

THE CORKSCREW

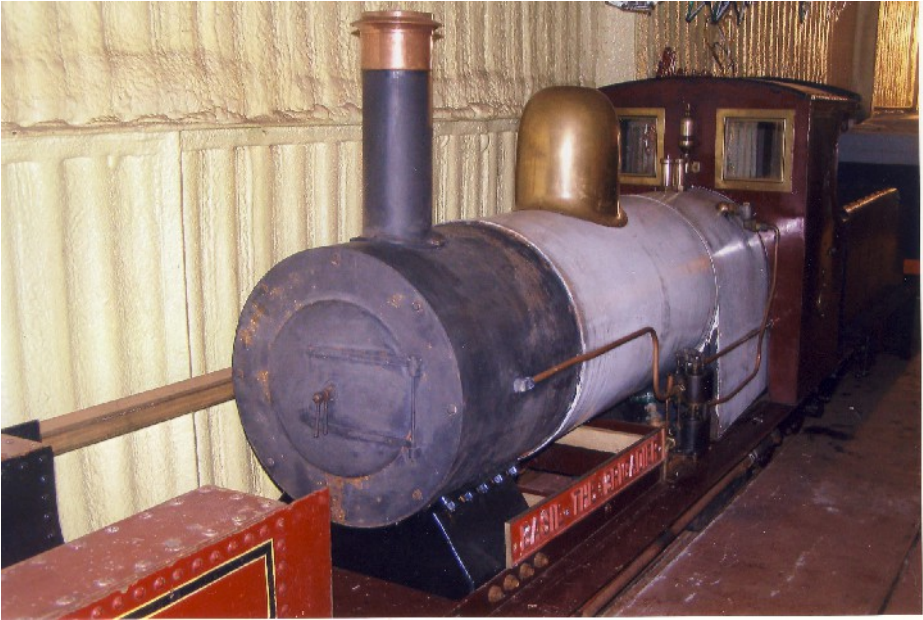
Newsletter of the
Wimborne Railway Society

Founded 1976



Issue 72

December 2012



A front three quarter view of Basil the Brigadier at the Royal Victoria Railway showing the new (2007) boiler which has yet to be clad. S.Green



One feature of the autumn sandite season on network rail is the repatriation from France of Euro Cargo Rail class 66's. Quite often they get used on normal freights and 66218 is seen on an aggregate train at Doncaster on 27 September 2012.

Colin Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- ...Vacant...Vice Chairman :-...Graham Bevan

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

Treasurers :- ...Mike Ranger and Peter Watson

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

John Webb...Barry Moorhouse...David Leadbetter

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

Download The Corkscrew from www.wimrail.org.uk

Contact The Corkscrew at kenaveyardATyahoo.co.uk (replace AT with @)

.....

Editorial

Inside this issue we have yet more on the Shillingstone Light Railway, the existence of which was unknown to many of us until Graham Kelsey wrote about the garratt (opposite) and who would have thought how much additional information would manifest itself as a result. Steve Green has penned the latest article plus another on his pet subject of military locomotives. Steve has also produced yet another of his fiendish quizzes this time with a Southern feel. We also have first time contributions from Roy Birch who has recently rejoined the Society after a few years absence, and Richard Chawner who was a founder member of the Yeovil Railway Society before his move to Dorset. It is very gratifying for an editor when new authors offer contributions and to any of you out there who are considering writing something, but don't feel confident about your talents don't be scared, give it a go.

Colin Stone recalls the Bournemouth Rail Travel Association as well as providing the ever present railways roundabout. Finally an apology to Peter Watson. For those of you who thought his article on how he missed the opening goal when England won the World Cup in the last issue ended a little abruptly, and without any logical explanation it was because I somehow contrived to lose the second page of the original article. The closing paragraphs can be found on page 13 so I suggest you read the first part again then follow on with the second.

Finally it only remains for me to wish all our members and their families Merry Christmas and a Happy New Year.

Sit back and enjoy Corkscrew 72. Closing date for No. 73 is 17 January 2013.

.....

Front cover:- Glasgow Transport Museum is host to many artifacts that were constructed in Scotland for export. Perhaps the largest of these is South African railways 15F class locomotive 3007. Built by North British 25546/1945 it was part of a fleet of 255 built by Berliner Maschinenbau, Beyer, Peacock and Co, and North British. Returned to Scotland in 2006 a close up of the number and works plate can be seen on page 28. Both Ken Aveyard

The “Joffre” class 0-6-0Ts.

By Steve Green.

At the moment I only have an unmade whitemetal body kit in 009 scale of this loco, a ‘Five79’ ex-‘Chivers’ kit. It requires a Roco chassis, which unfortunately is currently not available!

Details about these particular locos came about by accident, whilst I was compiling the research on the “Austerity” 0-6-0STs. I came across a list of British-built engines working for French industrial concerns and listed underneath Kerr, Stuart & Co. Ltd., Stoke-on-Trent, were some 600mm 0-6-0Ts, which at the time didn’t mean anything to me! Then I came across the same list of said locos and details of what they were elsewhere on the ‘net and suddenly all became clear! So, if you’ll let me, I shall divulge more on another class of First World War-built locomotives.

These locos, an 030T in the French system of wheel arrangement designation, were built by Kerr Stuart (KS) at their California Works, Stoke-on-Trent and fulfilled an order by the French Government for 70 extra engines to be used behind the front line during the Great War. 250 of this type of loco had been built by the French firm Decauville Aîné, between September 1914 and November 1918, to their standard *Type Progrès* design for the Government, or more precisely the Commission Français des Munitions. They were unable to construct the final few members and so KS were awarded the contract. The British-built locos were built to the same design and detail specification as the French engines, KS being provided with the working drawings, the one visible difference being the “balloon-type” spark arrestor chimney fitted to the KS batch.

These ‘Joffre’s were built in three small batches, thus:-

- 🕒 the first 15 in 1915, KS Works Nos. 2402 – 2416,
- 🕒 another 30 in 1915, KS Works Nos. 2428 – 2457,
- 🕒 the final 25 in 1916, KS Works Nos. 2995 – 3019.

All of the locos were delivered to Nantes, via Manchester, for use by the French Government Artillery Railways.

The locos were “named” after the famous French General Joseph Jacques Césaire Joffre, French Chief of General Staff for the first two years of War, (1852-1931) and they were built to the standard narrow-gauge gauge of 600mm.

The British ‘Joffre’s featured a few refinements to the original French design, including modified tyre profiles and springing, plus a 6 cwt. weight fitted to the front bufferbeam to equalise the axle loading. The driving wheels were 1’ 11 ½” dia., the centre pair of which were flangeless. The overall length of these 0-6-0Ts was just over 15’ 6”, but the total wheelbase was just 4’ 7”, meaning that tight radius curves could be negotiated with a fair amount of ease it has to be said!

The 'Joffre' class had inside frames, between which were two additional well tanks, to increase the range and aid stability on the rough tracks encountered through the muddy fields. (So does that make them an 0-6-OT+WT!?) The combined water capacity of the side and well tanks was 264 gals.

Outside Walschaerts valve gear drove the rear set of driving wheels, powered by two 8 ½" x 11" cylinders, with a rating of 50hp, equating to a tractive effort of 3862 lbs. Weight when empty was 8 tons 4 cwt. and in full working order they weighed 10 tons 8 cwt.

The first batch of locos were painted in the plain all-over dark grey of the French Artillery Railways, the only exceptions being the red connecting rods and black smokebox and chimney. A works photo of KS 2445/1915, by the Hunslet Engine Co. Ltd, depicts her tanks, cylinders and cab edged with black plus black lining around the cab and tanks as well. No numberplates were ever carried, the worksplates being the only way to identify each loco.

The later built locos were almost certainly despatched painted in green though. Kerr Stuart manufactured some extra parts in anticipation of further orders for the 'Joffre' class, including wheels and cylinders, but they weren't forthcoming. Some sources indicate that the original order was for 100 locos, so instead, KS developed their own simple design, using the left-over parts once the War had ended. The 'Haig' class were very similar looking 0-6-0Ts, but didn't feature the well tanks between the frames, which made them less stable, and the cab roof and superstructure also differed. These locos were "named" after Field Marshal Douglas Haig (1861-1928). (More on this class later.)

Workings of the 'Joffre' class after the War are very scarce, in fact details have come to light of only 13 of the 70 KS-built locos, all of which stayed and worked in France, as follows:-

2405/1915. Purchased in August 1924 at Draize le Romagne by Brunner & Marchand. Resold in June 1930 to Carrières de la Vallée Heureuse et du Haut Banc, Marquise Rinxent, Pas de Calais. Noted there derelict in August 1956. See below.

2413/1915. Purchased by Brunner & Marchand at Spincourt in May 1923. Resold to Odinet, Le Havre in June 1924.

2428/1915. Purchased by Brunner & Marchand at Verdun in June 1923. Resold to Charbonnage de Tonkin, French Indo-China, June 1924.

2433/1915. Later owned by the Société des Minerais et Produits Chimiques de Pontpeau, Île et Vilaine.

2442/1915. Purchased by Brunner & Marchand at Verdun in June 1923. Resold in October 1930 to Carrières de la Vallée Heureuse et du Haut Banc, Marquise Rinxent, Pas de Calais. Noted there derelict in August 1956. See below.

2451/1915. Spare sent by KS in May 1924 to the Kent Construction & Engineering Company Ltd. Later owned by Ets. Rifier, Macon, Saone et Loire. Resold c.1932 to Carrières de la Vallée Heureuse et du Haut Banc, Marquise Rinxent, Pas de Calais. Noted there derelict in August 1956. See below.

