

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



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On 12 May 2010 the DB Schenker management train operating 1Z05 the 0705 Reading to Weymouth passed through Poole just after 0900. Up front was dedicated loco 67027with three coaches and DVT 82146. KA



African steam a plenty in part three of Colin Stone's series of African holidays. 2 foot gauge class NG15 2-8-2 No 147 approaches Avontuur with a short freight in 1977. Two of this type of loco' are now based on the Welsh Highland Railway awaiting restoration. Colin Stone

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Editorial

It's not normally my style to get political, but as I write this, the Conservative Liberal alliance has been announced, with as yet no news of who the new Transport Secretary will be. After a succession of incumbents who probably regarded transport as a poisoned chalice, we had finally ended up with Lord Adonis who was an enthusiastic proponent of railways, and with Sadiq Khan he had a pro bus deputy.

We do know that the Conservatives are in favour of HS2 but would prefer it to divert via Heathrow where the third runway would be cancelled although most commentators dispute the business case for that diversion. What is expected however is a round of cost cutting and whilst HS2 is far enough away that the economy will have improved before the big spending starts there is likely to be some short term need to save investment. Lord Adonis held back a decision on the HST replacement as the expected hybrid train was likely to be too expensive and the announcement of further electrification lessened the need for such a train. It was felt that any order for the new trains should be made by the new administration. There are already rumblings about scaling back Crossrail but cancellation would be wasteful given the expenditure already undertaken. I hope that the new administration doesn't take a London centric attitude and start cutting some of the eminently sensible small schemes proposed for the north. Whilst electrification to South Wales may have to be delayed, the infill of Leeds to York, the Castlefield curve in Manchester that will alleviate pressure on Piccadilly and the electrification of the Blackpool Preston Bolton area are all relatively low cost projects.

Returning to HST2 the answer is opposite. There is a 125mph class 67 on three Mk3 coaches. Surely the best design for HST2 is a train comprising of unpowered carriages, a DVT at one end and to begin with a 125 to 140 mph diesel locomotive that can be replaced or even re engineered to an electric loco at the other. There could also be an electro-diesel option if technically possible.

Continued overleaf

Sit back and enjoy Corkscrew 57. Closing date for Corkscrew 58 is 17 June.
Cover Picture – Issue 57 and a class 57. This theme should see the year out!
57007 Lady Penelope rests at Carlisle on 1 April. See article from page 5.

And what of the rest of the network? There is a modest amount of investment in passenger rolling stock with the advent of the horrible class 378 units on the London Overground. Class 150 units 150121 and 127 have already moved from there to Great Western and the remaining six will transfer when the expected eight class 172's arrive. These in turn will displace the hired in class 142's back to Northern. There are a further 23 units expected for London Midland – Centro services and four for Chiltern enhancements, but nothing for the north east or north west regions where passenger growth around Manchester and Leeds is leading to overcrowding. Scotrail meanwhile gets 38 new electric units to expand electrification and release diesel units to strengthen other services. On the West Coast Virgin will get four new Pendolino sets, all 11 cars long, and enough trailers to extend just over two thirds of the fleet to that length. Apparently there is not a sufficiently robust business case to lengthen all the fleet, but in a few years they'll probably end up doing just that at more cost than building all the coaches now.

On the freight side, the demise of Fastline sees the five newest class 66's out of use, and the depth of the recession is seen by the fact that Freightliner are running Fastline's services from within their existing fleet, and have also stored 8 class 66's whilst an additional export to Poland will be 66624 currently being prepared at Leeds. On the plus side the construction of 70007 – 70012 has commenced in America.



On 14 July 2009 Fastline 66302 passes Water Orton

Ken Aveyard

In the present economic climate it makes sense for minor enhancements to the rail network to proceed. It keeps the expert workforce intact and is relatively affordable. *Chairmans Chirpings have been held over.*

Who said variety was dead?

By Ken Aveyard

No, not an article on the future of entertainment, but an account of my annual spring pilgrimage to Bradford that coincides with the transport fair at the Manchester Transport Museum.

As always my 0430 start had me on Rugby station by 0715 and almost the first thing I saw was the overnight Tesco service from Scotland, which since being taken over by DBSchenker now unloads on a new hard standing in the yard just north of Rugby station rather than the Daventry terminal. On this occasion the service had been hauled by Stobart liveried 92017 *Eddie the Engine* and was being propelled in to the yard by 08567.



Unfortunately the opening of the new platforms at Rugby, at which almost all but the hourly Crewe services stop, means so few passengers use the main central platform and this has caused the Pumpkin buffet to close. This rather scuppered the breakfast plans but I remained at Rugby until 0900 to see the GBRf service to Hams Hall. Amongst the steady stream of Pendolinos and 350 units, of which I copped two, were 325004/006/005 on the Willesden – Shieldmuir service, and 66501 on the Lawley Street, before 66731 came through for Hams Hall. Unfortunately not a cop!

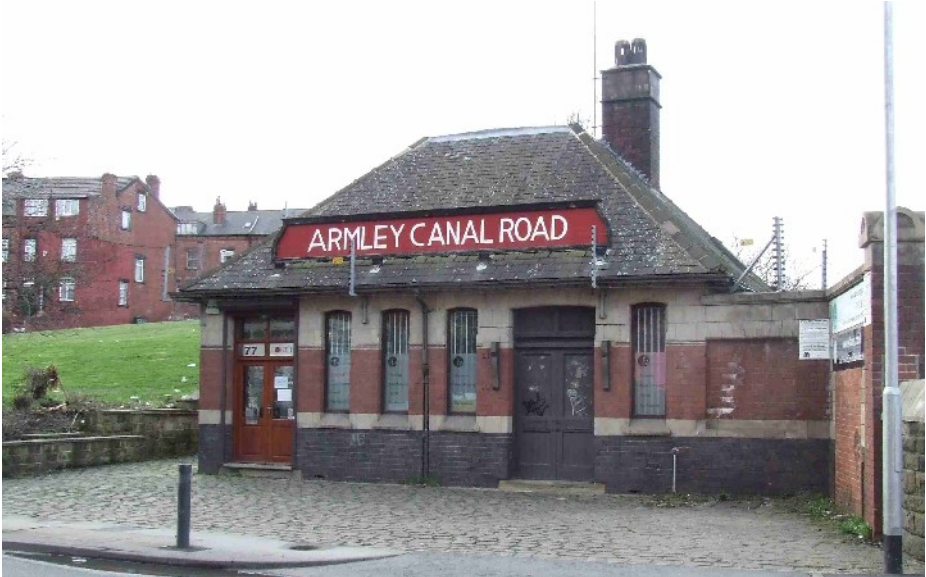
Heading north on the M1 I had not decided where else to stop when I came upon warning signs for stationary traffic ahead. I could see all the brake lights just beyond the next junction, so it was off left and down the A6 towards Derby. Losing my way in road works, meant I eventually ended up on the A52 and pulled in to the Pride Park car park and used the park and ride service in to Derby centre. This has the advantage of allowing a view in to Chaddesden sidings from a flyover, and I noticed that no Fastline locos were stabled, which would save me a diversion later on. At this time Jarvis were going into administration so it was encouraging to see the Fastline 66's were still working. Indeed 66434 had just been repainted in to Fastline colours and this was one of the target locos for the week ahead.

Anyway Derby was full of buses and the new bus station was only three days away from opening, so the opportunity was taken to record many of the on street termini that have been a feature of the city centre for the last two years. I also paid a visit to the station, which now has barriers and is thus inaccessible to spotters, so I walked to the London Road bridge and took a look in to Etches Park and the various sidings in the old research centre. As well as DRS 37069 there was an unidentifiable 56 plus outside Rampart Engineering one of the 5-Bel Pullman driving cars that are undergoing restoration.



