

# THE CORKSCREW

Newsletter of the

# WIMBORNE RAILWAY SOCIETY

Founded 1976



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***During the summer of 2010 there has been a regular working of steam specials between London and Weymouth on Wednesdays. Due to low availability of the hoped for engine pool, most services were operated in one direction by A4 60019 Bittern. A sunny 11 August 2010 sees Gresleys finest coasting across Baiter on the downward run. KA***



***A week later on 18 August 2010 the other regular Dorset Coast Express engine, 30777 Sir Lamiel opens up in the platform at Poole. The success of these trains will see a repeat of the operation next year.***

***Ken Aveyard***

## WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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## Editorial

### Fares Fair?

I have spent most of my working life in public transport. Back when I started bus fares were based on mileages between fare stages with a tapering effect to give discounts for longer distances. Train fares were pretty much based on the same principal, but in recent years sophisticated computerised booking systems have been developed that use something called yield management to maximise revenue. When you book a journey you may be offered a very cheap fare if you get in quick enough, but the fare will increase as more people book, but then if bookings tail off reduced fares appear again to tempt last minute travel. In some cases offers appear that on the face of it seem odd but all have the same intent – to fill a train and maximise income.

A recent case involves my attendance, with my boss, at a conference in Birmingham. We needed to travel up on the 0630 from Bournemouth, and had to return on the 1800 from Birmingham. Cross Country offered the following on line fares. Open return £144, Second class single £67, First class single £58. For the return journey Second class single was £54.50, (but would have been £25 at 1900) First class single was £39.50 any time. Naturally we chose the cheapest option which was first class single fares in each direction. Not only were we able to sit at single seats across a table with a window view, the fare included free drink and biscuits served after Southampton, free breakfast served from Reading onwards, and in the reverse direction afternoon tea from Birmingham, then drink and biscuits from Reading. Standard class was full and standing between Basingstoke and Reading and pretty much full all the way to Birmingham. In the reverse direction the same applied, but it was obvious that in the afternoon, more of the people in first class would normally have been in standard. As a professional I understand yield pricing and travelling first class was enjoyable, even on a Voyager, but you can see why pricing like that prompts comment in the papers.

Cover Picture :- Class 59's line up at Crewe for an open day. On the left is National Power liveried 59201, with ARC liveried 59101 in the middle, and Yeoman liveried 59003 on the right.

Picture by Colin Aveyard

Sit back and enjoy Corkscrew 59. Closing date for issue 60 is 11 November.

## **CHAIRMANS CHIRPINGS**

The support for the club in its time of need has been magnificent, from members and also from members' families and friends of the club. It has also been a measure of the loyalty and enthusiasm of club members that both Thursday and Tuesday evenings have been so active and so well attended through the summer.

As a result the club has benefited financially but even more importantly, morally. A busy programme has been organised for the rest of this year and into the next that will further improve the club's situation.

Graham Bevan  
September 2010

### **The WRS Photographic Archive**

Members will have heard mention at recent meetings that the Society had been offered the chance to acquire a large collection of photographs taken by family and friends of a work colleague of Chris Francombe and myself. These prints were destined for the tip due to lack of storage space and Chris and myself took a decision to obtain them to prevent their destruction. The initial estimate of around 7000 prints manifested itself in 89 boxes containing mostly railway subjects taken at home and abroad between 1967 and 2000, but including some buses and a large quantity of traction engines, and stationary mill engines and power supplies.

During preparations for the house move, more photographs were found which resulted in the arrival of a further 103 boxes containing bus photographs taken between 1977 and 1998 but principally covering the deregulation era between 1985 and 1995. Finally a further 129 boxes of railway, traction engine, and mill engine photographs covering the years 1958 to 1998 bring the total to 321 boxes which in my estimation contain around 25000 prints.

As you can imagine simply sorting these is somewhat complicated. Thankfully most of the collection is contained in labelled boxes and many of the prints have full details written on them. There are however a number of boxes labelled "to be captioned" which require some detective work.

An initial sorting is now under way and hopefully before too long I will have a basic catalogue of what we have and will then request the help of the membership in expanding it. In the meantime if you are interested in the railways of India (8 visits) Paraguay Bolivia Cuba Switzerland Finland Vietnam Australia the Philippines Germany Belgium France et al just let me know.

# **BULLEID LOCO HAULED COACHES – A PERSONAL COMMENTARY**

By Mike Stollery

## **INTRODUCTION**

The Swanage Railway has four Bulleid coaches and has ambitious plans to restore them all to run behind the likes of Manston and Eddystone. What more enticing sight than a Bulleid loco hauling a string of Bulleid coaches – enough to make Mr Stone's eyes (if nothing else) water!

Bulleid coaches, constructed between 1945 and 1951, could be seen all over the Southern Region. From time to time they ventured on to other regions on through workings and excursions, a few even strayed into Scotland (painted lined maroon!) in the 1960s. Fortunately a number have survived, principally on the Bluebell, Mid Hants and Swanage Railways. Bearing in mind my connections with the latter, there will inevitably be some bias in that direction, particularly when we come to the preservation era!

In preparing these notes, I have drawn heavily on Mike King's excellent *An Illustrated History of Southern Coaches (OPC)*.

## **1938 - 1945**

Oliver Bulleid became CME of the Southern Railway in 1937, following the retirement of Richard Maunsell. His responsibilities included coaching and wagon stock as well as locomotives. However it is with his coaches, with which these notes will be concerned.

## **Refurbishments**

Bulleid's first projects were restyling the 4 BUF buffet cars and updating carriages for the Bournemouth Limited. Internally these were re-styled using rexine and other new finishes, while externally they were finished in the then new Malachite green, a much brighter shade than Maunsell's dark olive livery. They worked a Waterloo – Bournemouth - Weymouth service; effectively a precursor to the 1951 introduced 'Royal Wessex' and included a two coach Swanage portion. One of the coaches from this service survives, albeit as a 'flat-pack' kit of parts, on the Swanage Railway. This is no.2768, a 6 compartment brake third, which formed one end of 3 car set 232. I will return to this when, later in these notes, I will discuss the Swanage Railway's Heritage Coach Programme.

Similar refurbishments of Maunsell stock followed for Folkestone, Newhaven and Dover boat trains, between November 1938 and April 1939. The on-set of war in September caused the dispersal of all these coaches into general traffic.

## First New Stock

In Spring 1939, Bulleid and his team had put forward their first programme of new steam-hauled stock. Authorisation was given in May for construction of 153 new coaches, although in the event none were completed. Up to 66 underframes are thought to have been completed at Lancing by November 1940 when construction was suspended. Interestingly, these were to Maunsell's standard 58ft length. Most were stored but a few were used during the war to transport landing craft and other equipment between Lancing, Eastleigh and Southampton Docks.

Towards the end of 1944, orders were placed for 22 new 3 car sets, which were to use the sixty six stored 58ft underframes, subsequently reduced to 18 sets, probably reflecting the 'loss' of the remainder of the frames to their wartime usage. The balancing four sets utilised the new 64ft 6in underframes and were included in the 1945 programme.

Colloquially known as the 'Bulleid Shorties', the eighteen 58ft sets were numbered 963 – 980 and consisted of two 5 compartment brake thirds and a seven compartment composite of four first and three third class. The 64 ft 'Longies'(!) were made up of two six compartment brake thirds and an 8 compartment composite having four for each class, forming set nos. 981-4.



***Bulleid 'Shorty' Brake third in service on the Hayling branch. It is a sister vehicle to 2850 and is either 2871 or 2872 both of which were formed in set 978. Photo by Photomatic Ltd, Mike Stollery collection.***

All 66 vehicles were multi door side corridor vehicles and bore a resemblance to contemporary 4 SUB coaches with their small sidelights and oval lights above the drop lights in the doors and, as in Maunsell practice, doors were provided to each compartment. However the gutter and cant-rail position was more traditional. Another hark back to previous practice was the use of 'picture' windows without ventilators on the corridor side. Construction was traditional - the roof was canvas clad wooden boarding and the body sides were steel sheet applied to timber framing. The appearance, however, was quite different to what had gone before, and followed a modern curved profile giving 3ins additional internal width at the waist.

