

THE CORKSCREW

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A rear view of master and slave shunter 13003 with 13001 in the background, showing the slight differences in livery. Pictured from the bank at the rear of Sheffield's Tinsley depot. WRS Archive



Side by side at Edinburgh Waverley on July 10th 2012 are class 334 electric multiple units 334037 and 334034 working the service to Glasgow via Airdrie and Bathgate. See the article Summer in Scotland from page 9. Ken Aveyard

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Editorial

Well it's rapidly approaching that time of year when our thoughts turn to what we can do for mankind, and in particular for our fellow members. By this of course I mean our Annual General Meeting in early December and the election of our new committee.

As those of you who regularly attend Thursday nights will know, we have had six different committee members acting as Chairman for a couple of months each, but it is hoped that at this years AGM we will be able to elect a willing volunteer for that and all the other posts. Nomination forms will be available shortly on the signing in table so whether you are a new member or old, or like most of us just old, why not give it a go. After all it's only a year.

In the real world it looks as though Virgin Trains has won round one of its battle to keep the West Coast franchise, I suspect this will play out for months if not years to come.

Now an apology for running a bit late with this issue which is due to my new laptop deciding it won't talk to my printer, and to pressure of other work. I hope to be back on schedule for the December issue.

In this issue we have an article by Steve Green on the famous Tinsley hump shunters in both full size and model form, a wet trip to Scotland, reminiscences about Doncaster Works in the 60's and about railways on the Isle of Wight at the end of steam. There are follow up articles on the Shillingstone Light Railway and Jason the Garratt plus the regular Railways Roundabout and Tarrant Valley Tales.

Sit back and enjoy Corkscrew 71. Closing date for 72 is 15 November 2012.

Cover Picture:- Tinsley yard hump shunter 13001 is seen here stabled between duties at its home depot. Steve Green relays the history of this class and his models of them from page 4.

The Tinsley Class 13 Hump Shunters, in 12"/ft and 4mm/ft!

By Steve Green.

Tinsley marshalling yard, between Sheffield and Rotherham in South Yorkshire was opened on 29th October 1965 by non-other than Dr Beeching! It closed during December 1984, and with it the sole purpose for these locos existence expired.

The main reason why they were created was that the wheelbase of larger, mainline diesel locos was too long and so they risked grounding out on the top of the steeply graded hump! The solution was to semi-permanently couple together two class 08 0-6-0DE shunters, which would provide enough power and traction to push the long, heavy trains over the hump. Three pairs of locos were constructed, ballasted up to 120 tons/pair, the visible alteration being the massive, deep buffer beams fitted to them. These 0-6-0+0-6-0DEs developed a tractive effort of 70,000lbs and their R.A. was rated at 8.

One loco per pair had it's cab removed, which became known as the 'slave' or 'calf' unit, whilst the other loco, from which these engines were driven, became the 'master' or 'cow' unit.

The six locos involved were all built (and then rebuilt) at Darlington and they were withdrawn during February 1965 for the conversion work to take place. The individual loco details are as follows:-

| <u>Master</u> | <u>Slave</u> | <u>New Nos.</u> | <u>To Traffic</u> | <u>Radio Call Sign</u> |
|---------------|--------------|-----------------|-------------------|------------------------|
| D4188 | D3698 | D4500 - 13003 | May 1965 | Alpha |
| D4190 | D4189 | D4501 - 13001 | June 1965 | Bravo |
| D4187 | D3697 | D4502 - 13002 | July 1965 | Charlie |

When built their original classification code was 7/1 before they became the more familiar class 13.

At first the locos ran cab to cab (or bonnets outermost), but due to sighting problems and a few small incidents, they were re-marshalled nose to tail (as per model and photos), or as it became known, 'elephant style'. In this form the bonnet ends always faced the hump, it proving more practical to have the calf leading.

The master unit had several modifications carried out inside the cab, including a cab to shore radio so the driver could have direct contact with the control tower. Conversely, the tower could contact the right loco using the radio call signs, especially as there were usually two locos in use at any one time. The aspects shown by the signals were electrically repeated in the cab as well as a display system of three lights to aid the driver in controlling the train he was pushing, thus:-

- ⊙ 3 horizontal lights – stop
- ⊙ 3 vertical lights – proceed
- ⊙ 3 diagonal lights – slow down.

The locos were fitted with a unique slow-speed control and a specially designed speedometer was installed, up to a maximum speed of 3mph, calibrated down to 20ths of an mph! The top speed was officially recorded as 20mph. An ammeter showed the performance of the slave unit which was controlled pneumatically. Train brakes were vacuum only, with straight air on the locos.

Although the locos were built at Darlington, it was Doncaster Works who became responsible for looking after and overhauling them.

As built, the loco liveries were standard green with wasp stripes on the outer ends; the inner cab ends also being green. When they were re-marshalled, the end of the cab on the master unit then had the obligatory wasp stripes applied. Re-painting into blue was a slow process, with 13001 and 13002 having their TOPS numbers applied whilst still retaining green, 13002 remaining in this form until September 1977. 4500 was renumbered thus and painted into blue in late 1972.

Once they had all been repainted in BR blue it was actually possible to identify a loco just by the paint scheme applied to the rear of the slave unit and the nose end of the master, as all three were different! Handy if you couldn't spot the numbers!:-

- 13001: Slave unit rear – blue, as well as the buffer beam,
Master nose end – full yellow end. Pictured on the front cover.
- 13002: Slave unit rear – blue, yellow buffer beam,
Master nose end – wasp stripes.
- 13003: Slave unit rear – wasp stripes, yellow buffer beam,
Master nose end, wasp stripes. Pictured inside front cover.

The BR double arrows were only carried by the master unit, except that 13001 also had a pair on the slave unit.

These locos obviously didn't venture very far from Tinsley, there was no need to. Two notable events occurred, firstly when one of the BR-run 'Sheffield Merrymaker' railtours utilised 13003 on a leg of "The Pennine Rambler" tour along the mainline from Rotherwood via Broughton Lane to Tinsley Yard, a journey time of approx. 25mins (!), which ran on Sunday 7th October 1978. (If anyone's interested the tour ran from Mexborough-Tinsley-Dinting-York-Sheffield, the other motive power being 37037, 76010/23 and 40015/20.) The second was between June and August 1980, when the same loco was sent to Swindon Works for a classified overhaul, and ironically later she would become the only one NOT to be sent to Swindon for cutting!

In April 1981, 13002 suffered a generator flashover and languished for a further two months before being officially withdrawn during June. She was eventually sent to Swindon Works for cutting up during October 1982. The other two continued in use up until the hump was closed and are shown as being withdrawn in January 1985. 13001 was sent to Swindon for cutting during May 1985, but dear old 13003 lasted slightly longer, until September 1986 when she made the short trip to Doncaster to be cut up.

So far, no full-size replica class 13 has been constructed, but a “Class 13 slave loco conversion kit” has come onto the market in ‘OO’ gauge to alter a Hornby class 08 into one of these unusual locos. The kit, produced by ‘RT Models’, consists of one pair of whitemetal bufferbeams (for the slave unit), etched nickel silver slave cab rear, floor and bonnet back and resin control desk and tool cupboard. A separate pair of bufferbeams need to be purchased to alter your chosen master unit.

The kit and instructions are quite basic, but armed with “Rail Express No.93, February 2004”, Ian Beattie’s 4mm scale drawing in “Railway Modeller, July 1990” and “The Diesel Shunter” book, I set about converting the two Hornby 08s I’d picked up for the job. The kit is only suitable for the Hornby model as the Bachmann version would require some serious surgery!

The first job was to remove the cabs from both locos as I could only get hold of one green 08, the other one was in Cotswold Rail grey! This task is not for the faint hearted, details on how to do this weren’t even included in the instructions! Luckily I managed to find someone’s blog on the interweb explaining what needed to be done, and I’m glad I did! I’m guessing that Hornby don’t expect you to want to remove the cab, as this near impossible job is very tricky. It is something I don’t really want to have to do again! As I wanted to paint my loco in BR green, the cab from the green 08 was kept and fitted to the Cotswold Rail body to form the master, whilst the body of the green one would be used to become the slave. (Are you with me so far!?)

Some filing and cutting of the new slave parts once trial fitted were found to be required, plus the top of the chassis block which protrudes into the space once hidden by the control desk was also cut down to allow the new parts to fit properly. My approach to this task differed slightly from the instructions, as I decided not to use the new etched floor, resin tool cupboard or white metal hand brake, but to keep the originals as I wanted to re-use the retaining screws which go up into the existing cab floor to secure the chassis to the body. No new buffers were supplied, so the original sprung ones were carefully removed and the buffer beams filed flat ready to have the new larger ones glued directly onto the surface. Again there were no instructions on how to apply the new buffer beams, so I’m guessing I’ve done it right!