Not being able to get much railway action, I broke for lunch and continued north. Having plenty of time to kill I decided to head in to Leeds and see what was on Midland Road. Arriving on the Pepper Road bridge, I could see in front of the depot buildings a new class 70 but with grey numbers on the yellow end impossible to read even with binoculars. A second 70 could be seen poking round the side of the depot. In the first few minutes, 66512 and 66953 both came off the depot, and a pairing of 66592 and 66531 arrived. Moving round to the Midland Road entrance, I was able to confirm the second 70 as 70005 which was a cop and from the road bridge found off lease and un-branded 66578 and 66579 at the rear of the depot. Similar off lease 66580 was also present, but as this loco and 66581 are often reinstated they still remain branded. Just visible on the far sidings was 66410 again stored but rumoured to be going to Colas Rail. Whilst stood on the bridge, 158882 in South West Trains livery headed for Leeds, this unit being on hire to Northern Rail. After returning to the car, I set off for Bradford but as I crossed the railway I noticed a photographer had arrived in the few minutes I had been away. I stopped and asked him if he knew what the other 70 was, but he said he wasn't really a spotter and only there waiting for 158882 to arrive from Sheffield. I informed him that he had missed it by a couple of minutes so we had a chat, and he produced a Blackberry and looked at a TOPS list he had downloaded that morning. He was able to tell me that the other 70 was 70002 which was also a cop, so I asked him if he could tell me where to find 66595 which was the last Freightliner loco I needed. It was on a New Cumnock to Drax working which he said was due at Midland Road around 1700.

I decided that rather than wait that long I would head for Shipley where it should pass around 1630. I found a vantage point alongside the site of the former Armley Canal Road station around 1545 but by 1700 there was no sign of the train and I ran out of time and had to leave.



Armley Canal Road station buildings are in use by an accident claims firm of lawyers. All sign of the former platforms and the footbridge that led from the buildings has disappeared.

The following day, Friday, I spent a few hours in the centre of Bradford where Interchange station is the latest recipient of ticket barriers, but on Saturday morning I caught an early bus to Halifax to catch the 0840 to Manchester, heading for the Transport Museum. My ride was 158758 and since the extension of the Leeds - Brighouse - Hebden Bridge service through to Manchester, the through Calder Valley trains now only stop at Halifax, Hebden Bridge, Todmorden and Rochdale, doing the trip in less than hour.

Leaving Victoria station, I waited for the free vintage bus to the museum, and by the time it arrived for the 1000 departure nearly 70 enthusiasts were waiting to board. Our steed was a former Wigan Corporation Leyland Titan PD3 with Wigan built Massey bodywork number 57. A full day was spent perusing the many stalls in the museum, and by four o'clock with a much heavier bag and lighter wallet I returned to Victoria station on former Lancashire United Northern Counties bodied Guy Arab number 27. I spent a little time photographing buses near Victoria whilst waiting for my train, but I didn't see any of the new Manchester trams until I was sat on 153341 waiting to leave.



Wigan 57 and Lancashire United 27 which I travelled on to Boyle Street.

On the Sunday I was able to visit the Bradford Model Railway Club's exhibition held in the ultra modern college on Lister Lane. This exhibition is usually held two weeks later so it was the first time for 15 years I was in Bradford when it was on. A magnificent venue is let down by their only being able to provide tea and snacks for visitors rather than proper food. Nevertheless there was a good selection of layouts and trade and the chance to catch up with old friends from the days when I had my shop.

Monday morning and the spotting began in earnest as my brother picked me up early and we headed for a morning rush hour on Nottingham station. We were both chasing a different single Meridian unit plus I needed an East Midlands trains 153, but no cops transpired. The steady stream of units was punctuated by 66230 on the Humber – Kingsbury oil train, a turn that was the home of a class 60 until recently.



Returning by tram to the Wilkinson Street park and ride site, we headed for Chaddesden Sidings looking for 66434 but found only 66305 in residence so we continued to our old favourite location for the afternoon – Nuneaton.

Nuneaton sees a steady stream of Pendolinos on the main line, and class 170's on the Leicester line, but there is always variety in the random freight that can appear amidst the scheduled liner trains.

We were not to be let down, as not long after we arrived an empty stock move to Carnforth by West Coast Railway Company saw three class 47 locos arrive in platform 1.



47787, 47826 and 47804, the first two under power, wait to leave Nuneaton on the empty stock working to Carnforth. Ken Aveyard

Later in the day, unbranded DRS liveried 66404, which is now a GBRf machine headed south on a Hams Hall – Felixstowe service, and two triple sets of 325 postal units were seen but the usual diet of 66's, 86's 90's and 92's didn't produce anything unusual, or any cops for that matter. What was noticeable by their absence however had been the expected Fastline 66's on the coal trains. Checking the internet that evening, 66434 had been working through Doncaster on the Hatfield coal, but 66301 was at Doncaster and 66302 and 66303 had joined 66305 at Chaddesden. There were also rumours that as each Fastline coal rake arrived at Chaddesden, they were being parked up.

We had already made the decision to spend Tuesday on Carlisle so another early start saw us at Kingmoor by 0830 where the DRS depot was host to 37607 37218 66304 66414 and 47501 at the south end of the depot. 66304 was there for maintenance which is not common as DRS usually undertake all the maintenance for Fastline, at Crewe Gresty Bridge. The north end of the depot had 37603 66412 66416 66429 57010 and 57012 but still no cops – where do DRS hide their 66's? They are replacing the bridge that goes over the lines at the south end of Kingmoor yard, so we were unable to park on the big pavements and look over the parapets. Instead we went to the yard entrance and climbed the big earth mound that gives you a vantage point over the sidings, but for the first time I can remember there were no coal trains stabled,

Returning to Carlisle station for the rest of the day, we found 57307 *Lady Penelope* stabled and we joined the regular platform end gang and waited.

As well as the hope that we would cop something DRS so close to their home, I was also hoping that 66595 had remained on the New Cumnock coal workings, but it was not to be. What was a surprise however was 57601 with a couple of support coaches returning to Carnforth after delivering Royal Scotsman stock to Scotland for the Easter tours.



Less than an hour later the expected Carlisle – Chirk log train appeared with Colas liveried 66843 in charge.



Passenger workings are generally yet more Pendolinos plus Voyagers, with classes 142 153 and 158 on the Leeds and Newcastle workings, 156's on the Glasgow via Dumfries, and 185's on the Glasgow – Manchester Airport. Some of the 156's carried the new Scotrail livery.

Later in the day there was the usual pair of 86's heading for Ipswich and yet another triple 325 set on the mail, but finally a cop! We had decided to wait until the northbound log empties just after 1800 had passed before leaving and this brought 66420 which I needed and was the first time Colas had hired a DRS 66 for the train rather than a 57. Back home, an internet check revealed that Fastline had indeed ceased trading, and 66434 had joined the others at Chaddesden.

On Wednesday Colin was working so we hatched a plan to set off early Thursday morning and go straight to Chaddesden for 66434 before returning to Doncaster for the day.

Whilst I had a quiet day at home some quick internet research revealed that 66434 had departed Chaddesden Wednesday morning and taken 66302/3/5 to Crewe for secure storage. All the Fastline staff had been made redundant, and it had been reported that thieves had already broken in to the offices so there was no way more than five million pounds worth of locomotives would be left unattended. 66434 almost immediately headed north to Carlisle and back on the DRS books, and since then has been on hire to Colas working on the opposite diagram to 66843 on the logs, and going through Carlisle every day!!

Thursday then was just a day at Doncaster, which we did by driving to Adwick and catching the train in, still a bargain at 90p return. We did however pass brand new Manchester Tram 3013 on a lorry on the M62 having arrived through Hull docks. Doncaster Thunderbird was 67026 which was parked in the West Yard alongside 317344 which was waiting to enter Wabtec. Later in the day 08669 *Bob Machin* was coupled up and took the unit in to the works.



