

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



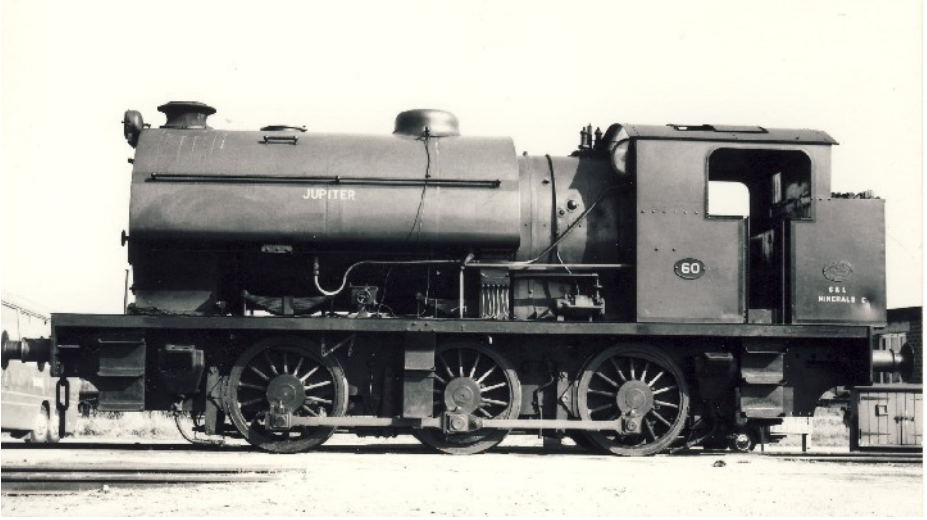
Issue 60

December 2010



The picture that would have been on the cover! On 16 May 2009 a few hardy members made a trip to the Nottingham model railway show, and then went on to Toton depot. After looking over the depot from the traditional view up the bank, we went around to the other side by the canal bridge, from where stored locos can be seen. Just as we were about to leave the distinctive note of a 60 was heard, and 60059 Swinden Dalesman came around the loop.

Ken Aveyard



Continuing the 60 theme, Stewarts and Lloyds Minerals Ltd 60 Jupiter RSH 7671/50 seen here at Market Overton on 7 October 1964.

WRS Archive

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- Graham Bevan...Vice Chairman :-...George Russell
Secretary :- Chris Francombe... Treasurers :- Mike Ranger Peter Watson
Bryan Stanley.....David Leadbetter.....Iain Bell.....Martin Catford

The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone

Download The Corkscrew from www.wimrail.org.uk

Contact The Corkscrew at kenaveyardATyahoo.co.uk (replace AT with @)

CHAIRMAN'S CHIRPINGS

Last summer's presentations and events concluded in July with our annual quiz, won by Team 'HAL-Plus-One' being John Henderson, Ken Aveyard, Derek Lewer plus John Wiles and the club's evening visit to the steam hauled trains of the Moors Valley Railway. Our thanks to Chris Francombe and Peter Watson for setting the quizzical conundrums and thanks to Colin Stone for arranging our visit to the MVR. Well attended Tuesday and Thursday nights maintained the momentum of work activity at the club during the August 'holiday' month.

September began with members' presentations of film and digital images and video clips. Subjects included the Tornado steam locomotive, workings of an LBSC locomotive on the Swanage Railway, oil freight at Marchwood, the Chur to Thuis railway of Switzerland, club's layouts, members' own layouts at home, the eighty year history of London Green Line buses, military jet aircraft of the 1950's and 1960's and locations and settings of trig points in Britain. Our thanks to Dave Round, Mike Stollery, Steve Green, Bob Steedman, Iain Bell, George Russell, Chris Aston and Paul Carpenter for their presentations and to Iain Bell for managing the various inputs for the film and digital projectors. Later in the month Bernard Mills visited from Cornwall to give us an entertaining presentation of slides that recorded changes in Britain's railways over 20 years from the 1960's. Our thanks to Bernard and thanks to Colin for organising the evening. Continued overleaf.....

Cover Picture:- Okay so I know you were all expecting me to stick with the class theme and put a 60 on the front of this issue. Well that picture is opposite, but when I came across the cover image in the WRS archive I just had to use it. Not as you might think one of Gresley's finest A4's, note the lack of the nameplate and the extra wheels under the cab. No details are available as to date or location, but this picture of W1class 60700 looks to have been taken at Doncaster Works after withdrawal. WRS Archive

Sit back and enjoy Corkscrew 60 Copy date for issue 61 is 13 January 2011.

Members judged some ninety photographic prints in three categories, steam, modern image and miscellaneous railway themes. Mike Banks' prints were democratically and objectively voted the winners of each and every category and, therefore, of the winner's trophy. Our congratulations to Richard and our thanks to John Webb for organising the evening's proceedings.

In October Jack Bath presented digital images of the design and construction of the Severn Tunnel in the 1880's, for which human, animal and thermal energies were the principal resources available. It was a fascinating and informative account of the challenges of planning and of continually clearing water from a very long and leaky tube! Our thanks to Jack and Ann for their preparation and presentation and to Colin for organising the evening.

In October Brian James showed slides of the 125 year history of railways to Swanage that illustrated early mineral traffic along the original pier to the relatively recent re-establishment of the railway. Our thanks to Brian for a very entertaining presentation and to Colin, again, for organising the evening.

Also in October, our club made a significant contribution to the successful "Blandford Railway and Transport Exhibition". Our club layouts, as well as layouts and exhibits owned by club members, were shown over the week-end. It was a pleasure for our club to help the organisers two of whom, Dave Cash and Dave Round, are also members of our club.

As a reminder of future significant events, our Open Day is planned for Thursday, 30th December 2010 at the club rooms in Wimborne and our biennial exhibition is planned for the 16th / 17th April 2011 at the Queen Elizabeth School, also in Wimborne.

On behalf of the committee and the club, thank you all for your support through a challenging period.

Graham Bevan



Steam powered 66730 passes Doncaster in heavy rain on 7 July 2009 on a Hatfield colliery working.

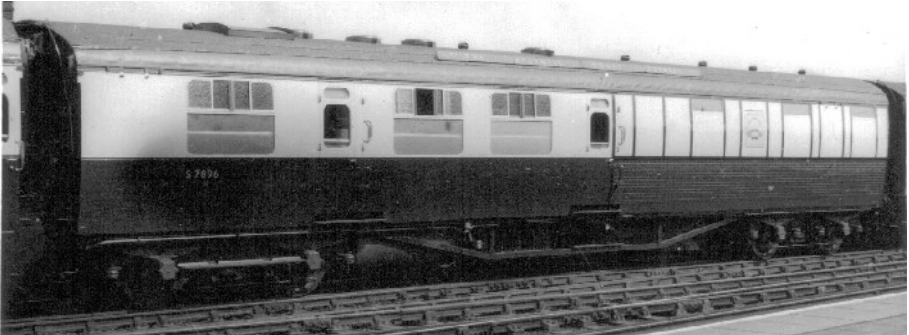
Ken Aveyard

BULLEID LOCO HAULED COACHES – A PERSONAL COMMENTARY

By Mike Stollery

The Tavern Cars

These were the last of the 1945 series of orders to be put into traffic and were the most controversial and idiosyncratic, by far, of all Bulleid's coaches. Suffice to say, externally, they exhibited the extended side sheets of the Bournemouth Restaurant sets but were finished in red and cream, the red areas treated with representative mortar joints between the 'bricks' and half timbering in part of the cream areas.



Tavern Car 'The Three Plovers' no.7896, kitchen corridor side, formed into a train set for working the Atlantic Coast Express as proclaimed by the roof boards. Note the half timbering, pub name and the brick coursing in the, further, saloon end. The mind boggles!

Photo Mike Stollery collection

To cap it all they were given olde worlde pub names! Internally, the pub theme was continued in the decor of the saloon end, although the kitchen was conventional in layout and equipment, being very similar to those in the Bournemouth sets. The only windows of any size were the obscure glazed ones in the kitchen area, arranged in a similar pattern to the kitchen end of the Bournemouth sets, although with the deep vents. The only windows in the saloon area were fake leaded top lights. The names applied were:

| Coach no. | Inn Sign | Paired with comp. diner |
|-----------|--|-------------------------|
| 7892 | The White Horse | 7833 |
| 7893 | The Jolly Tar | 7834 |
| 7894 | The Dolphin | 7835 |
| 7895 | The Bull | 7836 |
| 7896 | The Three Plovers | 7837 |
| 7897 | The Salutation | 7838 |
| 7898 | The Green Man | 7839 |
| 7899 | The Crown (later The George and Dragon) | 7840 |

The accompanying composite dining cars, if they could be termed as such, were branded 'RESTAURANT', not the more usual for the time 'RESTAURANT CAR'. They were bizarrely arranged with inward facing tables in the first class saloon, the loose chairs being against the coach side. At least the third class in the other half of the coach had conventional tables and loose chairs. However, the only windows were just the infrequently spaced 15in deep glazed sliding ventilators!



Composite Restaurant no 7837. Note the first class end has fewer 'windows' even than the third class – claustrophobic or what?

