

THE CORKSCREW

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Wimborne Railway Society

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Arriva Merseyside 4514 one of the Volvo B5LH hybrid buses with the low height version of the Eclipse Gemini body used on Mersey Tunnel services. Seen here leaving Birkenhead bus station for West Kirkby on 1 July 2013. See article from page 4. Ken Aveyard



Seen arriving at Birkenhead Central en route for Chester is Merseyrail class 508 unit 508139. These units which previously ran on the Southern are likely to be replaced with new trains in 2016.

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Editorial

From time to time certain events happen that can be described as “Once in a Lifetime” an often over used statement but just occasionally the epithet is justified. For anyone born after 1948, the 2012 Olympics will probably be one such occasion as was possibly the 1966 World Cup. But what of the railway scene?. Is there anything in our hobby that can be described in such terms?.

Was the presence of Barry scrapyard a “Once in a Lifetime” opportunity for so many locomotives to enter preservation, and was the scrapping of the prototype diesels 10000 10201 10202 10203 at Derby a lost “Once in a Lifetime” opportunity which is to be remedied by building a replica of the former? I suppose anything that has seen the loss or rescue of some historical item whether it is rolling stock, architecture or artefact could be described in those terms so is the phrase itself somewhat over used?.

For me however, and probably a good many others whether enthusiasts or not, the temporary repatriation of the two A4 locomotives exported to America and Canada can be described as “Once in a Lifetime” even though there will be plenty of opportunities to see them during their stay. The subject of a television programme in the Monster Moves series and much coverage in the written media will have contributed to the crowds that were present in York for the first Great Gathering that brought together all six preserved A4's for the first time. Unlike many at the gathering, I saw all the A4's during their BR service but it was still a delight to see Dwight D Eisenhower restored to the livery I remember with the correct curve to the lining to boot!

I look forward to my next “Once in a Lifetime” but at my age it had better come sooner rather than later!!

Sit back and enjoy Corkscrew 77. Closing date for issue 78, is 21 November 2013.

Cover Picture:- A4 60008 Dwight D Eisenhower at the Great Gathering in the National Railway Museum, York on 4 July 2013. Photo Ken Aveyard

Twice in one month?

That's a bit much! (Part 2)

By Ken Aveyard

Following on from Corkscrew 76, my second holiday starting in June was the annual pilgrimage to the homeland with Robert. Our port of call on the outward journey on Friday was Sheffield which was wet and overcast but yielded a number of interesting bus pictures. Saturday and Sunday was taken up with family duties but Monday morning saw us on our first expedition. We had decided to purchase the four days in eight Freedom of the North West rover ticket and began with a trip to Merseyside.



First Trans-Pennine Express 170309 the former South West Trains 170399 with 170305 on a Hull to Manchester Airport service at Huddersfield Station on 1 July 2013. Ken Aveyard

We travelled from Huddersfield in a class 185 via Stalybridge, Guide Bridge, Manchester Piccadilly and Warrington to Liverpool Lime Street with the intention of travelling on to Birkenhead but as Lime Street underground station was closed for refurbishment we walked to Central and used the Merseyrail service to Birkenhead Hamilton Square. From there we took the short walk to Woodside Ferry Terminal from where we could look across the Mersey.

These days the ferry across the Mersey only runs at peak periods otherwise being used for river cruises but we were able to see one of the ferries