The holes in the original buffer beams were widened as the holes in the new ones didn't quite line up. This was carried out as I wanted to make sure the buffers still sprang freely. With the deep buffer beams fitted, the NEM couplings become obsolete of course. Additional holes were drilled into the new buffer beams for the scale "working" screw link couplings (from 'Smiths by W&T') and the various brake pipes.

The new slave cab parts were painted before they were super-glued into position, as it was easier to paint the surfaces which would form the "inside" of the new cab first, before they became difficult to get at.

One of the features of these locos is the pipework between the two halves, which I wanted to try and replicate if it was possible. The main one being the multiple working cable, running from sockets on the back of the slave's cab to just below the radiator on the master. I used a couple of spare Heljan class 47 multiple jumper sockets into which was drilled and glued 0.3mm dia. brass wire. A small piece of electrical wire was used to form the cable, with the wire pulled out to just leave the flexible sleeve. This sleeve was cut to length and pushed onto the wire and glued in place onto the socket of the master unit. The vacuum brake pipe has been made up in the same way. When the loco is running, the other ends of the pipe/cable/hose are simply pushed onto the brass wire "pin" on the slave unit to couple the two halves together, along with a screw link coupling. At the moment I haven't come up with a way to do the same for the air/vacuum pipes! (Unless you have any ideas?)

Separate handrails have been fitted to both units where required, and painted white as standard.

I decided from the outset not to model one of the actual locos due to the number of detail differences, which I will not go into! Instead I opted for the as yet to be built/replica D4503/13004. I brushed on Railmatch (No.300) BR std loco green on both locos; three coats were required to cover the Cotswold livery! Luckily I didn't have to touch up or produce any of the wasp stripes!

Once all was painted, re-assembly could begin, the hardest part proving to be the re-attachment of the cab. This was even harder to do than removing it in the first place, which I didn't think could be possible!

'HMRS Pressfix' transfers have been used throughout and to finish off the model, a pair of 'Modelmaster' "BR built Darlington" works plates have been added to the cab sides of the master.

And there you have it, a brief look at the real things and how they can be reproduced in model form, not the cheapest or easiest of conversions I've carried out, but certainly perhaps the most unusual.

P.S. If anyone knows where I can get hold of a pair of suitable whistles for this loco, could you let me know please! Many thanks.



The left-hand side of 13004.

Steve Green



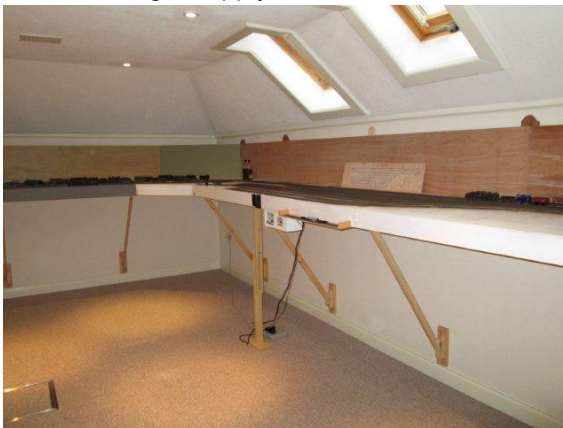
The right-hand side of D4503.

Steve Green

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Summer in Scotland

or It's just a passing shower!!

by Ken Aveyard

I suppose that after having the best week I've ever known for weather in March it was too much to hope that July would turn out to be the same. On Friday 6th July Robert and I left Poole at the usual 0430 and by the time Colin Stone sent me a text to say the last (at that time) Hamworthy stone was running we were already in Stockport where as befits the best Mancunian weather it was pouring with rain. After spending a few hours photographing buses we headed to Bradford to dry out.

The following day was another bus day, this time in Leeds to where we travelled from Bradford Interchange on 158901. Whilst on the station there was the unusual sight of 91115 running blunt end first with an empty rake of stock.



91115 82212 and stock leaving Leeds Station blunt end first. K Aveyard

After a restful Sunday, my brother Colin and I set off early Monday morning for three days in Scotland. Our plan was to spend the morning on Carlisle by parking at Gretna Station and travelling in on the train, and we duly boarded 156501 just after its expected 0922 departure, for the 15 minute run in to Carlisle. Parking at Gretna means that you pass Kingmoor yards and the DRS depot on the run in to Carlisle. We passed four DBS class 66's in the yards and amongst the locos on the DRS depot were 66305 66423 57011 and 57012. We were to stay on Carlisle until the 1312 back to Gretna so we partook of breakfast and settled down to see what appeared.

One of the first locos to pass through was DB Schenker liveried 92031 on the northbound Tesco train from Rugby, closely followed by 66434 the former Fastline liveried example now in the new Malcolm livery on that company's southbound working.



66434 in the new Malcolm livery heads south at Carlisle. Ken Aveyard

The steady stream of Pendolinos, Voyagers and local DMU's was punctuated by the occasional freight, the more interesting being 70014 on the Crewe -Carlisle departmental working, and 66848 on the Chirk logs, whilst lengthened Pendolino 390112 also put in an appearance. All too soon it was back on 156513 to Gretna and the drive to Glasgow.

After checking in to our Travelodge we made our way to Glasgow Central and the evening rush hour on Paisley Gilmour Street. The full account of how we chased the class 380's appeared in Corkscrew 70, and as it says in that article we finished our first day with a run from Queen Street to Cumbernauld. Our unit was 170458 and after arrival at Cumbernauld we saw 66429 heading south before catching 158725 down to Motherwell, passing Mossend Yards, Coatbridge Freightliner terminal and Motherwell Depot. Coatbridge contained 90043, 92041 and 67022 but the view of Mossend was blocked by a train. DRS has taken over Motherwell depot and 66433 was parked outside, this being my first loco cop of the holiday. After arrival at Motherwell we were fortunate to make a quick connection on to a late running Pendolino, 390020, which sped us in to Glasgow Central faster than the expected local EMU. On the way we passed Polmadie, where Arriva blue liveried 57314 was stabled. Back in Central First Scotrail 90021 and EWS 90039 were either end of the sleepers waiting their departure. By this time it was just after 2200 so we returned to the Travelodge. Tuesday was to be our track bashing day in and around Edinburgh but as we had to see the arrival of the class 380 from Edinburgh due in at 0959, we spent the morning peak photographing buses in central Glasgow.

Our unit for the run to Edinburgh via Shotts was 156514, and from which we observed the arrival of copped 380108. The driver was also an enthusiast and he came from his cab and lent us a well thumbed copy of the Quail track diagram book to use on the journey, which we returned to him with thanks at Waverley. After arrival we walked through the building site that is Waverley station to find 67020 and 90028 on thunderbird duties. As we arrived at the bay platforms, 380106 was rolling in to complete our cops for that sub class.



Last cop for the 3801xx series was 380106 seen after arrival at a rain soaked Edinburgh Waverley station.

We spent some time photographing buses and looking at the tram works reflecting on the fact that this trip was planned to include riding the trams which are now a long way behind schedule and unlikely to be open for a considerable time to come. Our next target was a bit of new track for Colin to complete his missing curve at the north end of the Fife circle, which we did in an anticlockwise direction on board 170470. The last time we passed over the Forth Bridge by train was about 35 years ago and there were no Fife circle trains, all services operating further north went via either Kirkcaldy or Dunfermline whilst local services reversed. Next came another missing link in the form of the recently opened section of line between Bathgate and Drumgelloch which has created an electrified link between Edinburgh and Glasgow in addition to the route via Carstairs. Our unit for this run was 334037 these units being almost universally used on these services. The route follows the former DMU service until just short of Bathgate station where the line deviates southwards away from the old abandoned station.

The new line follows the trackbed of the latterly freight only line that served the former Rootes car factory at Bathgate, home of the Hillman Imp, to an end on connection at Drumgelloch, which itself was a recent extension from Airdrie to serve a massive housing scheme. From there most trains run through Glasgow Queen Street low level to eventually reach Dumbarton, Helensburgh, or Balloch. We left the train at Queen Street and spent a couple of rain soaked hours at Buchanan Bus Station before collecting the car and driving to Alloa to travel on the service to Stirling, which is another recent reopening. Another 170 unit, 170405, took us to Stirling where we had our evening meal before returning on 158871. One interesting arrival was Colas 66847, which was stabling overnight between working the oil trains from Gangemouth. Stirling still has an impressive array of semaphore signals.



