



# WELLS RAILWAY FRATERNITY

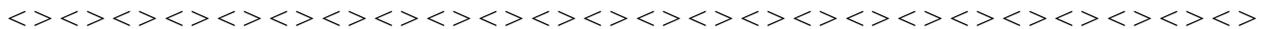
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[www.railwells.com](http://www.railwells.com)

Thank you to those who have contributed to this newsletter.  
Your contributions for future editions are welcome;  
please contact the editor, Steve Page  
Tel: 01761 433418, or email [page564@btinternet.com](mailto:page564@btinternet.com)



A photo taken by Jacky Tucker during our visit to the West Somerset Railway on 22 June.



## ***RAILWELLS – 13 & 14 August – Wells Town Hall***

Our annual Model Railway Exhibition  
See page 6 for more information.



**Tuesday 10 May**

This presentation was originally planned for May 2020 but had to be postponed due to the Pandemic. Brian started his talk by showing us the last slide of *To Scotland for Steam – Part 1* back in 2019. The location was Boat of Garten and it showed a former Great Eastern B12 on a goods train in the mid-1950s.

Brian explained that this evening he would be moving on from the east coast to look at railways on Scotland's west coast, up to the far north and then south to Glasgow. The areas covered were mainly the territories of the Caledonian and Highland Railways, later to become part of the London, Midland & Scottish Railway. As a young boy being brought up in Swindon he had been fascinated by illustrations of the railways north of the border with mountainous scenery and unpronounceable names. He showed a slide of a painting depicting a colourful Highland Railway train including East Coast Joint Stock carriages.

Brian's second slide was in sharp contrast. After the end of steam one of the short-lived class 06 0-4-0 diesel shunters was shown shunting at Keith. Railtours were a feature of railways in Scotland around the transition from steam to diesel locomotives. Several historic locos were overhauled and turned out in the liveries of their original owning companies. Two Caledonian Railway carriages were also restored and featured in several of the photos. In addition to special trains these locos also appeared on more humble duties at the head of local goods trains. The locomotives that became ubiquitous in Scotland in the later days of steam were the LMS Black Five 4-6-0s. They featured in many of the slides in Brian's collection and one of the most striking views showed two of these locos heading a train for the north out of Inverness over the stone arches of the River Ness bridge. This was the structure that was swept away in ferocious floods of 1989. A number of Black Fives have been preserved including 44767 which is one of the Scottish based examples which had Stephenson link motion. Another photo taken in later years showed Inverness Lochgorm shed with class 26, 37 and 47 diesel locos outside.

Continuing north at Dingwall there is the junction for the line to Kyle of Lochalsh, a port on the west coast. The mainline continues to Wick and Thurso in the far north and we were shown photos in the latter days of steam and then with the replacement diesels of class 26 and 27. The Jones Goods 4-6-0 no.103 built in 1894 was one of the locos restored and its bright yellow Highland Railway livery was very eye catching in several of Brian's slides. Of course, the great majority of steam locomotives were turned out in black liveries although this could look very smart when new, particularly if lined out. A case in point was a photo of a humble 'Pug' 0-4-0T given special treatment as a works shunter. Brian pointed out a quirk of Scottish locos in BR days when the smokebox number plates were painted with a red background. Until recent times coal has been a very important part of the goods traffic in Scotland. British Railways' small fleet of ex-WD 2-10-0s were based at Motherwell shed for hauling heavy coal trains and oil tanks from Grangemouth. Branch lines were often worked by elderly 0-4-4T locos and a single carriage or as a mixed train with some goods wagons. Some places in Scotland briefly saw passenger operations taken over by diesel railbuses but the number of travellers was in decline and the scaling back of operations did little to slow the inevitable closures in the early 1960s.

