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WIMBORNE RAILWAY SOCIETY

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DRS 66422 heads a Daventry bound liner train through Stafford on 16 August 2011 on the occasion of a members day out. Ken Aveyard



On the same date postal unit 325015 brings up the rear of the Shieldmuir to Willesden service. Ken Aveyard

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Editorial



I thought for once we'd have a bird on page 3. The falcon from Brush's factory is now at Crich Tramway Museum. In this issue we have more on prototype operation from Don Johnston, a midlands journey, the Ecclesbourne Valley Railway, the final part of the Hunslet J94 story, and a special Tarrant Valley Tales. Answers to the Isle of Wight Quiz and Railways Roundabout round off this issue.

Sit back and enjoy Corkscrew 65. Closing date for issue 66 is 17 November.

Cover Picture:- Single car DMU M79900 is seen here at a wet Duffield station on the newly reopened Ecclesbourne Valley Railway.

Ken Aveyard

The Best Laid Plans.....

by Ken Aveyard

The summer holiday of 2011 was intended to be the one where my brother and I chased around the West Midlands copping the 27 brand new class 172 units in service with London Midland but, as the title suggests, production delays conspired to see the beginning of July arrive with only four completed sets delivered to Tyseley, and two of them were seatless shells for mechanical training.

The holiday began on Friday 8 July when Robert and I made the customary 0430 start for Yorkshire with the intention of parking at Crewe football ground and catching the train to Chester for a few hours looking at buses. I was hoping that stored class 92 92006 would be visible as we passed Crewe Electric Depot but only a handful of stored class 90's could be seen, with 67010 in Wrexham and Shropshire silver keeping them company.



With no intermediate stops a wet Chester was reached in 20 minutes on board Arriva Trains Wales 153323, and the station was host to a handful of dmu's in Northern and Arriva livery. Chester is the southernmost point on the Merseyrail electric network and former southern region class 508 508103 was present on the service to Liverpool.

Our return to Crewe was also on 153323, this time coupled to 150229, following 10 car Voyager 221106 and 221118 which were forming a combined Wrexham and Holyhead working for Euston. From Crewe we headed for Bradford and the start of the holiday proper.

The Model Bus Federation's Lancashire show at Burnley was our Saturday destination, a somewhat expensive day out as we returned with a fresh batch of bus kits for future construction. Sunday was as always a morning visit to Freightliner at Leeds searching for the ever elusive 66595, but still no luck amongst the 16 examples of the class visible.

Monday morning and Colin picked me up for the initial drive to Derby for a look in at Litchurch Lane where three fully completed 172's were present but without any visible identities. One end car of 172344 could be seen as well as numerous single vehicles, and new Metropolitan line trains for LT.

So onward then for the remainder of the day at Water Orton. We arrived around 0945 and the first train passed shortly after with 70003 atop a rake of yellow ballast boxes heading east. Those familiar with Water Orton will know that there is a steady stream of freights of varying types throughout the day. Regular container trains to and from Lawley Street, infrastructure, steel, and oil trains all mix in with the regular diet of Cross Country Voyagers, HST's and local dmu's. Every so often however, something different pops up to add to the interest, and these included Fastline liveried 66304 now owned by DRS but on hire to Freightliner, Shanks liveried 66522 on engineers wagons and two class 60's namely 60096 on oil tanks to Lindsay, and 60049 on a Lanwern to Lackenby steel working, seen below.



Perhaps the strangest working however was 142029 freshly outshopped from a repaint in Northern Rail blue at Newton Heath being returned to Exeter. As the afternoon wore on the familiar shape of an English Electric nose appeared in the distance. The train comprised a pair of DRS 37's sandwiching a single Network Rail coach and the obviously enthusiastic driver coasted towards us until about a hundred yards from the platform, whereupon he opened up the throttle and gave the assembled photographers some serious sound effects.

Shortly after, Colas 47739 headed east with a track machine, and then in a strange manoeuvre a GBRf 66 appeared on the Burton line with a rake of Gypsum containers and a further 66 on the rear. This train came to a halt clear of the junction from Camp Hill and with the aid of binoculars 66712 was identified. The lights were switched to tail lights and the driver climbed down and disappeared, and shortly after the train ran back towards Birmingham. Some time later the entire train reappeared on the Nuneaton line so had presumably run down to Washwood Heath to reverse. 66716 brought up the rear. By now it was approaching eight o'clock so we packed up and drove to our Travelodge a few minutes away from Tyseley station. After checking in we took advantage of the remaining light to visit Tyseley and check out parking for Tuesday, and rather surprisingly finding the ticket office open we purchased London Midland day rover tickets for the next day.

Tuesday morning saw us on Tyseley station not long after 0700 where we were to remain until 0900, the time at which the rover ticket became valid. In the absence of the new class 172's in service, the faithful class 150's formed most of the services. We also saw a single class 153 attached to a three car 150 plus 150214, one of two of the sub class still in two car formation, all the others having been split to make two car 150's in to 3 car units. Tyseley has 16 three car 150's, two of them, 150001 and 150002 are the original three car prototypes whilst the other 14 have centre cars split from the later 150/2 series with gangways in the set ends. Delivery of the 15 new three car class 172's should replace all these whilst the 12 two car units will replace the ten class 150/1's still in two car formation plus 150214 and 150216. By reassembling the 150/2's 30 two car and two three car units will be available for transfer to other operators, whilst three 150's will remain in the area. Chiltern class 168's passed on the London services, whilst a surprise appearance was 66054 heading south on a liner train. Visible on the depot was brand new 172338 which left on a training run to Worcester at 0800.



A further three units could be seen stabled in the sidings and as we rode 150019 from Tyseley to Moor Street, these were confirmed as 172331-333.



150005 has already been reduced to two cars releasing half of 150210 and is seen at Tyseley station in the company of 150102. 150005 is one of three units that will remain for Bedford to Bletchley services and should regain its original identity of 150105.

Ken Aveyard

Our next steed was 150014 on the 0909 from Moor Street to Worcester via Stourbridge Junction where 67012 was stabled on one of the ex Wrexham and Shropshire rakes now used by Chiltern, and 139002 was in use on the branch. As we passed Kidderminster, over on the SVR, Ivatt mogul 43106 was being prepared for use whilst a number of preserved diesels were also visible. Arriving at Worcester at 1010 we saw South West Trains 158880, on hire to Great Western then returned on a slightly delayed 1024 to Birmingham New Street via the Lickey on board 170630 arriving on time at 1113.