2457/1915. Later owned by Cie. De Fives Lille. Purchased in August 1921 by Brunner & Marchand. Sold to Carrières de Cognac sur l'Île, May 1922.

3004/1916. Spares sent by KS in December 1930 to Louches station, Nord, to the order of the contracting firm, Vandervalle et Cie, Gagheraud Père et Fils.

3007/1916. Spares sent by KS in November 1929 to the Société des Pierres Artificielles. Sold to Entreprises Drouard Frères, where she became No.93 LA TAMISE.

3010/1916. Purchased by Brunner & Marchand at Draize le Romagne in August 1924. Resold in June 1930 to Carrières de la Vallée Heureuse et du Haut Banc, Marquise Rinxent, Pas de Calais. Noted there derelict in August 1956. See below.

3014/1916. Purchased by Brunner & Marchand at Verdun in June 1923. Resold in October 1930 to Carrières de la Vallée Heureuse et du Haut Banc, Marquise Rinxent, Pas de Calais, where she ran as "Northern Association of Steam Locomotive Owners No.4", carried on an oval brass plate, only in French of course! Noted there derelict in August 1956. See below.

3015/1916. Purchased by Brunner & Marchand in August 1920. Resold to Entreprises Trouiller & Legrand, June 1923.

3018/1916. Purchased by Brunner & Marchand at Spincourt in June 1923. Resold to Ets. J. Couthon, La Corneuve, January 1928.

Brunner & Marchand were dealers of Bouray, Seine et Oise and the Marquise Rinxent was a limestone quarry, about 12 miles from Calais, where the five locos noted above had already been out of use for about 10 years before they were spotted! In the early 1970s, three British enthusiasts noted them and following negotiations with the quarry were successful in purchasing the 'Joffre's for preservation in the UK.

Once all of the paperwork had been sorted out, the five engines were loaded onto some lorries and returned to England on 11th October 1974 on board the Townsend car ferry "Free Enterprise VII".

One of the engines, KS No.2405, changed hands whilst still in France and was sent directly to her new home, the West Lancashire Light Railway at Hesketh Bank, near Preston and put into store/on static display. The other four remained destined for North Wales, and a temporary home at the Pen-yr-Orsedd Quarry Museum, until they moved to the Narrow Gauge Railway Centre at the Glodffa Ganol slate quarry in Blaenau Ffestiniog, Gwynedd, during 1978. During their stay, the four locos, KS Nos. 2442, 2451, 3010 and 3014 remained outside in an un-painted and un-restored state, No.3014 being mounted on a plinth alongside the museum operator's house, marking the gateway to the museum and the nearby, famous Crimea Pass road out of Blaenau. (see picture below) All five locos had lost their distinctive spark arrester chimneys by this time/date.



WRS Archive

The quarry also changed hands whilst the locos were on site and during 1983 KS No.2451 was sold to the Lynton & Barnstaple Railway Trust. At some point, the three remaining locos were actually treated to a coat of paint; 2442 was painted red, 3010 light green and also all-over brown (!) and 3014 blue, although a photo taken in 1987 depicts the latter with green tanks, grey boiler, cab and wheels and red rods and bufferbeams. The numbers were painted in large figures on the tank sides for the first time at this point. The latter was also briefly named "Tal-y-Waenydd".

However, in 1997 the museum closed as the quarry was due to re-open as a slate quarry, owned by Alfred McAlpine and the three locos were put up for sale. Luckily they all found a buyer and moved to their new homes during March 1998:-

KS No.2442 was sold to the Teifi Valley Railway at Henllan, near Newcastle Emlyn, West Wales, No.3010 was sold to Mervyn Mayes at Yaxham in Norfolk and No.3014 was sold to the 3014 Society, in the care of the Moseley Railway Trust and was initially moved to Whaley Bridge in Derbyshire for restoration.

Progress to date of all five locos is set out below:-

2405/1915 at the West Lancs Light Railway. Restoration of this loco back into working order was completed during July 2012, the major rebuild to original condition having started back in about 1996. The side tanks and bunkers were completed during January 2009. The boiler was returned from a boilermaker on the Isle of Wight, of all places, during May 2011 and a steam test was undertaken that August. It was re-united with the frames on 28th August 2011 and some out-of-steam test runs were then undertaken. The boiler and chimney were fitted permanently onto the frames on 23rd May 2012. Her return to traffic in time for the main summer season was marked by an official launch and naming ceremony on Sunday 22nd July. She was named JOFFRE by former Director of the NRM, Steve Davies MBE.

For the event JOFFRE had only been painted all-over plain grey (including the wheels), as delivered, but the cylinders and frames had already been lined out, the intention being to fully line her out as per the official works photo mentioned above. In the WLLR stock list she has been allocated the No.9, but it isn't actually carried.

This loco visited the Statfold Barn Railway on 15th September 2012 for the line's Open Day, where a re-union took place, this loco providing the "after" photograph! See 3010 below to find out more. (JOFFRE had been fully lined out by this date.)

2442/1915 at the Teifi Valley Railway. Depending which website you read, this loco is either dismantled awaiting funds for restoration, or her restoration commenced during 2009! She may also have been allocated the name FLEUR, but until she is restored, this has yet to be confirmed!

2451/1915 at the Lynton & Barnstaple Railway. Restoration to full working order was completed by staff at the Gartell Light Railway's Yenston workshops, near Templecombe during 2008, with effectively a new boiler built by Israel Newton. The dome is original! (2451's actual frames remain stored at the GLR.) She was officially commissioned at her Woody Bay home on 11th November 2008 at a special ceremony, where she was named AXE.

She has been modified slightly from the original design during her rebuild, the cab roof profile being the most obvious visual change, into a 'Southern Railway' style loco. Other alterations include shortening of the side tanks and fitment of a Westinghouse air pump, removal of the boiler-mounted sand box and the access "cut-out" in the rear of the cab being "filled in". AXE has been painted green and the naming policy follows that of the original L&B tradition of three-letter Devon Rivers. Her first revenue earning passenger train was hauled on the 1st March 2009.



One common link to this loco and the KS 'spare parts' mentioned earlier, is that AXE now carries the chimney from SGT. MURPHY, a 'Haig' class loco (KS Works No.3117/1918) built for the Air Ministry at Stamford Aerodrome. This loco then worked at the famous Penrhyn Quarry Railway (PQR) from 1922, on the Red Lion Level, where it was rebuilt in 1932 in their workshops with a lowered boiler and new tanks, after it overturned and fatally wounded its driver, until withdrawal in January 1955. It was sold for preservation on 25th July 1964, and was moved to the Rev. Teddy Boston's Cadeby Rectory where it lay partially dismantled until 1978. It was then cosmetically restored as a static exhibit for the Conwy Valley Railway Museum, Betws-y-Coed, painted in lined green, where it remained for around 12 years. During 1991 this loco was sold to the Ffestiniog Railway for restoration back to working order, and was sent to Winson Engineering where the engine was heavily and extensively rebuilt into an 0-6-2T. Restoration was completed in March 1993 and SGT. MURPHY ran on the FR for a few years before moving to the Teifi Valley Railway during July 1998, where she is kept in working order, now painted in PQR lined black. The engine was named after the 1923 Grand National winner.

3010/1916 in Yaxham station yard, Norfolk. This loco has remained completely untouched (apart from her repaint!) since her days in France and remained stored amongst the overgrowth opposite the privately-owned grounds of the Yaxham Light Railway. (Yaxham station itself is on the preserved Mid-Norfolk Railway, just south of Dereham.) However, this loco was purchased by Graham Lee of Statfold Barn Railway fame during August 2012 and appeared in public for the first time at the line's September Open Day, where she provided the "before" photograph!! At long last, she has a bright future ahead her.

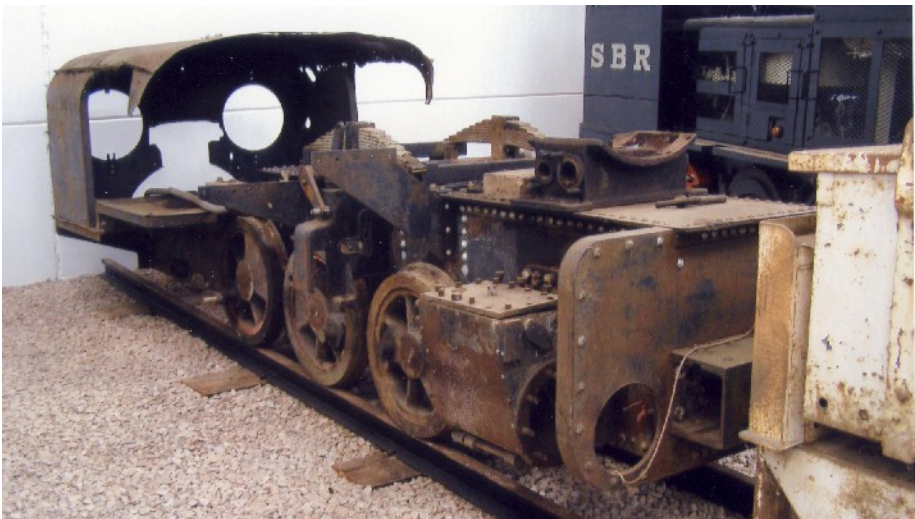


As-built KS 'Joffre' 3014/1916 is seen at the Apedale Valley Light Railway, Staffordshire on Sunday 3rd June 2012. Steve Green

3014/1916 at the Apedale Valley Light Railway and Country Park, Newcastle-under-Lyme, Staffs. Owned by the 3014 Society in the care of the Moseley Railway Trust, she returned to steam in as-built, plain grey livery in early September 2011, having been safely delivered to her new permanent home at the AVLRL on 13th August 2011. She had been under restoration for seven years at Leander Architectural at Dove Holes near Buxton, the boiler being rebuilt in 2009, having spent the previous six years leading a somewhat nomadic lifestyle at various sites undergoing restoration. She took part in the 'Made in Staffordshire' Gala over the weekend of 10th/11th September, the first chance members of the public had of seeing a working 'Joffre' in original condition for well over five decades! In the AVLRL stock list she has been allocated the No.S5, but it isn't actually carried.



