

THE CORKSCREW

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Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1975



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“Standard” Austerity WD no.152 RENNES seen at Marchwood, 25th April 1955. Built by RSH 7139/1944 as WD no.75189, she is currently being restored to working order and will re-appear in this guise.

Photo: M.H.Walshaw, courtesy Hugh Davies – Photos from the Fifties.



Part of the Austerity family is this small wheeled Hunslet number 2415 of 1941 operated by the Oxford Ironstone Company, and named Graham. Picture taken on 24 June 1961 by Keith Smith. WRS D163 See part two of the Austerities from page 5.

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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

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

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

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

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Editorial

First of all, many thanks to those of you who pointed out the slight error on the cover of the last issue. I must remember to copy the right file forward each time. (Website viewers don't bother looking for it, it's only on the printed version)

As I write this, summer at last appears to have arrived, but for how long I don't know. Anyway the glorious sunshine means I've just seen for the second week running the truly magnificent sight of one of Gresley's finest running through Poole station, the garter blue livery turning more heads than the boring green ones we normally get do.

The recent fine weather has also inspired Martin and Val Catford (but Val mainly as she does all the baking) to hold outdoor cream tea gatherings as part of our ongoing fund raising. All the proceeds come to the Society, Val donating all the ingredients for free.

To continue the fund raising, the Society has been offered a free table at an upcoming toy fair. The table will be manned by John Henderson and myself, and any member who wishes to dispose of surplus items, with ten percent coming to the Society, should talk to John who will give you the usual sales sheet.

In this issue we have part two of Steve Green's history of the Austerity saddle tanks and the final part of Colin Stone's travels in search of South African steam. Don Johnston continues his thoughts on prototypical operations, and Martin Catford relays the tale of the loco changed to match a model of it. We have another tale from the Tarrant Valley, and an Isle of Wight themed quiz plus our regular features.

Sit back and enjoy Corkscrew 64. Closing date for issue 65 is 15 September.

Cover Picture:- Somerset and Dorset 7F 2-8-0 88 seen at the West Somerset Railway earlier this year.

Dave Round

CHAIRMAN'S CHIRPINGS

Since mid-Summer of 2010 the club has enjoyed a programme of presentations, slide and digital shows, competitions and events that have included showing club and members' layouts at a Transport Exhibition in Blandford, at an 'Open Day' in the club rooms and at its biennial major week-end 'Wimrail' Exhibition in Wimborne.

This Summer the members' outdoor activities have included a visit to the High Wycombe & District Model Railway Club, visits to members' garden railways and to the Luscombe Valley and Moors Valley Railways. A return to the mid-Summer dining evening saw us 'on the move' with the Swanage Railway.

The Summer sun has also been kind to the fund-raising 'Garden Teas', not to be confused with those political events described as 'Parties'!

All these occasions have relied upon the club members and support from families and friends.

On behalf of the committee and of the club as a whole, thank you all for making this season such a varied and an enjoyable one. **Graham Bevan**



Bryan Stanley recently visited Bressingham Gardens where one of the locomotives on the narrow gauge railway seems to have been named after a well known member of the WRS.

A nameplate with the name 'BEVAN' in gold letters on a black background, set against a red background.

The Hunslet “Austerity” 0-6-0STs, Part 2: Nationalisation, the Netherlands, NCB and Now.

Continued by The Reverend.

So, it's 1948, and British Railways has just been created. One task it faced was to re-number all of its newly acquired locos. The LNER fleet had 60,000 added to its locos, so the 'J94's became 68006-80, by which time they had started to spread their wings, with Heaton, Sunderland South Dock and Scarborough all receiving a loco or two. In the latter part of the year, the NCB placed an order with Hunslet for some of its own “Austerity” 0-6-0STs. This order eventually ran to 77 engines between December 1948 and March 1964! (The last two were built at a cost of £15,000 each.) It is estimated that at its height, there were 234 “Austerity” engines in service with NCB!

Also during the above period, the steel industry ordered 15 locos for itself as well, eight of which were built by the Yorkshire Engine Co, Sheffield. These were the only “Austerities” that YEC built, in 1954, and they differed from the standard design by having 12-spoke wheels instead of the usual 14, and had oval buffers due to the tight curves on the United Steel Companies Ltd Ore Mining branch where they were deployed.



A Westinghouse brake fitted example. WD no.107 FOGGIA on display at an LMR Open Day. Built by HE 2890/12-1943 as WD no.75041, rebuilt by HE 3882/1962. This is the loco which has been “modified” by the Mid-Hants Railway into Isle of Sodor 0-6-0 no.10 “DOUGLAS”.

Photo: copyright Bob Barnard, courtesy Hugh Davies – Photos from the Fifties.

In 1952, having sold off the majority of its surplus stock, the War Department set about re-organising and re-numbering its fleet. The number of 0-6-OSTs had been reduced down to just 90! These locos became WD nos.100-189, the re-numbering not being in any particular order as far as I can make out!

However, the WD then ordered 14 more completely new engines for its War Reserve stock from Hunslet, these being delivered between January and May 1953. Their numbers followed on from the existing locos, becoming WD nos.190-203 and they were all fitted with vacuum brakes from new. These engines went straight into store at Longmoor, but were gradually dispersed to other rail-served WD depots from 1955 where they were held in reserve. From 1958 the locos were progressively introduced into service, with five eventually becoming part of the working fleet at Longmoor.

Therefore, the post-war building program can be summarised as:-

106 locos built between 1948-64; 77 for the NCB (75 by HE, 2 by RSH), 15 for the steel industry (7 by HE, 8 by YEC), and 14 all built by HE for the Army.

A grand total of 485 "Austerity" 0-6-OSTs had been built in a period of 21 years, by seven different builders.

During BR ownership, the 'J94's field of operation was spread further. In basic terms the allocations could be broken down thus; - 45 on the North Eastern region, 23 on the Eastern region and 7 on the London Midland region. The LMR locos were employed on the notoriously steep Cromford & High Peak Railway in Derbyshire, with its formidable 1:14 Hopton Incline. Three locos arrived during 1956, one working between Cromford and High Peak Junction at the bottom of the line, whilst the other two were employed at Middleton Top.



68006 at Sheep Pasture on 27 June 1964. Note oval buffers and rebuilt bunker. WRS archive

The other four locos all arrived by 1962. The C&HPR locos were given oval buffers to avoid buffer locking on the sharp curves and had their enlarged bunkers removed to make coaling easier.

In May 1958, Hunslet rebuilt one of the withdrawn Longmoor Military Railway engines to the WD's War Standard Specification. The chosen loco was HC 1782/3-1945, WD no. 71505 - 118 BRUSSELS which then took up her role as a training loco back at Longmoor. The rebuild included conversion to oil firing and the fitting of Westinghouse air brakes, extra safety footsteps for shunters and a steam turbo for the large electric headlamps, front and rear. She was later sold to the K&WVR in September 1971 where she remains, currently as a static exhibit inside Oxenhope museum.



WD War Standard Specification rebuild, WD no.118 BRUSSELS at Longmoor. Built by HC 1782/1945 as WD no.71505, rebuilt by HE May 1958. The Westinghouse pump was fitted on the footplate above the r/h front footstep; note the “patch” and lines of bolt-heads where the saddle tank was cut-away. Photo: from my own collection.

Before we forget about things across the channel, as mentioned in Part 1, all of the locos working in the Netherlands had been withdrawn between 1954-8, except the six working for the Laura/Julia Mines, the first of which, LV12, was scrapped during 1967. It is believed the locos in France were all withdrawn by the mid-60s, whilst out in Africa, the six locos in Tunisia were now nearing the end. Two were withdrawn in November 1962, followed by two more during September 1968, all scrapped at the Sofomeca Foundry.

Inroads were now also being made on the BR 'J94's in this country, commencing as early as September 1960 when nos.68026/72/76 were taken out of traffic from Colwick (41E). The last of the North Eastern allocated locos were withdrawn by May 1965 from Darlington (51A), leaving just three to soldier on, on the LM region, working over the C&HPR. Back at 51A, a humble 'J94' had the distinction of being the very final loco to be cut up at Darlington, when no.68039 was disposed of in March 1964. Only two locos survived into 1967 with no.68006 (doyen of the class) surviving until May when she was withdrawn from Buxton (9L). After closure of the C&HPR, no.68012 was transferred to Westhouses (16G) to help shunt Williamthorpe Colliery, Chesterfield. This final member of the class was finally withdrawn during October 1967. However, not all were lost to the scrap man, as fortunately six 'J94's were purchased by the NCB, one as a source of spares only. This prolonged their working lives a few more years until the final ex-LNER 'J94's were withdrawn in the mid-1970s, long enough to secure two of them a place in preservation.