The 'Shorties' entered traffic between November 1945 and April 1946, the 'Longies' in June and July 1946, all being employed on Waterloo – West of England services. In due course at least some of the 'Shorties' appeared on the Somerset & Dorset as well as the Swanage branch and I recall at least one 'Longy' set also working to Swanage.



***Bulleid 'Shorty' CK coupled to a 'Shorty' brake on my Swanage layout. The set now has the additional BTK required to complete the set.  
Photo Mike Stollery***

They lasted in service until withdrawals started in 1963, the last soldiering on until 1967. One survived into preservation, 'Shorty' BTK no 2850 (ex set 967). Sold to Chipmans Chemicals for use in one of their weed killing trains, it was subsequently bought by the Mid Hants Railway. Sadly the results of the weed killing chemicals and many years of open storage condemned it to breaking for spares. This took place in 1991 by Swanage Railway volunteers, saving some of the coach, at least, for re-use at Swanage.

### **1945-1948**

Since 1939, Bulleid had been working on designs and construction techniques aimed at maximising space within passenger vehicles, hence the new body profile pioneered on his 4-SUBs, and increased passenger comfort and larger windows in the compartments.

## **Prototype CK**

These ideas came together in the prototype composite (CK) no 5751 completed in September 1945 for public comment. This used the new standard 63 ft 5in underframe, had four first and three third class compartments, with a vestibule at each end giving access to a toilet. Another vestibule near the centre separated the first from the third class compartments. In place of the door and sidelights in each compartment there was a large picture window curved to the contour of the body side, with small (10 ¼ in deep) glazed sliding ventilators above. Internally, fittings were stainless steel and wood veneers were used above the seats and around the windows. The oval lights above the drop lights in the doors were retained, a distinctive feature on all Bulleid coaching stock.

Passenger comment was generally favourable and with only minor changes being made in the production series. These included fitting individual reading lights, providing heating in corridors and lavatories and ventilation in lavatory windows. Gimmicks such as electrical indicators and heated floor rugs were omitted.

Having been introduced to traffic in early 1946, 5751 was, eventually in November 1947, formed into 3 car set 770, with two brake thirds. These too were of a novel pattern, unique to Bulleid. Described as semi-open brakes, they had a 4 bay saloon seating 32, with a central gangway; beyond which were two third class compartments, similar to those in the composite. Beyond these was a tiny guards compartment and a small luggage area.

## **Major Orders**

Meanwhile, in May 1945, authority had been given for the construction of 310 main-line coaches. These were to be formed of :

- 24 three-coach sets (770 – 793);
- 11 six-coach trains for Waterloo – Bournemouth - Weymouth (the Restaurant sets 290 - 300);
- 13 two-coach trains for Weymouth and West of England services (sets 63 -75);
- 40 Corridor Brakes (BCKs) and 16 refreshment vehicles (the Tavern and Tavern Dining cars) for West of England services;
- the four 'multi-door' 'Longy' sets 981–4 previously described, 13 Corridor Composites (CKs) and 5 Corridor Thirds (TKs) all for West of England services
- 15 four-coach trains for the Eastern section.

The six coach Restaurant trains and the three car sets were built between the end of 1946 and early 1948.



Two coaches of set 298, the Brake Thirds (BTKs) nos. 4365 and 4366 have survived into preservation along with Open Thirds 1456 (ex 295) and 1457 (ex 296) - three at Swanage and 1456 at the Bluebell. From the three car sets, two of the composites (CKs) survive and, coincidentally, both are undergoing major overhauls.

5761 (from set 780) is on the Swanage Railway, having returned in July 2010 from Ramparts of Derby after a complete structural and mechanical overhaul. Remaining work to fit out the interior will be carried out over the next year or so by the Railway's Sunday C & W Gang. Meanwhile at the Bluebell Railway, similar work is being carried out at Sheffield Park on 5768 (ex set 787).

### **The 3 Car sets**

The first of these, set 771, emerged from Eastleigh in December 1946, entering service on the Atlantic Coast Express. The remainder, including set 770, entered traffic between then and November 1947. Providing 24 first and 120 third class seats, each set was marshalled BTK/CK/BTK, the set number being applied to the 'outer' ends of the Brakes.

The BTKs had 48 seats, 32 in a 4 bay open saloon, the balance in two compartments. There was a single toilet reached from the centre vestibule, a guard's compartment and a small luggage area. The CKs consisted of seven compartments, as in prototype 5751, with four first class (24 seats) and three third (24 seats). There was a toilet at each end and a centre vestibule was situated between the two sets of compartments.

The sets remained constant in formation, although some were augmented in the Summer by the insertion of two extra Corridor thirds (TKs), until fixed set formations were abandoned in March 1966. Thereafter they ran as 'loose' until withdrawal in 1967.

### **The 6 coach Bournemouth Restaurant Sets**

Next to appear, in 1947/8, were the eleven 6 Car sets, numbered 290 – 300, built for Bournemouth line services, they were the first truly integrated dining sets built by the Southern. Previous practice had been to marshal loose restaurant cars in the middle of otherwise permanent sets.

Externally, they were stylish trains with wide curved picture windows fitted under shallow (10¼ in deep) sliding ventilators and the doors had Bulleid's distinctive lozenge shaped lights above the droplights. While otherwise identical in design and construction to contemporary Bulleid stock, the coaches were distinctive in that the bodyside sheeting was continued over the solebars. They were 67ft 1in over buffers with a body width of 9ft 0in – dimensions subsequently adopted for BR Mk1 stock.

These sets were formed : BTK, CK, Restaurant First, Kitchen/Restaurant Third, Open Third, BTK; such that the first class accommodation was marshalled together and the first class dining section was next to the kitchen. The Open Thirds were adjacent to the other end of the Kitchen/Restaurant Car and equipped with tables to provide extra dining capacity if required. Altogether there were 66 first and 216 third class seats.

The Brake Thirds and Composites were virtually identical to the corresponding coaches in the 3 coach sets.



***Bulleid Brake Third 4365 in Army service as 5200. When out-shopped in early 1948, it formed one end of Restaurant Set 298 and had the extended sheeting as on the Restaurant/First shown below. As pictured, however, it is identical to the BTKs in the 3 car sets 770 – 793 and 2 car sets 63 – 75.***  
***Photo Mike Stollery collection.***

The Open Thirds were arranged in two 32 seat saloons each of 4 bays with vestibules at the ends and in the middle. The two toilets were both accessed from a vestibule at one end. BR followed this layout and that of the composites in their Mk1 coach design, although somehow contriving to produce a very awkward, if characteristic, window arrangement to the corridor side of the composites due to the insertion of an additional door.

The other vehicles in the Restaurant sets were perhaps the most interesting. The Restaurant First was unusual as it had, in addition to a dining saloon of 24 first class seats, three first class compartments linked by a side corridor with a single toilet at the non-dining end; so far as I am aware a unique arrangement. Sadly none have been preserved although one, no 7679, was sold out of service to the Sadler Rail Coach Co at Droxford, where it was used occasionally for corporate hospitality until destroyed by fire, sometime prior to September 1968.



***A Restaurant/First from the no. series 7677 – 7687 photographed at Clapham Junction in 1965; note the extended sheeting covering the solebar. It is coupled to the first class end of a composite but the restaurant section has been downgraded to second class. The Kitchen/Restaurant car in the 6 coach set has been replaced by Mk1 RB 1763. Photo copyright RCTS, Mike Stollery collection***

The Kitchen/Restaurant Thirds also had a 4 bay saloon but this seated 32 third class diners in loose chairs. The kitchen took up about half the coach and featured the first use of the 'door and a third arrangement' for access to the kitchen and pantry. This feature was also adopted by BR for its Mk1 Kitchen Cars. Cooking was initially by gas oil, changed to propane during the 1950s. The equipment included a double oven and range, griller and salamander, steamer and water heater, refrigerator and ice cream conservator (a novelty in 1947!) A pressure ventilation and air extraction system was fitted. These interesting vehicles were the among the first Bulleid coaches to be taken out of service in the early 1960s, being replaced by BR Mk1 buffet cars. All eleven sets spent the majority of their lives on the Bournemouth line, on occasion venturing to Weymouth. Set 299 together with 3 set 788 were painted in the experimental 'plum and spilt milk' livery in June 1948 before being repainted in 'blood and custard' in December 1953. Six sets were repainted in this livery between then and late 1955 but the remainder retained SR malachite until painted in BR (SR) green from 1956 onwards.