## **To Scotland for Steam - *continued***

The Callander to Oban railway reached its west coast terminus in 1880. The route from Stirling was crossed by the West Highland Line at Crianlarich where a connecting spur was constructed. Worked by the Caledonian Railway it became part of the LMS at the grouping. The Callander to Oban section closed in 1965 but the line between Crianlarich and Oban is still in use for trains from Glasgow. Brian showed us photographs taken in steam days including a Pickersgill 'Oban Bogie' steam loco specifically designed for the line. Diesels have been the normal motive power since the early 1960s but steam hauled specials do put in an appearance.

Heading back south there were photos of former LNER A4 4-6-2s on Aberdeen to Glasgow workings. They were drafted in after their duties on the East Coast mainline had been taken over by diesels. Brian speculated that the Scottish loco men might have preferred ex-LMS Coronation class 4-6-2s and we were shown a striking photo of one of these locos in BR maroon livery on the turntable at Perth. There was also a dramatic night time view of A4 no. 60011 EMPIRE OF INDIA at Stirling. Referring to a photo of Larbert station Brian reminded us that this was the embarkation point for the troops who suffered so badly in the Quintinshill disaster in May 1915. Over 200 were killed in the accident that resulted in the worst loss of life on a British railway.

The railways in and around Glasgow were many and complex. Brian's presentation included photos of Central station which continues to serve as the terminus of the West Coast mainline from London. He told us about the party of schoolboy enthusiasts that he and Arthur Turner took to Scotland in 1982. One of the highlights was a visit to St Rollox railway workshops in Glasgow; his photos showed the diesel locos undergoing heavy maintenance there. As he wound up his presentation Brian took us briefly south of the border to Carlisle and also on the line from Glasgow to the beautiful Caledonian Railway station and ferry terminal at Wemyss Bay.

For his final slide Brian showed us the extraordinary sight of an ex-GWR pannier tank at The Mound, the junction for the Dornoch branch. Not strictly a Great Western engine, no. 1646 was built for the British Railways Western Region in 1951. A 'modern' lightweight engine was needed to replace the resident 0-4-4T that broke an axle in 1957. It was joined later by classmate 1649 and they worked the line until closure in 1960.

The vote of thanks was given by Malcolm Barton.

Report by Andrew Tucker

## **Can you Help?**

Our Treasurer, Jim Allwood, has given notice that he is moving to the Exeter area to be nearer his daughter and her family. We therefore need someone to take over the role. Ideally the volunteer will be able to take up the duties from 1 September which will be the beginning of the Fraternity's 2022/23 financial year. The treasurer is a member of the committee whose responsibilities include collecting subscriptions and other income, paying bills and providing financial reports. The bank account is at Lloyds. Our Railwells model railway exhibition has a separate account. Malcolm Barton will continue in the role of Treasurer for Railwells.

If you would like to help with this important aspect of the Fraternity's affairs then please speak to our Chairman, Colin Price, telephone 01749 675045.

## A Visit to the West Somerset Railway

- by Andrew Tucker

Wednesday 22 June

We were fortunate to have a glorious summer's day for our visit to the West Somerset Railway on 22 June. A total of 25 members and guests rendezvoused at Bishops Lydeard Station for the 10.15 departure to Minehead. The loco was 7828 ODNEY MANOR. Our reserved seats seemed very exclusive as we took up all the passenger accommodation in the brake second carriage. The guard was Lee Robins who was also the contact for organising the group visit so we had a useful opportunity to review the arrangements for the day. The train ran all stations to Minehead and kept good time. The passing countryside looked lovely in the sunshine and, as always, there was the thrill of our first sight of the sea near Doniford Halt.

