

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 69

June 2012



For many people this will be the image of Neal Turner that they most remember, making tea for members and exhibitors in the kitchen at Queen Elizabeth's School during our exhibitions. Robert Aveyard



The Leyland National is 40 years old this year. One of the pre production series operated by SELNEC PTE is EX30 TXJ507K which is seen on the shuttle service between Manchester Victoria and the Transport Museum on 24 March. KA

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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Editorial

It is always a difficult time for the Society when we receive the news of the death of one of our fellow members. Losing our former chairman Neal Turner came as a complete surprise as he had been at the club only two days before, and seemed in fine form. A full obituary can be found on page 34 of this issue, but it was obvious from the tributes paid to Neal at his funeral and at the society meeting the same evening that he was a popular and respected friend and former colleague to many people, whilst remaining an intensely private person away from work or the club rooms. We were asked to celebrate Neal's life rather than mourn his death, and members were encouraged to reveal anecdotes or stories to add to our memories. For me as editor I looked forward to receiving Neal's articles on the progress of the Wimborne layout with a mixture of anticipation and trepidation. I was never let down on either count because Neal's articles were always a delight to read. They were obviously a labour of love, being succinct, well structured and informative but the downside was that despite me asking him not to, they were invariably also formatted with paragraphs, indents and bullets that when I transcribed the article in to the Corkscrew page layouts, threw the whole thing out of line, and caused me a fair amount of work to fix. Notwithstanding that, he never took me to task for reworking his masterpieces, but then that was Neal!!

In this issue we have an article on Alco and Baldwin war department locomotives from Steve Green, a spring trainspotting tour, some more reminiscences from Peter Watson, a review of locos that visited Dorset in 2011 and an update on Horton Road. We also have our regular railways roundabout feature and a fiendish quiz from The Reverend.

Sit back and enjoy Corkscrew 69. Closing date for issue 70 is 19 July 2012.

Cover Picture:- Moving away from our theme of matching the issue number, back to that of a picture that introduces one of the articles, we see this much modified war department Baldwin working on the Daurala light railway that served a sugar refining factory in India.

WRS Archive

A Selection of Preserved First World War Narrow Gauge Engines of the British and French Armies:– The American-built Locos.

By His Reverence.

Considering the number of locos built, there aren't that many. To start with, a class of engine so far not mentioned in these fair pages, the ALCO (American Locomotive Company) 2-6-2T. Built at their Cooke Works in Schenectady, New York, they featured a 'half-cab' similar to the Baldwin-built locos, both 4-6-0Ts and 2-6-2Ts, in part to help keep the overall weight down. Outside Walschaerts valve gear drove the rear set of driving wheels, and unique among all First World War narrow gauge steam locos built for Allied use, they featured outside frames, in typical American 'bar-frame' construction. (You would've thought outside frames would offer greater stability, especially on a narrow gauge loco, given the state of the track they were expected to run on!) The 2-6-2T wheel arrangement did make for a smoother ride in both directions compared to the more common 4-6-0T though, another strange choice perhaps? Only 100 of these 'Cookees' as they were known were built, Works Nos. 57092-191, WD/USA Nos. 1201-1300, all deployed to the Western Front. These locos were much better and more powerful than the Baldwin 4-6-0Ts.

After the War, 14 of these locos worked out their careers in France, including four on the Tramway de Pithiviers à Toury (TPT), where they were numbered 3-20 to 3-23 in the bizarre numbering system! The locos in question were (in TPT number order): ALCO Works No. /WDLR No. 57148/1257, 57092/1201, 57131/1240 and 57156/1265, all built during 1917. It is three of these locos that are now the last survivors, two of which are still in France. TPT no.3-20 (57148/1257) is at the Chemin de Fer Froissy-Cappy-Dompierre Railway (CFCD), being no.9 in their stock list. This line was part of the Somme Battlefield. "WD 1257" has been restored in French Military Railway grey livery; however her boiler certificate expired during 2010, so she now awaits another overhaul. TPT no.3-22 is preserved in a museum on part of her former stamping ground, at the Association de Musée des Transports de Pithiviers (AMTP). This loco is no.12 in their stock list and has been immaculately restored as "TPT no.3-22", painted in dark blue with single red lining and black boiler fittings/mountings. The fully enclosed cab fitted to these locos after the War has been retained on this loco, but removed from WD 1257.

The third loco however (TPT no.3-23, 57156/1265) is now in North Wales!:- After the War, this loco was used by the French Government's Ministère de Régions Libérées (RL) until 1923 before working at a factory at Vis-en-Artois, in the Pas de Calais.

She arrived at the TPT during 1935 and remained in France for another 32 years before heading abroad. She was acquired by a then Ffestiniog Railway Director and following shipment to Isleworth, west London, was loaded onto a lorry on Saturday 14th October 1967, bound for Porthmadog station. She was put into steam the following Wednesday and after a light engine run to Minffordd and back, a loaded test run with six coaches was tried. Some minor work was found to be required, but once she passed her steam test on 2nd November 1967, she entered regular traffic. By September 1969 a modified bunker was added and her first fully enclosed angled cab and new roof profile were fitted to make her fit the tight FR loading gauge. The livery carried at this time was lined green.



Mountaineer with its original cab and plain two tone green livery seen at Porthmadog station on 7 August 1974. Note the small nameplates fitted at the time.
Ken Aveyard

She was converted to burn oil by July 1972, in time for the summer season, but a major rebuild wasn't too far away. Two experiments were carried out on her in the 1980s; the Giesl oblong ejector from the Tallylyn Railway's No.4 "EDWARD THOMAS" (the ex-Corris Railway "Tattoo" Kerr Stuart 0-4-2ST) was fitted for a time (around July 1980) and an ugly spark arrestor was also trialled, complete with a silver painted smokebox! MOUNTAINEER, as this loco had been named (after one of the original FR 0-4-0T+T George England locos, built in 1863) was despatched to Boston Lodge Works during the 1982/3 winter, and what emerged was a completely different beast! A brand new super-heated boiler was fitted, piston valves replaced the original slide valves and her current Fairlie-style inset cab was also fitted.



Rebuilt ALCO 57156/17, USA No 1265 Mountaineer outside Boston Lodge shed 31 July 2004.
Steve Green

These improvements meant she is now able to handle eight coach trains up the steep FR gradients. In the mid-80s an original USA "Nathan" chime whistle was fitted, plus she paid a visit to the Vale of Rheidol Railway around September 1986. The bell from the original MOUNTAINEER, which was "dismantled" during 1879, is sometimes carried at special events and as a nice touch, the nameplates now carried are replicas of those once fitted to the original loco. For the May 1995 FR gala, MOUNTAINEER was turned out in mock wartime grey as WDLR no.1265, which was actually carried for about two years. For the event she was joined by her sister from the CFCF, WDLR no.1257, painted in WDLR green ochre to make an interesting comparison between rebuilt and as-built ALCOs. A reciprocal move took place in May 1996, when WDLR no.1265 returned to France for the first time in 28 ½ years. Her livery post-rebuild has been lined black, apart from this temporary make-over. For the 2000-01 seasons she worked on the Welsh Highland Railway, handling three or four coach trains during the off-peak timetable. Sadly her boiler certificate expired during February 2006, but prior to that and since the previous June, she was only used as a stand-by loco and saw very limited use. She is now stored at Glan-y-Pwll awaiting a further overhaul.

Sticking with the FR, the only Baldwin "Gas Mechanical" 0-4-0PM to survive in this country can also be found at Porthmadog. These locos, like the ALCO 'Cooks', were built for the French Government Military Railways; this particular loco being No.1491.