MV Snowdrop approaching Woodside on a Mersey cruise. Ken Aveyard

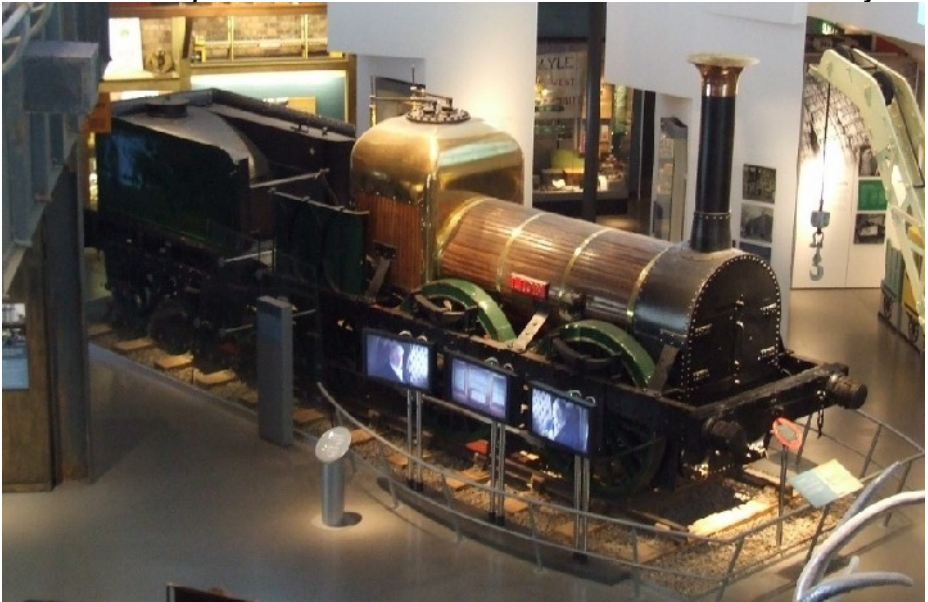
With the Wirral tramway not operating and the transport museum closed on weekdays all there was at Woodside was the submarine museum which we decided not to visit. The small modern bus station is all but disused between the peaks but many of the local services operated by Arriva terminate there because the operator has staff facilities. We decided to walk in to the centre of Birkenhead for lunch and spent some time at the new bus station. There we saw our first examples of the new fleet of hybrid buses Arriva are operating on the high frequency services from the Wirral through the Mersey Tunnel. Prior to the deregulation of bus services, Merseyside PTE wouldn't allow bus services through the tunnel in order to prop up the railway and ferry but these days there are no restrictions and the ferry has been the main casualty.

After lunch it was a short walk to Birkenhead Central on the Chester line for a train back in to Liverpool. Alighting at James Street we walked to the Liverpool One bus station for more photography before crossing the road to the Albert Dock complex. We looked in to the Maritime Museum which is well worth a visit as it contains many exquisite ship models as well as explaining Liverpool's maritime history. Moving along the waterfront you come across the Museum of Liverpool which again contains much on the social and economic history of Liverpool including the famous Liverpool Overhead Railway.

Outside on the newly landscaped waterfront are what are known as The Three Graces, the Royal Liver Assurance Building with its famous Liver Bird adornments, The Cunard building and the Port of Liverpool building.



Liverpool Overhead Railway number 3 on a section of elevated track in the Museum of Liverpool. Ken Aveyard



Lion is also on display in the Museum of Liverpool. Ken Aveyard

After that it was a photocall for Monkey outside The Cavern Club before returning home via Manchester and Halifax.

Tuesday was to be a day in Preston so we used the Blackpool service from Halifax and it was interesting to see Grand Central unit 180114 passing through ECS towards Bradford ready to work the London service. We saw that clearance work was taking place on the track bed of the disused third side of the triangle at Todmorden This will allow trains from Manchester to operate a circular service via Rochdale, Todmorden, Copy Pit, Burnley and Blackburn. On arrival at Preston we found DRS 57304 Pride of Cheshire stabled as the Thunderbird loco.



57304 Pride of Cheshire acting as the Preston Thunderbird.

KA

Again this day was all about bus photography. It was back in 2008 that we last visited Preston as Robert wanted pictures of the iconic bus station before its demise. Needless to say in 2013 local politics, the recession and rival claims and counterclaims mean that the building still stands fulfilling its function. Since that first visit, Preston Bus has been part of Stagecoach but had to be divested and is now owned by Rotala. After a few hours we had enough variety of bus photographs in the bag, so on a whim we checked whether we could fit in a quick run up to Lancaster and back. On Preston station I was lucky enough to cop lengthened Pendolino 390153 but surprise of the day was the appearance of 56094 on the southbound Carlisle to Chirk logs. This train previously left Carlisle at 1200 running via the Settle and Carlisle route to Hellifield and then Bolton but had recently been retimed and rerouted down the west coast main line.

Our run up to Lancaster was on Pendolino 390157, Robert's first and surprisingly only my second Pendolino ride. A short walk to Lancaster bus station saw a pleasant hour passed with some interesting independent bus operators supplementing the regular Stagecoach operations. The rain that had been threatening all day finally arrived as we returned to the station for a Voyager ride to Preston and the onward connection to Halifax.

