

THE CORKSCREW

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Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1975



Issue 61

February 2011



The Mayor (Cllr Terry Wheeler) & Lady Mayor (Pauline Wheeler) of Wimborne with the Chairman of the Wimborne Railway Society.

(Photo by Martin G Catford)



A view of the WRS clubrooms on the occasion of the December open day showing visitors enjoying the layouts, browsing the sales table, and having a cup of tea.

(Photo by Martin G Catford)

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- ...Graham Bevan...Vice Chairman :-...George Russell

Secretary :- ...Chris Francombe... Membership:-...Martin Catford.

Treasurers :- ...Mike Ranger and Peter Watson

Bryan Stanley...John Webb...Barry Moorhouse...David Leadbetter...Iain Bell

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

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Editorial

Welcome to the first Corkscrew of 2011. It is now 10 years since Colin Stone suggested a club magazine, and when his idea was accepted he promptly handed out issue number 1 that he'd printed anyway. To commemorate this event, the front cover has been slightly redesigned, and now celebrates the fact that we have finally established the Society was formed in 1975 rather than 1976.

In this issue, Mike Stollery concludes his missive on Bulleid coaches with reflection on those currently in preservation. Steve Green delves in to the history of Marchwood Military Railway, whilst also giving us a fiendish quiz and an interesting Tarrant Valley tales. We have updates on the Society's position, the Wimborne layout, Moors Valley events and the forthcoming exhibition plus Railways Roundabout. Colin Stone has also supplied details of the forthcoming planned programme of meetings for the Spring and Summer including such favourites as slides on a theme, the annual quiz and Moors Valley visit.

Finally a message from Martin Catford. Remember to renew your membership by 28 February to avoid the late renewal surcharge. One lucky member from those renewed on time will have the chance to win a refund at the March 3rd meeting.

Sit back and enjoy Corkscrew 61. Closing date for issue 62 is 10 March 2011

Cover picture:-

You may have read in the enthusiast press of Operation Churchill to repatriate two Stanier 8F locomotives from Turkey. Two examples of the class, the former TCDD numbers 45166 and 45170 landed at Portbury Docks in January 2011. The WRS photo archive contains pictures from visits to Turkey in both 1976 and 1977 and whilst we do not have a picture of 45166, one of our pictures of 45170 on Zile shed in 1976 was featured on the Railway Centre web site as a picture of the day. Our cover picture this issue is of TCDD 45163 at Divrigi on 27 May 1976. WRS Archive.

CHAIRMANS CHIRPINGS

Since the last 'Chirpings' were written the club has held its AGM and also a very successful Open Day. Both these occasions were held in December in adverse weather conditions which also resulted in one Thursday evening club night having to be cancelled. However, attendances throughout the winter have been encouraging and the committee is grateful for this support.

In November Trevor Hargreaves presented slides selected from his archives reflecting his travels with friends on rail tours and visits. Subjects included railways of UK and Europe in all weathers and in the magnificent arid spaces of South Africa, trams in Switzerland, air displays at Boscombe Down and at Fairford and the Hants & Dorset buses around the Wimborne area.

The visit by Nick Lera from London that was scheduled for December was the evening that had to be cancelled due to widespread difficult weather conditions. Fortunately, sufficient telephone calls were made and e-mails sent that no one was stood outside the club room doors waiting! Fortunately too, Nick Lera has agreed to re-schedule his visit for the early part of 2011.

Later in December Brian House presented a selection of his audio visual shows. They are always of a high quality and, this time, featured national railway freight trains, the 'Cromptons', 'Battle of Britain' and 'A4' locomotives, a sample collection of Keith Pirt's 'Locomotives in Portrait', a revised showing of the Red Arrows and a study of the 'London Eye' itself with views from the pods.

At the AGM the committee was reinstated and two members, John Webb and Barry Moorhouse joined making a committee of twelve. Our membership has increased to more than 120 and it is appropriate that the size of the committee increases also. It is pleasing, again, that members demonstrate support when circumstances at the club change.

The Open Day in December exceeded everyone's expectations. Again, thank you to members and families for your support for the day and on the day. An article 'Progress Since Summer 2010' appears elsewhere in this edition and includes further reference to our successful Open Day.

I will report on the new year period in the next chirpings and, in the meantime, look forward with you all to our Exhibition on the weekend 16th / 17th April, 2011 at the QE School in Wimborne.

Graham Bevan

WRS PROGRESS SINCE SUMMER 2010 - Graham Bevan

By the summer of 2010 the store room had been cleared of surplus materials and tidied. A new cabinet had been built to contain the equipment for the presentation evenings. New storage trolleys, constructed specifically for storing Wimborne layout sections and accessories, had replaced the original trolleys. As a result, all three layouts, Wimborne, Horton Road and Tarrant Valley had become easier to access.

The club's participation in the Blandford Transport Exhibition was an opportunity for the club to gain publicity and for members to trial the transport and setting up of exhibits and layouts and to demonstrate and operate them.

Tuesday work evening attendances increased to the teens in the weeks leading up to 'Blandford' in October. Compare this with single figure attendances immediately after the Tuesday work evenings were introduced four years ago!

Improved access to the store room and new storage trolleys meant that layouts were more easily worked upon and progress consolidated since damage in storage was reduced considerably. The Wimborne, the Horton Road and Tarrant Valley layout groups worked on sections of these layouts on Thursday evening social club nights in addition to the regular Tuesday work evenings.

The club members' contribution to the Blandford Exhibition included the three club layouts, the club publicity stand, two club members' layouts, a club member's trade stand and club members' of locomotive and wagon plates. As a result of the club's participation at the Blandford Exhibition the club membership increased with some members joining the layout groups.

The next incentive for the club was the Open Day in December originally proposed in January 2010 by the Vice Chairman as an opportunity to publicise the club and attract new members. The relatively low entrance charges were decided upon early in the year and, by the summer when club finances became restricted, it was apparent that good attendances were needed to recover costs and possibly more.

With experience gained from the Blandford show in October and with new members joining the Tuesday work nights only days after the show, layouts were progressed and further improved. The Wimborne layout group hired the club rooms for an additional day and an evening and there was a general confidence that the club's Open Day in December would be a success. Indeed, it was!

Continued on page 27

BULLEID COACHES IN PRESERVATION

By Mike Stollery

This is a continuation of the personal history of Oliver Bulleid's locomotive hauled passenger coaches, previously carried in this esteemed journal. Once again I hope my bias will be tolerated by virtue of my involvement with the Bulleids which are located on the Swanage Railway and which form part of the Railway's Heritage Coach Plan. However to put these in context, below are listed the Bulleids which survived into the preservation era although, as we shall see, sadly not all still exist today.

In preparing these notes I have drawn upon information carried by the websites of the Bluebell Railway, the Bulleid Society, the Keighley & Worth Valley Railway, the Mid Hants Railway as well as my own and Swanage Railway records.

The non-survivors

Since withdrawal from BR in the mid sixties there have been some regrettable casualties. Perhaps the most unfortunate was the loss of **Restaurant First (RF) 7679**, sold to the Sadler Rail Coach Co at Droxford on the closed Meon Valley line, where it was used for corporate hospitality until burnt out sometime in 1968 and subsequently scrapped. It was formerly in Bournemouth 6 Car Restaurant set 292 and was, as previously described, fairly unusual in its arrangement of a 4 bay dining saloon and three first class compartments. It possessed the extended bodyside sheeting of these sets to the end. There is a photograph of it at Wickham in May 1966 in David Gould's book 'Bulleid's S.R. Steam Passenger Stock' (Oakwood Press).

Another unique survivor on withdrawal from BR was 'Shorty' **BTK 2850**, forming one end of 3 car set 967. This was one of the first Bulleid coaches, with doors to each compartment, built at the end of 1945 on the 57ft 11in underframe rather than the 63ft 5in underframe that was soon to become standard. It had been sold to the Chipman Weed Killing Co. of Horsham after its withdrawal in 1965, later being acquired by the Mid Hants Railway. However, these coaches were particularly prone to corrosion and their use with weed killing chemicals and then years of storage in the open resulted in 2850 being deemed beyond restoration. Consequently, in 1991 it was broken up with some essential spares being retrieved for the Swanage Railway.

