

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 76

August 2013



Avonside 0-6-0ST Robert (2068/1933) is displayed once again outside Stratford station. The Olympic Delivery Authority funded a cosmetic makeover at the East Anglian Railway Museum whilst Stratford was being redeveloped.



New delivery Croydon tram 2557 seen at East Croydon station. KA

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Chairman's Chippings

by Chris Francombe

Can you find the mistake in all the first 75 issues of the Corkscrew ?

Well it's recently been confirmed, by Chris Middleton, our first secretary, and two other founder Members, Derek Wood and Dave Round, that the Society started in May 1975, NOT 1976. So I would like a stalwart volunteer to approach Graham Kelsey (downwind, and in poor visibility) to ask if we can have a refund on the dozens of sweatshirts and T shirts he got us, embroidered 'Silver Jubilee, 1976-2001' ! Perhaps that's not such a good idea, but I'm hoping that Issue 76 has the right date on the front.

Thanks to John Webb for such an excellent programme (so far) this year, and to Martin Catford for organising additional outings. I was delighted that the recent presentation by Phil Dominey of SW Trains was so well received, and many of you have asked for more presentations from current railway professionals.(I nearly said railwaymen, and then realised that many of the TOC Managing Directors are female.)

One of the reasons that our Society is so successful is the contribution made by members not on the Committee - so we enjoy a video club run by Bob Steedman, our Corkscrew editor is not on Committee, and Clackett's Summer Winers organise rail journeys for members (most recently to a foreign principality) So thank you all for your contribution to making WRS what it is.

Editor's Reply

Sorry Chris but your first sentence needs correction. As a result of this confusion, the words *founded 1976* were changed to **founded 1975** from issue 61 and continued until issue 67 before reverting back to founded 1976 from issue 68. However just to complicate things, issues 63 and 66. had 1976 on them.

Sit back and enjoy Corkscrew 76. Closing date for 77 is 19 September 2013.

Cover Picture:- London Overground DMU's 172003 and 172006 pass at Blackhorse Road station on 4 June 2013. Picture by Ken Aveyard.

Twice in one month?

That's a bit much!

By Ken Aveyard

Now shame on you if you're thinking what I think you're thinking when I'm thinking about my two holidays that started in June this year.

The annual three day expedition with my brother Colin was to be in London this year and we decided to separate it from the usual trip up north, so Monday 3 June saw me travelling up from Branksome to Waterloo whilst Colin made his way down from Leeds. The holiday got off to a good start with the first cop being 70019 at Northam heading for Southampton Maritime on empty flats.

After meeting up at Kings Cross we planned to do the usual run up from Euston to Harrow and Wealdstone but first a quick look in at St Pancras as we both needed Eurostars and Javelins saw 395004 copped from the three there. Passing Wembley on the run up to Harrow we saw 90047 and 66732 waiting to head north. Lunch was had at Harrow whilst we waited for the freight to pass hoping that the DRS due after 1400 would have 66426 on the front as this was my last DRS class 66 and it had been reported as stabled at Purfleet over the weekend. Right on time it was indeed 66426 heading north so we finished lunch and boarded an Overground 378 back to Willesden Junction where we were planning to spend the evening peak on the footbridge where we were targetting the 378 units, extended Pendolinos and London Midland 350 units.



Major targets for the holiday were the new and extended 378 units. Here 378256 leaves Harrow for Watford.

Ken Aveyard

On arrival at Willesden Junction we were faced with the footbridge being closed for the installation of cables under the surface so we ended up having to stand opposite the station entrance and use binoculars to read the 378's. Before that we walked down to the depot gates to see if the class 172 on maintenance was visible, and 172008 was duly noted inside the depot. What was interesting was the line of out of service locomotives including 86401 86213 and 86701, the latter in Colas livery for a trial that came to nothing.



86701 Orion out of use at Willesden Depot.

Ken Aveyard

At the end of the rush hour we opted to go via Clapham Junction and the new link to Surrey Quays to get to Stratford where we were booked in to the Travelodge.

Tuesday morning and an early start saw us on the 0626 from Stratford to Tottenham Hale where our targets were the class 379 Stansted Express units. Armed with a departure list we remained there until 0930 and in that time 24 of the 30 units passed through. The next target was the class 172's on the North London line and we travelled one stop from Tottenham Hale by underground to Blackhorse Road where every 20 minutes the units are timed to pass. Having already seen 172004/5/6 at Willesden in 2010 we hoped that we would clear the remaining four units on the six diagrams. First pair were 172005 and 172007 which didn't quite meet in the station, but second up were 172003 and 172006 the subjects of our front cover picture. Finally 172002 and 172008 arrived and we boarded the latter for the run to Barking where we hoped to find 172001 or 172004 spare on the depot. By elimination that would reveal the one at Willesden on maintenance. Unfortunately no spare unit was visible at Barking and all the shed doors were closed.

We continued via West Ham and the underground to Whitechapel, where we sat on the overground platforms until we saw our last two third rail class 378's and the units were repeating. Whitechapel is one of the stations where the Underground passes over the Overground as mentioned in last years quiz. From Whitechapel we headed out to New Cross Gate to go past the depot and whilst waiting for the train back to Dalston Junction a pair of Thameslink 377/5 units passed through and unbelievably 377503 was copped being one of only two of the units we still needed.