We soon became aware that northbound trains were being reported as delayed by a failed train which turned out to be a Grand Central HST set with a bearing failure on a trailer. 67026 was scrambled and set off south, but later returned on its own having deposited the HST in Grantham where the trailer was later removed. After the blockage cleared things returned to normal with a steady stream of HST's and class 91 hauled rakes. Slightly more unusual workings were a number of ex South West Trains 170/3 units on the Manchester – Cleethorpes services in lieu of the more usual 185's. Unfortunately the East Midlands Trains class 153 unit on the Lincoln service wasn't my last one. Hull Trains now use class 180 units and 180113 is in the new wavy lines livery, but it headed south from platform 1 out of camera range. Further 180 units are operated by Grand Central and we were treated to the sight of 180114 passing 180109 in the station. The ever elusive 66595 did not make an appearance on the coal trains but has since put in an appearance at Doncaster working the ex Fastline duties from Hatfield. Gossip on the station claimed that whilst the Fastline division of Jarvis was solvent, their insurance was underwritten by the parent Jarvis, and when they entered administration EoN revoked the coal contracts.



***180109 and 180114 operated by Hull Trains and Grand Central pass in Doncaster station on Thursday 1 April 2010.
Ken Aveyard***



***Former South West Trains unit 170304 leaves Doncaster for Manchester on Thursday 1 April 2010.
Ken Aveyard***

The following day, Good Friday, I returned to Poole pondering on the fact that 66434 had been everywhere we had been but on different days, 66595 had almost done the same, and rather strangely I have now copped 70001 to 70005 and all at Leeds Midland Road.

On all our days out, even amongst the regular diet of passenger trains there had been the occasional surprise, unusual workings had appeared amongst the expected freights and we had seen the demise of one open access operator. I think it's safe to say that variety isn't dead.

The Hunslet “War Office” class 4-6-0Ts, Part 2;-

Additions, alterations, amendments and after-thoughts.

By Steve Green.

Following on from the article I compiled as featured in Corkscrew 54 about these narrow gauge locos, I have since come across further details which I thought I would share with you. One or two errors have also come to light after the purchase of some out of print/secondhand books and correspondence with the War Office Locomotive Society.

To start with, we'll take a look at the loco that these engines were based on. It turns out that the “Hans Sauer” class of 0-6-0T was in fact in a class of its own – it being a one off design! Lot Order No.27700, Works No.867 was named after Dr. Hans Sauer, who was connected with the Ayrshire Gold Mine in Southern Rhodesia where the loco worked. The full name of the 2ft gauge line that the loco was built for in 1905 was the Ayrshire Gold Mine & Lomagunda Railway Co. Ltd. The loco's name, HANS SAUER, was carried on brass plates on the tank sides. The neat loco had two outside 9 ½” x 15” cylinders, driven off the centre driving wheels by Walschaerts valve gear, as opposed to the “War Office” class which was driven off the leading wheels. Cow-catchers were also fitted fore and aft, something not carried by the 4-6-0Ts, but a feature now carried by the MVR's SAPPER on the front bufferbeam.

HANS SAUER was designed as a shunting engine, but it was soon realised that it was too good to be solely used as this, so it was rebuilt – as a tender engine! A spare 6-wheel tender from an ex-Beira Railway 4-4-0 (built by the Falcon Engine Car & Co. Works, Loughborough) was added to HANS SAUER after some alterations to the cab had taken place. Now running as an 0-6-0T+T, she entered service on the “main line” between Ayrshire (not in Scotland) and Salisbury (not in England), sharing duties with the Falcon-built locos. In this rebuilt form, she proved to be more powerful than the 4-4-0s, nicknamed “Lawleys”, being used at the time. After rebuilding, she had a brightly polished dome and a round sandbox was also added between the chimney and the dome.

She was sold sometime around 1916 to the Selukwe Peak Light Railway which was a six mile long branch line. She was eventually, and perhaps unfortunately scrapped during the 1930s; - somewhere!

Now back to the “Waroffs”, and some technical guff about the front bogie. The addition of the bogie to the basic 0-6-0T design above helped reduce the weight limit down to the specified 3 ½ tons per axle. Built into the design of the bogie was sufficient lateral side play to negotiate 20 metre (60ft) radius curves.

The actual building program didn't stop with the 155 engines of the War Department order. A further nine were built for overseas private users in the mid-1920s, although it is not clear how many were actually new-builds and how many were reconditioned locos from store. At least two received boilers from the earlier locos which had been cannibalised for components. They were all given new Works Numbers however. All of the locos were painted all-over dull black.

Moving on now to those engines which were sold to the British-owned BAGS Railway in Argentina, who's Decauville feeder lines served agricultural districts. The reason for their modification to 4-6-0 tender engines was to reduce the oscillation caused by the indifferent nature of the ballast. Approximately 23 were converted to tender locos, numbered 10-23 & 41-49. At least four remained as tank engines, all withdrawn by 1948. Only the tender engines later found work on the Correntino Railway, three of which are now preserved, more on these later. Four separate locos were purchased by Leach's Argentine Estates and five others were also shipped to Argentina, but no further details of these has come to light. To summarise, a total of 36 locos have been identified as having been shipped to Argentina.

Also 'down under', I have identified 16 Hunslets which were exported for use in Australia, plus two others were later sent there after they had finished working in Scotland, see below. A further six were purchased by the Engineering Supply Company of Australia, probably as a source of spares (as above?), as no further details are available. One of the post-war locos was built for an Australian concern, bringing the total shipped to Oz up to 25 engines.

Back in this country, well Scotland to be precise, one error to correct from the original article, is that there were actually SIX engines purchased by Balfour Beatty (B.B.). They were employed on the 20 mile, 3ft gauge Lochaber Narrow Gauge Railway built solely for the construction of a pipeline for the Aluminium Works at Fort William. The locos were ideally suited for this work as well, having that light axle loading and also decent coal and water capacities. They were:-

<u>B.B. No. & Name</u>	<u>H.E. Works No.</u>	<u>WD No.</u>	<u>Built</u>
13 PRINCE CHARLIE	1276	364	26-5-17
14 FERSIT QUEEN	1237	325	10-11-16
15 <i>un-named</i>	1217	305	26-8-16
16 HIGHLAND CHIEF	1256	344	1-2-17
17 FLORA MACDONALD	1253	341	11-1-17
18 <i>un-named</i>	1287	375	22-9-17 #

= this was the final loco in the last batch of locos to see service in France and was also the engine trialled with the condensing gear on the 'Scenic Railway' at Longmoor before shipment. (see Part 1.)



Full size replica (but in aluminium) worksplate and numberplate of the war Office class Hunslet 4-6-0T owned by the W.O.L.S. And now based at the Moseley Railway Trust's Apedale Heritage Centre in Staffordshire. These were purchased to assist with the fund raising currently taking place to further aid the restoration of the loco back to full working order. Number plate is 18" x 8" and the worksplate is 11.5" x 8".

Steve Green



The locos numbers were painted in large numerals on the tank sides, prefixed by equally as large 'B.B.' letters, with the names painted above, in much smaller letters.

They were purchased from the War Stores Disposal Board by the Honeywill Brothers, London, re-gauged by Hunslet and dispatched to Scotland between June and August 1925.

All except B.B.17 were withdrawn and sold for scrap to James N. Connell Ltd, Coatbridge, Lanarks some time during 1943. B.B.17 survived in traffic on other Balfour Beatty sites for about four more years, arriving at Coatbridge by October 1947, again for scrap.

B.B.13 was sold by Connells to J.C. Staton & Co. Ltd for use on the 3ft gauge Scropton Tramway, serving the Fauld Gypsum Mines in Staffordshire, in April 1947. She was scrapped on site during October 1950. (This 1 ½ mile long line was also used to transport munitions during World War Two.)