With the implementation of the Clean Air Act 1956, Hunslet set about overcoming the problem of locomotive smoke by purchasing 15 redundant WD locos and rebuilding them between 1961-65, issuing them with new Works Nos. in the process. 11 were fitted with the Hunslet underfeed stoker and Gas Producer System, the visual give-away being the distinctive/ugly chimney and lack of black smoke when being worked hard! 13 locos were eventually sold to the NCB, one was sold direct into preservation whilst the final one remained un-sold and was later scrapped by Hunslet themselves, in 1970.



Stoker fitted National Coal Board S116 at work at Water Haigh Colliery in the Castleford coalfield, on 27 February 1969. Later transferred to Primrose Hill, S116 was withdrawn and stripped for spares, being taken to Allerton Bywater workshops on 24 March 1971 and scrapped on site by Arnott Young and Co in October 1973. WRS archive.

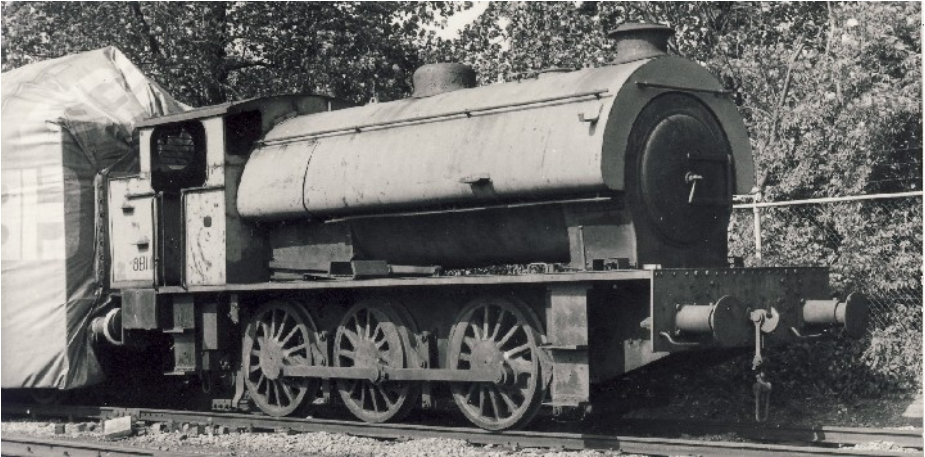
Between 1961-68, several NCB locos received mechanical underfeed stokers, the first being HE 2876/10-1943, WD no.75027, formerly P.L.A. no.80, in September 1961. The Giesl oblong ejector was also trialled and fitted to some as well, with varied success.

The War Department had started to sell off more of its redundant locos from 1959 and from April 1964, the War Department became the Army Department and once its surplus locos had been disposed of, another re-numbering program was undertaken in 1968. All of the Wartime built locos were withdrawn and either sold to industrial users or scrapped, leaving in fact just 11 of the Post-War built locos in A.D. service, becoming nos.90-98. Nos.196 & 197 were not re-numbered as they were already scheduled for eventual preservation.

Of local interest at this point is the purchase of HE 3161/4-1944, WD nos. 75111 – 131 for scrap by Thomas W. Ward Ltd, Ringwood from the Bicester Military Railway during January 1961. Into the early 1970s, and the Army had disposed of all but two of its remaining steam fleet, retaining no.92 at Marchwood and no.98 at Long Marston. Five were sold to preservationists, joining nos.196 & 197, whilst the other two were scrapped. Nos. 92 & 98 were also assured of a happy retirement by now of course, and they can be found working together on the Isle of Wight Steam Railway, where M.o.D. ownership was not relinquished until as recently as May 2008.

Back overseas and the last two CFT locos in Tunisia were withdrawn by July 1971, fortunately one, VF 5290/1945, WD no.75300, CFT No.3.55 was preserved and can now be found in Tunis-Ville. In the Netherlands, the final five LV locos were finally withdrawn between 1970 and 1975, with three of them entering preservation.

HC 1737/5-1943, WD no.75080, NS no.8811, Laura/Julia Mines no. LV13 is at the Stoom Stichting Nederland, Rotterdam where she was restored to working order in NS livery during June 2010, complete with a brand new boiler; (see picture overleaf) HE 3165/5-1944, WD no.75115, NS no.8826, no.LV14 is at the Zuid-Limburgse Stoomtrein Maatschappij (ZLSM), Simpleveld, in Limburg. The third loco, HE 3155/3-1944, WD no.75105, NS no.8815, no. LV16 (using the boiler off of HC 1739/5-1943, WD no.75082, NS no.8812, no.LV15, which was scrapped during the summer of 1970) was originally preserved at the SSM Tilburg – Baarle Nassau line in Holland until it went bankrupt. She returned to the UK during November 1988 and was moved to the Southport Railway Centre. When that closed, she moved to the Ribble Steam Railway in Preston during April 1999 where restoration was completed in August 2008, painted in NS green livery and named WALKDEN. A fourth ex-NS loco was scheduled for preservation in Holland during the mid-1970s, but her poor overall mechanical condition precluded her transit by rail as planned and she was eventually scrapped at the NS depot at Roosendaal during March 1979.



If the NS number 8811 on the bunker is correct, this is one of the preserved Dutch examples possibly at SSN Rotterdam in its early days.

WRS archive

So, back to the NCB where, by now, the greatest number of “Austerities” could still be found in every day use, where they obviously proved to be ideally suited to the rigours of hauling coal trains up and down rough tracks. Withdrawals and scrappings continued at a steady rate throughout the 60s and 70s, due to colliery closures or a switch to diesel traction, until the last handful were withdrawn at the start of the 1980s.



Purchased from the army in 1965 was 134, a 1944 example. Seen here stored at Water Haigh Colliery on 27 February 1969, 134 was overhauled and rebuilt at Allerton Bywater workshops between 1970 and 1972 and reinstated to Wheldale Colliery.

WRS archive

Following a further period of storage in the late 1970s, she was returned to Hunslet for repair and a return to traffic for further extensive tests on their patent underfeed mechanical stoker and Gas Producer System (the original G.P.S.!), using different grades of coal.

The final workings took place on 24th September 1982 when HE 3168/5-1944, WD nos. 75118 - 134, NCB no. S134 finished her last shift at Wheldale Colliery, Castleford. She can now be found at the Emsay & Bolton Abbey Steam Railway, appropriately named WHELDALE.



S134 at Emsay awaiting restoration on 20 July 2005. Ken Aveyard

With the preservation movement well underway by this time, not surprisingly a few (under-statement of the year!?) found new homes and a more relaxing lifestyle. Not always loved by enthusiasts, it cannot be under-estimated the amount of work these locos put in, in the early years of many of today's major preserved, sorry, heritage railways, until they simply out-grew them. Fortunately most of the smaller/light and specialist industrial railways can still find plenty of uses for them, in a good way!



Hunslet 2879 of 1943 and named Diana seen in operation at Wheldale Colliery on 9 April 1971. This loco is preserved at the Caledonian Railway awaiting restoration. 11 WRS archive.

For the record, up and down this country we have the following number of “Austerity” 0-6-0STs to savour:-

- 19 - sold to industrial users prior to 1952;
- 16 - of the 90 locos retained by the AD until they were later sold on, including eight rebuilt engines;
- 2 – genuine ex-LNER ‘J94’'s, nos. 68077/8 which were:-
 - Two of the last six built by AB sold direct to the LNER, and
 - Two of the six locos bought by the NCB off of BR;
- 9 - of the Post-War Army Department batch;
- 25 – Hunslet locos built for the NCB/civilian use.
- 71 – in total out of 485 built (14.6%)

The preserved Post-War NCB batch includes the final standard gauge steam loco built for use in this country, HE 3890, date built 19th February 1964, not entering traffic until 27th March, but to date has yet to steam in preservation!

Currently there are only about 10 ex-WD built locos working and six former pure industrial versions in traffic, but there are approx. 19 locos being overhauled/restored, including the only two “real” J94’s!



J94 68012 taking water at Middleton Top on the Cromford and High Peak Railway on 27 June 1964. This loco was the last example of the class in BR service, ending its days at Westhouses shed being formally withdrawn in October 1967.
WRS C937

Two locos are currently un-recognisable as Thomas the Tank Engine characters at the Mid-Hants Railway, whilst one further locos “exists”, (not included in the above total) but if you didn’t know where to look, you’d be hard pushed to find it!

RSH 7135/1944, WD no.75185 was donated to the Science Museum in 1981 after her useful working life at NCB Bickershaw Colliery, Leigh had come to an end, and was sent to Resco (Railways) Ltd, Woolwich for a slight rebuild! Her cylinders, boiler (with dome removed and a new smokebox tubeplate to lengthen the barrel), crank axle and valve gear (re-assembled in the original Gooch configuration) were used to form the basis of the replica broad gauge IRON DUKE for the GWR 150 celebrations held throughout 1985.



“Austerity” RSH 7135/1944, WD no.75185, seen here in her rebuilt form as the replica Broad Gauge IRON DUKE at the Gloucs-Warks Rly GWR 175 event held during May 2010. Photo: Steve Green.

And there you have it, a brief account of one of this country’s greatest unsung engines, no frills, no fuss, but plenty of history.