Three further BTKs, nos. **4008**, **4035** and **4036** have over the years been broken up for spares by the Bluebell Railway. These were all BR built examples: 4008 (built 1950, ex 5 coach set 848), 4035/6 (1949, ex 4 coach set 92) and all had the 15in deep window ventilators. Fortunately, two similar vehicles in the form of 2515 and 2526, from 3 car sets 857 and 862 respectively, are operational on the Bluebell.



'Shorty' BTK 2850 showing its multi-door configuration in contrast to the more common BTK 4036 (right) carrying Chipmans No. CWT12, both photographed at Chipman's depot, Horsham September 1976. Behind 4036 is a Maunsell BCK, either 6697 or 6699, both now stored on the Swanage Railway. [photos Mike Stollery

The Survivors

As can be seen from the table below, they are of basically three types of vehicle, although there are significant differences within the BTK type. It will be noted that no refreshment cars, brake composites (BCK), compartment thirds (TK) or compartment firsts (FK) survive.

Open Thirds (TO)

1456	Bluebell Railway	Awaiting restoration
1457	Swanage Railway	Awaiting restoration
1464	Bluebell Railway	Operational
1469	KWVR	Nearing the end of an extensive overhaul
1481	Bluebell Railway	Awaiting overhaul after long period in traffic
1482	Bluebell Railway	Operational

Semi-open Brake Thirds (BTK)

2515	Bluebell Railway	Operational
2526	Bluebell Railway	Operational
4211	Mid Hants Railway	Operational
4227	Bluebell Railway	Awaiting restoration
4279	Bluebell Railway	Operational
4365	Swanage Railway	Major overhaul virtually complete
4366	Swanage Railway	Awaiting restoration
4367	Mid Hants Railway	Undergoing restoration

Composite (CK)

5761	Swanage Railway	Undergoing overhaul
5768	Bluebell Railway	Undergoing overhaul

Total surviving 16 :

Bluebell – 9; Swanage – 4; Mid Hants – 2; Worth Valley – 1

With your indulgence, we will now look in more detail at each of these coaches :

The Open Thirds.

The first two coaches, 1456 and 1457 are from the 6 car Bournemouth Restaurant sets, coming from sets 295 and 296 respectively, and both retain the extended bodyside sheeting. They were 64 seat coaches arranged in two saloons with two toilets at one end, the arrangement that was copied exactly in the Mk1 TSO design.



1456 at South Lambeth goods depot in May 1980 and, right, 1457 stored at 'Cripple Creek' prior to being sheeted over in 2003.
[photos Mike Stollery

Both these Southern Railway built vehicles are currently awaiting restoration, 1456 is at present stored on the Ardingly branch on the Bluebell and 1457 is sheeted over at 'Cripple Creek' on the Swanage Railway. Both went into Departmental service after being withdrawn from capital stock in August and September 1966. The Swanage Railway tendered for 1456 when it came up for disposal in 1980, only to find it claimed by the NRM, which subsequently donated it to the Bluebell. In the meantime the SR had acquired the accident damaged 1457. This had been converted for tunnel work and hence light fittings had been cut into the steel sheeting. Uniquely, both vehicles have retained their extended side sheets, which can be clearly seen in the photographs above.

The remainder, **1464**, **1469**, **1481** and **1482** are BR built, dating from 1950 and are all 64 seat 'loose' coaches, i.e. not allocated to sets. They have the characteristic deep (15in) vents. A less visible difference from the earlier coaches (unless you are involved in their restoration!) is that for the body framing - 2½ ins timber was used instead of the 2 ins used hitherto.

1469 has seen service on the Keighley and Worth Valley Railway and is currently nearing the end of a comprehensive overhaul. It was one of eleven swapped with the Eastern Region for Mk1s needed for conversion into the REP and TC multiple unit stock for the Bournemouth electrification project. It was withdrawn in April 1969 and acquired by the Keighley and Worth Valley Railway in 1970.



1469 at Oxenhope in 1978 and, right, window detail of 1482 at Horsted Keynes in 1976

[photos Mike Stollery

1464, 1481 and 1482 have all seen extensive use on the Bluebell Railway, where 1464 and 1482 are in regular service having received recent overhauls; at present 1481 is awaiting a further overhaul. 1464 was purchased on withdrawal in November 1968 by the Southern Coaching Group for use with Clan Line prior to arriving at the Bluebell, 1481 was purchased by the Bluebell in 1970. Three years later, 1482 went to the Bluebell having been exiled to the Scottish Region as a 'swapsie' for Mk1s for the Bournemouth scheme in the same way that 1469 went to the ER.

The Brake Thirds.

Interestingly, exactly half of the existing Bulleids are Brakes. However they are by no means all identical. 2515/26 were among the last Bulleid design coaches to be built, being turned out between February and June 1951, at the same time as the first Mk1s. They were similar to the previous BR builds of BTKs with the 15in vents but had longer roof-mounted water tanks and LMS design switchgear.

2515 formed one end of 3 car set 857 and was withdrawn in September 1966. Arriving at the Bluebell Railway in 1973, it is currently available for traffic although soon due for overhaul.

2526 was placed in a similar 3 car set, 862, being withdrawn in March 1967 arriving at the Bluebell in 1999 after many years use as an instruction car. Restoration completed in 2009, it is currently in service and correctly carries set no. 862.

4211, 4227 and 4279 are all Birmingham Railway Carriage & Wagon (BRCW) builds. These exhibit significant differences from the SR Eastleigh/Lancing built coaches in terms of layout. The toilets are at the ends rather than in the centre, as well as other detail differences in window design, internal fittings and finishes. 4211 and 4227 have a coupe instead of the second full compartment that was provided in the later batch of which 4279 is an example. They, therefore, have 4 seats less but a slightly larger luggage area than the later batch although the overall dimensions are exactly the same.



4211 photographed at Alresford May 1977, when it had been cosmetically restored. The smaller window to the coupe and that to the toilet at the far end will be noted. 4279, right, has the full compartment and was photographed at Horsted Keynes in 1976.

[photos Mike Stollery

4211 was built in December 1947, and allocated to 3 car set 796. It was absorbed into WR stock following the 1963 boundary changes affecting the former SR lines west of Salisbury. Withdrawn in February 1965, it went into Departmental service as DS70316 and was purchased by the Mid Hants Railway in 1975. Apart from periods out of service for maintenance and overhauls it has been operational since 1983, having been adapted for wheelchair users.

4227 was out-shopped in May 1948 and formed into 3 car set 804, later it became one end of 8 car set 474. On at least one occasion this unique set with its BRCW brakes & composites and BR built open thirds, was photographed on the Swanage branch. 4227 arrived at the Bluebell Railway in 1987, having been acquired from the Bristol Harbour Railway, where it had been in use as a store. It is currently awaiting restoration.

4279 (built between 7/48 and April 49, ex 3 car set 820) was delivered to the Bluebell Railway as their first Bulleid coach in 1970, and it has been a regular performer since then. Originally used in three-coach set No.820, on Waterloo-Weymouth and West of England services it was withdrawn in April 1966 and converted into a tele-printer office, being stripped of its seating and compartment partitions. On arrival on the Bluebell, it entered traffic with temporary seating until, between 1976 and 1979, it received a more extensive renovation and was fitted with compartment partitions and seating of the correct pattern. In 1997 it received further maintenance work, including new roof canvas, and repairs to the wooden structure and interior. Recently it has been running with TOs 1464 and 1482 and BTK 2526 as a 4 car set.

4365, 4366 and 4367 were all brake ends from Bournemouth Restaurant sets of 1947/8; 4365/6 from set 298 and 4367 from set 299 and all were purchased by the Army on withdrawal, which came in May (4365/6) and July 1966 (4367). All originally had extended bodysides covering the majority of the solebar.

4365 was replaced in set 298 by BR Mk1 BCK S21268 in June 1965 and withdrawn in May 1966. Sold to the Army, who numbered it 5200, it was subsequently bought for the Swanage Railway in October 1977 being delivered to the SR in March 1978. Either the Army or BR in its latter days removed the extended bodyside sheeting, a feature yet to be restored.

It underwent a major structural overhaul at Rampart of Derby and since its return to Dorset in 2007 has had extensive work carried out by volunteers at Swanage. This has included renewal of the floor in the saloon and complete fitting out of the interior. While the floor was removed the underframe members that could not previously be accessed were grit-blasted and painted. The brake system has been overhauled and new steam heating pipes installed. The ceilings were replaced in plywood instead of the old hardboard and a special jig was built to curve the panels to the correct profile. Throughout the seats cushions, backs and armrests have been renewed and recovered. All the veneers have been replaced, new reproduction pictures and maps acquired and the luggage racks refurbished with new netting. It is planned to commission the coach into traffic in March 2011.



