

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1976



Issue 75

June 2013



D9009 Alycidon storms through Parkstone station on Tuesday 21 May 2013 with 33108, 31466, 37521, and 55019 en route from Swanage to Didcot. The footbridge at Parkstone resembled a Society meeting!! KA



Bringing up the rear of the convoy was 55019 Royal Highland Fusilier.

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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

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Editorial

Where did all the members go?

Thursday 6 June 2013 had one of the lowest turnout of members I can remember in recent years for a guest speaker. A sea of empty seats and barely 30 names on the signing in sheet had the potential to be an embarrassment for the club, but thankfully if our guest was disappointed he didn't show it and spoke at length as well as answering many questions put to him. Those of you who didn't bother to turn up for John Myers talk on the Red Arrows missed what was one of the most entertaining talks I can remember since I joined the Society in 1995. Having spent three years as a pilot in the Red Arrows from 1980 to 1983 John entertained us with anecdotes and much background history on the Arrows and their world wide exploits. I won't go in to detail because if you weren't there you won't be interested. Many members there on the night commented about the poor turnout and it is disappointing when the events organiser goes to great lengths to prepare a varied programme for members who then don't turn up for something that isn't about railways.

In this issue we have the next part of Mike Stollery's Swanage model update, Colin Stone on a remarkable coincidence, Chris Francombes belated Rovers and Rangers article and some personal reminiscences from Richard Chawner. John Webb recounts the Northumbrian Railtour, there are more Tales from the Tarrant Valley and a musical treat from Roy Birch as well as our usual bits and pieces. Apologies for only being 28 pages but we are still light on material and I'm having to spread it a bit thinly.

Sit back and enjoy Corkscrew 75. Closing date for issue 76 is 20 July 2013.

Cover picture:- One of the more unusual liveries to adorn a main line locomotive is this version of the current London Underground livery carried by 20227. Seen at the head of a convoy of three class 20's returning 4-Vep unit 3417 to Clapham Junction, the second locomotive is also in traditional London Underground maroon. The convoy was pictured passing through Poole station on 14 May 2013.
Ken Aveyard

Swanage Winter Works x 2 (part two)

by Mike Stollery

The story so far. In part one, I outlined the work being done by the Swanage Railway on Swanage Station and the work I had started on my own Swanage Station following the acquisition of Stan's model buildings.

To fit my layout's c1958 period, I had to convert Stan's buildings from the condition in which they are now, as he had modelled them, to the condition they were in 1958. Back then there was a passage way for luggage from the platform to the station forecourt constructed as part of the Southern Railway's 1937/8 station rebuild. This passageway was situated where Wilts & Dorset now have their offices, the openings having been bricked up, or rather stoned up, when W & D leased the premises from the Town Council in the 1970s.

So, some gentle sawing was required to cut through the plasticard stonework to make the requisite openings on both elevations. New walls and ceiling to the passage way were made from plasticard. Now, how to represent the Bostwick gate on the road side? Some clear acetate sheet was cut to size and the slender metal components were carefully drawn on in black biro, using a photo from my collection as a guide, before glueing in position – about 10 minutes work!

The 'new' Swanage Railway had also made some alterations to the station fabric – the first was blocking up the door from the street to the Left Luggage office, when the shop was installed there. So this opening was recreated and a door to the correct pattern made and inserted. The projecting sign was made from plasticard. The lettering was produced by computer, printed, scanned and reduced to microscopic size (about 6mm square) before fixing in place. The lettering is hardly visible and it's on the side of the building away from normal viewing but I know it's there! Similarly, the BR SWANAGE STATION fascia sign was made and fitted to the front of the canopy over the station entrance, so too was the BRITISH RAILWAYS legend to the returns made and fitted. They also are barely legible *but I know they are there!*

Then the projecting concrete canopy over the double doors to the Left Luggage Office was made from two pieces of plasticard stuck together to give the required thickness before being painted and cementing in position.

The doors from the Booking hall were originally heavy folding metal doors. These had been removed and replaced by timber doors. The model versions of these were therefore removed and representations of the originals made from plasticard, painted green and Liquid Poly-ed in their place – one open, one closed.



Photo 5 The station building with new door, signage and Bostwick gate (extreme right)



Photo 6 The restored chimney, the left hand one of the three; and the rooflights catching the 'sun' in this view.

More obvious was the removal of one of the chimneys from Station House back in the late '70s, due to its suspect condition. Stan had omitted it and therefore I had to restore it, copying Stan's modelling techniques so it matched the other two chimneys. Made out of plasticard, special attention was paid to representing and painting the stonework. Pieces of cocktail stick were used to represent the two pots. Reference to my 1969 drawings and my photograph collection proved invaluable.

The Swanage Railway had fitted a large sign to the end of the Station House as part of its publicity. This, Stan had faithfully modelled so as it was 'out of time' it was carefully removed, fortunately without damaging the stonework beneath. My trusty photos, showed that there was something lacking from the station roof. These were the rooflights over the shop - the old luggage office. Not wanting to cut holes in the beautifully modelled roof, I painted the areas of roof tiles under the rooflights mid-grey and then fabricated the rooflights in acetate sheet with micro strip framing to sit on top.