Wednesday was the Settle and Carlisle day. Robert had expressed an interest in riding the line to get to Carlisle, where we had researched a number of independent bus services running in and out of the city. Travelling from Bradford Forster Square to Shipley on 333007 we changed on to a relatively busy combination of 158853 and 153301 for the run to Carlisle. At Hellifield we passed the Fellsman steam special with 45231 at its head, and a surprising number of passengers alighted from our train at Long Preston to connect on to the special. En route 66585 passed southwards on a coal train.

After arrival at Carlisle we had intended to wait for the log train to pass but as it was running earlier and had already gone we found we could await the arrival of the steam special and still get out to see all the buses. Right on time at 1300 the special arrived, see picture below.



One bonus was the passing of 70013 on the Crewe – Carlisle engineering train, a cop and my penultimate class 70.

An interesting number of private bus companies serve Carlisle, mostly running infrequently from the surrounding area, with First operating hourly all the way from Edinburgh. Again the ubiquitous Stagecoach are the major operators as successor to Cumberland Motor Services and Ribble, but there is one local operator, Reays of Wigton competing in the town with one route running hybrid minibuses supplied under the Green Bus Fund initiative. After a fruitful day it was back to the station where a lengthened Pendolino was copped before we boarded yet another Voyager for the run down to Preston and the onward connection to Halifax.

On Thursday we forewent the rover ticket for a visit to York. As the cover to this issue shows we were fortunate to coincide with the Great Gathering, the assembly of all existing A4 Pacifics. We spent all morning in York photographing buses before heading for the museum in the middle of the afternoon after the crowds had subsided a little. Now I'm of an age that I saw all the A4's in everyday service and watched as they were replaced by the Deltics but it was a once in a lifetime opportunity for many people, Robert included to see Dwight D Eisenhower and Dominion of Canada. I must say that the paint job on 60008 is superb, it has a perfect rendition of the curved orange and black lining at the front compared to the mis-shaped lining on 60009 and the not quite right shape of the white lining on blue liveried 60007. During the visit we ran in to fellow WRS members Dave Round and Dave Cash. In the workshops could be found Flying Scotsman looking forlorn in all over black now some many months and even more pounds over budget, whilst a now out of ticket City of Truro sat in the corner of the Great Hall. One bonus for Robert was the ability to take the pictures below.



Friday was back to the rover ticket and a simple day trip to Manchester. Our intended Calder Valley line train from Halifax was running quite late so we hopped on a Huddersfield train hoping to make a quick connection on to the service to Manchester Victoria via Stalybridge, but we ran late and missed it so we ended up on a Trans-Pennine service to Piccadilly.

This turned out not so bad because we wanted to photograph the hybrid buses run by Bullocks between Piccadilly and the University and we were lucky to find all four vehicles in use on the service.



Bullocks number 1 BU11OKK seen at Manchester Piccadilly as an Arriva class 175 arrives in the through platforms. All four buses have registrations that spell out Bullocks in different ways.

The rest of the day was spent slowly working our way through the various bus termini in Manchester ending up at Victoria for the run back to Halifax.

With the rail rover now well and truly expired our final day out on the Saturday was to the Lancashire area exhibition of the Model Bus Federation held in Nelson. On the way we called in at Pilkingtons Buses at Accrington, an operator with an interesting past but now carving out a niche market in Transdev territory. We had seen their garage from the viaduct over which the railway passes through Accrington. One interesting vehicle on site but out of use was S451WAT which was the prototype Mini Pointer Dart produced by Plaxton.

After the exhibition we headed across the moors towards Skipton. We decided to partake of lunch in the cafe at Embsay station on the Yorkshire dales railway but having got there we discovered it was closed for refurbishment. We took a few pictures in and around the station and had a look in the shop before heading back in to Skipton centre for a session photographing Pennine buses.



In service at Embsay on the occasion of our visit was the Lancashire and Yorkshire Railway Aspinall 0-6-0 52322. Pity about the cone which appears to be the aiming point for stopping the train when running tender first.

As it was a Saturday it was Skipton market so the opportunity was taken to purchase some traditional Wensleydale to bring back to Dorset.