Pictured at Swanage in 2010, 4365's exterior and saloon interior are seen; in the latter the orange 'shape' is one of the volunteer team applying some finishing touches!

[photos Mike Stollery

4366, twin of 4365, was bought from the MoD depot at Kineton in March 1985. The luggage area had been extensively modified to provide an observation saloon with large windows cut into the end. This has weakened the structure and years of open storage had taken its toll.

The coach is now awaiting funds to finance its rebuilding, expected to cost over £100,000. However the intention is to restore it and run it with 4365, 1457 and 5761, the SR's other Bulleid coaches, in a unique Southern Railway built Bulleid 4 coach set. This will authentically carry the set number 298, even though the restaurant cars are missing, the set merely being re-formed as in SR and BR(SR) practice.

4367. Out-shopped in 1948, it was withdrawn from passenger service and the coach sold, along with 4365 and 4366, to the Army. Like 4366, the coach was

converted for use as an Inspection Saloon by having the brake-end corridor connection removed and windows inserted in that end of the coach. It was purchased from Long Marston for the Watercress line in 1992. Subjected to vandalism while in store at Alton, the coach is currently undergoing an extensive restoration.



4366 stored at 'Cripple Creek' near Norden, prior to its move to its present off-site store, where it is at least (and at last) protected from the weather. This is what happens to a coach when left unprotected for 25 years. However, one can at least see some of the construction details !
[photo Mike Stollery

The Composites

There are just two, nos. **5761** and **5768**. They were both turned out in 1947, the former being the centre coach of 3 set 780, the latter in similar set 787.

Both sets worked on Waterloo-West of England and Bournemouth/Weymouth line services. As it was only the 6 coach Bournemouth Restaurant sets (and the later Tavern cars) that had the extended body sheeting, these CKs bore the more conventional look. Both remained in service until 1968.

5761, when withdrawn in December 1968 it had been the last Bulleid coach in revenue service on the Southern Region. It had been used on all kinds of services since set 780 was disbanded in 1966. It was purchased privately in 1969, directly from service, and taken at first to Liss on the recently closed Longmoor Military Railway then, on failure of that project, to the abortive steam centre at Ashford. When that too failed, the owner moved it to the Mid Hants Railway in 1973.

However only a limited amount of restoration work took place there and the then owner approached the Swanage Railway, where agreement was quickly reached, the coach arriving at Swanage on March 31st 1984.

Restoration completed, the coach was placed into traffic during 1986 and frequently ran with BTK 4365. Withdrawn for attention in the early 1990s, it was placed in a siding while the Swanage Railway built up its fleet of Mk1s coaches. Sadly, the condition of the coach seriously deteriorated but there were no resources available to return it to traffic. Subsequently, the coach changed hands and is now owned by the author, who is also the Project Manager for its current restoration.



Both sides of newly out-shopped 5761 at Harmans Cross in August 2010

Its mechanical and structural overhaul was completed at Rampart in July 2010. This included complete removal of the sheeting, although some was able to be reused, and rebuilding of both ends, vestibules and toilets where water penetration had caused severe damage. Similarly the bottom rail had to be cut out from end to end necessitating trimming back the floor and its subsequent repair. The bogies, brake and heating systems were also overhauled, rotten roof timbers replaced, the roof recovered, and new stainless steel tanks provided. This leaves its internal fitting out to be carried out by volunteers at Swanage. It is planned to return the coach to traffic during late 2011.



5768, withdrawn in October 1968, was sold to the Bulleid Pacific Preservation Society, later renamed the Bulleid Society. It was initially preserved with Bulleid Pacific, "Blackmoor Vale" at Liss, until both coach and engine moved to the Bluebell in 1971, where it received an overhaul before entering traffic in May 1976 as part of a five coach Bulleid set. Further work was then found necessary as a build-up of rust in the window-frames caused three of the large curved windows to crack. Throughout the late '70s and '80s the Bulleid coaches provided the core of the Bluebell's operating fleet. 5768 was relieved from front line duty by a Mk1 CK in October 1991, by which time it was showing its age.

It received further repairs to keep it running, until in 1993 its deteriorating condition caused it to be reduced to use on only a handful of peak days. It was repainted again in 1994 to enable it to continue in occasional use, but its deteriorating condition required its complete re-sheeting and new window frames. Its overhaul has now started, and is being undertaken by the team who completed the overhaul of Bulleid Brake coach No.2526 in the Autumn of 2009. On stripping out the interior the timber body structure was found to be in quite good condition, with only one significant area of rot, in the cant rail above one of the first class compartments. With this work on 5768 being undertaken in the Bluebell's carriage works, and interior fitting out of 5761 proceeding at Swanage, the restoration of the two Bulleid CKs is taking place more or less in parallel.

The SRT Heritage Coach Plan

In 2009, the Swanage Railway Trust formulated its Heritage Coach Plan. This programme, costed at around £1.2 million, sets out the priorities for the Swanage Railway to restore its collection of Bulleid, Maunsell and Ironclad coaches, dating from 1923 to 1948. In summary, the plan details the creation of reformed Bulleid 4 coach set 298 with BTKs 4365 and 4365, CK 5761 and TO 1457; the Maunsell Push-pull set with BCK 6699 and TO 1323; and a 4 (or 5) coach Maunsell/Ironclad 'special traffic' set to include BCK 6697, TO 1381, Ironclad TK 728, (possibly another Maunsell TO) and BTK 2768.

As previously noted, 4365 is virtually complete and it is planned to finish 5761 during 2011. This would complete 50% of the Bulleid set, leaving BTK 4366 and TO 1457 outstanding. These are both potentially very useful vehicles for the Swanage Railway as Bulleid BTKs have 48 seats, as against 32 of a Mk1 BTK, and 1457 has 64 seats to the same configuration as a Mk1 TSO. The problem is that between £220,000 and £250,000 will be needed to restore 4366 and 1457, both of which are in poor condition.

Another potential, historically important, asset of the Swanage Railway is the Maunsell Push-pull set. This comprises the 1960 conversions of BCK 6699 to a driving end for set 619 and Maunsell Open Third 1323 from set 611.

Funding of around £220,000 will have to be found for these coaches and it is planned to seek grants for this over the next 18 months.

The remaining Maunsell coaches are planned for use in a 'Special Traffic set'*. This would include 6697, another BCK that had been converted for push-pull use, although with 6699 earmarked for this usage, 6697 would revert to its original condition. Another TO, the privately owned 1381, which has been on the SR for many years, would run in the set with Ironclad 728, an LSWR design 8 compartment TK, and BTK 2768, which currently exists as an underframe and a collection of parts to be used as patterns. There is a possibility of adding a fifth coach, a further Maunsell TO, currently not on the SR but owned by an SRT member.

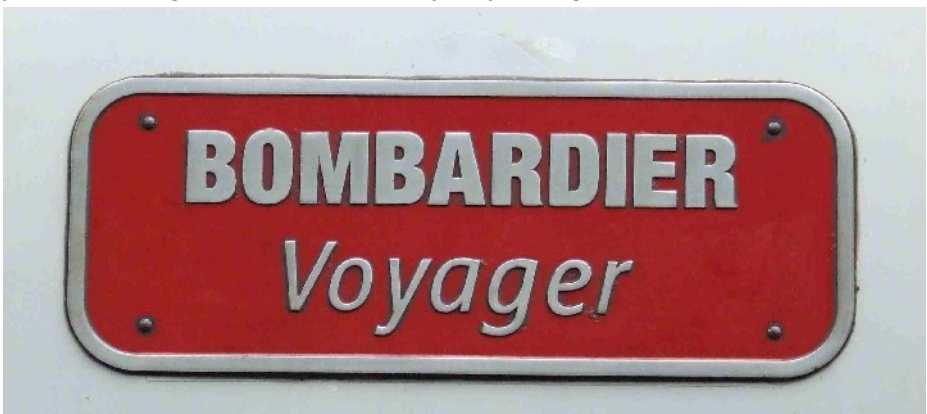
Priorities are :

completion of the Bulleid set
restoration of the Push-pull set
overhaul of 1381

restoration of the remaining Maunsells and Ironclad for the Special Traffic set.