Hunslet 2879 Diana on the main line between Wheldale and Allerton Bywater on 9 April 1971. WRS archive

THE GREAT LOCOMOTIVE CHASE

Part 5 of an Occasional Series

The Final Tale of chasing steam in South Africa.

By Colin Stone

For those of you who have followed this “exciting saga” (I jest) your patience is about to be rewarded because at long last I am coming to the end of the tale. If you have just stumbled across this article I had better explain the reason for writing it. In 1979 following several visits to South Africa (SA) my regular travelling companion Brian Walker and I decided that on any future visits to SA we would try and see all remaining South African Railway (SAR) locomotives. Our reason to do so was “just for the hell of it”, the impetus was a published list of engines in SAR stock as of January 1976. My original quote was that 1,846 SAR locomotives had been listed. But a recount for this final part of the article has revealed an error, there were in fact 1,933 locomotives of 24 different classes annotated. Of that total only 1,820 were active, the other 113 had been withdrawn and placed in store. About 60 engines withdrawn and stored prior to January 1976 were also listed in a separate section. By the time of our decision to try and see all SAR engines on the main list, 19 had already been scrapped, conversely we found 4 engines not listed, were in fact still intact. Thus after “doing the maths” our total to see/cop was 1,918 locomotives. The SAR loco’ list was laid out in a style akin to an Ian Allan Locoshed book. Class type came first, followed by loco’ number and then an allocation code. i.e. S 360 Mil

361 Vol

362 Mil

and so on, the allocation code referred to a town or area, “Mil” being Millsite an area in the town of Krugersdorp, whilst “Vol” indicated the town of Volksrust.

Not only were steam locomotives in action on SAR but almost all industrial concerns had an allocation of steam engines (about 250). These loco’s were either purpose built industrial types or ex SAR classes. In addition there were numerous locations where loco’s had been “stuffed and mounted” (about 80). To try and note ALL steam locomotives extant in South Africa would, as a non resident, be nigh on impossible, hence our decision to content ourselves with those that remained on the South African Railways official list.

At the end of the Part 4, I closed with the revelation that on return from SA in 1982 there were only 12 of those 1,918 SAR locomotives that I had not seen. Early enquiries were made to Brian Walker concerning a 1983 visit to SA, but sadly due to personal reasons he had to decline. After much pondering and in view of the rapid decline of South African steam I decided to go alone. Thus on 21st October 1983 I arrived at Johannesburg Airport. Having booked into my hotel and after a quick wash I set off to start my quest to see the twelve locomotives I required.

They were Class 14R No 1736, Class 15F Nos 2907, 2983, 3020, 3048, 3063, 3116, Class S1 Nos 3808, 3823 and GMA Beyer-Garratt No 4138. Germiston depot on the outskirts of Jo'burg was my where I headed for. On shed were 3020 and 3116, whilst in a yard adjacent to the shed was a "dump" of 85 engines all destined for scrap, in the line up was 3063 and 3823.

After a quick chat with the depot foreman I discovered my last S1 0-8-0 shunter No 3808 was on the engineers' yard shunt and was due to return to shed at 15.30. It duly arrived back at 16.15, leaving just 3136 of Germiston's allocation to clear. It was, I was informed, shunting at Oliphantsfontein and it would only return as and when its work was complete. I boarded a suburban e.m.u. and set off to track it down, however en route at a suburb called Ravensklip a steam loco' was noted, it turned out to be No 3136. It had been commandeered to drag a failed e.m.u. back to its depot. With 50% of my quarry "in the bag" I retired to bed in high hopes of seeing the other six. Next day another suburban e.m.u. took me to Krugersdorp, where a long walk got me to Millsite depot where I hoped to see 14R No 1736, reportedly dumped there after return from Swaziland. Fourteen active loco's were on shed but they were outnumbered by 37 dumped engines which included No 1736, seven down, five to go !

Next day after collecting a hire car I headed for Springs depot hoping to "cop" the 3 x 15F's that I required there. I had planned a Sunday visit as in theory most of the allocation ought to be present, 30 engines were on shed including 2907 & 3048, but not No 2983. I therefore put my plans to drive across country on hold as I next located and visited Springs sub sheds.

The four locations had 23 locos present, but not the one I needed, No 2983 could well be my nemesis. I now set off to enjoy South African steam in action; the first line I visited was the Breyten to Lothair branch. An NBL Class 24 No 3610 worked the 09.40 freight down the line, whilst at the terminus sister engine No 3606 off the 04.00 working was still shunting the yard as a huge amount of timber had to be moved. By 15.00 both loco's had formed up a long train with which they departed double headed at 15.30. In superb evening sun I filmed the engines as they forged up a steep climb on the branch. Continuing my journey next day, I visited a town called Volksrust where the entire steam allocation of 26 engines were all standing idle due to a chronic water shortage. My destination after Volksrust was Enyati Colliery in Northern Natal where some ex SAR Class GF 4-6-2+2-6-4 Garratts were the work horses of the colliery. On arrival at the Colliery/SAR exchange sidings I found 3 of the GF's being disposed of for the night. Entering the yard office I presented the acting manager with some photographs taken on the line in 1982. Cheekily I asked if a footplate ride would be possible, he replied "You're in luck the manager is down at Richards Bay, I don't have any objections, if the drivers are willing to take you, then enjoy yourself".

I found the drivers washing up ready to go home and after giving them some photo's I told them what the office manager had said, their reply was "Could I be there, at the yard, by 08.00 next day ?" Could I ? I was there at 07.00 even before they were !



Ex SAR Class GF Beyer-Garratt No 2387 is seen at Enyati Colliery locomotive servicing point. Driver Van Reenen in the cab talks to Driver Strydrom before our author boarded the loco' for a magical eight hours.

I climbed aboard GF No 2387 with Driver Van Reenen to enjoy a superb day out. We set off up the line double headed with No 2378 with a string of empty wagons in tow. Both engines worked as far as "The Nek" sidings, where No 2378 was detached to shunt and at Natal Ammonium Colliery. Meanwhile No 2387 ran forward to Natal Anthracite Colliery to shunt there. After a lunch break nine loaded wagons were collected and we headed back to "The Nek". On the "main line" through the yard No 2378 was standing at the head of a long string of loaded wagons. "We", on 2387, buffered up to the rear of these wagons and Driver Van Reenen sounded a "Cock Crow" on the whistle announcing our arrival. After a minute or so we received a response from No 2378 and "our" loco' was opened up and we set off banking No 2378's train and towing our own. We hammered up to the summit of the line twisting and turning around numerous curves with me hanging out of the cab with my cine camera running.

On arrival at the summit No 2378 headed away from us as we came to a stand to wait for around 5 minutes. Eventually we on No 2387 continued on our way to arrive back at the exchange sidings some eight hours after setting off.

What a superb day I had enjoyed, I was as "black as a rook" but ecstatic after all day on a Garratt footplate. Two American photographers we had passed en-route turned up and took some pictures, one also booked a footplate ride for next day.

As these two “Yanks” were travelling without having done much research I led them to the Kongolana Hotel where I was staying and later gave them as much “steam” information as I could. Here we also got to meet the Kongolana “Sausage Monkey” the hotel pet.

At breakfast time this furry little sod used to sit atop a large Welsh dresser. Once the waitresses brought out the breakfasts the crafty little devil watched and waited until he had identified his target. Then quick as a flash he hopped down, bounded over chairs and tables before “nicking” a sausage from a plate before disappearing out into the garden. On my last day there it was the turn of a smart suited business man to be his victim. As he was not a regular he was unaware of the “drill” and so he sat with his back to the Welsh dresser. Those of us in the know watched and waited, with the gents fork poised the monkey sprang from his perch Whoosh, Snatch and gone ! Looking aghast the business man piped up “He took my sausage, did you see that, he took my sausage”. A waitress was already waiting and brought in two more sausages, thus the victim got a bonus sausage to calm the situation and normality returned to the Kongolana Hotel Until next morning !

After filming double headed GF’s going up the line next day I continued on my way. My intended filming around Bethlehem was sparse due to a lack of traffic. A Sunday visit to Kroonstad depot gave up Class 15F No 3083, the last of their allocation I needed .. 10 down 2 to go. Line side filming at Kraankuil in the middle of the Little Karroo semi arid desert was next on my agenda. Kraankuil is located on the main Johannesburg to Cape Town line, between 06.20 and 20.20, 36 trains passed, of which 25 were steam hauled. Next day a visit was made to De Aar, on the depot were 31 Class 25NC’s but out at the rear in a makeshift yard of isolated lengths of track were 181 dumped engines. I spent around two hours in “the dump” identifying and looking for No 4138 the last Beyer-Garratt I needed to see, I duly “copped it”. On the return drive to Kraankuil the 182nd loco’ destined for “the dump” was noted being towed south, the end of SA steam was indeed on the horizon. It was now time to head back north to Johannesburg ready to head home. Stopping off at Kimberley’s Beaconsfield depot I again noted the revolutionary Class 26 No 3450 “The Red Devil”. Sadly it was out of steam following repairs. But on making enquiries I was told it would be out on test next day. I now set off on a quest for a next door neighbour, this neighbours grandfather had been killed in the Boer War “Battle of Paardeburg” in 1900. When the chap set off to war he did not know he was going to be a father, the child, a boy was born after his father had perished. That child was now approaching his 83rd birthday and recent enquiries by his son, my neighbour, had revealed their father/grandfather was buried in Gruisbank Cemetery close to Paardeburg. On a hot sultry day I located the cemetery and the grave of a British soldier named William Atkins. It was a communal grave marked by a marble monument, I took a series of photographs of the grave and surrounding area.