As a result of the holiday Robert has decided that next year we're going to do the Cumbrian Coast Line with the North of England Rover so with a bit of luck we can fit in the Ratty as well as trips to Hull, Newcastle and the East Coast.

On my return, not many railway cops, 70013, two Pendolinos and three Manchester trams but the daunting prospect of editing and captioning over 1000 bus photographs!!

The Statfold Barn Railway – An Update.

By Steve Green.

Due to circumstances beyond our control (i.e. snow, and lots of it!), we postponed our trip on Saturday 23rd March and re-arranged it for Saturday 1st June, the Railway's next Open Day.

At 6.30am, 14 intrepid WRS and two former WRS members set off from a right Shambles at Colehill and hoped things would get better as the day went on! The weather was much better, dry and sunny, with a bit of a wind blowing along a few clouds, perfect for walking around a farmer's field.

Since the original write-up appeared in The Corkscrew (Issue 60, December 2010), several new locos have appeared, plus some new track and an extensive roundhouse!

For this Open Day, 16 engines were in steam, all owned by one person, SBR's Graham Lee; is this a record for a "Gala"?

In addition to the seven resident locos mentioned in the first article, the following locos have been added to the working fleet, all of which were in operation on the Field Railway:-

Name	Built	Notation	Works/Year
Marchlyn \$	Avonside	0-4-0T	2067/1933
Sybil Mary	Quarry Hunslet	0-4-0ST	921/1906
C S R Co. Ltd No.19	Hudswell Clarke, Leeds	0-4-0ST	1056/1914
G.P. 39 #	Hudswell Clarke	0-6-0WT	1643/1930
Isibutu	W.G. Bagnall	4-4-0T	2820/1945
Minas de Aller No.2	Corpet Louvet, Paris	0-6-0PT	438/1884
Jatibarang No.9	Arnold Jung, Kirchen	0-4-4-0T (Mallet)	4878/1930
Pakis Baru No.1	O&K, Berlin	0-4-0T+T	614/1900
Josephine \$	Hunslet, Leeds	0-4-2T	1842/1936

- see The Corkscrew Issues 68/69, April/June 2012 for more details about this loco, and her older sisters.

\$ - see below for more details.

In use on the Garden Railway was an Orenstein & Koppel 'RL3' 0-4-0DM, Works No.20777, built at their Montania Works, Nordhausen in 1936. This loco, it is believed, was delivered to Marine Sperrzeugamt, Kiel, a German submarine construction area, where it was used to haul stores around the dockyard.



***The former Norden O&K diesel was running on the Garden Railway on our visit.
Kevin Trim***

After the War, she was imported by George W. Bungey Ltd., Hayes, Middlesex and sold to ECC Ball Clay Mines at Norden. From there she was purchased by the Hampshire Narrow Gauge Railway Society for use on the Durley Light Railway near Bishop's Waltham during November 1972. This loco was bought at auction by Graham Lee for £26,000 during October 2012 after closure of the DLR, as a present for his grandson! This loco is a powerful, jackshaft driven, low-g geared engine which was never really given the chance to be tested to its full potential on the circular DLR track, but now it might be!

However, it was the presence of three wrecks which was the attraction for the author. Two recent acquisitions from India arrived on Thursday 21st March, just two days before the first Open Day of the year was held, whilst the third loco had arrived during August 2012, all the way from Norfolk!

All three have actually featured in this newsletter in the past, in articles which I have previously penned. The two Indian locos are Baldwin 4-6-0PTs, as described in The Corkscrew Issues 46, August 2008 and 69/70, June/August 2012.

Their identities are as follows:-

BLW 44657/1916, WDLR No.779

BLW 45190/1917, WDLR Nos.1058 – 608, NWR No.45.