Outside of this plan is overhaul of Observation Car 14 and the future of the three privately owned Pullman Cars, Bertha, Lydia and Isle of Thanet. It is hoped the latter will come to the Swanage Railway, when there are adequate facilities available to securely house and maintain them. In addition are the three LSWR coach bodies, which may yet acquire chassis, to run as a vintage train – but we have to leave something for the Sygnets (the SR's youth group) to do!

'special traffic' sets in the 1950s comprised a mix of Maunsell and Ironclad coaches and, as the name implies, they were reserved for occasional, seasonal or excursion use. Such formations visited Swanage, amongst other places, forming the summer Saturday only through trains from London.



The nameplate of Virgin's class 221, 221144 Bombardier Voyager. This unit has now been disbanded so that 221142 and 221143 can be expanded to five cars.

The Marchwood Military Railway.

By Steve Green.

During 1939 a 1 ½ mile long standard gauge siding was opened from Marchwood Junction to Cracknore Hard on the Western edge of Southampton Water, Hants. A magazine was built here to store large amounts of ammunition and explosives.

Marchwood station was [and still is] the half way point along the Fawley Branch, which was opened on 20th July 1925, with it's junction at Totton on the original Southampton & Dorchester Railway, a.k.a. Castleman's Corkscrew. The Marchwood Military Railway (MMR) proper was officially opened on 28th November 1943, with initially 22 miles of track. It served the 4-berth jetty, storage sheds, workshops and camps used to produce, in great haste and secrecy, 'Whale' units for the Mulberry Harbour needed to make the D-Day Landings a success. It covers an area of 289 acres and can cater for up to 1500 troops. The track mileage peaked at 30 miles, but rationalisation started during 1966 when some of the sidings were lifted. There are now only 7 ½ miles of track, but there are still 78 hand-worked points! Marchwood is the only Port operated by the MoD and also the only MoD rail-served base without road access to any of its storage sheds. Therefore the railway is essential in keeping the base going. Large amounts of stores are generally not kept at Marchwood, as it is usually just a passing place for goods/equipment being imported or exported by the ships, ranging from stationery supplies to tanks. Damaged military vehicles returning from overseas are held here before being sent to Ludgershall for repair, or most likely, scrap.

The railway itself is broken down into three sections, namely the four 'exchange sidings', the 'buffer zone' area (used for storing ammo, etc.) and the 'port' area, covering the two rail-served jetties where ships can be loaded/unloaded by the massive rail-mounted dockside cranes.

Marchwood signal box still controls access to and from the Port, located within the former station building at the now closed Marchwood station on the freight-only Fawley Branch. This box, with it's 24 levers, is the last all mechanical box on the Wessex Region of Network Rail, controlling upper quadrant signalling around the passing loop, opened in July 1960 and even maintaining manual level crossing gates at the London end of the loop across the main road through Marchwood. Both loop lines are fully signalled for bi-directional running.

During the 1950s, reservists were carried by through train from Waterloo to the MMR.

An internal MMR passenger service was set-up some time during the 1960s, when the married quarters were constructed. Three halts were built with very short platforms (about one coach-length) and this service still exists to this day for movement of the personnel, as do the halts. Mulberry Halt (adjacent to the four exchange sidings) serves the married quarters; Port Gate Halt serves the barracks and Jetty Halt serves the port area.

Various coaches have been used, including BR Mk 1s and more recently, two former ex-class 501 EMU coaches used on BR London Euston-Watford Junction services, built in 1957 at Eastleigh, Hants, as part of a 3-car set. They were: trailer second (TS) no.70170 [A.D. no. WGP 8808] and driving trailer second (DTBS) no.75186 [A.D. no. WGP 8809]. These coaches were purchased because the regulations stated that all stock had to be air braked. They were withdrawn and sold during April 2006, the driving trailer entering preservation at the Coventry Railway Centre and now owned by the Suburban Electric Railway Association (S.E.R.A.). Stock now consists of two former BR Gatwick Express Mk 2s, minus air-conditioning! There are two “up” and two “down” trains a day, one each in the morning and afternoon.

The times for the internal passenger trains were, and may still be:-

0745 + 1335 Mulberry Halt > Jetty Halt

1230 + 1645 Jetty Halt > Mulberry Halt.

Since 1949 the port has been operated by 17 Port and Maritime Regiment, Royal Logistic Corps. It is now the home port of the Royal Fleet Auxiliary, Landing Ship Logistics and Army vessels run by the R.L.C.

Upon opening, the steam locomotives were supplied by the Longmoor Military Railway in Hampshire, consisting of standard “Austerity” 0-6-0STs, including the following:-

WD 5091. HC 1752/1943.

Delivered new to Marchwood 11/43. Departed 15/8/45.

Later sold to NCB, becoming ROBERT at Bold Colliery. Took part in Rocket 150 celebrations 24-6/5/80. Now preserved at the Great Central Railway, to be restored as a BR “J94”. (sacrilege!!)

WD 75074. RSH 7110/1943.

At Marchwood 2/44-5/44. Transferred to Long Marston.

Sent to France 12/44, loaned to Belgian National Railways. Sold to Dutch State Mines 10/45. Withdrawn 28/10/58.

WD **75040** – **106** SPYCK. Hunslet 2889/1943. (see photo opposite)

At Marchwood 2/44-1949, then from 5/55-10/55 and 5/56-5/60.

Withdrawn 12/61. Left Longmoor on a Wynn’s low-loader 4/8/63 and scrapped at Woodham Bros, Barry Docks, South Wales by 3/65.



M M R lettered 0-6-0ST no. WD106 SPYCK and one coach at Marchwood, 17/5/58.
Photo: copyright Hugh Davies – Photos from the Fifties.

WD 5054. RSH 7090/1943.

To Marchwood 19/4/44 until 1/5/44. Sent to France 2/45, but stored at Merelbeke in Belgium. Sold to Dutch States Railways 6/45, as NS no.8808. Withdrawn 24/6/55 and sold for scrap 24/12/55.

WD 75184. RSH 7134/1944.

At Marchwood 5/44. To Bramley 2/7/45. Sold to LNER after repair at Stratford Works 6/46, as class J94 no.8022. First shed: Immingham. Withdrawn as no.68022 from Doncaster 9/60. Scrapped at BR Darlington Works the same month.

WD **75290** – 186 MANIPUR ROAD. Vulcan Foundry 5280/1945.

At Marchwood from 10/50-6/53, replaced by next loco.

Withdrawn 1960. Rebuilt by Hunslet, sold to NCB. Scr. 6/71.

WD 75189 – **152 RENNES**. RSH 7139/1944.

At Marchwood from 6/53-5/56. Withdrawn 1959.

Rebuilt by Hunslet, sold to NCB. Loco now preserved and based at the Pontypool & Blaenavon Railway, South Wales. Currently under restoration, she will be restored as LMR no.152 RENNES.

WD 75277 – **178 FOLIGNO**. RSH 7207/1945.

At Marchwood from 10/54-4/55. Withdrawn 1958. Left Longmoor on a

Wynn's low-loader 19/8/63 and scrapped at Woodham Bros, Barry Docks, South Wales by 3/65.

WD 71443 – **157. CONSTANTINE**. Hunslet 3207/1945.
At Marchwood from 11/55-11/58. Withdrawn 1962.
Scrapped by Pollock & Brown, Southampton, 3/68.

WD 192 – **92. WAGONER**. Hunslet 3792/1953.
At Marchwood 26/6/73 to 28/3/79. Brought in to convey personnel on the vacuum braked coaching stock used at the time. It was the last steam loco to operate on the MMR.
Loco now preserved in working order on the Isle of Wight Steam Railway, arriving there during February 2005. Ownership handed over to the IoWSR from the MoD during 2008.



WD 70047 MULBERRY, Barclay 0-4-0DM Works No. 362/1942.
This loco arrived at Marchwood as WD no.827, 8/2/60 and was named 6/62.
She departed on 29/6/65. The photo shows her on display at the Long Marston Open Day on Saturday 7th June 2008. Photo: courtesy Bernie Luther.

Over the years, in excess of 20 diesel shunters have been used, including six NBL 275hp 0-4-0DHs, three Ruston & Hornsby 'LSSH' type 275hp 0-6-0DHs and over 10 class C7 Thomas Hill "Vanguard" 300hp 4wDHs, built in Rotherham. As built they had Rolls Royce engines but have since been rebuilt with Cummins engines.