I have a distinct memory of the one occasion in the mid 1950s when I travelled on a weekday to Swanage and having lunch in one of these trains. In those days a steward came through the train (no wretched PA in those days!) to announce "...passengers requiring first (or second) sitting for lunch, please take your seats in the restaurant car..." ? Unfortunately, we were in 'second sitting' rather than first and had to rush our meal so that we were in our two coach Swanage portion before it was detached at Bournemouth.

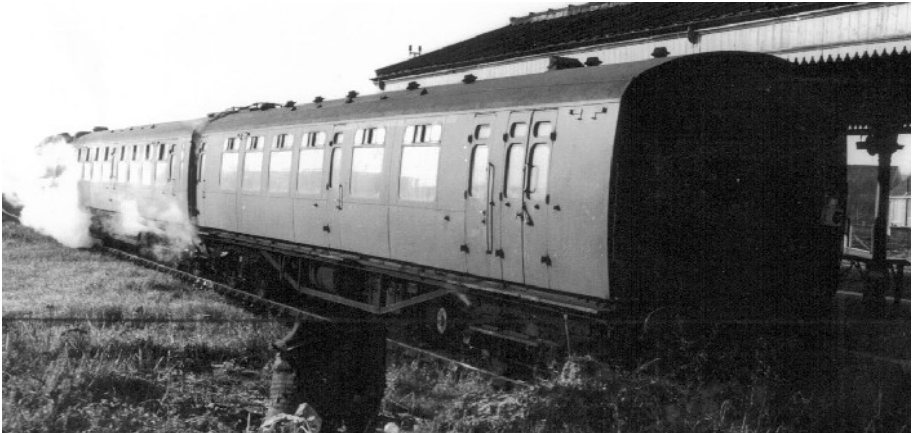


**6 car Set 298 as running on my model railway. Reading from the front, we have BTK 4365, CK 5748, Restaurant First 7685, Kitchen/Restaurant 7889, Open Third 1459 and BTK 4366. Since I took the photo, the suspension of the Restaurant First has been corrected!**

**Photo Mike Stollery**

In the 1950s, the 9.20am Swanage – Waterloo Summer Saturdays only train was formed of one of these sets, worked ECS from Bournemouth on the previous evening and stabled overnight in the loop. The sets generally stayed as formed until the early '60s when the catering vehicles were withdrawn and some other substitutions took place including Mk1 BCKs for the Bulleid BTKs.

### **Two Coach sets 63 – 75**



**One of the BCKs from a 2 coach set of the 63 – 75 series, showing the corridor side. The small luggage compartment will be noted as well as the centre vestibule between the two sets of compartments. The toilet is at the far end of the coach, which is coupled to a later pattern TK (note the deep ventilators), forming a Swanage branch service. It is waiting in the down bay at Wareham in 1965 or 66. Unfortunately no details are recorded on the original print other than the loco (which can hardly be seen!), is 80013. Mike Stollery collection**

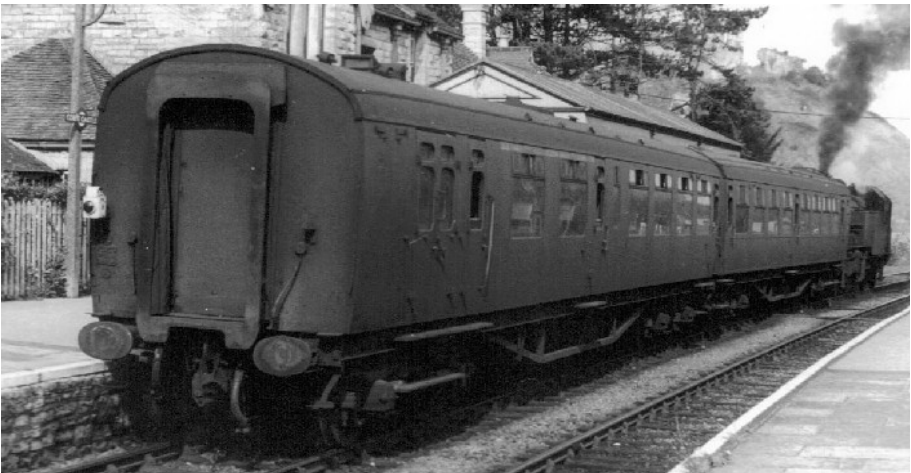
Next to be completed, between March and June 1948, were these two coach sets comprising a BTK and a BCK. The BTKs were identical to those in 3 car sets 770 – 793 but the BCK was an all compartment affair, having four third and two first class compartments separated by a centre vestibule.

The single lavatory was positioned adjacent to the vestibule at the non-brake end of the coach, a feature which distinguished them from the 'loose' BCKs which followed. The luggage space was slightly smaller even than that in the Brake Third due to the greater width of the first class compartments.

These sets were employed as through portions serving the Swanage, Lymington and West of England branches. They remained unaltered in formation until withdrawals commenced in 1964/5. At least one of these BCKs (6709 from set 72) worked the Swanage branch 'loose', coupled to Bulleid and BR Mk1 Compartment Thirds in 1965/6 after withdrawal of the BR Maunsell Push-pull conversions.

### **Loose Coaches**

The next orders were for 40 BCKs, 13 CKs and 5 Corridor thirds (TKs) all for West of England services. The CKs closely resembled those in 3 car sets 770 -793 and the TKs used the same body shell as the Open Thirds but had eight compartments in groups of four instead of the saloons and, of course, were sans the extended sheeting over the solebars.



***A 'loose' Bulleid BCK, together with a later built TK forming an up Swanage branch service at Corfe Castle in 1965 or 66. This is the compartment side and the centrally located lavatory will be observed. The loco is an Ivatt 2MT 2-6-2T. Photo Mike Stollery collection***

The loose BCKs had the lavatory located off the centre, instead of the end, vestibule, in a similar way to the BTKs.

However, in a variation making carriage 'picking' such a fascinating study, the toilet in these BCKs was on the opposite of the vestibule, i.e. adjacent to the group of 4 compartments, as opposed to the 2 compartments of the BTKs. [Is anyone still with me or have you all lost the will to live?!]

The BCKs generally remained 'loose' although most CKs and TKs were, for short periods, incorporated in sets. These coaches were the last to feature the curved picture windows with the shallow (10 ¼ in) ventilators above. It may have been that the shallow ventilators provided inadequate ventilation or that storing the fragile curved glass proved awkward, or the cost of curving such large sheets of laminated glass; for whatever reason, from the next batches onwards all Bulleid stock had flat glass picture sections with 15in deep sliding ventilators above, although the overall window dimensions remained the same.

### **The 4 coach sets (80-94)**

These 15 sets, built in for London-Dover-Ramsgate-Margate services, were the first to feature the revised window design with the 15in deep ventilators. In their way, they were just as handsome as the earlier vehicles. The sets were formed BTK/CK/TK/BTK, seating 24 first class and 160 third class passengers and were the last to be turned out in Malachite, although without the 'SOUTHERN' insignia. There were some other detail differences, e.g. to footsteps and the position of corridor-side handrails in order to match the new windows.

The sets remained as initially formed until the Kent Coast electrification schemes of 1959/61 caused reallocations and reformations, some sets ending up on Redhill-Guildford-Reading, Guildford-Horsham-Brighton, Tunbridge Wells West-Eastbourne, Oxted and various branch line services. In 1963, the Corridor Thirds (by now reclassified as Seconds) were removed, leaving them as 3 coach sets, the survivors ending up on the Western Section until withdrawal by 1967.

### **Editors Note**

Thanks to Mike Stollery for this first part of his personal history of Bulleid coaches. Part two will appear in the next issue, and hopefully next year part three dealing with Bulleid coaches in preservation will complete the trilogy.

# Multiple Unit Mayhem

by Ken Aveyard

As is usual during the summer, my brother Colin and I embark on a three day jaunt to wherever we need to chase new rolling stock, or traverse new lines and wherever we can get a good Travelodge deal.