**Preserved KS 'Haig' class 0-6-0T SGT. MURPHY, in original condition?
No, not quite! It's actually a 7 ¼" gauge, 1/3rd full-size scale model,
based at the Eastleigh Lakeside Railway. Steve Green**



**Bits of the recently arrived genuine French Decauville 030T, 1735/1919
seen inside the Grain Store on one of the new "roundhouse" roads at
the Staffold Barn Railway on Saturday 2nd June 2012. Steve Green**



KS 'Haig' 0-6-0T 4185/1929 in use at the Ocean Beach Railway, Dunedin, in an attractive lined red livery. Photo: Ocean Beach Railway.

One other KS 'Joffre' has recently been discovered, stored and largely intact. This unidentified loco was found in a remote part of Gabon in Africa. She is painted all over black, with red frames, cylinders, motion and buffer beams.

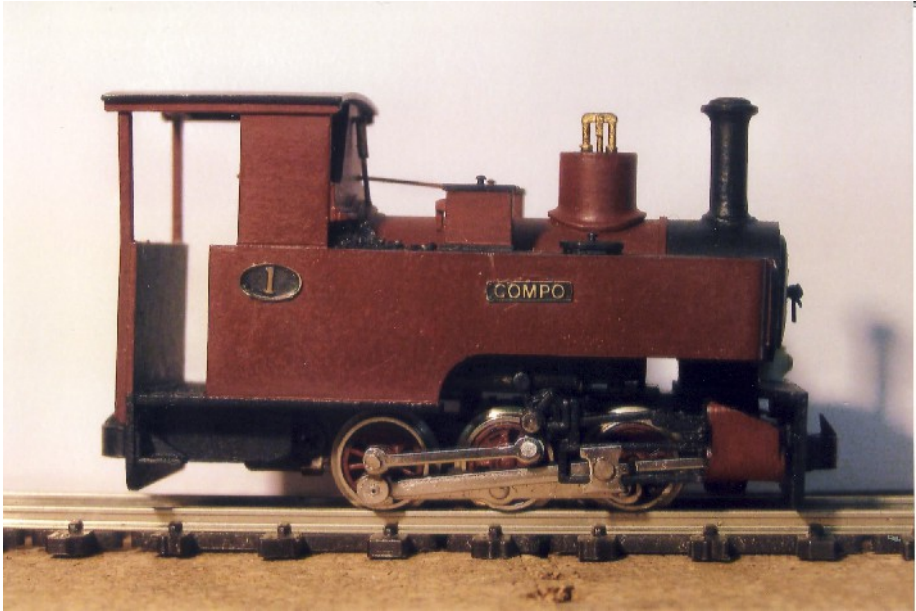
Hopefully, in the not too distant future, we will get a chance to see an example of each of the main British First World War-built locos in steam together in this country for the first time ever, plus the American Baldwin interlopers perhaps!

There are quite a few of the original French-built Decauville Aîné *Type Progrès* 030T locos in preservation. I have managed to find details for about 14 still in France (one of which visited the Ffestiniog Railway for their Gala in May 1995), two in Greece and one in Germany. One loco has also been imported to this country, back in 2000, from Mozambique. The loco, Works No.1735 of 1919, had been stored at the Bedfordshire Steam Engine Preservation Society's Clifton depot, but moved to the Holy Grail for narrow gauge steam engines, the Statfold Barn Railway, during December 2011. She of course is now joined by the Kerr Stuart version at the SBR to eventually and hopefully provide an interesting comparison of the two designs. (For a full write-up on the SBR, see *The Corkscrew Issue 60*, December 2010.)

As for the 'Haig' class, a total of 25 were constructed, mostly to 3ft gauge, only Works Nos. 3117 (above) and 3118 were built to 2ft gauge.

All I can really add to that is that the only two other known survivors, both built in 1929 for Kempthorne Prosser, Westfield Works, were exported to New Zealand where they remain to this day.

Thanks must go to Peter Watson for arranging the use of the photo of the 'Haig' engine as preserved and working in New Zealand, via his contacts "down under".



*A 4mm narrow gauge 009 model of a KS Haig class loco running on a Fleischmann chassis.
Steve Green*

.....
WHY I MISSED THE FIRST GOAL WHEN ENGLAND WON THE WORLD CUP – continued from Corkscrew 71 page 17.

On that Saturday I saw 23 locos, including an 8F which was probably being hauled off for scrapping as steam was a rare event by this time. Those 22 diesels were from 12 classes!! Classes 04, 08, 10, 16, 17, 25, 30, 31, 37, 40, 47 and 55 were represented and 3 of those diesels were new ones for me – D2296 from Ipswich, D4040 from Sheffield and D5627 from Finsbury Park. That was the thing about The Plant, you just never knew what to expect – brand new, in for scrapping, servicing, rebuilding, painting or accident damage and from most of the eastern side of the country. You just HAD to go up as far as the Athletics ground....just in case. And so it happened that, by the time I had gone back and forth past the gaps in the fence, climbed onto my crossbar in three or four different places and eventually cycled back home I had missed the opening goal of the 1966 World Cup Final and England were trailing 0 – 1. The rest, as they say, is history – as are the 3 ticks in my notebook.

Oh yes, and the papers were delivered later than usual that Saturday.

BOURNEMOUTH RAIL TRAVEL ASSOCIATION

By Colin Stone.

Some members of WRS may recall the above mentioned organisation run by my namesake Anthony (Tony) Stone (no relation). I am not exactly sure when Tony first ran an excursion under the Banner of Bournemouth Rail Travel Association (BRTA). But from a letter sent to me by local enthusiast Chris Bracey appealing for information on BRTA it would appear to have been in 1973. Chris and other local rail enthusiasts are trying piece together as much information and detail of BRTA tours as possible. The aim is to forward all this information to the website "SIX BELLS JUNCTION", this website has been set up to try and tabulate ALL railtours that have ever run on the national rail system. An impossible task no doubt, but the owner of the website seems to be making a very good attempt, with the first railtours listed being those organised by Thomas Cook way back in the 1800's.

But to the point, Chris Bracey and others have discovered quite a bit about BRTA tours but there are a lot of "holes". An approach to Tony Stone revealed that sadly all of his personal BRTA paperwork was destroyed after the demise of BRTA. Therefore Chris asked if our club magazine "The Corkscrew" held any details of such tours. I know that the mag' does not have any information on definitive tours so I thought the following article may prompt any memories WRS members may have. Details of what information required is listed at the end of this piece.

It would appear that the first BRTA outing for which a date is available is a day trip to Margate on August Bank Holiday 1973. In the past I was donated two Edmondson card tickets dated 9th November 1974 and 26th February 1977 both are for Poole to Birmingham excursions. These trips were a long time before I came into contact with BRTA. My first use of a BRTA train came in November 1984 when I used one of Tony Stone's London excursions to get to the capital to visit Stratford diesel depot. Stratford opened its doors to Railway enthusiasts each Saturday morning via the good offices of some workshop staff who volunteered their services. They charged the odd sum of £1.39, I think the 39p covered personal insurance indemnity whilst the £1 was donated to local charities.

But I digress the BRTA trains to London ran at various intervals on Saturdays throughout the years. Stock used in those days was usually two or three 4Vep units, trains started at Branksome the limit of electrification until 1988. The units came out e.c.s. from Branksome depot straight into the up platform and then picked up at various stations to Southampton. From memory, departure was around 07.45 and the return working left London in the early evening.

The 4Vep units were ostensibly outer suburban units with 3+2 seating for commuters and were not really suitable for long distance use. Total seating in a Vep was 280 so passengers were jammed in like sardines which made the trip to London a bit uncomfortable, this was even more so in the winter months when on occasions a freezing cold wind whistled in through the gaps of the external doors. It should be remembered that each seating bay had an access door, but the large numbers catered for allowed BRTA to charge a bargain basement price of £5.00 return. In later years 4Cig units were used and comfort stepped up a notch. At some stage following electrification from Branksome to Weymouth in 1988, BRTA came to a working arrangement with South West Trains (SWT) when they were allowed an allocation of seats on the 07.20 Wareham to Waterloo weekday service and on any up train on Saturdays. Return from London on weekdays was by any train except the 17.15, 17.45 and 18.30 departures from Waterloo, there were no restrictions on Saturdays.

Long distance excursions were also a feature of the BRTA programme, I first sampled one of these on an epic tour to Carlisle which ran on 22nd June 1985. At that time the Settle to Carlisle route was under threat of closure and this was to be a "farewell" trip from the south. This tour left Poole at an early hour around 05.00 behind Class 33 No 33030 which headed the train via Winchester, Basingstoke and Reading West curve to Leamington Spa. Here the 33 was removed and Class 47 No 47280 took over and ran us northward via Tysley, Derby, Chesterfield and on to Leeds where we ran into the main station for a reversal of direction and another loco' change when another 47 No 47362 backed onto the rear.