We proceeded from New Cross Gate via Dalston Junction and Highbury and Islington to Willesden where a quick run down to the depot gates revealed that 172004 was on shed for maintenance, so no sign of 172001 presumed locked up in Barking. Back on the train we travelled to Wembley where we walked to Wembley Stadium on the Chiltern lines. Armed with the passing times from Real Time Trains, we hoped to see the four class 172 units and possibly my last 168 unit – 168002. Since Birmingham drivers had been trained on the 172's they had begun to travel further afield rather than staying close to London. We hadn't been there long when 67010 passed on one of the loco hauled trains then 172104 and shortly afterward 172102 and 172103 headed north. 172101 finished off the units just after 1700 and we saw further loco hauled trains as we waited for the next hourly stopping service in to Marylebone. 67017 and 67014 were in use whilst 67023 and 67027 were on Wembley Depot. Some of these were on loan because the normal locos are away at Crewe for attention.



67014 Thomas Telford at Marylebone on a Birmingham service. KA
From Marylebone we headed for Paddington where the next stage of our itinerary would go spectacularly wrong but then turn out not so bad!

So what could go wrong at Paddington? Well our intention was to bite the bullet and pay the expensive add on fare to travel from Hayes and Harlington to Heathrow and do the two branches you can't do on the travelcard. Unfortunately the Heathrow Connect service was suspended with buses from Hayes and Harlington so that idea went out the window. Instead we made our way back via Willesden, Gospel Oak, Blackhorse Road, and Tottenham Hale to Stratford where we picked off the new bit of the Docklands down to Canning Town and back to Poplar. We stayed at Poplar until quite late as we were seeing lots of the new units.

Wednesday morning was supposed to start with the morning rush hour at Poplar then down to East Croydon, but as we had reduced the number of Docklands units needed the previous night we switched instead to a repeat of Tottenham Hale. Armed with Tuesday's records we knew only 24 units would be in use and hoped to see the missing six out in service. Our plans were thwarted by a points failure that saw two of the Stansted diagrams cancelled but what was surprising was the number of pairs of units that had been reformed overnight. Almost two thirds of the units we saw were attached to different ones from the previous day. Unfortunately by the time we knew we had seen all the possible trains, we had only picked up three different sets, so the class wasn't cleared. As it was still before 0900 we decided to walk to Blackhorse Road for 0930 so we could board the overground service for Gospel Oak at 0946 thence via Wilesden and Clapham to East Croydon. As we walked along the road, the North London line runs alongside so halfway through our walk we paused to watch the pair of units passing at 0906. These were 172008 and 172003, so we continued on our journey and from the road bridge over the station watched the 0926 pairing of 172005 and 172006. waiting on the platform for the 0946 departure the units were 172007 and 172004 the one in Willesden on Tuesday. So no sign of 172001 yet again. We changed at Gospel Oak on to the electrified service to Richmond planning to drop off at Willesden look for 172001 on the depot then return for a Clapham Junction train. En route we passed 378214 which was the final cop to clear the electric units, but on arrival at Willesden it was 172002 on shed so where on earth was 172001?

We continued via Clapham Junction to East Croydon where we were looking for the six new trams 2554-2559 plus one old one for Colin. We took up station on the road bridge so we could look down on the Thameslink units plus it was a good position for bus photography. We soon cleared the missing old tram and we steadily picked up five of the six new ones until they began to repeat. Not having time to go to the depot looking for 2558 we headed north via New Cross Gate and the Overground to Shadwell then on to the DLR to Poplar where we hoped to clear the new units. Thanks to Tuesday evening it wasn't long before we had copped our missing DLR trains so it was up to Stratford ready to head for St Pancras for the evening peak.

On arrival at Stratford it was clear something was amiss. We intended to have a quick run out past Ilford and back looking for 379 units but due to a fatality all the slow line trains had been suspended and were just beginning to come back in to service. We were lucky in finding a main line unit running fast to Romford so we used that but Ilford contained nothing of interest. Whilst at Romford 66533 passed through heading for Ipswich, below.



Back at Stratford we used the DLR up to International and caught a Javelin in to St Pancras where our earlier than expected arrival proved a bonus as my last Meridian unit 222002 departed northwards just as we arrived. Over the peak we saw 23 Javelins, finally clearing the class with plenty of time to part company with Colin who had a 2000 departure from Kings Cross whilst I had to head for Waterloo for the 1930 departure. That wasn't the final cop for me though as 70099 was at Southampton having arrived the previous day from Crewe. As a postscript Colin had kept detailed records and the following may prove interesting.

Between the two Docklands sessions all but 4 of the 55 new units were seen.

Only 378147 and 378231 were not seen from the Overground EMU fleet.

Three old and one new Croydon tram not seen from the fleet of 30.

Stansted units – three out of thirty not seen.

Javelins – Six out of thirty not seen. (395001 out with accident damage)

And what of 172001 – two days before our holiday started it went to Derby for some remedial work! Holiday part two will be in the next issue.

Swanage Winter Works x 2 (part three)

by Mike Stollery

The story so far...

My station building had now been installed and modified back to its 1958 condition, so far so good. Now I had a well detailed station building but the end of the station facing Rempstone Road was looking notably lacking. Therefore the Benn & Cronin indicator, the advert panel, fencing and platform end huts all had to be attended to...

First, the Benn & Cronin indicator. Incidentally this had, in reality, pre-dated the 1937/8 station reconstruction. My version was made from plasticard built up to the appropriate thickness, with Plastruct channel supports. A colourful advert was placed in the centre, and representations of the various destinations and times made by pen on white plasticard glued each side. Acetate sheet was glued on top to represent the glass and microstrip painted to represent the wooden framing then applied. Next to it was a large advert panel-cum-screen. This was made up from plasticard scored on the road-side to represent the boarding and an advert was made and fitted facing along the platform.



