

THE CORKSCREW

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Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1975



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April 2011



44932 heads through Newport en route for Cardiff on 1 March 2011. KA



In fading light 60096 passes through Newport on steel empties. KA

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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

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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

We begin this issue with a few words from membership secretary Martin Catford regarding the society's subscription renewals.

The responsibility of collecting subscriptions has been and is with the Membership Secretary. The committee felt that subscriptions, due any time after the AGM in December, should be paid as soon as possible to consolidate the club's finances in the new year and to enable the Membership Secretary to attend to other responsibilities.

“The ‘Draw from the Hat’ was begun this year for the first time in the club’s history to encourage members to renew their annual subscriptions promptly. The winner has their subscription refunded.

This year the name that was drawn was that of Keith Bradley who has kindly donated his subscription to the club. Thank you Keith.”

In this issue we begin the first of a short series on Rail Rovers with an account of a trip to the north west by Chris Aston and Chris Francombe, and the first of a series of articles by Don Johnston on various aspects of operating the Wimborne layout prototypically. Steve Green continues his industrial themed series of articles with part one of the Hunslet J94 story, and the latest tale from the Tarrant Valley, whilst Colin Stone shows us classic Poole. Finally Richard Chawner has dipped in to his archive to bring us the first of a number of short pieces on unusual station names.

Cover picture. Tuesday 1st March saw 14 members of the Society visit South Wales for the steam special from London with 44932 at the head (see opposite). Three of us made the pilgrimage to the docks in Newport to try and see 70012 before it returns to Canada for repairs and courtesy of a local taxi driver we were able to get close enough for photography. Picture Ken Aveyard

Sit back and enjoy Corkscrew 62. Closing date for Corkscrew 63 is 12 May.

Pictures from the Society Collection.



Another picture from the Society's recently acquired photo collection shows this Nepal State Railways 2-6-2 2-6-2 Garratt taken in February 1984.
WRS Archive



Also operated by Nepal State Railways, 2-6-2 2-6-2 Garratt number 4B is seen at Khaguri Works on 7 February 1992.
WRS Archive

The Hunslet “Austerity” 0-6-0STs, Part 1:

The early years.

Started by Steve Green.

“Durin’ the War”, as Uncle Albert would say, the Ministry of Supply realised that they would need a shunting engine to assist in returning Europe back to normal. The chosen loco was born during 1942 as a development of the Hunslet Engine Company’s ‘50550’ class of standard “18 inch” 0-6-0ST. The design team included Robert A. Riddles (of BR ‘Standard’ classes’ fame) who, among others, persuaded the M.o.S. to choose their design! Initially the LMS 3F ‘Jinty’ 0-6-0T had been considered, but this was ruled out in part due to its much longer wheelbase and more restricted route availability.

The locos had to be reliable, powerful, simple but robust, with a minimum two years hard-work between overhauls. One requirement was that they had to be able to start a 1000 ton train on the level, 550 ton train up a 1:100 gradient and 300 ton train up a 1:50 gradient; this they did with consummate ease.

The Hunslet Order No. 52000 was issued and their Code Word for this standard 0-6-0ST engine was “AUSTY”. A nickname bestowed upon them during the War was “Bedirons”, due to their connection with the Wartime scrap metal drive, whereby metal bed frames, fences, etc. were melted down to provide steel for industry.

The first engine rolled off the production line on 1st January 1943, Works No.2849, carrying the War Department no. WD5000. As Hunslet could only build 4 or 5 locos a month, the order was sub-contracted out to the following manufacturers:-

Robert Stephenson & Hawthorns Ltd, Newcastle-upon-Tyne; Hudswell Clarke & Co, Railway Foundry, Leeds; W.G. Bagnall, Castle Engine Works, Stafford; Vulcan Foundry, Newton-le-Willows, Lancs. and Andrew Barclay & Sons Co, Kilmarnock, with Hunslet acting as sales/spares agents for most of the parts. Between 1943 and 1946, these six loco builders built 377 “Austerity” saddle tanks, as below:-

HE 120, RSH 90, HC 50, WGB 52, VF 50 and AB 15. (Two further locos were built by HE for the coal industry, but that’s another story!)

The engines were only fitted with steam brakes, but locos employed on passenger trains, such as those based on the Shropshire & Montgomery and Longmoor Military Railways were fitted with vacuum ejectors and train pipes. Some of the LMR locos for example were also fitted with Westinghouse air brakes, pumps and cylinders which were mounted on the running plate. These two modifications were carried out by the Army and not by any of the six manufacturers.

When built, the first batches were painted Khaki, which was later changed to Army Green and these first locos were all numbered in the 50XX and 51XX ranges. They were quickly re-numbered however by the addition of 70000 to all of the 4-digit numbers, carried out between August and November 1944.

Locos built after this date were numbered as follows; 714XX, 715XX, 752XX and 753XX. The change was carried out to avoid duplication of numbers when the “Austerities” worked alongside locos from the ‘Big 4’ companies. Some technical data: Wheel dia. 4’ 3”, Weight 48 tons 5 cwt, Cylinders (2) 18” x 26”, B.P. 170 lb/in², T.E. 23,870lbs.

So, what happened to them and where did they end up. This two-part summary will hopefully reveal all.

During 1944, several locos were loaned to the Directorate of Opencast Coal Production of the Ministry of Fuel and Power, the ‘Big 4’ being responsible for their maintenance. (The LNER had 25 on it’s books from January 1945 – a sign of things to come!?) Also in this country during 1944/5, nine surplus locos were loaned to, and later purchased by, the Port of London Authority. They were put to work around the Royal Victoria Docks and were lettered P.L.A. and numbered 78, 80-87. A 10th loco arrived in May 1946, becoming P.L.A. no.88. Around 1960, upon withdrawal from P.L.A. services, six of these locos were purchased by the N.C.B., whilst the other four were scrapped.

With a drastic shortage of motive power on the Continent in late 1944, quite a few were sent to work in Belgium, with 18 dispatched in November, 32 in December, six in January 1945 and 10 in February. Most were loaned to the SNCB, the Belgian National Railways, working from Antwerp Dam, Antwerp South, Merelbeke, Brussels Schaerbeek and Ostend. Early in 1945, a few were loaned to the NS, Dutch State Railways, working out of s’Hertogenbosch, Nijmegen, Eindhoven, Roosendaal and Tilburg. A further batch of 24 locos was shipped over during May 1945, but they all ended up being stored at a dump in Calais.

The next batches of locos to be built ended up in store as well, with several going to Longmoor from June 1945 when five arrived. 29 arrived in July, followed by 13 in August, five in September, three in October, five in November and six in December. The final six arrived at the beginning of 1946. Following on from the success of the “Austerities” that the LNER had been responsible for on behalf of the Ministry of Fuel and Power, WD no.71486 was acquired from store at Longmoor during November 1945. Trials were held with RSH 7295/9-1945 at Doncaster to assess it’s suitability.