These jobs having been completed, the Station building was fixed to the platform and the canopy stanchions fitted as previously described. Mistake! I then realised that the bookstall needed to be restored. In reality, this had been removed when W & D leased their premises and a window inserted in the wall in its place. I made a replacement from plasticard, noting the details from my photos and the kiosk that still exists in the Booking Hall.

I represented the papers and books in the bookstall display by minute pieces of paper and card. A yellow-brown paint mix was applied to represent the varnished woodwork of the stall. When dry, the bookstall was carefully manoeuvred between the canopy stanchions and cemented in place – tweezers and muttered expletives being essential to do this!

The walls though looked very bare – reference to my drawing and photos showed there should be a fair scattering of adverts and items of furniture such as the stretcher cabinet. The latter was quickly made from plasticard off cuts, painted in 'stretcher green' and positioned under the canopy at the 'sea' end. A mix of Tiny Signs adverts and some of my own manufacture were cut to size then, with Liquid Poly applied to the back, were fiddled into position by using the aforementioned tweezers and my draughtsman's dividers (two very sharp points, whose pinprick holes are invisible). In this way the posters could be held in place and sufficient pressure exerted while the solvent set.

By the same method, the posters were fitted on the road side elevation. One that I am particularly proud of, I had photographed in 1970 virtually head-on and in colour. I scanned my print of this, reduced it to size and glued it exactly in the appropriate position!



Photo 7 The bookstall, adverts and passengers (including one slightly inebriated - he has since been sobered up!)

I then turned my attention to the area of the Station Master's garden. There had been a porch to the back door to the SM's house, which had been demolished when the Town Council set about stripping all the outbuildings, huts and sheds when they acquired the premises from BR in 1974. Fortunately I had included the porch in my 1969 survey drawings and photographs.

About ten years ago, the present day SR decided to construct a porch to protect the exposed back door. Out came my drawings, which I developed into working drawings for Geoff Neale so he could build a new porch to the same size and pattern as the original. It therefore was in existence when Stan built his model, so he faithfully incorporated it. That saved me one job!

The other sheds and the wooden fence along by Soldier's gate had long since disappeared so did not feature on Stan's model. Therefore, and now on a roll, I set about recreating these features using plasticard. Strips of paper suitably painted were used to represent the thin slates of the roof of the shed that stood where the metal railings and gate are now, giving access to the house and garden from the platform.

A nearby shed used as an office had a curved corrugated roof. This was represented by using foil cut from a foil container of a ready meal – taking care of course to eat the tasty contents, a rather nice fish pie, first!



Photo 8 The end of the bay platform, the SM's house and the various sheds where Soldier's Gate and the exit from the Co-op car park are now.

Isn't it funny how one thing leads to many others?!

Having replaced the wooden fence along the side of the SM's garden and the shed at the corner, the low stone wall along the front of the house had to be made – from off-cuts of hardboard suitably smeared with Polyfilla to give a roughened surface to represent the stone work. Then a gate was adapted from my stock of fencing and gates in my 'odds and other things' collection. That done, reference to my photos showed a wide gate across the access way to the goods yard, situated by the corner of said front wall – recourse to the odds etc. dept. provided a suitable basis for adaptation to a good representation of this gate.

Locating these features had been checked with my copy of the BR survey plan. This led me to accurately position some huts I already had as Messrs Bull's taxi offices. The sign (and phone number!) was produced as for the signs previously described and glued to the roof of the appropriate office, which I had already painted green with white window frames. Between the station forecourt and the sidings, where the Health Centre now is and the sidings were, there was a line of trees and shrubs. The token representation I had previously, had to be replaced. This was done with a mix of Woodland Scenics and Hornby products.

One thing leading to another or rather more many others? See part three in the next issue....

AN AMAZING COINCIDENCE

By Colin Stone.

It is often the case when I write something for "The Corkscrew" that I invariably start with the words "A set of circumstances have led me to write this article". Well here I go again, another set of circumstances have led me into writing what follows. In this instance the tale starts a mere 47 years ago in September 1966 when I was a passenger on "The Granite City" rail tour. Later in 1997 I wrote about this tour and submitted it as an article to STEAM DAYS magazine, they filed it away (probably under C) and promptly forgot about it! I too forgot about "The Granite City" until I discovered my rail ticket for the tour at the bottom of a drawer. Just a short recap here, the rail tour ran from Euston to Aberdeen on Saturday 3rd September 1966 and returned from Aberdeen to Kings Cross on Sunday September 4th 1966. Locomotives used were E3136, 45593, 70032, 60532, 60024, 60019 and D1511. The tour should have seen the last use of Class A4's under BR auspices. Having found my ticket I rewrote the article and submitted it to our esteemed "Corkscrew" editor. As such my piece entitled "The Granite City" appeared in the July 2005 issue of "The Corkscrew" and there the matter may well have ended.