Photo Mike Stollery collection

They were paired Tavern and Dining Car (see table), two pairs being rostered for the 'Atlantic Coast Express', while the others were allocated to the Midland and Eastern Regions for service on the 'Master Cutler', 'White Rose', 'Norfolkman' and 'South Yorkshireman'. The idea was that customers would eat their meals quickly, increasing turnover – but they proved so unpopular, especially on the Eastern Region, that they were all returned to the Southern by the beginning of October 1949. Rebuilding of the eight dining cars with conventional seating and proper windows was authorised in 1950, the vehicles having only been introduced the year before! Conversion took place between June 1950 and June 1951. Nine sets of conventional windows were introduced, together with transverse seating for 18 first class and 36 third class passengers being provided.



Rebuilt Tavern Car no 7899 (ex The Crown / George and Dragon) at Clapham Junction in November 1965. By now it is a more conventional Buffet Car.

Photo RCTS no. CUL 1522, Mike Stollery collection

The Tavern cars themselves remained substantially unaltered for the present although the brickwork and half timbering was painted out, leaving the more usual 'blood and custard' livery. They were repainted in BR(SR) green from 1956, retaining their inn names. Eventually, they were rebuilt as more orthodox Buffet Cars albeit retaining their extended side sheets to the end, which for them came between 1965 and 1968.

Whether the eccentric design originated with Bulleid himself, or in drunken excesses by junior commercial executives is unclear. However, the Tavern Cars brought colour and controversy to post-war Britain. What a shame none were preserved!!

Further Service Stock 1947 -51

Orders were placed in 1947 for 40 Corridor Firsts (FKs) for Boat trains, 20 BTKs, 40 CKs and 40 TKs for the South Eastern section as well as 20 three – coach trains for Waterloo-Bournemouth/Weymouth and Waterloo-West of England services (sets 830-849).

The only all new design were the FKs which were completed first in June-October 1949. They seated 42 in seven compartments arranged in groups of three and four separated by a central vestibule. Vestibules were provided at each end with the pair of toilets arranged as in the Corridor Thirds but at the end adjacent to the three compartments. These and all subsequent Bulleid vehicles carried the 'blood & Custard' livery from new.



Corridor side of FK 7608 formed in an Ocean Liner Express rake for Southampton Docks ***Photo D Cullom***

The BTKs, CKs and TKs were all similar to the corresponding coaches in sets 80 – 94 except for the livery, and were out-shopped between September 1949 and June 1950. Although ordered as 'loose', some ended up in 3 Car sets 767 – 769, while others were formed into 6 coach set 264 and others into 7 coach sets 265-267, which latter contained a Maunsell Restaurant Car. These were allocated to London-Dover-Ramsgate-Margate services, later being transferred to the Oxted line, before the sets were disbanded and withdrawals began.



***A typical later pattern Bulleid CK, thought to be one of the loose coaches ordered in August 1947 and constructed between 1948-51
Photo Mike Stollery collection***

Of the 20 three car sets for the Western Section, sets 830 – 837 ran as intended but sets 838 – 849 were increased to five coaches with the addition of 'loose' TKs in pairs, entering traffic between March and July 1950.

Last orders for Bulleid corridor coaches were placed at the end of 1949. These were for 50 TKs for general use, 45 Open Thirds for Boat traffic, one FK for general use and 16 three coach trains (sets 850 – 865) for London-Dover-Ramsgate-Margate and Waterloo-West of England services. An order for six buffet cars, placed at the same time, was subsequently cancelled. It is interesting to speculate what these might have been – to the rebuilt Tavern design perhaps – or something quite different?

These coaches all followed the pattern set by the previous designs, although there were subtle differences. For instance, the Open Thirds differed from those in the Bournemouth Restaurant sets by omitting the extended side sheeting and had the 15in ventilators; nor were they fitted with tables. The BTKs and CKs in sets 830 – 865 were the same as the corresponding coaches in sets 80 – 94 apart from having longer roof-mounted water tanks and LMS pattern switch gear.

The nominally 'loose' coaches were formed into a variety of train sets over the years – readers are referred to Mike King's book for the details. Sets 850 – 857 were allocated to the South Eastern Section, the remainder to the South Western, where they were immediately strengthened to 5 coaches for the Summer season by the addition of a pair of TKs, reverting to three for the winter.

This process was repeated for some sets in subsequent years. In 1955, set 850 was reallocated to the Oxted line and 851 – 857 went to the South Western. By 1959 all these sets were concentrated on the South Western section, withdrawals started in 1964 but most survived until 1967.

In 1962, set 864 was reduced to two coaches only (BTK 2530 and CK 5922) for the Swanage portion of the Royal Wessex, although in Mike King's book BTK 2829 is illustrated, sporting the BR carriage crest presumably for the purpose. It seems that the Bulleid coaches supplied 16 extra seats (in the BTK) than the BR MK1 BTK and CK they replaced.

The last Bulleid main line coach to be constructed was FK no 7648, completed in July 1951. This lone Corridor First with its own order no. remains something of a mystery. It ran loose apart from a spell in set 473 from 1954 and, in 1965, in the remains of Bournemouth Set 299. It lasted until 1967. However, at least one small part of it still survives – a luggage rack bracket used in the restoration of one of the compartments in BTK 4365!

In 1965/6, twenty Open Thirds (now re-classified as Open Seconds) had been exchanged with Eastern and Scottish region Mk1s required for conversion to Bournemouth line electric stock. Some were painted in lined maroon and were given 'E' or 'Sc' regional prefixes, one such is preserved on the Keighley & Worth Valley Railway. Some of the Scottish ones lasted until 1970, outlasting those that had been absorbed by the Western Region in the early 1960s boundary changes by some two years.



A Bulleid at the 'other' Clapham. One of the Scottish allocation, Sc1464 S is seen at Clapham (Yorkshire) on 16 June 1968. Sister coach 1469 is preserved on the Keighley & Worth Valley Railway.

[Photo H C Casserley, Mike Stollery collection]

The BRCW Bulleids

In the sense different in that they were built by a contractor rather than by the Southern itself and are different in detail from the SR built stock, they are nonetheless correctly regarded as Bulleid vehicles. Due to post-war restrictions on manufacture, the Southern had a desperate need for additional coaching stock and was able to place orders with the Birmingham Railway & Wagon Co. for 35 three coach sets during 1946.

BRCW used its own proprietary methods in their construction, which resulted in several differences both externally and internally, although overall dimensions and underframe construction followed established Bulleid practice. Timber framing was again used clad with steel sheeting to clad the body. Externally the most noticeable differences were the windows, which were shallower and narrower than the Eastleigh carriages. Corridor and toilet windows had no ventilators, compensating ventilation was provided by roof mounted box vents in place of the usual torpedo type.

Internally, the seating and decor was reminiscent of Maunsell practice, with rexine below the waist line and stained timber veneers above, with a white painted ceiling. A darker feel was given to the passenger, accentuated by the smaller windows and the lower set of the seats. The lighting was an improvement, however, the light bulbs being contained in ornate glass bowls rather than being exposed in plastic mounts.

They were formed into 3 coach sets, nos. 795 – 829 and as usual were marshalled, BTK/CK/BTK. The CKs followed the usual Bulleid arrangement and dimensions, however there were differences in layout between the BTKs and those built at Eastleigh. These had the toilet, with a luggage rack opposite, located by the vestibule at the non-guards end of the coach rather than adjacent to that at the centre of the carriage. The BTKs in the first ten sets (795 – 804) had the usual 32 seat open saloon but instead of two compartments beyond the middle vestibule there was one full compartment and a coupe, giving a total of only 44 seats but a larger luggage area. The remainder reverted to the more orthodox 2 compartment layout with the smaller luggage area.

Sets 795 – 804 entered traffic between December 1947 and May 1948 and, after an initial spell on the South Western section, took up their South Eastern section duties, the remainder between August 1948 and May 1949 on South Western services. All were turned out in SR Malachite, none receiving the 'Blood & Custard' livery; from 1956 they were painted in the BR (SR) version of Malachite. Set formations remained constant until 1954, when some were strengthened to five coaches for the summer season. More changes occurred around 1960 with allocations to the Oxted line with sets made up with a variety of Bulleid designs.

One set (821), after accident damage, managed to include a 44 seat Brake at one end of the train and a 48 seat BTK at the other – a potential trap for seat reservation clerks!

Set 805 became a 6 car dining set for the Bournemouth line in 1957, incorporating a 'Tavern pair' and a MK1 Open Second. The Tavern Car was rebuilt as a Buffet in 1960 and the set remained in this form until fixed set formations were abandoned in 1966.