On the Continent, also in 1945, 27 locos were loaned to the Nederlandsche Spoorwegen (NS). Later that same year, they were purchased outright, becoming the NS 8800 class, numbered 8801-27.

This class was made up of the following built engines;- 12 by HE, 6 by RSH, 6 by HC and 3 by WGB. These locos were all withdrawn between 1954-7 and later scrapped, except five. (see below)

During August 1945, one loco was purchased direct from the WD surplus stock by Laura & Vereeniging, an industrial company who operated the Laura & Julia Mines colliery branch, where it became no. LV12. This was later joined by the five withdrawn NS locos, which then became LV13-17.

In October 1945, 11 of the SNCB locos were loaned to the Nederlandsche Staatmijnen (NSM) or Dutch State Mines and re-numbered as NSM 65-69, 71-76. The first eight locos were later sold to the NSM, where eventually they were all fitted with a steam operated bell(!) mounted in front of the chimney. The last three remained on loan only, returning to WD control during 1946. Of these, one returned to the UK, one was sold to another Dutch opencast coal mine and the third was shipped to the USA in a swap deal with an 'S100' USATC 0-6-0T, arriving at Fort Eustis during 1947 and surviving until 1952. The NSM locos were withdrawn during 1957/8 and also cut up.

Finally in the Netherlands, three locos were sold by the WD to the Royal Dutch Steelworks, where they became KNHS nos. 31-33.

In France, six of the stored locos at Calais were purchased by French industrial/light railways, joined by one of the stored locos at Longmoor. Another ex-Longmoor loco was sold to an Algerian minerals mining company during August 1946. The remainder of the unsold locos in France, Holland and Belgium were slowly returned to England via Dover throughout 1946/7, the last one being repatriated during July 1947.

Of the locos stored at Longmoor, six were sold to the Chemins de Fer Tunisiens in North Africa, becoming CFT nos. 3.51-3.56. They were loaded onto the SS 'Bir Hakeim' at Southampton Docks during April 1946.

With the trials of WD no.71486 being a success at Doncaster, the LNER placed an order with the WD for a further 74 locos in May 1946. The majority of the locos were delivered during June and July 1946 and they were classified as 'J94', numbered 8006-8080. The order can be split into three distinct groups:-

The first 29 locos (8006-34) were already in use at various Military establishments up and down the country; the next 40 (8035-74) were all taken from the large number of stored locos at Longmoor; and the final six (8075-80) were still under construction at Andrew Barclay's Kilmarnock Works, and were delivered direct to the LNER.

The initial allocation was: Immingham (25), Gorton (5), Blaydon (11), Darlington (12), Newport [Yorks.] (3), Selby (3), West Hartlepool (5) and York (11).

The 'J94's were refined by the LNER with the addition of new cab seats and doors, plus standard LNER lamp brackets were also fitted. However, the most notable changes were the addition of extra handrails and steps on the saddle tank and the enlarged coal bunker. This increased the capacity up to 3tons and was fitted to all but 17 of the 'J94's into the BR-era. If any viewer knows which ones received the extended bunker, could they get in touch with the author via Mr. Editor please. Many thanks. An extra set of footsteps was also added by BR, halfway along the footplate. Originally the LNER rated their new locos as only a '3F', but this was soon, correctly, changed up to a '4F'. The Route Availability was R.A.5.

During 1947, the newly nationalised coal industry, the National Coal Board (NCB) chose the Austerities to be its standard shunting engine. 47 surplus locos were initially purchased by the NCB, but further orders would be placed with Hunslet over the next few years...

And before we get too carried away, I think that this is a suitable place to finish for now.

To be concluded...



Former WD Austerity no.71515, seen at the Foxfield Railway Gala on 17th July 2010, built by RSH Works No.7169/1944. Photo: Steve Green.



Hornby 'OO' Austerity. Repainted into Army Green. Extra footsteps/ handrails on saddletank removed. HE 3223/1945, WD 71459 was never actually built, being one of a batch of five in an order which was cancelled.

Model/photo: Steve Green.

ROAMING THE NORTH – WEST RAILS.

By Chris Aston

For many railway enthusiasts, a goal is to travel every bit of Britain's railway network, including freight only lines, little used chords etc. My aim in this direction is a little less demanding in that I will be happy to cover the whole of the passenger network. With this in mind I had considered early in 2010 to get to the North West for a few days , to 'bash' some more track, especially the Cumbrian Coast line from Barrow in Furness to Carlisle.

I had done nothing further about this until, I mentioned the idea to Chris Francombe who expressed an interest in accompanying me. With only a minimum of planning having taken place, we set off for our 'base' in Bolton in Chris's car on Sunday 3rd October, stopping off at Cirencester on the way to visit a model railway exhibition. Having bought our two North West 4 days in 8 Rover tickets at Bolton Trinity Street Station, we made our way to our hotel at Blackrod.

The weather forecast for the following day was good and we drove the short distance to Horwich Parkway station only to find the car park was full. There was however, time to drive to Preston station, before catching the 10.07 train to Barrow in Furness since it seemed a good day to do the Cumbrian Coast. None of your extra early starts for us, Mr Editor- a leisurely breakfast is much preferred. Despite a late departure, the train being one of the attractive Class 185 Trans-Pennine units, we made our connection at Barrow on to a Class 156, for the journey to Ravenglass. By now the sun was enhancing the views of the scenery as we passed Arnside, Grange-over-Sands and Millom and soon we were able to alight at Ravenglass. Chris had not previously travelled the Ravenglass and Eskdale Railway, although I had, and we did the round trip to Dalegarth, although unfortunately not steam hauled.



Our loco was the Class 66 lookalike , 'Douglas Ferreira' named after the long-serving General Manager of the 'Ratty'. However two steam locos were in action that day, 'River Irt' and 'Northern Rock'-one hopes that the latter is more solid and reliable than the building society of the same name. Back at Ravenglass, a Class 153 took us north at 1538. We had the unit almost to ourselves until it reached Sellafield where it filled to overflowing with workers going home from their jobs at the Nuclear Power Station and having to stand for the ride home. A 153 which crossed us at Sellafield also looked as it was overwhelmed with passengers. We continued on up the Cumbrian Coast on a line which at times is perilously close to the sea on one side and under towering cliffs on the other. The train duly called at Britain's newest station, Workington North-built in a matter of a few days after floods destroyed a road bridge over the river.

However a temporary road bridge had just been completed and a notice at the station, stated that it was due to close, the following Friday, 8th October. Arriving at Carlisle , we only had a short while to wait for a southbound Pendolino-a ride on which was a first for both of us. The trip back to Preston, was fast even allowing for stops at Penrith, Oxenholme and Lancaster and we were soon back at Preston, to continue back by car to the hotel.

On our second day we drove the short distance to Blackrod station and found one space enabling us to catch the 0851 to Preston aboard 150.215. Here we changed on to a Pacer, 142.049 for the trip to Colne via Blackburn, Accrington and Burnley . Beyond Rose Grove at Gannow Junction, the Copy Pit line heads off South-East, whilst the Colne branch which is just a long siding goes off in a North Easterly direction. The line as built by the Midland Railway continued to Skipton but this section was closed in 1970. However there are proposals to re-open this section and this would appear to offer the benefit of a useful through route.