Built by the Pittsburgh Model Engine Co. under sub-contract to the Baldwin Loco Works (BLW), Philadelphia during 1918, Works No. 49604 was purchased by the FR in February 1925 from Spalding, Lincs. for shunting Minffordd Yard. These locos didn't offer the driver a particularly smooth ride, with poorly designed springs, constant clutch and gearbox problems and long overhangs at each end meant a rough ride was inevitable at any sort of speed! During 1928, vacuum brakes were fitted to the engine for winter services on the Welsh Highland Railway, and to enable her to act as a rescue engine on the FR. Poor fuel consumption relegated her to shed duties only and she disgraced herself further by breaking an axle in April 1929. By 1954, the original Pittsburgh engine was beyond economical repair and she was withdrawn for a heavy overhaul, which included the fitting of a new Gardner 3-cyl. diesel engine. This loco became FR no.11 and was named MOELWYN when she returned to service in August 1956, MOELWYN essentially being Welsh for Baldwin! A year later she was rebuilt again, with the addition of a pony truck from a Hudson wheelset to vastly improve her riding qualities and so she is now classified as a 2-4-0DM. In 1966-7 a 4-cyl. Gardner diesel engine was fitted along with a new cab, to enhance crew comfort. A further major overhaul took place during 1998 and she is now designated as being part of the FR's "heritage fleet". Yet another overhaul saw her enter Boston Lodge Works during 2009, emerging by January 2010 in a striking new maroon livery, replacing her original long-standing green livery, carrying her fleet No. '11' for the first time.



Rebuilt BLW 49604/1918, No.1491, now FR No.11 MOELWYN, seen in Boston Lodge yard during June 2007 in her old green livery. S Green

There are at least five of these 0-4-0PM "Gas Mechanicals" preserved in France, two at the CFCD (Works Nos. 49192/966 of 1917) and three at the Tacot des Lacs (Tacot Lakes Railway), identities unknown.

Staying with the Baldwin theme for a bit, approx. 30 of the 4-6-0Ts remained and worked in France, working for the Société anonyme de Chemins de Fer à Voie de 60 du Pas de Calais at Vis-en-Artois. Three of these locos were rebuilt in 1954 into high-powered diesel mechanical shunters, basically the top half was thrown away leaving just the rolling chassis! Onto this was bolted the engine and a box-like body was built, with an off-centre cab. One survives in preservation, also at the Tacot des Lacs (TL), near Namur in northern France, where it has been based since 1988, kept in working order and painted in all-over light grey with a broad yellow horizontal band.

Also at TL (a preserved section of a former railway served sand quarry) are two Baldwin 2-6-2PTs. 195 of these locos were built, US Army Nos. 5001-5195, 190 of which saw service in France, the other five remaining in the USA. They were based on the ALCO engines, but incorporated many of the standard Baldwin 4-6-0T parts, including the same coupled wheelbase. The first loco, Works No. 46504 of 1917 (TL No.68), is currently being restored and has been at TL since 2007. The second loco arrived during 2002, via Australia and North Wales!

After the First World War, BLW No.46828 of 1917 was sold to the Penrhyn Quarry Railway (PQR) in August 1924 along with two sisters. The three locos' identities were as follows:-

PQR No.1 "LLANDEGAI", BLW 47143/1917, USA No.5159.

PQR No.2 "FELIN HEN", BLW 46828/1917, USA No.5104.

PQR No.3 "TREGARTH", BLW 46764/1917, USA No.5096.

These locos were actually bought to replace the "main line" 0-4-0ST Hunslet-trio of LINDA, BLANCHE and CHARLES, but in reality were an unmitigated disaster, the last one in service, No.3, was withdrawn as early as February 1929! No.1 was converted to a stationary boiler in March 1928, while the other two were left to rot until January 1940 when Nos. 1 & 3 were scrapped. No.2 FELIN HEN [(Welsh for 'Old Mill'), withdrawn in June 1927!] was reprieved for some reason and sold to the Fairymead Sugar Mill, near Bundaberg, Queensland in March 1940, being shipped via Liverpool. She was converted to 2ft gauge, had a "balloon stack" spark arrestor chimney fitted and the drawgear was altered, but otherwise remained in as-built condition. She carried the no.'4', but for some reason retained her Welsh name throughout her Australian adventure! The leading pony truck was a constant cause of derailments, so during 1956 it was removed and FELIN HEN ran quite happily as an 0-6-2T for the rest of her career. The locals had their own special name for this engine, namely CLUCKY HEN! New curve-fronted side tanks were fitted at a later date, no doubt to improve visibility.

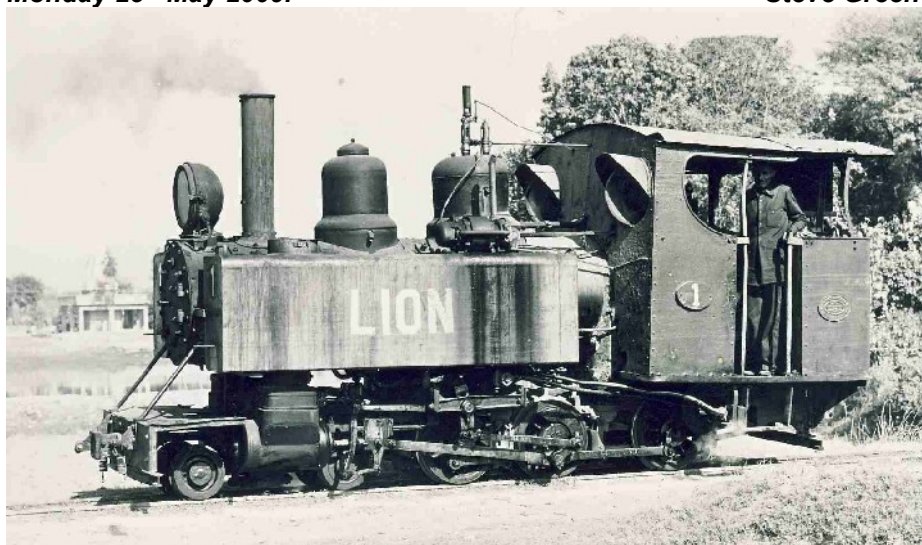
Her first livery was an attractive green lined with red, but during the early 1960s she was repainted in a very garish livery of red boiler, cylinders and top half of the cab, with yellow tanks and lower half of the cab, all lined in black! She was withdrawn during 1965 and plinthed in a park in South Bundaberg during 1969. She was purchased for preservation and restoration back to working order by the Bundaberg Steam Tramway Preservation Society, but by 1999 she remained stored in a shed at Qanaba Mill, part of the Fairymead system. FELIN HEN was sold to a group of French enthusiasts in June 2002 and arrived at Tacot des Lacs the following month for restoration back to her First World War guise. Restoration back to a 2-6-2T and original condition was completed in January 2011, painted in WD battleship grey, with 'U. S. A.' in large black letters on the tank sides and her original No. '5104' on the cabsides.

