

# THE CORKSCREW

Newsletter of the

# WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 68

April 2012



***24 February 2012 saw two freights in quick succession pass through Poole. An extremely late running PW train conveying surplus rail from Weymouth was pathed behind the normal sand train. Colas rail were the suppliers of traction for the PW train and 47749 Demelza was at the head of a short rake of bogie flats. Ken Aveyard***



***Bringing up the rear was dead 66847 in the new Colas Rail Freight livery. This loco may well have visited Poole on the aforementioned sand train in its former guise of 66574. Ken Aveyard***

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George Russell....Jim Henville....John Hale.....Iain Bell

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

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### **Editorial**

We begin this editorial with an appeal for assistance. Many of you will know that our Exhibition Manager Steve Green is a signaller at one of the boxes due to be closed as part of the Dorset resignalling taking place over the next couple of years. Because of this Steve feels he must stand down from the role of Exhibition Manager as he may have to relocate elsewhere and it is better to make that decision whilst there is still a full year to go. If any member feels able to offer himself for that position, or for membership of the exhibition committee please contact Chris Francombe. As members are no doubt aware, next year we should be using the new Queen Elizabeth School.

As members will know, all fully paid up members by the end of February cut off for renewals are entered in to a draw for their membership to be refunded. This years winner was David Bayman.

In this issue of the Corkscrew Colin Stone regales us with a visit to India where, to paraphrase Oscar Wilde, or Shakespeare or somebody, "the world fell out of his bottom", Steve Green continues his series on narrow gauge industrials with a look at the Hudson Class G tanks, yours truly describes the annual St David's day trip to Wales and a somewhat anti-climactic loco cop, whilst John Webb describes the rather fraught saga of Gretton and Wenlock at the Watford exhibition. We have a follow up on unusual locomotives in the Wimborne area from Alan Trickett, our usual Railways Roundabout, and an even more fiendish quiz from The Reverend plus details of forthcoming steam railtours in the south west.

Sit back and enjoy Corkscrew 68.

Items for inclusion in Corkscrew 69 should reach the editor by 17 May 2012.

Cover Picture :- For Corkscrew 68 we return to steam and to GWR 6800 class number 6849 Walton Grange seen hurrying an express through Bodmin Road on 22 July 1958.

WRS AC39

# INDIA FOR STEAM 1975

By Colin Stone

Having “enthralled” you with six episodes describing tours I made to South Africa chasing Steam Locomotives I now offer you the following article concerning a tour to India undertaken in November 1975. I have titled the article INDIA FOR STEAM 1975, I was tempted to subtitle it “A Shit Tour” ! ! The reason why will become apparent as the tale unfolds, however for the sake of decency I will henceforth substitute the four letter word with as many other descriptive “*italicised*” words as possible or as S%@T.

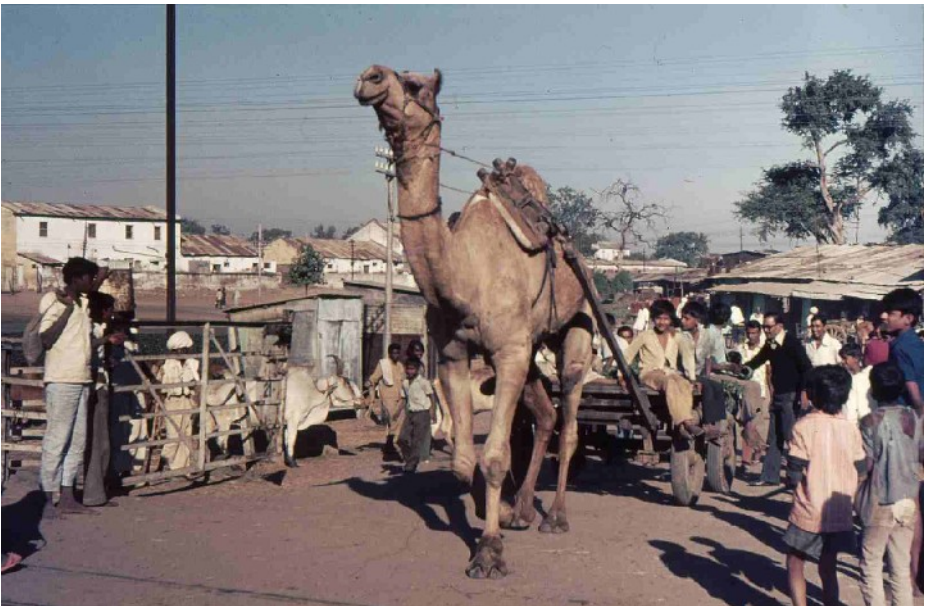
The first two tours I made to South Africa (SA) were organised by TEFS, originally known as “To Europe for Steam”. TEFS became known as “To Everywhere for Steam” following the first SA tour. TEFS was run by a gentleman by the name of Bill Alborough and following on from the great success of the 1974 SA tour Bill decided to broaden horizons and offer his group members a tour to India. The uptake was spectacular and was fully booked within a few days, indeed it was soon oversubscribed. So much was the demand that when Bill contacted the Indian Tourist Board to increase the number on the tour he had to accept that the “overflow” would have to fly out a day later than the initial group, although in all other aspects the increase in numbers presented no problems.

The first part of the group landed in Bombay (now known as Mumbai) in the state of Maharashtra on 7th November 1975. On stepping out of the aircraft the first thing that became apparent was the strong smell of “*effluvia*”. Also apparent was what appeared to be fog but was in fact the smoke from countless “*dung*” fires, hence the smell ! ! We spent the 8th getting acclimatised to the heat and humidity as well as the stink ! Our hotel overlooked a side street of Bombay and it was a bit of a culture shock to look out of the window at first light and see young children asleep on the pavement below our room. My old mate Brian Walker and I were sharing a room and the reason we were up at first light was we were trying to dislodge a noisy chirping cricket which had taken up residence behind a radiator. This little swine had kept us awake most of the night with its incessant chirping.

Later, after breakfast, a stroll along the sea front brought us to “The Gateway to India” a structure similar to Admiralty Arch built between 1911 and 1924 for members of “The Raj” to pass through when coming ashore. Next day (9th) while the second contingent of the group got acclimatised following their arrival. I got my first sight of Indian steam when a small group of us went to Anderhi Junction, soon re-christened “Dead Dog Junction”. This came about when yours truly took up a stance to take a photo’ only to realise I was standing on a rotted, maggot infested carcass of a deceased pooch. To compensate a steady stream of trains passed by on the Indian “broad gauge” of 5ft 6 ins, these were mainly suburban e.m.u.’s interspersed with long distance steam hauled trains.



**Another Indian loco showing British Lines is this class SGC 0-6-0 NO 34181 seen at Calcutta Howrah depot. Colin Stone**



**A sight not often seen at Poole High Street level crossing! A camel crosses the two foot gauge line in Dabhoi.**



Two of these steam expresses gave us the first sight of India's "bullet nosed" Pacifics, the magnificent WP's. On the 10th we all set off by train the 54 miles to Neral to ride the Matheran narrow gauge hill railway. The trip to Neral was a real eye opener, as we departed Bombay numerous natives were spotted "*defecating*" *Al Fresco* ! There seemed to be bare bums in every conceivable location, over ditches, atop walls (the long drop) and even one short drop with a chap perched on the rails of a siding, however those scenes were a bad omen. The Matheran Railway was built to allow the British Governing hierarchy to escape the summer heat of the lower climes. The line climbs on a ruling gradient of 1 in 22 for 13 miles. Motive power was supplied by four 0-6-0T's built by Orenstein & Koppel in 1905. Sadly it soon transpired that I was going to be unable to enjoy its delights as I was coming down with "*Bombay Bum*". Two visits to the kharsi on the train out to Neral was the precursor, alas I now had the "*squits*" !