After a modest layover we returned on 142.049 and continued as far as Burnley Barracks, with the intention of picking up a train to take us over Copy Pit to Leeds, although this involved a walk to Burnley Manchester Road station. We knew we had about 16 minutes to make our connection, but did not know where Manchester Road station was. Since it is a fairly new station it wasn't shown on my 1960 Ordnance Survey map, but I guessed which was Manchester Road from the map and worked out where the station would be. The guesswork proved to be correct and we made it in reasonable time to board 158 758 at 1128, for a journey to Leeds. Although the day had started off dull it was by now brightening up, enabling us to enjoy the moorland scenery over Copy Pit as we passed from Lancashire into Yorkshire.

Of note on the run was the call at Hebden Bridge which in large measure has been restored to original condition complete with an abundance of Lancashire and Yorkshire signage. Our train continued to Bradford Interchange, where it reversed and continued on to Leeds, where we stopped for lunch. The interior of the much rebuilt Leeds Station is now quite attractive, and would be wonderfully airy if there was just a bit more glazing in **the roof**.

Our next train was the 1326 to Skipton formed of one of the Siemens electric units, the doyen of the class 333.001. These units must be amongst the most attractive passenger rolling stock on the railway today with their curved front ends, set off by a pleasant red/cream/grey colour scheme. Inside they give a smooth , quiet ride, coupled with good acceleration.



333001 laying over at Skipton after bringing in a service from Leeds.

We arrived in Skipton just in time to see a DBS class 66 run round its train of stone empties, before proceeding up the old Grassington branch to the Rylstone-Tilcon quarry. Compared to the Class 333, it was a bit of a come-down to have to board, Pacer 142.087 to travel back across the Pennines to Lancaster. However the bus style windows did at least afford a good view of the scenery, which by now was bathed in glorious sunshine .

Passing through the delightfully named Giggleswick, with its school (after which Patriot 45538 was named) and the other Clapham, we were able to enjoy superb hill scenery to the north around Ingleborough.

On arrival at Lancaster we had time for a trip down to Morecambe, which although “double track” beyond Bare Lane is two parallel single lines, there being no crossover at Morecambe. Our train being scheduled to return direct to Carnforth, actually used the North-most track. There was time for a quick look at Morecambe Bay and the sea front before returning on a train to Lancaster which this time was on the ‘Southern track’ A change on to a Class 221 Voyager heading south brought us back to Preston, where we had a little time to watch activity at the station and take a few photographs in the late afternoon sun, before the short journey back to Blackrod.

On our third day we were again on the 0851 Blackrod to Preston. Our intended destination initially was Windemere, and another Voyager, 221.108 took us to Oxenholme where we changed to a Trans-Pennine Express unit 185.124 for the short journey via Kendal on to Windermere. After a quick photo-stop we returned on the same unit, which was operating on to Lancaster (and beyond) where we alighted. After a dull and damp start to the day, the weather improved yet again and we spent some time at Lancaster watching the activity and refreshing ourselves with coffee. Our plan was to catch the 'boat train' to Heysham Port, which was due to depart at 1228. In the winter months this runs but once a day. The train itself was nothing more opulent than yet another Pacer, 142.095, which bounced us down to Morecambe and then reversed to take the single track line round the back of the town to the harbour station of Heysham Port, where upon a number of intrepid travelers to the Isle of Man alighted.



Boat train Pacer style. 142095 at Heysham Harbour with the Isle of Man ferry in the background

We had no choice of course but to return on the same train to get back to Lancaster where at 1358 we caught yet another Voyager back to Preston. We had intended to make our way to Liverpool, and reckoned that on arrival back at Preston we would have a chance of being on the 1417 to Ormskirk. Happily the Voyager was on time and made rapid progress down the West Coast Main Line, and we managed to find the Ormskirk train with a minute or so to spare. This was a 'bubble-car' 153.352 which after a very short stretch on the main line veered off on to single-line to Ormskirk. Up to now we had been able to see hill scenery for most of the day, but this suddenly changed as from now as the landscape was totally flat, and rather lifeless.

The single line passes over the Southport-Wigan line at Burscough, and makes an end on connection with the Merseyrail electric system (3rd rail 750 v d.c.) at Ormskirk. Although there is only one platform, buffer-stops currently prevent any through running.



Bubblecar 153352 waits to return to Preston at Ormskirk. The train to Liverpool waits on the same platform, although numbered 1. The two trains are destined never to meet.

A quick change on to e.m.u. 507.511, departing at 14 49, enabled us to continue on to Liverpool Central, past the famous Aintree Racecourse enroute. Liverpool Central is in fact underground, and we changed on to another train, 507 104 to cross under the River Mersey, where we alighted at Birkenhead Hamilton Square. Emerging back in to the daylight we wandered along to the waterfront to look at the Liverpool skyline, which included its two famous cathedrals. Of interest also at Birkenhead is the fairly new 'Heritage' tramway, whose tracks terminate next to Woodside Ferry terminal. Trams run at most weekends, but since this was a Wednesday, there was nothing running. We retraced our steps to Hamilton Square Station to travel the short distance to Bidston which is the northern terminus of the service from Wrexham. Trains on this line here have but a short period of time to access the station of Bidston because of the frequency of electric trains serving both West Kirby and New Brighton lines. 150.227 duly appeared at its scheduled time from the Wrexham direction at 1629 and departed again at 1631. Our aim was travel as far as Shotton, just inside Wales, and the limit of travel on this line, as far as our Rover ticket was concerned. Passing through the Wirral towns of Heswall and Neston, we soon caught sight of the giant Shotton steelworks, which in terms of rail activity as in so many other sites of heavy industry in the U.K. is but a shadow of its former self-plenty of overgrown sidings and not a lot of rail movement.

Just before Shotton our train crossed over the Dee estuary, and the main North Wales line from Chester to Holyhead, which uses a station at Shotton Low Level. We alighted at Shotton High Level to await a return train at 1659, which was running several minutes late, only the second train on our trip to be running behind time.

We returned to Birkenhead North on 150.254 and decided that despite failing light we had time to get to New Brighton, and back, before continuing under the Mersey to Liverpool Lime Street. By now most commuters were back home and a couple of Class 508 units were stabled at New Brighton.



Merseytravel class 508 emus 508136 and 508134 are parked after the evening peak at New Brighton station. The art deco style station canopy can just be seen to the right of the picture.

It would have been nice to explore this seaside resort but time had run out. We now had to return to Manchester in the dark and by this time hunger had taken over and we repaired to a branch of Café Rouge for an excellent steak and chips and a glass of wine. Our last train journey of the day was aboard the 2122 departure from Manchester Victoria, stopping at Blackrod, aboard none other than Adelante unit 180.108 which had at one time operated First Great Western long distance services out of Paddington.