As we were in Australia, we'll stay 'down under' for the next loco. This is another Baldwin 4-6-0T, Works No.45215, built in February 1917, original WDLR No.1083, then 633. This was one of five of these locos which ended up working in Oz after the War. This particular loco was bought by the Racecourse Central Sugar Co. Ltd, Silent Grove Tramline, Mt. Ossa in 1925, as their No.5, named BALDWIN and converted to run as a 4-6-0T + tender loco. She was fitted with a new boiler during 1936 and moved to the Racecourse Mill, Mackay, Queensland during 1945. Her condition was noted as being "out of use" in 1955 and lying "derelict" by 1963! However, she was purchased for display in the Goulburn Steam Museum, New South Wales in 1972, but then she was bought by Dreamworld Development Proprietary Ltd for use at a theme park. She was sent to Rydalmere, Sydney, NSW for rebuilding into a genuine 4-6-0 tender loco, but converted into a steam outline diesel engine with a "Wild West" appearance, numbered '4' and painted bright red. These works were completed by 1976 in time for the opening of Dreamworld, in Coomera on the Queensland Gold coast, in December 1981, where she remains in operational condition.

Over in India, the Baldwin 4-6-0T story continues, just! In 'The Corkscrew' Issue 46, August 2008, I mentioned the import into this country of BLW 44656/1916 (WDLR No.778) and 44699/1917 (WDLR No.794) from India in March 1985. To recap, WD 778 which has been restored to original condition at the Leighton Buzzard Light Railway, was previously operated by the Daurala Light Railway, and subsequently the Upper India Sugar Factory at Khatauli where she was numbered 1 and carried the name Lion. Sister 794 had taken a similar route beginning with the Jagadhri Light Railway before again ending up at the Upper India Sugar Factory where she was numbered 2 and carried the name Tiger. 794 is on loan from the Imperial War Museum to the Welsh Highland Railway (Porthmadog) and is still under restoration and should enter service as WHR 590.



BLW 44656/1916 (WDLR No.778) restored to original War Department condition, at Page's Park on the Leighton Buzzard Light Railway on Monday 25th May 2009.
Steve Green



The same locomotive is seen at the Upper India Sugar Factory at Khatauli where she carried the number 1 and name Lion. Note the rudimentary cab roof extension.
WRS Archive



Sister to Lion, was No.2 Tiger which also ended up at the Upper India Sugar Factory before repatriation to Wales. She is seen working the cane workers passenger service in this February 1984 view.

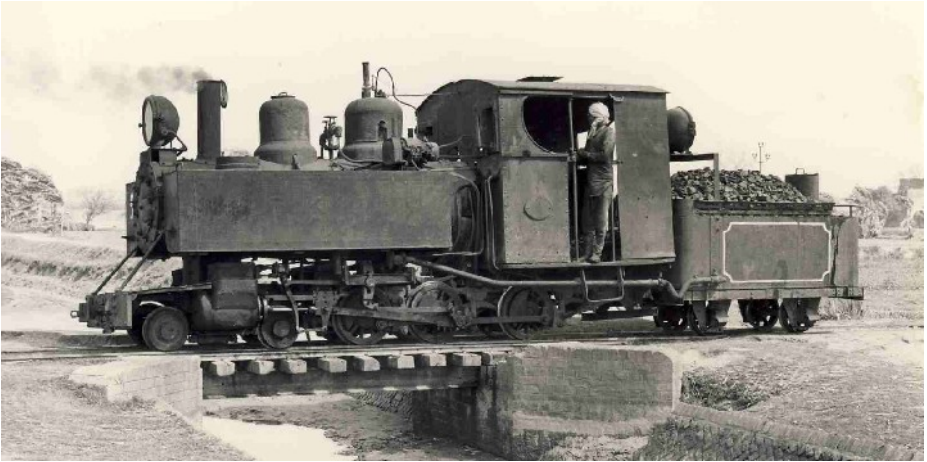
WRS Archive.

It was thought that six more locos remained at other sugar mills/plantations. but it now seems that only two definitely survive, out of the 50 which were despatched there after active service for use on the Northwest Frontier. The two locos, both of which are stored out of use, are BLW 45231/1917 (WDLR Nos.1099 - 649) at BSSC Motipur Sugar Mill, Motipur and BLW 45380/1917 (WDLR Nos.1111 - 661) at BSSC Hathua Sugar Mill, Bihar, both in Northern India and both closed during 1998.

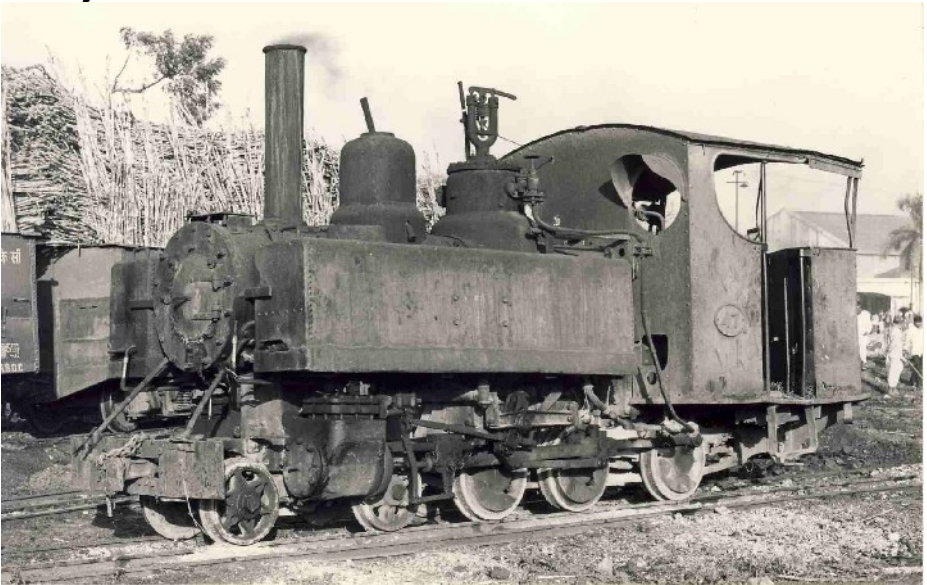


Daurala Light Railway No5 (Unidentified) was modified with a four wheeled tender. This location kept its locomotives in immaculate condition as seen in this 1978 view.

WRS Archive



By February 1984 this loco had also migrated to the Upper India Sugar Factory where it became rather more run down. WRS Archive



Shree Krishna Gyanoday Sugar Factory was the home of this as then unidentified locomotive, which carried an oval plate with the number 47 on its cab side. February 1984 is the date of this view. WRS Archive

In the article in Corkscrew 46 mention was made of three Baldwins that entered service on the Tarrant Valley Railway. One locomotive number 44657 of 1916, WD779, which became TVR 16 "Sir Brian" is suggested to have a confused identity having used many parts from 44650, WD772, which never carried a TVR identity before being scrapped.

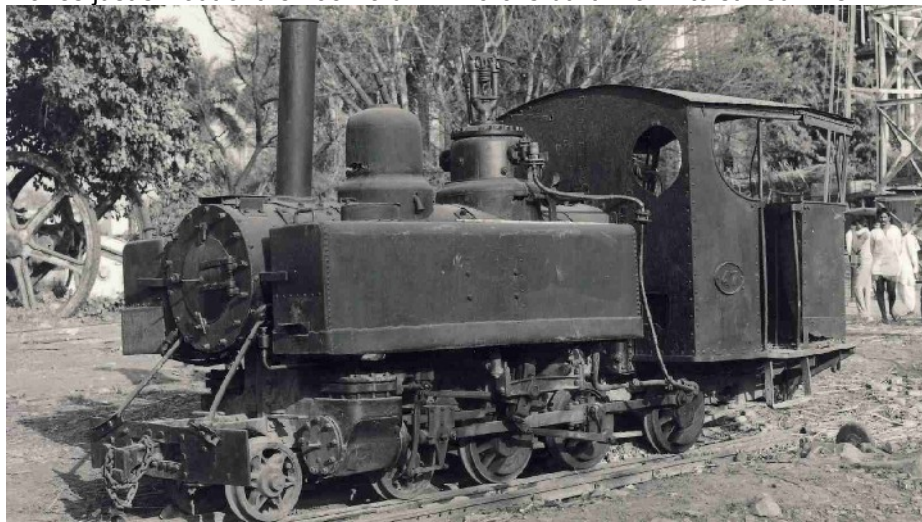
Further information has come to light which confuses the picture even more, as it has been established that BLW 44657, WD779, was actually exported to India where it could be found at Ryam Sugar Factory, stored out of use as recently as 8th February 1992. (See picture below)