Most "number grabbers" bailed out during the change over to log and "cop" the northern d.m.u. units and 08 shunters on view. On the move again we headed through Keighley and noted 4F 43924 on a Worth Valley Railway service. By the time we passed Settle Junction and ran onto the legendary route several souls were sound asleep following the early start !! Arrival into Carlisle was (from memory) at around 14.00, after the long journey a visit to a Fish & Chip shop was on the cards. The late Ian Taylor from Holton Heath knew where one was located but, alas the local fire brigade were in attendance !! However it turned out to be a false alarm and we were soon fed and back on the station to do a bit of spotting. Highlight for us Southerners was probably Scottish based Class 27 No 27030. About two hours were allowed before we set off for home, we returned via the WCML over Shap as far as Carnforth where No 03196 was spotted in industrial service. Reversal in the yard south of the station saw us head back via Hellifield and on to Leeds where No 47280 took over again. We headed south down the Midland Main Line via Derby, Loughborough and drew to a stand in north London alongside Cricklewood depot where we were to lose No 47280 and pick up No 33030 again.

At somewhere close to Midnight with the loco' change done we waited and waited and waited ... There was no guard available, eventually he turned up and we set off for home on the final leg of the 830 mile trip some two hours late. As the train sped down Christchurch bank the sun was just beginning to rise and we arrived back into Poole at about 04.00 some 23 hours after setting off. As a matter of interest this was not the furthest north BRTA had ventured, in 1978 BRTA once got as far north as Inverness. Now that is one trip I would have loved to have done!! Did any WRS member(s) go on this trip? I would be pleased to hear about it. Many other day trips followed, I recall a Norwich trip in September 1988 when on the return instead of stopping to collect BRTA passengers at Diss No 47663 hammered through at about 80 m.p.h. the bemused look on the faces of those left behind was a picture. An hour wait in Ipswich then ensued until they caught up on a service train!

Another classic tour happened in July 1989 when Tony advertised an all first class trip from Wareham to Llandudno and Bangor. We should have had a full rake of first class coaches hauled by a 47, what actually rolled into Poole was Push-Pull fitted Class 33 No 33109 and 2x4TC sets!! Needless to say Tony Stone was spitting feathers, word later came through the train that when we arrived in Coventry we would all have to bail out and transfer to a loco' hauled set of stock. As we rolled into Coventry all heads were looking out to see what was waiting for us Nothing was visible, so on we went, our gallant little Crompton took us up past Bescot Yard, Stafford, Crewe and on through Chester.

As we were bowling gaily along the North Wales coast at a steady 70 m.p.h. we were brought to a stand at Ryhl. We had been stopped because a signalman had reported we were running without a red tail light ! Instructions were then issued to the other signalmen that the illuminated red blinds in the TC headcode box was the tail lamp! The unique Southern stock was certainly causing a stir, word was also beginning to spread and local enthusiasts and photographers were spotted gathering at stations and the lineside. On arrival at Bangor No 33109 shunted its two 4TC units into a bay platform and ran light to Holyhead for fuel.

Most enthusiasts on the train fully expected that No 33109 would run round the TC's and haul us back. We were most surprised to see the familiar (to us) TC front end roll into Llandudno for the 360 mile trip back to Dorset. I would suggest this was probably the longest distance that TC's had ever been propelled in service ? In those days before the internet and mobile 'phone the grapevine had done it's stuff and numerous photographers were out to record our progress. I also noted three unfamiliar faces in our coach and these "bods" turned out to be "stowaways" sampling an illicit 33+TC ride. We stopped in Crewe to change crew! But the train was not in a platform, at this point our three stowaways were in a quandary, the next booked stop was way down south.



So these three jokers opened a door and jumped down onto the track, hauled themselves onto a platform and legged it up the station footbridge to shouts from station staff of “Oi what the bl**dy hell do you think you’re doing !” Too late they were gone! Once on the move again we headed down the long level straight stretch of track toward Stafford. I thought we were “tracking on” a bit so I went and looked at the speedometers in the centre TC cabs. They were reading 95 m.p.h. some 10 m.p.h above the official Class 33 speed limit!! What superb little loco’s those Class 33’s were. It had been suggested that our stock was a result of a mix up resulting in double booking of the 1st class stock, but Chris Bracey suggests it was “an insider fix” done on purpose. Eventually BRTA and passengers received a refund in lieu of the first class travel, however I reckon the 33+TC trip was more than first class!

The final chapters of long distance day trips with BRTA came after the privatisation of BR. The prices the charter train sector began to charge rose to a level beyond which Tony Stone would accept. He was of the opinion BRTA passengers would not support a price structure above a certain point. It would appear that Network South East (NSE) held the same view as they assembled their own tour set comprising two refurbished TC units Nos 410 and 417 which they repainted into their original livery of rail blue. After a gap of two years BRTA once again announced a long distance tour when in July 1992 No 33102 took the two TC’s to Cambridge. Sadly the use of the TC’s was short lived, their age was beginning to tell and their use came to an end in 1994. A short period in the early years of South West Trains followed when

SWT e.m.u's ventured over other company's third rail territory. BRTA used SWT 4Cig e.m.u's to such places as Rochester, Eastborne, The Surrey Hills, Canterbury & Dover. On the latter tour road coaches took some BRTA members from Canterbury to Hythe for a trip on the 15 inch gauge Romney, Hythe and Dymchurch Railway. Sadly privatisation bit even deeper and it became increasingly difficult to crew SWT units away from their own routes and so once again longer distance tours came to an end. A minor change was foisted on BRTA around this time when some "busy body" invoked a legal procedure which pronounced that the word ASSOCIATION could not be used in the context of the organisation. Therefore the word had to be dropped and BRTA became plain Bournemouth Rail Travel (BRT)

After a twelve month period without any superb day tours, First Great Western (FGW) announced to Rail tour concerns that they had a High Speed Train (HST) set standing idle at weekends which was available for hire. Hertfordshire Railtours and BRTA made most use of this facility and on October 5th 1996 HST power cars 43138+43145 left Poole with the first BRTA day trip using an HST and headed for Penzance. The train ran via Southampton, Eastleigh, Salisbury to Westbury where it reversed. A final pick-up came at Castle Cary where Dorchester and Weymouth BRTA members joined the train having travelled up on the normal FGW Class 150 worked service.



A superb day was had with connections by special chartered buses and coaches to Lands End, St Ives, Newlyn, Mousehole and the stop off point for St Michaels Mount. Several more HST charters followed and most were allied to similar intensive chartered buses/coaches running to various tourist attractions. On one occasion a tour to Norwich ran on to Wroxham for connection into a Norfolk Broads cruise. Sadly it all came to an end when FGW re-organised their diagrams and found use on their own train services for the "spare" HST. The last BRTA use of an HST was in 1997 to Stratford-on-Avon. There should have been one more trip using an HST, everything was in place and tickets issued for another Penzance outing. BUT in the interim, the government not wishing to lose a working weekday to the mass hysteria gripping the UK announced Princess Diana's funeral would take place that same Saturday. Thus FGW jumped on the band wagon and the HST set was commandeered to run an extra service train from Plymouth to Paddington. Thus instead of enjoying the delights of Cornwall, a stroll along the front at Swanage was a poor substitute whilst the organised "wailing and gnashing of teeth" took place elsewhere. Following the sad loss of those most enjoyable long distance days out, BRTA continued running London day trips using SWT services. Almost every seat was taken and this did not escape the notice of SWT management. Eventually, no doubt to capitalise on their own exorbitant fares, SWT decided to withdraw the agreement with Tony Stone. As such the final set of publicity leaflets were issued to cover a four month period ending in January 2004.

It should be pointed out that all of BRTA's publicity was done by post. Around four times per year an envelope would arrive at member's homes containing the publicity leaflets and posters. Similarly all bookings had to be sent by, and tickets returned by post. With the increase in BRTA membership Tony issued an appeal for assistance to "stuff" and label the publicity envelopes. I responded and thus for the final six or seven years of BRTA's existence Pauline and I became two of Tony's little helpers. Originally this task was done at the BRTA base, but due to increasingly cramped conditions latterly the job was done at each individual helpers home. As a result of SWT's decision to end the agreement with BRTA the last set of leaflets were sent out in late September 2003. A 2nd class return to London was priced £11.50 with a 1st Class return being £15.50 ... what a bargain ? Although several worthies petitioned SWT and the "Daily Echo" publicised the plight of BRTA it was all to no avail. After 30 years of providing a superb service in our area Bournemouth Rail Travel (Association) finally ceased to be on January 31st 2004.

If the above has stirred any memories and you have any BRTA memorabilia I would be pleased to see it and if possible copy any details etc' to pass on to Chris Bracey and in turn to "Six Bells Junction"..... What Chris Bracey is looking for is 1/. Tour Date .. 2/. Start and Destination point .. 3/. Motive Power used + any coaching stock details .. 4/. Any timing sheets. Thank you.

Life as an apprentice in Brighton Works.

By Roy G Birch

1947- 52

I arrived at Brighton Works on 1st April 1947 (Not the most auspicious of days to start an apprenticeship) to start my apprenticeship as a "Fitter & Turner", and was told to report to the Erecting shop office. There I presented my papers, was given a 2 inch square brass works number disc and after taking my details was taken down into the Erecting Shop and "Given" to Bert Swain, one of the charge-hands of gangs in the Erecting shop. He gave me to one of the fitters in his gang. One of the other Fitters then said to me that I should go back to the office and ask for my Orange ration. I wasn't born yesterday so didn't go.