At Neral inspection of the narrow gauge coaching stock revealed the lack of a toilet. What was even more of a shock was that there was NO toilet on Neral station, as there was no crypt to creep into I too had to go native, behind the local electricity transformer had to suffice. As the group set off to Matheran I returned to Bombay alone, needing the little room twice before arrival at Bombay Churchgate station from where a taxi took me back to the hotel. By now I was brewing up for "*eruption*" No 6, having grabbed the room key I sprinted up the stairs, down the corridor and burst into our room. Remember the noisy cricket ? In the quiet of the day the little sod having emerged from behind the radiator was in the middle of the carpet sunning himself. As the surprised cricket made for the radiator came a dilemma ..... toilet, cricket or both ? I'm no sadist so it was my just my booted foot which I dropped on him ! !

Another Colin, Colin Harrison succumbed to the "*Squitters*" next, we both had a visit from the hotel doctor who gave us an injection to counteract the stomach bug and large bottles of Kaolin and Morphine mixture each to "bind us up". We both missed the trip to the Bombay Harbour Trust Railway system, our trips were just a few steps away from our beds ! Two days later I was well enough for our flight to Ahmedabad, but poor old Colin H. had to travel in a large nappy formed of a hotel bath towel ! ! Ahmedabad in the state of Gujarat was the hub of a large metre gauge rail network, we photographed, and had foot plate trips on the metre gauge services as well as visiting their locomotive depots. Indian depot visits invariably came with an obligatory tea drinking ceremony. Our first depot visit was at Sabarmati Junction, tea had to be taken with the shed foreman before we went round the depot. It was considered a polite gesture by our Indian hosts to offer us tea, similarly it was courtesy for us to accept. A large 2ft 6 inch gauge system, the former Gaekwad of Baroda's Railway was also visited. Locomotives here ranged from ancient 4-6-0's and 2-6-4T's to modern Class ZB 2-8-2's.

Baroda also had an Indian Broad Gauge shed where we saw the handsome, elegant lines of the H Class 4-6-0's, there was no doubt of their British lineage.



***Baroda broad gauge depot is home to a super shine Class H 4-6-0 NO 24296. Its British origins can be noticed in its classic clean lines. Without a cow catcher and headlight it would not look amiss running in the UK.***  
**Colin Stone**

By now the Kaolin and Morphine mixture was coming in handy as one by one, more and more group members succumbed to the dreaded "Lurgi". Over the duration of the trip nearly all of the group called on the two Colin's for a swig or two of it ! Also whilst in Ahmedabad, some of the group visited our room to sample either my or Brian's Beer. Gujarat state is where Ghandi was born, as he was "tea total" Gujarat has been declared a "dry state" in his honour. Alcohol was however available to tourists IF you had a permit, so just for the hell of it Brian and I decided to apply for a permit. I could write a whole article on the performance we went through to get our permits. After about an hour of form filling, Indian bureaucracy and visiting the hotel beer cellar complete with two armed guards we got our ration of 8 bottles of beer each.

Other narrow gauge systems in Gujarat were also visited, in the narrow gauge depot at Dabhoi we met Mr Mohinder Singh the local district locomotive superintendent, at the "tea ceremony" he gave us his party piece by reciting the mathematical symbol Pi to 22 decimal places ! Following this visit we saw our one and only Indian Elephant, albeit captive, and guess what did ? A heap good party trick !

Having done the depot we did a bit of linesiding on the edge of town. Bob Francis and I stood adjacent to two ladies who were collecting still steaming “cow droppings” from the street and patting them into pizza sized pieces for burning on “dung” fires. Having got the correct shape and size the “S%@tty Pattie cakes” were laid out to dry. All this they did most dexterously with their bare hands and at a fair old speed.

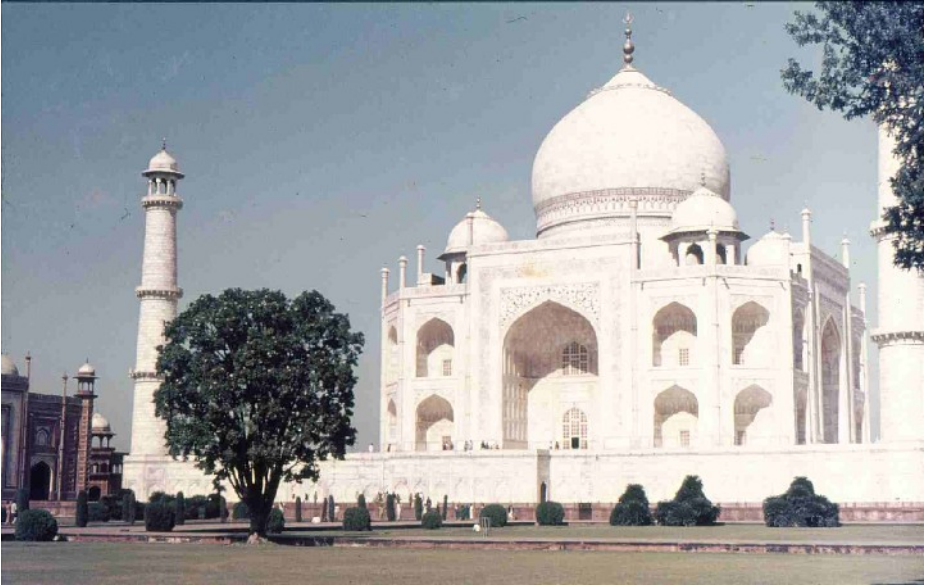


**Seen just after dawn at Barsoi Junction on 19<sup>th</sup> November 1975 is WP 4-6-2 No 7185 of the Northern Frontier Railway. It is at the head of the overnight Calcutta – New Jaipalguri train. Colin Stone**

An overnight train took the group half way across India and deposited us in Delhi. On Sunday 16th November Delhi’s main locomotive depot was on the agenda. As well as WP Pacifics the shed had an allocation of some distinctly British looking 0-6-0’s, they could have passed for LNER J11’s. Next day a road coach took the group south from Delhi heading deep into the state of Uttar Pradesh. Indian’s are supposed to drive on the left as in the UK. In practice they seem decide on a route on whichever side they like and just go, in a nutshell it’s a free for all. Bicycles, motor bikes, motorised rickshaws, cars, lorries, ex London buses all vie for a bit of the road. With a continually bell ringing, horn blaring cacophony, urban areas are a wall of sound. Then just when you think it can’t get any more chaotic a cow wanders into the scene, somehow everyone and everything swerve around the beast and go on their merry way. Cows being cows do what comes naturally and often leave a “nice steaming pile” on the tarmac. On one such occasion most treated it as a roundabout and went around it, not so one poor hapless lad.



Narrow rubber bicycle tyres without a tread didn't find much grip on "the brown stuff" .... Crash, bang, wallop, two heaps in the middle of the road !!! After bringing even more chaos to the scene and getting sworn at into the bargain the chap picked himself, swore back at his verbal persecutors and pedalled off trying to regain his composure.



***The Taj Mahal.. Even hardened "Steam Gricers" took time off to visit this stunning building and were overawed by it. Colin Stone***

Surviving the drive we eventually arrived in the City of Agra for a visit to the most exotic awe inspiring buildings I have ever seen .... The Taj Mahal. Words alone can't describe this awe inspiring building, it was built by the Emperor Shah Jahan as a tomb for his beloved wife Mumtaz Mahal. Standing on a bank of the Yamuna river the building was to have had a Black twin on the opposite bank. On his death Shah Jahan wanted to be entombed in the Black Taj. Although its construction started, work was stopped after his sons had Shah Jahan declared insane, he was eventually laid to rest next to his wife.

Another day in Delhi saw us by the line side on the city outskirts following which the TEFS group took an evening flight to Calcutta (now Kolkata). Situated in West Bengal, Calcutta was established in 1690 on lease from the local Nawab as a trading post of the British East India Company. Two days were allowed in Calcutta, steam here was viewed at Howrah depot and from the lineside. At the end of the second day our group assembled at Calcutta, Sealdah station. The scene on the station concourse was sheer bedlam, the best way to describe the activity was it resembled an ants nest !! Worried about getting our cases and gear etc' nicked we formed up into the British defensive square.