However, B.B. Nos.14 & 15 survived the scrapman over here and were re-sold and re-gauged again, back down to 2ft. They were purchased by the Colonial Sugar Refining Co. Ltd, Finchatton Mill, Queensland, arriving there by May 1950. B.B.15 was later named FRITZ when sold to the Proserpine Sugar Mill, Queensland, during 1954.

The Harrogate Gas Works loco was also rebuilt by Hunslet, No.1340 having been purchased by the Gas Company from the Ministry of Munitions for £1000 in December 1919. So proud of their handiwork that a sales/promotional leaflet (as featured in "The Railway Gazette" on 21st September 1920) was produced by Hunslet, with elevations of SPENCER on it to try and increase orders. SPENCER was generally used as stand-by loco for the original loco, named BARBER, an 0-6-2ST built by Thomas Green & Sons (no relation!) at their Smithfield Foundry, Leeds, Works No.441, built 1908. The Hunslet only really found work at busy periods when two trains were required, or when BARBER was being repaired or rebuilt; - by Hunslet!

Only one photo of SPENCER "at work" is known to exist. It depicts her running light engine after some repair work. She was subsequently painted green in later years and was scrapped by William Stewart Young of Otley. BARBER however, like the Peckett, also survives and at the time of writing is based at the South Tynedale Railway where restoration to working order is due to commence.

One other error to correct from the original article is that the large Peckett was steamed and did run at Bredgar. She arrived on 23rd February 1989 and made her public debut in steam on 11th May 1991, but with an enlarged/full-height

'Peckett-styled' cab. What are the chances of a Harrogate reunion, with BARBER, the Peckett and SPENCER look-alike WD No.303?

And who said Health and Safety was a new phenomenon! Whilst in her role as an instructional engine at Longmoor, WD3239, having had her right-hand cylinder sectioned to allow the movement of the piston and valves to be seen, a Perspex panel was placed alongside her, just in case anything untoward should happen. This loco carried a plate stating "Built at Hunslet Leeds 1919. W.D. Indent No.1832. Boiler No.4530."

Since the main article was written, the preserved example in this country, HE No.1215 (WD No.303), has moved to a new base. She can now be seen on display in the Moseley Railway Trust's Apedale Narrow Gauge Railway Museum near Newcastle-Under-Lyme, North Staffordshire.

Before she left Shildon she was repainted authentic all over black and has in fact visited the Leighton Buzzard Light Railway. She appeared at the line's 90th anniversary gala over the last August Bank Holiday weekend, alongside the Baldwin and Motor-Rail armoured Simplex.

To finish with and to bring us right up to date, the current locations of the locos preserved overseas, is as follows:-

Argentina – 3; (HE Nos.1332, 1336 & 1337, all tender rebuilds.)

Australia – 4; (HE Nos.1218, 1229/40 [one loco consisting of various 'bits'], 1239 & 1317.) (No.1215 was the fifth member.)

Brazil – 2; (HE Nos.1312 & 1313 [the 0-6-2T rebuild].)

Burma – bits! (HE Nos.1325 & 1327 were photographed complete in 1982. By 1999, both boilers at least survived. One boiler is still known to exist, the rest of the 'bits' could be scattered about amongst the undergrowth!)

India – 1; (HE ? Preserved in an army camp.)

Israel – 1; (HE No.1265. Rebuilt with a diesel power unit. Mock boiler made to cover the engine. Replacement Hunslet-like chimney fitted. Believe it or not, this is currently the only loco that can move under its own "steam"!)

Nepal – 2; (HE 1536 & 1537, built 1926. One stored, one dismantled.)

Here endeth the story.

THE GREAT LOCOMOTIVE CHASE

Part 3 of an occasional series.

The Years 1977 - 1978 - 1979 By Colin Stone.

Once again with the permission of our esteemed editor I offer you another glimpse at the lighter side of chasing trains in South Africa. I closed Part Two with the words :- "At the end of the 1976 trip we had seen 763 South African Railway locomotives and 149 industrials .. Roll on 1977".

In due course 1977 arrived and was notable for two reasons, first of all it was the first "Stone/Walker Bash". So called because my Nottinghamshire mate and fellow enthusiast Brian Walker and I did all our own organisation and bookings, secondly I began taking sound/cine film. We landed in Johannesburg at 07.00 on 17th June, and immediately began our "Bash". Within hours we were enjoying the sight and sound of South African Railways (SAR) Class S1 0-8-0's shunting loco's. By early evening we were on the overnight train to Bloemfontein where we collected our first hire car, a yellow VW Beetle. Our first aim was to film on the Aliwal North to Barkly East line, this branch possessed several Z reverses. We found the 3rd and 4th reverses, but also a problem, the best vantage point for photos/filming was from an adjacent hillside. The problem was the hill was on the other side of the Karringmelkspruit river solution remove, shoes and socks and wade across !

The river was cold and the bottom stony and hard on the feet, we both very nearly went "base over apex", but it was worth it, great stuff. However whilst stumbling back across the river not only did we lose time, but the train as well. We set off in hot pursuit only to discover a mile further up the road was a no hassle grandstand view of the 5th and 6th reverses, and to rub salt into the wound the train had disappeared from view ... "Oh s**t. On 21st June we arrived in the small town of Sterkstroom, all was quiet nothing stirred, no cars or persons were in sight when we checked into the one Hotel. Once in our room rather unkindly one of us, I don't remember who, said "This is a one horse town", within seconds (and I kid you not) we heard the clatter of horses hooves. On looking out of the window one solitary loose horse galloped up the main street and disappeared out of town ... and still nothing stirred. I looked at Brian and he looked at me, "There goes dinner" I said and we both burst out laughing.

Next day was a marathon drive as we followed the 177 mile long Sterkstroom - Maclear branch line Yes a branch line 177 miles long, think about this the Waterloo to Weymouth main line is just 143 miles in length. The line was worked in three sections by the ubiquitous Class 19D 4-8-2's, on top of those 177 miles we then had another 150 or so miles to go over mostly dirt roads to our next destination in Natal province.



Two class 19D 4-8-2's are seen storming along the 177 mile long Sterkstroom to Maclear branch line in 1978 next to a typical dirt road.

We spent some time photographing Natal's 2ft Narrow Gauge systems, the first was between Umzinto and Donnybrook. Little did we know that in the future after disastrous floods forced closure of the line, most of the rails and wagons on this route would end up in North Wales revitalising the Welsh Highland Railway. On the Harding to Port Shepstone system at the latter location we visited the dual gauge depot where 3ft 6" and 2ft gauge engines were stabled side by side. Another mammoth drive across the area of South Africa known as the Transkei saw us into East London to film what little remained of a once intensive suburban service. An internal flight then took us to Port Elizabeth, here we made a visit to Humewood Road Narrow Gauge depot. Among the 11 loco's here were Nos 19 & 123, this meant we had seen all the Class NG15 2-8-2's, the first glimmer of a quest was beginning to appear ! Next day we rode, filmed and photographed the steam worked Suburban service. Late in the afternoon we boarded the overnight train to Cape Town as far as George, a Class GMA Beyer-Garratt No 4110 took us on the first stage. A 19D 4-8-2 headed the next leg, then a 2nd GMA No 4090 onward to George. Collecting another hire car our aim was to actually film a Narrow Gauge NG15, having seen them all on shed we had never seen one in action ! After success in that quarter we headed for our next hotel in the town of Willomore and met a great character, Albert. Albert was a waiter who appeared to have been in the employ of the hotel from the year dot !