170405 stands at a rain soaked Alloa station ready to depart for Stirling.

We drove back to the Travelodge for our second night's stay, and rose early on the Wednesday morning to attempt to clear our two missing class 380 emus. We drove to Cardonald station which was half way between the Travelodge and the Clyde Tunnel which we needed to get to the north bank and the new Transport Museum. Arrival at Cardonald was around 0730 and it wasn't long before 380018 passed en route to the coast. Shortly after a surprising appearance was 66428 heading for Carlisle via the G&SW route on a mixed rake of containers. Before 0900 our final 380, 380012 put in an appearance so we decamped and headed for the museum to await its opening. We sat in the car park in the pouring rain until 1000 before entering the museum. The new museum houses an impressive collection of artefacts but in order to qualify for various funding streams, they are surrounded by interpretation boards and interactive displays which greatly enhance the visitor experience for the general public, but which frustrate those of us that are used to being able to get clear views of the exhibits.

One particular gripe of mine is that there is but a single bus in the museum, and even though it is a very fine all Scottish example of a Brockhouse bodied Albion, there is no place for the unique single deck trolleybus or the preserved LA1, first of a fleet of over 1400 Leyland Atlanteans that ran in Glasgow, or any of the other everyday buses the museum has but stores off site. At least trams fare a bit better with five examples on show. Railway exhibits fare little better with 256 Glen Douglas, Jones Goods 103 and Caledonian single 123 all on display, together with a G&SW tank engine perched on an upstairs balcony and North British built South African Railways 15F number 6007.



One of the few cars actually displayed at ground level is this Hillman Imp produced at the Rootes Group factory at Bathgate. Behind is the imposing outline of North British built South African Railways 15F number 6007. Ken Aveyard

After what was a rather brief visit, we headed off towards home, but first stop was back down the M6 at Carlisle Kingmoor where 66433 had turned up from Motherwell, but nothing else of interest. From Carlisle we headed across country to Newcastle to spend the evening peak on South Gosforth Metro station where I needed to see four trams, and Colin three, but only two of which we both needed. The journey was punctuated by traffic delays including a massive flood at one point but we eventually made it not long after 1500. We were lucky in that before 1700 we had seen 64 trams, about two thirds of the fleet, but had cleared the ones we needed to see.



Whether this counts or not, we had to complete the set! The 380 mock up that was displayed in Glasgow before the trains were built is now in the transport museum. Unfortunately it doesn't have a number! KA

Once we were clear of the rush hour traffic we headed south along the A1 on what was an uneventful run home until just as we were approaching Wetherby something strange happened. The sky which had been black for three days suddenly began to turn a funny blue colour over on our right, and the wet stuff stopped falling from the sky. Oh good, that means the rest of the week will be better doesn't it? Anyway despite the weather the trip had been successful. All the new units were cleared, all the new lines done, the Tyneside trams finally finished off, and a couple of other cops to boot.

On Thursday it was back to buses with Robert and I visiting Skipton to see Pennine buses new acquisitions, followed by spells in Keighley and Shipley where a new community transport operator has taken over some tendered work all accomplished in a mixture of sunshine and cloud but no rain. That augured well for Friday then, where our intention was to visit Blackpool for our first look at the new trams as well as the more recent bus fleet additions, and the competitive sea front service which was using a couple of Routemasters amongst its mixture of closed and open top buses. No such luck. The day was a mixture of heavy rain and the occasional dry patch, only clearing up around teatime.

Nevertheless we persevered and managed to see fourteen of the sixteen trams, numbers 003 to 016 actually, with there being no sign of number 001 in the depot whilst we knew number 002 was back in Germany at the manufacturers.



With the Tower in the background, Blackpool tram 015 passes the Manchester Hotel junction heading for Starr Gate. Ken Aveyard

Unfortunately the bad weather meant that none of the traditional trams were in use. Some of the modified ones could be seen inside Starr Gate depot, and those unmodified ones used on the tours were all behind fences at Rigby Road.

Saturday and the weather had changed yet again, and Robert and I headed for Burnley to attend the annual gathering of the Model Bus Federation, calling in at Hebden Bridge station on the way out to photograph the local town service buses. For those with an interest in buses, these were three Plaxton Primo minibuses on loan whilst the buses that normally come with the contracts for these services were repaired. After a session at Burnley bus station where we found the Pennine bus we had missed on the Thursday, we returned via Todmorden and Hebden Bridge again where we stopped to make use of the well appointed station buffet and take more photographs before heading home.

On Sunday I made the trip over to Midland Road in the hope there may be a few class 70's there but only 70011 was on shed which wasn't a cop. I then made my way round to the Middleton Railway for my first visit in over 10 years. Much work has gone on at Middleton principally involving their new museum building that allows much of the fleet to be housed under cover. The museum is dedicated to the various manufacturers based in Leeds including Hudswell Clark, Fowler, Greenwood and Batley, Hunslet, and Manning Wardle.

For a very respectable £4.50 for unlimited travel the Middleton is well worth a visit. The loco in steam on the occasion of my visit was North Eastern 0-4-0 1310 hauling two 4-wheel coaches converted from vans. The line is little over a mile and a half long on the old alignment of one of the old colliery branches, terminating just short of the now overgrown site of Broom Pit. Plans exist for a new extension of half a mile round to Middleton Park gates as part of the regeneration that is taking place throughout the park and its surrounding area.



Middleton Railway 1310 runs round its train at Middleton Woods. KA

On Monday Robert and I returned to Poole having had what we agreed was an excellent holiday for things seen and photographed, but a bit of a let down as regards the weather.

WHY I MISSED THE FIRST GOAL WHEN ENGLAND WON THE WORLD CUP

by Peter Watson

It was one of those occasions that everyone who was around at the time can remember where they were – when Kennedy was shot, when England won the World Cup.....

I was officially still at school in Doncaster, though marking time between the end of the exams and the results that would determine what would happen to me in years to come. The summer was good – wasn't it always – and I still had a paper round to complete before the end of the day.

However, the lure of the railway was too strong and, it being a Saturday, there was always the chance of picking up an unusual loco down at the Plant Works. On the bike and a quick pedal down through town, over St James's Bridge sneaking a look over the parapets at the main line just south of the station and the siding where ex-works locos were stabled before being taken down to the shed and returned to traffic then on to the network of terraced streets that backed on to the buildings known simply as "The Plant".

Down the first street and there was the wall of the paint shop – a footpath ran along the side of that building connecting the ends of the streets and eventually leading out to the main entrance gates of the works. You could climb onto the crossbar of your bike and get a glimpse through the paint shop windows – I'm sure I still have the scars inflicted by the 8 ft high, pebbledash panel wall. If locos were positioned well then – bingo but if not, frustration. It was there that I saw "Blue Peter" and "Dwight D Eisenhower" being painted prior to preservation as well as many more mundane locos. Outside the paint shop was a yard area where, at that time, brand new EE Type 3 (class 37) diesels were being tested before acceptance. If you timed your visits right you could have seen the whole class, two or three at a time.

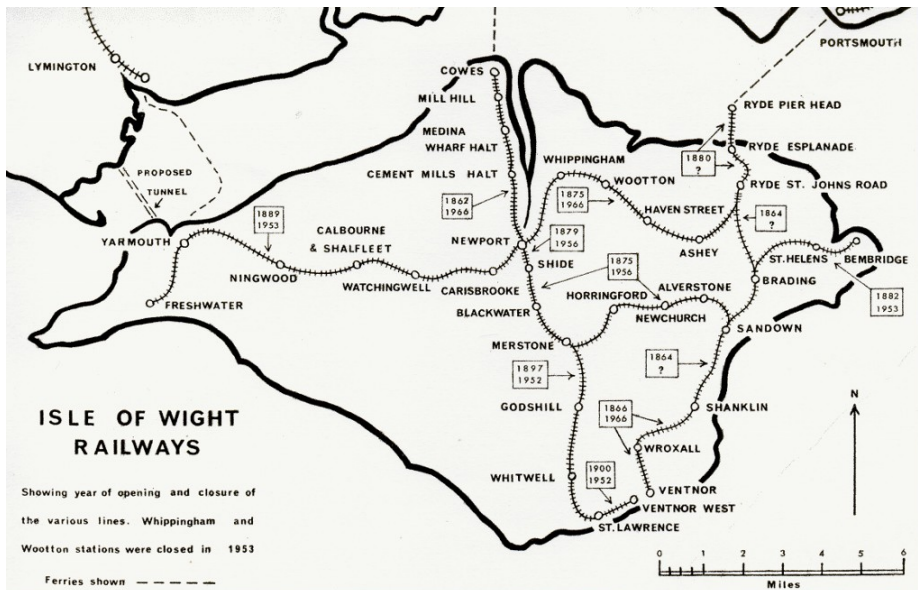
The main gates always allowed a good view of the main yard area in front of the erecting shop – I once saw 100 there – my one and only glimpse of the ex NER - Newport to Shildon electric loco on its final journey. Alongside the erecting shop could be found all manner of locos, often in a semi-dismantled state, that were in for repair or for scrap. The Deltics were lined up there in the winter of 1981. The fence in this area was high timber planks, like long railway sleepers. Various gaps and knotholes gave glimpses of the yard and, if you cycled past at slow speed, the gaps acted like a flickering film and you could get a good impression of what there was lurking alongside the building. Finally, at the end of the complex and next to the Plant Works Athletics ground, were the stripping shops and the scrapyards. Here, locos were prepared for the works or dismantled for the last time.