All our bags and cases were placed on the ground and as a group we surrounded them facing outward until we were able to access the platform and our train. If I tell you our train was headed by a locomotive of the Northern Frontier Railway (NFR) you may have an inkling where we were heading ? Our train was the 21.00 to New Jaipalguri where we were to transfer to a 2ft gauge railway otherwise known as ..... The Darjeeling Himalayan Railway.

However I am getting ahead of myself, arrangements were made with the loco' crew for those who wished to footplate the engine. At each station stop two got off, and two more got on the footplate of WP 4-6-2 No 7423. It was quite spacious on the loco' with enough room for the driver, two firemen, two TEFS members and a labourer ! The labourers job was to keep the footplate clean between bouts of firing and pull coal forward and dampen it in the tender as it diminished. Our loco' was quite rough and went banging, crashing, rocking and rolling northward, so much so that when the regulator was opened it promptly vibrated shut, it was therefore hung onto a chain which dangled from the cab roof ! The driver then drove on the reverser, whilst the two firemen took it in turns to fire the engine. Arrival at New Jaipalguri was on a crystal clear day which meant we were in for fine weather for the trip up to Darjeeling.



***Darjeeling Himalayan Railway Class B 0-4-0T No 803 with the TEFS charter forming an extra fourth portion of the daily New Jaipalguri to Darjeeling train on 19 November 1975. Note:- The two chaps on the front of the loco are the hand sanders, the coal pusher/breaker is perched on the top of the loco behind the dome. Also note the TEFS members on top of the coaches and other TEFS lads "grabbing a phot" before leaping back on board the moving train. Colin Stone***

The Darjeeling Himalayan Railway (DHR) was built by British Army Engineers between 1879 and 1881 it followed what was known as the old cart road. Apart from two 4-6-2 tender engines which ran over a plains section of the DHR built 1914 (route converted to Metre gauge in 1950) and a long defunct experimental 0-4-0+0-4-0 Beyer Garratt, motive power on the DHR hill section has always been the ubiquitous B Class 0-4-0ST's. 34 B Class tanks were built between 1889 and 1925 by Sharp Stewart, North British and Baldwin. In 1975 the DHR was still being used quite intensively and the daily train (both up and down) often went in three portions. This was the case on the day of our trip, Loco's Nos 802, 803 and 806 worked the service train(s) whilst our special formed a 4th portion headed by No 792. Each section stood "nose to tail" in New Jaipalguri station. All four portions ran coupled together for the first four miles to Siliguri, this was the last section of the line to be built in 1964 across the flat plains to meet a (then) new Broad Gauge line. At Siliguri the train split and each portion set off at timed intervals, low speed meant if one portion caught up with another it could easily stop in time ! !

Soon we entered Sukna Forest and it was not hard to imagine in days of old that Tigers prowled the area. Once No 792 had taken water ..... it began .... IT was to be the steam hauled trip of a lifetime as our gallant loco' set about doing battle with the foothills of the Himalayas'. Incidentally a B Class has a crew of five, Driver, Fireman, Coal breaker/pusher and two men on the front who hand sand the rails. Add to that a brakesman on each passenger coach and you can see that the DHR is very labour intensive. As mentioned the line follows the cart track, although the track has now been over laid with tarmac. The line twists and turns climbing all the time whilst crossing and re-crossing the cart road. As we progressed the engine's whistle sounded almost continuously as the road traffic played "Chicken" with our train. We soon negotiated the first of three "balloon" loops where the line crosses over itself to gain height. Shortly after this we came to the first of five "Z" reverses, these were also used to gain height where no space was available to lay a loop. At the first of these "Z's" we had almost caught up with the preceding section of the up train and watched the natives jump off the train, sprint up to the next section of track and re-board the train. We also saw that some Indian's were perched on the roofs of carriages ..... So when in India !

Thus some of our group climbed up on to the roofs of our train's coaches whilst others of us jumped off at the other loops and "Z's" grabbed a photograph and jumped back aboard again. Although the line is a mere 55 miles long the journey took 7 hours 5 minutes to reach Darjeeling. At about 15.00 we arrived in Kurseong and were due to wait there for around 15 minutes. At this point Bernard Mills (Bernard gave WRS a slide show in 2010) decided he would pay a visit to the local "public convenience". Quite nonchalantly Bernie wandered in and was instantly taken aback, what he hadn't realised was the "Kurseong Krapper" was a cantilevered shed stuck out over the mountainside, the seat was a mere plank with a hole cut in it.

So unnerved was Bernie by the sight that his jaw dropped and he let go of his pipe and watched it disappear straight down the hole !! He emerged a bit shaken and in his broad Devon accent uttered.

“ ‘Ere my bloody pipe’s just gone down that bog, you wanna’ go and have a look I ain’t never seen nothing like it ! “. One by one we took a look and Bernie was right, we had never seen anything like it !!

Kurseong is a village built on a ledge and to leave the town the cart road and by default the railway run right up the middle of the one and only street. We took up position and photographed our train as it blasted up the road toward us before leaping on board. We still had nearly two hours and 2,500 feet to climb to reach Ghoom, the summit of the line at 7,407 feet above sea level. Just north of Ghoom is Batasia double loop from that point the line descends to Darjeeling which sits a mere 7,218 feet above sea level. The following day we had a fleet of Land Rovers with Nepalese drivers at our disposal and so we went off in groups of 3’s and 4’s driving down the cart track chasing the three portions of the down train until we met the three portions of the UP train. We then returned uphill chasing these trains, it was great fun, our Nepalese driver, loco’ crews, train passengers entered into the spirit of the day. Passengers waved, we waved in return and loco’s whistled in acknowledgement, everyone had a smile on their faces we had an absolutely brilliant day, photographing in equally brilliant weather.

After the superb delights of “The Darj” we had a final internal flight across India which took us back to Bombay. That should have been it with our last full day free, however Bob Jones had been impressed with the Matheran Railway. Bob suggested that he and I took a trip to Neral, as I had missed out first time around I readily agreed. We had a great day, on arrival in Neral we had free run of the narrow gauge depot even going under a jacked up loco’ to photograph the Klein-Linder articulated axle. On our trip up the line with loco’ No 738 the driver of the train insisted we got out at a couple of locations so we could walk forward and take pictures as he worked the train past us. He then stopped again until we caught up and re-boarded the train. On arrival at the top of the line, Matheran (2,600 feet above sea level) Bob and I had intended to go and get a cup of tea and lunch. But whilst attempting to photograph the loco’ running round it’s stock we noted two Indian labourers pushing an inspection trolley with three other chaps seated on it. On spotting Bob and me the gentleman seated in the centre ordered the trolley to stop. It turned out he was Mr R.D. Thakar locomotive foreman at Neral, after a quick chat he invited us aboard his trolley ! It would have been impolite to have declined so we jumped on .... I can tell you now that to go rolling down hill on an eight foot square trolley with seven person crammed aboard was a bit nerve wracking, especially as the brakes were just what pressure the two labourers could apply by hand !! Eventually we came to a halt part way down the hill in the middle of nowhere. At this point we took pictures of Mr Thakar and his group, he then suggested we remain at the lineside and photograph the down train.



**The “White Knuckle Ride” inspection trolley on the Matheran Hill Railway. MR R.D. Thaker (locomotive superintendent) is seated in the centre with the two brakemen standing behind. Standing on the left is Colin Stone looking young, suave and debonair... A fitting, final caption line to fit the sub title.**

**Bob Jones**

Leaving Bob and me stranded up an Indian hillside he promptly rolled off on his way to the mid way passing point promising to telegraph Matheran and instruct the crew to stop and pick us up !!! We waited with baited breath as the train rolled toward us, had Mr Thakar forsaken us ? Luckily he hadn't as the train ground to a halt much to the surprise of the locals on the train as two mad Englishmen emerged from the forest and climbed aboard.