Arriving at Minehead at 11.35 we split in to two groups. Group A went for a conducted tour of the loco shed while group B had time to look around the station and surrounding area and taking the opportunity to have an early lunch. West Somerset Railway's locomotive department is accommodated in the former goods shed (the original engine shed was demolished at the end of BR steam). We were met by Steve Ryall who is kept busy in the workshop as well as being on the loco crew roster as a fireman. Inside the shed Steve showed us work in progress on a new tender for ODNEY MANOR. The one currently in use needs frequent repairs and the new one is urgently needed. The frames of the replacement tender are second-hand and have had extensive restoration work. The superstructure including the water tank is being built new and the sheet metalwork is impressive. Steve explained that great use is made of computer drawings that can be sent to steel suppliers who can laser cut the material. All assembly including hot riveting is done by the small team at Minehead. Side by side in an adjoining building we were shown two contrasting projects. A diesel multiple unit motor car alongside 6024 KING EDWARD I. The overhaul of the 'King', its third in preservation, is being carried out by the 6024 Preservation Society Ltd and is nearing completion after ten year's work. One interesting detail is that entirely new outside cylinders have been cast which are 50mm narrower than the original to improve the loco's route availability. The WSR's DMU Group is working on the power car in the shed; two other vehicles from the three-car set are currently in the bay platform at the station.



*Steve Ryall explains the finer points of building a tender.*

## A Visit to the West Somerset Railway - *continued*

The first group then went to find some lunch while the second group had the loco department tour, again with Steve Ryall. We were all back at the station for the 14.30 departure, hauled by 2-6-0 no. 9351. Although generally similar to the GWR 4300, class this loco was originally a 2-6-2 tank engine and was converted at Minehead between 2000 and 2004.

We left the train at Williton to visit the Diesel and Electric Preservation Group's workshop. We were welcomed by Andy Royal of the DEPG and again split into groups led by Andy and his colleague Mark. Outside, looking immaculate, were two Hymek diesel hydraulic locos D7017 and D7018. While in the cab of D7018 we were invited to go in to the engine room and through the narrow passageway alongside the cooler groups to see the Maybach V16 diesel engine and the Mekydro transmission. Williton is also currently the home for two class 33s and it was interesting to go into the engine room of D6566 and compare the arrangement of the diesel electric with the diesel hydraulic D7018. Going into the shed we found D1010 WESTERN CAMPAIGNER undergoing a major overhaul. We were reminded that locos of the Western class had two diesel engines and separate hydraulic transmissions to each bogie. If necessary, when there were problems, the locos were capable of working on one engine. The DEPG has several spare Maybach engines.



*In the shade at Williton.*

Also in the shed was one of the two class 14 diesel hydraulics in the DEPG fleet. It had been stripped down to the frames and was now in the process of reassembly. After a short career with BR the loco had been bought by the National Coal Board and will be painted in NCB blue livery before returning to service.

The tea room at Williton station was kept open later than usual especially for us so we were able to have refreshments before boarding the 17.15 departure for Bishops Lydeard. The weather remained sunny and warm throughout the day and we were grateful to the staff and volunteers at the WSR for all the trouble they took to make our visit special.

## RAILWELLS 2022

**Saturday 13 and Sunday 14 August**

It is three years since there was a model railway exhibition in Wells Town Hall. This year's Railwells show will be held on August 13th and 14th. There has been no show for the last 2 years due to Covid. Opening times: Saturday 10.30 to 5.30, Sunday 10.00 to 4.30. Free entry for Wells Railway Fraternity members.

As usual, the organiser, Chris Challis, is looking for volunteers to act as stewards during the show, and also to help with setting up on Friday afternoon and with dismantling after the show closes on Sunday. Chris also needs someone to help with transporting some equipment, including four doors, from Wookey on Friday and back again afterwards. If you can assist in any of these respects, please contact Chris on 01749 938362.

Railwells 2022 includes Scalefour Southwest and special sections for The EM Gauge Society and The 2mm Association

This year's event has turned out to be very special. Out of the 14 layouts attending there will be 2 layouts of stations on the Isle of White. Ventnor West in 0g showing as it would have been just before D Day, and Ventnor Town in P4 built in an old quarry, the carriages running on this layout are exact replicas that would have run on this Island line at the beginning of June 1960.