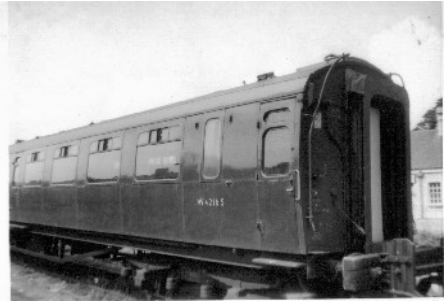
Two further sets (473 and 474) were later made up to seven and eight coaches respectively by the addition of the later Eastleigh built TKs, although 473 also ran with a Maunsell Restaurant Car. Set 474 is of particular interest as it was photographed on the Swanage branch around 1964 when its 8 coaches comprised a BRCW 44-seat BTK at each end, flanking two Eastleigh built TKs, two BRCW CKs and two more Eastleigh built Tks.



An interesting photo as M7, presumably on a positioning working, pilots 34093 'Saunton' on a through working on the Swanage Branch near Afflington. Comprising Set 474, the first five coaches are visible - a BRCW BTK, two Eastleigh-built TKs and the two BRCW CKs in the centre of the train. Out of sight are 2 more TKs and the second BRCW BTK. [Photo Mike Esau]

Some BRCW sets were among those transferred to the Western Region in 1964/5, receiving 'W' prefixes. One such I photographed at Swanage in 1965. These survived until 1968, outliving their Southern counterparts by a few months.

Altogether, 813 mainline coaches were built to Bulleid's design plus an inspection saloon. Additionally, of course, there were the EMUs, most numerous being the 4 SUBs, plus parcels vans which largely continued the Maunsell tradition. It could be said Bulleid's stylish passenger coaches were withdrawn before their time but their timber frame construction and canvas clad wooden roofs were thought un-suitable for the demands of the modernised railway from the 1960s with higher speeds and more demanding specifications. Fortunately, a number have been preserved and thereby will provide a reminder as to what attractive vehicles they were.



***BRCW BTK 4216 carrying the 'w' prefix as one of the carriages allocated to the Western Region but, on this occasion at least, back on Southern territory on 14 July 1965. Note the small window to the coupe in the left hand view.
Photos both Mike Stollery***



Edward Sholto and Pakis Baru at Stadfold Barn.

Steve Green

The Statfold Barn Railway and the Gas Works Railway 'Peckett'.

By The Reverend & the Model Makers.

"The where?" I hear you ask. To be honest, we weren't entirely sure! I guess there are some of you who haven't heard of this railway. Situated just north of Tamworth, this private railway was visited for the first time by myself, Bernie & James Luther and Stuart Webb on Saturday 27th March at one of the line's Open Days.

Statfold Barn Farm is still a working farm, producing specialist natural oils, under the name of Statfold Seed Oils. Each year the railway becomes a working industrial narrow gauge railway, bringing in the harvest in specially-built hopper wagons.

Back in 2004, then LH Group Holdings Chairman, Graham Lee, acquired the Hunslet Engine Company as a going concern. Mr. Lee is also owner of Statfold Barn Farm and he now looks after the heritage side of the "Hunslet Steam" company.

The Statfold Barn Railway (SBR) started as a simple 2'0" gauge oval around Mr. Lee's lake in the rather large back garden of his farmhouse! This "Garden Railway" circuit now has 7 ¼" and 10 ¼" gauge track running inside the 2'0" gauge track!

The "Field Railway" opened in 2005 and is now the main focal point and attraction, having grown into quite a large, dual gauge run of 2'0" and 2'6" track.

On arrival, there is a large barn which has been converted into a 3-road engine shed, which is accessed via a triple gauge traverser and turntable! The lines off of the turntable lead into the back of and form the centre road of the main 3-road running shed, which is at right angles to the engine shed. The middle road of both sheds is laid to standard gauge which straddles the two narrow gauge lines! This runs through the running shed and down via a very tight curve, to a short demonstration line and two sidings. Oh, and by the way, this standard gauge line then crosses the dual gauge "Field Railway" on a flat level crossing! Nearby, a new signal box was seen under construction, the brick base being noted under a tarpaulin.

Anyway, back to the "normal" three, dual gauge lines of the running shed, which also curve down to then connect with the main running line of the "Field Railway". Locos coming off shed have to reverse back up into the island platform terminus called Statfold, with its two faces, to collect their passenger train. On departure, the shed lines and "Garden Railway" connections both trail in from the right as the train climbs slightly, then turns through 90° and heads off across the fields! The line then descends slightly and sweeps along gentle 'S'-bends before turning right and arriving at Oak Tree Halt. This was the lines original terminus until 2006 when the railway was extended to reach its current limit.

A passing loop has now been created here, where all “down” trains pass through non-stop as there is no platform on this side of the loop. A couple of tight left hand bends and a steepish decent follow and the train now runs along the bottom edge of one of the fields to eventually arrive at a balloon loop. Here the whole train is turned in readiness for the return trip, but has to wait for the next train to enter the loop before it can depart back to Oak Tree Halt. You are allowed to alight here at the platform as all “up” trains have to stop and wait for the next “down” train to pass and give up the ‘staff’ which then allows the “up” train to return back to Statfold. All locos take on water here whilst they wait for the “down” train. On arrival back at Statfold, another loco then comes onto the back of the train to take the stock out again for another run. This then releases the loco that brought the train in to run back up to the engine shed for servicing ready for another trip later in the day. All locos used on the “Field Railway” therefore complete trips facing smokebox and bunker first during the day.

On the day of out visit there were three passenger/mixed sets and one freight train in operation and, wait for it, ELEVEN engines in steam! They were:-

| No. | Name | Builder | Works No. | Type | Gauge |
|------|---------------|-------------------|------------|-----------|-------|
| 5 | PAKIS BARU | O&K, Berlin | 1473/1908 | 0-4-4-0T | 2'6" |
| No.1 | “Sragi No.1” | Krauss, Munich | 4045/1899 | 0-4-2T | 2'0" |
| | SACCHARINE | J.Fowler, Leeds | 13355/1912 | 0-4-2T | 2'0" |
| MAX | “Sragi No.14” | O&K, Berlin | 10705/1923 | 0-6-0TT | 2'0" |
| 1 | HARROGATE | Peckett, Bristol | 2050/1944 | 0-6-0ST | 2'0" |
| | PADDY | Wilbrighton | 2/2007 | 0-4-0VBTT | 2'0" |
| | GERTRUDE | Andrew Barclay | 1578/1918 | 0-6-0T | 2'0" |
| | EDWARD SHOLTO | Hunslet, Leeds | 996/1909 | 0-4-0ST | 2'0" |
| No.4 | TRANGKIL No.4 | Hunslet, Leeds | 3902/1971 | 0-4-2ST | 2'0" |
| | STATFOLD | Hunslet, Statfold | 3903/2005 | 0-4-0ST | 2'0" |
| | JACK LANE | Hunslet, Statfold | 3904/2005 | 0-4-0ST | 2'0" |

NOTES:-

O&K = Orenstein & Koppel

PADDY = replica De Winton vertical boilered loco, on loan from the Amerton Railway, Staffordshire.

GERTUDE = on loan from Exmoor Transport. Will spend the 2010 season on the Welsh Highland Heritage Railway.

This loco originally worked at Sir Alfred Hickman Ltd’s Sydenham Ironstone Pits, near Banbury, along with sister loco DOLL, also preserved in working order, based at the Leighton Buzzard Light Railway.

EDWARD SHOLTO= on loan from the Moseley Railway Trust, Apedale Valley Light Railway, near Newcastle-Under-Lyme.

This “Large Quarry” Hunslet is owned by Andrew Neale, and was making its preservation debut since repatriation and restoration back into working order;-

This loco was the last new steam loco supplied to the Penrhyn (Slate) Quarry Railway in North Wales. It was also the first to be preserved, in 1961. It returned to this country in 2006 having spent all of it's preserved (but unrestored life) in Canada and the USA. It has been restored in Penrhyn Quarry livery as carried during 1954, as it retains many original parts.



TRANGKIL No.4 = the last industrial steam loco built in the UK. She was originally built to 750mm gauge and constructed to work in a sugar mill on the island of Java in Indonesia. She was repatriated to this country during 2004 and given a thorough overhaul, being re-gauged in the process.

STATFOLD = are new "Quarry" Hunslets built to the original design, & JACK LANE of which No.996 is an example.

Note the Works Nos. of the last three locos in the table. The name given to No.3903 is self explanatory, but for anyone who doesn't know, Jack Lane was the road in which the original Hunslet Engine Company works were situated in Leeds.

Also in use during the day were the following locos:-

| No. | Name | Builder | Works No. | Type | Gauge/Notes |
|-----|------------|-----------------|-----------|---------|-------------|
| 6 | BADGER | Hudswell Badger | 1418/1971 | 0-6-0DM | 2'6" / # |
| | Land Rover | Statfold Works | 9902/2009 | 4-2wDM | 2'0" / @ |
| | SID | Statfold Works | 9903/2009 | 0-4-0CA | 2'0" / % |

- used on shunting duties in the morning.

@ - a rail conversion of a Series 2a hard-top long wheelbase Land Rover built in 1969! Made at least two round trips of the Field Railway and was turned on the turntable at the back of the running shed.

% - a replica of a 19th Century compressed air loco used underground at Lambton Collieries. This potted around and about the turntable in the lower yard.