On my return to the UK the pictures were made up into an album and presented to the man who had never seen his father. I stood alone by the grave in the vast empty expanse of South Africa and reflected on the futility of mans inability to learn from the past and continue to wage war on one another.

But one good deed deserves another and my good deed had offered up a new photo' spot on the Kimberley to Bloemfontein line. I returned to the spot next day and "bagged" on still and cine film No 3450 "The Red Devil" out on its test run.



What could have been. The revolutionary Class 26 4-8-4 No 3450 out on test following repairs. What was once her sister engine a 25NC No 3449 is "the insurance". The train is on the outskirts of Kimberley South Africa's diamond capital.

I eventually returned to Johannesburg and set off to try and track down the elusive Class 15F at Springs depot, but to no avail, it eluded me and I left South Africa having seen 1,917 of the 1,918 SAR engines on the loco list.

After my return to the UK and throughout 1984 an interest in the then current BR scene began to manifest itself. I began to "number bash" the BR fleet and also invested in a 7 day All Line Rover ticket visiting Penzance, Wick and Thurso. However it still rankled with me that I had missed out on seeing 15F No 2983, thus I decided on one last bash to South Africa. I set off on Good Friday 5th March 1985 to rectify the situation. In actual fact I was after TWO engines as a Class 15CB No 2066 which I had though long cut up had in fact been sold into industrial service and was working at South Witbank Colliery. As this engine was effectively "captive", just the Springs allocated 15F 2983 might prove hard to get. On arrival in Johannesburg I set off immediately to see the latest situation on the steam front. It did not look good, at Germiston station just one 15CA was on the shunt where a few years earlier 4 or 5 engines were normal practice.

At Germiston depot I found a locomotive "stuffed and mounted" outside the foremans office, having signed in I set off for a look around. With note book in hand I headed off down between the first two rows of engines. I wrote down 3033 and then two, nine, eight, three What 2983 ? Yee Haw got it !

Totally unexpected there she was in quite clean condition. I was elated, the last SAR locomotive I had hoped to see was now "in the bag". But after the elation, the sadness, in the yard adjacent to the shed locomotives were being cut up. That spectacle set the scene for the remainder of my SA jaunt, at each shed I visited locos were dumped and rusting away or being cut up. Setting off around the country I intended to visit areas where steam still held sway. In the main this was now industrial concerns or SAR branch lines.



South Witbank Colliery and Class 15CB 4-8-2 (Baldwin 1925) ex SAR No 2066 the last locomotive on the January 1976 list of 1,918 of SAR locomotives to be "copped".

On Tuesday 8th April 1985 I visited South Witbank Colliery and there I spotted Class 15CB 4-8-2 No 2066.... that was it, mission accomplished. All of the 1,918 South African Railway locomotives listed in 1976 which had remained intact at the time of our decision to see them I had in fact now seen.

On the remainder of this, my final visit to South Africa, it became more and more obvious that steam was retreating fast. Diesel and Electric engines were becoming more widespread. Perhaps the lowest ebb on this tour of SA was the sorry sight of 188 engines dumped at De Aar. Even locomotives of historical interest once set aside for preservation were in the dump.

All 2ft narrow gauge lines except two were closed, and even these were on a knife edge. Even industrial sites were running down their steam operations although some sites were expanding their systems and in the case of Randfontein Estates Gold Mine their choice of motive power was steam in the form of ex SAR Beyer-Garratt loco's.

There were highlights on the trip, such as the three 1903 built North British 4-8-0's at a cellulose factory in Natal. I also got some great slides and cine film of a pair of 19D 4-8-2's in action on some steep gradients.



Two SAR Class 19D 4-8-2's No 2735 (RSH 1945) and 3330 (NBL 1948) blacken the sky as they hammer uphill on the Alicedale to Grahamstown line in 1985

As mentioned above, Randfontein Estates Gold Mine were using GMA Beyer-Garratts and I filmed these in action on my last full day in SA before moving on to make my final SAR depot visit. This was at Millsite on the outskirts of Johannesburg where the final number to go into my note book was 3079, this was a Class 15F 4-8-2 built in Glasgow by North British Locomotive Company in 1948. Having photographed it I walked out of the depot and that was it, the last chapter of my ten tours of South Africa. I left South Africa in the knowledge I would probably not return.

Steam was on its last legs and would eke out a painful existence for a few more years. However having seen the end of steam in the UK and Germany I had no wish to see it all happen again.

Was there any point in doing what I did in searching out those 1,918 engines ? In the greater scheme of things, no, there was no point to it. Why then did I do it ? I don't really know why I did it !! Someone once asked a mountain climber why he had climbed Everest, the answer he gave was "Because it was there". It would be easy for me to say "Because they were there". One reason was that "The Chase" was a bit of fun, whilst another was it gave us a spur to visit places in South Africa where other tourists would never think of visiting. It also made the tours of SA a bit like a treasure hunt, the prize being "a locomotive cop or photograph".

If asked I would probably say that South Africa gave me some of the best days of my life. I had ten happy and fun filled trips to South Africa where steam locomotives, the majority British built, provided me with some great sights, great photographs, great cine film, great times and some great memories. I often relive those memories, sometimes in the company of some of the lads who went on the original 1974 SA trip. Six of us (including Brian Walker) keep in touch and we try to meet at least once per year, usually in Kent at the RHDR. But mostly those South African memories are relived on a cold, dark winter night when a ritual begins. First curtains are drawn, the fire is switched on and my cine projector loaded with film. Next tea is brewed before I take my seat and set the projector rolling. Then before my eyes a Class 25NC roars across the screen just as it did in real life. In an instant I am back out in SA again ... Magic.

After all, South Africa was a home from home but with sunshine most of the time ! South Africans drive on the left. On Sundays nearly all restaurants and hotels served Roast Beef, Yorkshire pudding and all the trimmings. English was widely spoken. Breakfasts were always "A Full English". As we drove along we tuned in to the local radio stations where we could listen to BBC programmes such as "Round the Horne" and "Just a Minute" .. What more could you ask for ? All of the events described in the five parts of "The Great Locomotive Chase" took place over a quarter of a century ago, just where have all those years gone ?



A locomotive which may be repatriated to the UK is this 1907 built Barclay 2-4-0T Ex Jersey Railway No 5 "La Moye" seen at Rosherville Power Station, Johannesburg in 1974.

WINDSOR CASTLE

How British Rail altered their real locomotive to agree with a model.

By Martin Catford

Yes - it actually happened! The Story: An 0 gauge RJH brass kit model was built by Kevin Trim in the late 1980s. Kevin only undercoated it with grey primer from Halfords so that I could send it to Replica Railways (in Swindon) for professional spraying. However, when the spraying was completed and the masking tape removed - the paint came off, leaving bright brass shining beneath! The air was blue! Six months later, after the remainder of the first paint had been removed, a second re-spray was applied to bring the model to completion. They asked me: What name and number do you want? I said: 47 835 Windsor Castle please.

A photo of Windsor Castle was searched for but could not be found. Instead they used a photographic example of a neighbouring locomotive in the same number batch to show where to apply the swallow symbol and the Intercity logo - (especially manufactured for me by the rub-on lettering firm Chartpak). Etched nameplates were made and glued, and the entire model satin varnished. Then at last! - a picture of the full-sized matching locomotive Windsor Castle was discovered. The air went blue again, because it showed that 47 835 was the only one in the batch with the Intercity and swallow symbol in reversed positions . I was told in no uncertain terms that a lot of wasted time and effort had been put into this model, and the Professional Sprayer was NOT going to strip the paint off a second time to correct this dilemma.

They asked me, as it was such a valuable model, and likely to feature in a magazine article - what would I like to do about it? Well, I simply didn't know! I had not faced a problem like this before. Godfrey Hayes from Replica Railways then said - Hang on a moment! I have an idea. I'll have a word with Roundel Designs in London. Now Roundel designs were responsible for all vinyl livery applications to B.R. locomotives at that time, and Godfrey pointed out to them the problem:- We have this valuable 0 gauge model of Windsor Castle, but did they realise the real locomotive (The Queens premier locomotive for hauling the Royal Train) was the only one in the number sequence of identical liveries which had the Intercity and swallow symbols around the wrong way when compared to the others ...and what can they do to help?