The next leg was on Cross Country on the 1133 service as far as Leamington Spa via Warwick where we were due to make a quick connection back north on another Cross Country working but this time via Coventry, where we would change for the shuttle service to Nuneaton via Bedworth. The incoming Voyager was 10 minutes late and we debated whether to change plans and just head for Coventry but decided to go with the original idea. Big mistake as a ten minute late departure from New Street saw us pathed behind a stopping service until it got out of the way at Dorridge after which we sped up but only as far as Warwick, where we again fell behind a local service. Needless to say when we arrived at Leamington the 1212 to Coventry was long gone, and the 1242 to Birmingham goes in via Warwick so we had to wait for the 1312. This did at least give us the chance to have some lunch, but would put our plans back by a full hour, which would have to be recovered by cutting short our evening peak at Northampton. Our later itinerary was to include an hour at Nuneaton between 2015 and 2110 which was designed to coincide with the passing of the 1657 Southampton – Trafford Park.

This was the normal northbound working of the class 70 diagram on which we knew 70007 was working, and which we both needed. When the northbound through line signal went green we expected a Freightliner 66 on a Southampton – Ditton working but the sound of the approaching train was much deeper and to our surprise 70007 appeared.



In the reverse direction, 66594 passed on a liner, before our 1312 to Coventry arrived, on time, dropping us at Coventry station at 1322. Transferring to 153365 for the 1342 to Nuneaton, where we arrived at 1400, we then boarded 350117 working the 1417 to Crewe via Stoke and more importantly Longport where we hoped something would be visible outside the former Marcroft works. It was not to be, as the sidings were empty but as we crept in to Crewe by the LNWR depot, derelict and fire damaged 86633 86635 and 86612 could be seen. With arrival on time at 1538, our next train was the 1549 to Birmingham so Colin took the opportunity to nip across to the Cardiff bays and photograph the power cars from 221144 which are now used by Virgin for training purposes since its centre cars were used to make 221142 and 221143 up to five cars.

350116 took us on the 1549 from Crewe to Birmingham and as we headed south we looked across to see what was on Basford Hall. Most of the locos were too far away to see but as we approached the south end of the yard, 70011 was seen coming off a rake of engineers wagons having just arrived from a Carlisle to Mountsorrel working. For me that was my last class 70 to cop. Whilst we were on the four track section, 70006 headed north on engineers wagons, closely followed by a pair of 86's on a liner, led by 86622.

Arrival in Birmingham New Street at 1647, we boarded yet another class 350, 350238 for the 1653 departure to Northampton. Our target here was as many class 350/2's as we could see, as Colin needed a few whereas I was hoping to see 350267 my last remaining one – we didn't.



The power cars of 221144 are seen here at Crewe on 8 July. Ken Aveyard

There is a stone terminal behind Northampton station, and 66080 was busy shunting there, whilst 66570, 66414, and 70009 passed through on freights. The majority of trains in the peak are of course the 350 units, some on the through services from Birmingham and Crewe but many other trains in both 8 and 12 car formations terminate at Northampton from Euston. Some return empty for another run, but others work forward to the depot which is north of the station. Amidst all the 350's were 321414 and 321417, some of the sets retained by London Midland to release 350's for the Birmingham – Liverpool diagrams.

Our curtailed visit over, we boarded yet another 350, this time 350120 on the 1945 to Nuneaton passing 90019 as we left. After arrival at Nuneaton at 2015 we saw 66542 and 66509 before the aforementioned Southampton – Trafford came through with 70008 on the front. This was closely followed by 66569 and 66134 before we caught our penultimate train of the day 170519 on the 2110 to New Street. This service passes Hams Hall, Water Orton, Washwood Heath and Lawley Street on the way to Birmingham, and 66524, 66590, 66126 and 70009 were seen en route.

Walking from New Street to Snow Hill we caught the 2200 to Tyseley to finish our day out, having seen 67015 stabled in the bay platform for the following mornings London service.

During the day we had made 12 journeys and all but one had been on time although the effect of that one late train was to cost us an hour at Northampton. The one day ticket proved excellent value at £20.

The final day of our trip began with an 0730 arrival at Water Orton. Within 15 minutes we had seen 66590, 66115 and 66572, but then looking at Freightmaster we realised that there were no more scheduled freights until 0930, so we decided to up sticks and head for Nuneaton where we planned to stay the whole day.

Having spent many days at Nuneaton in the past, we knew roughly what to expect. There is a steady stream of Pendolinos and Voyagers on the main line, with principally class 170 dmu's on the Birmingham to Leicester line and regular container trains operated by Freightliner, DRS, GBRf and DBS. There are also occasional surprises that make the day interesting.

We were hoping for something new on the three DRS trains, the morning southbound working didn't disappoint as 66434 still in Fastline livery was on the front. Having seen on the web that 66418 was on the Daventry to Coatbridge cycle, again we were lucky to find it on the afternoon northbound working. The third DRS loco was a non cop, 66420. The latest Pendolino, 390054 was also seen, undergoing final test runs prior to entering passenger service the following Saturday. Two pairs of 86's and four 90's were seen as was 86501 which a few days later was to catch fire and is currently being assessed for repair. West Coast Railway Company 47760 headed north on empty railtour stock, running parallel with 66708 heading for Hams Hall. As I mentioned at the start of this article, I needed 92006 to clear the class and it has been stored at Crewe for a number of years with four others owned by SNCF. These have been purchased by Europorte for channel tunnel transfers and one of the enthusiasts on the platform with us received a phone call and told us that a pair of Colas 47's were taking three class 92's to Cheriton and they would be 92033 92006 and 92018. So the working of the day had to be 47749 atop these with 47727 bringing up the rear.



47749 with 92033 92006 and 92018 heading for Cheriton. Ken Aveyard

To round off the day, and produce a fifth cop, the only 350/2 we saw amongst all the 350/1's on the stopping services was 350267 my last one. Total cops for the three days was 11.

Back to more mundane days out, Thursday was spent in Wigan and Leigh chasing buses, but on Friday Robert and I went to Leeds travelling from Bradford Forster Square on 333006 down the Aire valley. En route we passed a Network Rail overhead inspection train and later in the day the same train was reversing in platform 1 at Leeds on its way back to Derby. Motive power was the royal twins 67005 and 67006.