A whole host of other steam, diesel, petrol and battery locos were also on show in all three of the gauges featured. There are too many to list! Suffice to say that they are all listed in the Guide Books. But one loco of interest that was noted under restoration was Hunslet-built ex-WD 'Austerity' 0-6-0ST, rebuilt Works No.3883/1962. This loco was originally HE No.2868 of August 1943, WD no.75019, later WD no.168. She worked at Shoeburyness and Bicester and was withdrawn from WD service in August 1961. The rebuild saw this loco fitted with a Hunslet steam-driven underfeed stoker, allied with a four jet Kylpor blastpipe (with its distinctive chimney) and was used as a demonstrator of LD Porta's gas producer combustion technology. During April 1963 tests were undertaken on BR metals using the Western Region dynamometer car. She was then sold to the NCB at their Glasshoughton Coking Plant in Castleford, Yorkshire, becoming "Coal Products No.6". Retirement at the Rutland Railway Museum at Cottesmore, Leicestershire followed, but after several years of inactivity there, is now being fully restored to working order at Staffold. As the Guide Book says; "Staffold is not a place for static exhibits!" All in all it was a very good day out.

The main reason for The Reverend attending the Open Day was to see the ex-Harrogate Gas Works Peckett. This loco has been mentioned briefly in his look at the Hunslet "War Office" 4-6-0Ts in Issue 54 (December 2009, page 12), but a more detailed history will now be looked at:-



During 1943, the Harrogate Gas Works required a new locomotive. The original loco, 0-6-2ST BARBER, was life expired and the Hunslet SPENCER needed replacing. Peckett & Sons of the Atlas Foundry, Bristol obtained the order to construct the new loco. This 0-6-0ST, Works No.2050 was dispatched on 22nd February 1944 to the LNER's Bilton Siding where she was lifted onto the Gas Works 2ft gauge system by the York breakdown crane. She was painted in medium green with red frames and lettered HARROGATE GAS COMPANY on the saddle tank in yellow with red shading. She was never named and was simply known as 'Peckett'.

This loco featured outside frames and cylinders, but with inside valve gear and a dropped footplate at the rear to increase the headroom inside the low cab. The height of the loco above rail level was only 7' 10 ¼"; the cab roof profile followed the curve of the saddle tank, which was less than a foot below the top of the cab roof! She was 19' 6" in length over the bufferbeam, but her wheelbase was only 6' 5"! T

his resulted in very long overhangs at the front and rear and gave her a very squat, but powerful looking appearance. (Her tractive effort is reported as being 7810lbs.)

She was fitted with buckeye couplings whilst working for the Gas Company and also carried jacks on her front footplate in case of derailments, which did occur, as she had a tendency to spread the rails on the tight curves when she first arrived.

Although she had a full length saddle tank, the section around the smokebox was a dummy, which it has been suggested was filled with weights for balancing purposes. This was modified at an early stage to encompass a large 7" thick cast iron ballast weight which was attached to the front bufferbeam. The weights in the smokebox were presumably removed in the light of experience. Steam sanding gear and brakes were also fitted.

The loco's working life was very short. In 1949, the Gas Company purchased a new 0-6-0DM Drewry diesel shunter when the Peckett then became the spare engine. Her only major repair was a re-tube at the Gas Works during 1951 and she was steamed for the last time and withdrawn sometime during 1955. She then slowly rusted away in the engine shed until salvation came in September 1957 when she was purchased relatively cheaply for use on the Ffestiniog Railway, moving there by road.

However, it wasn't until the 1980s that any serious work was carried out on her. She had been allocated the name VOLUNTEER but this deemed inappropriate on an un-restored loco!

A change of heart and policy at the F.R. made her surplus to requirements (and any F.R. modifications!) and she was put up for sale.

She was purchased by the owners of the private Bredgar & Wormshill Light Railway near Sittingbourne, Kent, arriving there on 23rd February 1989. Just over two years later, following a complete overhaul, she was steamed for the first time in preservation, and the first time for 36 years. This was on the 11th May 1991 and coincided with the visit of the Narrow Gauge Railway Society for their AGM. The loco obtained her traditional Peckett-style cab during this rebuild and was officially named HARROGATE and carried No. 3 whilst at Bredgar as well.

She was purchased for use on the SBR during August 2004 and arrived in time for the opening of the "Field Railway". According to one of the guards at the SBR, HARROGATE is one of the best steamers in the collection and will pull anything that is put behind her. We certainly experienced a spirited and spectacular run back up to the terminus!!

And just to finish off, was the Harrogate Gas Works Railway the inspiration for JK Rowling's lead character at Hogwarts? Because the main driver of the Hunslet, SPENCER, and later the Peckett, was: - Harry Potter!



Sragi No 1 on the triple gauge trackwork.

Steve Green



Paddy the replica De Winton vertical boyled locomotive.

Steve Green

THE GREAT LOCOMOTIVE CHASE

Part 4 of an Occasional Series

The years 1979 – 1980 - 1982

The penultimate tale of chasing steam on the "Dark Continent"

Hopefully you are not losing the will to live by reading my ramblings and you are sticking with it to the bitter end of this "exciting tale" ? If so, you may recall that Brian Walker (my regular travel companion to South Africa) and I decided during our 1979 tour to try and see i.e. "cop, get, bag, track down" call it what you will, all steam locomotives remaining in use with South African Railways (SAR). Some of you may consider this a rather pointless exercise, and in some ways I suppose it was! However it did give us a sense of purpose during visits to SA, making us visit locations other enthusiasts from the UK would not think of visiting. It also gave our visits the feeling of a big game hunt, we had to actively hunt down our quarry and then "shoot" it on film! By 1980 our quest was even more urgent because of the 1,846 SAR locomotives listed as active in 1975, 20 had been withdrawn and cut up during 1976. However we knew that in 1977 the SA government had decreed all withdrawn steam locomotives be placed into "Strategic Reserves", so no more cutting up (we hoped). But more worrying was the fact that redundant SAR locomotives were being hired to neighbouring countries. Thus our 1980 "Stone/Walker Bash" was organised to maximise our chances of spotting the locomotives we needed to see, for me that total was 341 engines. Accordingly Brian and I planned a 4 week trip with an extension into Rhodesia (now Zimbabwe)

After arrival in Johannesburg on October 30th 1980 we "hit" our first shed at Germiston on the outskirts of Johannesburg. To start the ball rolling we "copped" four loco's before heading west across country via several other MPD's to end our first day at the Boer War siege town of Mafeking, a great relief that was! Next day we began to head south. At Klerksdorp and Kroonstad depots, lines of dumped locomotives presaged the forthcoming end of SA steam. About half of the 117 magnificent Class 23 4-8-2's were at the latter shed. It was a bitterly disappointing sight especially as we had seen the type in action in 1974 and 1976, the sad line up surrendered 44 "cops". Photography and cine filming took up the next day as we drove from Bethlehem to Bloemfontein. Next day to give me a break from driving (Brian did not drive) we went for a train trip behind Class 25NC No 3475 from Bloemfontein to Ladybrand and back. A couple of days later another 25NC No 3508 pulled us south out of Kimberley on the "Trans Karroo Express" heading for to Cape Town. Running into that fair city on Saturday 8th November we collected another hire car, almost immediately we visited Cape Town docks where the shunting loco's were ending their shift and heading for Cape Town's Paarden Eiland M.P.D., so we did likewise.

On shed were 76 locomotives, 30 of which were "cops" including our last Class 19C 4-8-2. We now began to head back north, first stop Touws Rivier, their dump had changed since our visit in 1977 with some locomotives cut up. This had happened before the S.A. government edict forbidding scrapping, luckily for our quest no loco's we needed had been touched ! Driving on, we chose the town of Lainsburg to stop overnight. We booked into the one hotel, and then with the proprietors words of "This is a quiet town, nothing much happens here" ringing in our ears, an almighty crash rent the air. Just outside the door an articulated lorry had overturned ! The driver scrambled out unhurt before the local Police and Fire Brigade arrived. Later after our evening meal Brian, myself and the 15 year old daughter of the proprietor sat on the hotel steps and watched the antics as a breakdown gang managed to get the lorry upright.

Beaufort West was our next destination which had an allocation of nine active locomotives plus a dump of 41 engines. We copped 18 here, including our last Class 23 (dumped). Continuing north easterly we arrived in Port Elizabeth and cleared their allocation of loco's by dint of wangling our way into Uitenhage locomotive works where one of the five required was operating as works shunter. On to East London to try and clear the Class 15AR, but one was missing, the shed roster board showed it to be at King William's Town. Thus after a forty mile detour we found No 2012 standing in lonely state in a siding, a good result with another class cleared. Another visit to Sterkstroom our "One Horse Town" from part 3 of this tale saw another driving break for me when we took a ride part way up the 177 mile long Maclear branch. A Class 19D No 2727 worked the train, we had the front coach to ourselves, with the windows down Brian and I enjoyed mile after mile as the gallant 4-8-2 forged her way uphill. What more can one ask for ? Dramatic scenery, glorious weather and a hard working steam locomotive .. It was pure Magic. Sister engine No 2726 worked the down service back downhill to Sterkstroom.