Roundel thought about this for a few moments and then said: Please would you give us about three weeks, and then we will call Windsor Castle into Wolverton Works, remove the vinyls and re-apply then the other way around to match the model....and that is exactly what happened - the real locomotive was altered to match the model.

Fantastic!.Now in real life - the bl**dy thing has been given a new number, and repainted into a shitty EWS maroon!!!

Towards More Realistic Operation-Part 1

by Don Johnston

We spend a lot of money on locos and rolling stock and a lot of time and money building our model railways in the hope that they look as realistic as possible. Shouldn't we operate them in an authentic railway-like way as well? I'm thinking of the steam railway that I watched as a boy.

I was fortunate to be born near the West Coast main line in N. Harrow. My mother suffered endless hours by the road bridge at Headstone Lane Station so that I could watch everything from streamlined crimson and gold Princess Coronation pacifics roaring through on their way north to long coal trains slowly click-clacking south behind scruffy, clanking, wheezing 0-8-0s.

After the blitz we moved north to live with my mother's parents in Eaglescliffe, Co. Durham. Their garden backed onto a back lane beyond which there were some allotments and then the throat of Eaglescliffe Junction goods yard.

I started school aged 5 in 1941 and became friends with a couple of lads who lived in the railway cottages. After school we would often play hide and seek around the yard hiding under the wagons. We fortunately had enough sense not to do it if an engine was shunting the yard! This came to an untimely halt when I picked up from them what I thought were a couple of North-country words that seemed very useful to a Southerner. If you prefaced them with "Eeh! ya" they seemed to mean admiration or amazement. If you prefaced them with "You" it meant the person wasn't popular. I decided to try the "Eeh! Ya" version on my grandmother when I saw her putting a large stack of plates in a cupboard. She saved the crockery but I have remembered the subsequent rumpus all my life!

Back in Harrow after the war it was ABC books and many hours train watching including, as I got older, the occasional day at Euston where the father of one of my friends was Station Master (complete with Top Hat on formal occasions).

Once I started serious railway modelling I realised that the operation of most layouts at exhibitions bore little resemblance to the real operations that I had watched for so many hours and therefore didn't satisfy my criteria for what makes a good model. The things that are most often incorrect are: -

1. Not complying correctly with signals (if indeed they are fitted).
2. Incorrect train speed as a result of the above.
3. Incorrect goods train marshalling.
4. Unlikely passenger train make up.
5. Inappropriate locos and stock for period or location modelled.
6. Poor station working and shunting. Again mainly because of 1 above.

The nearest I ever got to professional railway knowledge was working with the Swanage Railway PW gang from 1981-91, but from line side observation in previous years I do know that on the full size railway you never saw an express roar through a station, disappear round a bend and then, 30 seconds later, reappear to roar through the station again in the same direction. In reality the train disappeared and, depending on the engine's diagram, might reappear several hours later coming back in the opposite direction hauling totally different rolling stock.

I model Southern Region BR 1958-62 and my main reference "Bibles" are: - The British Railway Rule Book 1950, including amendments up to 1st October 1961.

British Railway General Appendix to Working Timetables and books of Rules and Regulations 1st October 1960.

A series of articles in Model Railway Journal by Frank Dyer issues No 27, 30-36 and 42 (1989-90).

Edward Beale's Railway Modelling Series book 8, "Miniature Traffic Working". Passenger and Freight Working Timetables for the period modelled. Books by professional railwaymen such as Stan Symes, Peter Smith and Michael Webb. Books and articles by respected modellers like David Jenkinson and Iain Rice. Some items on the Internet are also useful.

From sources such as these it is possible to get things mostly right but it is almost impossible to find out exactly what went on at a given location over a 24-hour period.

We all know what semaphore signals look like. Their current form was finalised by the Signal Engineers Committee report of 1924. The following is not a treatise on signalling. It is only a few notes to show how following correct signalling procedure as far as practicable would affect the running of a model railway.

Fixed Signals consist of Distant and Stop Signals (with Repeaters where required for sighting purposes) and also Subsidiary Signals.

Distant Signals are placed at some distance in rear of the Home signals to which they apply. When at Caution a driver must be prepared to stop at the Home signal to which the Distant applies. A Distant signal can only be cleared when all the Stop signals to which it applies, and operated by the same Signal Box, have been cleared. Similarly, none of those Stop signals can be returned to Danger until the Distant has been placed at Caution. A Distant signal MUST be placed at Caution immediately a train passes it.

Stop Signals (Home, Starting and Advanced Starting) must not be passed at Danger. There are some exceptions and, for modellers, the main one is when a subsidiary signal is cleared, e.g. a Calling On arm 'C', Warning arm 'W' or Shunt Ahead arm 'S'. A Stop signal must be placed at Danger immediately the last vehicle of a train has passed except that: -

1. At a junction the signal immediately in rear of, and protecting, such junction must be placed at Danger as soon as the last vehicle has cleared the junction points.

2. Where station yard working is in operation and in all other cases where the Absolute Block system is not being worked to, the Stop signal must be placed at Danger immediately it is passed by the engine; where, however there are facing points in advance of such signal, the Stop signal must not be placed at Danger until the engine has passed over these points.

3. Should a train be brought to a stand with its rear portion outside a Stop signal, the signal must be placed at Danger. When a Stop signal is at Danger the Stop signal next in rear of it and worked from the same box must not be cleared for an approaching train until the train is close to such signal and has been brought quite or nearly to a stand. A train may however be allowed to draw forward to the signal controlling the entrance to the section ahead for station duties and shunting purposes.

Subsidiary Signals. Apart from 'C' 'W' and 'S' above the most common are shunting Ground Signals. These usually have either a red or yellow arm on a white disc or just a small arm alone. These regulate trains from siding to running line or vice versa. If there is no suitable signal for a move, the signalman will instruct the driver either verbally or by hand signals.

Station Limits. This is the portion of the line between the outermost Home signal and the signal controlling the entrance to the section ahead worked from the same box.

The Absolute Block system ensures that only one train can be on any one track in a Block Section at the same time.

A Block Section is the portion of line between the most Advanced Starting signal controlling the entrance to it and the outermost Home signal of the box in advance. The signalman in the box in advance controls the section and when accepting a train from the box in rear must not only ensure the section is clear but also that there is a clear $\frac{1}{4}$ mile overrun beyond his Home signal to what is known as the Clearing Point. Only when the train is accepted can the box in rear clear the appropriate Starting signal.

Interlocking. All signals and points are interlocked either mechanically or electrically to prevent conflicting movements and to prevent signals being cleared until a safe route is set correctly. Regulations require all facing points on running lines used by passenger trains to be equipped with facing point locks and detectors.

Because of their inherent danger and of the extra work and expense required their use was avoided wherever possible, particularly on through lines during the steam period. Sequential Locking would mean that, on the Wimborne up line for example, all the points would have to be set for the through route before the running signals could be cleared in the order Home, Starter, Advanced Starter and only then the Distant in rear of the Home signal. In other words the locking is arranged so that the Home signal cannot be cleared unless the starter is at Danger and so on. Also the Advanced Starter would not be cleared until the box in advance accepted the train. Once all the Stop signals are cleared the Home signal and Advanced Starter would lock the points until the signals were returned to Danger. This is called 'Holding the Road' and is designed to ensure the safe passage of a train over the locked points.

All the safety interlocking of points and signals if applied to a model would prevent all the solecisms so often seen.

The three most blatant errors usually seen are as follows: -

1. A goods train is seen steaming at normal running speed past clear signals over previously set facing points straight into a goods yard. IT COULD NOT HAPPEN! In reality the train would have been, in the case of Wimborne down line, a) checked by the Distant at Caution b) brought almost to a stand before the Home signal then c) the train would have been allowed forward as far as the Platform Starter held at Danger and brought to a halt.

The Home signal would have been returned to Danger as soon as the Brake van passed it. Only when the train had come to a stand at the platform starter could the crossover opposite the signal box leading into the down yard be reversed, the Shunt signal cleared and the train allowed to BACK into the yard towards Leigh Road bridge.

Once clear of the crossover the shunt signal and crossover points would have been returned to normal and the train could then move forward into either No1 or 2 roads to shunt as required. If the train was too long to clear the crossover when stopped at the Platform Starter the Shunt Ahead signal would have been cleared to enable the train to move forward before backing into the yard as before or backing in from the connection by the river bridge, whichever the signalman required.

2. Similar restrictions would apply to a passenger train entering a station that has through lines and a platform loop or bay with facing points. It could not run straight into the loop or bay under clear signals because the interlocking would lock points for the through route until the outer home signal had been returned to danger behind the train.

Only then could the facing points be unlocked enabling them to be reversed and the protecting signal cleared to allow the train to enter the platform.

3. You see this error on nearly every terminus station model. When a train arrives in the terminus platform, the engine is uncoupled and is then moved forward slightly, presumably to make sure it has indeed uncoupled. If there is no run round, another engine then backs onto the train and eventually departs leaving the arrived engine at the stop block. It should IMMEDIATELY follow the train up the platform to stop at the Starting signal until released by the signalman. If there is a run round then the arriving engine, once uncoupled, should move forward clear of the release crossover.