Our Rover ticket did actually allow a fourth day of rail travel, but we decided to return home it being a Thursday and thought we would make the club meeting in the evening. However a diversion was made to Warrington to look for and photograph an old transporter bridge over the River Mersey which I didn't realize existed, until I came across it by accident on the Internet. It worked on the same principal as the ones at both Newport and Middlesborough but was used to carry freight between two industrial complexes. The superstructure which is painted yellow is visible from the railway to the west of Bank Quay station. We had difficulty in getting close to it to take photographs, although there must be some way to walk along the river bank which we were unable to find.

Back on the M6 we headed south and paid £5 for the benefit of having the M6 toll road to ourselves, before continuing to Warwick for a look round Castle Trains model shop and lunch in a very nice tea-shop. Although I dislike tea intensely, I do rather like tea-shops - the more old fashioned the better. And so back home after a very successful trip. Many thanks to Pat and Sue for letting us go and you Chris for driving to the North-West, and for your company.



A selection of West Coast Railway Company motive power at Carnforth.



Ravenglass and Eskdale steam loco Northern Rock prepares to move on to the turntable at Ravenglass.

CLASSIC POOLE

By Colin Stone

In January this year Mark Jamieson came to the club and gave WRS members a presentation of his modern image digital photo's. Those of you present at the time would have gathered that Mark is well and truly a photographer of the modern age. Mark is also an avid Brush Type 4 (Class 47) fan, in fact almost FANatical about the type ! Some two years ago, via the internet at work, Mark sent me by e-mail a photograph of a Class 47 in Poole carriage sidings and captioned it "Classic Poole". I could not resist sending him a reply describing my own personal Classic Poole, I wrote more or less as follows:-

Classic Poole with just ONE Brush Ah showing your "young" age sir ! ! My Classic Poole would be in 1959 on a weekday morning, roughly between 08.00 and 08.45. Poole Goods Yard would be a hive of activity, the yard sidings full of wagons being shunted by an M7 probably No 30112, 30318 or 30324. Also in the yard after doing a trip down the tramway to Poole Quay would be a B4 usually 30093, she would be waiting to trundle over to Hamworthy Junction and Hamworthy Goods. On most days the B4 would run light, but on occasions of heavy traffic she would take a few wagons with her. Also in one of the yard sidings would be either a 4F or an S&D 2-8-0 on a freight ready to run to Hamworthy Junction tender first. After collecting more wagons at Ham' Junction the loco' would then be "right way round" to set off for Templecombe via the Upton line and Broadstone. Yet another freight headed by a Feltham S15 (or sometimes a Q1) would be standing in one of the reception sidings (now in use as Poole carriage sidings). That part of my e-mail to Mark had covered just Poole yard making mention of FOUR locomotives as opposed to his one. I then went on to write about the trains passing on the main line.

I will now expand that e-mail, from 1958 to 1961 I was a pupil at Henry Harbin School (now known as Poole Technical High) which as you may know stands adjacent to the railway line just west of Poole station. Thus this location was ideal to watch trains, school began at 9am (09.00) but myself and several other train watchers arrived some 45 minutes earlier to view the railway action.

No doubt our teachers would have wished we had been as eager to learn as we were to train watch ! IF no delays had occurred on our cycle ride to school the first train we saw run past was the up Royal Wessex. For several days in April and March 1959 I kept notes on which locomotives ran past the school. Thus for the purpose of this article, I have selected Monday 23rd April 1959 to "flesh out" this short piece. From the order that the engines are listed in my book I can be 95% certain that the trains listed below were worked by the engines noted. For clarity I have used the 24 hour clock system rather use of timetable system i.e. 9.25am etc'

Poole dep	Service	Loco'
08.25	07.34 Weymouth – Waterloo “Royal Wessex”	35025
08.27	08.10 Bournemouth West – Brockenhurst	30128
08.37	07.15 Salisbury – Bournemouth West	30301
08.41	08.10 Bournemouth West – Wareham	30060
08.44	08.04 Dorchester – Bournemouth Central	76011
? ?	Noted between these two trains	35002
08.48	07.35 Templecombe – Bournemouth West	40569
08.50	08.50 Poole-Brockenhurst via Wimborne	30539 freight
? ?	Noted between these two trains	34046
09.09	08.55 Bournemouth West – Templecombe	75071

My notes reveal that M7 30112 was the yard shunter, B4 No 30102 was booked for the Poole Quay trip and Hamworthy Goods shunt turn. Also S15 No 30500 was waiting to depart at 09.27 with a freight for Bournemouth East Goods yard. Finally 4F No 44523 was rostered on the 09.05 freight tender first to Hamworthy Junction and then as mentioned above via Upton to Broadstone and the S&D.

By 09.00 we would have been in school so the 09.09 departure would have been “clocked” during registration and “free milk time”. Who remembers free school milk, which I believe was abolished by Maggie Thatcher ? So in less than an hour 10 locomotives of 8 different types had been spotted, and that was not all because my note book reveals that on that April Monday even more passed by our school i.e. 31632, 30770, 30542, 34018, 30695, 35026, 34042, 33020, 76025, 40563, 31623 and 31615. Most would have been spotted at morning break, lunch break or by looking out of a class room window.

That latter pursuit was fraught with danger, if caught you risked a teachers hand clouting you around the back of the head or a well aimed blackboard eraser whacking the ‘lughole of a turned head !

I can also add a couple of points of interest to the above list. The 08.04 Dorchester South to Bournemouth was the train used to familiarise Bournemouth engine men with ex GW loco’s in readiness for the use of GW engines south from Oxford on inter-regional services. Weymouth had 43xx 2-6-0’s Nos 5384 and 6344 on its books and in late 1957 they appeared on the train for some weeks, they returned on an evening freight. In 1959 the 07.15 from Salisbury, usually a T9 turn went over for a short time to ex SE&CR 4-4-0’s Nos 31019, 31067, 31497 and 31507, they had been displaced from the Kent area by electrification. The 08.55 from Bournemouth West was a feeder for the “Pines Express”. It ran all stations to Stalbridge (arr 10.18) where it was overtaken by the “Pines” (10.41), it continued on to Templecombe at 10.47. My notes reveal that Standard 4 No 75071 worked the train each day I noted it. The “Pines” however was only seen and noted twice, 73019 and 73049 were the engines logged.