For 2010 we returned once again to London where our targets were the new London Overground units, and the South Eastern Javelins, whilst also incorporating a ride on HS1, the East London line, and for Colin the DLR Woolwich Arsenal extension.

For a change I had a relatively late departure from Poole on Monday catching a bus to Bournemouth Interchange and boarding the 0705 Greyhound coach to London. A nicely refurbished 5 year old Irizar bodied Scania with leather seats left on time for the non stop run to Victoria a bargain at £5.50 single.



***Greyhound 23318 which took me from Bournemouth to London.***

Whilst on route the driver checked in with the traffic news and the message was that due to an accident on the M3, there were up to nine mile tailbacks both ways near the M25. This I suspect is normal practice as it was done in time for us to divert up the A34 and join the M4 at Chieveley.

The result was that we would be in London about 15 minutes late, but probably far earlier than we would have been queuing on the M3. As we cruised in on the Westway I received a call from Colin to say that his train, the 0940 from Leeds had been cancelled so his expected 1156 arrival in Kings Cross was going to be 1226. What we didn't know at that point was that the 1010 from Leeds would leave 20 minutes late with complete chaos as two train loads of people crammed in the one set and grossly overcrowded when it finally arrived in London at 1245.

In the intervening three hours I took the opportunity to have breakfast in the small cafe in Victoria Station's bus station before making my way to St Pancras where I purchased all our tickets for the following day's jaunt to Folkestone. I then decamped to Kings Cross and had an hour or so watching the comings and goings, which included departures of class 180 units of both Hull trains, to Hull (naturally) and Grand Central to Bradford (hopefully).

We began with a brisk walk to Euston where 378004 was stabled at the buffer stops as spare unit for the Watford service. A class 350 unit was our transport on the 1334 to Tring running non stop to Harrow, and were pleased when a PW slack kept our speed down passing Willesden Depot, where three more 378 units, were stabled along with 172005 and locomotives 87001 and 86401. Wembley yards were relatively empty but 66421, 66725 and 90049 were all at the head of liner trains that subsequently passed through Harrow.



***378231 working a Watford – Euston service enters Harrow and Wealdstone station while a Bakerloo line service to Elephant and Castle waits in the turn back siding.***



The recently refurbished station at Harrow and Wealdstone now has a small privately run buffet on the Watford bound platform, where we had lunch and stocked up with food for the teatime session at Willesden Junction. During that break Colin cleared his last dual voltage Southern 377 unit on the Milton Keynes service. As part of the research for the trip, we knew that six diagrams operated the Watford service, and the newest four car units were allocated, as we saw 378228, 229, 230 and 231, before being taken by surprise by the appearance of 313123 and then 313121. Internet reports had indicated that all the 313's should have been withdrawn for transfer to Southern ten days previously.

We travelled on 378230 to Willesden Junction and were pleasantly surprised at the smooth ride the new units give. Those of you who have made the journey on Bakerloo trains will know how lively the ride is at speed. The extra wide gangways of the new units are a novel development but the ridiculous perimeter seating arrangements cause neck ache when you're trying to spot oncoming units.



***313123 at Willesden Junction low level platforms on a Watford service.***

The late afternoon and evening were to be spent on the footbridge overlooking Willesden Depot and we knew that between 1641 and 1811 all 16 diagrams on the Stratford to Richmond and Clapham services would pass us. There was also the prospect of clearing some outstanding 350 units on the main line, and seeing whatever else would appear. The view of Willesden Depot with all the doors open also enabled us to see trains not in service including two more 172 units, 172004 and 172006.

67026 passed on the low level heading from the western to the southern with a set of barrier wagons. We were to pass it the following day returning from Dollands Moor after the expected Scotrail 380 unit failed to arrive from Germany. 66604 took ballast boxes through the high level, and EWS examples 66159 66117 and 66200 also put in an appearance, as did 59103 on a stone train. We decided to call it a day about 1910 catching an overground service to Clapham Junction, and then a Southern service to West Croydon which was a mistake as we actually wanted East Croydon to see if Colin could clear his last tram. We used the tram to make the connection, but in the hour we were there the said tram didn't appear so we headed back to Clapham Junction on a 442 unit from Gatwick, enjoying the ride on a unit sorely missed by SWT passengers.

Our Travelodge was in Battersea, and on two direct bus routes from Clapham Junction, so we boarded an Abellio (formerly Travel London) Plaxton bodied Volvo on the C3 service for the ten minute journey. We checked in and by 2300 hit the sack as Tuesday was an early start.

Tuesday's targets were threefold, starting with an attempt to get as many class 3775xx series units in use with Thameslink as possible. This would be done by spending the morning peak on St Pancras, or maybe Farringdon, but having studied the timetables it was important that we saw the 0627 to Brighton, as this would not return until 0928, by which time we would have had to leave Farringdon to allow time to get breakfast and catch the 1010 to Folkestone. Thankfully London has many all night bus services so we boarded the 44 service to Victoria outside the Travelodge at 0537 transferring to the Victoria line for St Pancras. We arrived on the Thameslink platforms just in time to see 319012 depart for Brighton. The cavernous Thameslink platforms are already suitable for 12 car trains, due in 2012, so we were able to find seats level with the front and rear of trains as they passed. Between 0627 and 0921 when we left we had seen 34 southbound and 29 northbound workings, although some of the shorter journeys repeated and there had been 2 cancellations. Between 0800 and 0900 trains passed through at 4 minute intervals and timekeeping was good with only a handful of late running services. By the end of the session we had seen 15 of the 23 class 377 units, and 74 (plus 1 we missed) of the 86 strong 319 fleet.

Our decision to leave slightly early enabled us to forgo the 1010 Dover and catch the 0940 Faversham as far as Ashford where we would hope to find a 171 unit or possibly see Colin's last 375. The ride on 395023 was quite rough on the section of track out to Stratford after which it was very impressive speeding through the countryside arriving in Ashford in just under 40 minutes. We decided to continue our journey by stopping service to Folkestone, as this would put us 15 minutes up on our schedule ready for the next session at the Cheriton Channel Tunnel site.

Having already bought Plusbus tickets, a bargain at £2 for unlimited local bus travel, a short walk down to the bus stop at Folkestone Station saw us board a Stagecoach East Kent bus to Cheriton Tesco where we made use of the facilities and had lunch. A short walk to the A20 roundabout saw us at the vantage point overlooking the terminal by 1150, where we hoped to see a full cycle of operating shuttles, but with a requirement to be back at the station for 1456. We both needed the same six locomotives and by 1400 trains were beginning to repeat with only twelve sets in operation. We were however rewarded with three cops, which I suppose is better than going home needing just one.



***Eurotunnel shuttle loco 9026 on the rear of a car train at Cheriton.***

Making our way back to Tesco we caught a bus back to Folkestone Station and waited for the 1456 Javelin service back to St Pancras. There we had planned to remain from our 1551 arrival until around 1840 by which time we should have seen 19 departures involving 21 units. The staff at St Pancras are very helpful and rightly proud of their trains but required us to report to the Network Rail office and sign in as visitors in order to stay on the platforms. This we duly did and settled down to see what would appear on HS1 and also on the adjoining East Midland and Eurostar platforms from which we both hoped to pick off outstanding trains. There are only three South Eastern platforms at St Pancras with two regularly in use off peak. Trains on the northern route only run as far as Faversham during the day at 30 minute intervals using six units on self contained diagrams. ***Continued on page 23***

## Class 59 diesels arrive in England

pictures by Trevor Hargreaves

The first four class 59's were constructed by General Motors in America for Foster Yeoman of Merehead. Arrival in Southampton aboard the M.V. Fairlift was on 21 January 1986 and Trevor Hargreaves was dockside a couple of days later to watch them being unloaded.