The Benn & Cronin indicator, advert screen and details at the Rempstone Road end of the station

On the platform was a pair of brick huts, one for lamps the other a meter room. These were modelled from Plasticard, painted and positioned. Fencing and a telephone box were painted and installed.

An old Triang kiosk, was re-painted and positioned on the corner; this long gone feature sold buckets, spades and all sorts of beach gear. My photos showed some greenery in places, so this was represented by some scenic material.

Now the area of platform beyond the canopy was looking extremely bare by comparison. So the first job was to fashion a running-in board. In the thirties refurb., an Exmouth Junction concrete version was provided (similar to those still extant at Corfe Castle) but this was swept away by the Council in the early 1970s , together with the platform in order to provide parking for buses.

Taking measurements from one at Corfe Castle, adjusting for the shorter length of the Swanage one, a plasticard version was built with representations of the mouldings, painted in a 'concrete' grey and glued in position. Proprietary concrete lamp standards were purchased and glued in place, again referring to the BR plan. To finish the station, seats and people were put in place, including some trainspotters at the end of the platform!



The 'Exmouth Junction' pattern running-in board and lamp posts. The first passengers have arrived in this early 1950's scene, featuring two LSWR push-pull sets and a blood & custard liveried Maunsell through portion. The 'tilt' on the canopy has since been corrected.

Attention then turned to the Goods Shed. The canopies over the loading bays had two different projections. The two at the Wareham end, being part of the later extension of the Goods Shed, projected further.

Post 1972 they were frequently damaged by buses using the bus park, so they were cut back to the same extent as the original. Stan had therefore modelled them thus. So, for 1958, I had to cut these two from the structure, and insert additional plasticard sides and roof to bring them out to the requisite projection. The joins were disguised on the sides by the planking of the facias and the roof was covered over by thin plasticard sheet, painted dark grey to represent the felt covering.

Stan had modelled the shed's 'sea end' door shut. In 1958, the track passed through the Goods Shed running parallel, and of similar length, to the Bay road. As this is the case on my layout the end door had to be opened! Fortunately Stan had only lightly cemented it to the wall, so it could be carefully eased off. A plasticard channel was fixed top and bottom so, in it can be opened and shut, however it stays open and vans can therefore be shunted through. The Wareham end door was modelled open, but Stan had modelled the present panelled rather than the original vertical boarded version. So a new one was easily made up, scored to represent the boarding and installed in its stead.



The Goods Shed with extended canopies and the opened door at the 'sea end'

This then led to some work in the goods yard. An access roadway across the tracks opposite the Goods Shed was built up from Polyfilla and painted, taking care to keep the flange-ways clear. Coal bunkers were made up from a mix of lolly sticks to represent the boards, Plastruct channel to support them, and foil grooved as corrugated sheeting. These were suitably painted and fixed in place but they tended to be a bit flimsy so, in a reversal of actuality, piles of

coal (a lump of SR coal smashed into tiny, tiny pieces!) were glued in as support. Further study of the plan revealed two features I had not noticed before – a tiny cafe and a ruin!

Neither of these featured in any photographs, although a glimpse of something white appeared in a picture of old faithful 'Black Motor' 30695 shunting the sidings. So a small building was made from plasticard, painted (slightly mucky) white and installed in place. The nearby 'ruin' was made from small hardboard off-cuts, suitably painted to represent the remains of walls and part of a chimney. Some vegetation grows in and around.



30539 in the yard by the office. An Ironclad/Maunsell 8 set awaits return to London next Saturday. The coal bunkers, 'ruin' and cafe are in the background

At the other, east, end of the yard, various huts and sheds were installed to represent the stone masons' and coal offices, with some vegetation here and there. Proprietary fencing was installed and a road surface leading to and behind the coal bunkers made from a thin mix of Polyfilla and grey paint brushed on to the base board.

Many years ago, my good friend Colin Hayward had made Swanage's signal box and this had been in its proper place between the bay and Goods Shed roads for longer than I can remember. However, there had never been a chimney, so the signalman has been cold for all this time - but no longer! A piece of thickish steel wire was cut to size and super-glued in place. Reference to my photo collection showed an equipment box fitted to the Wareham end elevation and a nearby ballast bin.

Both were made from Plasticard, the latter filled with model ballast glued in place with diluted white glue, and a telegraph pole. This is a proprietary item with the spars cut short and another added to more accurately reflect the original. The insulators were touched in with white paint and the poles and spars painted a light brownish grey. The signalman's small saloon has been parked nearby and the signalman himself stands on the platform of his 'box'. In the yard was the former weigh-house (brick with pitched slate roof), and an air raid shelter, brick-built with a flat concrete roof. Stan had modelled this, so I added the brick screen wall, using methods previously described. Road vehicles and figures have been installed throughout the yard to give it life. I then made the weigh-house and positioned it by the roadway, replacing a non-prototypical card version purchased for a few pence at a swap-meet some years ago.



The signal box and details. To the right of Q 0-6-0, no. 30539, is the air raid shelter and, over in the yard, the weigh-house by the roadway. Behind it is a push-pull set. The next job is the point rodding!

So with the whole station area more or less complete, attention turned to the Engine Shed. Stan's superb model fitted in easily, replacing the old Triang version. The little bothy, about 1/3rd the size of the present one was made from plasticard and positioned. The old water tank on its Purbeck stone tower was made from plasticard with a proprietary ladder cut to size and various thicknesses of wire applied to represent sundry pipes. The feed to deliver the water from the tank to the locos was made from plastic spew with thin paper rolled and painted as the delivery pipe and hose. Once again the corrugated iron roof came from the fish pie tin!