Also attending will be Iain Rice assisting Mick Simpson showing how to build an incline in 2mm called Pit Hill. Finally, the East Dorset Gang of Four is bringing their layout of Flintcombe in P4, a fictitious branch of the Somerset & Dorset set in Dorset, the gang will include Dickie Paget who is 101 years young.

----- 14 Layouts - 13 Demonstrations - 22 Traders - 20 Displays -----

**For full details including photos of layouts please see the Railwells Guide  
in the separate attachment.**

### 34092 City of Wells

**- a progress update**

*As described in an email from John Adams to Andrew Tucker*

All supporters in Wells,

A short account of 34092 recent history~

Attended Autumn event at MHR, good running, most crews excellent. Very hospitable welcome

May 1st annual boiler exam, engine may now run up to end of 2022 when retube due.

Syphons inspected and repaired.

Mileage since last overhaul 30,000

Engine generally in good order.

New bogie tyres to be fitted, needed in part due to some tight ELR curves at Bury station and Heywood.

Later this year 34092 to visit Spa Valley Rly for about 10 days. Contact them for dates,

Regards to all,

John Adams, Senior Engineer and Caretaker 34092.

For those readers who are railway modellers, you carefully lay and align your track on a firm base, then carefully assemble your rolling stock, making sure everything is nicely square and level. If you employ a form of suspension or compensation you make sure everything moves freely and is well balanced. But you still encounter an annoying little derailment, maybe with just one vehicle or at a particular point in your trackwork. It can be a frustrating exercise when it is not clear why the wheel-to-rail dynamics are not doing what you expect them to. At least with a model, it is easy enough to carefully lift the vehicle or loco so as not to damage the detail or leave finger marks on the paintwork, then place it back on the track. Running it backwards and forwards at slow speed, you closely observe and analyse what appears to be going wrong. Sometimes, if the offending assemblies have been built at the opposite extremes of the accepted tolerances, a little tweak is all that is needed. Rest assured, it certainly happened on the full-sized railway during my time.

When I was a breakdown on-call engineer at Bristol Bath Road Diesel Depot back in the early 1980's, I was dragged out of bed three times in one week to deal with derailed locos at Westbury (Wilts) fuelling point. Once a loco had been serviced, it ran down off the fuelling apron then came back up through a reverse crossover for stabling in readiness for its next job. Not just three different locos involved but three different types of loco. On the third occasion, the guy from Divisional Control who woke me up at silly o'clock said, 'Peter Pike (the supervisor at Westbury) told me to tell you it's in the usual place'. That was the nose of the crossing on the facing points leading into the crossover, so logic said that had to be the common denominator in the investigation.

Examination of the locos once back on the rails revealed nothing of relevance. A visual examination revealed good tyre and flange profiles, no sign of broken springs, bogie frames sitting squarely (class 50's did suffer the odd twisted bogie frame), and correct back-to-back measurements on the wheelsets. Yes, we did have back-to-back gauges just like you do for your models. The local Permanent Way Inspector carried out his checks looking for damage and gauging the various clearances, again with nothing untoward coming to light. No broken chairs or rotten sleepers, check rails all secure and the crossing nose in good shape. Ballast in as good a condition you would expect for a loco yard, supporting the formation in the vertical plane so no serious dips encountered when the weight of a wheelset traversed it. No jacking and packing with a few extra shovelfuls of ballast required for a bit of extra support. Even closely observing what was happening as a loco was run up and down through the points a few times came to nowt.

And that was it! It didn't happen again. Sleep deprivation was starting to kick in that week as I was still expected to turn up for the day job. Back in those days, there was a tendency to conclude that if there was nothing wrong with the traction, rolling stock or permanent way and the signalman had done nothing wrong, then by a process of elimination it had to be driver error. Of course, back in those days, there were no on-board data recorders to indicate whether excessive speed or over-zealous use of the power handle at the wrong time might have been a factor.