67005 with the overhead inspection train and 67006 in Leeds.

Christmas 2010, my daughter Joanne had presented me with two day out vouchers redeemable for various things including day tickets for a preserved railway. The only railway subscribing to them was the Ecclesbourne Valley Railway so on a wet Saturday Robert and I drove down to Wirksworth. That day out will form a separate article. On Sunday another visit to Midland Road saw only 10 locos readable from the 20 plus on site and annoyingly another spotter there had a TOPS list that showed 66595 to be in residence but not amongst the readable ones. On Monday Robert and I had one last day chasing buses in Pontefract and Castleford and my final picture of the holiday reproduced below was 144014 leaving Castleford for Sheffield. Tuesday was back to Poole and back to work.



The Hunslet “Austerity” 0-6-0STs:- The Missing Bits.

By T.A.F.K.A.R.G.

(The Archbishop Formerly Known As Reverend Green.)

(With apologies to Prince.)

In Part 1 of this 'ere article, published in Issue 62, April 2011 of *Yon Corkscrew*, one question remained unanswered, until now that is!

I couldn't find anywhere a list of the locos that the LNER purchased that were not fitted with the extended bunker by said company. A chance happening whilst trawling through the interweb led me to a railway forum, where lol!, a list was discovered and jotted down on a piece of scrap paper. Thanks must also go to *STEAM RAILWAY* magazine for an article about 'Austerities', which was featured in Issue 392!

In the article, mention was made that only 17 of the 75 locos, classified by the LNER as 'J94', were not so modified. Below is that list:-

68017/19*/21/24/29/31/32/36/38/40/41/42*/43/44/46/58/59/61.

N.B. This total = 18 locos.

* = later additions, possibly due to a local requirement.

About half a dozen of the 'J94's were equipped with the hopper-type bunker in 1947 prior to nationalisation, including 8074/23/06. The latter of course was doyen of the class and later in her working life had the bunker removed for working the Cromford & High Peak route, see photo in Issue 62 of *The Corkscrew*! The remainder were fitted by BR between 1948-51. This new bunker meant that a rear ladder was also added, and the two rear window coal guards were changed from circular (with horizontal bars) to plain rectangles to accommodate it. (Again see the same photo for clarity of the changes made.)

Of historical/modelling notes, is that all 30 of the ex-GCR allocated locos, at Gorton and Immingham, were fitted with the extended bunkers. The Tyneside sheds of Blaydon, Tyne Dock and Heaton had four or five locos allocated to them at any one time.

On the industrial front, 50 locos were fitted with the Giesl oblong ejector whilst over 100 NCB locos were fitted with underfeed stokers. Most were fitted by the Hunslet Engine Co. at their Works, but a few were dealt with in-house at colliery workshops.

Sticking with the industrial theme, the final member of the ex-LNER 'J94's in service with the NCB was no.68067, which was finally withdrawn and scrapped during June 1972 from Manvers Main Colliery, Mexborough, Yorks.

Dapol first introduced a model of the Austerity in the late 1980s, but if you are after one of these models, then be warned, the first batch featured an error. The centre driving wheel balance weights were modelled in the wrong position. They were modelled in the same position as the outer two drivers, which were/are correct, rather than being off-centre. This mistake was rectified on later batches. The current Hornby model is the same specification as these later batches, and has recently appeared in a variety of LNER, BR, Longmoor Military Railway and industrial/NCB liveries, but to this date, they are yet to appear in an authentic War Department livery! Come on Mr Kohler, sort it out!



68079 seen here at Middleton Top on the Cromford and High Peak line, with additional brake vans for visiting enthusiasts. This picture was taken on 27 June 1964
WRS C938

For those of you who wish to detail your model, “RT Models” make several parts to improve/modify the standard model. They include the oblong Giesl-ejector and “in-fill”, injectors, correct pattern buffer beams, etc.

I hope these articles have been of interest and that you will all now be buying models of these engines or going to see the real things at work up and down the country and not saying “Oh it’s another ‘J94’, great!” From when the original articles were written to when this appears in print, a few more ‘Austerities’ will have been restored to traffic!

Here endeth the lesson. Peace be with you.

A Midland Treat

by Ken Aveyard

As mentioned already in this issue, a Christmas gift had been a pair of rover tickets for the Ecclesbourne Valley Railway, so on Saturday 16 July Robert and I set off in the pouring rain for the main station on the line at Wirksworth. Arriving still in the pouring rain, we were somewhat concerned to find the ticket office door locked, with a notice stating it would open at 1000, whereas the first train departed at 0955!!

Behind the door we could hear voices saying "Try that key; no not that one, the bigger one; well what about that one then? Eventually the door opened and half a dozen wet souls shuffled inside, to find the staff couldn't get the computerised till working to exchange our vouchers for tickets. We began to get a feeling of foreboding wondering what the actual experience would be like, as we trudged across to the island platform where we found former Western region bubble car W55006 ticking over for the 0955 departure up the valley to Ravenstor. After a few moments waiting for the driver we set off up the noticeably steep incline towards Ravenstor whilst a member of the railway's staff explained how the line survived to reach preservation.



55006 at Ravenstor platform. In the background can be seen the incline down which stone was delivered and which now forms part of the High Peak Trail.

Apparently during the 1939 – 1945 war it was impossible to get sugar cane, which had to be imported, and the stone quarried in the area was used in the processing of sugar beet. After getting a soaking taking the previous picture we returned to Wirksworth with an invitation to sit in the rear cab.



Your very wet editor sat in the rear cab of 55006.

Robert Aveyard

The railway is operated in two sections with the southern leg running from the opposite face of the island platform at Wirksworth. The same driver works both trains and for this leg of our journey we travelled in the jewel in the crown of the railway's rolling stock, Derby lightweight single unit railcar M79900 one of two originally used on the Banbury to Buckingham service and which survived by becoming Test Car Iris.

Our same guide gave us a running commentary about the line on the thirty minute journey, which is punctuated twice by the need to alight from the train to operate manual level crossing gates. Stray sheep can also be a problem, we encountered them on the way back.

The railway has a sister company that rents the railway out during the week for testing which has seen on track plant, adhesion testing, wagon trials, and most lucrative of all film work. The recent television series Five Days featured railway scenes filmed on the line, and the proceeds from this contract paid for

the refurbishment of Wirksworth station platforms. Whilst the line no longer has a connection with Network Rail at Duffield it can easily be reinstated, and the railway has installed a passing loop there equal to the maximum length of any possible future stone trains should the need arise.