Railways on the Isle Of Wight (A Personal Memory)

By Colin Stone.

Once again circumstances have inspired me to put fingers to keyboard and write this piece for "The Corkscrew". On this occasion my inspiration came from the recent visit of the Isle of Wight preservation group's Class O2 0-4-4T No 24 "Calborne" to the Swanage Railway.

To begin, a brief description of the Isle of Wight railway (IOW) system is probably appropriate. The first railway to be built on IOW was the Cowes & Newport Railway opened in June 1862. The line linked a main entry point to the island, Cowes, with the Island "Capital" Newport. Four years later another major entry point, Ryde, was linked to the Island's south coast resort of Ventnor by the Isle of Wight Railway. This line was opened in two sections between 1864 and 1866. Next to be built was the Isle of Wight & Newport Junction Railway which by 1887 had amalgamated with the Cowes & Newport Railway to become The Isle of Wight Central Railway. A line to serve the Western end of the Island and another Island entry point at Yarmouth opened in 1889, this was the Freshwater & Newport Railway. The last line to open in 1897 was the Newport, Godshill & St Lawrence Railway, which was extended into Ventnor West in 1900. The accompanying map is probably the best way to understand the system.



Early locomotives on these lines were a “rag bag” mixture coming from contractors and main land railways, one early 2-2-2T came from the Furness Railway. Yet another came from the Midland & South Western Junction Railway, the old “Tiddly Dyke” which ran from Cheltenham to Southampton via Swindon, Marlborough and Andover. An attempt at some sort of standard IOW type was made with some Beyer-Peacock 2-4-0T’s, ten of them arrived on the Island between 1864 and 1898, the last one was withdrawn in 1933. Five ex L.B.&S.C.R. Class A1 0-6-0T “Terriers” also went to the Island at various times between 1899 and 1913.

Soon after grouping in 1923 the Southern Railway decided to update both IOW locomotives and rolling stock, and in due course set about replacing most of the older items. Replacement locomotives began to arrive on the IOW almost immediately, by June of 1923 ex L.S.W.R O2 0-4-4T’s No’s 206 and 211 were at work. They still carried their L.S.W.R. livery, so urgent was the need to get “new” motive power in service. It should be pointed out that “new” means new to the IOW as No 206 was already 32 years old and No 211 a year younger at 31. Both engines were renumbered into the I.O.W numbering scheme which eventually ranged from W1 to W36, 206 becoming W19 and 211 became W20. More O2’s followed with the last two going over the water in 1949. In 1927 one of the Terriers was scrapped (LBSCR No 75) and was replaced by a rebuilt sister engine A1X (LBSCR No 77), two more Terriers as A1X’s went over in 1929 (LBSCR No 78) and 1930 (LBSCR No 50). In 1930 one A1 (LBSCR No 69) was actually re-built as an A1X in the Island workshops.

A final locomotive type to transfer permanently from the mainland to the Island came when four ex LBSCR Class E1 0-6-0T’s went across in late 1932/early 1933. They were primarily for freight work and became No W1 to W4. Eventually they replaced four IOW Terriers, Nos 50, 69 and 84 came back to the mainland in 1936, with No 78 returning in 1937. Two of them lasted into BR days as 32650 and 32678. The last three A1X’s on the Island were eventually replaced by O2’s, (LBSCR No 40) in 1947 by O2 W34 (ex 201). In 1949 the last two A1X’s came back across the Solent, they were No 46 replaced by O2 W35 (ex LSWR 181) and (LBSCR No 77) replaced by O2 W36 (ex LSWR 198). Again those A1X’s entered BR service as 32640, 32646 & 32677 seeing use on the Hayling Island Branch. One more steam locomotive ex LBSCR Class E4 0-6-2T No 2510 went over in 1948 with the hope that the type would take over some workings on the IOW. However the engine proved to be too big for the loading gauge in some areas, so it was returned to the mainland in 1949.

After Nationalisation services on the Isle of Wight continued as before, but clouds were on the horizon a long time prior to Dr R. Beeching !

Huge financial losses forced the closure of Four Lines, Ventnor West (1952), Brading Branch and Freshwater line (1953) and Newport-Sandown (1956). This left just two routes Ryde Pier Head to Cowes and Ryde Pier Head to Ventnor intact. Two O2's W19 & W23 were withdrawn in 1955 followed by W15 & W34 in 1956, leaving 19 in service plus the four E1's. There were two locomotive depots on the island one at Newport and the other at Ryde St Johns Road. At the same locations were two locomotive works, all heavy repairs except major boiler work were undertaken on the island. However Newport works was closed by the Southern Railway in the 1920's although the building was used as a carriage paint shop for some time after. Following the 1950's line closures BR closed Newport M.P.D. in 1956, this then was the situation on the IOW when I took up "spotting" in 1956.

At that time there were 11 x E1's, in BR service, the four on the IOW plus seven on the mainland, of which I saw but one, No 32151. There were 40 x O2's in BR use, 20 each on the mainland and IOW. I saw nine of the mainland O2's, but as they had been transferred away from Bournemouth shed during 1955 I never saw any in use in Dorset. Their other use locally was on the Portland Branch working off Dorchester shed until 1952 when the line closed to passenger traffic. At least four of the O2's used on the Portland line No's 180, 198, 202 & 215 were transferred to the I.O.W and became W31, W36, W29 & W22 respectively. The W pre-fix was not carried on the locomotive body side, but it could be noted on an oval brass plate attached to the locomotive coal bunker. This bunker was a larger version than that carried by mainland O2's and its curved lines made the Island engines look even more elegant than their mainland sisters. It was an extension both upward and outward, the extra coal carried allowed longer time "out on the road".

My personal involvement with the IOW came in the mid 1950's when my family did a one week "Holiday House Swop" with relatives who lived in Cowes. Highlight of the ferry trip over to the Island was spotting the cocooned hulks of the giant, four engined Princess Flying Boats. Two were drawn up on land at Calshot and a third on a slipway in Cowes itself. This annual holiday event lasted until 1960, during 1956 and 1957 as a spotter I started "knocking off" the IOW loco's, but I missed seeing E1's Nos 1 & 2 as they were withdrawn in each of those years. By 1958 I had seen all of the remaining Island engines except No 27.

During a trip to Ryde my father and I risked a peep through the back door of the engine shed at Ryde St. John's Road. A railwayman spotted us and asked us what we were doing, my Dad replied "My son has seen all of your engines except No 27 do you know where it is please ?" The chap replied "Come with me" and promptly led us over the road bridge and into Ryde St. John's locomotive works. "Lo and Behold" there was No 27 receiving an overhaul Job done, Isle of Wight engines cleared !

In 1959 and 1960 I cut loose from my parents, obtained an Isle of Wight week rail rover ticket and set off riding up and down the two Island routes. Trains arrived down hill into Cowes terminus and after all of the passengers had got off, the train engine propelled the empty stock back up the incline and uncoupled. It then ran back, crossed over to the run round loop while the stock rolled back into the platform by gravity controlled by the Guard. Once re-coupled onto the train the O2 hammered off up through a short tunnel into Mill Hill station on the outskirts of Cowes. Departing Mill Hill it was a case of looking out left to see what, if anything, was shunting at Medina Wharf.