I now jump forward to November 2012, when much to my surprise I received a telephone call from Rex Kennedy, STEAM DAYS proprietor/editor. He announced that my article had "been found" and would be appearing in the February 2013 issue of the magazine. Mr Kennedy then asked me to bring the article up to date, plus he also sent me a selection of photographs from which I had to select eighteen for possible inclusion. I then liaised with the magazine photo' caption writer, Roger Smith, who lives in Christchurch. With much drinking of tea and burning of midnight oil, we came up with a set of pictures to go into STEAM DAYS. One of those chosen was my own picture of the tour headed by A4 No 60024 "Kingfisher" running up onto the Tay Bridge.

In due course the relevant issue of the magazine was published and a week or two later I received a letter from a gentleman residing in Thornaby who informed me that he too had been on the rail tour. This chap, a Mr Frank Mallon, had only travelled on the Aberdeen to York section behind No 60024 to Edinburgh & No 60019 on to York.

Frank very kindly offered to send me what details he had of the tour, I wrote back to him accepting his offer and enclosed copies of some of the pictures which had failed to make the magazine pages. A further communication from Frank duly arrived and his notes filled certain gaps in my memory of those A4 runs. Frank's notes also elicited the fact that for nearly 14 miles "Bittern" had run at over 80 mph with a maximum, at least twice, of 90 mph.

Enclosed with the notes were four photographs Frank had taken, one of which was of the tour climbing up on to the Tay Bridge. It took about minute until I realised that the head in the bottom right hand corner of Frank Mallon's picture was none other than my own !!



Both Tay Bridge photographs (mine and Frank's) are reproduced. I believe that I was lining up to take my shot as Frank took his. As can be seen I was at the door drop light of our coach whilst Frank was at a sliding top light just behind me.

Just how spooky is that ? What are the odds involved here ?

In that .. A/. Some 47 years after being on the rail tour, out of the 300 or so persons on the tour, the ONE person who would communicate with me had been standing almost next to me for some considerable time. Then .. B/. In further communication I would receive a photograph from that person taken at the time, and that unwittingly I would feature in that picture. No doubt some of you will say that the picture shows my best side.

I have sent a belated apology to Frank for spoiling his picture, luckily 47 years later he doesn't hold a grudge ! From Frank's letters and a subsequent telephone call it is obvious he is an avid follower of all things A4, but we won't hold that against him. I mention that fact so that Dave Round can take heart, he is not alone with his fascination of Gresley's snowploughs. Frank's most recent trip behind an A4 was last year (2012) behind No 60009 when apparently a "fast" run was enjoyed. In this year of 2013 as we approach the 75th anniversary of A4 No 60022 "Mallard's" high speed run, even I (whisper it gently) hope get up to York for the gathering of the surviving A4's. In conclusion I would like to thank Frank Mallon for giving me his permission to use his photograph in "The Corkscrew" and illustrate what I think is an amazing twist of fate.

P.S. Frank has since sent me a DVD containing some of his Bulleid film clips, what a great chap Which only goes to prove my point, every one secretly admires Bulleid Pacifics !!!

Transport Trivia

by Derek Lewer

What was the connection between these three, and what was the name and number of the locomotive?

The steam ship "Chicago City"

A steam locomotive

Captain C.B.Short

What method of transport -

Carries a painter

Turns in a hole

Empties in a basin

Answers on page 27

One-day Rovers and Rangers

by Mr.Devious

The Editor has been waiting for this article for four years ! So my original version has been updated a few times, and most prices have increased, but one advantage is that there are some new good-value tickets which I can tell you about. I've only included one-day tickets which offer a connected network of rail routes -there are some day tickets which cover just one line, but these are generally poor value, and not of much interest to enthusiasts who want to cover lots of new track miles.

The meat of the article (beef or horse, you choose) is in the attached table, which shows the cost in pence per mile of network offered. The simple rule is, the more Fs the better. Many WRS Members have joined in our occasional days out by rail. Graham Clackett dubbed us "summer winners" a few years ago, so the Summer Winners column in the table shows which rovers we've used and found to be good value.

Generally, those networks over 300 miles can be challenging to cover in a day, especially Monday to Friday when peak restrictions usually apply. My comments about completing the network in a day don't include the odd curves that may only be used by one train a week, and , of course, you may wish to take up the challenge of proving that it is possible to do the Strathclyde Daytripper network in a day.

But be warned, from Barrhill in the south to Ardlui in the north is 120+ miles by rail. Two of the best value tickets are not straightforward to acquire - Southern's Day Save must be booked 7 days in advance, and requires an email account, but John Henderson took them on, as a deprived pensioner without a computer, and they agreed to let him book by telephone. The First Capital Connect Day Save is fantastic FFF value, but is only available through six tourist offices, and the only London area one is Greenwich -luckily that's where my youngest daughter lives, so I'll investigate how precisely to buy one!