***The School playing field is behind Standard 4 NO 76059 which is working the 09.20 Swansea to New Milton 18-06-1960.
Photo' Roy Panting***



***Almost a view from the upstairs class rooms of Henry Harbin School. A Somerset Holiday Express arrives into Poole double headed by 4F No 44424 and 3F No 43216. Taken from Sterte Footbridge on 02-08-1959.
Photo' Roy Panting***



***A pair of Standard 4's Nos 76056+76005 double head a Salisbury bound train past Henry Harbin School. The boundary wall is just visible to the left of the lead engine's smokebox 24-08-1963.
Photo Courtesy of Colin Caddy***



***This view of 9F No 92220 "Evening Star" running under Sterte road bridge shows part of Henry Harbin School in the background. The building visible was the girls block an identical block for boys adjacent to the railway.
Photo Roger Holmes Courtesy of Photos from the Fifties***

This was because those “schoolboy spotting” notes were, sadly, very sparse. I made just five entries for the month of April and two for the month of March, however a few bits and pieces can be gleaned. On 19th April B4 No 30102 left the yard about 08.55 for Hamworthy with nine wagons and a brake van in tow, usually it ran light. On Wednesday 25th April Bath M.P.D. must have “nicked” a Black 5 as I have listed No 45265 (a Saltley engine) as a “cop”. Tuesday 14th March presented a rare sight for Poole of two Q1 0-6-0's in the yard together, 33012 a Feltham engine and a “cop” was on the 09.27 to Bournemouth East Yard freight and 33023 headed the 08.50 freight to Wimborne and Brockenhurst. So that then is my personal and brief interpretation of “CLASSIC POOLE”

And finally lest you think all I did at school was watch trains, that same book also has this entry. Read any of these books :- Great Expectations by Charles Dickens, Tono Bungay by H.G. Wells, Conrad by E.M. Forster, Pride and Prejudice by Jane Austen or The First Men on the Moon by H.G. Wells. This was for English homework set by Mr Llewellyn, I chose the latter.



In this 1997 view MN No 35028 “Clan Line” runs light past the stock of a special it has just brought in. These two siding were once the reception tracks and head shunt for Poole Goods yard. To the left of “Clan Line” a 1980's school extension on the same alignment shows how close the school building were to the running lines aiding number spotting PhotoColin Stone.

What's in a (station) Name

by Richard Chawner

Poison Cross Halt closed 1928 was on the line between Shepherdswell and Canterbury Road on the East Kent Railway.

WIMBORNE - towards better running

by Don Johnson

Recently manufactured models should run without any problems on the Wimborne layout. Running on "OO finescale" track is not a black art, it only requires a little extra effort to check that the wheels on the stock are suitable and the back-to-back (BB) measurement is consistently to the standard required.

I hope this isn't trying to teach too many grannies to suck too many eggs but it might be helpful to those members who are new to finescale track and wonder why some stock falls off the track on Wimborne when it runs OK on Peco code 100. I have been modelling to true OO finescale standards at home since about 1978 with reasonable success. I have used readily available gauges to build over 60 turnouts of various configurations and to adjust wheels as required for my stock. However, it is only since working on the track for Wimborne that I have needed to really consider and hopefully understand the whys and wherefores of the problems that can occur.

Wimborne, in fact, is a slight compromise and is not true OO finescale. It is a sort of halfway house between published OO finescale standards and the old post war BRMSB tolerances that the major manufacturers of the day largely ignored. The main difference is that the true finescale standard back-to-back measurement is 14.80mm. On Wimborne this has been reduced to 14.50mm and that is the old BRMSB measurement. This compromise means non standard gauges are needed when constructing points for the Wimborne layout, as the required checkrail position is 0.30mm different from true finescale. However, it also enables more recent proprietary stock to run as they have a fairly consistent back-to-back measurement of 14.50mm. The earlier models by Hornby-Dublo, Hornby (UK), Wrenn, Lima, etc., were supplied, mainly narrow to gauge, with the back-to-back on wheel sets varying down to as low as 13.80mm. They more or less got away with it on the coarse track and toy points of the day that had massive clearances at the point blade opening and point nose (vee) of the common crossing.

Scaled down to 4mm, the switchblade opening (SBO) on a full size railway turnout works out at 1.42mm. On Wimborne we use 2.00mm whereas on some proprietary points it must be nearly 3mm although I haven't measured them. Similarly, the full size crossing flangeway clearance (CF) at the point nose scales down to 0.58mm. On Wimborne we use 1.00mm and on proprietary points it is, again, even wider. If you run recently manufactured short wheel base wagons (i.e. without steam roller wheels) over a code 100 point you will often see a wheel drop as they lurch over this large gap.

Other important measurements are the effective flange thickness (EF) and flange depth of the wheel. Full size scaled down, the flange thickness should be 0.38mm and the flange depth varied depending on how worn the wheel happened to be. The OO finescale standard for the EF is 0.65mm and they recommend a flange depth of 0.50mm. I have measured several old wheels from my scrap box and compared them with those of recent manufacture. The EF of the early wheels were as much as 0.90 whereas the more recent ones were much nearer to the recommendations with some being thinner than recommended and not much more than true scale. The flange depth on the old wheels were as much as 1.30mm whereas the newer ones are 0.90mm or less. In the Wimborne box file there is a table comparing all the current 4mm track standards for those people who are sufficiently interested.

When running a train through a set of points in a facing direction, each set of wheels going through the switchblade opening relies on the flange thickness of one wheel (EF) + the back-to-back measurement (BB) to make sure the other wheel does not foul the open blade. As the blade opening on Wimborne is 2.00mm and the BB should be 14.50mm the back of the wheel passing the open blade must clear it by at least EF, say about 0.70mm, when the other wheel is running against the side of the closed blade. If the track is correctly gauged at a minimum of 16.50mm the wheel-set will therefore clear the stock rail on the open side at the same time by $16.50 - [14.50 + 1.40] = 0.60\text{mm}$. Most wheel treads are at least 1.60mm wide so there is no likelihood of the wheel dropping onto the ballast even if the gauge has been widened by as much as 0.30mm on a 36" radius curve.

When the wheel-set reaches the common crossing (or frog) from the toe end of the point, it is guided by the checkrail to prevent it fouling the point nose. With a flangeway clearance of 1.00mm and a flange 0.7mm thick this leaves only 0.3mm clearance from the point nose when that wheel is running against the wing rail. With the back-to-back set at 14.50mm that means the outer, checking, side of the checkrail should be set at 14.20mm from the rubbing side of the wing rail (Between checks BC) to prevent the wheel in the crossing flangeway ever striking the point nose. The correct position for the checkrail can also be measured by what is known as the check gauge (CG). This is the distance between the point or splice rail and the checking side of the checkrail. In our case it is 15.20mm (BC+CF). These clearances are quite tight and this is the main reason why an item of stock goes through a point in the trailing direction much more reliably than in the facing direction. It is pretty obvious that if a set of wheels is under gauge or wobbles on the axle (variable gauge) it is likely either to jam between checks or ride up and derail. If the wheel flange is excessively thick it can strike and ride up over the point nose. This is also likely to happen if the wheels are slightly over gauge. Even on plain track if the flange depth is too great the wheels will bounce over each chair on every sleeper.

For the above reasons old Hornby-Dublo, Wrenn and Lima wheels are very unlikely to run smoothly on finescale track or even on Wimborne with its easier tolerances. In an ideal world all OO wheel profiles would be to the same standard and then there would be very few problems. This is how P4 and EM manage reliability with their much tighter tolerances. If you do have to re-gauge wheel-sets it is best to keep the wheels centred equidistant from the axle ends otherwise the vehicle will either be offset from the track or skewed slightly across it and this could possibly affect the relationship with the couplings on adjacent stock. Even using Wimborne's finer standards, there is already a built in slop between a wheel-set and the rails of about 0.7mm and this means that a short wheel base wagon can already skew to a certain extent. This might cause problems with couplings getting out of line on a curve.