The Wharf was, at that time, the main place of entry for large goods to the island, it was here I "copped" E1 No 4 in 1957. The line to Newport was flat and almost straight, so the O2 soon got up a fair old turn of speed. Leaving Newport the engine was faced with a sharp climb up past the site of two closed stations, Whippingham and Wooton. Haven Street station came next and is an island platform and passing place, so eyes right to see what was working toward Cowes. Blasting away from Haven Street, Asheys was the next station reached, originally a passing place, by the 1950's it had been reduced to a single track. Later subsidence saw the track slewed over to the other platform. Next came Smallbrook Junction and connection to the Ventnor line, here was a small signal box used only during the summer timetable. From Smallbrook two tracks ran into Ryde St John's Road station. In the winter months the Ryde to Smallbrook section was worked as two single lines. Ryde St John's as mentioned earlier was where the works and shed were located. On the move again trains entered a tunnel which burrowed under Ryde township to emerge at Ryde Esplanade station. Finally a half mile long pier stretched out into the Solent, it had a road way, two tram tracks and two rail tracks on it. At the end of the pier was Ryde Pier Head Station, a four platform terminus (obviously ! !).

Trains for Ventnor diverged at Smallbrook Junction and ran to Brading, from where double track was in evidence as far as Sandown. The Ryde-Brading-Sandown section was probably where the highest speeds on the Island were attained, 57m.p.h being noted by an island enthusiast on one occasion. In contrast the next piece of track from Sandown to Shanklin, Wroxall and Ventnor gave the O2's a hard time in the shape of a mainly 1 in 70 climb. After Wroxall the line went under St Boniface Down and came out into Ventnor station an area carved out of the hillside. In winter trains on both lines generally comprised three coaches, in the summer Cowes trains were load four, while the Ventnor trains loaded to six coaches.

In the 1950's and early 1960's the O2's were in superb, immaculate condition and in sole charge of passenger workings. The condition of No 24 at Swanage was indicative of their condition in those days. Maintained solely on the island, the staff took pride in "their" engines.

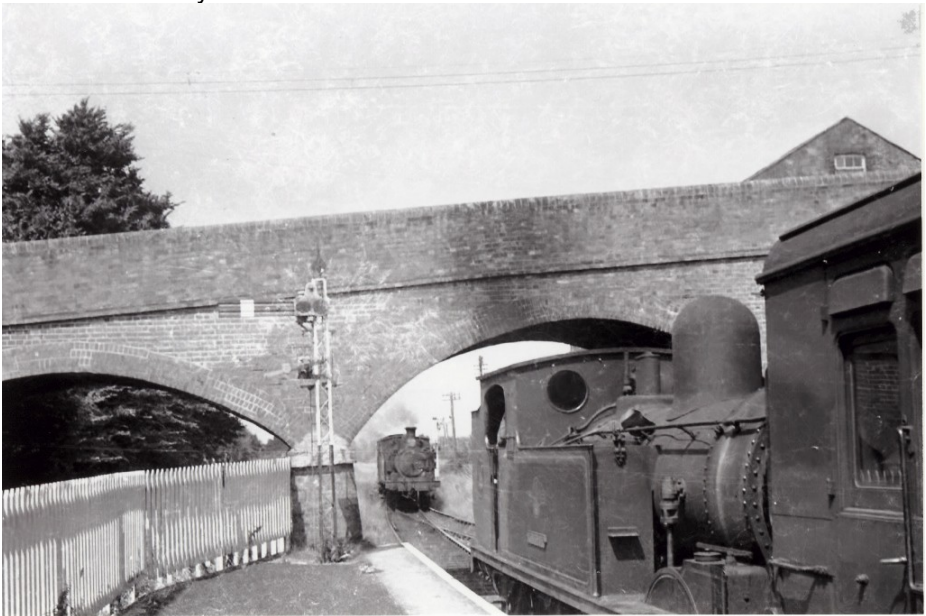
On my days out “bashing”, I spent most of my time on the Ventnor line as the 1 in 70 climb from Sandown was a trial for the O2 “up front”. Often, after going up to Ventnor I came straight back down the hill, bailed out at Sandown, legged it through the subway and jumped into the front compartment of the front coach of the next down train to listen to the blast all over again. Coaching stock on the Island was all non-corridor stock, mainly ex LB&SCR, and unless the train was crowded during rush hour or a summer Saturday, the front compartment was invariably empty.



The view from St Boniface Down looking down on to Ventnor Station as No 21 Sandown having arrived from Ryde Pier Head runs round its train.

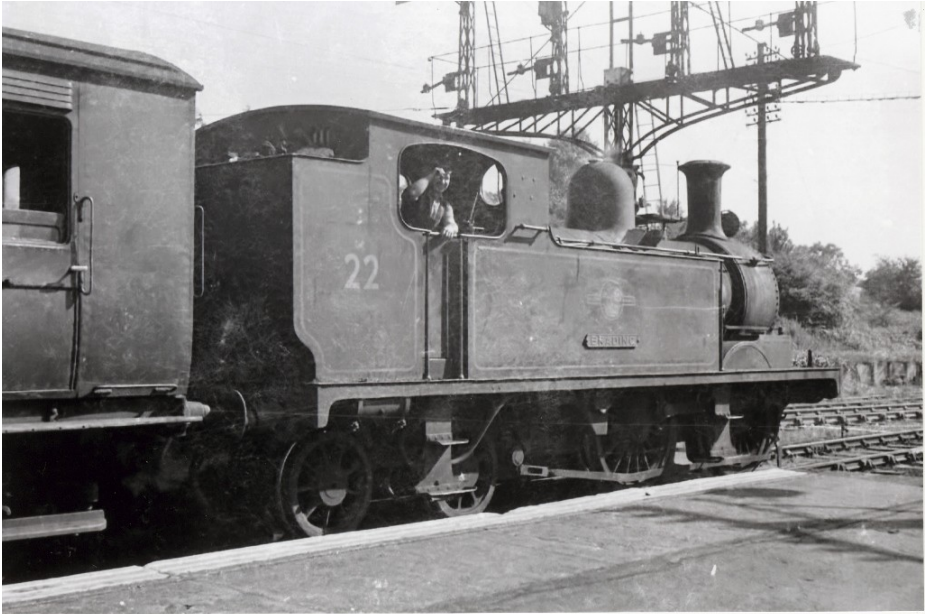
After the 1960 annual holiday it was off to the world of employment and work for me, but I did not completely desert the Island. Each summer myself and a friend took a day off work and travelled up to Southampton. A stroll to Town Pier might have given us a glimpse of a USA 0-6-0 tank before we boarded a Red Funnel ferry to Cowes. A trip to Ventnor ensued, followed by lunch on the sea front before returning the same way we had come. It was after my mate and I had made our 1964 summer trip to Ventnor that the bomb shell came, after many rumours BR finally made it clear that they intended to close the Island lines. Eventually after appeals it was announced the Cowes to Ryde section would indeed close from February 21st 1966. Soon after, on April 18th 1966 BR closed the line between Shanklin and Ventnor, leaving just the Ryde to Shanklin section and 10 x O2's in action to work services. Steam would remain in use until the end of 1966 when what remained of the system would close temporarily to allow electrification to take place.

In view of the impending closures I decided to make one last visit to travel the IOW system before the end came. On August 4th 1965 I caught the 07.14 from Bournemouth West headed by 35027 "Port Line" which took me as far as Southampton, from Royal Pier the 9am ferry took me over to Cowes. After a 09.55 arrival and the usual amble along Cowes High Street to Cowes station I got my first sight of Island steam when No 17 rolled in from Ryde. After collecting an extra coach for the 10.24 to Ryde Pier Head No 17 transported me as far as Ryde St Johns Road (arr 11.03). Sadly the external condition of the engines was in decline and they were not in their old pristine condition. My next ride was behind No 26 right through to Ventnor. Here I climbed up on to St Boniface Down to the well known photographic view point looking down onto Ventnor station. From the high point I photographed No 21 as it arrived and ran round its train. Down from the heights and back on Ventnor station I photographed No 16 arrive and run round its stock. I then boarded its train and No 16 took me back to Ryde Esplanade, en route I managed a photograph of No 16 and No 22 as they passed at Wroxall. More pictures were taken on Ryde Pier of No 16 and No 22.



No 16 Ventnor waits at Wroxall Station with a Ventnor to Ryde train as No 22 Brading runs in with a Ryde to Ventnor train.

Our recent Dorset visitor, No 24, was then seen and photographed running into Esplanade station at the head of a Ventnor train. Another "blast" from Esplanade back up to Ventnor behind No 21 was next on the agenda. No 21 also returned me to Ryde St Johns Road, No 17 was photographed at Shanklin as it passed No 21.