Also at Ryam Sugar Factory on 8th February 1992 could be found a second Baldwin, missing its works plate , but carrying a cab side number plate bearing the number 45, which suggests a shared history with the previously mentioned number 47.
WRS Archive

The final Baldwin 4-6-0T to survive takes us to Greece, where she's been since being despatched there to serve on the Salonika front during World War One, along with eight identified classmates, and possibly others. During the War, BLW 45010/1917 (WDLR No.973) worked on the Stavros - Sarakli Railway, a 41 mile long line running east to west, built by the British Army, which opened in April 1918. Stavros is situated in the south-west corner of the Gulf of Rendina and Sarakli is about five miles north of Salonika. This line was then taken over by the Hellenic State Railways (SEK) in June 1920 and operated by SEK until 1947. No.973 then moved on to the Sfindali - Oropis mineral railway, serving the lignite mine at the latter, where she acquired the name "ELLI". In 1955, five of the known locos passed to the Hellenic Army General Staff (HAGS) while the other three, which were joined by No.973, were despatched by the SEK to the Thessaly Railways for use on the Pelion line working between Volos and Milies, but in the end they were never used and didn't turn a wheel in anger again. Volos is the principle port of the Thessaly region of Greece, the station at Volos being a very attractive, original Thessaly Railways building. No.973 is "preserved" in typical Greek fashion, i.e. stored in a derelict condition (!) at the narrow gauge depot at Volos, in a semi-open shed behind the station, next to the old loco shed and workshop. The left-hand side of the loco is the visible part, and apart from the chimney and some parts of the motion missing, is otherwise complete. So if you wish to help out with the Greek economy and purchase this loco, then I am sure they will only be too delighted to hear from you!

That brings us to the end of this write-up, but if you've been counting, that makes just six out of the 495 Baldwin 4-6-0Ts built known to still survive.



By 4 February 1992, 47 which had eventually been identified as 45380 of 1917 had moved to the Hathua Sugar Mill, Bihar, where as mentioned earlier she survives in store since closure in 1998. WRS Archive

Sunscreen in March

by Ken Aveyard

The title above certainly wasn't on my mind when I set off on my traditional end of March visit to Bradford to coincide with the Spring Transport Fair at the Greater Manchester Transport Museum. Leaving on Friday 23 March at my usual 0430, the noticeable absence of speed restrictions or other delays on the journey saw me arrive at Adwick le Street station north of Doncaster in time to catch the 0838 from Leeds formed of ex Scotrail 322484 one of five such units recently added to Northern Rail stock. I was due to spend five and a half hours on the station, during which 21 freights or light engines passed through amongst the steady stream of Inter City and local trains. As well as the usual East Coast and Cross Country stock; Grand Central, Hull Trains, Trans Pennine, East Midlands and Northern also provide passenger services, and on this particular occasion Grand Central were able to spare 180105 to hire to Hull Trains whilst their own units are refurbished. Indeed 180111 newly outshopped in Hull Trains livery was awaiting transfer back from the works. Six different 180's in three different liveries were seen, 180101/2/5/10/1/4 with 102 still being in the old Hull Trains livery.



66736 the former 66404 and now named Wolverhampton Wanderers heads north through Doncaster on a gypsum working and was one of 7 GBRf workings seen.
Ken Aveyard

In addition to seven GBRf workings, on coal, containers, and gypsum, were three Freightliner 66's on coal and containers, and ten DBS examples including two pairs of light engines. Thunderbird 67019 arrived early in the afternoon. GBRf are becoming more prevalent in the north east and are expanding the former Jarvis depot at Roberts Road as a base to save running down to Peterborough. 08669 was occupied moving wagons in and out of the works, whilst 08853 dragged 91122 from the plant and deposited it in one of the sidings. The weather had been unseasonably warm and sunny and all too soon it was back on 322484 again to Adwick and the drive on to Bradford.

Saturday was the usual day in Manchester, and the unit this year was 158758, one of a batch now made up to three cars and used on the Manchester - Bradford – York workings. Carriage to Boyle Street was the museum's Routemaster, whilst my journey back was on the Leyland National pictured inside the front cover. This year I allowed some time in Manchester, at Shudehill Interchange where as well as photographing buses, eight of the new trams resulted in four cops.

Sunday morning saw me head for Midland Road, and with 66595 now firmly under the belt, the targets were four class 70's still needed plus ex DRS 66419 working for Heavy Haul. Whilst there were three 70's on shed none were required, and no sign of 66419

Monday was the start of a two day visit to the midlands with my brother Colin. Readers will remember last July's failed attempt to see the new class 172's which due to component shortages and the advancing of the Chiltern order, had been delayed. On that occasion 172331-3 had been seen seatless at Tyseley and 172338 on driver training and that was it. This year Colin had booked a good deal at the same Travelodge near Tyseley so our itinerary would be Water Orton followed by Moor Street or Snow Hill on the Monday, then if necessary Tyseley and Nuneaton on Tuesday.

An early start from Bradford saw us at Water Orton not long after 0830 with the intention of staying until 1345 which was the booked time of the Humber tanks a likely bet for a 60. Regulars at Water Orton will know that there is a regular procession of passenger trains formed of Cross Country Voyagers or 170 units with a couple of HST's on the Plymouth services and mixed in amongst them a steady procession of coal, container and general freight trains, so the anticipation is in the unexpected. We were not disappointed as before we had even got from the car to the platform, 56312 in York Railfest livery shot through en route from Washwood Heath to Burton from where it would return later in the day with 56302 on loaded scrap to Cardiff. Shortly afterwards, the new Daventry to Wentloog Tesco service passed through with 66428 at the head. It wasn't long to wait for the next surprise as just after 0900 31285 propelled a short Network Rail train towards Birmingham. Just after mid day 56312 and 56302 returned with the Cardiff scrap service and finally bang on time at 1345 60071 headed east on the empty tanks for Humberside. In the intervening time we had seen 8 Freightliner 66's on a mixture of coal and liner trains, and 7 DBS 66's on coal, ballast, point carriers, steel and light engine moves. Oh and it was sunny enough for sunscreen!

We headed off to Tyseley and caught the first train in to Snow Hill, passing Tyseley depot where 172221 and 172334 were stabled, whilst 67018 was seen at Moor Street on one of the Chiltern loco hauled rakes. Snow Hill did not have a spare 172 parked up so we returned to Moor Street for the peak.



56312 in Devon and Cornwall Railways livery with Railfest advertising heads 56302 through Water Orton on 16 March 2012. Ken Aveyard



60071 passes Water Orton on empty tanks for Humberside. Ken Aveyard

Having studied the timetables for the services through Snow Hill it was apparent that the Worcester services had ten diagrams, and the Stratford services eight and that all would pass through Moor Street in little under two hours. A schedule was drawn up and as each service passed through succeeding units were copped (or not in the case of 331-333). Some diagrams were using pairs of two car sets, one had a three and a two together and others were single three car units. Chiltern services also passed through regularly, but not 168002 unfortunately, and 67013 arrived from London before setting back in to the new stabling siding laid on the station approaches. With only three diagrams to see, we then suffered a possible setback in the arrival from Stourbridge of a combination of 153366 and 170631 which left two diagrams and 172331 335 and 338 still unseen, of which 335 was needed. The odds lengthened when the next arrival was 172331, leaving one train and two units unseen.