The whole was then sited on the previously made coal platform. I have also acquired the turntable Stan had made but it has yet to replace the one I bought from a stall at the Eastleigh 100 celebrations. Opposite the shed there is a timber hut, so out came the Plasticard again, the bank to Court Hill being cut out to take it. As I write these notes in June, in reality the bank in just this position has been dug out and the foundations laid for the new Fitters Shop.



Viewed from Northbrook Road bridge, the old water tower is seen. Beyond is the yet-to-be-detailed or replaced turntable, the shed as it is now post the 1959 alterations and the bothy. Woodland Scenics and Hornby trees screen the graveyard.

Photos from the 1950s show large trees screening the shed from the graveyard, so various tall proprietary trees have been planted. In the graveyard, gravestones have been installed, but no bodies as yet! As time allows, fencing and vegetation is spreading along the line. So that concludes my own winter works programme.

What about the work programme on the 12 inches to the foot version? By mid June the station canopy was virtually complete and the Good Shed roof was also nearly finished. "Platform 2¼" had been constructed by the Squint to accommodate the Birds Nest, a start on excavations had been made for the Salisbury Water Tower and work is well in hand for the Fitters Shop, the latter not due for completion until later in the summer (assuming we get one!).

THE WORLD'S FASTEST STEAM LOCOMOTIVE

Or how to stir up a Hornets Nest.

By Colin Stone.

Far be it for me to ever be controversial and “stir things” but having read and subsequently thought about the evidence I have decided to write the following for “The Corkscrew”. What follows is probably even more apt seeing that this year of 2013 is the 75th anniversary of No 60022 “Mallard’s” high speed run. Of all the inventions that have entered our modern world the internet is possibly the one which can be looked at as being a double edged sword. I do not have the internet in my own home because personally it possesses more disadvantages than advantages. Far too many hours can be wasted “surfing the net”, however even I will freely admit that in some circumstances “the net” can provide a superb source of information. Thus when trying to determine a certain piece of info’ I stumbled across an interesting web site which can be found at www.germansteam.co.uk once there go to Fastest Loco.

I hope that if you do go to the website you find it as fascinating as I did ? On reading all of the evidence contained within its pages I too am of the same opinion as its author that the title of “The World’s Fastest Steam Locomotive” should in all probability go to the German 4-6-4 No 05-002 leaving “Mallard with the title of “Britain’s Fastest Steam Locomotive”. I cannot hope to reproduce all of the data within the 12 pages which relate to the debate of No 60022 versus No 05-002 but some of the more outstanding fact are as follows.

First of all “Mallard’s” *alleged* 126 mph was achieved going down hill where most of No 05-002’s runs (there were more than one) were achieved on almost LEVEL ground. It would appear that No 60022’s 126 mph was measured for just ONE second equating to a miniscule 60 yards. On 11th May 1936 Number 05-002 ran at 124.5 mph (just over 200 kilometre per hour) for just short of TWO MILES, plus it was not stopped and failed as was “Mallard” but continued to its destination in Berlin. Analysis of the known data suggests that a most probable top speed for “Mallard” was very close to 125 mph, apparently 125 mph is the speed that Sir Nigel Gresley himself accepted.

The renowned train performance expert C.J. Allan was on “Mallard’s” train and his timings also indicate a maximum of 125 mph. Other facts to support No 05-002 as the “Worlds Fastest Steam Locomotive” is that it alone has **NINE** authenticated runs at over 110mph, in the UK there are just FIVE, four for various Class A4’s and one for Stanier Pacific No (4)6220 and its high speed run to Crewe. No 05-002 ran at over 115mph on **five** occasions whilst only one British loco’ “Mallard”, has gone over 115mph, plus No 05-002 has run at over 120mph twice. On 30th May 1936 05-002 travelled the 250 miles from Berlin to Hamburg and back at an average 91mph, C.J. Allen was on this train and the top speed was 118mph.

The website author goes on to state *“Is it not well documented that British A4 “Mallard” reached 126mph on 3rd July 1938 ? So doesn’t that end the discussion”* ? The website author Mr Bryan Benn then goes on to study the data relating to “Mallard’s” run and he relates and recounts certain discrepancies. His analysis of the given facts etc’ comes to the conclusion that “Mallard” only obtained 124.5mph the same as No 05-002, but he does concede that “Mallard” could well have reached 125mph. Mr Benn states he would like to study both No 05-002 and No 60022 1930’s dynamometer car charts in detail with modern computers and settle the argument once and for all !!



In conclusion Mr Benn seems to think **BOTH** locomotives reached a speed very close to, **BUT** not in excess of 125mph. However given all the details regarding No 05-002 and its other high speed exploits, he places the title “The World’s Fastest Steam Locomotive” squarely onto No 05-002. Sadly No 05-002 was scrapped but sister engine No 05-001 survives in the German Railway Museum, Nurnberg. Strangely there are no records remaining showing any train worked by 05-001, so there is a possibility that this engine too carried out some high speed runs ?

Finally the website looks at certain American claims for high speed and there seems to be a good case for some 125 mph speeds.

Indeed “The Yanks” can lay claim to the “Worlds Fastest steam hauled train schedule” i.e. 62 miles at an average of 100.5 mph and another of 48 miles at an average 105 mph. IF the Americans had carried out proper evaluation tests they could well hold the record for the “The World’s Fastest Steam Locomotive” ... If you are able to do so, please check out the website and draw your own conclusions !!

GOING, GOING, PROBABLY GONE !!