Photographing along the line next day we arrived at a level crossing and waited for a train to come into view. As we waited Brian said "I lost my lens cap somewhere around here in 1976, I left it on top of one of these fence posts". As he began poking around in the grass at the base of the posts. I replied "You don't expect to find it do you, some native lad has probably found it and played frisbee with it ?" Brian then stood up and held the lens cap in the air "Oh yeah, what's this then ?" he smugly retorted. My reply questioning his luck and parentage is unprintable ! ! Later that night after a quick wash in the hotel sink, the lens cap was clicked back onto his camera after a four year gap! As we continued north we visited other loco' sheds steadily clearing loco's. Eventually we spent our last full day in South Africa by "copping" the last of the 100 North British built Class 24 2-8-4's before flying into Rhodesia. Our aim here was to see, photograph and film the indigenous steam locomotives of the National Railway of Zimbabwe (NRZ). However eight S.A.R. Class GMA Beyer-Garratts were on hire to NRZ, including No 4102 which I required.



*Seen in 1980 class 19D 482 No 2727 built in 1945 by Robert Stephenson and Hawthorn slogs uphill with the daily Strekstroom to Maclear passenger train. This 177 mile long "branch" line is now sadly closed. It was at this spot (mentioned in the text) that Brian Walker found his long lost lens cap.
Colin Stone*



*Also photographed in 1980 Beyer Peacock 1925 built class 15A 4-8-2 No 1970 named "Milly" shunts at De Aar. Her super shine condition is due to her being the depot "pet" and of being one of just three 15A's not reboilered to class 15AR
Colin Stone*

Our arrival in Rhodesia was only a few months after Robert Mugabe had come to power and the situation so soon after the bloody civil war was far from stable out in the bush. Driving north from Bulawayo toward Victoria Falls, rather naively, we stopped at a native shop to buy some "pop" and cake. Once inside the shop, which was set back from the road, Brian and I waited our turn to be served which seemed to surprise the native lady behind the shop counter. She said something in the local language to which I replied "Sorry love, I'm English I don't understand". She spoke again, but in English this time "You want something ?" I replied "Yes please, but carry on and serve the lady" with that I caught a glimpse of movement behind me. Just outside the door with an AK47 cradled in his arms stood an ex guerrilla from the civil war. He stood stock still watching us intently, having bought our purchases Brian and I walked out only to spot two other fully armed ex guerrillas. With the cheeks of our bums tightly clenched we climbed into our car where we both agreed it was time to "Four letter word .. Off" and damned quickly too ! We were both pretty sure that had we not played the English Gentlemen and joined the queue in the shop we may well have received short shrift from our armed friends.

But more "fun" was to follow, after visiting Victoria Falls (What a magnificent sight) Brian and I decided to detour off the main route to do some linesiding. After filming some NZR Garratts we consulted a map and saw that the track we were on led to the "Wankie Game Reserve". We drove in and saw Zebra, Gazelle, Baboons and one lone Elephant until we arrived at another of the entrance/exits from the reserve. A white game park warden approached us and said "Where the bloody hell have you two come from?" We explained we were railway enthusiasts and had driven in from the railway access road. He then stunned us with his reply "Christ man, you're bloody lucky, the park is not fully open to the public, we haven't yet cleared all the tracks of the bloody land mines the guerrillas laid!" A final sting in the tail of our Rhodesian foray was getting stranded as South African Airways (SAA) had re-scheduled our flight to Johannesburg. After a full scale argument where we proved we had confirmed the flights but had not been told of the new revised times we were given seats on the flight next day to Johannesburg. An SAA flight to Frankfurt and a connecting TWA flight to Heathrow saw us return to the UK three days late. Incidentally the TWA flight had given me my one and only flight on a Boeing 707!

Plans for a 1981 "Stone/Walker Bash" were well in hand when in January of that year my father was diagnosed as being terminally ill, he died six months later. As my mother had nursed him throughout the illness she was both physically and mentally drained. I too was in need of some uplifting and where better to get that uplift than in South Africa? In November I took my mother on "A Grand Tour" including Table Mountain, The Garden Route, Durban, and finally to see the wildlife in the Kruger National Park. On this SA visit railways took a back seat, but I did manage a few depot visits and "copped" a modest 15 loco's.

Another Stone/Walker bash was duly arranged for 1982, thus with a four week holiday booked we set off to South Africa. As SA engines were now on hire to Swaziland a side trip there was also included. Good luck ensued on our first day (8th October) as the first engine we saw was "a cop". But then bad luck, a freight train derailment delayed our train to Pietermaritzburg by 10 hours !! This cost us one of two days allocated for filming some 4-6-2+2-6-4 Garratts at Enyati colliery. We then set off to cross into Swaziland with high hopes of seeing, filming and copping SAR Class 14R and 15AR in a "new" country. However at the border "nemesis", having passed through customs and out of S.A. we were refused entry by the Swazi's as we did not have a Yellow Fever Certificate ! The date was the 13th, certainly unlucky for us as we were now stuck in no man's land ! Once readmitted into S.A. we toyed with the idea of seeking out a local doctor and getting a "jab" and certificate. But as we had certain fixed deadlines on our itinerary we decided to cut our losses and stay in SA. We adjourned to a Wimpy Restaurant adjacent a major road junction for lunch and to make a short term plan. Outside a gang of men were erecting a new, very large, direction sign. Having dug two pole support holes the sign was laid flat and ropes attached, then with much pulling and pushing the sign was pulled upright. Once vertical the sign decided to continue its forward momentum, astonished workmen flung their ropes to one side and leapt out of way as the sign crashed down on to its face. Laughter echoed around the restaurant, the 13th was certainly living up to its reputation. Having booked a day in the Kruger National Park we decided to spend our "extra" day in there as well. We "copped" Giraffe, Warthog, and plenty other wildlife even witnessing a lion hunt and chase, but we missed the actual kill as this was shielded from us by scrub.

After two days in the Kruger Park we made our way to Pietersburg, S.A.'s most northerly steam depot and "copped" the three loco's we required. Then we began our long trek south to traverse the full length of the country to Cape Town. Motive power depots, industrial sites were ticked off as we drove south, Randfontein Estates Gold mine near Johannesburg had purchased two SAR loco's we needed, cheekily we asked "Could we come in please ?", of course we could ... Two more engines cleared. Other Gold Mines in the Welkom area also allowed us in where we filmed a type of loco' long since defunct on SAR. Although the depots at Bethlehem and Bloemfontein would yield no cops we visited and filmed anyway because the line between the two points was incredibly scenic. We were now heading for Kimberley where full of anticipation I hoped to cop my last Class 25/25NC's. On entry to the shed my hopes were dashed as No 3462 was shown on the roster board as being at Postmasburg some 150 miles away. Handing in our AVIS hire car we made for the station and the "Trans-Karoo Express" which would take us overnight to Cape Town. The first leg as far as De Aar was steam hauled, Class 25 No 3435 headed the 17 coach train across the Little Karoo desert with consummate ease. A pair of electric loco's got us into Cape Town on time the following day where we collected our next hire car.

By this time Cape Town was steam less so we set off immediately for Touws Rivier. The shed there was a sorry sight with seven of its active allocation standing idle without work. A GMA Garratt No 4112 was present, this engine was en-route to the UK and the Plym Valley Railway via Cape Town and Southampton docks, (it is now on display in Glasgow). The adjacent dump contained 119 engines standing rusting and forlorn with "tumbleweed" blowing around their wheels. By this sad expedient we cleared our last five 14CR 4-8-2's and final three S2 0-8-0 shunting engines we needed.

There is a song entitled "What a difference a day makes", Brian and I would alter that to "What a difference TWO years make". We got a surprise when we rung the reception desk bell at the Lainsburg Hotel which was our chosen spot to spend the next night. In answer to the bell a lovely, shapely red headed woman emerged from the office. This was never the "gawky", freckle faced, ginger headed 15 year old who had sat on the hotel steps with us watching the "crashed" lorry being righted back in 1980 was it ? It was, what a transformation, we could hardly believe it, a true ugly duckling to swan story. As we pressed on next day she was the main topic of conversation ! ! Onward we went via Port Elizabeth, the 2ft gauge shed there was a desolate place, all the locomotives were out of use. Little did I know that some of the engines dumped there (NG15 2-8-2's) would, some 18 years later, end up in Wales on the Welsh Highland Railway. Ever onward and at long last, 3rd time lucky, no food poisoning "bog trots" this time, I managed to film double headed Class 19D's on the Alicedale line. De Aar dump now housed 157 loco's including some formerly preserved engines, all very sad. However 45 active loco's were noted in the running shed before we headed to the lineside station and hotel at Kraankuil. Located in the desolate Little Karroo semi arid desert, Kraankuil was a great place to watch trains. We saw 39 trains pass by on October 29th between 06.20 and 21.00. Eight of these were diesel but the remainder were steam hauled including 5 double headers. Our greatest surprise that day came at 13.55, to escape the heat of the midday sun we had pulled off the road and parked in the shade of a lineside tree. Relaxing between trains we sat eating sandwiches and drinking some "pop". Suddenly Brian stirred and said "Something's coming and it sounds strange". Joking I replied "Yeah it's a Condenser on the Blue Train" at which Brian got out of the car and wandered over to the line side. His reply is unprintable, but here goes anyway "It is a ***** Condenser" he cried, I looked up to see him dashing back to the car for his camera. Sure enough he was right, the last active Condensing Class 25C No 3511 was dragging the 158th candidate for De Aar locomotive dump, a 19D No 2536, southward. With sandwiches going in one direction and "pop" bottles in the other I scrambled to start the car and we set off in hot pursuit. In the event this was quite easy as speed was a sedate 30 m.p.h. to prevent the 19D from running hot. We kept leap frogging the duo obtaining some good cine and photo's with the fireman on No 3511 providing copious clouds of black smoke for us.