So ended an absolute cracker (or “*crapper*”) of a tour despite all the hardships and illness it had been great fun and a great experience. Indian hospitality was unsurpassed and seemingly had no bounds with loco' shed access and footplate trips galore. Now some 37 years later main line steam, both broad and metre gauge has disappeared from Indian Railways. Nearly all narrow gauge lines have closed down, both the Matheran and Darjeeling narrow gauge hill lines are now diesel worked. A Darjeeling “B” Class loco' has been shipped across to work specials on the Matheran line, whilst another resides in the UK. Of the four original Matheran loco's No 738 is preserved in India's National Railway Museum and No 740 is preserved in the UK, but No 739 and 741 were scrapped. A few years ago the DHR was made a UNESCO world heritage site, but just special tourist trains see steam haulage, that is when the line is open. In an area where around 160 inches of rain falls in a year the line is frequently washed away and remains closed for



long periods until repairs are undertaken. It does however receive support from the UK via the Darjeeling Himalayan Railway Society. This group recently released a DVD of the line, some of the cine film used stems from our 1975 trip courtesy of ex TEFS member Bob Francis. Watching it recently the memories came flooding back hence this article, I hope you enjoyed it ? If so, thank you for reading it.



***Darjeeling – Himalaya Railway B class loco No 777 an 0-4-0ST Sharp Stewart 3517 of 1889 is preserved at Delhi Museum. This picture was taken on 5 November 1978. WRS 426\_4\_2***

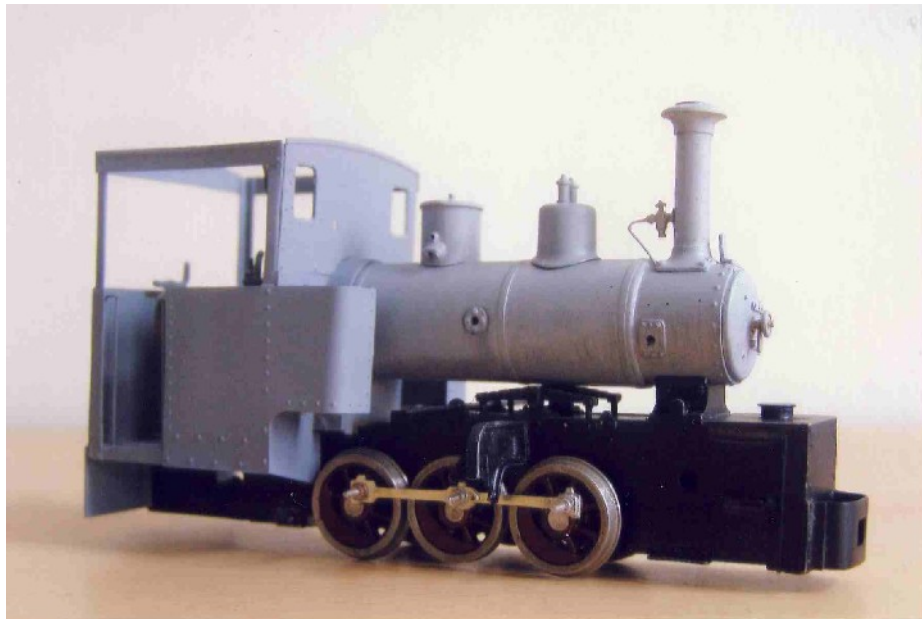


***A 2ft gauge Class W 0-6-0 No.572 is seen with a Kosamba to Umapada train. Colin Stone***

# The Hudson “G” class 0-6-0WTs.

By Steve Green.

This article, like the Hunslet 4-6-0T write-ups, has been born out of a 7mm narrow gauge loco kit I purchased and then wishing to find out the history behind these engines, in as much detail as possible, not knowing anything about them beforehand!



***The 7mm narrow gauge (O-16.5mm) ‘KB Scale’ kit that started this whole project, seen here under construction.*** ***Steve Green***

The history of these locos dates back to 1911, when the Leeds firms of Hudswell Clarke ([HC] at their Railway Foundry works), entered into an agreement with Robert Hudson Ltd (at their Gildersome Works) to develop 16 standard “class engines” for inclusion in Hudson’s catalogues. Each class was given a letter, from A – Q, and 188 locos were built under this contract up until 1929. Hudson’s themselves were well known for manufacturing, producing and supplying light/narrow gauge railway equipment, including track sections and rolling stock, but locomotives were not something that they built. The ‘G’ class of inside-frame 0-6-0WT was already in production when the call was received from the Ministry of Munitions in May 1916 for a 600mm gauge shunting engine for use by the War Office (W.O.), London and the War Department Light Railways (WDLR) behind the front line in France. Ironically, the design was based (and manufactured under licence) on a German-built Orenstein & Koppel AG, Berlin-Drewitz loco.

The 'G' class carried Hudson builders plates, even though it was Hudswell Clarke who actually built them!

They were a simple, cheap and robust design with readily accessible components for ease of maintenance and were ideally suited for the imperfect track found at contractor, mine and plantation works. With their well tanks between the frames, it gave them a very low centre of gravity and good stability on Hudson's own prefabricated track sections, especially on lightly laid and rough track encountered in the muddy fields of the Somme. Their limited water and coal capacity however, meant that they were really only going to be suitable for shunting yards and short trips, leaving the longer "main line" journeys to the larger locos, such as the Hunslet and Baldwin 4-6-0Ts.

The 'G' class featured an open-backed cab and outside Walschaerts valve gear driving the rear set of 23" dia. driving wheels, the wheelbase being a mere 4' 2", whereas the loco's overall length was just over 15' 5"! The two outside cylinders were 6 ½" x 12" and the locos were rated at 30hp, equating to a tractive effort of 2790lbs. One part of the design which had to be adhered to was the locos' ability to work on 20lb rail. The only means of braking a train was provided by a simple hand brake!

Two of the Hudson's, HC Works Nos.1110/1 were built to 2'6" gauge during 1915 and exported to the Public Works Dept. in Delhi, via agents T. A. Martin & Co. of Calcutta. The former was named GANGES, and so the class were either known as the 'G' or 'Ganges' class; I suspect that was a fluke! However, when the British Army got their hands on them, because of the locos' basic and ugly appearance, they nicknamed them 'Pugs'!

The first six W.O. locos were delivered in June 1916 and they became the first steam locos sent to the British Forces and the WDLR in France, being despatched via Dover Harbour. The first four locos, HC Works Nos. 1112-6 arrived in the Fricourt area during the first Somme offensive by the 3<sup>rd</sup> & 4<sup>th</sup> Armies in July 1916. (Robert Hudson's Works Order No. 19805 covered these first four locos of the W.O. order, built at a cost of £460 each.) The railway here was one of the earliest British light railways to be constructed during the "war to end all wars", built to serve ammunition dumps and gun positions.

The initial batch of engines were numbered WDLR Nos. 101-118, carried on cast numberplates, but these and subsequent locos were re-numbered at an un-recorded date into a series beginning with WDLR No. 401 upwards, when the numbers were simply painted on. The "Hudsons" carried no insignia to identify them as being part of the British Army! Between May and mid-August 1916, 42 locos had been delivered, followed by a further 30 between October 1916 and June 1918.

A total of 77 engines were built for the W.O., including 25 for the Salonika campaign in Greece and 11 for use in Britain and Ireland, mostly on aerodrome construction projects, 10 of which were built to 2'0" gauge. The odd one out was standard 600mm gauge HC Works No. 1221, built in July 1916 (WDLR No. 112, later No.412[?]), which was commandeered by the W.O. for construction work at Richborough Harbour, Sandwich in Kent.

The final members of the War Office order (built in during 1919) were ordered for use on the Italian front, but due to the cessation of hostilities, were stored at the WD dump at Railway Wharf, Purfleet, Essex until sold on to other customers. These locos were joined by the engines returning from the battlefield, returned to England by Hudson's, some of which were in a very battered state, with much damaged platemwork.