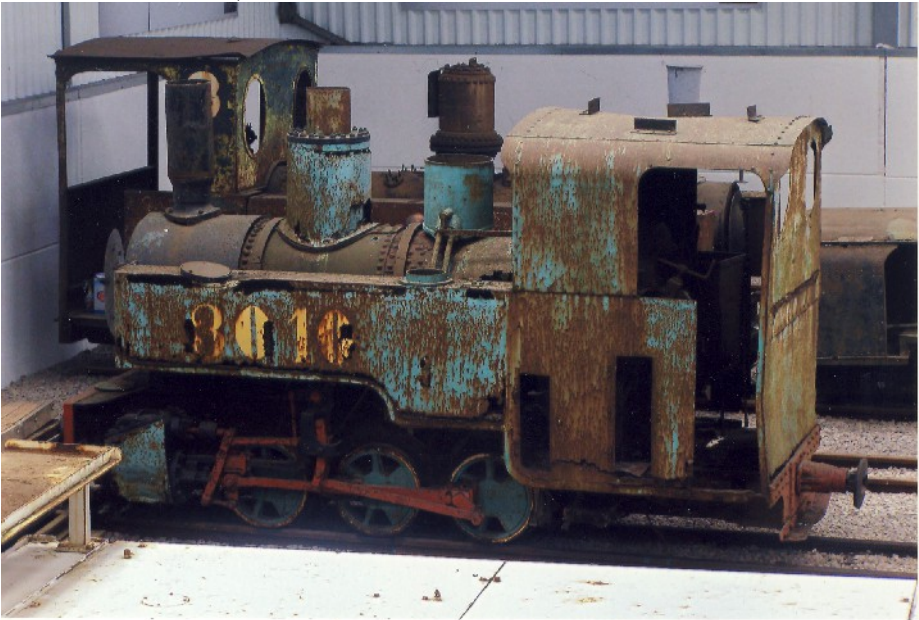
Baldwin No.44657 had been brought inside the Grain Store on a flat wagon. Steve Green



Baldwin No.45190 was stored outside the Grain Store, where she was seen for the first time in the UK at the March Open Day. Steve Green

After assessment, the plan will be for one of these locos to be restored back to as-built condition and then offer the second one to another railway/preservation group. Please note: these choices may well have been decided upon by the time this issue goes to press. The total number of known preserved Baldwins now stands at seven, with four in this country, one in France (rebuilt as a diesel shunter), one in Greece (derelict) and one in Australia (rebuilt as a steam-outline 4-6-0 diesel engine). There may well be two further locos still in India, as described in the previous articles.

The third loco was Kerr Stuart “Joffre” 0-6-0WT, Works No.3010, built in 1916, which was stored for many years opposite the private Yaxham Light Railway in Norfolk. The story/history of this loco and her sisters featured in The Corkscrew Issue 72, December 2012.



Seen from the viewing gallery was Kerr Stuart “Joffre” No.3010, now safe in the Grain Store. Steve Green

Other “Joffre” news:-

No.2451 AXE (Lynton & Barnstaple Rly) was stripped down earlier this year for the frames to be cleaned, routine boiler maintenance and rectification of a loose crank pin. She was returned to traffic by mid-June.

No.3014 (Moseley Railway Trust/Apedale Valley Light Rly) visited the Golden Valley Light Railway at the Midland Railway – Butterley over the summer, starring at the GVLR Gala on 13/14 July and at the Midland RailEx on 17/18 August. These photos and updates now complete these articles you'll be pleased to know!

The new section of 2ft only gauge track starts from a new platform built at Statfold station and runs parallel with the existing Field Railway, only it is embedded in concrete to create a unique tramway-style line. This enables the traction engines in the collection to have a run up and down now as well, although none were in use on our visit. The new line runs down to and connects with the Field Railway at Oak Tree Halt, where passengers can alight and have a look around the newly installed and enlarged roundhouse, storage sidings and viewing gallery, all built inside the Grain Store! The multi-gauge turntable has about 20 roads radiating from it, most are just long enough for one loco, but about eight, 2ft gauge sidings extend the width of the Grain Store, each capable of holding several engines!

On display in this “museum/Aladdin’s cave” were several other steam and diesel locos, awaiting overhaul/restoration, including:-



The small Peckett and Hunslet quarry locos in the centre of the above picture are described below.
Richard Banks

A pair of small Peckett 0-6-0STs; TRIASSIC and LIASSIC.

The former (1270/1911) is currently stored on behalf of the Bala Lake Railway, having arrived in August 2011. The latter (1632/1923) was repatriated back to this country from Canada during August 2012, having been exported way back in 1959, having been purchased by Charles Matthews of Thornhill, Toronto.