Some other things that apply to all layouts, not just finescale ones, may be worth mentioning.

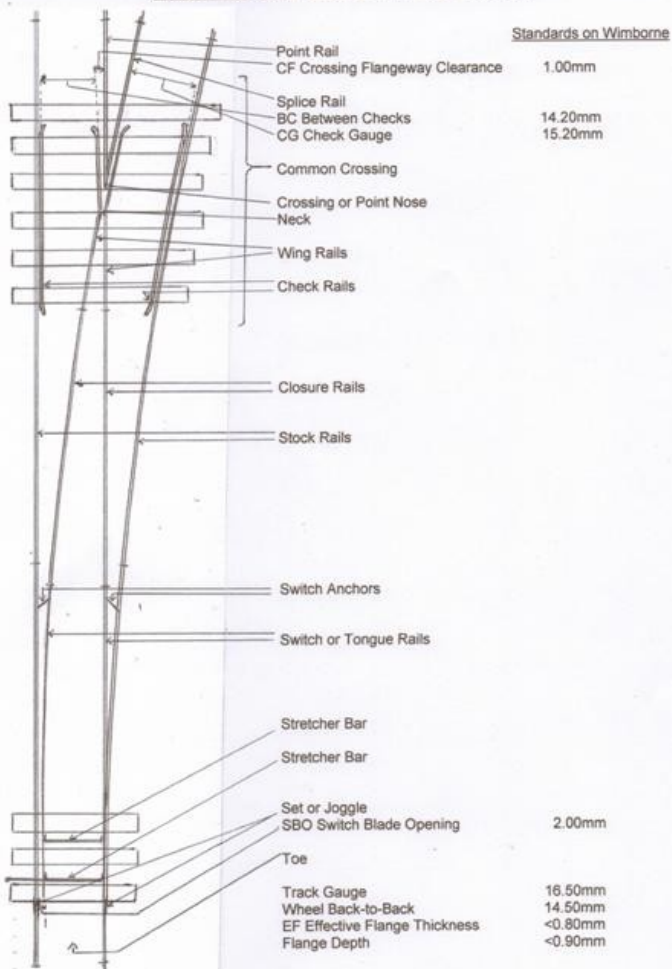
A long wheelbase 6, 8 or 10 coupled chassis can jam or derail on sharp curves unless there is a lot of side play on the wheel-sets or the track gauge is widened. This is more of a problem with kit or scratch built locos and, hopefully, should not occur too often on Wimborne with a ruling radius of 36".

Pony trucks and bogies on some locomotive models are just swinging appendages attached to the fixed driving wheelbase. Full size, they are carrying wheels that take some of the locomotive weight and guide it into curves. Any pony truck or bogie that persistently derails probably needs more weight or some light springing to hold it on the track. The couplings used on Wimborne are hook and bar, preferably the modern small tension lock type as fitted in NEM pockets on recent models. They should all be compatible and all be set at the same height so that they don't override each other when vehicles are being pushed. Sudden stops can also cause couplings to override and should be avoided.

Most experienced modellers including the S4 and EMG societies recommend weighting stock to 25gms per axle for smooth running. This can be almost impossible to achieve with plastic open wagons. An unballasted kit built open wagon weighs about 10 to 15gms. Adding lead without it showing can increase this to about 35gms at best. Ready to run manufacturers have the same problem whereas a white-metal kit of the same vehicle will weigh 55 – 60gms. I would say that a total minimum weight of 30 – 35gms per short wheelbase wagon, with all wagons in a train of a similar weight should be OK so long as they are all free-running with no sticky axles. Light vehicles between heavy ones should be avoided at all costs. If you can't hide a weight in an empty wagon the only answer is to hide it in an appropriate load.

Any other physical running problems are likely to be caused by track defects. Heaven forbid!

**Bullhead Turnout Terminology used by The Permanent Way
Institution and The Scalefour Society**



RAILWAYS ROUNDABOUT

JANUARY :- The last few lines in the last Railways Roundabout report covered the passage of EWS/DBS Class 66 No 66206 through Poole at 11.25 on the 14th. The loco' had 18 "Seacows" in tow loaded with ballast heading for the Swanage Branch. Three of those wagons were due to discharge their contents on the Network Rail section of track between Furzebrook and Motala. The remaining 15 loads of ballast were for the Swanage Railway to be used under the section of track then being relaid between Herston and Swanage.

On Monday 17th Freightliner's Class 66 No 66546 brought the empty sand wagons to Wool, it worked the loaded train to Neasden next day. This working left Wool some 30 minutes early due to late running service trains running in its pathway. EWS/DBS Class 59 No 59201 complete with bell worked to Hamworthy on the 21st. Freightliner's 66524 passed Poole en-route to Wool on Tuesday 25th with the empty sand wagons. However on its return trip next day it ground to a halt at Parkstone station following a full brake application, the reason why was not apparent. But within two minutes of coming to a stand and with clouds of dust indicating its sanders were on full No 66524 began to inch forward. As the loco' was in the deep cutting just east of the station, damp rail and wheel slip may well be the explanation of the enforced halt ? The following week it was the turn of sister engine 66531(below at Leeds) to do two round trips from Wool to Neasden, its first down run was on the 31st.



FEBRUARY :- On Tuesday 1st 66531 worked up to Neasden before returning next day (2nd). Its arrival at Neasden was filmed by the BBC and subsequent shown on TV in a news item regarding a Network Rail Apprenticeship scheme. Thursday 3rd saw two 66's in the county as EWS/DBS example No 66070 ran light from Eastleigh to the Swanage Railway to collect the 18 ballast wagons referred to above. (See also Swanage Railway section below) No 66070 passed Poole at 10.10 and returned with the wagons at 14.20 it was followed an hour later by No 66531 on the sand train. To provide a "full house of Dorset freight" on each weekday, Class 59 No 59204 worked in with the Hamworthy stone on Friday 4th.

The Wool sand train had one of Freightliner's "low emission" Class 66's No 66957 in charge on the 7th (down) and 8th (up). On Tuesday 8th a GBRf Class 73 No 73213 brought the Blue liveried 4Vep e.m.u No 3417 from Eastleigh Works to Branksome depot. The ensemble arrived into Branksome station at 11.35 before reversing directly into the depot, the 73 later returned to Eastleigh light engine.

A pair of Class 31's visited "our" line later that day, a 7 coach Network Rail test train ran to Weymouth headed by No 31465. It passed Poole around 22.00 with sister loco' No 31233 on the rear this loco' headed the train on its return in the early hours of Wednesday the 9th.

The Wool sand and Hamworthy stone trains continue to provide the only glimpses of main line locomotives in Dorset. Freightliners Class 66's Nos 66599 and 66526 worked the Wool sand in the last two weeks of February. EWS/DBS Class 59's Nos 59004 & 59101 worked the Hamworthy stone on the 17th and 18th February respectively, followed by 59001 on the 25th. Finally Freightliner's intermodal division No 66539 worked the Wool Sand empties on the 28th.