The derailment in the following photo was the first one I attended while still learning the ropes. It was at the entrance to ICI's Severnside Works just on the edge of Severn Beach. First indications were that the loco had split the points and gone up two roads, derailing when the trailing bogie reached the limit of its rotation, the flanges climbing over the railheads and ending up in the dirt. Rerailing by the textbook would have been straightforward.

## Those Niggling Derailments - *continued*



No big cranes needed, but with the breakdown vans having to sit on the single line heading into the platform, we did have to wait until the last passenger service had departed before we were allowed into the section to make a start. Normally, the loco would be raised up using hydraulic jacks then transverse beams laid across the rails between the wheelsets. The loco would be lowered onto little trolleys resting on the beams then slewed sideways while rotating the bogie until the wheels were roughly above the rails. Lifting it again, the trolleys and beams would be removed and the loco gently lowered back onto the rails. Well, that's what should have happened, but the supervisor and his gang thought it was worth putting down some old bits of packing then trying to drive it back on, assuming it could be done without the unsupported wheels spinning and the loco's wheelslip protection knocking the power off. That was achieved by isolating the traction motors on the derailed bogie of which the cables had been torn from their junction boxes. After a few attempts it worked saving time and the need to manhandle the heavy jacking equipment into position. Following a cursory examination underneath, the loco was able to be conveyed back to the depot in the breakdown train for gauging, ultrasonic axle testing and repairs.

With the loco out of the way, the permanent way staff could get in to have a look at the points. Maybe a few broken chairs, evidence of rust indicating whether they may already have been broken, perhaps causing the road to spread under the weight of the loco, or clean breaks suggesting they were damaged either during the derailment or the rerailing process.

Not too much in depth investigation was required as the shunter had admitted pulling the points from the ground frame a bit too soon as the loco was still going through them, hopefully not something which happens on your model railway!

## **My Favourite Railway Location – SWANAGE**

**- by Andrew Tucker**

In May 1964 I had a holiday in Swanage with my parents and a school friend. The week away coincided with my fifteenth birthday and as a present I was given my first 35mm camera. It was a Halina purchased at Boots in Station Road, Swanage for a just under £10. I proceeded to take photos at Swanage station which used up almost all of the first roll of film. The results were mixed with a few very good photographs and one or two disasters. One of my favourites was taken from the Northbrook Road overbridge looking east with the signal box in the foreground and the station and yard spread out beyond (see next page).

The photos formed the basis of a life-long desire to model the station. I was lucky to see it intact before rationalisation started to eat away at the infrastructure. Unfortunately, my holiday started one week after the withdrawal of the last M7 0-4-4T which were push-pull fitted. The Maunsell push-pull coaches continued to be used as hauled stock until the end of 1964 with Ivatt or BR standard 2-6-2T locos. However, I did see some of the through workings to and from Waterloo with eight or more carriages hauled by a Bulleid pacific. After the end of steam, the branch from Wareham was worked by diesel electric multiple units on a single line into Swanage station but with a passing loop retained at Corfe Castle. A much-reduced service of trains from and to Waterloo was able to continue using class 33 diesel electric locos and 4TC push-pull stock.

Despite many protests the line closed at the beginning of January 1972. Attempts were made to stop the track being lifted but to no avail. The contractors started work on this in July 1972 and it was taken up by mid-August. Part of the branch coming off the main line at Worgret was left for use by freight traffic from the ball clay workings around Furzebrook and, later, oil and natural gas from the Wytch Farm field.

I joined the Swanage Railway Society in the mid-1970s at a time when the local councils were set on demolishing the station and re-developing the site. From meetings I attended it was clear that the Town Council, Purbeck District Council and Dorset County Council (who had ownership of the track bed) saw no future for the railway. The platform end was bulldozed but at the eleventh hour the station building and canopy were saved and the SRS obtained agreement from the Town Council to move in.