Albert was a venerable old chap of many years which had taken its toll as he had one speed "slow". However he did move fast on one occasion. At dinner having set out our main course he was gone an age collecting the vegetables, on his return he evenly distributed the peas and carrots. Albert then placed two of the three roast potatoes resting in his serving dish onto my plate, the third he put onto Brian's plate. Pondering this inequality for a few seconds and noticing my fork about to go into action, Albert quick as lightning whipped one spud off my plate and back onto his serving dish. With the status quo restored Albert turned and triumphantly plodded back into the kitchen. I remember it was a bitterly cold night, so Brian and I took rugs off the floor and lay them on our beds to keep warm !

Later during the trip we visited Touws Rivier, alongside the main loco' depot was what was deemed a "Strategic Reserve". At this time there was an increased threat of an oil embargo on South Africa. Therefore the SA Government decreed that withdrawn steam locomotives should not be cut up but placed into store i.e. a "Strategic Reserve". Here were 81 dumped locomotives comprising Classes 19C (47), S2 (14), 19D (3) and 24 (16).



All except one of the 50 class 19C's were dumped at Touws River. The locos were a caprotti valve gear derivative of the 19D's. Colin Stone

Our next stop at De Aar revealed the beginnings of yet another of these dumps, 17x Class GO Garratts were the first engines to be stored here. Eventually the De Aar dump would hold almost 200 engines rivalling "our" Barry Island dump. A visit to Kraankuil, described at the end of the last instalment of this tale ended our 1977 "Bash". Brian and I had noted 698 SAR locos and 160 industrials during our travels.

Plans for a 1978 visit to S.A. with Brian Walker were well under way, when circumstances dictated I had to "cry off". Brian elected to continue and duly planned a visit for October with two other enthusiasts. Then following another reversal of fortunes it later became apparent that I would in fact be able to make a visit to S.A. It would be unfair to "gatecrash" Brian's trip, plus he was planning a three week tour while I only had two weeks holiday left. I decided to go alone, therefore I arrived in Durban on Sunday 15th October which thanks to a British Airways "cock up" was 24 hours late ! This put paid to my plans to film the Saturday 2ft gauge workings in Natal. After collecting a hire car I set off to visit Umzinto and Port Shepstone motive power depots.

As I arrived in Umzinto it started to rain so I switched on the windscreen wipers only to see the one on the drivers side fly off into the road. And it landed in front of a car coming the other way and "Oh joy" it just happened to be A police car ! I thought bloody hell, a ticket coming here, the upshot was that they gave me and the car the once over checking all my details. On discovering I was a tourist and it was an AVIS hire car they became very sympathetic and led me to a garage which fixed the wiper for me. Once the job was done, at no charge to me, the coppers waved me on my way saying that AVIS would be receiving a call from them next day ... plus the bill.



Driving onward my spirits rose when I came across the 09.10 Harding to Port Shepstone freight running as a Sunday extra, and heading it was Narrow Gauge Garratt No 110 newly painted from black to blue livery. I took several stills, one of which is seen above, and then hastily I set up my cine camera to film it leaving, so hastily that I forgot to load the film cartridge !

Once it had departed and I discovered my error my language was as blue as the loco' !! That had to be it for now, things come in threes :- Flight delay .. Lost Wiper .. missed filming opportunity Next day I came down with a cold !

Having "done" two of the four Natal narrow gauge systems I checked my notes and saw that there were now only two 2ft gauge loco's I had not seen and they were allocated to the line I was due to visit next day. I found one of them a Class NGG13 No 60 working the line, thus the other, No 77, should be at the home depot. Sadly it was not, but No 59 was on shed and that engine should have been on the Estcourt -Weenen line, had they swopped ? A quick divert to Estcourt revealed No 78 on shed as spare engine but the roster board showed No 77 as the working loco'. I found her tucked up in Weenen shed at the other end of the line and she too had just been repainted blue. So that was it, I was now in high spirits knowing I had seen all S.A.R.'s 2ft gauge loco's. As I drove on I began to wonder what the chances would be of seeing ALL the locomotives that remained on S.A.R.'s books ! Later on my jaunt I decided I would have a day at Lootsberg summit where we had camped in 1976, the proprietress at my hotel thought I was mad when I told her my plans. But before I left the breakfast table a packed lunch was handed to me with the words "You won't find anywhere to eat up there", another of the typical friendly gestures I found all over South Africa. I headed for Lootsberg following and filming a Class GMA Garratt No 4059 to a spot called Jagpoort. This train was due to wait here and pass a train going in the other direction as the Lootsberg line was single track. I drove on toward the summit, parked and walked down the track on the other side and set up to film the GMA Garratt (No 4079) coming up from the south. With this engine "in the bag" I scrambled back to track level and started walking back to film No 4059 at the summit after passing No 4079 at Jagpoort. BUT they didn't pass at Jagpoort did they ? They passed at the summit didn't they ? There I was sauntering through a deep cutting when I heard a rumble, looking up from watching my step I saw a bloody great mass of metal heading around a bend about 600 or so yards away. What should I do lay flat or run ? I turned and ran, I made it out of the cutting seconds before No 4059. I can safely say that I am the only WRS member to have been chased by a Beyer-Garratt and beaten it Let's see you top that Graham Kelsey ! !

Once back at the summit I discovered what had happened. No 4059 had run up from Jagpoort and pulled into the summit refuge siding, a steaming pool of hot water betraying where it had stood. Once No 4079 had passed over the top No 4059 backed out and went on its merry way heading downhill toward yours truly ! I now had a couple of hours wait before the next two trains worked over the summit, so I had a look around. I found our stone camp fire of 1976 still intact complete with some ashes ! I also had a look at the now disused facilities once used by banking engines which had shoved trains up to the summit prior to the Garratts arriving on the scene.

Pressing on, I visited De Aar and noted the "Strategic Reserve" i.e. dump was growing, all the GO Class Garratts were now here, thus I saw the last two I had not seen before. At Kimberley on a visit to Beaconsfield depot I noted just eight condensing Class 25's described in part one. Most of the class had by now been converted to conventional form. As I walked into the depot Brian and his travel companions were coming out, we swapped information and went our separate ways. On their advice I followed the line toward Mafeking which was well worth it, as double headed Class 19D 4-8-2's worked most trains along the route. I arrived in Johannesburg for my flight home having seen 521 S.A.R. loco's in two weeks, 101 of which had been cops. Would there be a 1979 trip ? Preliminary talks with Brian revealed another "Stone/Walker Bash" was indeed going to take place.

Brian and I arrived in South Africa at Durban on 19th October 1979. Our intention being to concentrate on seeing more of S.A.'s Industrial locomotives in action. We hoped to visit a concern which employed some 1903 built North British Class 8 4-8-0's, South African hospitality prevailed and we were allowed onto the premises. We also visited the Natal 2ft gauge system, where, during our last half day in the area Brian "copped" his last n.g. loco'.

This day was oppressively hot and as we drove north it got hotter and hotter. Then clouds started to build up and it got darker and darker until a monumental electric storm broke out. I had seen an African thunder storm before, but this one was awe inspiring in its ferocity. Twice I and other drivers had to pull in to the roadside and stop because the rain was so torrential, with the storm banging and crashing around I was getting concerned. Then on the final mile into our destination an almighty, almost deafening crack of thunder rent the air. Lightning struck a telegraph pole about 50 feet in front of us bringing the wires down on to the road, how I never needed a change of underwear I will never know.

Over the next three days we "bashed" various colliery lines filming North British purpose built industrial 4-8-4 tank engines, plus several ex S.A.R loco's sold to industrial concerns. Highlight was a 4-6-2+2-6-4 Class GF Garratt being banked by another Garratt, a Class GEA 4-8-2+2-8-4, an awesome sight. We even tried our hand at a colliery which had a reputation of being "anti" enthusiast visits, we found no difficulty and we soon had free run of the place. Heading south again, next day we visited Bethlehem depot, 19 loco's were on shed including Nos 3407 & 3422, these were the last two Class 25NC's shedded at Bethelhem we had not seen. This was to tip the balance on an idea we had both nursed for some time. En-route to our next overnight stop Brian and I decided we would endeavour to see all of the 1,846 S.A.R. stock listed in the 1975 World Steam publication. As we drove along we discussed any future S.A. visits and how best to "clear the book". After our evening meal we checked our books to see what we required, for me this turned out to be 341 loco's.