So, what next for the locos that survived to be repatriated and those that remained in store?

A number of them were rebuilt, where possible, by Hudswell Clarke, again to orders received by Hudson, mostly for re-sale abroad, but a few found employment in this country. As a testament to the overall design, some examples then gave up to 40-50 years' service in countries such as South Africa, Palestine, Portugal, France and in particular, India.

For example, up to 10 'G' class 0-6-0WT's (all ex-WDLR) were used on the extensive sugar beet railways of Societé F. Beghin at Vis-en-Artois, between Arras and Cambrai, in the Pas de Calais, France. Here they worked until the last one was eventually disposed of, sometime before 1956.

Details of where a few of these locos worked after the War are set out below:-

HC 1298/July 1919. On her return from Greece, this loco was sold to the Moorewood Colliery Co. Ltd., Oakhill, near Bath, c.1922. She worked there, no doubt serving the S&DJR, until July 1933 and ended up working in the Rep. of Ireland at the Sutton Sand Co., Kildare.

HC 1316/Oct. 1919. For use by the W.O. at Chepstow, but sent to the Admiralty National Shipyard No.2, Beachley Dock, Gloucs. She may have also worked at the Admiralty's sand & gravel pits at Frampton-on-Severn, when that site was in operation between 1914-20. This loco may then have possibly been sold to the state of Alagoas, Usina Serra Grande in North-East Brazil where she was rebuilt as an 0-6-2T and carried 'No.3'.(T.B.C!)

HC 1318/Nov. 1919. From storage at Purfleet, this loco was exported to Finland where she became KVR No.3 at the Kuusankoski Voikan-Rail, Kymi pulp & paper mill, in about 1930. She was noted still in use up until 1956.

HC 1375/Apr. 1919. Ex-WDLR No.3205 from store at Purfleet. Exported to the Minas de Pejao Colliery Railway, near Porto where she was named PEJAO. The railway closed c.1972 and the loco is now preserved at the CP Museum, Santarem, Portugal. Please Note:- If you wish to visit the museum, it is only open on Tuesdays! (The railway at Pejao was where the ex-Creekmoor Light Railway-based O&K, Berlin 0-6-0WT [Works No. 9239/1921] loco named FOJO also worked. She was last reported to be at the Ffestiniog Railway's Minffordd Yard in a dismantled state, awaiting overhaul.)

HC 1377&1378/May 1919. Ex-WDLR Nos. 3207/8. A little closer to home, these two locos were sold direct from HC to the then new Leighton Buzzard Light Railway, which opened on 20<sup>th</sup> November 1919. However, they were soon found to be unsuitable for use on the line for a number of reasons; they kept derailing on the tightly curved line, depositing too many smuts on the sand and setting fire to the sleepers! Due to their very restricted water capacity, they also need to take water twice between Page's Park and Double Arches Quarry (about one mile beyond the line's current Stonehenge Works terminus), a distance of about only five miles! The locos lasted less than a year in service, being replaced by some Motor Rail Simplex diesels, which are still in use today. The locos were sold sometime during 1921 to a quarry in Portishead, Somerset, before ending up with T .W. Ward Ltd., Sheffield in 1927, presumably for scrap?

When construction work finished at the various aerodromes, a few of the 'G' class locos were then exported for use in India, while a number were purchased by contractors Sir Lindsay Parkinson & Co. Ltd., for use in this country.

The 'Hudson's continued to be built after the War as well, eventually a total of 110 locos were constructed, the majority for the export market, the orders again being taken by Robert Hudson's themselves. Several of these engines were also destined for India, including HC Works Nos. 1380-2 and 1387-90, all built during 1920.

Seven locos were ordered by the Siam State Railways during 1921, these being HC Works Nos. 1467-73. To increase their wood fuel capacity, they were later rebuilt as 0-6-2WTs. One of these locos, No.7 is now preserved and displayed outside the Kammasan Workshops in Bangkok, having been cosmetically restored by Thailand Railways.

Two, much later built locos, with detail differences, saw service in this country. HC 1643&1645, built in 1930, were purchased by Surrey County Council Highways Dept. and used on the construction of the A3 Guildford by-pass. These locos in fact were two of the last three of this type of loco to be built.



The former was then sold to the Penhryn Quarry Railway (PQR) at Bethesda, Caernarvonshire, North Wales during December 1934, where she gained the name BRONLLWYD. She was withdrawn from service during 1949 and then donated her boiler to large quarry Hunslet 0-4-0ST PAMELA (HE 920/1906). The rolling chassis of BRONLLWYD was later sold to Alan Bloom at the Bressingham Steam Museum, as scrap in January 1966. The boiler from ex-PQR Kerr Stuart "Tattoo" class 0-4-2ST STANHOPE (KS 2395/1917) was then purchased and rebuilt for use in BRONLLWYD, and she re-entered service in 1969 on the nursery line. A brand new boiler has since been built for HC 1643 and she was hired to the Lynton & Barnstaple Railway during 2005/6, before her ticket expired in July 2007, the loco returning to Bressingham that August. Towards the end of 2010/beginning of 2011(?), BRONLLWYD was purchased by the Statfold Barn Railway (SBR) near Tamworth for overhaul back to original condition, including the re-fitting of the cab roof! (STANHOPE has now also been restored to working order and can currently be found working at the Apedale Valley Light Railway, near Newcastle-under-Lyme. PAMELA is in private hands, on static display in Newbold Verdon, Leics.)



***BRONLLWYD (HC 1643/1930) on display in one of the sheds at the SBR Open Day in March 2010.***  
***Steve Green***

And finally, a look at one loco which has been recently repatriated to this country:-

HC 1238/1916 was built alongside a batch of 12 similar locos (HC Works Nos. 1226-37, built for the WDLR), but was shipped directly to the Gold Coast (re-named Ghana in 1957), along with sister loco HC 1239. This pair was purchased by Ashanti Goldfields Corporation (AGC) at Obuasi for £610 each, departing on 13<sup>th</sup> September 1916 on board the 'SS Prahsa' from Harrington Dock, Liverpool. HC 1238 became their No.9, but the fate of HC 1239 is unknown. During 1952, No.9 derailed in a storm and went into a river, killing the driver and fireman. In 1995, she was found, east of Akrofuom, still in the river and retrieved by a tractor and some wire ropes and taken back to Obuasi. In 2006 AGC changed their name to Anglo Gold Ashanti and it was from this point the future for No.9 started to look a bit better. During 2007 she was donated to the Moseley Railway Trust (MRT) and arrived back in England at Felixstowe, on board the 'MSC Samantha' from Tema in Ghana, on 25<sup>th</sup> May 2008. In case you didn't know, the MRT are now based in the Apedale Country Park, near Newcastle-under-Lyme, Staffs. and are working hard to create the Apedale Valley Light Railway, a 2ft narrow gauge railway in the former colliery site. This is the same home as STANHOPE, above! Restoration of No.9 commenced during February 2010 at a private site and it is hoped that she will be running again later this year.

There you have it, a look at another First World War class of loco, inspired by another loco kit!



*Another of Steve's narrow gauge locomotives.*

**Steve Green**

# Sixteen go wild in Wales

Ken Aveyard

Once again St Davids day was to see a group of Society members head for south Wales ostensibly to witness 6024 King Edward I on the annual London to Cardiff excursion but also to indulge in various other activities as befits our august body.

Meeting as always at Westbury, four groupsave tickets were purchased and we headed off on board the 1008 to Cardiff in a three car 158 unit. As always this was a busy train but an on time arrival at Newport saw twelve of the party decamp to await the steam special whilst four of us continued to Cardiff arriving at 1140. Our sub group comprising me, Graham Kelsey, Chris Francombe and John Webb, had decided to have a run up to Ebbw Vale as I for one had not yet done the line since it reopened, and was too late to travel on it in its earlier days. With a little time to kill before departure at 1235, I went out of the station to photograph buses before rejoining the other three and clutching a sandwich and cup of tea sought out the newly opened Platform 0 where 150227 was waiting for us.