Five of these 35ton locos are currently based at the MMR, they are:-

Current TOPS No.	WD No.	Former name	Works No.	Year Built
01522	254		TH 272 V	1977
01527	266	Mulberry	TH 274 V	1983
01541	260		TH 300 V	1982
01544	252	Mulberry	TH 270 V	1977
01549	258		TH 298 V	1981



Thomas Hill “Vanguards” MOD 258 MULBERRY and MOD 263 McMULLEN made an appearance for the visit of “The Branchliner” railtour on Saturday 8th March 2003.

Photo: Steve Green

These locos are now operated under the banner of the Defence Logistics Organisation (DLO) and painted in their house colours of purple and white. When painted in ARMY Green, as and when the Thomas Hill locos passed through Marchwood, they were allocated names associated with the MMR and port. The names were removed again before the locos departed; hence some names were carried by more than one loco, such as MULBERRY (4 locos) and McMULLEN (2 locos). Other names carried were MARLBOROUGH, MEXEFLOTE and MARCHWOOD. All of the nameplates are now kept in safe storage at Marchwood as the names are no longer carried due to the constant swapping of the engines.

The diesels are maintained in the railway workshops, unless major repairs are required when they are sent away. Internal user wagons are also maintained here, which include 45 barrier wagons made up of former BR small

wheelbase VEA 4-wheel box vans. VAA and VDA long wheelbase vans are used on the normal daily service into and out of the MoD, but these are being replaced by the newer VGA vans and more recently by containers on bogie flat wagons. The daily train runs Monday to Friday, usually to/from Didcot, with a stop at Eastleigh as required and is now in the hands of the ubiquitous American-built EWS/DB Schenker owned class 66 Co-Co DEs. The MoD is open Saturday mornings, but there are currently no trains scheduled to run in or out. On arrival at the security gate, the EWS/DBS loco draws forward into the exchange sidings area once he has got clearance to do so from the MoD staff. He then just runs round and attaches to the outgoing train, if there is one. Mainline locos are not allowed to go beyond the exchange sidings, however it's not uncommon for one of the trips, up or down, to be a light engine.

Traffic flows vary greatly from day to day, week to week depending on military exercises and worldwide operations. Armoured vehicles are usually conveyed on Warflat or Warwell bogie wagons. Up until the class 66 takeover, the MoD train could be hauled mostly by class 37s, 47s, 58s or 60s.

The Port held Public Open Days, to raise money for various Army charities, from about the early 1970s up to the mid-1990s, the last one being held in about 1996. Ruston & Hornsby 'LSSH' type 275hp 0-6-0DH ARMY 432 was on show to the public at the Open Day in 1977. (Ref: Mike Walshaw slide No.RH10200 – photo R.H.A. Holmes below.)



The 1978 Open Day was held on the 22nd July, utilising WAGGONER on shuttle trains. Special trains sometimes ran in conjunction with these Open Days, one such occurred on 21st July 1979 when a WR DMU (Set no. L416) ran from Paddington via Reading, Fareham and Bedenham. During the 1993 Open Day, held on 19th June, a Brush-built BR Type 4 diesel loco was named to commemorate the 50th Anniversary of the Port. Co-Co DE Class 47 no.47213 was named "Marchwood Military Port", the loco being in ex-works pristine condition having only just been repainted into the then new Railfreight Distribution triple-grey livery. Also present that day was visiting Mid-Hants Railway based BR std class 4MT 2-6-0 no.76017, which came in under her own steam (I believe?)

On the 24th June 1995 a Pathfinder Railtour visited the Port. "The Logician", as it was called, was hauled by three BR class 37 Co-Co DEs (nos.048/098/371) on various parts of the tour, which had a 1 ½hr break at the Port. Its booked arrival time was 1556hrs, where two of the then resident "Vanguards" took the tour down to one of the rail-served jetties. The locos were MoD 255 MULBERRY and MoD 256 MARLBOROUGH, and the tour was booked to depart at 1736hrs.

I hope that has been of interest to you, and being a former signaller at Marchwood, it was of great interest to me to be given a guided tour of the MoD base on 20th July 2010, the 85th Anniversary of the opening of the Fawley Branch!

During the 9 months I was the "resident" signaller in the 'box, I made a note of the engines that passed by, and the following classes of locos were all spotted:-

11 x class 37s, 6 x class 47s, 3 x class 56s, 10 x class 57s, 5 x class 58s, 25 x class 60s, 148 x EWS 66s and 23 x class 66/5s!

My claims to fame if you like, are that I was the first (and last) signaller to signal a steam-hauled train down the branch since 1967, on Saturday 8th March 2003, when Mid-Hants based BR std cl.5 4-6-0 no.73096 visited with "The Branchliner". (It was top'n'tailed with 37706.) And finally, I was the last signaller to maintain the oil-lit signal and gate lamps. They were switched over to electricity/battery power shortly after I left during April 2003.

Detailed caption for the picture on the rear cover.

A rare photo of the most sought-after WD loco in existence!?

Fowler 0-4-0DM, Works no.22503/1938. WD no.815 / AD no.111.

This tiny, 60hp loco is preserved on static display and has been placed on long-term loan at Marchwood since being repatriated in 1993, having never actually worked here. She was initially sent to Germany in a container, 15/10/73, having been stored at Bicester since 7/69, and preserved at the HQ of 79 Railway Squadron, RCT at Mönchengladbach.

WIMBORNE STATION MODEL PROGRESS REPORT TO WRS ANNUAL GENERAL MEETING 2010

1.0 GENERAL

- 1.1 The attendance of the layout and operating team at the Blandford Museum Railway Club exhibition in October, 2010 and also the forthcoming Wimborne Railway Society Open Day on 30th December, 2010 has enabled the modelling group to focus on preparing the layout for operation and also complete many tasks. The aim is to have a reasonably acceptable model ready in time for the Society's exhibition in April, 2011 at Queen Elizabeth School.

2.0 BASEBOARDS AND TRACKWORK

- 2.1 The disposition of modelled buildings across the Goods Yard has revealed the practical and operational problems of siting large buildings across joints in the layout baseboards. In addition, to accommodate the correct scale length and configuration of platforms, the central base boards are to be rebuilt. This has been also highlighted in attempting to rearrange trackwork around the station approaches.
- 2.2 The improved track arrangement proved to be a benefit in operating model trains through the main fiddle yard.
- 2.3 The completion of the new storage and transport trolleys for the layout has proved to be of great benefit in not only reducing pressure on the Club's storage space, but also in reducing the time to assemble the layout and access to the materials stored on the trolleys.

3.0 WIRING UP, OPERATION AND CONTROL BOX

- 3.1 Following the layout's appearance at the Blandford Show in October, the use of a de-bugging book to note any defects during the two days showed that there were gratifyingly few and all were of a minor nature. The trains were mainly operated from the two fiddle yard local controllers, but a controller on the main panel was also used to shunt the down yard simultaneous to running on both of the up and down mainlines.
- 3.2 The lack of operator experience and training before the exhibition meant that the operational team had a steep learning curve. This will be overcome as the team becomes more familiar with the various operating panels.. The team will generate various sequences based on the actual working timetable of the historical period chosen. To add

- 3.3 variety, we could assume scenarios such as engineering works at Sway or New Milton to add diverted Weymouth traffic through Wimborne.
- 3.4 Obviously the appropriate stock for these historic operating periods would need to be available and capable of operating on our fine scale trackwork. It may be possible to assemble trains of the periods 1924 – 1939, 1939 – 1945, 1946 – 1964.
- 3.5 The operators also found that the whole layout was not visible to them when the main control box lid was open and therefore rearrangements are planned for the control box siting and lid relocation. In addition, members of the team not operating at any one time within the layout's enclosed area were also causing visual obstruction. However, the recent exhibition experience will now fine tune our operational methods.

4.0 BUILDINGS AND STRUCTURES

The modelling group has progressed three important structures and these are as follows :-

- a) Leigh Road overbridge – currently at the painting stage
- b) Canford river bridge – main supports and girder spans now completed
- c) Main Station building

In addition, work has commenced on landscaping the layout by including local features of the scenery and river.

- 4.2 A careful appraisal of the main station building has been undertaken and it has been decided to refurbish it in time for the April exhibition. In its partially refurbished state it will appear at the WRS Open Day in December, 2010. After the April exhibition, an entirely new building made to current standards will be constructed.
- 4.2 In addition, a new signal box will be constructed to sit on the Station platform as well as a new cattle dock, the previously reported completed model having removed by the constructor, an ex-member of the WRS.