Former condensing North British 1954 built class 25 4-8-4 No 3480 "Susie" storms through the Little Karroo semi arid desert with a northbound freight in 1981. All except three condensers were converted to conventional form between 1974 and 1979. Colin Stone



The last active SAR Class 25 Condenser (North British 1954) is seen in action in 1982 towing a condemned 19D 4-8-2 No 2536 (Borsig 1937) to De Aar locomotive dump. As can be seen in this shot No 3511's tender which contains some of the condensing gear is a few feet longer than the engine. Colin Stone

Early next day we drove north to Kimberley where we walked into the depot, I was apprehensive, would my last Class 25NC be present. As we signed in I looked on the roster board, it was no longer listed at Postmasburg. Good luck No 3462 was in the shed yard, result one more class cleared. However next came a bit of bad luck, what could have been an 11th hour saviour for South African steam, the revolutionary Class 26 No 3450 was inside the shed, sadly not in a position to photograph. Lunch was taken at the station restaurant where the fireman on the station pilot waved and gesticulated at us. After a few minutes during a lull in shunting he came across to us, he turned out to be an Australian and he had been firing No 3511 the day before. We thanked him for the smoke effects and in typical Australian fashion he replied "No bloody worries mate, the miserable old bastard driving moaned about it a bit, but stuff him the old buggar !" He also told us that it had been a running in turn prior to the engine working a forthcoming railtour. Taking a calculated guess we returned to Kimberley shed next morning and "Bingo" we got our first photographs of the newly converted ex Class 25NC now known as Class 26 "The Red Devil" as it was now outside. A description of the innovations carried out to this loco' would fill "umpteen" pages, let alone the meagre space left to finish this chapter of "our chase"



Built in 1897 by Dubs, Glasgow as SAR class A 4-8-2T the loco passed into industrial use at East Daggafontein Mines. In 1982 when this picture was taken it had been secured for preservation. Sadly some 28 years later in 2010 it appears that the loco has suffered at the hands of an organised gang of scrap metal thieves and may well now have to be scrapped.

Colin Stone

Continuing north we were headed toward Mafeking to photograph a train that was booked to be double headed by a GMA 4-8-8-4 and a conventional 4-8-2 Class 19D. We succeeded and got our shots/cine film as this pseudo "triple header" blackened the sky over the small village of Madibogo.

Next stop Rustenberg Platinum Mine where we were made very welcome, they allowed us free run of the place, thus we spent two or three hours there and "copped" the three ex SAR engines we needed. Passing through Pretoria, South Africa's capital city, Capital Park depot gave me two "cops" one of which was my last Class 19D. Our plans to film in and around the collieries near Witbank were thwarted by lack of activity due to it being a public holiday, so we decided to try and track down Brian's last Class 19D No 2640. We visited its home depot Bethal and its two sub sheds Volksrust and Vrede but to no avail No 2640 eluded us.



Witbank Colliery Limited 4-8-2 No 4 North British 25903 of 1942 seen on one of the main lines of the network on 18 October 1971. WRS205/3/2

However this diversion did give Brian and me our last amusing South African experience when driving between Bethal and Volksrust. As we negotiated a bend around a rocky outcrop there in front of us a ribbon of tarmac ran almost dead straight as the road disappeared into the distance and over the horizon. No other cars were in sight except far off in the distance a pick up truck was spotted coming toward us. For around five minutes or so we closed on each other and then, when we were just feet apart, the wind caught the detachable rear roof section and it flew off and landed in the road right in front of us! I managed to pull up without hitting it, but a few more seconds and it would most likely have landed on us, once again our luck was in. Brian and I ended our 1982 "bash" little realising it had been the last Stone/Walker S.A. bash. Once back in the UK I checked my spotting notes which revealed I still had 12 South Africa Railway locomotives left to see. The last episode of this long boring saga will reveal if I did indeed succeed in my (pointless) task ?

A Forgotten Anniversary?

By Paul Carpenter

This year 2010, 29th November to be precise will mark 30 years since Hants & Dorset buses operated their last crew operated buses i.e. with a conductor in 1980. As far as I'm aware the last two services operated were on the 132 route Poole – Broadstone – Wimborne – Ferndown – Bournemouth and vice-versa. They were operated by Bristol FL's, Poole based 1211 and Bournemouth allocated 1210 although the latter I think still had Ringwood depot stickers. These were by then the last two rear door Bristol Lodekka's in the fleet still in service. The remaining Lodekkas were rear door short chassis FS, long chassis rear door FL and long chassis, front door FLF. 30/11/80 was also when the remnants of Bournemouth's bus station closed for the last time. By chance I drove these and the other remaining front entrance, half cab, crash gearbox Lodekkas (always by the staff referred to as "deckers") in what proved to be their last year. I was working on British Rail at Reading in early 1979 but had decided that I wanted to move back to Dorset and with no prospect of a move to Bournemouth because of lack of seniority I decided to leave. Thinking that I needed a temporary job whilst I decided what I was going to do, I called in at the information office at Poole bus station to ask if there were any vacancies for conductors. Ten minutes later I was in the middle of an interview and in another ten was offered a job!

At the time, it was always the same in the bus industry, there was a driver shortage. Whilst you could very quickly find yourself in the driving school, I was still 6 months short of my 21st birthday, the minimum age to drive a public service vehicle. So for the time being it was ringing the bell and issuing tickets on the back. I should say many conductors had no wish to become drivers, unfortunately they would all be made redundant in a short space of time. Anyway I was less than 3 weeks past that milestone when I was in the cab of Bristol LD service fleet number 9094, a former Wilts & Dorset (the original Wilts that is) bus ex fleet number 403 . There were two others starting training that day and we spent the day driving around the Bovington Camp area. This was primarily because the driving instructor thought the café there did a good 'lunch' (full English). A bus seems awfully big the first time you get in the driving seat especially as my car at the time was an Austin Mini. The Bristol was a 1954 vintage bus and one of the last to be fitted with vacuum brakes rather than air. It was unfortunately painted with an all over advert for staff recruiting. I say unfortunate because this seemed to attract all the children like an ice cream van might. Absolutely marvellous when you are trying to practice reversing around a corner.

I am going to gloss over the fact that I failed my first my first PSV test, taken in Southampton. I like to think that the examiner couldn't possibly have passed someone so young first time but he told the instructor he could have walked round quicker! My excuse is that I had barely been on a single road before of the test route we took that day.

Doubtless it was for the best, though when I retook the test, this time in Poole I found I had got the examiner who was supposed to be the strictest. Anyway suffice to say that this time I passed which enabled me to hear for years after older ladies (anyone over 30 to me then) say "are you old enough to be driving this sonny, shouldn't you be back in school".

The Bristol Lodekka was not a bad bus generally to drive once you had become familiar with it. It had a 'crash box', meaning you had to double declutch and was a four speed though you hardly ever used 1st unless on a steep hill start. And of course no luxuries like power steering. Like all fleets there were good un's and shockers. They had either Gardner or Bristol engines (Southampton had some Leyland engined examples). I much preferred the Gardner's as the Bristol's had a stiff throttle pedal and also seemed lacking in power in comparison. The fitters though, said the Gardner's leaked oil a lot. There were things you soon learnt, like don't let the steering wheel spin back through your hands – it nearly takes your thumb off. Open the cap on a hot radiator with a long broom handle – it can be like a geyser in Yellowstone Park. And of course pull half way out of a turning when going right and make the traffic stop for you. The car drivers hate you but you will never move otherwise (Half cab double deckers were never popular mounts for drag racers as far as I'm aware).

One typical duty will suffice to give you an idea of a particular day. Thanks to keeping a diary I can give exact details.

1/12/79 Duty 632 (Sat) Book on 14.40

Bristol FLF 1214

14.55 Poole – Broadstone 15.23 return both service 131

Daimler Fleetline 1905

16.35 Poole – Bournemouth Bus Station 17.20 return both service 160

Bristol FLF 210

18.40 Poole – Wimborne via Corfe Mullen service 133 continuing 19.12 via Ferndown to Bournemouth Triangle

20.10 Bournemouth Triangle – Ferndown – Wimborne – Merley – Poole service 133

Bristol VR 3401

21.50 Poole – Bournemouth Bus Station 22.35 return both service 160 then bus to garage.

Sign off 23.15

Points of interest (these things I appreciate are relative!)