This revealed that on our four previous S.A. trips we had seen around 1,500 S.A.R. steamers. The Class 15F had the highest “unseen” total of all the Classes, and they were spread from Pietersburg in the north to Cape Town in the south.



Industrial steam South African style. Seen in 1979 is this North British built 4-8-4T in use at Vryheid Coronation Colliery in Natal. North British built quite a few of this design for industrial use in South Africa. CS

However our 1979 jaunt was still underway and so we continued south, on stopping in Willomore we sadly discovered Albert had passed away. On this occasion the weather was warmer and we didn't need the floor mats on our beds this time ! Next day was a steamless Sunday so we relaxed on the beach. I don't swim but Brian does so he ventured into the sea, but he soon wished he had not ! A strong cross current swept him on to some rocks and he emerged from the sea with a badly lacerated back, luckily for him it was an ON shore current. Later a night in Port Elizabeth saw us eat in our hotel restaurant, next day we suffered from mild food poisoning. Our drive was peppered with frequent stops and dashes into the bushes, luckily I always travel prepared, thus we had an emergency toilet roll. Our intention was to film on the Alicedale-Grahamstown line, Brian had more stamina than me and got his shots, but I stayed close to the car, bushes and the bog roll !!

A visit to a chemist shop saw us fixed up with a kaolin/morphine mixture which helped immensely. We were now heading back north toward Johannesburg and called at various Motive Power Depots, branch lines and main lines.

We visited Mafeking clearing 11 of their allocation before we crossed the Transvaal to the Pretoria and Witbank areas. This allowed us to end our trip visiting more industrial sites, as Witbank is very industrialised the local hotel was not the most salubrious.

While settling into our room another storm began and the wind sprang up, so I asked Brian to close the window. "There's not much point old son" came the reply, "Why ?" say I "Because there's no bloody glass in it" Brian retorts. We thought about complaining when we went down to dinner, however the proprietor called us over to the reception desk and said "As you are S.A.R. employees I'll give you 15% off your bill". It transpired he thought we were official S.A.R photographers, we didn't dissuade him Well 15% off, is 15% off ! Anyway a couple of sheets of newspaper and some tape kept the wind out !

Again colliery railways prevailed with the highlight being an ex Rhodesian Beyer-Garratt in use at Landau Colliery. A close second was an ex S.A.R. Class S 0-8-0 shunter in use at Greenside Colliery, it stalled hauling a loaded coal train upgrade. As a shunting locomotive this was job for which she was not entirely suited. However I captured her gyrations on film as she slipped and slithered away from her enforced stop. On our last evening in S.A. we visited Germiston m.p.d and capped 10 loco's.



Just like old times in the UK! A typical scene as two class 12A's receive boiler washouts at Germiston depot.
Colin Stone

Thus without effort in the 17 days since we had decided to "clear" the S.A.R steam fleet we had "bagged" another 60 engines, my total now stood at 281 left to see. We left Johannesburg with 12 months to plan a 1980 "Stone/Walker Bash" or as it was now **"THE GREAT LOCOMOTIVE CHASE"**

Tarrant Valley Tales, Vol.8.

By the writer whose name is Justin Genius.

And now for another exciting installment of the T.V.T. occasional series, this time compiled by the “Tarrant Thymes” specialist journalist, who digs deeper for the juiciest stories, you need to know about. The stories not making the headlines this time are:-

Local M.P. Derek Furnish, Cabinet Secretary and the Minister for Furniture Insurers (MFI) has laid out his table for the year ahead. Having recently been elected as Chairman of the Ironing Board, he has said that he will not sweep things under the carpet like his predecessor and is quoted as saying that, currently, everything is running “sofa so good”.

The local bobby on the beat, P.C.S.O. PC Essough has been praised for catching the Valley’s number one criminal. No farm or farmer has been safe from Nick Alsorts over the last few months. However there is a sting in this tale. PC Essough nicked Nick stealing a load of hay and everyone thought that that was that. But to the amazement of everyone, including farmer Sue Tickle, whose business of supplying the retail chemist trade was affected and ruined by Mr. Alsorts’ rein of terror, the judge released him on bail.

The Valley’s amateur dramatic society is to put on a show next weekend to celebrate the achievements of two am-dram stalwarts. Tina Sheena and Marjorie Dawes have been with the Society for 50 years having helped write and direct numerous plays and musicals. In honour of their hard work and dedication, the other members will be putting on a musical entitled “Don’t cry for me Marge and Tina”. The show is on Friday and Saturday, starting at 8pm and tickets are on sale now from the Post Office.

In fact, Marjorie’s son Jack Dawes has been voted Young Twitcher of the Year in the bird watching competition held during the recent Country Fair. Rose Bush won first prize in the best kept garden award. Leanne Perrin’s Dorsetcestershire Sauce came first in the condiments category. Her secret recipe of vinegar, molasses, salt, onions, garlic, olives, black peppers and several ‘E’-numbers impressed the..., Oops; it would appear that her secret recipe is not a secret any more! [P.S. Please do not try this at home folks!]

Late night entertainment at the Country Fair had a retro theme. Sponsored by Apple Records, headline act was Bananarama ably supported by Orange Juice, Tangerine Dream, Strawberry Switchblade, and The Hollies, who were booed off stage for not being fruity enough.

Well that is about it for this short edition of T.V.T., Vol.8. Until I can think of some more nonsensical news stories, T.T.F.N.

THE GRETTON GAZETTE

A Grate Western Publication

Tarrant Thymes Lives!

In an historic agreement The Tarrant Thymes and The Gretton Gazette have come together in an altogether bigger entity. Owners Nick Liberal (TT) & Dave Tory (GG) have joined forces, kissed and made up and Scot Brown has been sent packing. Little Nick had been wandering, lost for ages, but when he was called by Big Dave he saw his chance for the big time. Exactly what the new entity will be called is yet to be decided. Will it be the Gretton Thymes, Tarrant Gazette or some other title like Gretton Valley Reporter (G.V.R.)? Incidentally Nick Liberal likes racing around the Isle of Man on motorbikes and Dave Tory is well into Horse racing. Scot Brown didn't seem to have any interests other than running the country badly and being moody.

Harry



At the show at Salisbury the funeral train was seen running up and down the Tarrant Valley. This was for the Terego family's departed dog Harry. He had been a wonderful companion, and was a keen railway traveller, having been on many preserved railways. He was known to a lot of Wimborne Railway Society, riding on the Moors Valley and Swanage evenings. One evening at Swanage the crew were looking for driver Vic Turp, he was found talking to Harry on the train! He was always keen to get on a train, even if we weren't travelling. Once on board he would make himself comfortable, and await passing passengers and staff to admire and stroke him. He would smile for people he particularly liked and will be missed by many. To the Terego family he was the best and very much missed.

Wurzel's West Country Wordsearch.

By Wurzel Gummidge (with a little help from The Reverend).
(Based on an idea by Graham "Trouble/It wasn't me" Clackett).