Finally the last diagram rolled in from Kidderminster with 172335 so the units were cleared with the missing one being 172338, the only one seen in use last July.



The final cop! In glorious sunshine, 172335 leaves Moor Street on a Kidderminster to Dorridge service on 26 March 2012 Ken Aveyard



67013 Dyfrbont Pontcysyllte one of the former Wrexham and Shropshire locos after arrival at Birmingham Moor Street. Ken Aveyard

Afterwards we returned to Tyseley where we hoped to see the passing of a delivery of London Transport S-stock due around 1830. Having made the slow progress from a 1330 departure from Old Dalby, involving lots of parking up awaiting paths through Birmingham in the peak, the distinctive cab end of a class 20 appeared tantalisingly in the distance sitting patiently at the signals as the light gradually faded. Finally 20227 and 20142 led units 21081 and 21082 with 20901 and 20905 on the rear. Unfortunately the light was so poor that the pictures will not reproduce well enough here. Another strange working was 66151 depositing a rake of wagons in the DMU depot.

Wednesday dawned bright and sunny, and an early run was made to Water Orton where we watched the three early freights pass through, all being Freightliner 66's rather than the hoped for 70. Onward then to Nuneaton by 0830 where we were to spend the entire day. Again Nuneaton has its regular diet of Pendolinos and Voyagers plus cross country 170's and regular freight flows from all the major companies with Anglo – Scottish traffic mixed in with workings to and from Daventry, Hams Hall, Lawley Street, Southampton, Leeds and Trafford Park to name a few.

One of the first workings to pass was the morning DRS Malcolm train from Daventry which had former Fastline 66301 in charge. Just after 1000 the first 70 appeared as 70015 ran south on ballast boxes, after which 66431 headed for Daventry closely followed by 70018 hauling a dead 66536 towards Southampton. Former DRS 66415 working for Freightliner put in an appearance, then the first GBRf working of the day found 66715 heading south on a liner train. As always electric traction makes an appearance with 90043 86607+86610 86632+86622 86629+86638 and the ever present 86501 running solo as always. And – yet more sunscreen!



47501 appeared running light southbound. This loco which had a reputation for unreliability has now been retired from service by DRS and is presently at Eastleigh as a spares donor for those being overhauled there. The second 70 of the day manifested itself as 70003 light engine followed by 70005. More electrics followed with 90047 86614+86637 and rather unusually 90020.

As well as the usual fare of DBS 66's and a few more DRS and GBRf locos the final unusual working was 180106 running from Barclay's at Kilmarnock back to Old Oak Common after being refurbished with the buffet car converted to passenger carrying layout. Some of these units are returning to FGW for outer suburban commuter services.



Refurbished 180106 at Nuneaton on 27 March 2012

Ken Aveyard

Wednesday saw us heading for York where a visit was made to the NRM as well as a couple of stints on the station. Miss of the day was 66728 which we both needed. As it went north round the York avoider we were watching its progress on the newly renovated signal box mimic panels in the museum. 66741 and 66739 both ex Freightliner were seen working for GBRf whilst the southbound Colas working from Wolsingham had regular 66849 up front. The former Jarvis workshops next to the NRM are being used by Freightliner for engineering work and 66614 and Poland bound 66412 still in its black livery were present the latter having been brought back from Immingham when paperwork issues prevented it leaving.

Thursday saw us again make an early start heading for Manchester where we spent the morning rush hour in Piccadilly Gardens until we had seen all the trams that were in use. Twenty of the new 3000 series were seen but only four cops. We then adjourned to Piccadilly Station to watch the inward and outward Trafford Park to Southampton Freightliners which pass within a few minutes of each other but again no 70, 66420 heading in and 66587 coming out. We then followed up with a run out by tram to Altrincham and Eccles and back to Trafford Park depot where 19 new trams were stabled, all cops. We also visited the new extensions to Media City and St Werburgh's Road where work on the continuation to the airport could be seen. A final run back through Manchester and up to the original depot at Queens Road didn't throw up any new trams so it was back home again.



Manchester Metrolink series one tram 1012 at Altrincham. Most of these trams are to be replaced by an extension to the order for the new series three trams. Ken Aveyard



New series tram 3005 reverses at the temporary terminus at St Werburgh's Road before running back to Victoria Station. Ken Aveyard

On Friday I made a solo visit to Mirfield station hoping to find 66419 working one of the Bredbury to Roxby binliner trains. The expected eastbound working at 1150 saw 66003 on oil tanks, and the westbound working was 66508, but in the path one hour behind at 1250 66419 duly appeared. Thus ended one of the best spotting weeks for a long time including the weather.

STANDARDS, STEAM AND STOKE ON TRENT

by Peter Watson

Trips out with the Doncaster Grammar School Railway Society were generally undertaken by train – because in those days you could! Easter 1966 was to be Stoke, Crewe and Chester via Derby.

First notes were of the steelworks complex at Parkgate, just outside Rotherham, (now an out of town shopping centre) where 63653, 84017, 84019 and 84026 were waiting to be dragged through the gates of Arnott, Young, the local scrap merchants. The Standard tanks had been withdrawn from sheds in Lancashire the previous Christmas.

Although we didn't really know it, by this time we were within a couple of years of the end of steam but the range and variety was still exciting. On the run to Stoke via Derby I noted 4 Ivatt class 4, 3 Black 5, 1 Jinty, 10 8F, 6 B1, 1 Standard 4 and 3 WD as well as the Parkgate quartet. Diesels were equally prolific with classes 08, 17, 20, 25, 31, 37, 44, 45, 47 and a former LMS shunter (class 11) noted. That's 19 different classes spread across only 74 locos!!



Slightly earlier than Peter's visit, Fowler 2-6-4T 42315 shunts empty stock at Stoke on 19 August 1961. WRS A/C153

My one and only visit to Stoke shed took place in pouring rain but was memorable for the new locos seen there, especially the Standard class 4s which were quite a novelty – there were 8 on shed, and the fact that it was still an all steam shed – the only “interloper” being D328 seen passing the shed on the main line. This was in the days when locos had a home depot and rarely strayed far from it – hence the excitement of visiting a different part of the country.

Stoke shed contained 4 Ivatt class 4, 13 Black 5, 2 Jinties, 15 8F, 1 B1 (withdrawn the following week), 8 Standard class 4, 3 Standard class 2 and a couple of 9Fs.

Between Stoke and Crewe – looking out through the front windows of another dmu, we added the West Coast electric classes to the heady mix – 7 steam locos from 5 different classes, 5 diesels representing 2 classes and 6 electrics from 3 classes.

My notes don't differentiate between Crewe station and the South shed – the North shed having closed shortly after my only visit in early 1965 when its half round house and roads contained 15 Britannias, all in steam!! Our stay in Crewe produced 97 locos: 2 electrics (2 classes), 33 diesels (7 classes) and 62 steam locos – on a weekday remember! – from 11 classes. Notable locos included two named class 40, Jubilee 45600 "Bermuda" withdrawn the previous Christmas from Newton Heath and 8 Britannias – 70014/22/23/24/25/27/31/49. They were in a rundown state and I don't recall that any had nameplates still attached but all, with the exception of 70027, survived until the end of the Britannias at Christmas 1967.