5.0 SUMMARY

- 5.1 The year 2010 has been quite momentous for the Wimborne Station modelling group and it looks forward to progressing this interesting layout throughout 2011.

Neal Turner, Wimborne Station Model Co-ordinator

Tarrant Valley Tales Part 9.

By Justin U'Endow.

Hello and welcome along to the latest edition of T.V.T. This time we have brought you a real-life story as well as the usual guff and nonsense, that's not to say that any of the other tales are not true. We'll leave you to work out which is which.

Last weekends Psychic Fair held at the village hall, organised by Claire Voyant, had to be cancelled at short notice due to unforeseen circumstances.

The local farm shop owned and run by Max Wall has added a new range of ice creams to his ever increasing products. To be branded as Wall's Barn Door Ice Cream, the following flavours will form the first limited edition run: Rhubarb Ripple, Pineapple and Marmite, Lemon Curd and Beetroot and Mint Choc Crinkle Cut Chips.

Recent rumours being spread around the railway fraternity concerning the name of one of Mr. Bulleid's Light Pacifics have reached our Press Office. It is being widely/wildly stated that the "West Country" loco named LYME REGIS was to have originally been called after the local area, namely TARRANT VALLEY. The loco number 34009 being chosen for obvious reasons. Apparently the change of name was instigated when it was pointed out that, at the time, Lyme Regis was still served by a railway, whereas the Tarrant Valley line had already closed.

Details of one of the few surviving Halifax bombers which flew from Tarrant Rushton Airfield during World War Two have recently come to light, thanks to our Canadian correspondents, the Bank Manager and Nick Elback (see T.V.T.6, Issue 47 [Oct.08] for his last contribution). The details are as follows:- NA337 was a Handley Page Type H.P.63 Halifax A Mk.VII aircraft, converted from a Halifax B Mk.VII four-engine heavy bomber and designated a Special Duties aircraft. Her role was a paratroop and glider tug aircraft based at 644 Squadron RAF Station Tarrant Rushton where serial number NA337 was the given the Squadron's identification code "2P-X". 644 Squadron were a unit of No.38 Group RAF and were based at Tarrant Rushton from 23rd February 1944 to 1st December 1945; their motto was *Dentes draconis serimus*:- "We sow the dragon's teeth." H.P.63 aircraft were used at Tarrant Rushton from March 1945 to September 1946, the Squadron Code "2P" covering the period from February 1944 to September 1946.

NA337 "2P-X" was built by Rootes Motors of Liverpool and was delivered to our local airfield on 5th March 1945. On 24th March 1945, 2P-X took part in Operation Varsity, the last large-scale allied airborne operation of World War Two – the crossing of the River Rhine.

She was towing a Hamilcar glider containing a Dodge truck and an artillery gun to be used by the Army. Between 30th March and 24th April 1945, 2P-X took part in three supply drop operations to resistance forces in Denmark and Norway; unfortunately the latter date would also prove to be her last.

On 23rd April 1945 the crew of NA337 took off from Tarrant Rushton at 7:51pm bound for Norway carrying 13 containers and two packages to be delivered to the Norwegian underground forces, north-east of Oslo.

At 1:00am on 24th April the supplies were successfully dropped at the contact point, Mikkelsberget and the pilot set course to return to Blighty. However, the flight path for 2P-X took her over a busy and well protected railway bridge at Minnesund, at the south end of Lake Mjøsa. Anti-aircraft fire from the enemy's defence battery hit the starboard wing. A 20mm explosive cannon shell ruptured one of the fuel cells which ignited causing both of the engines on that side to fail. With the wing now on fire, the pilot had no option but to land the aircraft on Lake Mjøsa.

At 1:20pm, NA337 was successfully, if not roughly, ditched in the water and the crew evacuated, but because the dinghy did not deploy, the crew tried to swim to shore. Unfortunately five of the crew perished in the cold water, only the rear gunner, Flight Sergeant Thomas Weightman survived and the aircraft sank 750 feet (250 metres) below to the bottom of the lake. After about six hours Flt Sgt Weightman was found floating on an over-turned dinghy. To avoid reprisals, the local populace handed him over to the Germans, but he avoided being sent to a PoW camp as two weeks later, the War in Europe ended and he was repatriated back to England.

Four of the crew are buried in the Lillehammer Northern Civil Cemetery in Norway, whilst the name of the missing crew member is inscribed on the RAF Memorial at Runnymede, near Egham, Surrey as having "no known grave". Thomas Weightman died in 2007.

NA337 "2P-X" was located at the bottom of Lake Mjøsa during the mid-1980s by the same person who saw her crash 40-odd years previous, although plans to raise her were not discussed until the early 1990s. She finally saw the light of day for the first time in 50 years on 3rd September 1995 and was in pretty good condition considering. 2P-X was then dismantled and flown to her new home in Canada in eight Hercules aircraft. She can now be found on display in the RCAF Memorial Museum at CFB Trenton, near Kingston, Ontario, where 2P-X was moved into her purpose built museum extension on 16th October 2004. Restoration was completed in September 2005 at a cost of \$1.5m having had 350,000 volunteer hours spent on her. NA337 "2P-X" is the last authentically restored and only complete Halifax in existence.

A weather warning has been issued by the local Met. Office reporter Phil Hogg. As well as a lot of thick hill fog, the early part of the week will feature a lot of broken cloud but it is hoped to have it fixed by the end of the week.

Local entrepreneur Richard Goss is to open a new catalogue-style shop in the Valley to cater for everyone's countryside needs. R. Goss (Catalogue Shop) is due to open next month and anyone interested in applying for the 12 job vacancies available should contact R. Goss via The Corkscrew office please.

The old metal fencing around the site of Tarrant Gunville goods yard is at long last to be repaired having seen little or no t.l.c. since the line shut, over 70 years ago! Local fencing specialist Ray Ling has been given the job of replacing like for like as part of a general effort to tidy up the area to mark the site of the former railway by some of the older local residents who remember how it used to be. It is also planned to attach a small commemorative plaque to the new fence once all of the work has been completed featuring the railway's motto: *Hic linea omnis simulātiō et an perōrāre*. However, recent research by local historian W.R. Smyth has, perhaps, found that the meaning might not be what everyone thought it was! More on this breaking story next time.

That's all folks!

WRS PROGRESS SINCE SUMMER 2010 Continued from page 5.

All three club layouts, Wimborne, Horton Road and Tarrant Valley, were operated and visitors took the opportunity, as advertised, to run their stock on the test track. The member's trade stand and the 'Leafy Rail Cafe' were busy and members' families helped in many ways and for many hours. It was very well attended throughout the day and exceeded expectations.

The club was fortunate to have had the Mayor and Mayoress of Wimborne visit at the beginning of the day. They stayed for two hours and the Mayor wrote afterwards, "... the enthusiasm of your members is amazing and I'm sure that all who attended will have enjoyed the visit".

The club's success at the Open Day is a springboard now to prepare for the two-day Exhibition at the QE School in April 2011.

In the meantime Thursday club nights have been busy, the presentations have been popular and Tuesday work nights have been busy, popular and industrious!

THE GRETTON GAZETTE

A Grate Western Publication

Festive Quiz Answers

These are the answers to the festive quiz questions about the T.V.R and the Tarrant Thymes:

Who is the captain of U-boat 009? Herr Hair (H)

What is at Tarrant Rushton? Airfield (A)

The Water Co has what building at Tarrant Rushton? Pumping Station (P)

Who ran the Post Office at Tarrant Gunville? Penny Black (P)

Who appeared to deal with the “Monster Animals”? Dr. Who (Y)

Who lives at Tarrant Manor? Lord Chris (C)

Who was run over by the steam roller at Tarrant Rushton? Henry Royce (H)

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

Red Barrows (R)

What was the job of Mr Ohno? Railway Inspector (I)

What animal is Vesta? Swan(S)

When at Moors Valley Railway Exhibition in September 2000, what went missing? Tarrant Gunville (T)

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

Who rebuilt Tarrant Manor? K.T.Rim (A)

Which Hurricane hit the area west of Stonemere? Steve (S)

What is the name of the village Pub? True Lovers Knot Inn (T)

What did the Tarrant Thymes call the Corkscrew? Bottle Opener (O)

Who writes the *official* T.V.R. press releases? Al Terego (A)

Who is the friend of the U-boat captain, who flies around? Led Zeppelin (L)

Who was the interloper in the Team Photo at Warley? Mr Leaf (L)

Thus the answer was HAPPY/ CHRISTMAS /TO /ALL

Wimborne Railway Society Open Day

The Open day was an outstanding success, and most enjoyable. Al Terego spent the day with T.V.R. and had a most enjoyable time. The turnout was far bigger than most envisaged and many congratulations must go to George and all the Society members that helped. Whilst operating T.V.R. Al showed various visitors the “business side”, and a grandfather thanked him for showing his grandson and making his day. A conversation started, and it transpired that he was a member of the 6695 Loco Group, Al being the membership officer! The world is small.