These two locos were originally built for Kay & Co., Lime & Cement Works, Little Itchington, nr. Southam, Warwickshire. Six of these attractive locos were built, four of which are preserved. The other two survivors are JURASSIC (1008/1903) at the Lincolnshire Coast Light Railway and MESOZOIC (1327/1913) at the private Bromyard Narrow Gauge Railway, Herefordshire. Unfortunately, none of them are currently in working order however.

A pair of Quarry Hunslet 0-4-0STs; KING OF THE SCARLETS (492/1899) and MICHAEL (1709/1932).

These two locos were also exported, leaving these shores during 1965 to Langstaff, Ontario, Canada and arrived back home at the same time as LIASSIC. By the time this goes to press, the former will be on display in Spooner's Bar, at Porthmadog station on the Ffestiniog Railway, in its current un-restored condition, in the space vacated by the FR's George England 0-4-0ST PRINCESS. 'He' will remain there, complete with display information, until the end of the year.



The final new arrival to mention was also recently imported from the Ryam Sugar factory in Bihar state, India. This is an American 0-4-0 tender engine with a wooden cab built by Davenport in 1917. Despite her appearance, which looked as though she had just been dug out of a jungle (!), she was last steamed as relatively recently as 1990. See picture above from Richard Banks.

\$ - individual loco details:-

MARCHLYN originally worked for the Durham County Water Board on the Burnhope Reservoir project, as No.82 WEAR. Sold to the Penrhyn Quarry Railway during October 1936 where she gained her current name. Exported to America on 25th July 1966 having been sold to a collector in Terre Haute, Indiana. Repatriated during May 2011 and restored to working order in PQR lined black livery by June 2012 in the SBR workshops.



The former British Aluminium 3ft gauge “Brazil” class 0-4-2ST, currently JOSEPHINE, in action on the Field Railway. The tramway is in the foreground. Steve Green

JOSEPHINE was originally built as a 3ft gauge 0-4-2ST, to the design of a Kerr Stuart “Brazil” class. She was delivered new to British Aluminium for the Lochaber Hydro-Electric Power Scheme, near Fort William, Scotland and was originally No.2 GEORGE BOAX. She was re-named LADY MORRISON sometime during 1949. She was overhauled in 1956 when a new saddle tank was fitted and she was painted green, with black frames and boiler and red motion and bufferbeams.

After closure she faced scrapping, but was saved by a couple from Southampton who met the £60 scrap value and so she entered preservation during November 1969. She also moved to the Durley Light Railway where she was rebuilt into her current 2ft gauge 0-4-2T configuration, as the DLR’s No.2.

The saddle tank was kept and survived in use as a water tower! At the same auction as the O&K diesel and other DLR equipment, she was purchased by Graham Lee and put into service more or less straight away. During this coming winter (2013-14), the plan is for JOSEPHINE to be overhauled and converted back into her saddle tank guise, but she will remain a 2ft gauge loco for obvious reasons. At the auction, the saddle tank sold for £50, whilst the loco sold for £46,000, quite an increase from her 1969 value! An excellent day was had by all, which unfortunately ended up in a Shambles as well!



Are you sure this pumps the water for the tea Graham? Richard Banks



Another view of trains in service on the day.

Richard Banks

Southern Steam Million Milers

by Clive Arnold

Have you ever wondered how far a locomotive would travel during its long working lifetime? Well I have; I therefore thought that it might be a good idea to share a few of my findings with you all.

During a locomotive's life, a great many visits would be made to various sheds and depots for general maintenance, servicing and heavy overhauls etc. It was therefore necessary to record in detail all the work carried out along with times, dates and most of all, the mileage. All of this information was kept on service or 'record cards' enabling a full detailed history to be built up. (No computers in those days!)

Hundreds of hours of research have enabled me to list nearly 400 Southern region locos which have achieved over one million miles. So for the purpose of this article I am only featuring the named loco classes.

Merchant Navy Class- Of the 30 members of this class 14 locos exceeded one million miles, the most travelled being:-

No. 35007 Aberdeen Commonwealth- 1,318,765 miles.

West Country class, including the Battle of Britains - 110 built, however only three were million milers with first place going to:-

No. 34006 Bude - 1,099,338 miles.