I have learned recently that my first cousin,s Great Grandfather was Foreman at Brighton Works and her father also served an apprenticeship as a Fitter/Turner. So "Corkscrew" has unearthed a family connection that was not known, or was forgotten. Quite a family concern.

One of the jobs that apprentices do is to strip smoke boxes, because it is a frightfully dirty job. I was then taken to an E4 that had just come in, went to the tool room and got a 2lb hammer and chisel, told that I must remove the blast pipe and proceeded to split the nuts. You must not damage the stud as it has to be used again. A die from the tool shop is then run over the studs. The smoke boxes are cleaned of the worst by Cleaners, but they are still very dirty. This E4 was one of the engines that had been run into the ground during the war years, but was only in for a Light Repair, as were all engines coming in at that time. It wasn't until BR took over that they got full repairs. Splitting nuts with a hammer and chisel is a bit hard on the hands, as when you begin you miss the chisel regularly, but you soon learn.

Having finished that job I was then taken to a pair of frame plates for a Light Pacific (West Country as the Merchant Navies had been finished at that time) and told to cut the radii for the castings that go between the frames that had been marked up by the Charge Hand. (All setting out was done by the Charge Hand) I then got a radius gauge from the tool room and proceeded to cut the radii with my trusty hammer and chisel and a file that we were allowed to use on that job. While I was doing it the Works Manager (God) came and watched me doing it. I don't like being watched, so downed tools and went to the Loo. The WM then reported me to the Erecting Shop Foreman (God No 2) and I was in trouble for the first time. That Foreman was the one who we apprentices played a trick on later. We were all standing round a particular notty problem that the Foreman was going to decide a solution, he told a fitter to get the appropriate tools and to the apprentice to go and get a bucket of 5/8 inch holes from the stores.

He returned and said that he couldn't find the holes, but produced the Foreman's hat from behind his back (all Foreman wore bowler hats in those days) and showed him the holes that he had put in his hat!!!!. He took it well and we all bought him a new hat. I was then sent to the Fitting shop, where all components stripped from engines were taken for overhaul. Many weeks were spent there which was pretty boring. I was then put on the "Marking off table, where all new bits were marked up for machining. My experience with the hammer and chisel came in handy there, as you used a "toffee hammer" on a centre punch to mark up the lines you had put on. There were two tables, a big one for cylinders etc; and a small one for the little bits. I was on the latter, quite enjoyable.

I was then sent to the "Machine shop" and initially put on a "Le-blond" lathe, a 6" centre "general purpose" lathe. There I re-bushed piston glands etc; a most enjoyable lathe to work on. Then I was put on a "Capstan lathe" where all the boring jobs were done. I never counted the number of gauge glass cocks or studs that I did but they must have run into the hundreds.

From there I was sent to the "Welding Shop", where electric arc, oxy-acetylene and cast iron welding were used. Brazing also. At College our "Workshop Technology" tutor knew that our welding shop Foreman was the best in the business on Arc welding, and our Blacksmith the best in his trade. We took a 6ft length of mild steel bar and cut it into 6 equal lengths. He gave me four, 2 for the Foreman to join together with arc welding and two for the Blacksmith. Two were given to an "Allan West" apprentice (they were in Brighton at that time) for their Foreman to join together with oxy-acetylene welding. When they were joined we took them back to college and put each length on the Tensile Testing machine to test to breaking point. The Blacksmiths weld was the strongest, breaking at 101% of the original strength. The 2nd was the oxy-acetylene which broke at 95% (I think, it was a long time ago but it was 2nd) and the weakest was the Arc welding which broke behind the weld at about 92%. Interesting!!!

When I went back to the "Erecting shop" I was put on the boiler mounting gang. All boiler joints were "face to face" joints, and I jointed many a super heater header.

Life was hard in those days, but humour was always there. During the war they had employed women welders in the "Erecting shop", and they were still there. You had to keep well clear of them as they would get up to all sorts of tricks. We used Lamp Black on surface plates for "face to face" joints. Messy stuff. The welders would get hold of an apprentice in the pit, take off his trousers and plaster his balls with Lamp Black. They never caught me, I was the 800 yards Sussex County champion at the time !!!!. But I did do many "face to face" joints, and we had to make our own face plates.

One of my most treasured memories was taking “Eton”, a Schools class loco, on trial. New engines would be taken on a slow run to Preston Park, then a semi fast to Haywards Heath and a fast run to Three Bridges.



Not Eton but 30906 Sherborne arriving at Templecombe Station on a parcels working on 21 July 1959. WRS C84

Those on Light repair would be taken on one run to Haywards Heath. “Eton” had a light repair. A fitter and an apprentice would travel on the footplate during the trial. I was lucky enough to be chosen to go with “Eton” and we flew through Clayton Tunnel at 90 mph. An experience I will never forget!!!! They were the finest 4-4-0 in the country. Well done Maunsell.

During my time at the Works we were building the “Leader” class loco. We had converted “Harland Point”, an Atlantic class loco, with the oscillating sleeve valve gear. This was always failing on trial, either the lugs on the sleeve valve would break or the oscillating link. Notwithstanding Riddles ordered *five* sets of gear for the Leader. Ridiculous. We never got more than two steaming. One day I was asked to go and join the team building the first Leader. Over I went, and to my surprise there was Oliver Bullied discussing something with the team. Can’t remember what I did that day but worked there for that day. Bullied was a master at electric welding. His original “Box Pox” wheels were all welded, as were the frames of the Leader. One of the photos of the Leader that was never taken (we were not allowed to bring cameras into the works) was when the Leader broke down on a trial run, which was nearly every time.

Our Works Loco was "Boxhill", a Stroudley Terrier. She would tow back the broken down Leader!!!

I was employed on the construction of many "West Country/ Battle of Britain" engines and I know that I did work on "Tangmere", now on the Swanage Railway. I never did work on the "Butchered Bullieds" as we at Brighton called them. I had left and went to sea as a Marine Engineer Officer when they were butchered. When the "Light Pacifics" were finished (we built about 40) BR had taken over and we built Standard Class 4 tank engines. One of the Swanage engines was built at Brighton and I may have worked on it. Bullied was furious at this time as he wanted his "Light Pacifics" to be the standard express engine.

The fitters at the Works considered themselves to be second rate engineers. It was not until I went to sea and saw Marine Engineering that I really appreciated the standard of work I had been involved in. All boiler fittings were "face to face" joints. I had never seen "knocked out" joints from jointing sheets. "Over the top" you might say about locos, but it was top class engineering.

Once a loco had been on trial and was considered OK it was sent over to the running sheds. Anything that went wrong after that a fitter and an apprentice would be sent over to the Running Sheds to fix it. That was fine during the summer but hell in the winter with snow and ice predominating. Spanners would stick to your hands with ice. Big Braziers would be stationed around the yard and you would have to thaw out occasionally.

When I finished my apprenticeship I was put in the Valve Setting gang. That was good fun especially with the Stephenson link motion. Eccentric rods would have to be shortened or lengthened to get the timing right. Nothing annoys me more than to hear a loco with a bad beat. It shouldn't happen.

I also went into the Millwrights shop, and one of my jobs there was on the hydraulic accumulators for the cranes in the goods yard. There were two weights (of many tons) pumped up by pumps. One considerably heavier than the other. (Can't remember the weights). One day when I went in the lighter one was up and the heavier down. The glands were obviously nipping the rods. I ran the pumps and slackened the glands, not the most enlightening of jobs when you're sitting on top of the accumulator!!!

An apprenticeship in Brighton works stood me in very good stead for anything I did thereafter.

The Shillingstone Light Railway.

By Steve Green.

Hands up those of you who had never heard of the Shillingstone Light Railway before it appeared in Issues 70 & 71 of The Corkscrew in the articles entitled "A Garratt Named Jason"!? Thought so, me neither!

Well, curiosity got the better of me and having uncovered an article on t'internet and various other bits and bobs on the interweb, plus a write-up about the SLR in "Miniature Railway" magazine, below is a brief history of the other locomotives used on the farm/estate.

The late Sir Thomas Salt's 10 ¼" gauge railway took inspiration from the Victorian engineer Sir Arthur Heywood whose own 15" "minimum gauge" railway (the Duffield Bank Railway) spawned a country full of even narrower gauged passenger and freight carrying lines.

Construction of the SLR started on 21st June 1953 and the first loco was delivered at Easter 1954. The trackwork consisted of flat-bottom rail on home-made concrete sleepers with coarse gravel ballast. The line eventually ran for 1 ½ miles with a maximum gradient of 1:50 and minimum radius curve of 60 chains. The main yard area consisted of a turntable, 3-road engine shed, 2-road carriage/wagon shed and "Jason's shed. Sir Thomas Salt died on 15th August 1965.

No.1 "Belle" was built by David Curwen and Edgar Newbery of Devizes in 1954 and was named after one of Sir Thomas' favourite sows! This was the first diesel engine, but 15th loco, to be built by David Curwen, having built mostly 'Atlantic' steam locos up until this point. "Belle" was a sit-in rather than sit-on, so a narrow gauge (as opposed to scale model), 0-4-0 petrol mechanical locomotive and had a 3hp Petter AVA-1 single-cylinder engine, with two-speed chain drive to all wheels. She could haul 5 tons and was in use constantly, hauling food out to the pigs twice a day, whilst on the SLR. As stated in Corkscrew 70, the railway proved to be an outstanding success from the off, with the estimated fuel costs for "Belle" being calculated at 25s (£25.60 in today's money – I think!) per year!