MARCH :- Nothing major to report to start the month, on the 1st No 66539 headed the 15.00 Wool-Neasden sand train. Sister engine No 66529 worked another round trip with the sand on Thursday 3rd and Friday 4th. On both days the Whatley Quarry to Hamworthy Stone train unusually using Class 66's No 66092 worked on the 3rd followed by No 66143 on the next day. Overnight during the week, two rail grinders were in action in the area. One unit was stabled in Poole yard during daylight hours whilst the second could be found in Brockenhurst engineers siding. Two more Stone trains ran to Hamworthy during week ending 13th this time the regular 59's Nos 59102 and 59104 worked the trains. In that same week no sand trains ran from Wool during the week. However two overnight engineering trains ran from Eastleigh to Dorchester. Class 67 No 67021 worked the first on the night of 9th passing Poole at 23.45, it returned at 05.50 next morning. The second p.w. train booked for 10th/11th ran with 66204 passing Poole at 0008 with five loaded seacows, returning with the empties at 0505. The ballast was destined for the Stoke Crossing area. The next week No 66529 returned on the 14th with empty wagons for Wool, before working away a loaded train on the 15th.

SWANAGE RAILWAY :- Long time withdrawn Standard tank No 80078 which has stood forlorn and forgotten in the sidings at Swanage for some time, has now been covered over with a tarpaulin. Meanwhile sister engine No 80104 was taken by road to Herston works for an intermediate overhaul. During the winter shut down period throughout January until mid February the railway relaid the line between Victoria Road bridge and Swanage station limits. Ballast for the job was delivered to the railway in 18 ancient “Seacows” by EWS/DBS Class 66 No 66206. With the work completed by the beginning of February Class No 66070 ran light from Eastleigh to Harmans Cross to collect the 18 empty “Seacows” on Thursday 3rd February. To get the relaid section of track into order the railway hired in a “tamper” No 73315. The tamper, owned by the Railway Supply Service, arrived and left by road.

The 2011 services began on Saturday 19th February with No 34028 “Eddystone” working trains. A visit on Wednesday 23rd revealed No 34070 “Manston” working trains with all other steam loco’s out of service. “Eddystone” was parted from its tender, 30053 had its dome cover removed and 6695 was dead inside the engine shed awaiting parts. With No 80104 at Herston works this left the steam service in a parlous state, this situation still appertained on Saturday 6th.

The railway now run less trains per day in the “off peak” season, in 2010 there were 6 trains per day reduced in 2011 to 5 trains per day. Other cost cutting exercises will see diesels working Monday and Friday services in September and some weekend services running the one train instead of two.

Over the weekend of 19th & 20th March saw the railway hold its annual “Railway at Work” event. This is a P.R. event for the railway where access is allowed to places usually closed to the general public i.e. Herston Works, The goods shed and various signal boxes.

Worth a mention is the proposed line up for the May diesel gala, hoped for loco’s are 33012, 33103 and 33111 of the “home fleet” plus 37503, 50026, Western Hydraulic D1062, Deltic No 55009 “Alycidon” and 56301

For some of the above information I am indebted to Roger Smith, Mark Pike, Mark Jamieson and Steve Green.



GBRf class 73 73208 Kirsten at Eastleigh 26 February 2011. ken Aveyard

THE TARRANT THYMES

The Now Defunct Weakly Paper of the Tarrant Valley Railway, incorporating Tarrant Valley Tales; Railway Special.

Hello and welcome along to this "Limited Edition" of The Tarrant Thymes, including Tarrant Valley Tales. This Railway Special will be dealing with a few new developments and discoveries regarding the line's history.

Firstly, the railway held an Open Day on Thursday 30th December 2010 so that ordinary members of the public (or "normals") could have a look round at areas not generally open to the public. The idea was to try and recruit some new drivers, signalmen, shunters, etc. for exhibition purposes, but it is not clear exactly how many normals attended because a ticketing system was not introduced!

Next up is a proposed re-development of the fiddle yard on the W.R.S.-owned '009' model of the 2ft gauge T.V.R. The plan will see the existing fiddle yard "retired" and replaced with a scale replica of the railway's Southern terminus at Spetisbury. The line's locomotive works and carriage shed will be included on the two 4' x 2' boards, even though all traces of the station and yard areas have disappeared off the face of the landscape. The freight only branch spur will be shown heading up to the exchange sidings with the S&D, but the sidings themselves will not be modelled, as this will then be the only "hidden" part of the new layout. This hidden siding will enable the chalk wagons to be emptied, out of public view, just as they are at the present time. How many, if any, of the 53 steps (see "The Corkscrew" Issue 17, "Tales from the Tarrant Valley" – Tale No.9, Sept.03 by David Jones) that existed between the T.V.R.'s low level station and the S&D station has yet to be decided. Funding for this extension is still at an early stage, but it is hoped that donations and subscriptions will go a little way towards the eventual goal. Planning permission is being sought, the plans for which will be on view in the Local Council Offices for the next couple of months.

The entire T.V.R. in its straight run of 37ft is booked to attend the West Camel model railway exhibition on 14th/15th May to be held at the Swordfish Centre at RAF Yeovilton. If you are interested in assisting please speak to a member of the T.V.R. Operating Division. Many thanks.

Controversy has raged for a number of years with regards the name of the station at Stonemere.

Many people have suggested that it should be called Spetisbury (obviously it couldn't be that in light of the above!), or something else, like Tarrant Wotsit or Tarrant Thingy, but W.R.Smyth has finally unearthed where the name derives from. It would appear that the person responsible for setting up the river boat trips along the River Stour, the starting point for which would be alongside the site of the new station, was a Mr. Eddie Stone, a west country man with an eye for a business opportunity. (His silent business partner was Wade Bridge, also from Cornwall.) Being situated in the middle of nowhere in a sparsely populated area anyway, a "name" for this new station provided the Railway Board with a bit of a problem – what to call it?

Not being short of a bob or two and never one to miss out on publicising himself or his businesses, Mr. Stone stepped in with an idea. "Why don't you call the new station 'Stonemere'? It's not near any locals who might get upset that their hamlet has been overlooked and the meaning of "mere" is a reference to water. The 'Stone' part is a bit self-indulgent I'm afraid, but as I am the main benefactor, I thought I might be allowed to incorporate my surname into it somehow?" His argument couldn't be faulted by the Board, who still couldn't come up with any ideas themselves. So it was decided there and then that the new station would from now on be known as Stonemere.

W.R.Smyth hopes this recent discovery now settles the arguments that occasionally rear their ugly heads at exhibitions and other places! Incidentally, records show that the first people to travel along the River Stour on the "Christopher Waive" boat (see Issue 32, Apr.06) were Martin Combe, Mary St. Ottery and Sid & Lyn Mouth from Devon.

However, his next piece of news might not go down so well.