The Ebbw Vale service currently runs from Cardiff almost as far as Newport before swinging north opposite Alexandra Dock Junction up the former Great Western branch. After half a mile, the direct line from Newport joins forming a triangle, but at the moment track and signalling arrangements do not permit trains to reverse in and out of Newport station although the three train operation already allows for the possibility with considerable stand time at Cardiff built in to the schedules.

A little further north at Bassaleg Junction, a third track departs on the left being a relatively new spur linking in to the old Brecon and Merthyr line from Newport Docks to Llanbradach and Bedwas. This currently goes as far as Machen Quarry, the extension to Bedwas Colliery being out of use, and still sees regular stone traffic. The first station is Rogerstone, a new park and ride station in a developing housing area from which a bus link connects to and from Newport for valley residents.

Moving north Risca was the junction for the LNW line that ran west then north up to meet heads of the valley line between Abergavenny and Merthyr (Dowlais) at Nantybwhch. The station is now known as Risca and Pontymister. Further north was a connection from the eastern side of the line at Lime Kiln Junction which climbed before crossing the line on an iron bridge that is still in place and headed to Oakdale Colliery where it ran parallel with the LNW line from Risca as far as Markham Colliery. The station at Cross Keys has been partially refurbished.

As the train proceeds steadily up the winding valley, most of the former colliery sites have disappeared under redevelopment including Celynen South and Celynen North which could be found either side of the still open station at Newbridge. Just north of Newbridge was Crumlin Station now demolished where the Great Western line from Pontypool crossed on the famous high level viaduct, demolished after the line was cut back to Hafodyrnyys Colliery.



***Looking south from a train crossing Crumlin Viaduct on 16 September 1960 showing Crumlin Station. In the distance a coal train pulls out of Celynen North Colliery probably taking a load of coal up to the Ebbw Vale steelworks.  
WRS A57***

Just north of where the viaduct crossed, part of the Navigation Colliery complex on the west side of the line in this area is preserved as a listed building. Still visible are the remains of Aberbeeg station where the line split with an eastern branch heading to Six Bells and Rose Heyworth Collieries and in earlier days continuing to the heads of the valleys line at Brynmawr. Interestingly after the Ebbw Vale line closed to passengers, Aberbeeg Station remained in use for regular excursion trains to Barry, or Porthcawl and other such places that ran during the annual colliery holiday closures, usually during July and August.

A new modern station has been built at Llanhilleth near to new housing, and on the western side of the line the site of the former Marine Colliery has two half pit wheels set above the former shafts as a memorial to the mining industry.



Finally after a 50 minute journey we arrived at the new Ebbw Vale Parkway station. Again this is a new station built to the south of the location of the previous station that was located pretty much next to the steel works complex. Plans are in place for an extension along the former line further in to the town to a new Ebbw Vale Town station and this is scheduled to open in 2014 in conjunction with the commissioning of the link to and from Newport as mentioned previously. The former steel works site has been redeveloped with a new hospital and college complex which will be served by the new station.



***150227 at Ebbw Vale Parkway. John Webb seen in the picture had alighted from and re-boarded the train at every stop on the journey. KA***

At Ebbw Vale, the Great Western line made an end on connection with a spur from the LNWR heads of the valley line. The first iron manufacturing took place in 1789 as there were abundant supplies of iron ore and coal close to the surface at the top of the valley. By 1829 the foundry was supplying cast rails to the Liverpool to Manchester and Stockton and Darlington Railway. In 1844 the ironworks was in the hands of Abraham Darby of Coalbrookdale fame, and by 1857 was producing steel by the new Bessemer process. Development continued and by 1935 Ebbw Vale had the first continuous hot strip mill outside of the USA, and in 1947 the first electrolytic tinplate process in Europe. In the 1970's it was decided to end iron and steel making but continue with the cold processing and tinplate production.



In 1992 the former foundry site was used for the National Garden Festival, but by the mid 1990's the complex was scheduled for closure, with much of the equipment sold overseas, principally to India. Demolition of the remaining infrastructure commenced in August 2002 as part of a £350m Welsh Development scheme.

Now that the history lesson is over, after a short wait we returned to Cardiff where our scheduled 1437 arrival should have been 30 minutes behind the steam train. As the Ebbw Vale trains use the fast lines from Newport to Cardiff, we made rapid progress arriving in Cardiff early at 1425. En route however it was obvious by the number of people still on over bridges or stepladders at the line side that the special was running late. The reason for our fast running became obvious as no sooner had we stepped off the train at Cardiff than the tannoy announced the arrival of the steam special on the adjacent platform. This was fortunate for one of our companion travelling groups as having been made aware of the late running steam had come to Cardiff ahead of it intending to catch the 1435 to Ebbw Vale. We could see them on Platform 0 hoping for a glimpse of the King before their departure. The remaining eight had followed the King after photographing it at Newport and some of them decided that the 1535 to Ebbw Vale was their next move.



**6024 King Edward 1 after arrival at Cardiff.**

**Ken Aveyard**

For the next few hours Cardiff was its usual hive of activity, mostly local passenger trains formed of classes 142 143 and 150, with longer distance trains in the hands of classes 158, 170 and 175. The Holyhead train was hauled by Arriva liveried 57315 whilst 67002 in Arriva blue without branding passed through on a training run. These locos will take over the Holyhead trains later this year in push pull mode with mark 3 DVT's. Freights consisted of a liner train and a couple of steel workings in the hands of DBS class 66's



***66132 on the liner from Barry passes through Cardiff Station.***

***KA***

Later we adjourned to Newport on the way passing the Northern Belle Pullman rake with matching class 47's parked in Pengam Sidings ready for a special from Cardiff the following day.

There were a fair number of photographers on Newport Station waiting for the King on its return journey, but the expected 1750 passing time came and went, and the light began to fade. Most photographers had their tripods set up for a pass on the up through line which is the normal route for steam specials. Time dragged on and eventually we all had to make our way to the new platform 4 from where our train would depart as normal.

The tannoy announced the next train from platform 4 would be our train, and at that second a set of lights emerged from the tunnel. What took everybody by surprise was the King steaming majestically through platform 3, which in the dark made an impressive sight.

Within a few seconds our train arrived to return us to Westbury, where we arrived on time just after 2000. All in all it had been another successful WRS outing.

# It was all a bit of an anticlimax really.

By Ken Aveyard

Regular readers of my holiday articles will know of my repeated attempts to catch up with 66595, the last Freightliner 66 I needed to spot. From visiting Carlisle on a Wednesday when it went through Tuesday and Thursday, to visiting Midland Road and knowing it was somewhere in the long line of locos but was not readable, and to looking for it in Leeds at Christmas when it spent the holidays at Hope Sidings, all these instances either add to the thrill of the chase or serve up yet another disappointment.

What finally turned failure in to success? Well it all happened on 30 January 2012 starting with a text message from Colin Stone to say that 66595 had been reported as being on the sand empties for Wool.

After responding to the effect that any wind up would result in death and destruction, it was further confirmed that 66595 was indeed on the front of the train at Worting Junction. So barring a disaster that would see the loco taken off at Southampton, it was just a matter of going down to Poole station armed with the camera. With the rest of the office watching from the window to see what the fuss was all about I was out of the door as soon as I saw the preceding Weymouth service arrive in the down platform. Five minutes later I'm on platform 1 to take the photograph below.