Vying for the "worst value" title are the Kennett and Thames Branches rovers. The latter was worst last year, but added a few miles to the available network, and offers freedom of 62 miles for £17.50. No, I wouldn't recommend either of them - the Greenford branch and the main line as far as West Drayton are covered by a London 1 day Travelcard, which is the BEST value one-day ticket in the UK.

Happy gricing !

Table of Rovers and Rangers

The table below gives details of the various tickets.

The summer winners column referred to in the article has been omitted for space reasons.

Ranger / Rover	Price	Network Mileage	Mon-Fri start	pence per mile	Francombe rating	Do it all in a day
Anglia plus	£19.00	283	0845hrs	7	FF	yes
Cheshire	£21.00	401	0845hrs	5	FFF	difficult
Ride Cornwall	£10.00	138	0900hrs	7	FF	yes
Cumbria	£39.00	415	no restrict	9	FF	difficult
Devon	£10.00	166	0930hrs	6	FF	yes
East Midlands	£32.90	339	0900hrs	10	FF	yes
FCC Day Save	£17.00	318	1000hrs	5	FFF	yes
Hadrian's Wall	£19.00	130	no restrict	15	F	yes
Heart of Wessex	£17.50	127	0820hrs	14	F	yes
Kennett	£12.70	44	0930hrs	29		yes
Lakes	£20.50	150	no restrict	14	F	yes
Lancashire	£21.00	363	0845hrs	6	FF	difficult
Lincolnshire	£24.90	290	0900hrs	9	FF	yes
North Wales	£25.00	321	no restrict	8	FF	yes
Oxfordshire	£14.30	81	0930hrs	18		yes
Southern Day Save	£14.00	441	1000hrs	3	FFF	difficult
South Pennines	£21.00	274	0845hrs	8	FF	yes
Thames Branches	£17.50	62	0930hrs	28		yes
Tyne Tees	£20.00	207	0845hrs	10	FF	yes
Valley Lines Expl	£10.00	133	0915hrs	8	FF	yes
West Midlands	£21.60	470	0900hrs	5	FFF	yes
West Wales	£9.80	81	0845hrs	10	FF	yes
Wherry Lines	£9.00	50	0845hrs	18		yes
Circular / Rnd.Robin						
Cumbria	£28.00	179	no restrict	16	F	yes
East Yorks	£22.00	145	0845hrs	15	F	yes
Heart of Wales	£34.00	250	no restrict	14	F	yes
North East	£44.00	318	0845hrs	14	F	yes
North West	£35.00	295	0845hrs	12	F	yes
City Regions						
London OP Travelcard	£8.90	500	0930hrs	2	FFFF	No
GMPTe Rail Ranger	£4.80	169	0930hrs	3	FFF	yes
Sth Yorks Daytripper	£6.30	86	0930hrs	7	FF	yes
Strathclyde Daytripper	£11.20	414	0900hrs	3	FFF	Tough
Strathclyde R'about	£6.80	199	0900hrs	3	FFF	yes
West Yorks Train	£6.60	217	0930hrs	3	FFF	yes

Tarrant Valley Tales Part 18.

By Bryan Ston.

A former local school head master has penned this edition of your favourite news stories for you all to enjoy. He has also set you a little English question for you to try and answer at the end of this article. So sit back, relax and forget about the real world for a few minutes.

Local sign writer Bill Posters has got himself into a lot of trouble with his latest piece of work. Pub landlady Sheila Blige decided to re-name her pub in the Valley and was looking forward to the grand re-opening/re-naming ceremony. Bill was left in charge to carry out the signwriting whilst Sheila was away on business, only to return the day before the big day to be met by her own worst nightmare. As she looked up at her new hand-written sign, Sheila's heart sank and she knew she'd be in for a hard time by local residents taking the mickey. Her pub name should have read "The Man With Out-Stretched Arms", but instead what she got was "The Man Without Stretched Arms", quite a different meaning altogether.

The Valley's top travelling salesmen Ulysses Nock and Iain Runn have had to hang up their boots for the time being due to falling sales of their one and only product. With virtually every cottage throughout the Valley now having put up the infamous sign "We do not buy from door step sellers", the need to sell door steps has been pretty much eradicated. Nock & Runn, established 1950 (or ten to eight in the evening) currently have no news about which useless product(s) they will flog to death next, but rest assured they will be back.

Local farmer Ruben Greensmith has been awarded a top honour at this year's Dorset Young Farmers Convention. His hand-crafted scarecrows were said to be "outstanding in their field" by the judges. Ruben now moves onto the national finals to be held later this year.

The Valley's number one plumber Leigh King has been nominated by his customers for the prestigious Plumber of the Year title at the Tarrant Independent Tradesmen Show. It is the first time in his 30 year career that he has been nominated.

News has just been received that the contract to build the Tarrant Valley Railway's extension into Spetisbury has been given to Ray L. Way (Engineer).

He beat off stiff competition from bigger firms such as Bert & Mick and B. Rix & B. Locke's. Work has already begun on the foundations with trackwork expected to be underway by the time this issue goes to press.