Once the crossover is reversed and shunt signal is pulled off the engine can then reverse up the release line. It will then halt at the shunt signal protecting the running line until the release crossover and shunt signals have been returned to normal. Only then will the interlocking allow it to complete its run round and subsequently allow it to back onto the train. Once coupled it would then need time to create vacuum before it could depart.

Another thing that ought to be considered is the length of the block sections involved. The Broadstone to Wimborne section is about 2 miles and in the other direction from Wimborne to Uddens Crossing (The next Block Post) the length is about 2½ miles. As only one train can be in an Absolute Block section at a time it follows that a train travelling from Uddens to Wimborne at a steady 30mph (2mins per mile) would take five minutes to cover the distance once the previous train was out of section.

Nobody would want a gap between trains that long on a model, particularly at an exhibition, but possibly a slight pause between trains in the same direction would be more realistic than a constant stream of them.

I wish to thank Steve Camp for checking the above signalling details for errors and making the necessary corrections. There are many omissions as signalling is a huge subject and you have to stop somewhere.

In parts 2 and 3 I've some memories and a few more facts and regulations that I hope relate to my original six criteria for adding realism to the operation of a model railway. I wish to thank Neal Turner for reading through and commenting on all three articles.

Tarrant Valley Tales XI.

In this latest issue of T.V.T. we bring you all the latest news you need to know about, plus we are fortunate enough to bring you TWO little pieces (in one case, literally!) of the T.V.R's history. Firstly, discovered in the attic of the great-grandchild of the T.V.R's top-link driver, Ivor Smallpiece, are some record cards relating to his regular engine. The list of faults reported is reproduced by kind permission of said person below, with the workshop manager's reply underneath. For the record, Ivor's loco was No.7 "SENLAC", a Hunslet 4-6-0T, works no.1231, built 10/1916, formerly WDLR No.319. (See 'The Corkscrew', Issue 54, Dec.09):-

Report: Something loose in cab.

Reply: Something tightened in cab.

Report: Evidence of a leak in right-hand cylinder drain-cock.

Reply: Evidence removed.

Report: Suspected crack in front bufferbeam.

Reply: Suspect you're right.

Report: Air brakes do not work at any speed.

Reply: This loco is not fitted with air brakes.

Report: Left-rear driving wheel tyre almost needs replacing.

Reply: Almost replaced left-rear driving wheel tyre.

Report: Dead bugs on front spectacle plates.

Reply: Live bugs on order.

Report: Mouse found in cab.

Reply: Cat installed.

Report: Loco handles funny.

Reply: Loco given verbal warning to straighten-up and be serious.

Report: Whistle volume unbelievably loud.

Reply: Volume set to a more believable level.

Report: Noise coming from big end. Sounds like a midget pounding on something with a hammer.

Reply: Took hammer away from midget.

On one occasion, the failure of No.7 led to Ivor having to use loco No.5 "ELAINE", one of the Railway's original Glyn Valley Tramway-style 0-4-2T tram engines, which by then, was known to be a rough rider, much to his annoyance!

Hazel Knutt, Chairperson of the Tarrant Valley's own Women's independent institute (Wii), was in Court yesterday charged with parking her car in a restricted area on the station forecourt at Tarrant Gunville. The judge, Justice Judge Fudge, asked her if she had anything to say in her defence.

Hazel answered frostily, "The T.V.R. shouldn't put up such misleading notices. It said 'Fine for parking here'".

Her punishment remained undisclosed as this issue went to print, but it is not thought to be life-threatening.

A complaint was made to the staff at Tarrant Rushton Halt last week by the local self-proclaimed "Germinator" Dom Estos, who was late for his appointment to clean Lord Tarrant's house.

"What's the use of you having a timetable if your stupid trains never stick to it?", demanded Dom of the booking office clerk. "Well sir," replied the clerk to Dom, "How would you even know they were running late if not for the timetable?"

The Valley's resident fantasy writer Kay J. Growling has just announced plans for her latest series of books. The stories are going to be based around the lead character called Gary Photter, a wizard at spotting trains, especially class 37 diesels. The series of seven books are listed below and will all be prefixed by:-

"Gary Photter and the..."-

- Philosopher, C. Stone
- Secret Chamberpot
- Unauthorised Parody
- Hell-Fire Goblet
- Old Empty Barn
- Never-Ending Sequels
- Deadly Marshmallows, parts 1 & 2.

To be set in the fictional "School of TOPS" at Hogroast Hall, the tales will tell the story of the young spotter from term to term as he tries to "cop" every one of his favourite locos, before his bitter rivals, to become the week's number one spotter, and to be Top of the TOPS.

The number one restaurant in the Valley owned by Ed & Sue Sheff has been awarded First Prize in a poll organised by "The Tarrant Thymes" as voted for by reader of 'Café Owners Review', 'Wessex Magazine', 'Road Users Encyclopedia' and 'Whistle Blowers Chronicle'.

All of these publications are affiliated to the "T.T." and are published by the Beechwood Press, who printed the book on the history of the Tarrant Valley Railway back in February 2009. The book sold out and is currently also out of print.

Resident amateur Dorset snooker champion of mixed parentage, Mark O'Fu, has chalked up another success and pocketed a cool £10,000 as regional Pot Black winner at last weeks Final held at The True Lovers (K)Not In(n). Having built up a healthy cushion in the best of 15 match, he only had to hold his nerve to see off his fellow finalist. Of Irish/Chinese descent, Mark is now in the frame for the National Championships next weekend, so there's no rest for the wicked. Fingers crossed, he could be on cue for a clean sweep of titles provided he doesn't make a balls-up of things in the qualifiers. This could be just the tip of the iceberg with regards to future competitions, just the sort of break he needs that will see him climb up the league table.

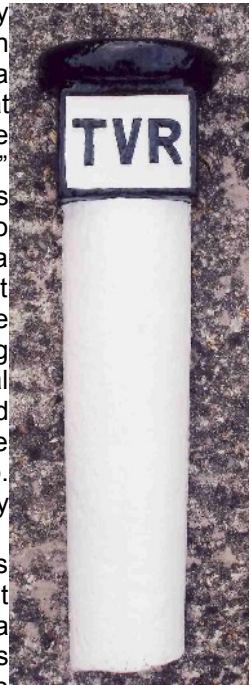
The second piece of T.V.R. history is a recently discovered real life object. Luckily local railway historian W.R.Smyth is on the mailing list for Talisman Railwayana Auctions, whose last auction was held on the 7th May at the Gartell Light Railway. Lot 166 stood out from all of the other lots for one simple reason – it was a genuine "TVR" boundary marker post! Unfortunately W.R.Smyth was unable to attend, but luckily the Rev. Green and Al Terego were in a position to go and bid on his behalf. With a rough estimate as to the guide price in mind, the duo set off early on the Saturday of the auction with the sole intention of acquiring this extremely rare survivor, hoping that no-one else would recognise the local historical significance. Two commission bids had been received and then it was time to see if there was any interest in the room, which there wasn't, except from the T.V.R. duo. One simple raise of the bidding card – and the boundary marker was theirs! Mission accomplished.

The photo shows the "TVR" boundary marker in all its glory. These markers were only ever used by the Tarrant Valley Railway around Spetisbury where it shared a boundary with the Somerset & Dorset line, but it is unclear exactly how many were produced, although it is believed to be in single figures. This was the first time that one has appeared at an auction; however another one does exist in a railway museum.

This fine, restored, example will now accompany our model of the Tarrant Valley around the exhibition circuit to prove the doubters wrong!

That's about it for this edition, until the next one, piece be with you.

P.S. We may have something quite special lined up for that next edition. Stay tuned folks.



RAILWAYS ROUNDABOUT

MAY :- Britannia No 70013 “Oliver Cromwell” passed through Poole at 12.20 on Friday 13th May running tender first with its support coach in tow, it was heading for Swanage. The following day, Saturday 14th saw Black 5 No 45305 at the head of the “Swanage Belle” railtour from London Waterloo, destination Swanage. The return of this railtour “hammered” up through Parkstone station at 17.35 with “Oliver Cromwell” in charge.

The Swanage branch had another visitor on Monday 16th (at least as far as Motala) when MPV's Nos 98904+98954 ran down the line spraying weed killer. Next day, Tuesday 17th saw yet another movement over the Swanage line when Class 37 No 37516 arrived light engine to take away four diesel gala locomotives. With 37503, 56301, 55009 and D1062 in tow the 37 passed through Poole at 10.15 en route to Kidderminster and Barrow Hill.