A low photographic angle at Ryde St Johns station enhances the graceful lines of No 22 Brading, the driver tips his hat and gives me a smile as he waits for “the off”. This engine once worked on the Portland Branch and is fitted with a Drummond boiler.

At Ryde I got a “shot” of No 22 which had once worked the Portland Branch as LSWR No 215. To end my day No 31 took me back to Cowes, at the passing point of Haven Street I took my last picture on the I.O.W in BR days as No 35 ran in on a Cowes to Ryde train. Little did I realise that Haven Street would eventually become the headquarters of the Isle of Wight preservation society.

During that last Island visit in steam days I had seen 13 of the 17 Class O2’s remaining in use on the system, photographed 10 and ridden behind 5 of them. My day of steam ended on the mainland as Standard 4 No 75067 took me back to Bournemouth and a bit later after an hour of “spotting” No 76056 eventually returned me to Poole.

I have returned to the Isle of Wight on many occasions travelling on the remains of BR tracks from Ryde to Shanklin in both the 1920’s and 1938 replacement underground electric stock. I have also visited the preservation site at Haven Street and viewed the preserved stock. However I could not bring myself to ride in the pristine replica four wheeled coaching stock behind the 0-6-0T Terrier which was in steam. I knew if I did it would destroy my memories, sadly it was just not the same as an O2 and four dusty, musty ex LBSCR non corridor bogie coaches.

To see No 24 “Calbourne” in action at Swanage and to hear a Westinghouse Pump and Caledonian Hooter once again was indeed a great pleasure.

Details Isle of Wight locomotives in British Railway Days 1950 – 1966

| Class | No | Name | To IOW | Notes | |
|-------|----|-------------|--------|-----------|------------|
| E1 | 1 | Medina | 1932 | Withdrawn | June 1957 |
| E1 | 2 | Yarmouth | 1932 | Withdrawn | Sept 1956 |
| E1 | 3 | Ryde | 1932 | Withdrawn | June 1959 |
| E1 | 4 | Wroxall | 1933 | Withdrawn | Oct' 1960 |
| O2 | 14 | Fishborne | 1936 | Withdrawn | 01-01-1967 |
| O2 | 15 | Cowes | 1936 | Withdrawn | 13-05-1956 |
| O2 | 16 | Ventnor | 1936 | Withdrawn | 01-01-1967 |
| O2 | 17 | Seaview | 1930 | Withdrawn | 01-01-1967 |
| O2 | 18 | Ningwood | 1930 | Withdrawn | 05-12-1965 |
| O2 | 19 | Osborne | 1923 | Withdrawn | 05-11-1955 |
| O2 | 20 | Shanklin | 1923 | Withdrawn | 01-01-1967 |
| O2 | 21 | Sandown | 1924 | Withdrawn | 01-05-1966 |
| O2 | 22 | Brading | 1924 | Withdrawn | 01-01-1967 |
| O2 | 23 | Totland | 1925 | Withdrawn | 19-09-1955 |
| O2 | 24 | Calbourne | 1925 | Preserved | |
| O2 | 25 | Godshill | 1925 | Withdrawn | 30-12-1962 |
| O2 | 26 | Whitwell | 1925 | Withdrawn | 01-05-1962 |
| O2 | 27 | Merstone | 1926 | Withdrawn | 01-01-1967 |
| O2 | 28 | Ashey | 1926 | Withdrawn | 01-01-1967 |
| O2 | 29 | Alverstone | 1926 | Withdrawn | 01-05-1966 |
| O2 | 30 | Shorwell | 1926 | Withdrawn | 12-09-1965 |
| O2 | 31 | Chale | 1927 | Withdrawn | 1967 |
| O2 | 32 | Bonchurch | 1928 | Withdrawn | 25-10-1964 |
| O2 | 33 | Bembridge | 1936 | Withdrawn | 01-01-1967 |
| O2 | 34 | Newport | 1947 | Withdrawn | 19-09-1955 |
| O2 | 35 | Freshwater | 1949 | Withdrawn | 02-10-1966 |
| O2 | 36 | Carisbrooke | 1949 | Withdrawn | 14-06-1964 |

No 28 the first to be named in 1928 .. No 26 the first to be fitted with an enlarged coal bunker in 1932... No 14 the oldest built 12/1889.

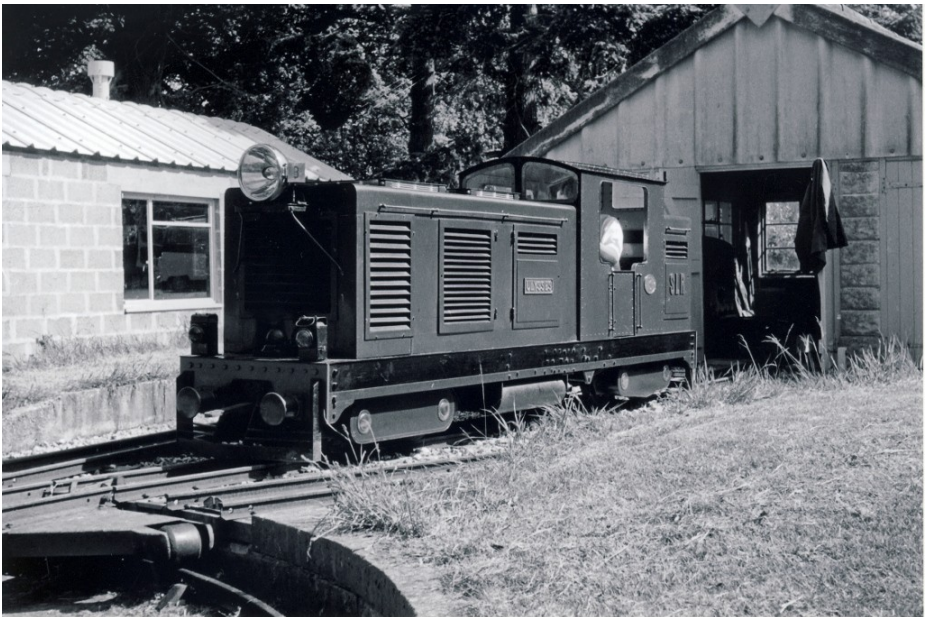
After the system closed temporarily at the end of 1966, Nos 24 and 31 remained in use on the Island working engineering trains for the electrification work. Having shunted her sisters into a position at the disused Newport station site to be cut up by a scrap man No 24 was saved. For the other IOW O2's it was a sad, ignominious end !

The Shillingstone Light Railway and a Garratt named Jason.

The article by Graham Kelsey in Corkscrew 70 elicited a couple of responses and some additional information. Problems with scanning images prevented the photographs Graham Kelsey supplied from being reproduced. but courtesy of Alan Trickett we are able to print a photograph of Jason.

Firstly from Alan Trickett.

Graham Kelsey's article "A Garratt named Jason" in Corkscrew 70 made very enjoyable reading and brought back memories of numerous visits to the Shillingstone Light Railway made with members of Bournemouth Railway Club in the late 1960's. As Graham reports, Jason spent most of the time in its shed but once or twice it was manhandled into the open. On one such occasion Alan Wild (visiting WRS in November) took the enclosed photographs of Jason, by then in its rebuilt form. Jason was in a most attractive crimson livery and would be a joy to behold if the Royal Victoria Railway were to get it running again. The usual motive power on the SLR was diesel "Ulysses" pictured by Alan near the turntable. Alan Trickett



*Ulysses pictured near the turntable at Shillingstone.
Picture by Alan Wild supplied by Alan Trickett*

And from Alan Wild

I was recently shown the August issue of *The Corkscrew* containing an article on the 10 1/4" gauge 2-6-0+0-6-2 Beyer-Garratt type locomotive which was acquired by Sir Thomas Salt for his Shillingstone Light Railway. Graham Kelsey has provided some interesting details regarding the sister locomotive which refute most of what I had previously understood concerning its fate.

The Bournemouth Railway Club (not "Model" - 10 1/4" is the smallest gauge we cater for!) organised a working party at Shillingstone once per month. Sadly Sir Thomas died just weeks before we commenced these regular visits, so I never learned anything from him of Jason's recent past. Having examined the locomotive and made some rudimentary measurements of curve radii on the SLR, I decided to see whether the volunteer workers could do anything to enable the Garratt to operate the line successfully.



Jason at Shillingstone. Picture by Alan Wild supplied by Alan Trickett.