Or The History of The Hamworthy Stone Trains.

By Colin Stone.

This article, unless circumstances change, may well mark the demise of loaded stone trains running to Hamworthy. Information received around mid May 2012 stated that the Hanson Group were going to close their stone distribution terminals at both Fareham and Hamworthy. Both terminals received their supplies by rail from the Mendip Quarries. The original indication was that Hamworthy would receive its last train load of stone at the end of the month i.e. on Thursday 31st May 2012. Sure enough it transpired that a train would indeed run to Hamworthy on that day. Many enthusiasts turned out to witness and photograph the passing of the train. It arrived at Hamworthy at 09.15 behind Class 59 No 59101 with 16 loaded wagons in tow. This seemed fitting as No 59101 worked the first train load way back in 1997. However even before No 59101 had left Hamworthy with the empty wagons, rumours were circulating that one more train would run the following day on Friday 1st June.

This indeed happened, the 16 wagon train arriving behind No 59102, this time driven by the same driver who had driven the aforementioned first train. This fact seemed to be a somewhat a symbolic ending by putting a full stop to relatively short history of the Hamworthy Stone trains. As these stone trains were the last revenue earning trains to traverse the Hamworthy Goods branch it was suspected the branch would be mothballed and possibly even closed. What occurred following June 1st 2012 follows later, but first a few facts and figures regarding the history of The Hamworthy Goods branch and its last regular train "The Hamworthy Stone Trains".

It is my belief that the Hamworthy Goods Branch is probably the oldest "freight only" line in the UK. As most of you know the station at Lower Hamworthy was Poole's first railway station opening in June 1847. Following the opening of the current Poole station in 1872 passenger services over the branch declined until they ceased in 1896. Thus since that time and for 116 years the branch has served as a freight line only, latterly until 2007, serving just the Port of Poole.

Over various years' sidings off the branch served a Clay Pit, two separate Fuel depots, an Admiralty Shipyard, two different Steel stockists, two Potteries, two timber yards and two coal yards. For many years on New Quay the Blue Circle cement company had a depot from where bagged cement was distributed locally. In the 1980's with the advent of Ready Mixed concrete Blue Circle realised they needed to modernise to service this growing industry.

As a consequence they opened a new purpose built depot close to Hamworthy Junction on Dawkins Road Industrial estate. This depot had two sidings connected to the Goods branch and cement arrived here from Westbury cement factory. The cement was discharged from the wagons by air pressure into large storage silos, trains were worked by Class 47's apart from the one occasion when Westbury depot rostered Class 56 No 56047 to work the train. Sadly the cement depot closed after a few years and the site saw use by small industrial concerns operating from buildings leased/rented from Blue Circle. Indeed for a short period a Class 8F 2-8-0 repatriated from Turkey was under overhaul on the site before moving on. Eventually most of the site was taken over by local company Oasis Plant. We now come to the mid 1990's when I received news from good friend and fellow enthusiast, the late lamented Peter Smith (not the S&D fireman). He informed me that light engine route familiarisation runs were due to start between Westbury and Hamworthy Goods. Local enthusiasts could only ponder the reason for these runs? We got the answer with the announcement of the construction of the Puddletown and Tolpuddle by-pass. One of the stipulations for construction was, that where possible, building material i.e. stone was to come by rail. Enter Oasis Plant, British Rail and Mendip Rail, we local rail enthusiasts now knew what was to come our way.



28th May 1997 Class 58 No 58035 has just crossed Ashmore Avenue on the Hamworthy Goods branch as it returns to Westbury. This was the first route learning run for the forthcoming "Hamworthy Stone" trains, it was also the first time a Class 58 had traversed the Ham' branch.

Light engine crew training runs began on 28th May 1997 when Class 58 No 58035 arrived at Hamworthy Goods at 11.00. It was the first of its class down the branch, and following an inspection of the old station area by all who had been in both cabs, the engine left at 11.35. Nothing else happened for two weeks until 37407 and 37216 put in appearances week commencing 16th June. Other route learning trips took place until on Wednesday 2nd July 1997 when Class 59 No 59101 arrived with the first load of stone.



Hamworthy Junction and Class 59101 named "Village of Whatley" stands on the Hamworthy Goods branch with the first load of stone from the Mendip Quarries on July 2nd 1997. The area on the right is part of the old Blue Circle cement terminal, leased by Oasis plant.

As the sidings in the old cement terminal had been removed the wagons were unloaded over the fence into the Oasis premises as the train stood on the Hamworthy branch. No 59101 worked a second load the following day, whilst No 59005 brought in the third train on Friday 4th, and a fourth on the 7th. Stone trains arrived at Hamworthy Junction at 14.20 and departed at 18.40. Monday 14th July saw the first Class 60 work the stone train when No 60043 appeared. A short lull followed whilst more drivers "learnt the road", route learning loco's included Class 33 No 33046, 37's 37013, 37376, 37686 and 58 No 58024, loaded trains resumed running in August. In the early stages of road construction the stone trains ran on an infrequent basis with Class 58, 59 and 60's working them.

In **1998** no trains ran until March 4th when No 58021 arrived with 12 wagons full of stone. A few days later the first Class 37 "A Heavyweight" No 37689 worked "The Stone" followed on the last day of the month by the one and only time that a Class 47, No 47004 worked the train.



31st March 1998 Class 47 No 47004 named "Old Oak Common Traction Depot" rolls past Sterte with the 17.27 Hamworthy to the Mendip quarries stone train empties. This was the only time a Class 47 worked the train.