The Valley's only fully qualified HGV driver, Jack Nyfe, was involved in a nasty collision with the number three bus last week. Jack was carefully reversing his lorry out from his last delivery point at the usual time, as he had done for the last two years, when he crashed into the bus. Luckily there were no injuries, but the bus driver, Dennis "Artie" Decker was slightly shaken. In his defence, Jack said that that was his first accident since he took up the job and that he'd never had a problem reversing out from there at that time before. It turns out that on the day in question the bus was running four minutes late.

Finally, the Valley's vintage window cleaner, Seymour Kleare-Lee, 86, has decided to hang up his bucket and squeegee for the last time, due to his fear of heights, more than anything. Seymour has only been able to clean ground floor windows for a number of years now, and as his competition is able to clean any windows on first floors and higher, he thought that there wasn't much point in continuing.

And now for the "homework" for you all to try. All you have to do is insert the appropriate punctuation marks to make the sentence below actually make any sense!:-

Smith whereas Jones had had had had had had had had had had had the examiners approval.

Answer in the next issue.

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Yeovil and Inverness

by Richard Chawner

A strange title for an article in The Corkscrew you may think but there is a definite connection between the two. It concerns the year 1948, the month of July and "my" West Country pacific 34004 Yeovil.

In 1948 British Railways decided to hold a series of locomotive exchanges to test each region's locomotives to try and pick up useful tips for future designs. The Southern provided three Bulleid pacifics numbers 34004 34005 and 34006 in the passenger category. 34004 was chosen for testing on the highland main line between Perth and Inverness so complete with an LMS Black Five tender it headed north out of Euston tucked in behind a Royal Scot on its way north on a Scotland bound express, coming off at Crewe I believe. The date was July 10th and by July 14th 34004 had its first trial between Perth and Inverness and put up some outstanding performances (on one occasion leaving the assisting engine a Pickersgill 4-4-0 severely winded near Dalnaspidal having been put on the back at Blair Atholl to assist the southern pacific.

During the course of this it went through the pass of Druimuachdar the highest point - at 1484 feet above sea level - of any British main line. It did however come at a cost. Despite its splendid hill climbing ability Yeovil returned some of the highest water and coal consumption figures of all the locomotives tested.

In his excellent book "The Locomotive Exchanges" by Cecil J Allen Yeovil lost more speed going downhill as the driver and fireman had a habit of braking too soon as they approached station stops and passing loops. This fact is put down to the crew being unable to understand the almost impossible accent of their Scottish colleagues on the footplate.

So what happened to Yeovil? Rebuilt in 1958 one of the last surviving West Country's lasting right until the end of Southern steam being withdrawn in September 1967 and cut up in October of that year.

Total mileage at the end of its working life, both unrebuilt and rebuilt, was 920,927 and the loco was cut up at Cashmores in Newport.

Of the other two West Country's in the exchanges, 34005 worked out of Marylebone and 34006 worked between Bristol and Plymouth.

For the mileage information above I am grateful to "The Power of the West Country and Battle of Britain pacifics" by Richard Derry.



34004 Yeovil on the turntable at Bournemouth depot in 1963. R Chawner



Where is this sign to be found – answer on page 27.

Ken Aveyard

The Northumbrian Explorer Saturday 18th May

by John Webb

What time is your alarm due to go off? asked my wife. 2.45 I said. It being 2.43 I got up anyway. Ten minutes later Stuart started the car and we were off. Fellow Merley man Alan Stanley was picked up at 3, then it was to Mike Bank's house to pick him and Matt Bennett up. At Steve "the reverend" Green Blandford home, he, his brother Russ and Ross Patrick meant the party of eight was assembled. 3.30a.m. Having recently been thrown out of late night hostelrys the centre of Blandford was busy with people standing around, seemingly not wanting to go home (strange people!) We were off to Bristol Parkway for our 05.41 departure on the Northumbrian Explorer train. Although open and working there was no information for our train. The arrival of a beer supply on platform 1 was thus correctly chosen as the one to stand on! The train duly arrived with DRS liveried 37194 & 37064 at the head, and we were off. Time for a bacon buttie for breakfast. It was to run to scheduled times for the entire trip.

Pick ups were taken at Cam & Dursley, Cheltenham Spa, Barnt Green, (after a good run up the Lickey) Birmingham New St., Tamworth and the last one at Derby. We then went past the Nemesis Rail premises with a good collection of traction. Although not stopping at Chesterfield the wonky cathedral spire was seen. On the Sheffield avoiding line we then passed another rail yard, but this was to be the last place for those there. C.F.Booth's scrapyard. York (90 minutes) later was the first set down. Outside the N.R.M. was number 9 snow plough Union of South Africa. Russ was now looking up a Geordie- English dictionary on his I-phone, claiming it might be useful. It wasn't, didn't help at all! Next up was Durham Cathedral, then the Angel of the North before we pulled into Newcastle spot on time (11.20).