At the Christie's Auction held on 11th July 1975 at Beaulieu, the SLR fetched £7,690. "Belle" was sold to Mr Peter Webb from Penzance who had plans to build a railway museum and public miniature railway on an 18-acre site. Planning for this line began back in 1972 on a former copper and tin mining area and farm land at Bolton Moors, near Penzance. The site was known as the "Age of Steam", Penwith Pleasure Park and the one mile, 10 ¼" gauge line, the Crowlas Woodland Railway. Construction started in the summer of 1976 and the "Age of Steam" opened during the spring of 1977, but closed not long after, during 1984. Whilst at the CWR "Belle" was renamed "Kingsley" but was sold prior to closure during December 1982 to Mr Peter Hanton, Congleton, Cheshire.

From there she moved to Staffordshire and the re-developed Rudyard Lake Railway near Leek, during July 1985, which Peter Hanton owned. Here “Kingsley” served the railway well during its re-construction and beginning of its second lease of narrow gauge life, and sometime around 1987 she was repainted from green into light blue. She was “worked to death” on the passenger trains and was completely worn out when she was sold on once more during June 2000. She was purchased by Mr Gordon Brown also of Congleton, Cheshire who restored her to immaculate condition for use on his private Somerford Light Railway, regaining her original name in the process. During 2002 “Belle” visited the Royal Victoria Railway for the Narrow Gauge Railway Society AGM and was re-united with “Jason” the Garratt and some plastic pigs in a suitable wagon!

At the time her bodywork was green once again with yellow/black/yellow lining and everything below footplate level painted red. Her number “1” and nameplate “Belle” were on red painted brass plates with individual brass S L R letters on her bodywork, as per her original condition. The ‘S’ of course can stand for either Shillingstone or Somerford! Over the weekend of 25/26th September 2010 “Belle” re-visited the Rudyard Lake Railway as a guest at the line’s 25th Anniversary Gala.

No.2 “Cyclops” was built in 1960 by Trevor Guest Light Engineering Co. Ltd, Stourbridge, Worcs. and was a narrow-gauge centre-cab Bo-Bo DM, originally fitted with a 5hp Petter PC3 engine. This loco was so named due to her single massive headlamp! The Petter engine was soon replaced however by a Ford engine, which was equally as inadequate, so Sir Thomas rebuilt “Cyclops” in the spring of 1962 into something quite impressive. To fit the replacement 2.5L, 35hp, 6-cylinder petrol engine from a Daimler Scout armoured car (!), the cab was moved back, and with that change, a change of identity was also undertaken. Her new name was “Ulysses”, as it was Ulysses who had put out the Cyclops’ eye, as Sir Thomas explained. “Ulysses” transmission was through a pre-selector 5-speed gearbox with fluid fly-wheels and a final reversing box driving all eight wheels through flexible shafts and enclosed chain-drive. (apparently!) Her new livery was blue with black and maroon underframes and red-backed brass plates and was certainly an impressive and powerful machine. Unfortunately the SLR didn’t offer her the opportunity to show off her true potential, but proved more than adequate to cope with visiting parties or when the annual village fete took place.

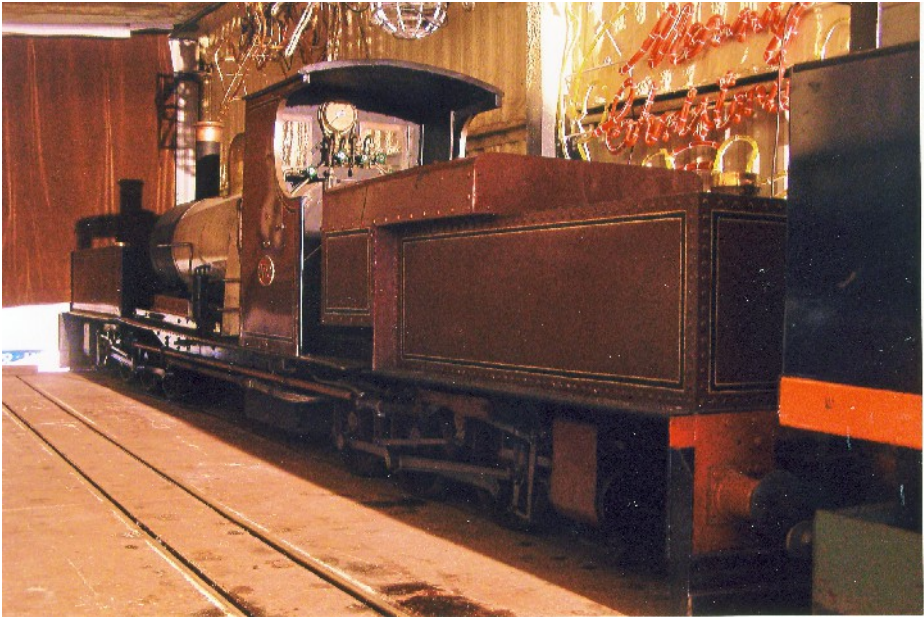
“Ulysses” was also sold to the Crowlas Woodland Railway, along with most of the track and other bits and was re-named “Sir Humphry Davy” (‘SHD’ for short), after one of Penzance’s greatest sons. “He” retained his original No.2 and was painted light blue, with some white lining around the cab sides and body panels. When the CWR closed, “Sir Humphry” was moved to Rydon Park near Holsworthy, north Devon in 1987 where a railway was to have been established.

During “his” time in the West Country unfortunately the cab was massively enlarged (for better driver comfort), ruining the locos appearance, and was also repainted green. During 1991, ‘SHD’ was on the move again, this time to the Smokey Oaks Railway, Woodland Park, Brokerswood, near Westbury where the old Daimler engine was replaced by a Ford Granada V6 engine! Up until quite recently ‘SHD’ could be found operating at the Beale Park Light Railway, near Pangbourne, Berks. where “he” had been re-engined for a fifth time! The prime mover is now a Mercedes Benz diesel engine with hydraulic transmission, but the tall, ugly cab remains. ‘SHD’ was capable of hauling a 5 coach train with 50 people on board at Beale Park. Upon making an enquiry with Beale Park with regards arranging a visit to photograph the loco for this article I was informed that ‘SHD’ was no longer there and no-one there seemed to know where it had gone! What I have managed to find out since though is that “he” is currently stored on a farm near Oxford in lots of bits and pieces awaiting the time and money for a heavy overhaul to begin. The loco, however, still remains one of Trevor Guest’s finest diesels.

No.3 “The Wasp” (!) was built in 1961 by Sir Thomas himself (apart from the welding), based on an open Wickham trolley, or 4-man “Speeder” as they were known. It comprised a Villiers 197cc 9E two-stroke petrol engine with back-to-back seating on a 4-wheel chassis and had four speeds each way. This permanent way trolley was mainly used to carry small groups of people around, but was quite capable of hauling a wagon if required. The SLR’s extension was prone to mole-hills undermining the track, so Sir Thomas directed The Wasp’s exhaust into the ground in order to drive the moles out! Whilst on the SLR “The Wasp” was described as a “guided missile on wheels!” At the auction, she was sold to a private individual and re-gauged to 9 ½” gauge and remains in private hands near Newbury.

No.4 as we now know was “Jason” the Garratt, which was quite capable of hauling 100 people at the Surrey Border & Camberley Railway, but proved to be just too big for the SLR, being steamed just the once on a short length of straight track! Each fixed wheelbase of the Kitson-built loco was 1.68m long, or 5’ 6” in old money! Some technical details of the loco are: 4 no. 3 ½” x 5” cylinders, boiler pressure 140lbs/in², weight 2t 5cwt, length over buffers 20’ 8”, overall width 2’ 6”, overall height 4’10” and 14” diameter driving wheels.

As described by Mr Kelsey, No.2 “Basil the Brigadier” as “he” is now known, has now been rebuilt into a proper 2-6-0+0-6-2T, but remains too long even for the Royal Victoria Railway. The only feasible, but expensive option, is to ease the curves on the RVR, something that is on the back burner at the moment. A turntable has been installed at the RVR’s terminus long enough to turn “Basil”, in anticipation of the day when he can finally stretch his legs! As originally built, this loco and all of the other SB&CR engines were constructed as 1/6th full size.



No.2 Basil the Brigadier, a rear three quarter view seen stored inside the main running shed of the Royal Victoria Railway. Steve Green

One further loco deserves a mention, again built by Trevor Guest. During 1961 a small 0-6-0DM shunting loco was under construction for the SLR, but before she was delivered she was altered to 15" gauge and purchased by the Fairbourne & Barmouth Railway. She was painted green with red solebars and carried the No. "15" in brass numerals. This loco was named "Rachel" and remained at the F&BR until being sold during 1984. "Rachel" moved to the Haigh Hall Railway, Wigan, which opened in July 1986, as a one mile circuit around the country park/estate. She is now used as the standby loco to the line's other engine and has been re-named "W. Brogan BEM". This loco has the appearance of an early Hawthorn Leslie/LMS design.

The SLR's rolling stock seems to have disappeared though in the intervening years. No.5 was possibly a unique, large (150 gallon) whey bogie tank wagon, lettered "D.W. Taylor & Sons Ltd., Blandford", but was sold on locally having failed to sell at the auction, maybe just for the tank itself, we may never know. And there you have it; a brief look at something you never knew existed!