Again earlier than Peter's visit Patriot 45550 departs Crewe at 8.15pm on 11 August 1962 on a Birmingham – Heysham express. WRS C548

The weather wasn't a great deal better as we pulled in to Chester station past the shed where 47674 (steam, not diesel!!) was shunting and green BR Standards were on offer.

Today Chester can barely muster a loco hauled train and the only real interest lies in the myriad livery variations to be seen.

Forty five years ago a very different scene presented itself with 38 steam and 13 diesels covering 14 classes.

- Fairburn Tank 42086
- 17 Black 5
- 3 Jinties
- 4 Stanier 8F
- Britannia 70038
- Standard class 5
- Standard class 4 (4-6-0)
- Standard class 4 (2-6-0)
- Classes 24, 25, 40, 47, LMS 12048 and D2604

The return run to Derby was relatively uneventful, though the chance today to see any of the engines that were identifiable would bring out enthusiasts in their droves. One sighting was of an NBL diesel shunter (D2741) allocated to Crewe Works together with an immaculate ex-works Standard 4 in lined BR green (75009) and a 4F(44377), also used as a Works shunter until displaced by more diesel- hydraulics, just outside the Works exit. That was, I believe, the last 4F I ever saw in active service.

At Derby, while waiting for the connection to Sheffield and then on to Doncaster, there was time to walk along the platform and see some of the locos that were in the Works yard and on shed and then home as the light faded. The variety of classes was evident again:

- Diesel classes 04, 08, 10, 11, 20, 25, 31, 37, 45, 46, 47 and 55. LMS 10000 was seen at Derby along with class 73 E6026, which was brand new and on test, and ex-LNER 15001 while Wath electric 26018 was outside the Plant at Doncaster.
- Steam classes Ivatt 4, Black 5, 8F, B1, Britannia, Standard 4 and 9F.

So there you have it – a small insight into a day out organised by some teachers interested in railways. They did it for free and without any Health and Safety paperwork. It gave us an unrivalled opportunity to see the world and act responsibly in potentially dangerous environments. There was no bad behaviour because we were trusted and we all knew what would happen if we broke the rules – mostly unwritten. We didn't need entertainment beyond what we could see through the compartment window. The world was an altogether simpler and kinder place..... and later that summer England won the World Cup too!

As Wallace would have said "That was a Grand Day Out, Grommit old friend". The final score was 369 locomotives from 41 different classes, 15 of which were represented by a single example. More than half the locos were steam and the majority were still active.

"Sic transit gloria mundi" as they say in Ferndown.

The Hudson G class 0-6-0WTs

Amendments to Corkscrew 68.

By Steve Green

Dear Reader,

In the last Issue of The Corkscrew I compiled an article about the Hudson “G” class 0-6-0WTs, well since then some new information has come to light. I mentioned that these locos were mainly confined to depots, etc. due to their limited water capacity, but when they were let loose on the ‘main line’ they had a small tank wagon added to act as a tender, fitted with a hand pump.

With regards the 25 locos’ which were sent to Salonika in Greece, I have found a report which lists five of these locos which were reported as being “derelict” at Stavros, about 41 miles east of Salonika. They then passed onto the Hellenic Army General Staff (HAGS) during 1955; their fate from then on in is unrecorded though.

On page 19, reference was made to quarry Hunslet 0-4-0ST named PAMELA, and I mentioned that she was preserved at a private site in Leicestershire. Well, it turns out that the source of that information was just a little bit out of date! She was in fact sold in 1984 to the Old Kiln Light Railway at Farnham, Surrey and is currently undergoing overhaul back to working order.

BRONLLWYD has now been returned to working order at the Statfold Barn Railway, and appeared at their Open Day on 31st March in her new guise. She has been restored back to as-built condition, with the addition of a cab front and roof and removal of her large front bufferbeam (see photo on page 19) and nameplates. She retains her red livery but the cab-sides are now lettered SURREY COUNTY COUNCIL HIGHWAYS DEPT. The number ‘G.P.39’ has also been applied.

On page 20 there was a photo of an 0-4-0WT, which was credited as being one of mine. Unfortunately it isn’t, but I did take the photo! This loco is one of Roy Wood’s locos running on his O-16.5mm layout ‘Crichel’, taken at our 2009 exhibition. Apologies to Roy if he read the article!

On page 27 in The Watford Weekend by Al Terego, you will have read that the four C.L.A.N.G.E.R.S. were assisted by two Moors Valley youngsters, Lucas and Nick. Lucas was there, but Nick wasn’t Nick, his name was Ross! And it wasn’t Nick Ross off of the BBC’s Crimewatch either! Nick may well have liked being called a ‘youngster’ though! Apologies to both of them if they read the article as well!

RAILWAYS ROUNDABOUT

MARCH :- On Monday 19th the empty sand wagons were en-route to Wool with No 66549 in charge when it was recessed into Totton loop. It appears that one of the train crew had been taken ill and the train then had to wait for over five hours before a substitute crew member was obtained. Once on the move again the train arrived into Dorchester at around 21.30 instead of 16.30, after the usual splitting of the train and shunt moves the final portion arrived into Wool at 23.45. No 66549 worked the loaded train to Neasden the next day followed by another, this time, uneventful round trip later in the week. Sister loco' No 66560 did two round trips the following week without incident to end the March period.

APRIL :- In the first week of April, Class 59's Nos 59004 and 59203 worked the Hamworthy stone with No 66560 appearing again on the Wool Sand. However, probably the most interesting period of the month occurred during the week after Easter. On Tuesday 10th Ex DRS Class 66 No 66415 now in use with Freightliner, but still carrying the full DRS livery worked the Wool Sand train. It passed Poole at the usual time of 16.00 and was followed just 50 minutes later at 16.50 by Class 31 No 31465 working a test train to Weymouth, 31465 returned at around 19.00. The following day (11th) at 07.35 a second test train ran to Weymouth, this time motive power was top and tailed Class 73's No 73201 and 73138, the train returned through Poole at 10.20. The DRS liveried 66415 worked the loaded sand to Neasden later in the day. Finally a third test train, this time the structure gauging train ran to Weymouth, Class 31 No 31285 propelled the train down passing Poole at 22.06, returning a few minutes before midnight.

Sadly Steam Dreams mainline steam tour from Banbury to Swanage ended up as a bit of a fiasco (See Swanage notes below). Originally booked to run behind Princess Coronation Class 4-6-2 No 46201 "Princess Elizabeth" the tour came in behind Blue A4 No 60019 "Bittern" running with its original LNER Number of 4464. After passing Basingstoke the tour ran via Andover, Laverstock and Romsey to Millbrook Goods Loop, the A4 then ran round the stock to run tender first to Swanage. The tour passed Poole 30 minutes late at 14.32, the return working was also late with Poole being passed at 18.55 instead 18.17. This ensured a stirring climb of Parkstone bank from "Bittern" with its 13 coach load.

One Wool to Neasden sand train ran during week ending 29th April worked by No 66507. However the highlight of the week had to be the visit of Merchant Navy Class 4-6-2 No 35028 "Clan Line". As ever this locomotive was in tip-top condition both externally and mechanically. The tour was run by UK Railtours and took "Clan Line" to Swanage she passed through Poole at 12.40 on the down run and 18.20 on the return. Sadly due to lack of turntable at Swanage this leg of the journey had No 35028 on the rear of the train which was hauled by Class 67 No 67028 as far as Southampton.