One thing the railway had done prior to re-opening is to relay long sections of track and the rotten sleepers could be seen stacked up in places alongside the line. One interesting fact was that most rail corrosion could be found underneath over bridges where winter salt laden water dripping on the rails had accelerated the problem.

At Duffield there is cross platform interchange with the Midland main line and the railway has a small ticket office and tea bar. Trains are timed to meet both north and south bound local services between Derby and Matlock and at least once a day a London service stops at Duffield so the station announcers take great delight in announcing the train to Duffield as having connections to Matlock, Derby and St Pancras. Through fares are available to any East Midlands Trains station. Whilst we were there 156401 arrived from Derby and deposited nearly 20 passengers with through tickets. See picture below.



Following our return to Wirksworth we retired to the buffet which is situated in a former Gatwick Express luggage van for a very nice bacon sandwich and cup of tea. Whilst we were doing that 79900 was taken down the yard and returned attached behind Metro Cammell 51188. We were glad that despite the weather we had been able to travel in the front of the historic unit with the excellent view through the massive windows. The railway has a number of other DMU vehicles, and also class 31 diesel 31414. There is an industrial steam loco which is used on special occasions as the railway has not yet got a resident steam crew.

With the rain still falling but the sky looking better we left for our second destination of the day, the National Tramway Museum at Crich. As we arrived the sun finally broke through so we were able to walk around without getting a soaking.

There were three trams in service during our visit, Johannesburg 60 and Glasgow 812 both of which we sampled plus a Vienna single deck tram with wheelchair access. Later in the day Blackpool standard 40 came out on a driver training run. Since my last visit to Crich which must have been around 1988, much of the old dusty areas around the tramway have become overgrown with vegetation, although the quarry itself is still in production further up the valley. A number of additional old buildings have been relocated to the street scene, including a public house, sweet shop, and tea rooms. The shop is a little depressing, although it carries a large selection of tramway books with a tendency towards the academic side of things, with the usual tourist fare alongside. The most impressive building is the new exhibition hall which portrays the history of tramways from horse through steam to the modern day including examples of trams that wouldn't look out of place on a modern system such as Leeds 601 seen below.



There are also large numbers of artifacts such as tram stops, tram pole finials, roadside junction boxes, and examples of track and overhead. Perhaps the largest item however is the massive gilded falcon that stood over the Brush works at Loughborough.



Blackpool standard car 40 passes the hotel whilst on driver training duties. Note the road laid with traditional granite setts. Ken Aveyard

The main tram depot was filled with examples from all over this country and the world at large and the workshop viewing gallery shows the massive amount of work that goes in to restoring such magnificent vehicles. Those involved in the reconstruction of carriages on preserved railways would recognise the construction methods used in tram bodies.

The rain had held off and the sun had shone so after a visit to the tea rooms for a cuppa, it was time to head back to Bradford and reflect on the day.

Would I recommend a visit to the Ecclesbourne Valley Railway? Yes I would. We perhaps had our visit spoiled by the rain, but this railway has a plan. The restoration of the line and stations and their links to the surrounding areas has taken precedence over other aspects of the accommodation such as the booking office and shop which are a little basic. They could do with regular steam operation to boost trade in the future, but only when the sums add up. Where they scored for me was in the staff's enthusiasm and commitment to the project, and the fact that we felt as though we were welcome guests on their line and not just people who get in the way of playing trains, but have to be tolerated as they bring the money in. If you are in the area and can pay them a visit you should do so. You won't be disappointed. (Even if it rains!!)

Somerset and Dorset Special Train at the W.S.R.

By Dave Round

As I sit and write this report, I am looking at the sun emerging from a mist bank and illuminating my hobbies room, with glorious light. Seems strange that yesterday, the whole area was affected by severe storms and the loss of the first day's flying, at The Bournemouth Air Show. Our plans to enjoy the various events throughout the summer, are often affected by weather and travel!

Happily, each year the S and D Trust as part of their running agreement, with the West Somerset Railway have a summer "members day", with a special train from Bishops Lydiard to Minehead. The Blandford Museum Railway Club, once again, received an invite to this event and for £25 we had a super coach trip and a round trip on the Railway as "guests," behind the 7F.

Indeed with some forward planning, a visit to Minehead (sounds like a pub to me) running sheds was arranged, with a guide to explain the latest developments with the newly named Norton Manor and Bullied Pacific, Braunton. We saw the Manor (7828) last year, as a set of frames. Now some 3 months from re-entering traffic, this locomotive was renamed from Odney Manor to Norton Manor, in honour of the fighting men of "40 Commando" who are near neighbours to the railway, at Norton Fitzwarren.

Bullied Pacific Braunton was split from its tender, for the fitting of air brake equipment, to allow mainline running in the future. When you look at all that pipe work in that cab, you start to appreciate why it costs so much to restore a Pacific locomotive to steam. It will be nice to see her go mainline sometime in the future. The other advantage is of course being air braked she can take over stock of off rail tours at Bishops Lydiard for a trip on the line whilst the tour locomotive is serviced.

With time on your hands at Minehead, there are several things you can do. Obviously lunch (normally fish and chips!), with a trip on the bus to sample Exmoor or a visit to Dunster Castle are the most obvious ones. Or if you wish, more rail travel long the line to see Washford Museum and other stations. Well as you can imagine the day soon passed and our departure time of 16 55 arrived. The 7f return trip being "non stop" soon got us back to Bishops Lydiard (1 hour 7 minutes) ready to depart for home. Our coach from JFS Travel of Blandford, had us back in Blandford for 2015 having run via Yeovil and Dorchester for setting down purposes.

Well we look forward to next year when hopefully once again, we shall be invited to "the members day, special train service" along the 22 miles of the West Somerset Railway.

Towards More Realistic Operation - Part 2

by Don Johnston

In Part 1 I tried to show how signalling regulations would affect the running of trains from a modeller's point of view. It was not comprehensive and no doubt there are many of our Society members who know more about the subject than I do. If they can be tempted to impart their knowledge we could all probably learn from them.