*After all the chasing, the loco comes to me. 66595 passes Poole.*

**KA**

# The Watford Weekend

by John Webb

The Gretton and Wenlock Railway was taken to the Watford exhibition over the week-end of 18<sup>th</sup> & 19<sup>th</sup> February. There were four Clangers, John and Stuart Webb, Mike Banks and Steve Green, assisted by two Moors Valley youngsters, Lucas and Nick. First problem for Steve (driving the van) was finding the exhibitors car park! On arrival the car group phoned to tell him to follow arrows for Car park A. He then phoned to say car park A was empty, and he was now in B, and where were we? He should have gone through what seemed an empty car park turn left at the bottom, between two buildings to get to car park A. With the layout now present, another problem came to light. We had been given twenty foot, between the window and a trader. He had set up on Friday, and had pinched some of the space, leaving nothing between us. To operate we had to go under the middle of the layout, not at all ideal, or good for the knees.

We had been told by Steve "Bruce" Davies (present with the Australian "Bruce" layout that is only run by Bruces, even the Sheila!) that there was very little parking at the hotel. On arrival we had the last two spaces, and got our permits. Trying to book us in (for three twin rooms) was a rather prolonged affair. A room for Mr Green, but nothing else. Phone call to exhibition manager, who had done our reservation under Gretton & Wenlock. Neither of these two had reservations either. Another call and then we were found (three rooms under Gretton & Wenlock) on *Friday's* booked in list. Mr Green's room was returned and our three taken. Only one of these rooms was a double! However a twin was available, but a smoking room (didn't know that they still existed) and it was changed. The party next to this room didn't become known until our return from the evening meal!

So, after getting our rooms it was out for some food. Stuart (and Nick) found the nearest Weatherspoons, round the other side of Watford Junction railway station. Only when we got there it became their offices rather than a pub! Further use of technology and another was located in the town centre and at last we had our evening meal.

We agreed to meet for breakfast at 7.30. Mike and Nick had had a noisy smelly night and were waiting for breakfast when Stuart and I arrived just as the breakfast room opened. Steve and Lucas were likely to be down soon, so we started. And finished. And waited. Tried mobile phones (dead/ turned off). It was only when we tried from our room were we able to raise them! It left two without breakfast, and grumpy all morning.

# Letter to the Editor

from Alan Trickett

Dear Editor

Two articles in Corkscrew 67 encouraged me to delve into my collection of photographs and put together these notes.

The first was Peter Watson's recollections of his visits to Staveley Iron Works in which he mentions that one of the BR shunting engines in use was subsequently preserved. This was ex Midland Railway Johnson 1F 0-6-0T no 41708, a star performer on the Swanage Railway in the 1990's. The photograph shows it working at Staveley in 1958.



The second article was Colin Stone's review of locomotives which could realistically be included on the Wimborne layout. I would add Maunsell S15's to his list, frequent performers on the 5.05pm Southampton Terminus to Wimborne. In addition, at least one King Arthur appeared, my photo on the next page, showing no 30782 Sir Brian arriving at Broadstone from Wimborne with a rail tour in September 1960.

Colin mentions 9F No 92231. Another rarity on the 5.05pm was Stanier black Five No. 44832 on 15 July 1964. I have no proof that either reached Wimborne but there is no reason to suppose they did not complete the duty which continued with the evening Poole – Nine Elms goods hence the use of mainly freight or mixed traffic locos on the Feltham Shed duty.





The ex SECR locos Colin has listed are all E1's so perhaps D1's should be deleted from the list of Wimborne visitors? (On this topic, can anyone confirm that No. 31019 did in fact appear in our area?) Another type seen on Salisbury - Bournemouth trains were L class 4-4-0's, N0.31771 being so employed on 21 March 1952. A few L1's were also allocated to our area, did any of them work through Wimborne? This topic could run and run!



Finally in addition to 27 March 1960, the Bournemouth Belle was again diverted via Wimborne on 3 April 1960 when West Country class 34009 Lyme Regis had charge of the train seen above climbing Parkstone Bank.

## RAILWAYS ROUNDABOUT

**JANUARY :-** On Monday 23rd the 80th Freightliner Class 66 to work into Dorset arrived in the shape of No 66525 working empty Sand wagons to Wool. Yet another “new” to Dorset 66 No 66595 arrived with the sand empties the following week on the 30th. This was much to the delight of many “number crunchers” (including our editor) who required the loco’ as their last “Fred” Freightliner 66. The engine worked the loaded sand train away to Neasden the next day.

**FEBRUARY :-** The 1st and 2nd of the month saw 66595 work another round trip with the Neasden-Wool-Neasden sand train. With a severe frost forecast for overnight Friday 3rd into Saturday 4th Class 73 No 73205 was booked to run with an ex Gatwick Luggage Van (GLV) as a de-icing train. After first heading east from Eastleigh toward London, it later reversed direction to head west and was due through Poole, bound for Weymouth, at around 02.40 returning at 04.10. The same working a few days later on the 7th saw No 73141 doing the honours as motive power.

Later in the month during the severe cold spell another Class 73 No 73208 coupled to GLV No 68501 also worked a de-icing turn from Eastleigh to either Wool or Weymouth. It worked in the early hours of each day 7th, 8th, 9th and 10th.

Also that week No 66524 did one round trip with the Neasden-Wool-Neasden sand train. On Valentines Day during the following week another single round trip was powered by No 66953. Stone trains to Hamworthy on the 15th, 16th and 17th were worked by 59206 and 59203 (twice) respectively.

The following week saw two overnight engineers’ trains run from Eastleigh to a worksite between Dorchester South and Weymouth to collect scrap material. These trains brought Colas Liveried locomotives to Dorset for the first time. At 00.16 on Thursday 23rd Class 66 No 66847 (formerly Freightliner’s No 66574) headed three wagons with Class 47 No 47749 “Demelza” on the rear. “Demelza” led the train on the up run which passed Poole at 05.20. The following morning (24th) the train ran again, but on this occasion it ran into Weymouth and stabled on the track leading onto the Weymouth Quay tramway. Departure back to Eastleigh came at 14.25, with No 47749 leading the consist. Due to pass Poole at 15.12, it was held to follow the 15.00 Wool-Neasden sand train headed by 66953.

The sand train passed Poole at 15.20, 47749 and 66847 were about ten minutes behind passing through at 15.30. An EWS 66 No 66142 appeared on a Stone train to Hamworthy on Monday 27th, the first “Red Shed” in the area for some time. Later in the day the Wool Sand empties were noted behind “Green Fred” No 66525, this engine did two trips to Neasden during the week.

**MARCH :-** Late on the night of the 5th at 23.50 two Class 73's Nos 73204 and 73205 "Top and Tailed" an engineers train of Auto ballasters through Poole heading for Wareham. A week later on the night of Monday 12th the auto ballasters again ran down the line at least as far as Wareham behind No 66144. The down working was the 22.10 from Eastleigh with the return booked as the 04.55 Wareham to Eastleigh.

**SWANAGE RAILWAY (SR):-** By the time this copy of "The Corkscrew" reaches you it will most likely be common knowledge that Bulleid Pacific No 34053 "Sir Keith Park" has left (or will be leaving) the Swanage railway for pastures new ! Various stories are doing the rounds why the loco' is leaving the railway ? ! Which ever of the tales proves to be the case, sadly Dorset, the South (and me !) will be denied seeing another superb machine at work on "Home Ground". However if nothing else, it is heartening to know that the true worth and pulling power of a good Bulleid is at long last being recognised by the other heritage railways.

February saw an announcement concerning the forthcoming May Diesel Gala, four visiting locomotives were listed, namely Class 42 Warship No D821 "Greyhound", Class 27 No D5401 (formerly 27056/27112), Class 55 Deltic No 55019 "Royal Highland Fusilier" and Class 37 No 37521. It is thought that other visiting loco's may also be announced at a later date. Although Warships were a regular sight at Wareham in the 1960's, D821 will become the first of its type to run on the Swanage branch.

Major work on the drainage system in the Swanage station area saw a lot of track lifted and remedial work in progress throughout January, February and March with the railway's Class 08 No 08436 in use shunting materials around the site.