On Monday 30th No 66518 worked to Wool with a rake of Wagons new to the flow, thereby bringing joy to the “Wagon Neds” ! On the same day the hulk of Merchant Navy Class No 35018 “British India Line” was removed from Portland by road. It left around noon and travelled north to its new owner via Dorchester, Puddletown and Wimborne by-passes to pick up the M3 and A34.

TRIVIA :- That therefore meant on the previous Friday the first (35018) and last (35028) Merchant Navy’s to be re-built were both in Dorset at the same time !

MAY :- At 22.00 on Tuesday 1st Class 31 No 31106 propelled a test train from Eastleigh to Weymouth, DVT No 9714 was leading. The test train returned in the early hours of Wednesday 2nd. In readiness for the Swanage Diesel Gala Network Rail’s Yellow liveried Class 57 No 57312 towed Class 50 No 50026 “Indomitable” through Poole at 12.35. The following Wednesday (9th) Swanage Railway (SR) based Class 33 No 33012 passed Poole at 08.00 en-route to collect other locomotives for the SR diesel gala. As is now well known the resultant failure of this locomotive and that of a subsequent replacement engine led to the non appearance of the other “guest locos”. A last minute single substitute gala visitor, ED Class 73 No 73136 ran light through Poole at 14.45 on Saturday 12th. And the final SR gala related main line movement occurred on Monday 14th when 57312 towed 50026 and 73136 back to Eastleigh, Poole was passed at 10.55.

OTHER MAIN LINE STEAM :- Once again a major problem occurred to a steam special, this time it was a Three Bridges to Bristol excursion worked by Black 5 No 44932. The train was terminated at Salisbury on the return working due to valve gear problems. Passengers from this service returned home via a South West Trains service to Clapham Junction thence Southern Services to Three Bridges and other pick up/set down points, not quite what you expect having paid upwards of £80 for a day out with steam !!

SWANAGE RAILWAY (SR):- Over the weekend of 24th/25th March the railway held their “Railway At Work Weekend”. Visits to Signal Boxes etc’ were on offer with access to the footplate of 34028 “Eddystone” and cab of Diesel D6515 (33012) also available. A two train service was in operation, Standard 4 2-6-4T No 80104 worked the steam roster and 2 car d.m.u.’s 51933+54504 worked the diesel service. Contained in the set of the coaches hauled by steam was one of the recently restored Bulleid coaches. As an added bonus for members of Swanage Railway Trust Class 08 shunter No D3591 (08476) plus a Queen Mary Brakevan worked a shuttle service from Norden to Motala ground frame. The trip provided your scribe with a ride over a section of rail route he had not traversed since January 1st 1972 !!

M7 No 30053 continued its wanderings following its Great Central Railway visit with an appearance at the "Mad" Hants Railway gala in March. It was however back operating on the SR by April 1st, being noted working the steam section of the two train Easter service. It has subsequently been reported that the locomotive (30053) has suffered damage due to carry over of water (priming).

The first incoming charter service of 2012 was a bit of a fiasco and threw the SR timetable into confusion. Running from Banbury the tour loco' was 60019 (4464) "Bittern" substituting for No 46201 which had (Supposedly ? ?) failed its fitness to run exam. In a change from the usual routine of working in with the steam loco' leading, and a diesel on the rear to haul the return trip to Southampton, the train came in tender first (as reported above in Mainline Notes). However disaster was to strike on the Swanage branch when the loco' slipped to a stand on the climb from the Frome River Bridge to Furzebrook. A couple of factors were to blame, none really attributable to the locomotive. 1/. Tender first running, with limited sanding plus a 13 coach load. 2/. Very rusted track on the section involved (The last movement being in November 2011) 3/. A 5 mph speed restriction over certain bridges. After several attempts to restart the solution was to hand sand the track, back up to the level section close to the Frome Bridge, open the regulator then charge !! All credit to "Bittern" she made it on the second attempt. Unfortunately arrival into Swanage was just over an hour late, giving tour participants a mere ONE hour in the town. Arriving tour passengers were then told that their train would leave at 17.30 and not 17.15 as advertised allowing them a whole 15 minutes extra in Swanage !!! At this point the situation deteriorated even more, for some unknown reason once all passengers were off the train it took an age to attach No 33012 to haul the stock away to release No 60019 (4464). With "Bittern" safely out of the way on the shed road being coaled No 6695 arrived with an SR service train to clear the backlog of "SR day trippers". At 17.25 No 6695 left for Norden, thus it was to be 17.40 before the tour stock got back to Swanage and 17.53 before "Bittern" was able to depart. However credit where credit is due she made a good climb up to Harmans Cross looking and sounding superb as she forged over Quarr Farm Crossing in a rare shaft of sunlight on an otherwise showery day.

A week and a day later on Friday 27th April it was the turn of Bulleid Pacific No 35028 "Clan Line" to work into Swanage. On this occasion the "normal" routine applied i.e. a diesel was on the rear to haul the return train to Southampton, the diesel in question was Class 67 No 67028. With the same EWS/DBS driver in charge who had worked "Bittern", he took no chances ! This time he let rip with "Clan Line" crossing the Frome river bridge and made the climb to Furzebrook with ease. Arrival into Swanage was on time at 14.00 Once released from the stock by 67028 No 35028 ran to the shed area for servicing and was passed 34028 "Eddystone" on SR service trains. For Bulleid fans it was great to see both 28's together.



35028 Clan Line passes Poole en route to Swanage on 27 April 2012. KA

SR DIESEL GALA :- 11th, 12th & 13th May, Following the loss of FOUR visiting locomotives the railway's diesel gala was not quite the success it should have been. Due to the failure of TWO locomotives involved in bringing D821, D9019, D8188 and D8059 to the railway only Class 27 D5401, 57312 and 50026 plus the SR based 33111 were available for the three day gala. As a consequence and to maintain the advertised intensive timetable, Standard Tank steam loco' was made an honorary diesel for the weekend being renumbered D80104 !! In spite of the shortage of loco's the event ran without too many problems with most persons making the best of a bad job. Luckily the weather was sunny for most of the three days, and many familiar faces both local and from afar were noted enjoying photography and/or riding on the trains. For some of the above mentioned information I am indebted to Steve (Reverend) Green, Mark Pike, Paul Steedman, Roger Smith, Jim Smith and Alan Worth.



Dorset Locomotive Visitors 2011

by Colin Stone

Even in steam days Dorset never saw the same volume of locomotives as say Yorkshire or Essex. Now in “Modern Traction” days with d.m.u.’s and e.m.u.’s working nearly all passenger services “our” total of locomotive visitors are quite sparse. Having checked various notes it appears that last year (2011) Dorset saw just 95 separate locomotives of various classes, both steam and diesel. Even in the late 1980’s in the days of increasing use of e.m.u.’s that meagre total was exceeded each year by counting visits made by just the Class 47’s alone !!

Class 66’s visits predominated with 44 different loco’s visiting, 10 EWS/DBS examples came our way with the other 34 belonging to Freightliner, No 66556 put in most appearances (6). Other types to come our way were 4 x Class 31, 2 x Class 33 (one preserved), 4 x Class 37 (one preserved), 5 x Class 47, 1 x 57, 8 x Class 73 (one preserved) and 2 x Class 67. All 14 British based Class 59’s worked into Dorset on the Hamworthy Stone train. Other preserved diesel locomotives were 1 x Class 56, 1 x Class 52 (Western) and two Class 55’s (Deltic’s). Steam hauled specials running into Dorset VIA Poole brought us visits from the following steam engines :- 45305 (2), 48151 (2), 60019 (12), 60163 (1), 70000 (6), 70013 (4) but our most prolific visitor was Bulleid Light Pacific No 34067 “Tangmere” which ran into and out of Dorset on 18 separate occasions. The figures in brackets refer to separate days that the loco’ worked on the main line, not up and down on the same day. Of those locomotives, 11 were first time visitors to the County of Dorset, two which were the steam engines Nos 48151 & 70000. I have not included the West of England main line as that route only “clips” the north of the County, although that would add Bulleid 35028 “Clan Line”. The ex GW route via Dorchester West can add just one steam engine to the list in the shape of No 5029 “Nunney Castle”, 8F No 48151 and “Tangmere” worked to/from Weymouth that way as well. On the diesel front the GW route can add 2 x DRS 37’s. The same Class 31’s on test trains which worked through Poole also worked over the GW line.