Marsh H1 Class Atlantics, out of the 5 engines built 3 achieved the million mark, top of the class going to:-

No. 32039 Hartland Point- 1,116,454 miles.

Marsh H2 Class Atlantics, 5 improved versions of the previous class were built with 2 achieving over the million. First place going to :-

No. 32421 South Foreland - 1,112,849 miles.

Schools' Class, out of a class of 40, 19 locos passed the million mark with the top scorer being:-

No. 30929 Malvern - 1,138,369 miles.

Lord Nelson class- although 16 locos represented this class, only 6 of the record cards were fully completed. All too often diesels were fast replacing the steam engine. Records were being neglected in a big way, often being lost altogether. Sadly diesels being the exciting new future of the railway system, steam was dead and a great many final record cards were never to be seen again!

Highest recorded mileage of a Lord Nelson goes to:-
No. 30860 Lord Hawke - 1,367,841 miles.

Finally the most travelled of all the 'namers', the N15/ King Arthur's. Between Urie and Maunsell a total of 74 locomotives were eventually built. Some of these locos achieved working lives of up to 40 years, so not surprisingly very high mileages were attained. Top spot goes to the King himself:-
No. 30453 King Arthur - 1,606,428 miles.

Part two perhaps? Even higher Milers - The rest.



*Schools class 4-4-0 locomotive 30901 Winchester covered 1,057,036 miles.
Copyright unknown, Clive Arnold collection.*

Transport Trivia Answers

By Derek Lewer, from Corkscrew 76 page 27.

Question 6. In 1861 London's first trams designed by George Francis Train began operating from Bayswater.

Question 7. Pendennis Castle

Question 8. They were respectively the first and last locomotives to leave Woodhams scrapyard at Barry for preservation.

Question 9. Nearly 9 revolutions per second.

Question 10. 6028 was King Henry II and 6029 was King Stephen.

MAIN LINE FOOTPLATE RIDES.

By Colin Stone.

Early in May (2013) I was lucky enough to have a ride from Swanage to Norden on the footplate of Standard Tank No 80104, during that trip several memories came flooding back to my mind. My first memory was the of times when in the late 1990's early 2000's as a club, once a year, Wimborne Railway Society (WRS) used to hire a complete train on the Swanage Railway and enjoy two round trips over the line. On those evening excursions Footplate rides were on offer for 32 lucky WRS members.

In tandem with those thoughts my mind went back to the first time I ever stepped onto the footplate of a main line steam locomotive. I remember it well, it was during one of my regular Saturday "spotting" jaunts, it was a cold rainy Saturday and I was sitting on a pile of redundant sleepers dumped adjacent to the base of the signal box on Bournemouth's long down platform. From the Poole direction running tender first, a slowly moving rebuilt Merchant Navy No 35008 "Orient Line" hove into view, she was backing down on to a Weymouth bound train. "Orient Line" was replacing the engine which had brought the train in from Waterloo which had uncoupled and gone to Bournemouth shed. As the engine drew opposite me it stopped and the driver beckoned me over to the engine. I was across the platform and on board in seconds, it was lovely and warm in the cab of the locomotive. I looked around the cab in wonder as it resumed its slow reverse onto the coaching stock. The ride was short and sweet, but the cab layout was revelation, it bore no resemblance to the footplate of the industrial Peckett 0-4-0ST "George Jennings" the first steam locomotive I had ever ridden on.



Merchant Navy Pacific No 35008 "Orient Line" comes off the turntable at Bournemouth MPD. On an earlier occasion it was this locomotive which gave our writer his first footplate ride on a mainline locomotive, albeit just a part of the length of Bournemouth Central down platform.

Some of you may re-call the church "Sidesman" who used to attend to the garden at the rear of "our" church hall. This gent, the late Ray Cook, like me used to be a member of the Wessex Railway Society, he also worked on the railway. Ray spent a lot of time in the early 60's working at Bournemouth West and at that time he resided in Corfe Mullen. It was therefore not unknown for some S&D trains to make a slow pass through the closed Corfe Mullen halt for Ray alight when returning home !

If Ray had spent his day at Bournemouth Central he normally used the Southampton Terminus to Wimborne service to travel home, this train was usually worked by a Feltham based Urie S15. From my work place at Aish & Co adjacent to the main line in Poole I often saw Ray on the S15's footplate complete with his bicycle up on the coal in the tender. On these occasions Ray got off at Broadstone and cycled home from there.