As mentioned in the last issue of T.V.T, Part 9 (see "The Corkscrew" Issue 61, February 2011), he has recently found out that the line's motto (as displayed on the layout at exhibitions) is either incorrect or the translation has got a little jumbled up in the intervening years between the actual railway closing and the re-opening of it in model form. For many years now, the line's motto has been "*Hic linea omnis simulatio et an perorare*", which it was thought was a pretty accurate description. But whilst researching his Latin words and phrases, W.R.Smyth discovered that the literal translation of this is "This lines all shamming and or to greatly adorn", which makes no sense at all!

Having also checked through his archive material, the majority of which is from the late Brian Kohring's own research on the T.V. R, W.R.Smyth came to the conclusion that the railway's original motto would probably have been more along the lines of; "***Is railway est no sursum quod planto puto***". As he said in his own words, "It is definitely known that the railway '*did nusquam esse*'". It has now been decided that the new plaque to be put up on the restored railings around the site of Tarrant Gunville goods yard will feature this reinterpreted motto and not the incorrect version as originally planned, following this revelation.

Mr. Smyth's work doesn't finish there either, oh no! For something quite special has been recovered from the Hunslet Engine Co. archive, something which it was thought was lost many years ago. On the page opposite is a copy of a particular 'catalogue sheet' produced by Hunslet for some 59 of its different classes of narrow gauge locos which were offered for sale once the initial order had been completed. As you can see, this brochure features the Tarrant Valley's own tram engines, but unfortunately no further orders for these 0-6-0Ts were taken and subsequently none have survived into preservation. By kind permission of the Plateway Press, who published the "Hunslet Narrow Gauge Locomotives" manufacturer's catalogue in 1995, reprinted in 2000, we are able to include this copy of the 'catalogue sheet' in print for the very first time.

And finally we can exclusively reveal that, following on from the BBC2 series "Great British Railway Journeys", a former local MP is to host his own version of the show, to be shown on ITV5. Michael Portaloo will be looking at closed railway lines around the Meridian Region, including Castleman's Corkscrew, the S&D and the TVR, in a series called "Great British Trailway Journeys". The six episodes are due to start next month, on Sunday evenings at 7pm; don't forget to set your video/Sky Plus box!

Well that's it for this "Limited Edition" of The Tarrant Thymes, including Tarrant Valley Tales. T.V.T. will return, back to its normal format for the next issue, hopefully later in the year, or maybe early next, depending on when breaking news stories can be invented, sorry, reach the Press Office.

The Hall of Fame Wordsearch Answers

4905 Barton, 4908 Broome (Manor 7805), 4913 Baglan, 4920 Dumbleton (P) 4921 Eaton, 4930 Hagley (P), 4933 Himley, 4936 Kinlet (P), 4942 Maindy (P of sorts), 4953 Pitchford (P), 4965 Rood Ashton (P) 4983 Albert (formerly P see 4965), 4986 (Chris) Aston, 4996 Eden, 5908 Moreton, 55910 Park, 5916 Trinity, 5927 Guild, 5934 (Paul) Kneller, 5936 Oakley (Grange 6823), 5938 (Bryan) Stanley, 5943 Elmdon, 5946 Marwell, 5949 Trematon (Castle 5020) 5952 Cogan (P), 5961 Toynbee, 5967 Bickmarsh (P), 5972 Olton (P as Hogwarts Castle), 5992 Horton, 5998 Trevor (Hargreaves), 6923 Birtles, 6947 Helmingham (shared with B17 61647), 6960 Raveningham (P), 6971 Athelhampton, 6984 Owsden (P), 6986 Rydal, 6990 Witherslack (P), 6993 Arthog, 6996 Blackwell (Grange 6806), 6998 Burton Agnes (P), 7907 Hart, 7915 Mere, and 7920 Coney. (P) means preserved in one form or another.

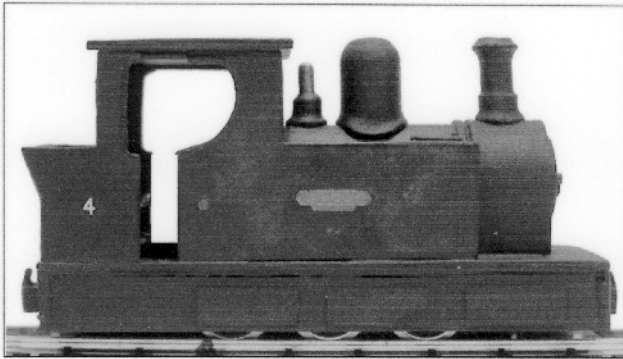
The four LNER locos were 61610 Honingham, 61627 Aske, 61637 Thorpe and 61647 Helmingham, the LNER/GWR joint loco.

The three red herrings were Town, Village and Church.

The unused letters spelt out the phrase "**Most names are wheezy farty engines**"

The winner was your editor who won a packet of **Halls** mentholypus sweets.

THE HUNSLET ENGINE CO. LTD *Engineers* LEEDS ENGLAND



**0-6-0 TYPE
SIDE TANK ENGINE**

Gauge of Railway	...	...	...	...	...	2ft. 6in
Size of Cylinders	...	...	...	...	...	11in dia x 15 in stroke
Dia of Coupled Wheels	...	...	...	...	...	3ft 6in
Rigid Wheelbase (Engine)	...	...	...	...	...	6' 9"
Height from Rail to Top of Chimney	...	...	...	...	...	9' 2"
Extreme Width	...	...	...	...	...	6' 3"
Heating Surface — Small tubes	...	...	...	...	345 sq. ft.	
" Firebox	...	...	...	...	26 "	
" Total	...	...	...	...	381 "	
Grate Area	...	...	...	...	...	381sq ft.
Working Pressure	...	...	...	...	...	6.25 "
Tank Capacity	...	...	...	...	...	160lbs per sq. in.
Fuel Space (Coal)	...	...	...	...	...	540 gallons
Weight Empty (Engine)	...	...	...	...	...	1 ton 10cwt
" in Working Order (Engine)	...	...	...	...	...	14 " 15 "
Total Weight On Coupled Wheels	...	...	...	...	...	5 " 0 "
Tractive Effort at 75 per cent of Boiler Pressure	...	...	...	...	...	7425lbs
Ratio Adhesive Weight + Tractive Effort	...	...	...	...	...	3.4
Minimum Radius of Curve Engine will traverse with ease	...	...	...	...	...	90ft
Weight per Yard of Lightest Rail advisable	...	...	...	...	...	30lbs
Load Engine will haul on Level	...	...	...	...	...	200 tons
" " " " up Incline of 1 in 100	...	...	...	...	...	195 "
" " " " up Incline of 1 in 50	...	...	...	...	...	110 "

Code Word — TARRA



Chris Francombe poses in front of Northern Pacer 142049 at Colne Station. One day the train may continue over the old Midland Railway route to Skipton.
Chris Aston



Semaphore signals at the western end of Barrow-in-Furness station. The class 156 unit in the picture will soon depart for Carlisle via the Cumbrian Coast.
Chris Aston