Alright my luvvers!? Welcome along to Wurzel's West Country Wordsearch. In the grid below are 43(!) of Mr. Bulleid's [finest(?)] locomotives, running up and down, left to right, backwards and forwards and diagonally. (Something they used to do of course, well, maybe not diagonally!) But where are they and which ones? All you have to do is find them. Some helpful hints, possibly:-

- 1) There are TWO, two word names which have been split up (and why not, my game, my rules!), one vertical and one horizontal.
- 2) Other two (and three!) word names have a space (or should that be another letter?) between them. (That's more than one clue surely!)
- 3) The remaining letters then spell out a further NINE West Countries! (I know, I bet you didn't realise there were so many!!)
- 4) There is one loco name which isn't a West Country, but it is still one of Mr. Stone's favourite engines!
- 5) Extra bonus points are on offer if you can tell me the BR numbers of the locomotives in the grid.

Best of luck. Answers to be handed to The Reverend by 13 July and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

A	C	I	T	Y	W	O	F	A	W	E	L	L	S	Y	E	L	L	A	V
L	D	E	T	R	E	V	O	N	E	D	D	Y	S	T	O	N	E	B	R
S	E	N	O	U	R	B	G	S	I	G	E	R	D	E	M	Y	L	E	I
T	C	O	T	B	O	P	L	Y	M	O	U	T	H	S	I	D	M	L	O
O	R	T	T	S	D	A	T	A	V	I	S	T	O	C	K	H	T	T	U
N	E	G	E	I	E	D	C	I	C	L	A	E	G	A	N	A	W	S	T
O	W	N	R	L	L	S	L	K	C	K	U	N	A	H	O	N	E	A	E
T	K	I	Y	A	P	T	O	C	A	A	M	C	N	T	T	I	Y	C	M
N	E	R	E	S	P	O	V	O	L	C	L	O	S	O	O	C	M	S	P
U	R	R	S	T	A	W	E	T	S	W	T	L	R	N	R	N	O	O	L
A	N	O	T	R	E	T	L	A	S	L	H	G	I	E	L	D	U	B	E
R	E	T	E	X	E	O	L	N	I	D	A	I	D	N	H	S	T	E	C
B	I	W	M	B	O	U	Y	W	K	E	R	I	M	A	G	V	H	N	O
N	C	O	A	I	N	O	T	N	Y	L	T	A	F	P	H	T	A	I	M
E	O	A	R	D	T	A	M	A	R	O	L	A	H	T	L	Y	O	L	B
R	N	N	Y	E	L	L	A	V	N	W	A	T	M	C	E	E	R	N	E
E	O	T	D	F	E	L	P	A	T	S	N	R	A	B	S	B	U	N	P
B	M	U	R	O	F	T	D	R	O	F	D	N	A	L	B	O	N	A	M
E	B	D	O	R	C	H	E	S	T	E	R	O	T	T	S	E	Y	L	O
O	H	B	O	D	M	I	N	I	T	R	A	M	E	E	B	M	O	C	R

RAILWAYS ROUNDABOUT

MARCH :- Once again the Neasden to Wool sand empties produced another "new" to Dorset Class 66 when No 66951 worked the train on the 9th. Later that day at 22.00 Class 31 No 31106 took a test train to Weymouth before returning in the early hours of the 10th. A surprise working occurred on Thursday 11th when ERTMS test bed locomotive No 97301 ran light engine from Derby to Weymouth. The Network Rail Yellow liveried loco' passed Poole at 14.00 on the way down and at 16.15 on its return run to Eastleigh works. In a former life No 97301 was No 37100, ERTMS stands for European Train Management System, which is a new satellite tracking system. To end the week as far as regular workings were concerned, Friday 12th saw 59004 run to Hamworthy with a stone train. However a busy weekend was to follow. At 21.08 on Friday 12th yet another Network rail test train ran to Weymouth on this occasion the motive power was Class 31 No 31233. This time the test train was booked to return through Poole at 23.41. This train was the last through the section prior to the arrival of TEN engineer's trains. These p.w. trains were to service the relaying of the down line in the Winfrith area, the first passed Poole at 23.58 "topped and tailed" by 66165 and 66002.

Trains then ran at regular intervals until 04.45 as follows :- 66160, 66136, 66114, 66105, 66158, 66404, 73206+73208, 73141+73213 and finally the sleeper/rail laying train "topped and tailed" 66034 and 66014. All except this final train ran on to the single line section at Moreton where each locomotive "moved up" a train before running back on to the up line. Thus the first train into the work site was headed by 66002, then 66165 and so on. This job also saw Winfrith U.K.A.E.E. siding used for the first time for nearly 10 years when No 66034 took refuge there. The "star" engine involved was ex DRS Class 66/4 No 66404 now in service with GBRf. The job experienced some problems beginning with the failure of GBRf's ED's Nos 73141+73213. The p.w. trains SHOULD have started leaving the work site at 16.00 on Saturday 13th (unlucky 13 ?) However due to staff shortages and a lack of equipment the first train out behind No 66002 did not leave until 21.16 instead of the booked time of 16.00 i.e. FIVE hours late !! All subsequent departures were thus heavily delayed. Departures continued on Sunday 14th when the last train out was booked to be top/tailed by the ED's but due to the earlier failure it was Quadruple headed by 73206+73208+73141+73213 !! It left more or less on time at around midnight.

Tuesday 16th saw an inspection saloon visit Poole worked by Class 47 No 47760 it arrived at 12.20 and left at 12.40. Later that day Freightliner sent yet another "New to Dorset" Class 66 when No 66624 arrived with the empty sand wagons, but its debut into the county was not without incident ? On its loaded trip to Neasden on the 17th No 66624 slipped to a stand just short of Parkstone station at 15.25.

However it was not the loco' that was at fault, a flange lubricator had "burst" and had spread its contents onto the running rails. When 66624 hit the greasy patch, its wheels slipped, and the train ground to a halt. Eventually the wagon hand brakes were screwed down, the loco' uncoupled allowing it to run forward to Branksome. The engine then ran back to Poole, crossed over to the up line and at 16.35 proceeded back to Parkstone. Once re-attached to the rear of the sand train No 66624 retreated "wrong line" down Parkstone bank to Poole yard arriving at 16.55. Next Network Rail staff attended at Parkstone and cleaned the rails before hand sanding the track from around 300 yards south of Parkstone, through the station to around 100 yards past the platform end. Then at 18.30 No 66624 set out from Poole yard once again, thus with the "hand" sand in place and with its own sanders blasting out even more sand the loco' crept and roared through Parkstone station. On this occasion, success, the engine kept its feet and made it up and over the top of the 1 in 60 of Parkstone bank. (Footnote on 05/05/10 No 66624 was being made ready for export to Poland)

Friday 19th saw 2 x Class 47's Nos 47804+47826 arrive in Poole with e.c.s. from Southall in readiness for a railtour from Poole to Kingswear next day. The tour was a repeat of the ill fated run which saw No 47760 expire in Salisbury late in 2009. Taking no chances on this occasion the tour left Poole at 07.00 on Saturday 20th double headed by BOTH 47's en-route to Bristol where A4 No 60019 "Bittern" was due to take the train forward to Kingswear. On returning to Poole later at 23.52 the two 47's lay over in Poole yard until 12.00 on Sunday 21st when they departed with the e.c.s. to Southall. Of note was the livery on No 47826, painted on its body side was a large picture of 8F No 48151 advertising the "Scarborough Spa Express" !!

Overnight 19th/20th March saw six engineers' trains run to the Winfrith area for a continuation of the down line track relaying job described above. The p.w. trains passed through Poole as follows :- first at 23.47 was 66030 top and tail with 66154, then following at regular intervals 66034, 66145, 66729, 73206+73208 and finally at 02.45 No 66702. All bar one p.w. train left during Saturday 20th, the first to leave was 66154 passing Poole at 09.33. ED's 73206+73208 double heading the last train which left the site on Sunday 21st, passing Poole at 08.05, No 66702 was "dead" on the rear. Racking up the total of "New to Dorset" Freightliner Class 66's No 66957 ran to Wool on Monday 22nd before working away with the loaded train next day. In the early hours of Tuesday 23rd at 00.10 two 66's Nos 66161 and 66124 topped and tailed an engineers train to the Moreton area, it returned through Poole at 05.20. Later in the day yet another pair of ED's Nos 73204 and 73213 "Top and Tailed" a test train into Poole arriving at 10.01, departing at 11.14. Thursday 24th saw No 66957 return with empty sand wagon empties in readiness to work a second (for the week) loaded train to Neasden.