It was grey and overcast, but not yet raining. As none of us had been there we walked down to the river Tyne to see the bridges, and walk along to the new Millennium Bridge, by now raining hard. We did see the bridge move (12.00) before walking over it. Heading back to the station we stopped at a Weatherspoon pub for lunch. At Central station we each got an adult DaySaver Metro ticket (£4.40). The first train was going to South Hylton, but due to flooding was to terminate at Pelaw, so on we got. Alighting there the following train to South Shields was only five minutes later, by which time the one we came on was at the other platform for its return trip. As the DaySaver included the ferry at South Shields we left the station, walked down the main street and with a wave of the ticket boarded the Ferry. This was the only place we had to show the ticket; everywhere else the barriers were open and there was nobody on duty to check. At North Shields we had another (ten minutes) walk.



37064 and 37194 heading away from Newcastle.

John Webb



The right hand side of 91110 shows the Lancaster. See Corkscrew 73 for the left hand side with the Spitfire and Hurricane.

John Webb

Here the train arrived as we descended to the platform and we did have to wait. The line back had some well-known stops. Percy Main (George Stephenson Railway Museum, famous Colliery), Chillingham Road (views of Heaton depot/carriage sidings), Byker (of the Byker Grove T.V. program which made Ant & Dec famous for being Ant & Dec) before alighting at Monument (not the London one!). It was then a one stop down to Central station. It was now 16.00 so we repaired to the Costa on platform 2. "The Battle of Britain Memorial Flight" named East Coast train (91110) arrived in platform 1. The station was then filled with noise (chanting) from the rabble getting off this train. Unable to see them, or understand a word of their "song" they remained unknown! Another train arrived on platform 2 so the rabble were still hidden from our view despite the departure from platform 1 The noise abated and when that train went it revealed an empty platform. What they were, local or visiting, football, sport or Morris dancers remained a mystery! Best bet was they were Arsenal fans a day early for their game the following day.

Our train appeared a couple of minutes early, but was away prompt at 16.51, soon to come to a stand to view the Angel of the North (or allow a couple of other trains pass). We were ten minutes early at Chesterfield, but a red signal lost all that time and we were back on schedule. The return trip passed most pleasantly with a couple of card games causing much amusement and entertainment. Mike Banks took the "least occupied seat" title, by spending most of the return journey with head out of a door window. No station stop was left in a sedately manner so rapid acceleration and noise were the order of the day. A good day of thrashing came to an end when we rolled into Bristol Parkway at 23.00 (four early). Stuart didn't hang around and after dropping fellow passengers off we were home at 00.50



The happy band sheltering from the rain.

Stuart Webb

Musical Interlude

By Roy Birch

You will have all seen the notice in the public toilets on a train which says, in effect, "Please do not use the toilet while the train is standing in a station".

The following song, sung to the tune of "The Eton Boating song", reflects that requirement.

Gentlemen will please refrain - from flushing toilet while the train is standing in the station - Tra-la-la.

It makes the station look so cheap - to see that little golden heap lying on the sleepers - Tra-la-la.

*Lying on paper - Giving off whiffs of vapor.
Could belong to you or I, - Don't forget the old school tie.*

*So, gentlemen please bear in mind, - until the station's far behind,
just give a grin (smile) and keep it in - Tra-la-la-la-la.*



Two signs on display at Acton Museum.

Ken Aveyard

RAILWAYS ROUNDABOUT

MARCH :- One item of note for the latter end of the month was the passing of Salisbury based Class 159 d.e.m.u. No 159015. This unit arrived into Poole on Tuesday 26th March at 10.25 before leaving at 10.26 with the 10.12 Bournemouth to Swanage train. SWANAGE was proudly displayed on the destination indicator as this train was a special “Jolly” conveying invited guests. The unit returned stopping in Poole from 16.05 to 16.06. On the same day our ever reliable and indeed only “Dorset Freight”, the Wool-Neasden Sand train was worked by Class 66 No 66519.

APRIL :- The same loco’ also worked the train in Easter week on the 4th and 5th. Over the following weekend on Sunday 7th engineering work near Branksome saw four p.w. trains run to site headed by EWS/DBS Class 66’s No 66060 ran to Poole arriving at 01.00. A second train “top and tailed” by 66020 and 66082 also came to Poole. Two more trains worked by 66185 and 66232 ran as far as Branksome. During week ending 14th two Wool sand trains ran, the first on the 8th and 9th was worked by 66535, the second on 11th and 12th by No 66539.

On Sunday 14th April minor track work in the Sterte area of Poole brought two more p.w. trains to town, Nos 66034 and 66232 “top and tailed” one train, it was seen departing across Poole Park Causeway at 10.50. No 66024 worked the second train, after leaving its wagons on the down line it ran to Hamworthy, crossed over to the up line and returned to Poole to re-attach to the other end of the train.

A test train “top and tailed” by Class 73’s Nos 73201+73107 ran from Eastleigh to Weymouth on the 17th, it passed through Poole at 07.35 going down. On the return up run the train had been booked to recess in Poole yard from 10.14–10.30, but it passed through Poole station at 10.15 non stop returning to Eastleigh.