I contacted the Chief Draughtsman of the Hunslet Engine Company in Leeds, which firm had acquired the goodwill and rights to the Kitson business when that firm was wound up, to see what drawings might be available. He replied that no information on the Garratts came to Hunslet as they were built by Col Kitson Clarke after his former company ceased to exist. The builders plates they carried were, in fact, not strictly legitimate.

In addition to the lack of side-play for the carrying wheels the tyres on all wheels, being “fine scale”, were quite unsuited to the Shillingstone track. It should have been perfectly feasible to make and fit appropriate tyres but I had no idea how to calculate the stresses involved, and thereby avoid damage to the cast wheel centres. Advice was sought from a senior draughtsman in the BR Drawing Office at Swindon. His response was that nobody had any idea in the old days so two sets of calculations were done: treating the wheel as a solid disc and then the rim alone as a “thick cylinder”. The mean of the two answers was assumed to be a realistic assessment! I drew sketches of the necessary modifications to the bogie frames and of suitable pony trucks to enable Jason to negotiate the SLR curves.

Bill Hinds, Head of Mechanical Engineering at Poole Technical College, was a regular working party member and he thought the calculations would be an interesting exercise for his students and it might even be possible for some of the constructional work to be undertaken as a student project. Unfortunately ill health prevented him from continuing to attend the working parties and I never did hear whether anything came of his intended initiative; neither did I get my drawings back..

Although Sir Thomas's eldest son, always known by his second name, Michael, succeeded to the title and the estate, the railway was always regarded as “belonging” to the younger son Anthony, Since neither son was likely to live at Shillingstone House the future of the railway was very much in doubt and the working parties ceased late in 1972. In passing it might be noted that the Light Railway was built “on the cheap” through Sir Thomas' role as High Sheriff of Dorset. The concrete sleepers were manufactured, and much of the track laid, by the denizens of Portland Young Offenders Institution.

It was pleasing to read that, as Basil the Brigadier, the Garratt has been suitably modified and found a new home at Netley; I shall have to renew acquaintance sometime.

Alan Wild, Vice Chairman, Bournemouth Railway Club.



This is not a model, but a real Ford Capri at Glasgow transport Museum.

Tarrant Valley Tales:- An Autumn Leaf Fall Special.

By Rev. Audrey Vera Wilbert, (ret.)

This first and last in an occasional series of children's stories written by the retired Vicar of the Parish of the Tarrant has been reproduced by kind permission of her publishers, Brett Aircraft.

This story is loosely based on activities on the Tarrant Valley Railway, a small narrow gauge line set in the beautiful Dorset countryside. It ran from Spetisbury, where exchange sidings existed with the bigger Somerset & Dorset Joint Railway, up to the railway's terminus at Tarrant Gunville, serving the local farming community, several chalk pits and Tarrant Rushton airfield.

Stan liked being a steam engine, even though he only shunted wagons in and out of Tarrant Rawston chalk quarry. Eric the electric loco pulled the passenger trains on the recently electrified 'main line'. "How slow are you!?" he snorted to Stan, "Still, you only pull trucks!" "I'm as good as you are!" Stan puffed. But Eric whizzed past.

The days began to get shorter. The leaves were beginning to fall. "More coal in your firebox, Stan", said driver Swift. "We need lots of steam today." "Coal!" cried Eric. "Steam! Hah!"

Stan was just getting up steam, when there was a loud screech. "Sounds like Eric is in trouble on the main line!" Swift said. "And just listen to those passengers!"

The passengers were very cross.

"Why has the train stopped?" "We have paid £15 for this open return!?" "What is wrong with the engine?" They all shouted.

"Fallen leaves are clogging up the line", Swift replied. "Leaves on the line are no problem for us!"

"Then Stan can pull our train", said an important-looking man. "I am a Director of the Railway!" So Eric was shunted away into the headshunt at Tarrant Rawston and Stan puffed off down the line, burning all of the leaves as he went.

"Hurrah!" cried the passengers.

"Hurrah!" puffed Stan.

And if Eric did say anything, nobody heard him.

The end.

RAILWAYS ROUNDABOUT

JULY: - Thursday 19th saw the first of the 2012 steam hauled Dorset Coast Expresses (DCE) run to Weymouth. The down train was worked by blue liveried A4 No 60019 "Bittern" passing Poole at 13.00. Later in the day the up train had BB No 34067 "Tangmere" in charge passing Poole at 17.25. Class 66 No 66603 worked the Wool Sand train on the 19th (down) and 20th (up).

On Monday 23rd Class 59 No 59001 worked into Hamworthy with a load of stone, it was followed the next day (24th) by No 59206 and No 59104 (25th) then finally by No 59101 on Thursday 26th, not bad for a flow that has supposed to have ceased !! The Wool Sand empties went down on Monday 23rd behind No 66512. Later that day, in the evening, a Network Rail test train "top and tailed" by DRS Class 37's Nos 37603+37604 ran from Eastleigh to Weymouth, it ran through Poole at 20.00 down and 21.25 up. The test train run was repeated again the next day with the same two 37's at the same times. Yet another test train ran to Weymouth on Thursday 26th worked "top and tailed" by 31233 and 31106, it ran down at 08.00 returning at 10.30. Also on the same day an MPV No 98907+98957 travelled down the Swanage branch as far as Furzebrook spraying weeds.

Thursday 26th was unlucky day for the second DCE. The down working ran well with BB No 34067 "Tangmere" running through Poole a few minutes late at 13.10. Sadly the return working ran into trouble when train engine No 60019 "Bittern" suffered injector problems near Weymouth and again at Dorchester. Luckily "Tangmere" was still on the rear of the train having banked it up Bincombe bank and was able to return the train to Weymouth. The passengers off the special then had to return to London on South West Train services. West Coast Railway Co had to send a diesel down the next day to retrieve their stock. Class 37 No 37516 ran down light before returning with the e.c.s. through Poole at 13.20. Finally "Bittern" and support coach ran back to Southall on Saturday 27th leaving Weymouth at 12.30.

On Sunday 29th extra trains began running to the Olympic Sailing events behind held at Weymouth and Portland. A Cross Country Voyager No 220033 ran Down from Southampton in the morning, it ran north to Birmingham in the evening. Class 66 No 66621 worked the Wool sand train on the 30th and 31st. Starting on Monday 30th South West Trains ran two shuttle services for the duration of the Games between Bournemouth and Weymouth. These shuttles utilised 158884+159102 and 158885+159105, they ran down in the morning and up in the evening. Also Cross Country extended one Birmingham service and one Manchester service onward from Bournemouth to Weymouth, again these trains ran throughout the Sailing Events. Where known the units used are listed as follows :- 30th, 220004 & 221122, 31st 220019 & 221125.



After running to Weymouth in the morning, the dmu's returned to Branksome to stable passing Poole at 1230. Here 159102 leads 158884, 158885 and 159105 through Poole station on 3 August 2012. K.Aveyard

AUGUST :- Voyagers to Weymouth continued running in August, those from/to Birmingham are listed first, and those from/to Manchester are listed second, they ran as follows :-

1st 220007 & 221125, 2nd 220024 & 221137, 3rd 220012 & 221134, 4th 220014 & 221141. Saturday 5th 220018 (from Southampton)



221125 passes Poole at 1244 on 1 August 2012 on the return of an extra Weymouth to Bournemouth shuttle service which operated daily. The other Voyager remained stabled in Weymouth all day.

And during the second week :- 6th 220022 & 22135, 7th 220026 & 221131, 8th 220002 & 221131, 9th 220018 & 221133, 10th 220013 & 221136 11th 220034 & 220028. Another Class 66/6 No 66603 worked the Wool sand train on the 5th, (down) and 6th (up).

Another Olympic “extra” service due to run via Dorchester West was scheduled to be worked by an HST. However very low passenger uptake on the first two days of the Sailing events saw subsequent extra trains being work by Class 150/153/158 d.m.u. combinations. However on Sunday 5th the HST ran for a third time, but on departure from Weymouth the total complement of passengers stood at a grand total of THREE !!!

On the 14th and 15th yet another Class 66/6 No 66617 worked the Wool Sand train. On Wednesday 15th Poole saw THREE steam locomotives, the first was No 71000 “Duke of Gloucester” which arrived tender first at 07.00 with the e.c.s. of a railtour in tow. Leaving Poole at 08.05 for Oxford the 8 coach load posed no problem for “The Duke” as it “purred” through Parkstone station. However “Duke of Gloucester” got no further than Eastleigh before it was “failed” and removed from the train. After standing in the up platform at Eastleigh from 09.25 to 10.50 the train eventually left behind Class 66 No 66001, this loco’ returned the train to Poole at 22.05. At 22.46 No 66001 left Poole with the e.c.s. bound for Eastleigh. On the same day (15th) during a deluge of monsoon proportions 34067 “Tangmere” ran across Poole Park at 13.05 heading for Weymouth. This train returned at 17.20, running back to London headed by 70013 “Oliver Cromwell”.