In Part 2 I'll mention whatever springs to mind which may be of interest, particularly for members who didn't have the opportunity to know the last three decades or so of the steam railway and in Part 3 I'll try to show how other rules and regulations affected marshalling and the running of trains. It wasn't until the mid 1950's that the UK showed many signs of recovery from the war. Food rationing ended in 1954. There were no motorways and there was much less motor traffic. Most new cars were for export to help the balance of payments. There were no vehicle MOT tests and a lot of old vehicles as a result. Conscription for National Service in the armed forces didn't end until 1960. Most people used a coke or anthracite fired kitchen boiler to heat water and had an open coal fire in the living room. This meant that appropriate fuel bunkers or sheds were usually placed near the back door. Central heating was not often fitted in ordinary houses. Outside toilets were still quite common in some areas. In towns and cities there were still a few weed-strewn bombsites and buildings were pretty grimy caused by the smoke of generations. The first Clean Air Act came into force in 1956 requiring domestic premises to use smokeless fuels in certain towns and cities. I suppose this was partly the reason why, up to the mid 50s, there weren't many houses painted white compared with today. From what I remember most of them were green and cream, maroon and cream, cream, brown or black. Quite often glazing bars were white. There were no such things as UPVC windows and doors. It is this background that we should try to convey when we build a model of the 1950-60 period. Other periods obviously had different characteristics. On the railways the vast majority of freight wagons were unfitted open mineral or general merchandise wagons and there were far fewer vans than you might expect. You wouldn't often see specialised wagons unless there was a particular industry along the line that required them. Unless you were viewing a line running between two major centres you were unlikely to see many block trains either. If you want to have models of unusual wagons, a suitable location would be a quayside in a major port in the days before containerisation. The downside is that, even in the 1950-60s, the average general cargo ship was 450-500 feet long (that is about 6 feet in 4mm scale). In one port I found that loading a 24 ton boiler onto a 35 ton bogie wagon is not a good idea if it says on the side you can't see "NOT MORE THAN 5 TONS."

On the same theme, an error sometimes seen on a model railway is when a goods yard crane is positioned so that it can't plumb a load on the rail wagon and/or has a jib too short to lift the load. Sometimes the road transport wouldn't have sufficient room to manoeuvre into position for the load to be transferred to it. A 5 ton crane is no good for a 10 ton load. Sometimes seen on a model, but unlikely to happen in real life, is a heavy load put on the ground alongside or even out of reach of the crane. If the real crane was "handomatic" the yard staff certainly wouldn't want to lift the load more than once if they could help it.

There are a couple of rules concerning platforms that are sometimes modelled incorrectly:- The first relates to whitening platform edges. It states on page 108 of my General Appendix. "The edges of all passenger station platforms, but NOT the edges of the ramps, must be kept whitened, except in those cases where the station is open only during daylight hours or where special dispensation is given". The second is stated in the 1950 Rule Book. "Rule 21 (a) Luggage and parcels must not, where the width of the platform will admit, be left within 6 feet of the edge of the platform; platform trollies, barrows, &c., not in use must be kept back close to the buildings or to the wall or fence at the back of the platform, with their handles so placed as to avoid the risk of persons stumbling over them. When not in use they must be so secured as to prevent them moving".

The Railways Act of 1923 required the railways to be common carriers, i.e. to carry any load presented to them and to charge for carriage at previously published rates however uneconomic this might be in the circumstances. This was not overturned until the 1962 Transport Act that was agreed by Dr Beeching. This meant that part loads or single wagon loads were common during the intervening period. Most goods were still carried long distance by rail until the early sixties and then distributed locally by road. This affects our models. At a through station you need to know the major types of freight likely to be shipped along the lines that pass through the station as well as what is likely to be loaded or unloaded in the station's own yard. Taking Wimborne as an example:- It is a small market town with no heavy industry, mines or potteries. Although it was not an actual junction latterly, it was at one time the most important station in Dorset. It had fairly extensive goods yards where re-marshalling of goods trains was carried out but it probably served a maximum of 5-6000 people so wouldn't generate a huge amount of traffic in its own right. After the direct line via Sway was completed and the S & D cut off between Corfe Mullen and Broadstone came into use the Old Road became a backwater. By 1954 goods services through Wimborne were reduced to about 10 movements a day with trains to or from Salisbury, Brockenhurst, Eastleigh, Hamworthy Junction and Dorchester.

The types of wagon involved were likely to be mundane rather than unusual.

Of course they could have originated anywhere in the system but block trains of steel girders wouldn't originate in Dorchester and while I know the MOD had a fuel depot at W. Moors it is unlikely to have generated long tanker trains through Wimborne as there are no refineries or oil ports between Wimborne and Bournemouth or Weymouth.

There is a photograph in "Castleman's Corkscrew" volume 2 of a fuel train at Wimborne made up of open wagons loaded with what look like jerry cans but this was in 1971 after the line had been lifted at the Ringwood end. For something different, however, there is a photograph in the same book dated 1960 of a standard class 4 on a Brockenhurst to Poole mixed freight with about 10 Presflo cement wagons in the make up. Photographic evidence of goods trains is not as common as that of passenger trains. Most photos concentrate on the locomotives anyway so they are not a lot of help.

At Wimborne there were 5 ton cranes in both the Up and Down yards. In the down yard there was a goods shed and various stores for Dorset Farmers, Silcocks, etc. as well as coal bins. I don't remember forklift trucks becoming commonplace until about 1960 so Palvans and pallet loads were unlikely in any but major freight terminals. Shipments requiring a strong back and 2 or 4-wheeled barrow would have been more usual at a place like Wimborne. Wimborne had a cattle market and cattle dock so cattle wagons are required. As well as cattle there were also sheep. I don't know if pigs would have been seen in the pens as well. Market day was Tuesday, I believe, but I don't know how many other days would be taken up transporting the animals to and from the market. Vans for fertiliser, cattle feed, etc. would be seen frequently as well as open coal and general merchandise wagons plus some vans for fish, meat and other requirements for local retailers. There might have been wagons with agricultural implements that would have required the use of the cranes. Conflats with container loads were another possible wagon type. However if the load was more than 5 tons a mobile crane would have to be hired in. Some of the traffic would have been seasonal. I don't know what produce the local farms shipped out through Wimborne. According to Michael Webb's book, during the war sugar beet was sent out via Uddens and the Forestry Commission shipped pit props through Wimborne. Hopefully our members might know of other possible loads. The gasworks siding was taken out of use on 10.3.36 so I assume gas production ceased at about the same time and the gasometers were only used thereafter for storing gas from the grid until they were dismantled much later. If this was the case, inward coal shipments would be for mainly domestic use. During the war the coal merchants were, according to Michael Webb, Mr Farwell who delivered by horse and cart and Mr Blaney who used an ancient Morris Commercial. I don't know if they were doing the same into the 1950-60 period. General merchandise was often dealt with in the open yard by direct delivery to or from road transport. Although sometimes seen on models, goods were not usually left on the ground where they could get damaged or pilfered.