The rest as they say is history. I didn't manage to provide much in the way of practical help other than make a few signs and, with my father, spend a day cutting glass to replace broken panes in the goods shed. My membership of the Swanage Railway Society lapsed but I went to Swanage occasionally as a visitor to see the progress that was being made. The loss of the goods yard and carriage sidings seemed to be a blow at the time but the compromise to redevelop this land and leave the station and goods shed was a practical solution all round. As track gradually extended eastwards new stations were built at Herston Halt and Harman's Cross with run round loops so that trains could run out and back from Swanage. Reaching Corfe Castle in 1993 was a major milestone and, shortly after, the extension to another new station at Norden provided an important Park and Ride service to Swanage. The local councils were now fully supportive of this significant tourist attraction which had the bonus of relieving traffic congestion between Corfe and Swanage. Linking up with the national rail network was then within reach and all the necessary infrastructure was put in place ready to start a trial service in 2017 but this was delayed due to various issues. The Covid pandemic, of course, delayed things further and the trial service set for this year has now been put back to 2023.

**My Favourite Railway Location – SWANAGE - *continued***



Swange station in May 1964 and Andrew’s model, from the same viewpoint.

## **My Favourite Railway Location – SWANAGE - *continued***

So, what about progress on my model of Swanage station? Becoming committed to some N-gauge layouts with my son, Swanage was to become a retirement project. During the first summer after I retired, I formed a 'railway room' at the back of our garage. A small extension to the building was necessary so that I could fit in all of the station area to 4mm to 1ft scale without any compromises.

While I was a member of the SRS I was fortunate to be able to obtain a copy of the BR (SR) official plan of the station based on aerial photography in 1958. It is very detailed right down to lamp posts and manhole covers. Having produced a CAD drawing based on the official plan, I set about building baseboards and giving consideration to the type of track to use. I settled on 00 using C&L track with points built from their kits. The track is laid on 3mm rubberised cork. The layout is wired for Digital Command Control using a Digitrax command station and throttles.

In order to be able to run trains I also needed a fiddle yard. This is in my adjoining workshop with the track brought through a hole in the partition wall. So trains are running based on a 1963/64 timetable and with prototypically correct locos and stock, now almost all available from the major manufacturers ready to run. I did build one structure back in the 1980s. This is the brick air raid shelter between the tracks behind the signal box. More recently I have tackled the Northbrook Road bridge, the signal box and goods shed and the beginnings of some scenery have appeared. The colour photo below is taken from the same position on the model of Northbrook Road bridge as the 1964 black and white photo. Much is still to be done but there is great satisfaction to be gained when modelling a real place.

## **2022 - 2023 Programme**

All talks are planned to take place in Wells Town Hall, on the second Tuesday of the month, 7.00 pm onwards for a 7.30 start.

2022	Sat/Sun 13/14 Aug	Railwells Model Railway Exhibition
	13 Sept	Hugh Ballantyne's S&D Photos - by Richard Pelham
	11 Oct	Final Journey – the Untold Story of Funeral Trains - by Nicolas Wheatley
	8 Nov	Cuba During the Sugar Harvest - by Mike Walker
	13 Dec	A.G.M. followed by Quiz, set by last year's winner, Andy Ball
2023	10 Jan	<i>Members' Talks:</i> Roaming in Wisconsin - by Malcolm Dowson, <i>followed by</i> Mechanical Horses - by David Mace
	14 Feb	The Bodmin & Wenford Railway - by Jimmy James
	14 Mar	The History of the British Transport Police - by Bill Rogerson
	11 Apr	To North Wales for Steam (including slate quarries) - by Michael Clemens
	9 May	Railway Roundabout - by Brian Arman

## **And Finally:**

Did you know that only 45% of the London Underground is actually under the ground. The Victoria Line and the Waterloo & City Line are the only two where the passenger-carrying part is completely underground. The depot for the Victoria Line is above ground, whereas the depot for the W&C Line is the only one on the whole system which is below ground.