But in the main it would be Class 58's working the train, including a "double header" 58023+58050 on May 8th. Ten days later on Monday 18th May the stone train began running each week day. Plus on Saturdays a "Jumbo" train arrived at 08.30 loaded to around 18 wagons, the return was at 12.45.

These Saturday stone services brought a Class 59 back to the Hamworthy Branch, obviously the advancement of the roadworks had necessitated the increase in stone deliveries to Hamworthy. Class 58's invariably worked the weekday stones plus the odd "heavyweight" Class 37 and on at least two occasions double headed 37's. By October 1998 work on the by-pass was almost complete and hence the need for stone ceased. To that end the last load of stone for the road contract ran on Saturday 17th October. It was a reduced load consisting of 12 wagons worked by Class 37 No 37890, arriving at 10.10 departing empty at 12.45.



3rd April 1998 Class 37 No 37710 passes Poole with the empty stone wagons from Hamworthy returning to Whatley Quarry.

By now Oasis plant realised they were on to “a good thing” and henceforth acted as a local stone distribution company. From Monday 19th October trains were booked to run on an “as required” basis. Earlier in 1998 the first EWS Class 66 had “landed” in the UK, the first to come to Dorset arrived on Monday 23rd November when No 66021 worked to Hamworthy. Throughout **1999** Class 66’s took more of a hand in the working of the stone trains. Although for most services up until September the use of 58’s still ruled. In January and February the Saturday train did not run. It reappeared in March and April but ceased again in May, also in that month the weekday service became a very infrequent runner for the next four months. From the beginning of September the flow began to pick up again.

By **2000** the stone train was running once or twice per week and on no particular day of the week. A notable occurrence in 2000 was the first appearance of an ex National Power (NP) Class 59 No 59203. These engines had been specifically built for NP to work trains to and from Power stations in the north of England. Having recently been taken over by EWS the 59/2’s had migrated south from their original depot in Yorkshire, ending up working from Whatley Quarry in Somerset. Following that first appearance all the 59/2’s, all 59/0’s and 59/1’s subsequently worked to Hamworthy.

As the stone trains usually ran with 15 or 16 loaded wagons a Class 59 was the preferred power for the ascent of the short but vicious climb of Upton Scudamore bank between Westbury and Warminster.

On 19th March 2002 No 58025 became the last Class 58 to power the train, from then until 2010 Class 59's, 60's and 66's worked the train without exception. However Class 60 appearances declined as EWS began to sideline the class, the last use of a 60 was with No 60009 on October 23rd 2008. Also in 2008 following alterations to the track and points on the branch the use of a shunter was dispensed with. In an attempt to reduce running costs the train then went over to driver only operation. Loaded trains arrived in the final years at 13.00 with departure of the empties at 17.45. This haphazard way of working i.e. once or twice per week continued, but with occasional bursts of intense activity as various local projects required large quantities of stone. At other times there would be no stone deliveries for weeks on end. As much as I am a firm believer in the use of rail for moving commodities, with the on-off, as required basis that the stone train ran, it was a wonder that the service ran as long as it did ! Eventually as recession and a downturn in the construction industry bit even deeper we heard the closure announcement referred to at the start of this article.



Standard fare became class 59 and 59005 is seen passing through Poole on 15 August 2007.

Ken Aveyard

Following the two stone trains of May 31st and June 1st 2012 (noted above) it became apparent to Hanson Ltd that not enough stone was stockpiled at the Hamworthy terminal to fulfil their existing contracts. Therefore one more train ran in June on the 20th, followed by the very last trains in July. These arrived as follows :- No 59202 on the 6th, No 59001 23rd, No 59206 24th, No 59104 25th, that left the final **HAMWORTHY STONE TRAIN** which arrived on Thursday 26th 2012 behind No 59101. Whether by accident or design the driver and the locomotive were the same pair that had worked the first loaded train 14 years earlier.

Once the stockpile of stone had been distributed the site was cleared and Hanson closed the Dawkins Road, Hamworthy stone terminal as and from Friday 28th September 2012. Road vehicle drivers at Hamworthy were offered transfers to the Fareham depot which had been reprieved, Fareham escaped closure to become the primary stone distribution point for this part of Southern England.

POSTSCRIPT :- With no immediate prospect of further traffic for the Hamworthy Goods branch and the impending upgrade of the signalling between Poole and Weymouth the prospect for Poole's first section of railway looked bleak. However it appears that Network Rail will retain the point work on/off the main line into the Goods branch which is a small crumb of comfort. It is likely that the two downside sidings at the Junction will be removed as part of the signalling upgrade.

Following the passage of the "Final" ? Stone train in July a test train traversed the branch on the late evening of Thursday 13th September 2012. Class 31 No 31285 ran down the line heading the structure gauging train. Laser lights from the instrument coach created an unusual sight as they shone right down the length of Ashmore Avenue as it passed over the level crossing ! Arrival at the goods station was at 22.15, No 31285 departed at 22.25 propelling the train with DVT No 9708 leading.

On Friday 28th December 2012 UK Railtours "Solent Witness" tour traversed the line worked top and tail by 66007 and 66201. This tour was advertised as "possibly" the last passenger train to travel over the Hamworthy Goods branch.

However the New Year of 2013 saw a Network Rail test train traverse the branch on Wednesday 16th January when Class 73's Nos 73107 and 73201 top and tail the train. Arriving at Hamworthy Goods at 07.50 it departed after few minutes at 08.00, will this be the last train on the Hamworthy Branch ? "Perchance it is not dead but sleepeth"

Tarrant Valley Tales, Part 19.

