a few phone calls were made to round up the missing members, and gradually the situation became clearer when passengers were advised to make their way to Newport from where road transport would be provided to Bristol Parkway. We duly boarded one of the TfW loco hauled sets on the 1655 to Manchester and sat down in the first class carriage for the trip to Newport. At Newport we were horded out of the station and waited in groups whilst calls were made to get as many taxis and coaches as possible. Four of our group were near enough the front to get put in a taxi, but for the rest of us we were taken back to the bus bay and a coach from local company Star Coaches arrived and thankfully all seven of our group were able to get on this first coach.



Not for us! Newport ADL E400 404 passes as we wait for our coach. KA

Whilst on the coach I looked up departures from Bristol Parkway and found a departure at 1846 on a service from Gloucester to Westbury which if we made it would be ideal. We did indeed make it with plenty of time to spare finding our taxied members on the platform, and in due course a class 166 arrived to take us to Westbury.

Although we were due in Westbury at 1902 we were not significantly late as it was 1946 when we actually got back. When I claimed for 45 minutes delay repay, GWR decided we were delayed much more and repaid the full fare!



For all the Gavin & Stacey fans, Dave's Coaches Mercedes-Benz 814D AIG7814 is seen in Barry Island. Pictures from Tony Gwynne.



With a cheery wave from Dave, AIG7814 sets off for its next tour of Barry Island

East Somerset Railway

Pictures from Paul Carpenter

I decided to get up very early on Saturday 14th March 2026 to see the GWR Railcar No 22 on its visit away from Didcot. I reckon the last time I rode on it would be at Didcot around 1984/85 on the demonstration running line. Especially interesting to me and my Irish friends because the GNRI and CIE early 1950s AEC railcars were heavily based on the later GWR ones. I got there for the first trip, apparently the first time in 65 years since a GW railcar had carried passengers on the former Cheddar Valley line.



No.22 at Didcot 1985 and at Cranmore on 14 March 2026





A view of the drivers cab. Note the central driving position.



GWR 4555 late running 'Milk' 12.15 Cranmore - Mendip Vale.



GWR 5764, 4110 and 4555 light engine from Cranmore shed to station and GWR 4110 at Cranmore.

Swanage Diesel Gala



26007 at Corfe Common on Sunday 10 May 2026.

Paul Carpenter



37607 at Corfe Common on Sunday 10 May 2026.

Paul Carpenter



West Coast 33025 at Corfe Common.

Paul Carpenter



Some photographers will go to extraordinary lengths, or should that be heights, to get “the shot”. I only hope they don’t do this near electrified main lines! Captured near Corfe Castle by Colin Stone.



73141 on the London Transport 4TC set.

Paul Carpenter



Star of the Show!. GBRf are a big supporter of Swanage galas often sending unusual or character locomotives. 2026 saw the first ever passenger train to be hauled by a new class 99 locomotive. In this case 99004 seen in the famous Corfe Castle broadside location. P Carpenter



After the Gala 73141 returned 99004 and the 4TC set to Eastleigh and are seen here passing through Branksome station on the morning of Monday 11 May 2026. Ken Aveyard



The 4TC unit bringing up the rear of the formation as it passes Branksome station. Ken Aveyard



37607 which appeared at the Swanage Gala is seen here with fellow Eurostar rescue locomotive 37608 in Clapham yard on 12 September 1997.
WRS P1783_1



26007 is seen here in service days wearing the black diamonds of the Railfreight Coal sector it carried in later life. Date and location are unrecorded.
Colin Aveyard

West Somerset Railway 50th Anniversary

pictures from Paul Carpenter



Bagnall 2996 'Victor' running from Minehead to Williton recreating opening day in 1976. Arriving at Blue Anchor 28 March 2026.



7812 'Earlstoke Manor' arrives at Stogumber with Bishops Lydeard - Minehead train.



GWR '6412' (really 6435) recalls the T.V. programme Flockton Flyer at Minehead.



Hymek D7017 sporting D&EG symbol as per arrival in 1975. Seen arriving at Minehead on 28 March 2026.

East Anglian Stations

pictures from Paul Carpenter



Billericay 720530 2K47 09.51 Southend Victoria - Liverpool Street 181025



Great Chesterford 170102 1L38 11.22 Birmingham New Street - Stansted Airport 20 March 2026.



Southend Airport 66753 + 66790 3S70 08.18 Broxbourne Down Tamper Siding GBF - Broxbourne Down Tamper Siding GBF 18 October 2025.



Hockley 720538 2K34 10.50 Liverpool Street - Southend Victoria 181025

In and Around Tonbridge West Yard

pictures from Paul Carpenter



Tonbridge West Yard 466034 465048 465195 465911 20 May 2024.



GBRF 66315 seen at Tonbridge West Yard 31 May 2025.



Tonbridge West Yard is where GBRF bases the majority of their class 73's. Refurbished 73962 original ex Gatwick Express 73212 and Network South East liveried 73128 are seen stabled on 31 May 2025.



Dumpton Park 395017 + 395029 1J41 13.49 Margate - St Pancras International 23 February 2025.



Hastings 73962 + 73963 1Q57 11.17 Dollands Moor Sdgs - Tonbridge West Yard 15 March 2025.



Maidstone Barracks 375304 arrives on 2T32 the 12.03 Strood - Paddock Wood on 23 June 2025.



37407 Blackpool Tower + 37512 Thornaby Demon on a York Parcels Siding to Warrington Central C.S. working 15 April 2026. Howard Bolton



69005 on its way to Longport for maintenance from Doncaster hauled by 66741 seen at Mirfield on 21 May 2026. Howard Bolton



66848 Doncaster Colas Sidings to Longport and 66413 Leeds Hunslet Yard to Crewe Basford Hall Yard passing Mirfield on 15 April 2026.



On 25 March 2026 Rail Operations Group locos 93005 and 93007 were found on test at Doncaster Station on a Derby RTC- Peterborough - Leeds -Derby RTC Circuit. Colin Aveyard



On 20 April 331002/007 call at Shipley on a Leeds service. Colin Aveyard



66717 on Rylstone -Hunslet passing Saltaire on 20 April. Colin Aveyard



34067 Tangmere on Great Britain XVIII Chester - Carlisle passes Shipley on 20 April 2026. Colin Aveyard



**Open
Day
2026**

Sunday 7 June 2026

1000-1600

**The Allendale Community Centre
Hanham Road
Wimborne Minster
BH21 1AG**

www.wimrail.org.uk

**Our 2026 Open Day model railway exhibition
with layouts in various scales, trade support,
and a chance to see what Wimborne Railway
Society does.**

Check the website for updates.



London Midland class 153 unit 153364 arrives at Nuneaton station from Coventry on 23 March 2016.
Ken Aveyard



Sister unit 153365 also at Nuneaton on the Coventry service on 12 July 2011.
Ken Aveyard