The two local freight flows continue in their usual pattern, the Wool Sand normally runs twice per week as does the Hamworthy stone train. Freightliner Class 66's Nos 66550 & 66616 worked the Wool train during week ending 29th. In the same week 59102 and 59204 did the honours on the “Ham' Stone”. During the same week on an unknown date there was an overnight test run a Class 158 and a Class 159 between Southampton and Weymouth. Units Nos 158884+159004 ran along the line carrying out door clearance tests at the various stations en route. Rumours suggests this is in readiness for extra trains to Weymouth for the Olympic sailing events in 2012. On the last day of May Class 31 No 31602 worked a test train from Eastleigh to Weymouth before returning to Selhurst, Poole was passed around 22.00.

JUNE :- In the early hours of the 1st No 31602 returned through Poole on its return from Weymouth with the above mentioned test train. A week later on Tuesday 7th “Compass Railtours” ran a special from Liverpool to Poole, the train “top and tailed” by 47804+47826 arrived into Poole at 14.20. Both of Poole's carriage sidings at Sterte were holding SWT e.m.u's awaiting time between services. Therefore the special was sent forward e.c.s. to the Hamworthy Junction and into the Goods branch platform where it remained for around 35 minutes. It then returned to a vacated siding in Poole yard arriving at 15.15. Within a few minutes of its arrival No 66548 passed by at 15.20 with 15.00 Wool to Neasden loaded Sand train. The special departed Poole for Liverpool at 16.35 with No 47826 leading. Later that week on the 8th, 9th & 10th three stone trains ran to Hamworthy, motive power on all three days was provided by No 59005.

On Thursday 9th and Friday 10th South West Train services suffered horrendous delay due to circumstances beyond their control.

Thursday's problems occurred in the Woking area due the theft of signalling cables, delays of up to 6 hours being experienced. On Friday a suicide near Southampton brought trains to a stand for around 3 hours. Both incidents impacted on local train services causing cancellations and delays.

Luckily the events on Friday did not delay Class 33207 on its journey from Southall to Poole, the 33 had a set of e.c.s. in tow complete with Bulleid No 34067 "Tangmere" attached on the rear, arrival was just 10 minutes late at 19.25

At 06.35 on Saturday 11th "Tangmere" departed Poole heading for Cardiff via Salisbury and Bristol. As could be expected No 34067 made a brilliant Bulleid style volcanic, yet steady ascent of Parkstone bank. No 33207 spent the day in Poole yard waiting for "Tangmere" to return later that evening. BUT sadly things went awry on the outward trip when "Tangmere" ran into trouble on the climb from Bristol to Filton. Reports suggest TPWS stopped the train on the steepest part of the bank, from which "Tangmere" was unable to restart the heavy load. The train had to be rescued by Class 47 No 47500 which worked forward to Cardiff where arrival was 110 minutes late. These delays were not recovered and after "Tangmere" had been serviced, departure from Cardiff was 2 hours 15 minutes late leading to a 2 hour late arrival back at Poole at 23.30. As a consequence the booked 22.00 empty stock run to Southall was cancelled and re-scheduled for the following morning. Leaving Poole on Sunday 12th at 11.00 in atrocious weather 33207 leading 34067 (which was tender first) double headed the e.c.s to Southall, when noted passing Parkstone both loco's were in full cry.

"Tangmere" was back in Dorset on Thursday 16th at the head of a special bound for Swanage. The train passed Poole at 13.00 complete with Class 37 No 37516 attached on the rear. Later in the day the 37 returned the special through Poole at 17.15, this time No 34067 was on the rear. On arrival in Southampton the train reversed allowing "Tangmere" to head the return to London via Laverstock. Originally Black 5 No 45305 had been booked to work the train but in the event she remained on the Swanage Railway. Saturday 18th found Pathfinder Tours "The Canterbury Tornado" leave Poole at 06.35 behind Class 67 No 67022. Pretend A1 "Tornado" joined and left the train at Willesden, the tour was due to arrive back into Poole at 00.10 on Sunday 19th, however at one stage it was reported to be 25 minutes late !!

The 67 and empty stock remained in Poole yard overnight and departed to Eastleigh at 10.15. Saturday 26th saw preserved Hastings d.e.m.u. No 1001 form an excursion from Hastings to Swanage, Poole was passed at 12.00 going down and 17.20 on the return trip. Overnight on the 27th/28th two Class 66's Nos 66065 and 66118 "topped and tailed" 10 ballast wagons from Eastleigh, ballast was dropped between Dorchester and Weymouth. The train passed Poole at 23.50 going down and 06.15 on the return.

Week ending Sunday 3rd July saw a fair mix of locomotives both steam and diesel visit Dorset. First on Monday 27th Black 5 No 45305 ran light engine tender first + support coach from Swanage to Crewe. It was noted romping across Poole Park Lake at 07.25 heading for Southampton where it was due to reverse to run chimney first to Crewe. Later in the day Freightliner's Class 66 No 66560 worked to Wool with empty sand wagons, it worked to Neasden next day (28th).

On Wednesday 29th at 10.15 No 59103 ran onto the Hamworthy Goods branch with a stone train. Later in the day Poole was passed at 18.00 by 8F 2-8-0 No 48151 it was running tender first with two coaches in tow heading for Swanage. The following day, Thursday 30th, No 59103 again worked to Hamworthy with more stone. It was followed by BB 4-6-2 No 34067 "Tangmere", she passed Poole 15 minutes **EARLY** at 12.47 (Well it is a Bulleid after all) on a railtour heading for Swanage. "Tangmere" made a second passage of Poole at 16.20, this time running tender first with support coach in tow heading for Salisbury. Finally for the day the 8F No 48151 stormed up Parkstone bank at 17.20 with the returning Swanage-Salisbury-Waterloo railtour.

JULY :- To complete the week on Friday 1st Class 59 No 59103 made a third visit with yet more stone for the Hamworthy Stone terminal. Tuesday 5th saw the start of a regular weekly steam working when No 34067 worked the "Dorset Coast Express" to Weymouth (Poole 13.05). Due to the failure of "Oliver Cromwell" there was no second loco' for this tour, therefore Class 37 No 37516 was attached on the rear. The 37 took the train back to Southampton from where "Tangmere" then took the train back to London single handed. On the same day Freightliner's 66610 worked from Bow to Wool with sand empties. Timed to pass Poole at 20.00 the train ran late passing through at 22.00. On Saturday 9th, the 44th anniversary of the end of Southern Steam, the ever faithful, reliable "Tangmere" worked from Waterloo to Weymouth. Later in the day 8F No 48151 worked the train from Weymouth to Yeovil Junction.

SWANAGE RAILWAY :- On Friday 13th May No 70013 "Oliver Cromwell" arrived onto the railway, it ran in tender first with its support coach in tow. Its arrival was in readiness for a railtour the following day, this tour arrived into Swanage at 14.00 behind No Black 5 No 45305. The tour left Swanage at 16.15 behind No 70013 "Oliver Cromwell".

Class 37 No 37516 made a fleeting visit to the line on the 17th May when it collected four locomotives used in the May diesel gala. It passed Motala around 08.20 and left with the loco's in tow around 09.20. Standard Tank No 80104 was returned to the railway (by road) from Herston Works following its intermediate overhaul/repair. On Friday 3rd June No 80104 was out on light engine test runs, next day it was noted hauling three coaches on a several loaded test runs.

Also on this Saturday (4th June) No 34028 "Eddystone" was working the steam "leg" of service trains whilst on the diesel "leg" Class 33 No 33103 was working in "Push-Pull" mode with 3Cig unit No 1498. The Class 33 + 3 Cig were out noted working the diesel diagram on several other occasions offering a pleasant change from the usual d.m.u. formation. Class 37 No 37516 returned to the SR on May 16th on the rear of an incoming "steam" special from London. "Tangmere" headed the train into Swanage arriving at 14.00. Departure at 16.20 saw No 37516 working the return trip (Tangmere was on the rear), as the train departed it passed Black 5 No 45305 which should have been working the train.

It later transpired that the loco' was suffering from tube problems, once fixed the engine finally left Swanage at 06.10 on Monday 27th heading for Crewe and its next railtour duty.

Another ex LMS loco' 8F No 48151 arrived into Swanage on Wednesday 29th June before departing next day at 16.00 at the head of a Railtour. The tour had arrived into Swanage at 14.00 behind "Tangmere", once "Tangmere" had detached from the train she left light engine at 15.15.

For some of the above information I am indebted to Mike Dyke, Alan Worth, Steve (Reverend) Green, Roger Smith, information website wrngen and Mark Pike.

TWO DAYS, TWO GIRLS, TWO YOUNGER GIRLS and MULTIPLE POSITIONS! !

By Colin Stone.

For those of you who follow main line steam tours and are lucky enough to have access to the internet, you may well know of the existence of the website "uksteaminfo". This website lists all known UK main line steam hauled railtours. On occasions the site also lists light engine movements, it was a list of times in the latter category that set this tale in motion. Published on June 21st the times referred to the light engine movement of 8F 2-8-0 No 48151 from Southall to Swanage.