Tarrant Valley Tales, Part 12.

By Stan Lee Unwin (SLU), Capt. Winkle Jnr (CWJ) & Colonel Mustard (CM).

As promised in the previous edition of TVT, this issue is something worth savouring. Two new contributors have been brought on-board to bring you the latest news and views and we are indeed fortunate, nay honoured, to welcome Master Unwin to the ranks of writer. Many of you will know his late, great grandfather whose own words of wisdom graced many a film, etc. Deep joy.

Are you sitting comfybold two-square on your botty? Good, then it is time to begrail.

Car Crash Injures Race Ace.

Once a polly tito, Tim O’Glock, the local motor racing ace, born in Muff, Co. Donegal, was driving down the roamer following the roucus of the Ribbage Tarrant one afternoon when he suddly felt a strange vibrail coming from the right-hand sigold of his car. What happened next was a terribold accident. It had been raining and unfortunately he lost control of his car and ended up upside-daddle, backwode, trabbered in the garbage of Anita Bush, who had only just won this years’ Best Kept Garbage Award. On hearing the noise, she flew out of the back dorm and raced huffalo-dowder the garbage path to find the car on its roofus rackus lying in the prize-winning flower bedder. Everything was a complete mess, the car was a write-off, but luckily Tim managed to escape with only cuts and bruises. Mrs Bush was not impressed and wanted to discuss the farflummers viabilly of some sort of compensation. On the other emma, things could have been a lot worse for Tim and it is lucky he didn’t do a snufflode.

When questioned by WPC Laura Norder as to whether he had had a brewflade, he replied “no” but remarked that his Pirelli tyres were usually “outstandifold in the wetty grippers” and couldn’t understab what had happened. (SLU)

The time is scale for our next breaking news story, following on from one of the articles in TVT Part XI in Issue 64, August 2011:-

Little Railway Hits The Big Screen.

We can exclusively reveal that the first book in Kay J. Growling’s mouth-watering saga is to be turned into a full-length feature film. This franchise will eventually encompass all seven stories over a ten year period. Even better news for the local economy is that the railway sequences will be filmed along the Tarrant Valley Railway!

The plot, without giving too much away, revolves around our intrepid young trainspotter, Gary Photter, up against the evil philosopher, C. Stone, whose plan is to brainwash everyone until they are bulleid into liking cans of spam. (Fans of Monty Python look away now!)

For the railway scenes, one of the T.V.R.'s engines, green liveried Baldwin 4-6-0PT No.6 "Sir Brian" (Built 1916, Works No.44657) is to be repainted into LMS big red shunting engine colours and renamed "Hogroast Hall". Computer generated images will be used for the landscapes, as rolling Dorset chalk and farmland aren't considered to be spectacular enough.

Filming will start early next year and there will be an opportunity for some local residents to appear as extras in the movies. Application forms can be downloaded from our Society's own website, just follow the links. (CWJ)

Police To Launch New App.

WPC Laura Norder has been a busy person. She has recently set up the local police forces' internet-based crime busting website. To be called the independent Police, Local, On-Demand service, or iPLOD, she and her colleagues hope this will be a useful tool for residents to use in reporting acts of vandalism, crime, graffiti, etc. It goes live from next Monday. (CM)

New Community Centre To Open.

The long awaited opening of the Valley's new community centre takes place this coming Saturday at 2pm. Having taken six months to complete, it replaces the very dilapidated building which was originally opened in the 1970s. This new building is on the opposite side of the road to the old building, which has been demolished to make way for a larger car park. The building, called the Dale Allen Centre, is named after the one-time local councillor, who died recently after a short illness. The current local government official, Lib Dem party member Russell George, will be on hand to formerly open the new centre. (CWJ)

Well, Well, Well.

Construction of another kind has also hit the headlines. Following the discovery of a spring, which also feeds the River Tarrant, a circular hole in the ground is to be excavated. It will be lined with brickwork and topped by a decorative "porch" to enable local residents to either throw coins into and make a wish or hoist the spring water up in a special bucket. Local builder Doug A. Pitt, when asked to describe what he thought of the job in hand, said that it was going to be "well boring." (CM)

WiFi Is Here!

The Wimborne independent Film institute (WiFi) is to hold its first ever festival next month, featuring young film makers from local schools. This showcase has been set up so that would-be film stars can show off their talent, and perhaps help them on their way to realise their ambitions.

(CM)

Chain Of New Shops To Open.

Two local businessmen have joined forces to start up a chain of coffee shops through the Valley. Ken Coe and Peter Graham Tips' plan to open one shop per Tarrant village to help increase visitor numbers and to create some local jobs for residents. The first shop will open in Tarrant Crawford, near to the biscuit factory, next month. Well known French chef Gordon Bleu will be supplying the fine food that will be on offer in all of the coffee shops. (CWJ)

That's about all this time round. A special thank you to our three contributors for this edition. Until the next time, goodlibilode.



One of the visiting engines at the recent Swanage Railway steam gala was GNR N2 class 0-6-2T 1744 latterly at the Great Central, and Worth Valley Railways. Seen here on the Swanage turntable with 6695.

Dave Round

Letter to the Editor.

T. Bull,
Alphabet Street,
Kenave Yard,
Tarrant Monkton,
Dorset.
September 2011.

To The Editor,
Corkscrew Magazine,
Wimborne Railway Society.

Dear Sir/Madam,

Ref. Issue No.64, August 2011.

I am writing to you on behalf of my client, Mr Oxlong, whose name was, I understand, deliberately left off from his contribution to the "Tarrant Valley Tales" in the above edition of your in-house magazine, The Corkscrew. This has put him in a very difficult situation, as having not been credited with compiling T.V.T. XI, he cannot prove it was his work and so will not be paid.

I would appreciate your un-divided attention towards this matter and expect a prompt reply, in addition to a written apology and his payment due in full, in cash only please.

I must also advise you that he has decided NOT to write for this mickey-mouse magazine again in protest, and will take his work elsewhere.