HORTON ROAD UPDATE SPRING 2012

by Dave Round

The last 3 months has seen rapid progress with relaying the fiddle yard of Horton Road. We have endeavoured to give directional operating capability with 2 up and 2 down, passing loops installed along with storage roads, achieved with "in house built", 3 way points. Consideration now takes place to the hardest task of all. Electrical connections for DCC and Analogue Control.

Having spoken to other layout operators and inspected various DCC systems , we will be using Digitrax Components. With lighter nights now upon us, we should be able to make good progress with this side of the project and be ready for testing by mid / late summer. Once this 1/2 of the layout has been completed, our attention will return to the front of house, public side of Horton Road ,where we will complete the installation of the final point motors, ready to receive the new wiring.

The fiddle yard points will be controlled by inexpensive commercial units, readily available for above board fitting. Completion of the new "Branch" home signal has been achieved and now only awaits installation. We will be erecting the whole layout for track alignment test purposes one Tuesday evening in late April and hopefully one Thursday evening in the Autumn for our club members to see the layout in operation.

Once the electrics have been attended too, work this coming winter (hopefully we will enjoy a summer 1st!) will central around the final tidy up of the scenics, ready for 2013, when the possibility of 2 major exhibition invites, may come our way. Work also continues on the extension and fiddle yard at a members private residence, ready to increase the public viewing face of Horton Road to almost 40 FT. This will give a through running option. The layout can also still be used as a terminus station as originally designed.



67028 brings up the rear of the Swanage bound rail tour on 27 April. KA

The Three Legged (Cross) Word search.

By The ex-Reverend.

How did you do? Did you work out what the locos were and where the majority of them are still based? The remaining letters should have spelled out the following to aid you in your quest:-

BEYER PEACOCK PLUS DUBS AND CO ISLE OF MAN LOCOMOTIVES.

I have **HIGHLIGHTED** the whereabouts of the engines in the grid and listed which letter referred to each number below that. The Beyer Peacock locos, all of which are the famous 2-4-0Ts are as follows:-

1 SUTHERLAND, 2 DERBY, 3 PENDER, 4 LOCH, 5 MONA, 6 PEVERILL, 7 TYNWALD, 8 FENELLA, 9 DOUGLAS, 10 G.H. WOOD, 11 MAITLAND, 12 HUTCHINSON, 13 KISSACK, 14 THORNHILL and 16 MANNIN. No.2 is the only one to have been scrapped, No.3 is sectioned at the MoSI, Manchester and just the frames of No.7 survive, but not all are on display or in use. No.15 CALEDONIA is the odd one out, being the 0-6-0T built by Dubs & Co.

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

A = 6

B = 1

C = 7

D = 16

E = 2

F = 21

G = 22

H = 19

I = 18

K = 10

L = 11

M = 9

N = 12

O = 8

P = 4

R = 5

S = 14

T = 17

U = 13

V = 15

W = 20

Y = 3

His Worship's Warship Word search.

By The Right Reverend Reverend Wright.

I hope this floats your boat, if you pardon the pun!?

In the grid below are the names of 36 Warships, running forwards, backwards, up, down, horizontally and diagonally, carried by a variety of locos. All you have to do is find each one and the remaining letters will then spell out something you will already know! Each name was carried by two locos, either firstly by steam and then by diesel, or by two different classes of diesel. I require the numbers of both locos for each name in the grid, as well as the name of course, to be in with a chance of winning the top prize on offer. I would also like the sentence you *should* reveal as well please! Two, two word answers have a space in the form of another letter in-between each word.

Best of luck. Answers to be handed to The Reverend by ***insert date of your choice*** and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

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

Neal Turner 14th August 1944 - 16th April 2012

Neal was born in London and moved to Bournemouth with his family in the early Sixties. He was a Qualified Civil Engineer and following University he joined Bournemouth Borough Council where he spent his entire working career. Neal was particularly responsible for the foreshore and numerous projects currently enjoyed by residents and visitors to Bournemouth now serve as a lasting tribute to his service to Bournemouth and its residents. Neal and I met when we were opposing the building of a housing estate on land between the Ferndown Industrial Estate and the Ameysford Housing Estate in Ferndown. Neal also enlisted Gordon Edgar to the cause and one of my earliest memories is Gordon, Neal and I patiently trying to produce 1000 newsletters from a very antiquated duplicator which had so expertly been typed by Neal's wife Maria. Neal and Maria had two daughters Lucy and Eleanor, disaster struck as Maria was diagnosed with cancer and died within a short time after Eleanor was born.

We soon found that we were all three railway enthusiasts and they both eagerly joined the Wimbome Railway Society where Neal's enthusiasm and knowledge was used to the benefit of the society. Neal will be remembered as a very willing volunteer in the kitchen during our exhibitions and his request for the tiniest amount of silver foil to be recycled as his contribution to the environment. Following retirement Neal was elected Chairman of the Wimbome Railway Society in 2006.

Neal and I visited the Swanage Railway for the Sixtieth anniversary weekend of the last steam trains to run on the Southern Region on the Saturday 9th July 2007. Sadly, he suffered a heart attack on the following Sunday which left him with six months in hospital and a very restricted life style although he lived life to the full and coped with the efforts we all take so much for granted.

Neal had a large library and collected Southern Railway and Great Western Railway models along with London and North Eastern and London Midland Railway models where they were able to be integrated into the layout he had been building since his retirement.

Neal will be a great loss to the Ferndown area and also to the Wimbome Railway Society which has lost a committed member.

Our condolences go to Lucy and Eleanor and his family at this sad time.

NOTICE TO MEMBERS.

Lucy and Eleanor requested family flowers only and so following an ad-hoc committee meeting on Thursday 26th April a proposal was put to those members present and agreed unanimously that a donation of £100 be shared between his chosen charities namely R.S.P.B., Water Aid and the Swanage Railway.

George Russell

Acting Chairman, (April-May). W.R.S.



Northern Rail four car emu 322484 one of four units cascaded from Scotrail where they were employed on North Berwick services is seen at Adwick Station on the 1430 Doncaster to Leeds on 23 March. This unit is still in plain purple with Northern Rail branding. Ken Aveyard



London Midland Centro liveried 172217 brings up the rear of a five car service at Birmingham Moor Street station. All the diagrams for these units pass though Moor Street in under two hours, but a trip to Tyseley is necessary to see the spare units on the depot. Ken Aveyard



Northern Rail liveried Pacer 144014 pauses at Mirfield Station on 30 March 2012 operating a Leeds service. Ken Aveyard



Freightliner has taken former DRS locos 66411 to 66420 on a mixture of long term and daily hire leases. 66411 66412 and 66417 are Poland bound whilst the others move in and out of store as required. 66419 has worked almost continually for Heavy Haul and is seen at Mirfield on 30 March 2012 with the loaded "Binliner" containerised rubbish train from Bredbury to Roxby.