By Philip St. Marsh.

This edition of TVT has been put together by a member of our sister newsletter in Bristol, the Avon Valley Tales. He very kindly agreed to compile the news for you this time round in return for a free trip along the Tarrant Valley Railway, which we said wouldn't be a problem as the TVR Board of Directors are a generous bunch.

In the last issue of TVT, a question was set for you to solve by Bryan Ston, the former local school head master. Did you manage to make any sense of it? Well, below is the answer:-

'Smith, whereas Jones had had "had", had had "had had". "Had had" had had the examiners approval.' Simples!

Tarrant Rushton airfield was in the Courts last week when a member of the travelling public tried to sue the airline for losing his luggage. The Judge dismissed the idea and unsurprisingly the person lost his case.

The True Lovers Knot Inn public house wishes to advertise the fact that they now source the majority of the meat products locally. Indeed beef comes from the Tarrant Valley itself and lamb, pork and game are all farmed within a ten mile radius. These products are all purchased through local butcher, Pat's Butchers, whose business is thriving at the moment.

Also, a sign has been put up outside the pub which is causing much hilarity amongst the regulars. In an effort to entice more people to stop off for a drink or two, the landlord has erected the following:-

"Wanted; Customers. No experience necessary. Full training will be given. Apply within."

So far, there haven't been too many applicants, but this will hopefully help, especially as summer has finally arrived.

The Tarrant Army Reserve Training School (T.A.R.T.S.) hired the entire railway last weekend for an exercise as part of their training program. This included a "bomb threat" on board a train and having to deal with the situation and a "derailment" amongst other more routine exercises. All of the trainees hope to join up as part of the local light infantry, the King's Own Royal Deserters.

And that's yer lot this time round. Stay tuned for the last and final edition (possibly!?) in this series, sorry I mean season, in a forthcoming Corkscrew. This will be followed by the ever popular "Best Of" and "Greatest Hits" compilations just to drag it out for a bit longer, and even an "out-takes" special. Watch this space.

Society visit to Richard Knott's

pictures by Martin Catford



A group of 27 members and guests awaiting Richards talk.



George Barnett and Sandra Perrin enjoying a train ride.



John Webb, Derek Lewer, Richard Green and Christine Livermore travelling in style – Pullmans behind steam!!



Annabelle – Richard Knotts steam yacht seen on its transporter in Richards garage.

Transport Trivia

by Derek Lewer

What event occurred in 1861 that changed the method of travel for many people for some 100 years?

What links a GWR 4-6-0 locomotive, a passenger liner scrapped in 1980 and a fortification in south west England?

What connects Fowler (Midland) 4F 0-6-0 43924 and Churchward 4575 class 2-6-2T number 5553?

In 1938 A4 class locomotive Mallard broke the world steam speed record at nearly 126 mph. Approximately how many revolutions per second did its driving wheels make at that speed?

The last two King class locomotives 6028 and 6029 were renamed respectively King George VI and King Edward VIII when each monarch came to the throne. But what were their previous names?

Answers in the next issue.

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RAILWAYS ROUNDABOUT

MAY :- Tuesday 28th had three “special workings” pass along “our line”, two of which brought Class 31’s to the area. The first working saw Class 31 No 31190 run light engine from Weymouth to Eastleigh, it passed through Poole at 12.20. The loco’ had worked the “Railvac” from Bristol to Weymouth the previous day. Next at 13.05 Colas liveried Class 47 No 47727 “Rebecca” arrived into town with Class 73 No 73133 in tow. Having run round in Poole yard No 47727 took No 73133 to Branksome depot where it will assist resident Class 73 No 73235 shunting e.m.u.’s into and out of the new paint shop. A final special working had another Class 31 No 31105 propelling a test train through Poole at 22.05 heading for Weymouth. It returned at 00.25 on the 29th this time leading the train formation of two coaches 72612+999605 and DVT 9701. In addition on this day a fifth locomotive No 66520 worked the Neasden to Wool empty sand wagons.



47727 and 73133 run in to Poole en route to Branksome. Ken Aveyard

JUNE :- A locomotive not seen in town for some time No 66522 in Shanks/Freightliner livery worked the Wool sand train on the 3rd and 4th. Two days later on Thursday 6th a second set of empties arrived behind No 66511, after leaving the wagons at Wool this loco’ returned light to Millbrook. On Friday 7th DRS liveried No 66415 ran light from Westbury to collect the by now loaded sand wagons, it was noted passing Wareham heading for Wool just before 13.00, the loaded train ran as per usual passing Poole at 15.20. Also on this day the VSOE Pullmans arrived into Dorset “top and tailed” by Class 67’s No’s 67028+67020. Poole was passed at 12.25 with the train heading for Swanage. Later at 17.23 with 67020 leading Parkstone was passed on the return run bound for London, Victoria.

On Saturday 8th No 66415 returned to Dorset and Wool conveying a third set (for the week) of empty sand wagons Poole was passed at 15.17. This loco' ran to Millbrook before returning to Wool on Monday 10th to work the loaded train away to Neasden. The Wool sand did not run again until Monday 17th this time the empties passed Poole at around 07.15 some 45 minutes late working, the 02.47 Theale to Wool empties. Loco' No 66623 "Bill Bolsover" (in Bardon Blue livery) worked both the empties and the up loaded train that afternoon, which ran as normal to Neasden. Following that working there was a long gap (8 days) until Tuesday 25th before the empties ran again this time behind No 66525.