Yours faithfully,
Signed on behalf of Mr Oxlong,

Terry Bull
Terry Bull.
Solicitor.

"Specialists in people with unfortunate names. Remember,
you're not to blame for your name."

RAILWAYS ROUNDABOUT

JULY :- The second of the regular “Dorset Coast Expresses” (DCE) ran on Tuesday 12th. Following the lack of a second steam loco’ in Week one when a 37 hauled the return train from Weymouth. Week 2 saw the very first Standard locomotive No 70000 “Britannia” make its debut in Dorset. The down train was worked by 34067 “Tangmere” which passed Poole 15 minutes early at 12.47. The late arrival of the water bowser into Weymouth saw the return train leave 63 minutes late behind the Black Brit’ No 70000 with, by all accounts, “Tangmere” giving its all banking up Bincombe. “Britannia” passed Poole at 18.20 an hour late on booked time. On the same day Freightliner’s 66552 worked to Wool with the empty sand wagons. Thursday 14th sand empties arrived into Dorset four hours later than normal at 20.00 behind No 66619, the ensemble having run from South Wales to Theale in Berkshire where the wagons were discharged. Leaving Theale with the empties at 15.00 No 66619 headed for Wool via Westbury, Salisbury.

Week three of the “DCE” on Tuesday 19th brought “Britannia” back to Dorset on the down working. Later in the day 34067 “Tangmere” worked the up train ably assisted by No 70000 from Weymouth to Dorchester South. From that point “Tangmere” set out alone and put in a brilliant performance, from a standing start she passed Wool 11 minutes later. (South West Trains fast services take 13 mins start to stop). Next on “Tangmere’s” agenda was Parkstone bank What bank ? ? “Tangmere” stormed it, this was probably the fastest steam ascent of Parkstone since the end of Southern Steam in July 1967 ! Steve (Reverend) Green and Alan Worth were both aboard for this meteoric run.

On the same day No 66552 was noted on the Wool Sand, later that week (21st) No 66546 worked a repeat 15.00 Theale to Wool (see above) which as before passed through Poole at 20.00. Two stone trains ran to Hamworthy during the week (21st & 22nd) Class 59’s Nos 59001 and 59102 respectively worked the trains.

Class 73 No 73212 arrived into Poole at around 18.00 on Monday 25th towing preserved 4Vep e.m.u No 3417, having run round the unit in Poole yard the ED took it to Branksome Depot. Week Four of the DCE’s (26th July) had A4 Pacific No 60019 “Bittern” at the head, but on this occasion running as blue liveried LNER No 4492 “Dominion of New Zealand” complete with valences fitted over the driving wheels, her second tender was also in tow. As there was no second engine available to work the return trip Class 37 diesel No 37516 was attached on the rear. With roles reversed this engine returned the train complete with the A4 on the rear from Weymouth to Southampton. At this point the “Blue Freak” worked the train forward and back to London via Romsey and Laverstock loop.

Two Wool sand trains ran during the week utilising No 66610 (19th & 20th) while No 66552 ran on 21st (working empty from Theale once more) and up loaded on 22nd).

On Wednesday 20th a test train worked by top and tail ED's Nos 73138+73107 ran from Eastleigh to Weymouth before returning to Poole station (arr11.30). Reversing direction the train ran to Hamworthy Goods with the ED's using diesel power, the return to Eastleigh saw the train pass Poole at 12.10. The following day TWO more test trains worked into Weymouth arriving and departing via Yeovil and Dorchester West. One train was worked by Class 31 No 31602 and the other was the NMT yellow HST. On Sunday 31st 34067 "Tangmere" followed this route with a special from Bristol.

AUGUST :- The 75th Freightliner Class 66 to come to Dorset arrived on Tuesday 2nd when No 66553 worked the Wool Sand empties. Earlier in the day A4 No 60019 "Bittern" running as 4492 ran to Weymouth with the 5th DCE. The up working was with No 34067 "Tangmere". Sunday 7th had Preserved Hastings d.e.m.u. No 1001 arrive in Poole at 12.00 with and excursion from Hastings. After visiting Branksome depot for servicing the unit returned to Poole for a 17.10 departure back to Hastings.

August 9th saw the sixth DCE worked by the intrepid pair of 34067 "Tangmere" (down) and 60019 "Bittern" (up) plus 66515 working the Wool Sand empties. Number seven of the DCE's on the 16th saw the regular pairing of "Bittern" and "Tangmere" in action. On the return No 34067 put up yet another sparkling run and waltzed up Parkstone Bank with ease. A few minutes before at 17.00 the Wool sand empties ran down through Parkstone an hour late behind No 66511. Sadly next day (17th) the Poole to Bristol steam special worked by No 70000 "Britannia" suffered a two hour delay on the return trip. Having worked outward without a hitch, problems with the ashpan damper on the return working saw the Brit' run out of water at Warminster. (The damper was left wasting water) Class 59 No 59203 towed the train back to Westbury where 70000 was detached and deposited in the yard. The 59 then worked back to Poole arriving at 21.55 instead of 20.10. Earlier in the day the pretend A1 No 60163 "Tornado" worked from Victoria to Weymouth with a special in conjunction with Weymouth Carnival, it passed Poole at 13.00. "Tornado's" return to London was via Salisbury following servicing at Yeovil, the tour was worked from Weymouth to Yeovil by Class 66 No 66101. Class 59 No 59002 worked three stone trains to Hamworthy during the week on 17th, 18th and 19th.

Our valiant duo of "Tangmere" and "Bittern" worked DCE No 8 on Tuesday 23rd, No 34067 going down and 60019 (4492) returning in the evening. Two days later (25th) EWS/DBS supplied Class 66 No 66006 to work the Hamworthy stone train.

DCE No 9 on the 29th had 60019 (with two tenders) working the train down and 34067 the up train. On this occasion 60019 (4492) after banking the train to Dorchester ran light to Weymouth, collected its support coach and then ran light to Eastleigh. The following day Wednesday 30th saw the A4 work the 08.05 Poole to Bristol and return steam special, again the A4 had two tenders. The use of two tenders when working tender first reduces the driver's visibility and as such throws up an oddity. To overcome the problem a man is positioned in the open corridor connection of the 2nd tender where he has an emergency brake handle at his disposal. This spectacle was noted when the loco' returned the e.c.s. of the special to Eastleigh later that day.