*59003 and 59001 aboard the M.V. Fairlift prior to unloading.*



*The locomotives were transported off their bogies which were unloaded separately. Here we see 59004 being lowered on to its bogies on the dockside at Southampton.*



***Having been lowered on to its bogies, 59002 is ready to be unhooked from the crane and be prepared for service.***



***The sheets are carefully rolled back from 59002 on the dock side at Southampton. The crane lifting eyes are still attached to the frames above the bogies, and it is interesting to see that the locomotive is not yet fitted with buffers and has a conventional draw hook.***



***The covers have been removed from 59002 and onlookers are treated to their first sight of the silver and blue Yeoman livery on the anglicised American bodywork. Note the class 33 in the background ready to take the locos off to Merehead.***



***59003 heads 59001 and 59002. Buffers have been fitted and couplings and air pipes attached. All that remains is for 59004 to join them and they will be tripped to Merehead behind the class 33 seen above. Interestingly in 1997 there was a requirement for a heavy haul locomotive in Germany and 59003 was repainted in DB livery and sent on loan, where it has remained ever since.***

Thanks to Trevor Hargreaves for making available his pictures taken on the day from which this selection was made.

## **Multiple Unit Mayhem *continued from page 19***

An hourly service to Dover requires a further three units with four units working an hourly service to Ramsgate both diverging from the northern route at Ebbsfleet and separating further at Ashford. During the peak period some Faversham trains extend to Margate, whilst Dover and Ramsgate trains double up as twin sets separating at Ashford. During the day a spare set is stabled in platform 1 which eventually forms the 1758 to Faversham and Margate.



***395010, right coupled to 395009 will form the 1710 to Ashford where the front unit will run to Dover and the rear unit to Margate. 395020, left, at the top end of platform 1 will work a 1714 short working to Rochester.***

Whilst all this was happening on the South Eastern side, over on the East Midland side, Colin had managed to clear his Meridians, but my solitary example 222002 was conspicuous by its absence. In the middle, Eurostar power car 3019 was copped, and Colin was encouraged by the arrival of power car 3016 which should have led to the copping of 3015 on the rear, but although the carriage numbers were correct, it was spare power car 3999.

By 1850 we had seen 21 different units, there are normally 23 diagrams for the 29 strong fleet, and arrivals were repeating so we made a decision to leave and made our way to Bank and took the DLR out to Poplar to spend a little while chasing Colin's last remaining older unit, the elusive 02 whilst finding out how high the 2010 deliveries had reached.

Travelling out to Poplar it was obvious that all the new units had been delivered as we saw highest numbered 155 en route. The new units are running in three car trains on the Bank to Lewisham route as this is the only line with all the platforms extended, but 136 and 111 were on the Stratford to Canary Wharf service. In all we saw 38 new units, 34 cops. As the Waterloo and City line closes around 2100 we headed back via Bank to Waterloo, Clapham Junction, and the First London operated 295 bus back to the Travelodge.

Wednesday morning saw a not quite as early start as we caught a bus at 0635 to Clapham Junction where I hoped to see 377115 377146 whilst Colin needed those two plus 377308 377456 and 450107. In order to get on the platform we purchased single tickets to Wandsworth Common which would allow us to head off before 0930 to buy our Travelcards. Arriving on the main Victoria bound platform at 0650, the first cop was 450107 which headed in to Waterloo about 0710 in the middle of a 12-car set. Next up at 0813 was 377308 on the front of four three car units heading for Victoria. Colin was keeping a complete record of Southern 377 units which were coming thick and fast in 8 and 12 car combinations. At 0840 I headed off to look for breakfast and as 456006 in advertising livery came in, I looked back over to the other platform and saw 377115 rolling to a halt. I returned to take a picture of the 456 unit then headed off again for breakfast. This involved crossing to the next platform, and as I reached the top of the steps, 377456 was drawing to a stand at the opposite platform. Returning with the pasties, we consumed breakfast following which I set off again for some cups of tea. After returning to the platform end with the tea Colin produced some chocolate bars and as I bent down to add sugar to the tea, in to platform 13 came 377146.



***The final one! 377146 heads for Victoria at Clapham Junction.***

That was it then, I had cleared all my Southern units, Colin had cleared all his plus South West Trains, so it was off to Wandsworth Common for the Travelcards then on to West Croydon for the new East London line units.



Our plan for the East London line was to travel from West Croydon to Sydenham, then double back to Crystal Palace High Level. When we had first done Southern Region railovers in the 1970's that station only had a peak hour service so we hadn't managed to fit it in. Now it has through trains as well as the new Overground service.

The East London line uses third rail only Capitalstars numbered 378135 to 378154, and there are 17 diagrams leaving three units spare. We travelled on 378143 from West Croydon and the newly relaid line takes you very close to Selhurst depot where Colin copped 171723 laying over between the peaks. As we arrived at Sydenham, a through Thameslink service heading for Brighton passed formed of 377507 and 522, which were two of the eight not seen at St Pancras. Alighting from the 378 we were making our way to the footbridge to cross for the Crystal Palace service when in what can only be described as one of those lucky moments, another pair of 377 units heading for London shot through with 377514 and 523 two more of the missing eight.

After a run to Crystal Palace we returned heading through to Surrey Quays where we would change again for the short run to New Cross. The line from Sydenham sweeps over the back of the depot where we found a single unit parked in the open, but the three road maintenance shed was closed up. We had seen dual voltage unit 378225 working, so we stayed at Surrey Quays until we had noted 17 in service and they were beginning to repeat, then nipped down to New Cross and back through to Shadwell. We will return at a later date to do the Shadwell – Dalston Junction section after the extension to Highbury and Islington is opened, for which four new units are on order.



***Third rail only Capitalstar unit 378137 enters Surrey Quays station.***

At Shadwell we interchanged with the DLR which as the ELL station is underground and the DLR is on stilts is quite a hike. Our destination was Poplar again to search for 02 whilst observing all the new units on the Lewisham service as they left West India Quay. Unit 02 appeared relatively quickly so we moved up to Canary Wharf for an hour until the new units repeated. We had noticed that Lewisham bound trains now run from Westferry to Canary Wharf using a new switchback line that soars over the low level Poplar line before dipping down under the line down from West India Quay and misses that station during the day, thus reducing conflicting moves on the Y junction. After a quick double run to do that line we headed off to Woolwich as Colin needed to do the tunnel section. This would fall in nicely with a run from Woolwich to London Bridge where we would spend the evening peak.



***The elusive DLR unit 02 at Poplar on a Canary Wharf service.***

A spirited run on a South Eastern Networker saw us on London Bridge just after 1500, with the prime intention of copping Colin's last unit, 375623, added to which was the possibility that we would both get our last Southern 171 unit, 171726 if it was not one of the four units working the Brighton to Ashford Marshlink route. There was also the possibility of seeing the four Thameslink 377's not yet seen, although pathing constraints mean that half the service is diverted away from London Bridge during the peak. It took until 1646 for the first cops in the form of 377518 and 508 heading for Brighton, and whilst Colin had been logging all the Southern 377's to add to the morning observations, train after train of South Eastern Electrostars came in and out with no result. Various combinations of both two and four car Southern 171 units came in and out until finally at 1650 171726 arrived to form an Oxted service.



***377518 alongside 375706 at London Bridge.***

Colin needed to be at Kings Cross for a 1930 departure, whilst I was due to leave Waterloo at 1935 so we decided to leave London Bridge at about 1815. As we prepared to head off down the platform towards the exit, we saw another set of Electrostars approaching and hung on until it arrived, and finally there it was in the middle of the rake, 375623, Colin's last South Eastern unit.

We parted company, and Colin headed for the underground as there were no convenient Thameslink trains. I returned to the platform and caught the first train to Waterloo East to await my train home, another early booking bargain at £11 single.

Over the course of the three days we had done peak hours at Willesden, St Pancras Thameslink, St Pancras International, Clapham Junction, and London Bridge. We had ridden HS1 to Folkestone done most of the East London Line, and had very little sleep!

My total cops amounted to 126 whilst Colin had an even more impressive total of 159. In terms of what we did and what we saw it was probably the best trip for many years. If space permits some of the observations we made will accompany this article.