On 13 June Black 5 44932 passes Poole, 47245 was on the rear. KA

On Saturday 29th another set of empty sand wagons ran from Angerstein Wharf (South London) to Wool headed by No 66560, Poole was passed at about 15.50. On the same day UK Railtours ran a pair of Class 159 dmu's No's 159006+159009 from London Waterloo to Swanage under the title of "The Purbeck Adventurer" railtour. Poole was passed at 10.57 in the down direction and at 17.43 going up on the return journey.

JULY :- No 66560 ran a load of sand to Neasden on Monday 1st, before returning empties to Wool next day, Tuesday 2nd. It took the loaded train up on Wednesday 3rd passing Poole at 15.20 shortly before Class 57 No 57315 arrived at 15.45 towing 11 coaches and BB 4-6-2 No 34067 "Tangmere". Once uncoupled from the train "Tangmere" ran forward into Poole Yard where it stabled overnight. At 08.05 on Thursday 4th "Tangmere" left Poole and was noted making a steady climb of Parkstone bank with "The Devonian" railtour heading for Exeter via Salisbury and Yeovil. "Tangmere" arrived back into Poole two minutes early at 23.03 after running from Exeter via Bristol and Salisbury.

Next day, Friday 5th, saw No 57315 depart Poole at 10.15 with the e.c.s. and unexpectedly "Tangmere" attached on the rear. "Tangmere" should have run from Poole to Yeovil via Weymouth but some mechanical problem precluded this movement thus "Tangmere" returned to Southall for attention.

On Saturday 6th the Angerstein Wharf to Wool empty sand wagon movement was repeated (see above), this time Poole was passed at 16.45 behind DRS liveried Class 66 No 66415. The same locomotive worked the loaded sand train to Neasden on Monday 8th. Tuesday 9th July was the 46th anniversary of the end of Steam on the Southern Region off BR. The occasion should have seen a steam hauled special run from London to Swanage hauled by "Pretend A1" No 60163 "Tornado". However at 16.45 the previous day Network Rail invoked a steam ban due to the high risk of fire in the hot, dry weather prevailing at that time. Therefore the special ran "topped and tailed" by the two "Royal liveried" Class 67's 67005+67006, the special ran through Poole at 14.05 in the down direction and 19.00 on the return.

To end the week on Saturday 13th UKRailours ran a tour from Cambridge to Weymouth headed by Class 67 No 67019 it arrived in to Poole at 11.54 before departing at 11.57. Passengers from the tour then boarded a DAMORY coach and were taken off to Kingston Lacy.

Departing Weymouth at 16.34 the train ran into Poole at 17.17 to collect the passengers No 67019 departed for Cambridge at 17.21. On the same day in the afternoon Class 66 No 66518 worked empty sand wagons to Wool on this occasion the empties came from Theale, it passed Poole at 15.05.

Sunday 14th saw Class 158 No 158880 run from Salisbury to Weymouth and return, it is thought it was a route familiarisation trip, the unit ran through Poole at 11.00 and 12.59. On Tuesday 16th, Wednesday 17th and Thursday 18th another Class 158 No 158885 put in an appearance. This unit was engaged in adhesion and gearbox testing on both the Swanage Railway (SR) and on the mainline. On the 16th No 158885 was tested between Motala and Norden between 09.30 and 14.30 before it returned to Branksome depot. On the 17th and 18th it again worked to and on the SR before undertaking some test trips on the mainline between Wareham and Poole. Our "Old Friend" and Dorset Freight stalwart "The Wool Sand" ends this report with the fact that No 66518 worked from the Lafarge plant at Theale to Wool with empty sand wagons on Thursday 18th.

SWANAGE RAILWAY (SR) :- Friday 7th June saw the VSOE Pullmans arrive onto the railway, Class 67028 led the train into Swanage at 13.45. On the rear was sister engine No 67020 which after departing Swanage at 16.05 returned the train to London. Between these times the e.c.s. was worked to and from Eldons sidings where the train was stabled. Later in the month on Saturday 29th two Class 159's Nos 159006+159009 arrived into Swanage at 11.58. They were working UK Railtour's "The Purbeck Adventurer" the tour departed Swanage at 16.30 for the return trip back to London Waterloo.

Following its intermediate overhaul M7 No 30053 was used for SR passenger services for several weeks in June, the locomotive was in immaculate condition, both externally and internally. On Saturday 22nd June ex WR 0-6-2T No 6695 was noted back on SR metals following attention in Herston Works. As reported in the main line section above, a special train worked by "Royal Liveried" Class 67's Nos 67005+67006 arrived onto the SR on 9th July.

The train should have been worked by No 60163 "Tornado" but a steam ban due to a high risk of fire precluded its use, arrival into Swanage was at 15.00 and departure at 17.50. On the day of the special, Standard 4 No 80104 was in use working SR services.

For some of the above information I am indebted to Paul Kneller, Andrew PM Wright, Martyn Thresh and the information website "wrgen"

THE MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding a full range of special events throughout 2013. See you there! Next event :-

TANK ENGINE DAY - Sun 10th NOVEMBER

SANTA SPECIALS - Suns 8th & 15th DECEMBER
(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please contact the Railway on the number below, or call in to the Railway Shop during operating hours. Alternatively, speak to Steve "The ex-Reverend" Green.

Driver Training courses available on alternate Saturdays, except on Special Events.

The Railway is open every Weekend and School Holidays, then daily from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

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Northern Rail liveried class 144 Pacer unit 144010 seen at Doncaster on 31 December 2011 on the local service from Leeds. Ken Aveyard



66164 on a short train of VGA vans working an MOD service passes through Blackhorse Road station on 4 June 2013. Ken Aveyard