RAILWAYS ROUNDABOUT

NOVEMBER :- The first week of the period under review was very quiet with just one loco' movement noted in the early hours of Monday 15th. EWS/DBS Class 66 No 66019 ran light from New Milton to Dorchester to collect failed MPV unit No 98927+98977. The 66 had been employed to bring the first engineering train into a track relaying possession at New Milton over the weekend 14th/15th. Hence it was best placed to recover the failure, it passed Poole at 03.00 towing the unit back to Eastleigh. The week was devoid of any other locomotive working along "our" line. It was not until the following week, when Freightliner's No 66548 took empty sand wagons to Wool on Tuesday 23rd, that a three week famine of freight into Dorset was broken. The same engine worked the loaded train to Neasden next day. With the "duck" broken a stone train, worked by Class 59 No 59205, arrived at Hamworthy on Friday 26th.

However the highlight of the week came at 07.40 on Thursday 25th when Class 47 No 47500 arrived in Poole towing 11 coaches complete with Black 5 No 44932 attached on the rear. Having pulled over into Poole carriage sidings the 47 was detached allowing 44932 to depart Poole at 08.30 heading for Bath and Bristol. As this was at the start of a period of intense cold weather the Black 5 made an impressive sight leaving Poole trailing volumes of steam in the frigid air all accompanied by the usual Black 5 strident exhaust sounds as it climbed steadily and purposely up Parkstone bank. The Class 47 also departed Poole at 08.33 but in the opposite direction heading light engine to the Swanage Railway (SR). After arriving back in Poole some 20 minutes late at about 20.40, No 44932 then worked the empty stock forward to the Swanage Railway. Next day (Friday 26th) No 44932 departed the SR at about 12.40 some two hours late and ran light to Wareham, after reversal here the engine headed for Weymouth and a second reversal. The final destination was Yeovil Junction where the loco' was turned. No 44932 returned to Swanage over the route it had arrived and was now in readiness for a second railtour on Saturday 27th. Running from Swanage (dep 08.00 to London Waterloo, stops were made at Wareham and Poole. Leaving Poole at 09.20 the Black 5 made another vociferous attack on Parkstone bank. Later in the day No 44932 on the return working made a Poole stop at 21.30 before Swanage was reached at 22.30.

Observations for the following week began on Monday 29th when Class 47 No 47500 was noted running through Hamworthy at 13.12 with the e.c.s. of the two excursions in tow, No 44932 (in steam) was attached to the rear of the stock. Tuesday 30th brought the month of November to an end when No 66547 worked the empty sand wagons to Wool.

DECEMBER :- On the 1st, Freightliner's No 66547 worked up through Poole at 15.20 with the loaded sand train to get the month under way. However,

heavy overnight snow brought the Dorset rail system to a virtual standstill on Thursday 2nd and Friday 3rd. For instance on Thursday one train left Southampton at 09.00 and did not arrive into Dorchester until 13.00 !

Tuesday 7th found Class 31 No 31459 working a test train from Eastleigh to Hither Green via Weymouth it passed through Poole at 22.06 on its way to Weymouth. The return working at 00.25 on the 8th had 31459 propelling the two test coaches with DVT No 9702 leading. Later in the week on Friday 10th the only Class 59 so far painted in the "new" DBS livery, No 59206 worked the Hamworthy Stone train. On Sunday 12th at Sway on the fringe of our area two engineers trains were worked by pairs of ED's, they were 73208+73213 and 73141+73201. To start the next week on Monday 13th Freightliner's Class 66 No 66951 worked empty sand wagons to Wool, it worked the loaded train to Neasden on the 14th. Next day, Thursday 16th, saw Class 59 No 59103 work the Hamworthy Stone train. No doubt as precursor to Christmas week No 59103 returned next day, Friday 17th. As no freight services were booked to run in the week prior to Christmas No 59103 was the last mainline locomotive to run in Dorset in 2010. Once again snow in the early hours of Saturday 18th caused havoc with Dorset train services. Observations between 11.00 and 11.50 produced one up and one down train running at times nowhere near any times listed in timetables.

JANUARY 2011 :- The "honour" of being the first main line locomotive into Dorset for the New Year fell to Class 59 No 59004. This loco' ran through Pole at 10.00 with the Whatley Quarry to Hamworthy stone train on Friday 7th. A close second some six hours later at 16.00 was Class 66 No 66523 with empty sand wagons bound for Wool. But this loco' did not return the following week to work the loaded train to Neasden. Instead No 66556 worked the train on Monday 10th to become the 72nd Freightliner 66 to visit Dorset. This same loco' returned to Wool on Wednesday 12th with the empties for a second load of sand which went out on next day.

You wait for a test train to turn up, then two arrive almost together! On Tuesday 11th this happened when an Eastleigh to Eastleigh test train passed Poole at 07.05. The train, worked by top and tail Class 73's Nos 73107 and 73138 was booked to run to Hamworthy Goods before returning to Poole yard at 08.00. After reversal it next ran to Weymouth before returning to Eastleigh passing Poole at 10.10. Less than an hour later Class 150 sprinter d.m.u. 2 car test unit No 950001 passed Poole at 10.58 also heading for Eastleigh. This unit was running from Woking via Weymouth, Yeovil and Westbury.

On Friday 14th EWS/DBS Class 66 No 66206 ran through Poole at 11.25 with a load of ballast destined for the Swanage Railway.

SWANAGE RAILWAY :- SR based rebuilt Bulleid Pacific No 34028 "Eddystone" had a spell away from the railway in early November when it took

part in the reopening special over the Leek Brook Junction to Cauldon Lowe branch. As members present at the club on Thursday 25th November will recall from Graham Kelsey's graphic (and unbiased) report No 34028 acquitted herself well on the 1 in 40 gradients. As I keep emphasising (with justified bias) Bulleids Rule OK. Saturday 4th December saw the railway start its 2010 Christmas season of special trains. On that day M7 No 30053 worked the first round trip "Santa Special" on returning to Swanage, No 34070 "Manston" took over "Santa Specials" whilst the M7 did two round trips on the Christmas Lunch specials. The same two loco's continued working the Santa and lunch specials until Christmas Eve.

Following a day off (Christmas Day) the railway was in action on Boxing Day this time running "Mince Pie" specials using No 34070 "Manston". On Wednesday 30th No 34070 was reported as a failure in the Harmans Cross area necessitating a rescue by one of the resident Class 33's. However the engine was in fine order, an over cautious driver had misinterpreted "a knock" and stopped the loco' for fitters examination, "Manston" was back in action the following day. These trains ran daily until Monday 4th January 2011, thereby "Manston" was the last standard gauge locomotive to work services in Dorset in 2010 and the first to turn a wheel on trains in 2011.

As and from Tuesday 5th January the SR closed to the public for the annual winter maintenance shut down period. Major projects being track renewal/rail replacement from the Herston area back toward Swanage. To facilitate this relaying a train load of ballast was due to arrive off the main line on Friday January 14th. Full details will hopefully appear in the next issue of "The Corkscrew". As well as the relaying job more work was undertaken on and around the new Corfe Castle signal box in readiness for its commissioning later in 2011.

EPHING & ONGAR RAILWAY :- This railway on the outskirts of Eastern London has just purchased former Lymington Branch regular the green liveried 3Cig No 1498 "Farringford". The line was originally at the extremity of a Great Eastern branch line. It was taken over by London Transport (LT) in 1966 and incorporated as an extension of the Central Line until closed beyond Epping by LT circa 1997.