210 and 1214 were half cabs of the type we have been talking about (210 delivered new to Wilts & Dorset as were others numbered under 1000, 1214 to Hants & Dorset.)

1905, the Daimler Fleetlines (1901-6) were almost universally hated. Hants & Dorsets first one man operated buses, by now they were mainly used, if at all on crew work. They had to be endured for some years to come though. 3401 on the other hand was almost new, another double decker built for one, and I'll use the current term, person operation. If you got on with your conductor and vice versa it was common practice on late buses, and a Saturday night 160 would certainly come in this category, to exchange the old half cab for a vehicle you could be together in (safety in numbers).



Although most of your time was spent driving the old Bristol Lodekkas (FS, FL, FLF) on crew work almost anything Poole depot had could be allocated. Apart from those already mentioned there were also at that time the Bristol RE single decker (semi-automatic), the Bristol LH single decker (manual gearbox) and Leyland National (semi – automatic).

Although I went on to one man operation in the middle of the next year I still regularly drove crew buses on rest days up to a few days before they finished. On 21/11/80 I had the oldest in the fleet 1210 most of the day, a split shift, mostly works and school buses in the morning. In the afternoon, a trip to Wimborne and back with 1249. We then had 1210 again for a mixture of school and normal service work. Nine days later and conductors were a thing of the past on Hants & Dorset. In a reorganisation of the National bus company not long after even the name Hants & Dorset would no longer be in use, instead a revived name, that of its old northern partner Wilts & Dorset. Buses still stop in the Square in Wimborne but you won't be seeing the conductor climbing up in front of the radiator to change the blind or the crew leaning on the front having a quick smoke before continuing.

Blandford 150 Exhibition

A weekend to remember

by Dave Round and Dave Cash

A month has now passed since the biggest event to have “hit Blandford”, since the “Charter 400 Celebrations” some 5 years ago. To say the “150 Event” was a huge success would be an understatement, as everything that was planned, materialised, with only one absent presentation, over the 2 days.

Some 15 months of planning, coupled with inputs and help from many organisations, (especially our own membership), helped carry forward a memorable weekend. The S and D memorabilia will long remain in the memory, along with the arrival of Dorset’s very own, “Great and the Good,” in a superbly turned out “Royal Blue” Coach. Pure excellence. If today’s transport could match the opulence of this particular vehicle, we would all want to jettison our cars and use our bus passes! However I digress.....back to the show report.

Our Railway Society did us proud with all our layouts in attendance. It was nice to see Wimborne operating services and congratulations must go to Keith and the Team for all their hard work in getting this layout working and most of the buildings completed, for the Event.

Tarrant Valley as usual drew huge crowds and its presentation was faultless, as always. Part of the joy of this layout is the humour that exists between operators and their imagination, never ceases to amaze. Even the U boat hit the national press!

Horton Road with its New Bridge scene operated throughout the weekend with only minor gremlins for this 25+ year old layout. Its presentation again raised comment from the many visitors and it was hard to believe they thought it was nearly new, out of the box! The new improved scenics had everybody fooled and thanks must go to John, Paul, David and Barry for all the work, in making this possible.

So what of the other 40 attractions at the show? Well to describe each one would fill our magazine for the next 6 issues! So lets major on a couple that really stood out. The Matchstick Navy was absolutely believable. Fantastic detail and superbly built, each ship was one you could imagine going to sea in! Maybe that’s the new Government plan for the Navy, to build models... rather than the real thing.....

Small scale dioramas done well, is something we all would like to achieve. GOGIREP certainly attained this accolade, This is industrial based, with its 3 dimensional presentation and although based in France, could be at any one of a dozen European sites. The “graffiti” certainly stood out! By changing locomotives and stock, you could be anywhere. Most believable.

Of course as you get older and things are more difficult to model, you naturally go up a gauge.....The Southern Central Gauge 0 Test Track was certainly popular with action most of the time, for the 2 days. With diverse locomotives and stock from ancient to modern, there was something for everyone to enjoy. This new test track is slightly larger than the old one and the biggest “machines”, can now be accommodated.

Finally a word about Blandford the Layout. A pipe dream only 3 years ago, this layout has emerged and continues to expand with more details being added as each month goes by. Our exposure in the November edition of Railway Modeller, certainly put the Blandford Show on the map, but that is only a taster for the main article, which will be in the January 2011 issue. The truth is, if people can work together and promote an idea, you can achieve layouts in a reasonable timescale, to a very high standard. Blandford I believe is testament to this.

With 900+ paying guests and a reasonable profit, this show delivered a boost to local charitable organisations, with some of the show profits distributed to them. Hard work certainly, rewarding definitely, could we do it all again in 2013 to celebrate the amalgamation of the 2 independent railways, to what became the famous S and D?

Well if we could hire a school and find sponsors... get support from our friends. Con someone to drive a truckwho knows, anything is possible..... Hope to see you all there.



THE GRETTON GAZETTE

A Grate Western Publication

A festive quiz about the T.V.R and the Tarrant Thymes. Each question has three possible answers, take the correct answers letter and place in the grid below. All complete entries to John Webb before 23rd December please.

Who is the captain of U-boat 009?

Herr There (T) Herr Where (W) Herr Hair (H)

What is at Tarrant Rushton?

Airfield (A) Bus station (B) Ocean Terminal (O)

The Water Co has what building at Tarrant Rushton?

Pumping Station (P) Sewage Station (S) Oil Well (O)

Who ran the Post Office at Tarrant Gunville?

Bessie Black (B) Penny Black (P) Annie Black (A)

Who appeared to deal with the “Monster Animals”?

Dr. Watt (W) Dr. Watson (X) Dr. Who (Y)

Who lives at Tarrant Manor?

Lord Harry (H) Lord Alex (A) Lord Chris (C)

Who was run over by the steam roller at Tarrant Rushton?

Henry Royce (H) Robert Renaut (R) Peter Fiat (P)

What is the name of the display team based at Tarrant Rushton?

Green Barrows (G) Red Barrows (R) Red Bulls (B)

What was the job of Mr Ohno?

Railway Signalman (S) Railway Driver (D) Railway Inspector (I)

What animal is Vesta?

Swan(S) Goat (G) Cow (C)

When at Moors Valley Railway Exhibition in September 2000, what went missing?

Tarrant Gunville (T) Steam Roller (R) Orson Cart (C)

The T.V.R. has a volunteer From the Bank, what is his job?

Clerk (C) Manager (M) Assistant (A)

Who rebuilt Tarrant Manor?

B.Ovis (B) K.T.Rim (A) W.Impey (W)

Which Hurricane hit the area west of Stonemere?

James (J) Steve (S) Tim (T)

What is the name of the village Pub?

The Drax Arms (D) The Langton Arms (L) True Lovers Not Inn (T)

What did the Tarrant Thymes call the Corkscrew?

Bottle Popper (P) Bottle Opener (O) Bottle Twister (T)

Who writes the official T.V.R. press releases?

Rev. Green (R) Al Terego (A) T.R.Ouble (T)

Who is the friend of the U-boat captain, who flies around?

Con Corde (C) Led Zeppelin (L) “Aero” Smith (A)

Who was the interloper in the Team Photo at Warley?

Mr Leaf (L) Mr Conker (C) Mr Twig (T)

_____/_____/_____/_____.

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

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

To commemorate the 70th Anniversary of the Battle of Britain, 70 years ago in 1940, here are the answers you have been seeking.

- 1) The Minister of Aircraft Production:- was:
LORD BEAVERBROOK, 34054.
- 2) If you put a match to Bob Carolgees' dog, you'd have a ...?:-
SPITFIRE, 34066.
- 3) The base for RAF Transport Command:- was: CROYDON, 34056.
- 4) He was played by Trevor Howard in the 1969 film, Battle of Britain:- SIR KEITH PARK, 34053.
- 5) Bude and ...? (S&D Railtour favourite.):- 34057 BIGGIN HILL
- 6) 5, 8, 5:- 34050 ROYAL OBSERVER CORPS
- 7) Watch where you're going **MAN**, **STONE** the crows:- 34070
- 8) D-, H, G:- 34049 ANTI- AIRCRAFT COMMAND
- 9) **K**ilo, **E**cho, **N**ovember, **L**ima, **E**cho, **Y**ankee:- 34068
- 10) Crikey, it's a bit windy:- It could be a: HURRICANE, 34065.
- 11) - .- -..- -.- . . - .- . (there is no -.-.- here!)
Morse Code for: HAWKINGE, 34069
- 12) "Attack to defend". RAF station's motto:- was: TANGMERE,
34067.
- 13) G, C, 19, 17, 21, 1, 4, 18, 15, 14:-
34061 73 SQUADRON
- 14) ..--- -.... ---- -.. -.- -.. -.- --- -. (there is no -.-.- here
either!) Morse Code for: 264 SQUADRON, 34075.
- 15) Died on 15th February 1970:- was: LORD DOWDING, 34052.
- 16) Original name for the pub at Adastral Square on Canford Heath:-
was: The FIGHTER PILOT, 34055.
- 17) 1000010100001010:- Binary for: 34,058, or SIR FREDERICK
PILE, 34058.
- 18) The Giesl-gizmo fitted one:- was: FIGHTER COMMAND, 34064.
- 19) The P.M.:- was: WINSTON CHURCHILL, 34051.