SEPTEMBER :- Poole had another visit from the A4 on the 1st when it ran through at 14.45 with both tenders and support coach heading for Swanage. On Friday 2nd DBS liveried Class 59 No 59206 worked the Hamworthy stone train. Saturday 3rd saw the Sand empties run to Wool behind No 66953, on this occasion they arrived from Theale, Berkshire. The same loco' took the loaded train to the usual terminating point of Neasden on Monday 5th.

DCE No 10 should have seen No 30777 "Sir Lamiel" work the train to Weymouth, sadly the Arthur was out of action following the spate of fires it set off along the ECML when coming south.



70013 passes a wet Poole on 6 September.

Ken Aveyard

Therefore on a very wet and windy 6th Britannia No 70013 "Oliver Cromwell" headed the train complete with Class 47 No 47580 attached to the rear. Later that evening the 47 towed the whole train including "Oliver Cromwell" to Southampton, on arrival there the Brit' worked the train back to London via Laverstock and Andover.

On Saturday 10th the Wool sand empties came down to Dorset from Bow Olympic site (London) behind No 66524.

The final Dorset Coast Express for 2011 ran on the 13th when No 70013 "Oliver Cromwell" worked the train from London to Weymouth. Class 47 No 47500 was attached on the rear and headed the return train from Weymouth to Southampton allowing 70013 to head back to London via Andover. Also on the 13th A4 60019 running as 4492 left Swanage at 14.00 heading light to Eastleigh. Next day the A4 worked the Poole – Bristol and return "Bath Spa Express"

SWANAGE RAILWAY :- On Saturday 23rd July the railway "kicked off" their summer (two engines in steam) service, loco's in use were No 34070 "Manston" and Standard 4 No 80104. On Monday 25th July "Manston" was withdrawn for maintenance. She was positioned on the turntable, split from her tender and turned, then under her own steam and tender less backed into the engine shed to receive attention. Also on this day ex GWR 0-6-2T No 6695 returned to service, taking "Manston's" place in the roster.

During Swanage carnival week (1st to 7th August) to cater for expected extra passengers the railway ran 6 coach trains utilising 3 locomotives. Each train changed loco's at Swanage with all three of the railways working tank engines 6695, 30053 and 80104 doing the honours. On Wednesday 29th August Class 33 No D6515 (33012) taking Standard tank No 80078 from Swanage to Norden.

On arrival at Norden No 80078 was put aboard a low loader and taken to the Great Dorset Steam Fair. On Friday 2nd September A4 No 60019 "Bittern" running as 4492 "Dominion of New Zealand" arrived on the railway to take part in the railway's steam gala. The second visiting gala loco' Class N2 0-6-2T No 69523 arrived by road on Wednesday 6th September. This engine is painted in GNR livery numbered 1744.

The Gala itself took place over the three day period of 9th, 10th and 11th of September. The weather for the first two days was not particularly conducive to photography being a mixture of low cloud, mist and heavy rain showers. On day one and two the A4 disgraced itself with minor faults which lead to some late running. On the Friday it appears faulty injectors were to blame, whilst on Saturday the EJECTOR "played up". As a consequence the engine could not "blow off" the train brakes, at which, enter the SOUTHERN in the shape of M7 No 30053 which took over the A4's train. Minor problems aside the Gala was a resounding success to all who made it happen.

For some of the above information I am indebted to Alan Worth, Fred Worth, Steve (Reverend) Green, Ken Aveyard and internet site wrgen

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

By Steve Green.

The question is; how did you get on?

I have **highlighted** where all of the answers are, revealing the remaining letters which spell out "Locomotives based on the Isle of Wight". The locos and names/numbers are listed below:-

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

MEDINA = SR/BR No.1, YARMOUTH = SR/BR No.2,

RYDE = SR/BR No.3, WROXALL = SR/BR No.4.

All ex-LBSCR 'E1' 0-6-0T's.

FRESHWATER = FYN No.2/SR No.8 ('A1' Terrier) + BR No.35 (O2).

FISHBOURNE = SR No.9 ('A1X' Terrier) + BR No.14 (O2).

COWES = SR No.10 ('A1' Terrier) + BR No.15 (O2).

NEWPORT = SR No.11 ('A1' Terrier) + BR No.34 (O2).

VENTNOR = SR No.12 ('A1' Terrier) + BR No.16 (O2).

CARISBROOKE = SR Nos.3 + 13 ('A1X' Terrier) + BR No.36 (O2).

BEMBRIDGE = SR Nos.4 + 14 ('A1X' Terrier) + BR No.33 (O2).

SEAVIEW = SR/BR No.17, NINGWOOD = SR/BR No.18, OSBORNE = SR/BR No.19,

SHANKLIN = SR/BR No.20, SANDOWN = SR/BR No.21, BRADING = SR/BR No.22,

TOTLAND = SR/BR No.23, CALBOURNE = SR/BR No.24, GODSHILL = SR/BR

No.25, MERSTONE = SR/BR No.27, ASHEY = SR/BR No.28, ALVERSTONE = SR/BR

No.29, SHORWELL = SR/BR No.30, CHALE = SR/BR No.31, BONCHURCH = SR/BR No.32.

The missing loco was: WHITWELL = SR/BR No.26.

All of the above locos are ex-LSWR 'O2' 0-4-4Ts, except the first seven as indicated, which were the ex-LBSCR 0-6-0Ts.

Plus:-

FRESHWATER = FYN No.2/SR No.8, also ran as BR No.32646.

FISHBOURNE = SR No.9, also ran as BR No. 32650.

NEWPORT = SR No.11, also ran as BR No.32640.

CARISBROOKE = SR Nos.3 + 13, also ran as BR No. 32677.

BEMBRIDGE = SR Nos.4 + 14, also ran as BR No. 32678.

Note:-

All Isle of Wight locos' running numbers were prefixed 'W'.



A sight not often seen at Water Orton. Pacer unit 142029 proceeds south fresh from repaint in to Northern Rail base purple at Newton Heath, and en route for Exeter for a few months further service before returning north again. See article from page 4. Ken Aveyard



A4 pacific 4492 Dominion of New Zealand (Bittern in disguise) was one of the visiting engines at the Swanage Railway's steam gala in September. As reported in Railways Roundabout problems with the ejectors at Norden meant the loco was unable to create a vacuum for the coaching stock, and had to be towed back to Swanage by 6695 for attention. Dave Round