Even more "Good Southern Stock" departs the SR and the south ! ! On Tuesday 28th February Class 33 No 33103 left the railway, it was taken away on a road vehicle heading for another preservation site. A few days later on Saturday 3rd March the Railway ran the first of their 2012 services. On the day, three locomotives were in steam, two of them M7 No 30053 and Standard Tank No 80104 were working the service trains. Two loco's were needed as the run round loop at Swanage station was out of action due to the above mentioned drainage work taking place. Once a train had arrived into Swanage, the second engine was attached to the rear and worked the next round trip and so on. The third loco' in steam was No 6695 and this was in use at Harmans Cross taking part in an SR safety exercise. Following the exercise No 6695 was noted running light to Corfe Castle.

On Monday 5th and Tuesday 6th of March rebuilt Bulleid No 34028 "Eddystone" was in use. On the Tuesday it was "doing a jolly" ferrying local traders and business persons up and down the line.

**GARTELL RAILWAY (GR) :-** During a visit to the Railway on February 11th it was noted that the railway have extended their line toward Templecombe. A single track has been set into the tarmac of Common Lane, the access road to the railway, and can be seen heading northward. A GR railway volunteer explained that subject to adequate man power and good weather the extension may well open to the public later this year. During the visit their steam loco' No 6 "Mr G" was working trains in conjunction with a small model railway show being held on the site.

For some of the above mentioned information I am indebted to Alan Worth, Steve Green, Scott Lewis, Christine Livermore, Roger Smith and "BR".



***On 25 February 2012 a view over the bridge at Southampton Maritime revealed 70018 stabled for the weekend whilst 57310 newly repainted in Network Rail yellow stood outside Arlington's Eastleigh paint shop KA***



# A Wordsearch With Answers!

By Miles Varoy-Rollaway.

How did you get on? Did you manage to work out what you were looking for? If not, don't worry, all will be revealed.

I have **highlighted the loco names thus**, leaving the remaining letters to spell out what you have found:-

## Names of every Moors Valley Railway loco

<u>S</u>	<u>N</u>	<u>A</u>	<u>T</u>	<u>S</u>	<u>L</u>	<u>E</u>	<u>H</u>	<u>T</u>	<u>A</u>	<u>N</u>	<u>W</u>
<u>U</u>	<u>K</u>	<u>L</u>	<u>L</u>	<u>E</u>	<u>B</u>	<u>R</u>	<u>E</u>	<u>K</u>	<u>N</u>	<u>I</u>	<u>T</u>
<u>E</u>	<u>A</u>	<u>O</u>	<u>M</u>	<u>E</u>	<u>M</u>	<u>S</u>	<u>N</u>	<u>S</u>	<u>L</u>	<u>V</u>	<u>O</u>
<u>S</u>	<u>H</u>	<u>F</u>	<u>O</u>	<u>E</u>	<u>E</u>	<u>O</u>	<u>V</u>	<u>L</u>	<u>E</u>	<u>O</u>	<u>R</u>
<u>R</u>	<u>O</u>	<u>A</u>	<u>D</u>	<u>N</u>	<u>S</u>	<u>L</u>	<u>I</u>	<u>Y</u>	<u>M</u>	<u>R</u>	<u>O</u>
<u>E</u>	<u>R</u>	<u>E</u>	<u>R</u>	<u>A</u>	<u>S</u>	<u>A</u>	<u>P</u>	<u>P</u>	<u>E</u>	<u>R</u>	<u>P</u>
<u>P</u>	<u>A</u>	<u>O</u>	<u>J</u>	<u>T</u>	<u>M</u>	<u>T</u>	<u>V</u>	<u>R</u>	<u>S</u>	<u>N</u>	<u>I</u>
<u>V</u>	<u>C</u>	<u>S</u>	<u>A</u>	<u>R</u>	<u>F</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>L</u>	<u>O</u>	<u>O</u>
<u>E</u>	<u>E</u>	<u>Y</u>	<u>U</u>	<u>T</u>	<u>X</u>	<u>I</u>	<u>R</u>	<u>E</u>	<u>F</u>	<u>T</u>	<u>N</u>
<u>A</u>	<u>I</u>	<u>F</u>	<u>L</u>	<u>E</u>	<u>H</u>	<u>W</u>	<u>E</u>	<u>F</u>	<u>B</u>	<u>R</u>	<u>E</u>
<u>A</u>	<u>U</u>	<u>Y</u>	<u>N</u>	<u>L</u>	<u>Z</u>	<u>O</u>	<u>A</u>	<u>L</u>	<u>O</u>	<u>O</u>	<u>E</u>
<u>S</u>	<u>C</u>	<u>O</u>	<u>A</u>	<u>E</u>	<u>L</u>	<u>F</u>	<u>R</u>	<u>E</u>	<u>D</u>	<u>H</u>	<u>R</u>

In case you still aren't sure, the locos are:-

No.2 0-4-2DH Horace, No.3 0-4-2T Talos, No.4 0-4-2T Tinkerbelle, No.5 4-6-0 Sapper, No.6 2-6-2T Medea, No.7 2-6-4T Aelfred, No.9 2-4-4T Jason, No.10 2-6-2 Offa, No.11 2-6-2 Zeus, No.12 4-6-2 Pioneer, No.14 2-4-0 Horton, No.15 2-4-0+0-4-2T William Rufus, No.16 0-4-4T Robert Snooks, No.17 2-4-4T Hartfield, No.18 4-6-2 Thor, No.19 2-8-0 Athelstan, 0-4-2T Ivor, 0-4-0+0-4-0DH Vixen, No.24 0-4-2T Perseus.





1 =	2 =	3 =	4 =	5 = R
6 =	7 =	8 =	9 =	10 =
11 =	12 =	13 =	14 =	15 =
16 =	17 = T	18 =	19 =	20 =
21 =	22 =			

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

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## **R.T.C. Railtours to Dorset.**

**By The Reverend Green.**

The Railway Touring Company plan to run the following steam-hauled railtours down to Dorset this summer. Fingers crossed this year, all of the locos will behave themselves!

The Swanage Belle, London – Swanage:-  
 Thursday 21<sup>st</sup> June and 11<sup>th</sup> October. Locos:-  
 30777 SIR LAMIEL and 70013 OLIVER CROMWELL.

The Royal Wessex, Three Bridges - Weymouth:-  
 Saturday 30<sup>th</sup> June. Locos:-  
 34067 TANGMERE and 70013 OLIVER CROMWELL.

The Weymouth Seaside Express, Bristol - Weymouth:-  
 Sundays 1<sup>st</sup>, 8<sup>th</sup>, 15<sup>th</sup>, 22<sup>nd</sup> July, 19<sup>th</sup>, 26<sup>th</sup> August and 16<sup>th</sup>, 23<sup>rd</sup> September.  
 Locos:-  
 5029 NUNNEY CASTLE and 34046 BRAUNTON.

The Dorset Coast Express, London - Weymouth:-  
 5<sup>th</sup>, 12<sup>th</sup>, 19<sup>th</sup>, 26<sup>th</sup> July, 14<sup>th</sup>, 15<sup>th</sup>, 21<sup>st</sup>, 28<sup>th</sup> August and 13<sup>th</sup>, 20<sup>th</sup>, 27<sup>th</sup>  
 September. Locos:-  
 30777 SIR LAMIEL, 34067 TANGMERE, 60019 BITTERN and 70000  
 BRITANNIA.

Please note, details correct at time of typing (February 2012), and will probably be subject to several changes between now and the time of the actual tours!

N.B. There will be NO railtours when the Olympic and Paralympic Games are taking place.

Here endeth the lesson.



**Arriva Trains Wales liveried class 142 pacer unit 142010 brings up the rear of a local service at Cardiff station on 1 March 2012. Front unit was 142010.**  
**Ken Aveyard**



**Class 67 loco 67002 repainted in Arriva blue and awaiting logos passes through Cardiff on a driver training run on 1 March 2012**  
**Ken Aveyard**