Saturday 27th found THREE Class 73's pass through Poole at 10.30 some twenty minutes early en-route to Swanage from London. No 73206 double headed with 73208 while yellow liveried No 73212 was on the rear. The train returned from Swanage through Poole at 17.20, in this direction 73206 double headed with 73212 while No 73208 was on the rear. The Wool sand empties ran on Monday 29th arriving behind No 66510. Wednesday of the same week found the Hamworthy stone running behind No 59104 in lieu of Good Friday.

APRIL :- In the first week of the month No 66510 reappeared on the Wool Sand. On Wednesday 7th two 66's Nos 66105+66238 top and tailed a ballast train to the single line between Moreton and Dorchester. Poole was passed at 00.50 and 04.40 up and down respectively. Later in the week on the 9th No 59005 worked the Hamworthy stone. This working is now the only train to traverse the Hamworthy Goods Branch. Sadly for the branch a fence has been erected across the track at the Ferry Port level crossing indicating the end of rail traffic from the Port of Poole. On Friday 16th Freightliner's No 66607 worked empty sand wagons to Wool becoming the 69th Freightliner loco' into Dorset. It then ran light engine to Southampton, on Monday 19th it returned to Wool to work the 15.00 loaded sand train to Neasden. The same day a SERCO test train worked "top and tail" by Class 73 No 73107 and Class 31 No 31233 arrived at Branksome at 15.55 to retire to the depot for the night. On Tuesday 20th the pair worked from Branksome to Hamworthy Goods arriving 09.57, they departed at 10.05 for Westbury. On Wednesday 21st the same pair ran from Westbury via Yeovil Pen Mill to Weymouth arriving at 07.20, departing at 07.35 they then ran back to Westbury and reversed before running to Eastleigh. Early on the 22nd the same pair ran down the Lymington branch at 05.00 before the start of public services over the line. Next day Thursday 22nd saw Network Rail's New Measurement Train (the Yellow HST) run from Old Oak Common to Exeter via Salisbury. It then returned via Salisbury to Basingstoke, here it reversed direction again and ran to Weymouth via Poole, passed at 16.42. On arrival in Weymouth the HST worked by power cars 43013+43062 reversed coming back through Poole at 18.13 heading to Old Oak Common depot via Basingstoke and Reading. Monday 26th saw 66551 take up duty on the Wool sand train working on the 26th, 27th, 28th and 29th.

MAY :- Saturday 1st saw the first Main Line Steam special of 2010 on "our line" when Brittania No 70013 "Oliver Cromwell" worked an RYTC 06.36 Poole to Cardiff special. For those of us waiting on Parkstone station in the still of the early morning, the loco' was heard all the way from Poole to the top of Parkstone bank. As could be expected from a Standard, No 70013 sounded absolutely superb. The e.c.s. had arrived into Poole behind Class 47 No 47245 complete with 70013 on the rear. The 47 remained in Poole yard all day in readiness to work the e.c.s. + 70013 on the rear to Southall after arrival back in Poole at 20.58 (28 minutes early) that same evening.



Two of the stars of the Swanage diesel gala on 8th and 9th May 2010 are seen here in pictures by Graham Clackett. Above sees 56101 leaving Corfe with the castle in the background hauling 4-Vep unit 3417 which is a handy set of air braked stock, that can also be used in push pull mode with 73's and 33/1's. Below can be seen class 45 loco 45133 hauling the same stock, entering Corfe Castle station.



At 13.40 on Wednesday 5th Class 47 No 47580 dragged a convoy of loco's from the Severn Valley Railway en-route to the Swanage Railway diesel gala. Passing Poole at 13.40 the line up was 47580+56101+45133+31271+50035. More stock for the gala arrived the next day when two GBRf Class 73's Nos 73208+73141 brought preserved blue 4Vep 3417, Class 37 No 37264 and Class 73 No 73119 down from Eastleigh Works, Poole was passed at 14.50. And finally how better to end this Main Line section than by reporting the fact that the **UK's finest Main line approved steam locomotive** performed faultlessly on May 8th. 35028 "Clan Line" stormed up Parkstone bank at 18.20 (5 minutes early) returning from Weymouth to Waterloo.

SWANAGE RAILWAY :- Over the weekend of 13th/14th March the railway held an open weekend. Both operational Bulleids were working with No 34028 "Eddystone" on the service trains and 34070 "Manston" on the Wessex Belle Mothers Day dining train (Sunday only). Operating the diesel service was single car d.m.u. No 55028. On Sunday 14th March, Standard tank No 80104 left the railway on a low loader bound for the West Somerset Railway spring gala. As mentioned in Main Line notes THREE Electro' Diesels Nos 73206, 73208 and 73212 worked a "UK Railtours Ltd" excursion from London Waterloo into Swanage on Saturday 27th March. Double headed 73206+73208 drew to a stand in Swanage at 12.02. Once all the passengers had disembarked Yellow liveried No 73212 which was on the rear drew the empty stock back through Norden to Eldon's siding. Here a shunt took place when No 73206 was removed from the rear and was coupled to No 73212 on the back of the train. At 15.30 No 73208 hauled the e.c.s. from Eldon's back down the line to Swanage for a 16.05 departure for London double headed by 73206+73212. During the day the SR services were worked by Class 33 No 33111 and M7 No 30053.

SR services (both train diagrams) over the four days of Easter were worked by Bulleids "Manston" and "Eddystone", **with two Bulleids in action it doesn't get much better !** Personal observations revealed low passenger numbers on Good Friday, but Easter Sunday showed a marked improvement with most trains almost full. Over the weekend of May 7th, 8th & 9th the SR held the fifth of their highly successful and popular diesel galas. As noted above SEVEN visiting engines operated throughout the event, they were 31271, 37264, 45133, 47580, 50035, 56101, 73119 + 4Vep unit No 3417. The railway's Cromptons Nos 33103 & 33111 were also in use. Most visitors seemed to be enjoying the event. Probably the most striking engine was Class 50 No 50035 running as 50135 in Loadhaul livery (which it never carried in BR days). Unfortunately problems with some of the locos caused delays on Friday and Saturday. Plus the weather didn't play ball with dull conditions for most of the event.

For some of the above information I am indebted to :- Mark Pike, Alan Worth, Roger Smith, Steve (Reverend) Green and "Minerva 465".

**The Friends of Lady Wimborne Bridge
invite**

**All friends who have given time to the project
over the past 13 years to
a Grand Finale Bonfire and Fish & Chip
Supper
on Saturday 28th August 2010**

**Orders for supper will be taken at 5pm
Please bring your own seat and drinks
and park in Whitehouse Road off Oakley Hill**

**You can contact Pat Clark or Graham Kelsey
for any information**





17 April 2010 saw the first use of a class 70 on a rail tour. Here is 70003 with 66154 passing through Shipley station. Colin Aveyard



As mentioned both in the Editorial and on page 6, Freightliner has stored a number of class 66's. Seen here on 25 March at Leeds Midland Road are 66579 and 66578 which have had their branding removed. KA



Northern Rail liveried 142095 is seen here in platform 2 at Bradford Interchange operating a Leeds to Huddersfield via Bradford, Halifax and Brighouse service. ***Ken Aveyard***



Two class 150/1 units have been released early by London Midland from their former Silverlink services and have turned up at First Great Western where they will ultimately be joined by their fellow units. Seen at Westbury on 1 March 2010 in shabby Silverlink colours is 150121.