For some of the above information I am indebted to Roger Smith, Mike Stollery and Alan Worth



Not quite the shortest name ever. Gurkha is applied to a class 321 unit and was pictured at Southend station.

Ken Aveyard

The HALL of Fame Wordsearch.

By The Reverend G.W.R. Green.

Don't you think it's about time we had a quiz about God's Wonderful Railway? Well, if you're one of those people, then you're in luck. We've had a quiz about Jubilees, WCs, BBs, and sheds of the Sixties, now it's time for the Greasy, Wet and Rusty's.

In the grid below are the names of 49 Halls, but not all of them are from the 49XX and 6959 classes. There are three red herrings and four Halls belonging to another Big 4 company, one of which though was also carried by a GWR engine. Included in the GWR quota are four names which were duplicated, i.e. the actual names appeared on two separate classes, i.e. on a Hall and a ...what? Four of the Halls have a tenuous WRS connection and finally a big clue, 13 of them are preserved. The question is; which Halls are in the grid and which ones are those mentioned above? The remaining letters will then reveal what you already know about the grid!

P.S. I have omitted the word HALL from every name to avoid repetition! Standard rules, terms and conditions apply.

NB. The fact that there are 49 Hall names and the GWR classification for the Hall class is the 49XX is purely a fluke/coincidence.

May the best man (or woman) win. Good luck.

Answers to be handed to The Reverend by 16 February and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard. Prizes will be offered depending on the number of entrants.

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

WRS SPRING & SUMMER PROGRAMME

Just a few quick notes on the forthcoming programme which “Kicks off” on **MARCH** 3rd with a visit from Nick Lera. The evening replaces the December 2010 visit called off due to inclement weather (snow). Luckily Nick has been able reschedule his visit to WRS and I thank him for fitting us into his busy filming schedule. Our own Paul Steedman and then Geoff Warren from Reading give digital presentations to complete the March schedule.

APRIL is given over to preparations for the Bi-ennial show (April 16th/17th) IF you are unaware of the dates !! Any assistance you can give in the run up to, and during the show will be much appreciated. April ends with a DVD presentation on WUNDERLAND the worlds largest model railway ? This will be given by WRS member Richard Green to the whet the appetite of any prospective participants in a proposed (private) visit to Hamburg and Wunderland.

MAY brings a Slides on a Theme evening, any member can bring and show 10 to 12 transparencies on any subject (within the bounds of decency). Ron White formerly “Mr ColourRail” is also booked to visit us, with ColourRail no longer his “baby”, Ron will show slides he has taken himself, all delivered in his own inimitable style !!

JUNE brings with it the quiz and the usual fun packed evening of obscure questions and disputed answers !! The WRS quiz is hardly ever taken seriously by the majority of the participants ! It is probably the only quiz where the lowest scorers receive a trophy. This is the coveted VIAGRA cup whereby the holders and their low score are encouraged to “get it up” next year ! If you have never experienced a WRS quiz night, you’ve never lived. We also have a Bring and Buy evening to end the month. A TUESDAY evening visit to Mr Richard Knott’s Luscombe Valley Railway might be possible during June, please bear with me on this one.

JULY is likely going to be the month when WRS makes its annual visit to the Moors Valley Railway. This is one month later than normal due to MVR commitments in June. At the time of writing the MVR visit is subject to confirmation. A modest charge will have to be made for the evening, but the *cost/price/fare* will cover unlimited rides on the MVR plus a cup of tea/coffee and cake or biscuits during the evening. (*As a guide the cost per adult in 2010 was £4, children free*)

AUGUST is our usual “quiet month” when Club Nights prevail. I am hopeful that once the last minute “odds and sods” are sorted out that a proper printed programme sheet will be available for your perusal at the club before the end of February.

THE MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding a full range of special events throughout 2011. They are as follows:-

TANK ENGINE DAY - Sun 6th FEBRUARY

TANK ENGINE DAY - Sun 6th MARCH

OPEN DAY - Sun 3rd April

(TAKE A LOOK BEHIND THE SCENES.)

TINKERBELL RALLY - 30th April & 1st May

(INCLUDES VISITING "TINKERBELL" CLASS LOCOS.)

GRAND STEAM GALA - 11th & 12th JUNE

Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE TRACTION ENGINES,
SAW BENCH, MODEL RAILWAY EXHIBITION, CLASSIC CARS and more.
(DAY ROVER TICKETS AVAILABLE.)

**25th ANNIVERSARY CELEBRATION &
MODEL RAILWAY WEEKEND - 23rd & 24th JULY**

GARRATT GATHERING - 17th & 18th SEPT.

TANK ENGINE DAY - Sun 6th NOVEMBER

SANTA SPECIALS - Suns 11th & 18th DECEMBER

(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please contact the Railway on the number below, or call in to the Railway Shop during operating hours.

Alternatively, speak to Steve "The Reverend" Green.

Driver Training courses available on alternate Saturdays,
except on Special Events.

The Railway is open every Weekend and School Holidays, then daily from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

MOORS VALLEY RAILWAY, Moors Valley Country Park,
Horton Road, Ashley Heath, Hants. BH24 2ET.

Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.

EXHIBITION INFORMATION.

By The Exhibition Management.

Dear W.R.S. member,

Please ensure you wear your W.R.S. badge at all times. If you have an official W.R.S. sweatshirt, jumper, etc., could you also wear that as well so you can be easily identified to exhibitors and members of the public in case any problems are encountered. Many thanks.

Please note that if you have not volunteered for any of the posts or are not operating on one of the club/members layouts, you will have to pay on the desk like all other visitors. Could you please make sure if you are volunteering that you sign in when you arrive and sign out when you leave on Friday evening as well as Saturday and Sunday.

Lunches will have to be purchased as per last year, to ensure that all expenses are met. Hopefully this will not cause you any problems. Your W.R.S. badge will entitle you to free tea/coffee during the day.

I hope you will be able to assist throughout the weekend, from 6pm Friday evening to close of play Sunday. Please volunteer for the various duties and ask your wives/partners if they would like to help out with the catering. Any problems/ideas or offers of help, I will be here most Thursdays, in particular the 14th April and up at the School on the evening of Friday 15th.

Thanking you all in advance.

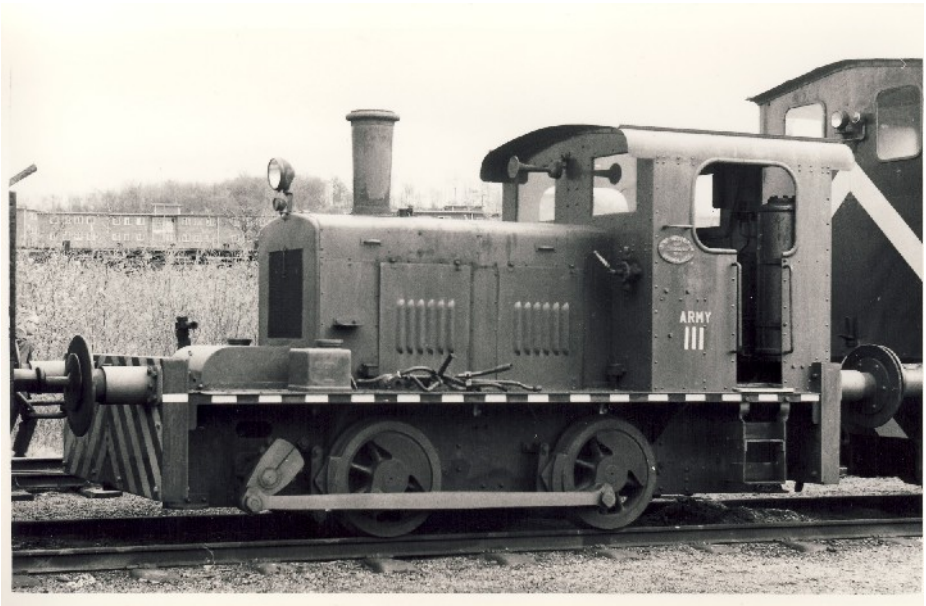
Steve Green. Exhibition Manager.



Our final nameplate is carried by a class 315 unit, also photographed at Southend. Any idea who Herbie Woodward is? Ken Aveyard



First Great Western class 142 unit 142001 still wearing North Western livery rests at Exmouth station on 9 November 2010. Ken Aveyard



Fowler 0-4-0DM WD111 seen at an unknown location. See page 22 for more information on this loco and its connection with Marchwood. WRS Archive