Acknowledgements:-

As I mentioned at the start of this piece, some of this information was obtained from "Miniature Railway" magazine, available from their "office" in Dorchester (which was lucky!) And as long as I mentioned that and their website at www.miniature-railway.com, I would be able to use it, so there you go! This particular issue being No.6, February 2008 which also includes around a dozen photos of the SLR, "Belle" and the Garratt.

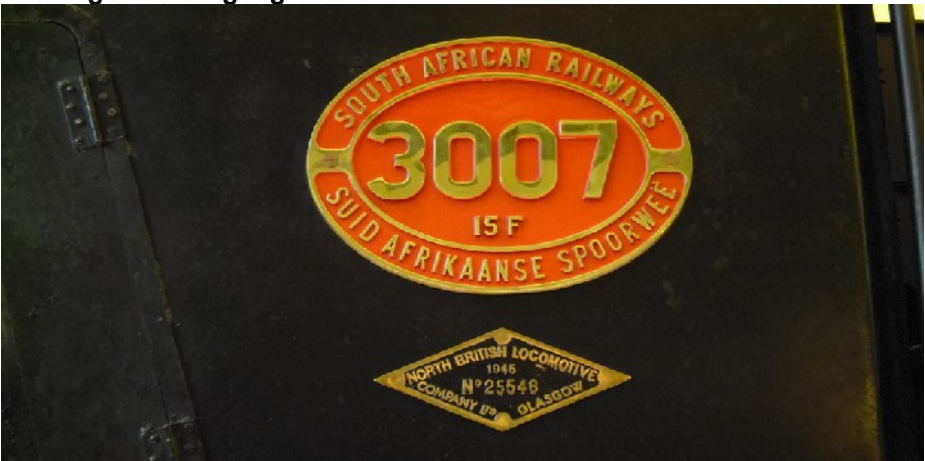


Jason's shed slowly disappears behind the laurel hedge (middle planted on what was the main running line) but the track bed remains a well tended lawn. Shillingstone House, top right, is seen above the 3-road engine shed.

Steve Green

Kind permission was sought from Sir Michael Salt, Sir Thomas' eldest son, to photograph the sheds and turntable pit at Shillingstone House and also from Peter Bowers, owner of the Royal Victoria Railway, for allowing me to take some photos and dimensions of the Garratt.

The finishing touches were courtesy of Dave Holroyde, an aficionado of all things narrow gauge.



Remembering 30182

by Richard Chawner

I was very interested to read In The Corkscrew issue 71 Colin stones article Railways on the Isle of Wight – A Personal Memory which brought back happy memories of the O2 class 0-4-4 tank engines one of which I have many happy memories. The engine I refer to is 30182.

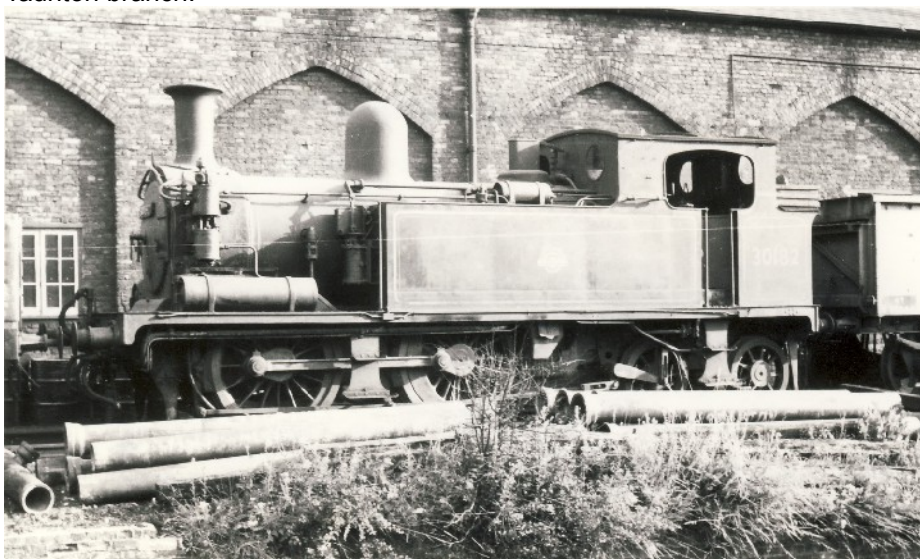
Being a native of Yeovil, in Somerset, we had in 1958 the following allocation:-
U Class 31790 to 31795 inclusive, 31632 and 31806

M7 class 30129 and 30131

O2 class 30182

57XX class 8745 which was rarely used

45XX class 4507 5548 5563. The former was the last Wolverhampton constructed locomotive, whilst the latter two were used principally on the Taunton branch.



The photo above was taken (by me) at Yeovil (72C) in May 1958. In July 1958 when one of the M7's failed, 30182 was steamed and used for one day on "The Bunk" as the Yeovil Town to Yeovil Junction shuttle was known. I had two runs out to Junction and back behind it.

Two months later 30182 was withdrawn and shipped off to Eastleigh where it was broken up in October 1958.

30182 remains famous however, as it features on the front cover of the DVD "Steaming through Wessex".

RAILWAYS ROUNDABOUT

SEPTEMBER :- On Saturday 21st at 05.50 Class 47 No 47500 arrived in Poole with 11 coaches in tow and Standard Pacific No 70000 "Britannia" coupled on the rear. At 06.46 "Britannia" departed Poole some 11 minutes late heading for Cardiff, the 47 remained in Poole yard all day. At 22.16, one minute early, No 70000 arrived back into Poole. After pulling forward into Poole yard No 47500 was re-attached to the rear, at 22.50 the 47 left Poole returning the e.c.s. and "Britannia" to Southall.

Further p.w. work was carried out at Wool when the final section of point work was installed requiring visits from two p.w. trains. Class 66 No 66023 brought the first train to site followed by 66095+66108 top and tailing the second. They arrived in the early hours of Sunday 22nd, No 66108 returned the latter train in the early evening on the same day leaving 66095+66023 to return the other train in the late evening.

Monday 23rd and Tuesday 24th saw No 66602 work the Wool Sand train, commissioning of the new points at Wool will obviate the need for this train to run to Dorchester. More track work at Wool on Sunday 30th required several engineer's trains No 66199 left the site in the morning passing Poole at 09.00. Later in the day No 66087 passed Poole at 17.00, finally early next morning 66115+66097 "top and tailing" empty ballast wagons left Wool at 01.00.

Sadly Hanson's Hamworthy stone distribution terminal did indeed, as past rumours indicated, close as and from Friday 28th. This closure as well as seeing the end of the "Hamworthy Stone" trains effectively ends current usage of the Hamworthy Goods Branch.

OCTOBER :- Freightliner's No 66545 worked the empty Wool sand train on Monday 1st, going up loaded on the 2nd. In the early hours of the 2nd and running 100 minutes late at 00.10 a test train working in "top and tail" mode by No 31106 and No 37419 passed through Poole. It should have worked to Weymouth but appears to have been turned back early because of overnight p.w. work between Dorchester and Weymouth. More overnight p.w. trains ran to the Wareham area over several nights during weekending 14th. On Monday 8th/9th and 9th/10th it was worked by Class 57 No 57301, times through Poole were at 00.41 down and 05.45 up. Tuesday 9th saw No 66957 work the Sand empties to Wool followed by the loaded up train the following day (10th).

Also on Wednesday 10th Bulleid No 34067 "Tangmere" ran through Poole at 16.00 tender first with its support coach in tow heading for Swanage. Her move to Swanage was to be in place to work the return leg of a rail tour scheduled for the 11th. At 12.15 on next day (11th) the tour passed Poole in drizzle heading for Swanage behind No 70013 "Oliver Cromwell". "Tangmere" duly returned the train to London later in the day and absolutely stormed through Parkstone at 18.25 in appalling weather conditions.

Test trains predominated during week ending 21st October, the first SHOULD have passed Poole at 22.50 on Monday 15th. However due to serious delays to ordinary passenger services it eventually ran down at 23.20 “top and tailed” by Class 37’s Nos 37688+37682. It was therefore in the early hours of Tuesday 16th before they returned to pass Poole at 00.50. Later that same day the same two 37’s repeated the run to Weymouth heading down at 21.00 and returning at around 22.20. The third test train ran on Wednesday 17th, again it was “top and tailed” this time by two Class 73’s Nos 73107+73138, the UP run being noted at Baiter Park, Poole at 10.20.

On the evening of Saturday 20th a Class 57 No 57312 ran light engine from Eastleigh to Branksome depot arriving about 22.30. After spending the night and most of Sunday 21st on the depot engaged in coupling tests with e.m.u.’s, the engine ran light engine back to Eastleigh leaving Branksome at around 16.00.

Week ending 28th saw several sessions of overnight engineering work at Wareham which brought p.w. trains to the area. On Monday 22nd EWS/DBS 66 No 66007 worked the first which was noted passing Poole Park at 15.00. Two hours later train No 2 appeared in Poole behind GBRf Class 66 No 66732 at 16.57, it had a crane, tilting point wagons and several other wagons in tow with 2xClass 73’s No’s 73208+73212 on the rear. Both trains ran onto the Swanage branch and stabled until the job of installing cross over points began later in the evening. Both trains returned to Eastleigh between 04.00 and 05.00 on the morning of Tuesday 23rd. The last GBRf 66 to visit the area was in 2010, thus our esteemed editor and I were on hand to witness this uncommon event seen below.