Slightly away from our area a special train ran from Hooton (near Liverpool) to Weymouth via Bath and Yeovil. It was worked by Class 67 No 67029. Arrival into Weymouth at 12.50 allowed the tour participants three hours in Weymouth until a 16.10 departure time. Two sand trains ran to/from Wool in the week prior to the May Day bank holiday, No 66515 worked the train on 29th and 30th.

MAY :- On the 2nd and 3rd of May the second Wool sand train of the week had No 66596 in charge. Friday 2nd also saw a convoy of locomotives comprising train engine Deltic D9009 (55009) towing 33108+31466+37521+55019 pass Poole at 15.04 heading for Swanage.

On May Day Bank Holiday, Monday 6th, MPV unit No 98907+98957 fitted out with Weed spraying equipment ran from Eastleigh. As well as visiting Southampton Docks, Fawley and Furzebrook it "sprayed" the Hamworthy Goods branch too. Poole was passed at 09.40 and Hamworthy Goods was reached at 10.05, after a few minutes the unit departed back toward Hamworthy Junction. Considering the lack of traffic on the branch it is good that Network Rail still maintain a certain degree of minor maintenance. Next day (7th) Class 66 No 66524 worked the empty sand wagons to Wool. It was followed in the early evening by three Class 20's Nos 20142, 20189 and 20227, they passed Poole at 19.10 heading for Swanage and the diesel Gala. On Wednesday 8th a Class 73 No 73213 dragged preserved 4Vep unit No 3417 to the SR. Using the same "path" Poole was again passed at 19.10, the 4Vep unit should have arrived with the Class 20's the day before, but a minor fault with its electric pick up shoes prevented the move. After delivering the unit to Norden No 73213 returned light engine to Eastleigh passing Poole at 21.05.

On Sunday 12th a German Film company hired unit 444002 from South West Trains. The unit ran from Waterloo to Weymouth and return followed by a Waterloo-Bournemouth run. Apparently the moves were repeated on Sunday 19th, from a report received the film company had also filmed in the Purbeck area. Following the SR diesel Gala the locomotive movements were reversed. On Tuesday 14th 20142+20189+20227 left Swanage returning the Class 4Vep No 3417 to Clapham Junction, the ensemble was noted passing through at Poole at 10.20. Week ending 19th May saw Class 66 No 66524 working the Wool Sand train again.



31190 showing its old number D5613 passes through Poole.

KA

Monday 20th and Tuesday 21st saw the first appearance for 2013 of a Class 66/6 when No 66622 worked the Wool Sand train. Running some 15 minutes late at 10.30 on Tuesday 21st Deltic No D9009 "Alycidon" passed Parkstone hauling 31466, 33108, 37521 and 55019 from Swanage to Didcot. Wednesday 22nd saw a "strange" light engine movement when Class 31 No 31190 ran light engine from Brockenhurst to Weymouth before returning to Eastleigh. The reason for the run is not known, but it could have been a route familiarisation run for British American Railways (BARS) "owners" of the locomotive. The green liveried loco' has been working in the area with a piece of equipment designated "Railvac" and No 31190 had worked with the "Railvac" in the Beaulieu Road area the previous night before running forward to stable in Brockenhurst yard. Originally expected to be with the "Railvac" No 31190 ran early passing Poole at 11.00 going down and at 13.15 on its return, some 60 minutes early.

SWANAGE RAILWAY (SR) :- On Tuesday 26th March Class 159 d.e.m.u. No 159015 worked onto the Railway from Bournemouth conveying invited guests. Due into Swanage at 11.44 the unit then worked one round trip to Wareham (Arr 13.05/Dep 13.20) before returning into Swanage at 14.25. At 14.40 No 159015 departed Swanage for the return run to Bournemouth (Arr 16.18) and then an onward e.c.s. run to Salisbury depot. The workings were a thank you to local dignitaries etc' following funding received over the years for ensuring a main line connection and for "closing the gap" from Norden to Worgret Junction.

During the Easter period the railway ran a two train service using their only TWO serviceable steam locomotives No 34028 "Eddystone" and No 80104. For a short time on Easter Saturday the d.m.u. was pressed into service to alleviate some of the crowd pressure, This was due to "Peppa Pig" being in residence at Harmans Cross !! However in the second week of Easter No 80104 was failed leaving just 34028 "Eddystone" as the ONLY serviceable loco' on the railway this fact makes last years decision NOT to hire No 34053 "Sir Keith Park" from Southern Locomotives Ltd look a bit short sighted ! ? At the time of this motive power crisis M7 No 30053 and 0-6-2T No 6695 were both in Herston works whilst No 34070 "Manston" was under cover at Swanage receiving a repaint. With hindsight maybe we should ask why was "Manston" stopped to be painted at this time. However a good old reliable Class 33 diesel was around to save the day !!