### St Pancras Thameslink

#### South

0627	Brighton	012
0639	Sutton	378
0643	Brighton	423
0651	Sevenoaks	218
0657	Sutton	382 454
0703	Brighton	517 509
0711	Sutton	379 377
0717	Sevenoaks	371
0721	Sutton	458 460
0725	Brighton	519 515
0729	Elephant	441 449
0733	Bromley South	381 456
0737	Sutton	Cancelled
0743	Bromley South	437 009
0749	Sevenoaks	368
0753	Brighton	502 521
0757	Sutton	435 453
0803	Brighton	457 438
0809	Blackfriars	459 444
0813	Bromley South	443 426
0817	Sutton	385 422
0821	Sevenoaks	428 450
0825	Brighton	516 511
0829	Sutton	425 217
0833	Sevenoaks	365 010
0837	Sutton	362 429
0841	Elephant	013 430
0845	Sevenoaks	363 216
0849	Sutton	369 380
0853	Brighton	214 436
0857	Elephant	439 452
0901	Sutton	383 367
0905	Sevenoaks	002 004
0909	Brighton	442 448
0921	Sutton	011 372

#### North

0630	Bedford	452 439
0636	Bedford	448 442
0654	St Albans	217 425
0658	Bedford	504 510
0706	Luton	380 369
0712	Bedford	427 432
0718	St Albans	216 363
0724	St Albans	367 383
0730	Bedford	512 506
0736	Luton	004 002
0742	Bedford	005 384
0748	St Albans	372 011
0754	Luton	445 447
0800	Brighton	451 455
0804	St Albans	007
0810	Bedford	Cancelled
0815	Luton	001 219
0819	St Albans	378
0823	West Hampstead	373 366
0827	Bedford	505
0831	Bedford	449 441
0835	Luton	374 433
0839	Luton	382 454
0843	Bedford	501 520
0848	Kentish Town	215 375
0852	St Albans	379 377
0856	Bedford	456 381
0900	Bedford	440 uid
0904	Kentish Town	376 421
0908	Luton	458 460
0912	Bedford	Late
0916	Bedford	Late
0920	Bedford	Late

Numbers 001 – 486 are class 319, 501 to 523 are 377 units.

The twelve 319 units not seen were 003 006 008 220 424 431 434 446 361 364 378 386. The 377's not seen were 503 507 508 513 514 518 522 523 but six were seen the following day leaving just 503 and 513 unseen.

Of 378001-024, we saw 20 all in three car formation. Sixteen were in use and four spare. Of the units not seen 378001 was at Ashford being commissioned as a four car set, 378002 has never left Derby and is now four cars, and 378008 and 010 had left Willesden for Derby the previous week for lengthening.

Of 378225-233, 225 was in use on the East London line, 226 and 227 on shed, 228 - 231 on Watford services, whilst 232-234 were still to be delivered.

Of 378135-154 sixteen were in use on the ELL (with225) one spare on the shed, and 378140, 144, 152 not seen presumed in the maintenance shed.

Of the 29 395's 21 of the 23 used were seen 004 005 006 008 014 019 022 027 were not.

# BRITISH TRANSPORT FILMS

A Brief History by Jack Bath

British Transport Films (B.T.F.) as we know them were born around 1936 with the production of the General Post Office's (GPO) film "Night Mail" and covers a period of 50 years until 1986 when the last B.T.F. film "Tomorrow's Way" left us with a pipe dream of the future. We can however divide those fifty years into two parts of 14 and 36 years, whereby from 1936 to 1950 transport films were spelt with small initials (btf) and from 1950 to 1986 when spelt with Capital letters. The reason for this is simply because up until 1949 various organisations made films about transport and after 1950 the newly formed British Transport Commission (B.T.C.) actually called their monopoly "British Transport Films". In the interest of film history this later period, known affectionately as "B.T.F.", can also be sub divided into two parts. During the first 12 years all films were budgeted for, but following the 1962 B.T.C. Transport Act the remaining 24 years saw film production returning to a commission basis.

One would have to research extremely diligently to record all the transport related films produced in the former "unregulated" 1936 to 1949 period, but we do know that during the B.T.C. reign of 36 years nearly 1,350 films were produced. Studying film history can reveal some astonishing facts, such as that transport film production aimed at the cinema type mass viewing commencing in 1936 ran side by side with the development of commercial television and that during the final 16 years of film production (1970 to 1986) B.T.F. ran alongside and even used electronic video techniques, even making some T.V. "commercials" for British Rail. B.T.F. achieved film accolade, their film units scooping over 200 film awards in its 36 year history, culminating in no less than an "Oscar" in 1967 with "Wild Wings" but surprisingly not a train, bus, boat or airplane was in sight as this was one of B.T.F.'s nature films, its "stars" being Chinese Mandarin & African Pygmy Geese !

An extremely interesting period in the history of british transport films is in the run up to 1936 and "Night Mail". Although recording people and events on film for the cinema had occurred since the invention of the movie-camera around 1896. It wasn't until the late 1920's that John Grierson, acclaimed father figure of the documentary film movement and creator of the term "Documentary" gathered together his young and rather raw recruits to form film units. These were the teams that were to produce the instructional, yet entertaining and informative films influencing the future documentary film industry. Pioneering film makers such as Edgar Anstey, Harry Watt, Alberto Cavalcanti, Ron Craigen, Basil Wright and Humphrey Jennings all contributed their respective skills and ideas into the institution that was referred to as the "movement".

After 1936 the career paths of many of Grierson's prodigies can be followed throughout the war years then either onward toward enhancing documentary film making such as with B.T.F. or into big time commercial cinema film production. Just keep an eye on the credits of any transport film made between 1936 and 1986 – there are the clues to a very successful branch of film history.

Although television documentary programmes today display such wizardry of computerised images and digital technical embellishments, the basic formula to keep audiences interested with a varying story-line can be traced back to John Grierson's original theories. His formulae, such as high-lighting an every day problem and if necessary carefully dramatise in film and sound either its solution or need for further investigation was also his innovation. Add to this the tact to encourage ordinary people to either explain their plight, problem or predicament or demonstrate their particular skills with certain procedures such as operating machinery and you have the "hallmark" that has stood the test of time.

Back in 1936 when "Night Mail " hit the big screen, the main source of transport themed documentary film producers were, understandably, the big four railway companies of the day (SR, LMS, LNER and GWR). Other film producers were the GPO and British Waterways. It was the GPO that took over production of government backed films when the Empire Marketing Board (EMB) ceased in 1935. The EMB had been formed in the late 1920's to promote the British Empire and John Grierson, its top man, had experimented using film as a mass viewing information aid. With the introduction of "sound on film" by the mid 1930's Grierson had a formidable film tool with which to build up his film unit, both staff and equipment. Not surprisingly the first of the GPO films was in fact "Night Mail", appropriate since the subject matter was, after all, about one of the Post Office's more exhilarating facilities.

Between 1939 and 1945 Grierson's film units went to war and film production was authorised by such departments as the Central Office of Information (C.O.I.), War Department, M.O.D., R.A.F. and the Royal Navy. Transport subjects now became ships, planes and tanks. As such many of the unit members became involved in such topics as missions of military importance, the home front and the effects of the blitz and of course war newsreel coverage. After the war several of the famous aviation companies such as Vickers Aviation and B.O.A.C. produced documentary films, often backed by some of the more well known commercial studios like Universal, and by this time, often employing distinguished film-star voices as narrators.

One of the leading players in the development of the documentary film movement was Edgar Anstey. He had joined Grierson's film school at the EMB almost at its concept in 1930. Anstey was instrumental in helping to set up the Shell Film Unit in 1934.

Having progressed throughout the development of documentary film making well into the 1940's he was chosen by the British Transport commission in 1949 to head the B.T.F. facility. In 1974 after 24 years in charge of production of around 1,100 films Edgar Anstey finally retired. John Shepherd took over the reins for around another 250 films until the closure of B.T.F. film production in 1986. During the 36 years of B.T.F.'s existence the major part of film production involved the various aspects of transport i.e. trains, boats and planes, but several travelogue, holiday and nature films were produced. But probably underlying their extreme professional presentation the direction was aimed at tempting the viewer into visiting somewhere, preferably by public transport. Interestingly some films depicted journeying to France, The Channel Islands and even Majorca. Whilst making all these transport films B.T.F. also produced countless 35mm film strips and slides for home and school instruction.

It must not be forgotten that a very interesting period of film making documenting transport existed from the early invention of the movie camera in 1896 until the start of "our" transport story in 1936. For forty years the early development of movie making always seemed to take advantage of "transport" as a background.