On the evening of the 23rd No 73212 passed Poole at 21.30 towing three Seacow ballast wagons heading for Wareham. Next day Wednesday 24th two more engineering trains headed down in daylight hours and as before ran onto the Swanage branch until the job resumed late in the evening.

On this occasion No 66114 headed the first train, it was running an hour late passing through Poole at 16.00. Train number two was also an hour later passing Baiter Park, Poole at 17.04 headed by GBRf 66 No 66732 with Network Rail Class 57 No 57312 on the rear.

As before the two trains left for Eastleigh early on Thursday 25th. Once they had "cleared" the line they were followed by a third engineering train which had departed Dorchester South at 06.40. This train passed Poole at 07.15 "top and tailed" by Nos 66007+66065. They had been dropping rail near Dorchester West and had accessed the site from Eastleigh via Salisbury and a reversal at Westbury. Later in the evening of the 25th another ballast train ran to Wareham worked by ED No 73208. A Wool sand train also ran in the week behind No 66549 (down 22nd, up 23rd).

Work at Wareham continued over the weekend 27th/28th with the line closed from 23.30 on the 27th. Three engineers train ran to the site to facilitate the job. The first train worked by No 66007 arrived around 23.00 with a crane in tow, however the crane was not big enough for the job !! In the event, No 66007 returned the crane to Eastleigh leaving the worksite around 05.00 on Sunday 28th. With the work re-arranged the second p.w. train "top and tailed" by 66134+66145 was no longer required and this too left the site early leaving around 11.00. What had been the third train to the site remained to facilitate what work could be done under the "COCK-UP" circumstances.

On Monday 29th October the empty sand wagons en-route to Wool ran into problems. A piece of metal worked loose on one of the wagons and kept striking the third rail causing "Multiple trips". The train headed by No 66525 was diverted into the Freightliner depot at Millbrook and the faulty wagon removed. Running some 3 hours late the train passed Poole at 19.00, the up loaded run next day (30th) was without mishap.

NOVEMBER :- Thursday 1st saw a second sand train for this particular week run down the line, this time headed by No 66602, it returned with a full load next day Friday 2nd. The following week the sand train ran down on Monday 5th and up on Tuesday 6th with No 66527 in charge. Monday 12th, Tuesday 13th saw the Wool Sand train worked by No 66552, however the highlight of the week came at the weekend.

On Friday 16th Class 47 No 47786 "Roy Castle OBE" passed Poole at 15.05 heading e.c.s. to Weymouth on the rear of the train was Bulleid No 34067 "Tangmere". Next day Saturday 17th saw the ensemble leave Weymouth at 08.25 with "Tangmere" leading and No 47786 banking up Bincombe bank, No 47786 remained on the rear until Wareham. With "Tangmere" in sole charge she ran on to Poole arriving at 09.16 to pick up passengers before leaving at 09.20. After leaving Poole disaster struck as "Tangmere" slipped to a stand on Parkstone bank just past Parkstone station. Assistance SHOULD have come from No 47786 which had followed the train as far as Poole.

According to booked times the 47 SHOULD have remained in Poole until "Tangmere" had cleared Branksome, but by some error No 47786 had started back toward Weymouth too early. By now two service trains were between the stranded "Tangmere" and the 47. Both service trains were then terminated at Poole and passengers detrained before being sent back to Weymouth and Wareham. With the up line now clear No 47786 was then able to run up to the rear of the special and assist the train finally getting away at 10.53 some 87 minutes late. Later in the day at 22.03 No 34067 with No 47786 on the rear as they returned from London heading back to Weymouth. On Sunday 18th the whole train returned e.c.s. leaving Weymouth at 12.08 for Southall on this occasion No 47786 was leading with No 34067 "Tangmere" on the rear. ... And just to prove lightning does strike twice in the same place read on !

On Monday 19th Class 66 No 66535 worked the sand empties to Wool. The following day Tuesday 20th saw Class 159 No 159002 running as a 2 car formation work down to Weymouth performing Radio Signal tests, Poole was passed at 11.50 going down and at 13.15 on the up run. Following close behind at 13.26 was No 66535 heading light engine to Millbrook, it returned to Wool again light engine later in the day. Some four hours after the booked departure time at 19.00 the loaded sand train left Wool. After passing Poole came nemesis for No 66535 as she too slipped to a stand on Parkstone bank at around 19.40. After the crew (driver & shunter) had hand sanded the track an attempt was made to restart. The train moved forward only to grind to a halt once more, just short of the top of the bank. A second attempt to restart was successful and an hour after originally coming to a stand the No 66535 managed to get going and was noted passing Bournemouth at 20.45 by now 296 minutes (5 hours) late.

SWANAGE RAILWAY :- The proverbial "little bird" informs me of a "pitch in" on Sunday 30th September, apparently during a shunt move a wagon and the M7 No 30053 came together with slightly more than a gentle kiss !! Just how many more times is the old centenarian going to be used as a punch bag ? As the old school reports used to read "Must take more care" !! During "Family Fun Week" from 27th October to November 4th two train working took place. The d.m.u. worked the diesel roster with Standard 4 Tank No 80104 in charge of the steam workings. At around this time it came to light that sister engine No 80078 had been sold by Southern Locomotives and would be leaving the railway. It transpires that the engine did indeed leave the SR around 24th/25th October. Like the departure of 34053 "we" seem to have lost yet another "really useful engine". Although there is a possibility that the new owner of No 80078 may eventually return the loco', once overhauled, to run on the SR. For some of the above information I am indebted to Paul Kneller, Alan Worth, Bernie Luther, Roger Smith, Bob Drew, "BR" and the information website wrgen

Knights of the Round Grid.

By His Reverence.

In the circular grid below are the names of 23 LSWR/SR N15 4-6-0 locomotives. There are three parts to this quiz, thus:-

The names of 12 of them are arranged in an ever-increasing "circle", of sorts (!), where the last letter of one name is the first letter of the next, i.e. DAVIDARENIGEL, etc. (Obviously, these are NOT the answers you are looking for!) These letters and names run and join together horizontally and vertically only.

To aid you I have **HIGHLIGHTED** your starting letter in the middle and the numbers of the 12 linked names are as follows:-

448, 455, 736, 740, 742, 745, 747, 751, 771, 777, 784, 786.

I would like to know the names of the above locos please, but you need to show me your workings first of course!

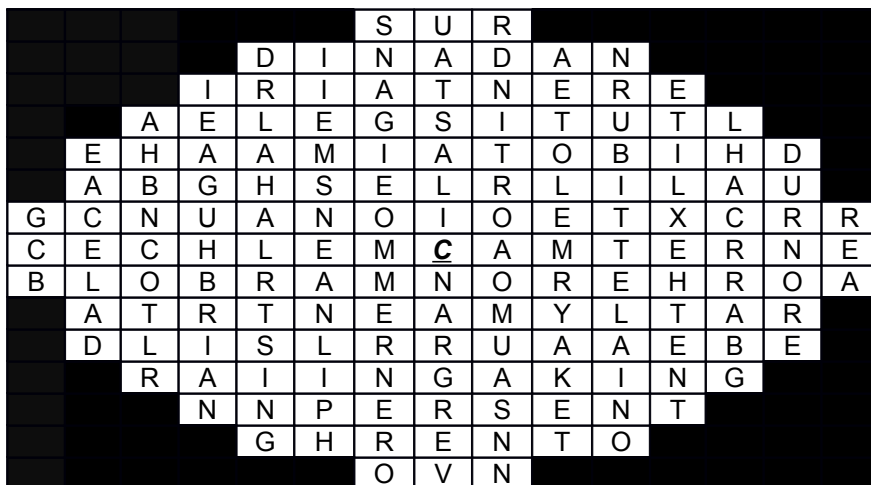
The other 11 names are arranged as per a normal word search, running every way possible, but in straight lines only.

All of the answers are single words, use of the word "SIR" (where required) has been omitted. There is one, two word answer for you to try and put together however.

I would like to know the names and numbers of these 11 locos once you have found them all please.

The remaining letters should then reveal what the four sub-classes of the N15's were known as; I would also like to know what they are.

Best of luck. Answers to be handed to His Reverence please by 17 January 2013 and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.



Burchmore Joinery

We are a well established joinery business and pride ourselves on our commitment to provide a professional and speedy service at all times whilst maintaining the highest quality of work at competitive prices.

We can design, supply and install:-



DISPLAY CABINETS

SHELVING

**MODEL RAILWAY
BASEBOARDS WITH
VARIOUS LEG SUPPORTS**

BACK BOARDS

TABLES ANY DESIGN

LOFT LADDERS

Burchmore Joinery, Dene Walk, West Parley, Dorset. BH22 8PQ.

burchmore.joinery@btinternet.com

Telephone 01202 496077



Seen at the Warley show at the National Exhibition Centre on 24 November 2012 were the preserved Port of Par steam locomotives Alfred and Judy built by Bagnalls in 1953 and 1937 respectively. Built to pass under a low bridge at the port they were the inspiration for Bill and Ben in the Thomas the Tank Engine books. Ken Aveyard



Northern Rail class 142 Pacer unit 142041 seen at Bradford Interchange on 7 July 2012.
Ken Aveyard



Mentioned by Richard Chawner in his article on page 29 were a pair of M7's allocated to Yeovil shed. One of them 30131 is seen here at Yeovil Pen Mill on what appears to be the push pull service to Yeovil Town on 10 September 1960.
WRS C223