70013 Oliver Cromwell passing Poole as mentioned above. Ken Aveyard

Week commencing Monday 20th should have seen a repeat of both steam specials, in the event both trains were cancelled. The Bristol tour cancellation was due to No 71000 being out of action and the London-Weymouth tour due to a lack of motive power. Only the Wool sand with No 66551 (20th & 21st) was of note that week. Following the August Bank Holiday the Wool sand was worked by No 66529 (28th and 29th). During the early hours of the last day of the month a 16 wagon engineers train was worked to a site between Wareham and Dorchester. Motive power was supplied by Yellow liveried Class 57 No 57312 top and tailing with Class 73's Nos 73213+73204. After "dumping" three faulty wagons at Wool the train left Wareham for Eastleigh at 05.50

SEPTEMBER :- Cross Country (XC) and South West Trains (SWT) ran extra services to Weymouth for the Paralympic Sailing events. As before Birmingham and Manchester XC services were extended to/from Weymouth. On Saturday 1st 220020 worked the Birmingham train and 220007 the Manchester service. On Sunday 2nd Voyager 220018 was in action, this unit worked down from Southampton to Weymouth in the morning, before running to Birmingham in the evening. For the next four days the units involved were (Birmingham first) 3rd 220029 & 221121, 4th 220019 & 221120, 5th 220009 & 221120 and 6th 220020 & 221120. For the duration of the games one SWT extra per day (up & down) was worked by 159106+158881.

Another "new" to Dorset Freightliner Class 66 No 66557 worked to Wool on Monday 3rd, the loaded train went up on Wednesday 5th. Also on Wednesday 5th No 70000 "Britannia" worked tender first into Poole at 06.45. It departed at 08.05 with 11 coaches in tow running to Bath and Bristol. "Britannia" returned to Poole at 20.15 in the evening before departing with the e.c.s. at 21.15, again running tender first heading for Eastleigh.

Thursday 6th saw another yellow liveried Class 57 No 57305 pass Poole at 22.00 bound for Wool. After collecting the three wagons mentioned above it ran back to Eastleigh running through Poole at 23.17. The following day (7th) the Ultrasonic test train passed Poole 22.00 heading for Weymouth worked by Class 31 No 31465, return was in the early hours of Saturday.

Weekending Sunday 16th September brought TEN p.w. trains along the local line heading for Wool and overnight engineering work. These trains were involved in the task of moving and replacing cross over points. At the early hour of 00.05 on Monday 10th two GBRf ED's Nos 73204 and 73207 worked a rail mounted crane to Wool. This crane, which was self propelled, stabled in daylight hours in Winfrith siding for the duration of the job, travelling to/from Wool under its own power. At 16.50 on the 10th train No 2 ran into Poole yard "top and tailed" by Nos 66502+66565, these Freightliner Intermodal engines (on hire to GBRf) were making their first visit to Dorset. At 20.30 train No 3 "top and tailed" by EWS/DBS 66's Nos 66201+66023 (also on hire to GBRf)

ran to Wool with the first of the new points passing the two Freightliner loco's which then followed, departing Poole yard at 20.40.

Next day (11th) the two ED's 73204+73207 ran down again passing Poole at 20.00. On Wednesday 12th the second cross over point was replaced and train No 5 worked into Poole yard at 20.00 with 66522+66565 in charge. The Freightliner pair were passed at 20.26 by Train No 6 "top and tailed" by 66043+66023 conveying the second new point, 66522+66565 then followed them to Wool, again all four 66's were on hire to GBRf. Another train (No 7) came down on Friday 14th and was worked by Class 73's Nos 73205+73206. To complete the job and also to facilitate the replacement of point work at Moreton three more p.w. trains worked down to Dorset overnight 15th & 16th. These were worked "top and tailed" by 66066+66023, 66015+66092 and 66126+66165. The first of these returned to Eastleigh passing through Poole at 09.00 on Sunday 16th. To end the job a Network Rail Class 57 No 57310 collected the crane involved in the work, it ran down at 23.45 on the 18th returning in the early hours at 01.45 next morning

Thursday 13th saw Class 31 No 31285 traverse the Hamworthy Goods branch with a test train. Arrival at Hamworthy Goods was at 22.15 with departure at 22.25, the passage of the train at this late hour had locals staring from windows in amazement ! It then worked to Bristol with DVT No 9708 leading passing Poole at 22.52.

And finally for mainline notes the final steam hauled "Dorset Coast Express" for 2012 went out on a high and a low note. The high note being that the ever reliable Bulleid Pacific No 34067 "Tangmere" worked the down train. But on the low side Class 47 diesel No 47245 was on the rear to work the returning train back from Weymouth as far as Southampton from where "Tangmere" was able to work back to London via Andover. Use of the 47 was due to the shortage of a suitable steam engine for the return working.

SWANAGE RAILWAY (SR) :- During Swanage carnival week, services were worked by the SR's three operational tanks engines 6695, 30053 and 80104. In the week after the carnival and following its spell in Herston works No 34070 "Manston" was noted back in traffic. It worked one leg of the two engine in steam timetable in company with 80104. Later in the month it was the turn of 34028 "Eddystone" to work trains, this time with 6695. All loco's were being given the "once over" ready for the SR steam Gala. For that event two diminutive Bagnall 0-4-0ST shunters ex Par Docks arrived at Norden by road on Tuesday 28th August. After unloading the pair named "Alfred" and "Judy" worked down the line to Swanage. On Friday 30th the third guest engine for the steam gala also arrived by road, this was Standard 2 2-6-0 No 78019, making a debut for the class in Dorset. This locomotive had a "bit part" in the film "Snow Drift at Bleath Gill" being one of the three Class 2's working the snow plough sent out to rescue snow bound sister engine No 78018.

On Sunday September 2nd "The 6695 Locomotive Group" held a members day, 6695 worked the advertised diesel section of the SR timetable. Members of the 6695 group travelled in a reserved section of the train.

September 7th, 8th & 9th saw the SR hold their annual Steam Gala, there were three visiting locomotives. As mentioned above they were Standard 2 2-6-0 No 78019 and the two "cut down" 0-4-0ST shunters ex Par Docks. "Alfred" & "Judy" worked a series of shuttles between Norden and Motala, however at the start and end of each day they worked a passenger train to/from Swanage. All of the serviceable SR fleet worked during the gala i.e. 6695, 30053, 34028, 34070 and 80104. Services on Friday & Saturday ran through until midnight making a total of 54 trains. If the 10 shuttles are included over 64 passenger services were available to ride on. The shuttles were a sight to behold with the two Par Docks shunters "giving their all" as they romped up and down sandwiching a two car d.m.u. Each shuttle comprised 4 or 5 round trips between Norden and Motala. Sadly on Sunday 9th both Par Tanks were declared failures, one with injector problems, the other with a "hot box". During my visit to the gala I heard the pair referred to as :- "Punch & Judy", Richard & Judy" "Tom & Jerry", Bill & Ben" and "Gert & Daisy" such was the affection held for the pair.

Following the gala No 78019 was steamed on Monday 10th and worked a series of driver training experience trains, it was returned by road to the Great Central Railway on Wednesday 12th.

GREAT DORSET STEAM FAIR :- This year the event organisers negotiated the presence of National Collection exhibit No 34051 "Winston Churchill" (engine only, no tender). It was there to act as "dead load" for the traction engines as was the wheel/frame section of 9F No 92207 from Shillingstone. After the event "Winston Churchill" was taken to the MAD Hants railway as a static exhibit during their steam gala, this time with tender. Appearances at both events were as part of a money raising exercise for the cosmetic restoration of the locomotive. As for the frames etc' of No 92207 they were moved from the Steam Fair to a site at Holton Heath for ongoing restoration. For some of the above information I am indebted to Steve Green, Alan Worth, Paul Kneller, Roger Smith, "BR" and the wrgen web site.



Just a space filler for no reason. One of the modern replica station signs on the occasion of the outing to Barnstaple on 9 November 2010. KA



Northern Trains liveried Pacer unit 144009 departs Hebden Bridge for Manchester Victoria on 14 July 2012.
Ken Aveyard



No. 24 Calbourne runs off Ryde Pier in to Ryde Esplanade station as it heads for Ventnor. See article from page 18.
Colin Stone