Was it not the brothers Lumiere who, in the mid 1890's whilst busy inventing one of many cinematographic processes of the time rushed out and filmed the arrival of a train at La Ciotat station in France ? Today, it is most likely "nostalgia" which enables us to watch the transport films originally produced up to 50 even 75 years ago, and we view with interest, what we consider to be the stars of the show. Be it "Flying Scotsman" racing toward Edinburgh, Waverley, Cunard's "Queen Elizabeth" sailing in the Solent. A D.H. Dragon Rapide soaring over Croydon or a glimpse of a London bus traversing Parliament Square. Some films were made to show their background infrastructure, railway track, dry dock procedures, workshop and depot servicing for instance.

But consideration must be given to the other "stars of the show", the people filmed doing their every day jobs and routine lifestyle helping keep transport "on the move". The total transport film story is really the recorded moving epic of twentieth century "man in the street" and "in the workplace". Therefore thanks must go to the inventors of the movie camera, the determination and perseverance of the film crews and to the people of the land for allowing themselves to be filmed.

This emotive heritage is best summed up by the title given to Harry Watt's autobiography "Don't look at the Camera". His phrase is still often used in getting "every day" 21<sup>st</sup> Century ready for filming their current tasks, jobs or routines.

# THE GRETTON GAZETTE

A Grate Western Publication

## Bournemouth Air show week-end

After seeing the last two Bournemouth Air shows Al Terego and his wife were looking forward to this years. As a change this year we decided to view from the deck of S.S. Shieldhall at sea, looking towards the cliffs, instead of sitting there looking at it! Al junior dropped us off at Poole Quay, nine o'clock. A crowd was already queuing and we waited under protection of shop canopies, as rain was already on its first "clearing up shower." Off we went through the harbour entrance, dropping off the pilot. Then the fog rolled along, we could have been anywhere. At last Bournemouth Pier appeared, and the crew found their position to drop anchor. Then the waiting began, and went on, at times seeming better, brighter, drier, at times worse. The high point of the afternoon was the water police coming on board for a cup of tea, and getting off again! Other boats began to slip away, and finally it was announced that nothing was going to fly today. The captain said that we would go to Swanage to have a "bit of a run." It was raining again as we steamed past Old Harry, by the time we reached Swanage it was pouring *and* foggy! Our return rounded off a damp squib of a day, only to bump into Graham Kelsey again at the Broadstone chippie!

So to Sunday. The weather was supposed to be better, and plan B. Park at Bournemouth Uni, coach into cliff tops, take chairs and sit (looking out to Shieldhall!) and watch the display from there. Al learnt that Dave Round was driving that route all day but missed him. We could at least hear the commentary (or what might soon happen). The wing walkers were on earlier than planned (off to Shoreham). A couple of the "Flying circus" aerobatic boys fly and do their displays (about half visible!). The end came as the "Miss Demeanour" Hunter appeared, along with rain and cloud. The announcement it was all over followed very quickly. Hope next year is better!





***Drummond T9 30726 on ECS at Southampton Central on 24 July 1959. This was one of the locos that received a six wheel tender, and was withdrawn less than a month later in August 1959. WRS C88***



***Class 47 locomotive 47442 on the down ICI hoppers approaching New Mills Junction on 4 May 1990. WRS P1202\_6***  
*The above two pictures are from the recently acquired print collection referred to on p4.*

## RAILWAYS ROUNDABOUT

**JULY :-** Sunday 18th saw N15 4-6-0 No 30777 "Sir Lamiel" work a special from London to Yeovil via Salisbury. Later Class 47 No 47760 hauled the train to Weymouth with "Sir Lamiel" on the rear. This had the steam loco' in place to haul the train up Bincombe bank with 47760 assisting as far as Wareham. "Sir Lamiel" then ran unassisted back to London passing Poole at 18.05. "Sir Lamiel" returned to Weymouth on Wednesday 21st at the head of a Railway Touring Company (RTC) special and was noted storming through Hamworthy at 13.00. An hour later two Class 37's Nos 37706+37516 ran light through Poole heading for Weymouth. These two engines worked the rail tour back to London as the 16.35 ex Weymouth. No 37706 headed the train with No 37516 assisting in the rear as they roared across "The Bunney" at Poole at 17.25. Freightliner sent Class 66 No 66511 to Wool with the sand empties on Tuesday 20th. This was the 70th Freightliner Class 66 to work into Dorset, the following day No 66511 worked the loaded sand train away to Neasden. The National Measurement Yellow HST ran to Weymouth on Thursday 22nd, power cars 43013+43014 provided the power. As is usual with this working, Poole was passed at 16.40 going down and 18.15 on the return.

On Tuesday 27th Freightliner's 66558 worked the sand train empties to Wool, returning with the loaded train on the 28th. The 28th (Wednesday) was also the day that a Gresley A4 returned to Dorset, the last occasion being in June 1967. On this occasion 60019 "Bittern" headed an RTC tour from London to Weymouth and ran through Poole at 12.45. Later in the day "Bittern" banked the returning special headed by No 30777 "Sir Lamiel" from Weymouth to Dorchester South. "Bittern" should have remained on the rear as far as Wareham but lubrication problems caused its early removal. At 17.35 a few minutes, late "Sir Lamiel" stormed up Parkstone bank as it returned to London. "Bittern" then returned light engine to Weymouth and eventually headed up to Yeovil Junction to stable for a week.

**AUGUST :-** On Monday 2nd No 66511 worked empty sand wagons to Wool. However due to the lack of a shunter the loaded train was delayed for 24 hours before running up to Neasden on Wednesday 4th. Also on the 4th another RTC "Dorset Coast Express" (DCE) steam tour ran to Weymouth, No 30777 "Sir Lamiel" worked through Poole and a torrential rain shower at 12.45. Later in the day "Sir Lamiel" banked A4 No 60019 "Bittern" out of Weymouth for the run back to London. More rain was falling as "Bittern" rolled through Poole at 17.25, but the damp conditions did not hinder No 60019's climb of Parkstone bank. Later in the week on Friday 6th No 66621 brought empty sand wagons to Wool before retiring light to Millbrook. To end the week on Sunday 8th, the preserved Hastings d.e.m.u. No 1001 ran a comemorative rail tour in memory of a much respected GBRf driver and railway enthusiast.

The "Andy Piper Memorial Tour" ran from Hasting to Waterloo and then down to Poole arriving at 12.00. No 1001 then visited Branksome depot for servicing before returning to Poole (15.00) ready for a 17.15 departure.

Week commencing Monday 9th had No 66621 running light to Wool to collect the loaded Sand train. It had been preceded by No 59101 working a load of stone to Hamworthy which passed Poole at 09.15. A second load of stone came down next day (9th) headed by DBS/EWS Class No 66159, the first occasion since January 2008 that a "Red Shed" has worked into Dorset with a revenue earning train. To end the week a third stone train arrived at Hamworthy on Friday 13th behind No 59002. Also in this week the "Dorset Coast Express" ran following its usual pattern on Wednesday 11th. A4 "Bittern" ran down to Weymouth and later banked No 30777 "Sir Lamiel" as far as Wareham. As 30777 continued to London No 60019 set off light engine to Weymouth to collect its support coach before running to Yeovil. Sadly on that leg of the journey the A4 ran out of water near Stratton adjacent to the A37 main road. This necessitated the attendance of the Fire Brigade and TWO fills from the Fire Engine. Having blocked the ex GW single line and delayed three service trains "Bittern" finally got on the move at 20.30. Sunday 14th saw more steam run over the Yeovil to Weymouth line when ex GW Castle No 5029 "Nunney Castle" headed a train into the seaside town at 13.00. After running light from Weymouth to Yeovil Junction and back to be serviced, "Nunney Castle" left Weymouth with nine coaches in tow at 17.10.

Yet more steam came to Weymouth on Wednesday 18th when "Sir Lamiel" headed the "Dorset Coast Express". No doubt with plenty of water in its tender "Bittern" was on hand to return the train to London ably assisted by "Sir Lamiel" as far as Wareham. Unfortunately a second steam hauled special booked to run on the 18th was worked by Class 37 No 37706. This was because the booked loco' Black 5 4-6-0 No 44932 suffered a TPWS fault and was unable to work the train. The 37 passed Poole at 11.45 going down returning through Poole at 19.10. The following day (19th) yet another rail tour visited Weymouth, Class 47 diesels No 47580 (leading) + 47826 (tail) worked in with a special from Shrewsbury. This train passed Poole at 13.45 going down, and at 17.15 on the return. The Wool sand train was worked by No 66621 on the 17th and 18th August, the following week (24th & 25th) the job was in the hands of 66530.