By the Members Weekend of 20th/21st April No 80104 was back in action and M7 No 30053 was back on SR rails (not in steam) looking absolutely superb in BR lined black livery with the late BR crest. It looks far better now than it did with the bland SOUTHERN plain black paint job. Following a few minor bits and pieces of work the M7 was steamed to work in its "new" guise on Saturday 25th May.

SR DIESEL GALA (May 8th, 9th, 10th & 11th) :- The first locomotives for the annual Gala arrived at 16.00 on Friday 2nd May, they were Deltic 55019, 31466, 33108 and 37521 all towed onto the SR by a second Deltic No D9009. On the 7th of May three Class 20's Nos 20142 (in BR Blue livery), 20189 (in London Transport "old" Red Livery) and 20227 (in "new" London Underground Red, White and Blue livery) arrived off the national network. They were followed by the final "Gala Component" 4Vep No 3417 on the 8th. Although not listed as an official part of the Gala, Thursday 8th May was designated a "Push-Pull event", thus the day began Gala proceedings when the 4vep saw use with No 33111 running in the regular SR timetable diesel pathway. For the three days of the Gala an intensive timetable was in force and on the day of my visit (Saturday 11th) most trains were seen to be running well loaded. As well as eight working main line locomotives, a Class 08 was running between Norden and Motala. Deltic No D9009 didn't run during the gala but was stabled in a siding in Corfe Castle goods yard where Cab visits were available. Adjacent to Norden station the Purbeck Mineral and Mining Group's narrow gauge diesel was in action as an additional attraction. Plus at Swanage and Norden stations several display and trade stands were laid out, all in all it appeared to be a successful Gala enjoyed by many. Before and after the Gala various "Driver Experience Days" took place using Class 20 No 20227, Class 37 No 37521 and Deltic No 55019. On actual Gala days one of the SR's Class 08's was utilised between Norden and Motala where it could be driven for £20.

On Tuesday 14th May the three Class 20's worked away from Swanage with the 4Vep unit in tow. On Saturday 18th May "Deltic" No 55019 was used on the SR diesel services, next day (19th) No 37521 was utilised in the diesel passenger service pathway. Finally following the Gala and associated proceedings Tuesday 21st May saw "Deltic" D9009 tow 31466+33108+37521+55019 away from Swanage to take part in the Didcot Railway Centre's first diesel Gala.

For some of the above information I am indebted to Paul Steedman, Paul Kneller, Ken Aveyard, Steven (Reverend) Green and the information website "wrgen"





West Coast Railway 47786 Roy Castle OBE hauls a convoy of locos through Shipley en route to the Worth Valley railway. Colin Aveyard



37264 in the remains of large logo blue at Keighley. Colin Aveyard

Answers to the Electrifying Anagrams.

By The Dean of Dorchester &
The Bishop of Blandford.

How did you fair this time round? Below are the answers, complete with the numbers carried by each loco/unit.

If nicest animal = 90005 Financial Times
Aid schemer = 26046-76046 Archimedes
Wiring Ape = E3109-86016/316/616/416 Wigan Pier
Defy to contours = 442408 County of Dorset
I'm well, bibles wail = E3142-86047/254 William Webb Ellis
Direr or blasted = E3150-86102/202 Robert A Riddles
Ogre-bashing, venturing = E6007-73101 Brighton Evening Argus
Instil churlish crown = 87109 Sir Winston Churchill
O, sad rhythm = 92012/442407 Thomas Hardy
Yodeler brat = 91022 Robert Adley
The supremo = 26055-76055 Prometheus
Fervent and bung rich = 90029 Frachtverbindungen
Roll on ends = 87018 Lord Nelson
One recent cue = 91011 Terence Cuneo
I am a weakish speller = 87034 William Shakespeare
Oily or avengers = 87002 Royal Sovereign
Inherent jobs jam = E3119-86229 Sir John Betjeman
Nicest of witchery = E6036-73129 City of Winchester
Womanise to the nudity = 444012 Destination Weymouth
A pardon = 1504-27006 Pandora
Alarmist wiriness flair = E3191-86101/201 Sir William Stanier FRS
Wealthier, able bully = E6004-73004/E6040-73133 The Bluebell Railway
A spicier botchery = E3127-86240 Bishop Eric Treacy
Sewer of tenth = 442403 The New Forest
Anarchic whistle = E3193-86213 Lancashire Witch

Transport Trivia Answers

The SS Chicago City carried steam locomotive 6000 King George V from Cardiff Docks to Baltimore in August 1927 and returned it in November 1927 both journeys under the control of Captain C.B.Short.

A canal barge carries a painter (a short mooring rope) turns in a winding hole, a widened part of the canal (often circular) and unloads in a basin or wharves.

Where's the sign?

Chester Station



Northern Rail liveried Pacer units 142056 and 142063 at Manchester Piccadilly on 25 March 2013.
Ken Aveyard



Waterloo and City train headed by car 65503 seen at Bank station on 18 August 2012. This was the occasion of the Society outing to Norwich and had formed the first train of the day from Waterloo on which most of the party had travelled.
Ken Aveyard