The remaining spaces can be filled in with the following:-

34090 SIR EUSTACE MISSENDEN SOUTHERN RAILWAY

Please note that due to an admin error an 'X' appeared in the clue for question 11 where of course a 'W' should have been. The quiz management apologies for any inconvenience that this may have caused you in the enjoyment of this quiz.

RAILWAYS ROUNDABOUT

SEPTEMBER :- On Thursday 16th the National Measurement Train (Yellow HST) ran on its cyclical diagram part of which covers the Weymouth line. Power cars 43013+43062 worked the train, as usual it passed Poole at 16.42 going down and 18.15 on the return. The Wool sand train ran for one round trip behind No 66615 during week ending 19th.

The following week two stone trains ran to Hamworthy with 59103 (20th) & 59001 (22nd) doing the honours. The Wool Sand “did” one round trip (22nd down, 23rd up) with No 66548 in charge. On Saturday 25th Black 5 4-6-0 No 44932 worked through Poole at 12.55 heading for Swanage with a railtour from London Victoria. Attached on the rear was Class 37 diesel No 37516, later in the day at 18.20, 37516 worked the train from Swanage to Southampton Up Goods Loop complete with 44932 on the rear. This allowed 44932 to work the train back to London unaided via Romsey and Laverstock.

It was busy, busy, busy at Poole on Monday 27th, at 14.45 GBRf Blue liveried Class 66 No 66705 arrived into Poole light engine. The loco’ named “Golden Jubilee” which has a Union Flag painted on its body side then moved into the short siding in Poole Goods Yard to stable for the night. Later in the afternoon at 16.35 Freightliner’s Class 66 No 66598 arrived into Poole yard with the Wool sand empties. This loco’ then proceeded to reverse the wagons into the two remaining sidings in the yard, a move which required the train to be split. This was because there was no shunter available to carry out the usual shunting operations at Dorchester and Wool. Early on Tuesday 28th No 66705 left Poole yard for Branksome depot and collected 3Cig unit No 1497, it returned to Poole at 10.30. After running round the ex Lymington Branch unit No 66705 left Poole at 10.50 for East Anglia and the Mid Norfolk Railway where No 1497 has entered preservation. However No 66598 remained in Poole yard all day finally departing for Wool at 05.05 on Wednesday 29th with the sand empties, it later worked the loaded train to Neasden at its usual time (Poole pass 15.20).

Later on the 29th the pretend A1 No 60163 “Tornado” ran down through Poole at 12.27 at the head of a rail tour bound for Swanage. Attached to the rear of the train was Class 67 No 67028. Later in the day the Class 67 worked the train from Swanage to Southampton up Goods loop. This working was noted running through Poole on time at 17.55, “Tornado” was attached to the rear. Reversal at Southampton allowed the replica A1 to work the train back to London via Romsey and Laverstock.

OCTOBER :- The month heralded the start of the leaf fall/sandite season. On “our” line an MPV worked a daytime diagram, unit No 98927+98977 was the one noted with monotonous regularity. The MPV unit passed Poole at 09.10 heading for Wareham where the unit reversed to return through Poole again at 09.55. On the 5th No 66550 worked the empty sand wagons to Wool before running back light engine to Southampton Maritime.

Next day the loco' was noted "dead" in an intermodal train being hauled north, thus No 66609 was sent to Wool to work the loaded sand train to Neasden.

The following week saw a mini "locomotive bonanza" for "our" line when 7 engines of 6 different types put in appearances. First on Monday 18th came No 66601 working sand empties to Wool. This engine worked two round trips on the sand train (down 18th & 20th, up 19th & 21st). On Tuesday 19th two test trains ran to Weymouth. The first, which appeared to be a gauging train was "top and tailed" by two Class 73's Nos 73107+73138. It passed Poole going down at 07.26 and 09.25 in the up direction. The second train ran down at 22.00 worked by Class 31 No 31106, at the other end was a DVT, the return working was in the early hours of Wednesday 20th. Loco' type No 4 came on Friday 22nd when Class 59 No 59103 ran to Hamworthy with a load of stone from the Mendips.

Finally on Saturday 23rd Black 5 No 44932 headed a railtour from Eastleigh to Minehead via Weymouth (reverse) Yeovil and Castle Cary (reverse). Tacked on the rear was Class 47 No 47500 which replaced what should have been a second steam loco' for the Weymouth - Castle Cary section. This train stopped in Poole to pick up passengers at 09.07 on the outward leg and to set down at 22.45 (40 minutes late) on the return. Although the Black 5 looked superb it was pushed away from Poole and Wareham by the 47. In the evening No 47500 was noted pushing hard at the rear up Parkstone bank as far as Parkstone station itself. At this point the 47 shut off power leaving momentum and 44932 to take the train over the top of the bank and on to Branksome. This somewhat negated the tour being marketed as "steam hauled" especially when tour participants had paid upwards of £80 (standard) for steam, only to be pushed and pulled by a diesel !

Tuesday 26th found the 71st Freightliner Class 66 work into Dorset when No 66513 headed the empty wagons to Wool, the loco' took the loaded train to Neasden next day.

NOVEMBER :- Just one freight, the Hamworthy stone ran during the first week of the month when 59005 worked in on the 5th. However slightly out of our area engineering work at New Milton on the 7th & 8th saw eight EWS/DBS Class 66's in attendance on engineers trains they were 66018, 66030, 66037, 66055, 66069, 66104, 66116 and 66168. Week two of the month was also nearly devoid of any freight, again just one solitary stone train ran to Hamworthy on Friday 12th No 59201 provided the power.

An event on the fringe of our area ends this main line report with the news that eight EWS/DBS Class 66 locomotives attended another round of weekend engineering work in the New Milton area. Of that eight, just three :- 66037, 66116 and 66139 appear to have been noted on site or being worked away.

SWANAGE RAILWAY :- Following the 2010 steam gala visiting loco' No 7802 "Bradley Manor" worked SR services for three days (September 13th, 14th, 15th). The engine suffered from a broken bolt securing one of the springs on the front bogie, however this was soon repaired.

Following these “extra turns” the loco’ was loaded onto a low loader and returned by road to the Severn Valley Railway. It was noted heading along the A31 toward Ringwood on Wednesday 16th September. A few days later Bulleid No 34070 “Manston” left the railway (again on a road vehicle) bound at first for the Severn Valley Railway to be followed by a visit to the North York Moors Railway. Another locomotive which saw use during the Steam Gala, the A1X No 32662 was also used by the SR. Firstly for driver experience runs and next on Saturday 18th and Sunday 19th September when it was utilised on the diesel (d.m.u.) diagram.

On September 25th Black 5 No 44932 arrived on the line with a Railway Touring Co railtour from London (referred to in main line notes above). A Class, No 37516 was on the rear, this loco’ was used to release 44932 by dragging the tour e.c.s. from Swanage to Eldons siding. This allowed the SR services, being worked by the M7 and d.m.u., to continue throughout the afternoon. The Black 5 then moved to the shed area for servicing before hitching a ride on the rear of the train when it left Swanage behind the 37 at 17.05. A few days later on Wednesday 9th the pseudo A1 “Tornado” worked onto the railway with a UK railtours train from London. As mentioned above in main line notes, Class 67 No 67028 was at the rear of the train in readiness to work the train off the railway later in the day. The train arrived at 13.30 and departed at 16.55, sadly the tour ran in inclement weather with rain persisting for most of the day. As with other similar railtours the 67 worked the e.c.s. to Eldons Siding to allow Swanage services to continue running. Later an SR Class 33 returned the stock to Swanage to allow No 60163 to be re-attached to the train. The excursion left headed by 67028 with 60163 attached on the rear. 34070 “Manston” which had earlier left the railway for visits to the Severn Valley Railway and North York Moors Railways, eventually returned to Swanage on October 7th after acquitting itself well on both railways. October saw the end of the daily SR service for 2010, weekend only services will continue to the end of 2010, the M7 No 30053 worked trains over the first two weekends in November.

For some of the above information I am indebted to Roger Smith, Graham Clackett, “Minerva465” and internet “gen site” wrgen.



66598 during its enforced layover in Poole yard. Note the blue and heavily graffitied Bardon Aggregate hoppers which replaced the green Freightliner rake a few weeks ago.
Ken Aveyard



Hurry up with the food Pauline, these fingers are pretty tasteless.

John Henderson



How come we don't have fish and chips on club nights?. Christine Walkden turned up early one Tuesday to stay with Martin and Val and had her tea at the club.

Martin G Catford



On 17 June 2009 First Great Western class 142 pacer unit 142029 passes Dawlish station on a Paignton – Exmouth working. Ken Aveyard



66135 deputises for a failed 67 on the Cardiff – Taunton service, seen here at Newport Station. John Henderson