On the evening Tuesday 24th Class 31 No 31602 worked a test train to Weymouth, the usual pathways for this nocturnal jaunt of 22.10 down and 00.25 up through Poole were used. Another 31 No 31285 ran to Weymouth on the 25th this time arriving and departing via Yeovil over the ex GWR line. This was also the route followed by No 5029 "Nunney Castle" when it made another Bristol- Weymouth and return foray on Bank Holiday Sunday 29th. Prior to that on the 25th the "Dorset Coast Express" saw the familiar pairing of 60019 (down) and 30777 (up) working the train.

**SEPTEMBER** :- That partnership was broken on Wednesday 1st when 30777 went Norfolk for the North Norfolk Railway's steam gala. "Sir Lamiel's" place on the down DCE was taken by Black 5 No 44932, but "Bittern" was on hand to work the train back to London, but not without a hiccup. Approaching Poole No 60019 was brought to a stand on Holes Bay causeway due to a stranded class 450 emu. The 450 which had arrived in Poole at 17.07 got "gapped" (lost contact with the 3rd rail) when crossing into Poole carriage sidings. It had to wait for the following 17.17 arrival to propel it clear of both running lines, thus it was not until 17.45 that "Bittern" some 20 minutes late was allowed to proceed. Two Class 73's, No 73212 leading, and No 73204 on the rear worked a UK Railtours special from London to Weymouth on Friday 3rd. The train passed through Poole at 10.50 going down and 18.35 up, with 73204 now leading 73212. To end the season of Summer Saturday locomotive hauled Bristol to Weymouth "Sand & Cycle" seaside specials, First Great Western turned out Green Liveried Class 57 No 57604 "Pendennis Castle" in lieu of the usual Class 67. This locomotive, recently repainted to commemorate the GWR 175th celebrations was in immaculate external condition when it arrived in Weymouth on Saturday 4th. The train departed Weymouth at 16.55 with the usual array of arm waving idiots in the front coach.

Week ending 12th provided a fair few locomotives both steam and diesel. In the early hours (00.05) of the 7th GBRf Class 73's Nos 73141+73206 worked through Poole with an engineers train heading to the Woodsford area (Moreton). More 73's should have worked another p.w. train to the same location the following night, but due to a fault with one of the loco's GBRf substituted an ex DRS 66 No 66401. Both trains ran to Dorchester to run round before returning to Eastleigh. The Wool sand ran on the 8th (down) and 9th (up) with 66615 in charge. The Hamworthy stone ran twice on the 9th and 10th on both occasions No 59102 worked the train. Wednesday 8th saw the last of the 2010 season of "Dorset Coast Express" workings. Black 5 No 44932 worked the train to Weymouth and A4 No 60019 "Bittern" the return. The VSOE Pullmans worked into Bournemouth on Thursday 9th top and tailed by Class 67's Nos 67009+67023. Bath Travel had chartered the train which worked a round trip luncheon special via Basingstoke (reverse), Andover, Laverstock, Romsey and then back to Bournemouth.

**POOLE PARK RAILWAY** :- Steam returned to this line on Wednesday 7th July in the shape of an Exmoor Steam Railway built 0-4-2T named "George". The name "George" refers to the late George Vimpany who founded and built the Park Railway in 1949. On most days during the summer months "George" worked a two train service "tail chasing" the line's HST outline diesel.

**SWANAGE RAILWAY** :- For Swanage Carnival week (31st July to 7th August) the railway ran six coach trains and rotated locomotives at Swanage.

Thus three engines were in steam each day, noted on August 7th were 34028, 34070 and 80104. The same procedure was used over the August Bank Holiday weekend. Following an issue of leaflets advertising the evening d.m.u. service the railway once again "shot itself in the foot" by having to cancel several evening services. On one notable occasion a group attending an evening wedding reception were relying on using the advertised service. In the event the group were reportedly most aggrieved at the suspension of trains and being "forced" into driving to and from the function being held in Corfe Castle village. On another occasion the evening bistro service was a casualty, echoes of the WSR fiasco of a year ago ! I find myself asking, just what is happening on the SR ? Especially as rather worryingly I keep hearing from various individuals, both on and off the railway, rumblings of volunteer dissatisfaction with upper SR management ?

On a happier note the railway held their annual steam gala over the three days of 10th, 11th and 12th of September. All of the railways fleet of locomotives were in use plus two guest locomotives. Both guests arrived by road on Wednesday the 9th. They were A1X No 32662 now in LBSC livery and numbered 662, the second visitor was ex GWR Manor Class 4-6-0 No 7802 "Bradley Manor". Weather conditions played "fast and loose" with the event being a mixture of rain, mist and brilliant sunshine. During my visit on Saturday 11th all trains ran more or less to time and no apparent problems were noted.

However I have heard a report that on Sunday 12th the A1X had problems. It caused a line side fire near Corfe needing Fire Brigade attendance. But more seriously it ran out of water at Corfe Castle station and the fire had to be quickly dropped. Luckily no damage was caused ? Both visiting locomotives remained on the SR following the Gala and were used on SR services during the following week. Manor No 7802 was booked to haul SR services on 13th, 14th, 15th September and No 32662 on the 18th and 19th, confirmation of this in the next issue of "The Corkscrew" .

In return for the loan and use of "Bradley Manor" the Severn Valley Railway (SVR) were loaned/hired Bulleid No 34070 "Manston" in exchange for use at their steam gala. This loco' was noted heading up the A31 at 13.45 on Tuesday 14th September. I should add that it was on the back of a low loader and not under it's own steam ! It would appear the SVR by far and away had the better end of the deal.

For some of the above information I am indebted to Roger Smith, Derek Lewis, Steve "Reverend" Green, Fred Worth, Christine Livermore, Graham Clackett, Alan Worth and the website "wrgen"

# Bulleid's Battle of Britain Brain-Bender Crosswordsearch Quiz type thing.

By The Reverend (on behalf of O.V.S. Bulleid.)

To commemorate the 70<sup>th</sup> Anniversary of the Battle of Britain, 70 years ago in 1940, how about this little quiz for you all to enjoy.

In the grid below are 19 numbers, two of which appear three times. And yes, one of the squares does have two numbers in it. From the bizarre, cryptic and easier clues below, can you work out which Battle of Britain goes where? Each number indicates where a name starts and they can run up, down, left, right and diagonally. Once you have completed the grid there will be some spaces left over, enough to fill with the letters of the name of one more Battle of Britain, but which one? Please note: I cannot be held responsible for any errors!

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

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- 1) The Minister of Aircraft Production.
- 2) If you put a match to Bob Carolgees' dog, you'd have a ...?
- 3) The base for RAF Transport Command.
- 4) He was played by Trevor Howard in the 1969 film, Battle of Britain.
- 5) Bude and ...? (S&D Railtour favourite.)
- 6) 5, 8, 5.
- 7) Watch where you're going man, stone the crows.
- 8) D-, H, G.
- 9) kilo, echo, november, lima, echo, yankee.
- 10) Crikey, it's a bit windy.
- 11) .... |.-|-. |.-|.. |.-|.. |. (there is no .-.- in this clue!)
- 12) "Attack to defend". RAF station's motto.
- 13) G, C, 19, 17, 21, 1, 4, 18, 15, 14.
- 14) ..--- |-....| ....-| ...| ---| ..-|.-| .. |.-|--- |-. (there is no .-.- here either!)
- 15) Died on 15<sup>th</sup> February 1970.
- 16) Original name for the pub at Adastral Square on Canford Heath.
- 17) 1000010100001010.
- 18) The Giesl-gizmo fitted one.
- 19) The P.M.



*Is this an answer or not? Eastleigh 2009.*

**KA**



***Arriva Trains Wales liveried Pacer unit 142077 is seen here at Cardiff Queen Street on 14 August 2010 heading for Penarth. KA***



***On 8 August 2010 Hastings Diesels owned class 201 unit 1001 operated a GBRf special to Poole. The unit ran in to the up platform and reversed to Branksome depot to stable. KA***