Therefore in the late afternoon of Thursday 29th June I found myself waiting in Wareham station car park in the company of "my other half" Pauline. At around 17.00 an MPV unit No 98908+98958 rattled through on the up line, followed almost immediately by the jangling of my mobile telephone. This turned out to be Alan Worth ringing to inform me that No 48151 was running late and was expected at Wareham around 18.15 instead of 17.35. Near to the revised time I wandered onto Wareham's up platform, were within minutes the 8F hove into sight running tender first hauling two support coaches. At this point Wareham resident Tony Trood cycled onto the down platform, spotting 48151 fast approaching, Tony dumped his bicycle, then belying his high on 80 years sprinted up onto the footbridge.

The 8F stopped in the platform to allow the Network Rail lad with the Worgret token and Motala ground frame key to climb into the cab.

At this point Tony Trood joined me with the words "I wondered where the Bugger had got too, I've been up Worgret for over an hour". However with the sun illuminating the loco' we happily took photographs until West Coast Railway and Swanage Railway driver Mel' Cox opened the regulator and 48151 thumped off toward Worgret. Saying my farewells to Tony I got into my car and set off for position No 2. Corfe Castle and the National Trust car park was the next stop, Pauline and I clambered up into the field and waited, after 20 minutes or so my mobile 'phone rang once again, this time it was "Senior Worth", Fred. As befits Fred he was straight to the point "You seen the Bugger yet , is it on the branch ?" Now I thought it was an 8F but the other two seemed to think it was a Bugger !! After telling Fred that the loco' was indeed on the way, Pauline and I settled down to wait a little longer. In due course 48151 appeared and I finished off my roll of film (yes, I still refuse to go digital and stick with good old 35mm slide film). Next stop was Swanage where the 8F duly arrived and Pauline and I wandered off to get some Fish & Chips. En-route we discovered the Swanage Town Silver Band were giving a concert in the band stand. We enjoyed their performance and the Chips before returning home.

The following day I had planned to chase No 34067 "Tangmere" on a special heading down the branch to Swanage. At some point in the morning I had yet a third mobile 'phone call, the display read "ChrisLiver" i.e. it was Christine Livermore asking if I was going out for the special. On deciding to join forces, we set sail for our first position, my third for the two days!! I had hoped to get to Holton Lee and the old RNCf bridge, however I had cut things a bit fine and we got out of the car at 12.58, IF the train had been on time we should have had 12 minutes to get into position. BUT it was a Bulleid hauled train and as such it was running some 15 minutes early, having already passed Poole at 12.48. A text message informed me of this fact, therefore abandoning the RNCf bridge idea a quick sprint back to the car saw Christine and me heading for Cattery Crossing on the Swanage branch. But once again "Tangmere" had the better of us, so I now decided to head for Cats Eye Bridge. On arrival I gave Christine the choice of position (photo' position) high up from the bridge or ground level, she chose the latter, which proved to be fortuitous. Christine and I wandered down the lane, around to the foot crossing. Cats Eye foot crossing is on the Swanage side of Motala ground frame and after crossing the Network Rail/Swanage Railway boundary "Tangmere" hove into our view. She slowly eased forward and came to a halt just short of the crossing, Christine and I were snapping away merrily. "Tangmere" then eased forward a few feet coming to a stand with her driving wheels directly on the crossing. Here she sat for a good five minutes waiting for the lads who had unlocked the ground frame to walk forward and clamber back onto the footplate.

When “Tangmere” went on her way to Swanage, we returned to my car and set off for Swanage as well. On arrival and in company of WRS members Mike Stollery and Tony Udall, tea and cake were “put away” whilst we awaited the arrival of the tour train.

Once “Tangmere” had arrived, Christine did her usual trick and in a flash she was up on the loco’s footplate. I spotted John Bunch, one of “Tangmere’s” co-owners and we engaged in conversation until it was time for 34067 to leave light for Salisbury. Heading back to the car we shot off for our next position at Cattery Crossing (near Creech) where “Tangmere” was duly photographed. Back into the car once again, the next stop was the level crossing which leads onto Keyworth Estate. Both this crossing and that at Cattery allow reasonable side views of locomotives running tender first.

“Tangmere” rattled past us and we got our shots, the time was now 16.10, which was the time the main tour was due to be leaving Swanage behind the 8F. Sadly due to a prior engagement which I had to attend, Christine and I were unable to return to the branch and chase her too. Heading for home I dropped Christine near Poole station for her to get her photographs of No 48151, which I later discovered she got off the footbridge over the line at Poole High Street. Later with a few minutes in hand I managed to get to Baiter, just to the east of Poole station in time to see the 8F. At 17.20 I heard a Midland Hooter echo over the town of Poole, minutes later No 48151 roared into view going flat out with 13 coaches in tow. She was building up a good turn of speed to get up Parkstone bank.

Having seen No 48151 at Wareham, Norden and Swanage I was now pointing my camera at an 8F on the main line in my own home town. On reflection the last time I did this was on March 5th 1966 and the locomotive in question was No 48706, she was of course heading from Bournemouth to Bath Green Park with the last passenger train to traverse the full length of the Somerset & Dorset Railway. That was a massive 45 years ago, where in heavens name have those intervening years gone ? I do feel bloody old now!!

But I digress, having watched No 48151 roaring off into the distance in a cloud of smoke and steam I set off for home. Later at the club that evening Christine and I recounted our steps of the day. We agreed that when the regular Tuesday London to Weymouth “Dorset Coast Expresses” start we will try our luck at Holton Lee and the RNCf bridge. So that was it two days, two engines, two ladies and multiple positions, seven in total. If there is a moral to the story, it is variety is the spice of life never be afraid to try out new positions Photographic positions that is !! Finally if you don’t behave yourselves, the punishment may be me projecting images of the two days at the club at some time in the future !

The I.o.W.ordsearch 40th Anniversary Special.

By Steve Green.

What better way to celebrate the 40th Anniversary of the preserved Isle of Wight Steam Railway, on the Isle of Wight, than by having a word search to help mark their milestone!

In the grid below are the names of 26 locomotives which were based on the Isle of Wight. The names can run horizontally, vertically, diagonally, backwards and forwards. All you have to do is find them. The remaining letters will then spell out something you already know about this quiz.

Bonus points are up for grabs if you can tell me the loco number or numbers in some cases, which belong to the engine, or engines, in question. One named loco has been missed out, not on purpose, I just missed it off of the list (!), so, for an extra two points, can you tell me which loco it is?

Best of luck. Answers to be handed to The Reverend by 8 September and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the notice board.



Appeal for information

by Dave Round

Can I ask a question about the GWR coaching stock allocated to Templecombe in the 1961-63 period? In particular the B Set, that we have a colour picture of in the Blandford Museum archive, and in which the running number is tantalizingly close, but unreadable!!!! Somebody in the club may know which set this was. Looking at the picture, it appears to be diagram 147, lot 1505. Obviously if it is, I would like to number my set the same.

John Constantine – An Obituary

by Richard Knott.

John came shuffling into our lives a little dishevelled in September 2007. He had contacted me to ask if he could come along and take some photographs earlier in the year, which of course I agreed to. Little did I realise what a huge asset to the Luscombe Valley Railway he would become.

The reason I describe him as “a little dishevelled” was because he arrived with a pair of shoes whose soles were rapidly disintegrating, leaving large lumps of rubber wherever he trod! This of course caused great embarrassment to John and he never forgot this episode. As time went on John became an integral member of the LVR team. There did not seem to be anything he couldn't turn his hands to. The list of his achievements is long and varied but here is a simplified version.

Sales Items.

Printed Tickets.

Booklets & Statistics.

Track Cleaning Vehicle.

New Rolling stock.

Refurbished Rolling Stock.

Many different electronic gadgets etc.

It is not just his great input into the workings of the LVR that he will be remembered. Initially John was not an easy person to get to know but I put this down to his initial shyness. Once you did get to know him he was a most generous, endearing and true gentleman in every sense of the word.

John we shall all miss you more than I am sure you ever realised. Your health got the better of you in the end but you will be a true friend to all that met you and will be commemorated by the many items you left behind. The best memorial I can offer is that we will finish off your various current projects and build the one item you never get round to – a water tower to your favourite design.



London Midland liveried 153325 seen here at Plymouth on 29 June 2011 coupled to First Great Western liveried 155318 is one of two members of the class on loan to the latter operator pending the arrival of further class 150's. Ken Aveyard



In August 1993 Inter City liveried 47835 Windsor Castle takes the Royal Train through Eastleigh. See article by Martin Catford on page 22. Alongside can be seen a Yeoman class 59 on a stone train, and examples of classes 47 and 60 stabled between duties. Ken Aveyard



Pacer 142064 has recently visited Newton Heath for a repaint in base blue ready for transfer to Northern Rail. It is seen here shunting from the maintenance shed to the parking roads at Exeter on 29 June 2011. KA



Seen here at Littleton Colliery are Austerity locomotive number 6 and two further members of the fleet, numbers 8 and 1. This picture taken on 25 March 1961 is part of the WRS archive. See article by Steve Green from page 5.

WRS A59