One evening in 1961 when I was at Poole station waiting for a train to Wareham, Ray Cook spotted me from aboard his train home. At the end of a short chat Ray said "Be here at the same tomorrow nipper and I'll wangle you a footplate ride". Next day, sure enough, as the train rolled in behind Standard 4 2-6-0 No 76016 of Eastleigh depot I spotted Ray on the footplate. Ray beckoned me up on to the engine and introduced me to none other than Donald Beale and Peter Smith. At this point Ray retreated to the guards van and left me to it !

Away we went from Poole station with me perched on the fireman's seat, what a revelation to be on a moving steam engine. It was a new sensation to feel the engine lift and fall slightly as each piston took steam in turn. No 76016 soon had the train rattling along and as we passed under Sterte Road bridge I looked out to see if any of my "spotting mates" were perched atop our regular spot on the roof of an old war time pill box. Alas they were not, so I could not give them a haughty (Victory Wave) wave !!

As we headed for Creekmoor I was given a quick run down of the controls on the fireman's side of the cab including the rocking grate mechanism. Our trusty steed probably reached around 60 mph by the time we passed under the Dorchester Road at Fleetsbridge. Here we slowed for a stop at Creekmoor Halt, the climb away from Creekmoor had nice healthy bark coming from No 76016's chimney as she climbed the bank with ease. All too soon we were running into Broadstone station where it was time to dismount.

As Ray Cook unloaded his bicycle from the Guards van I said my thanks and goodbyes to Donald and Peter then we watched as they and 76016 set off on to Somerset and Dorset metals and listened as they climbed the 1 in 97 toward Corfe Mullen.

As I waited for my ride home a thought struck me, I didn't have a ticket ! What if Ray couldn't wangle me a footplate trip back to Poole ? I need not have worried, my train home was the 13.35 Bristol Temple Meads to Bournemouth West and it swung in off the S&D behind another Eastleigh based Standard 4 No 76019.

The well known S&D friendliness was well to the fore and the driver readily agreed to me joining him, so to the words of "Jump up Nipper" I was on in a flash. I waved farewell to Ray who set off home on his bicycle. From memory both footplate men were fairly young, the driver closed the cab door behind me and said "Stay there mate and hang on" I was soon to find out why ! !

Yanking the regulator well back the driver got No 76019 on the move with a nice crisp bark from the chimney. Within a few revolutions of No 76019's wheels it was obvious she was well overdue for works as the axles clattered alarmingly in their boxes. It was downhill at 1 in 75 all the way to Fleets Bridge and the driver whoever he was wasn't going to hang about !! What a wild ride, the engine banged, clattered, bucked, gyrated and rocked and rolled down the bank toward Creekmoor Halt. The fireman looked across at me with a great grin on his face as coal fell off the tender shovel plate and spread over the cab floor. Gauge needles fluctuated wildly with each vibration and an oil can danced about on the shelf over the firebox door.

On the curved approach to Creekmoor Halt and associated foot crossing one of the crew yanked on the whistle chain. With whistle screaming "we" roared through the halt with the regulator still well open, coupled to anything loose rattling and banging, all was a cacophony of noise. I held on tight to a hand rail as I was bouncing up and down like a pea on a drum, but what an exhilarating ride. Only as we approached Holes Bay Junction did the driver shut off steam, then as we coasted into Poole the rattling and banging subsided as we slowed down.

As No 76019 came to a stand I thanked the two crew members and jumped off the loco', once on the platform it felt like I was still on the engine !! Standing back I watched and listened as 76019 was hammered out of Poole station and over Towngate Street crossing. Perhaps it is no little wonder that evening is as fresh in my mind as that evening some 52 years ago ! !

On summer evenings when I didn't have to work overtime I used to have an hour or two at Bournemouth Central and watch proceedings on the depot. One evening I spotted Ray Cook awaiting a down train, during a quick chat it transpired he had been sent over from Bournemouth West on some errand and was now heading back. Our short "natter" was soon interrupted when from under Holdenhurst Road Bridge, came Bulleid No 34101 "Hartland".

Ray wandered off to catch this train whilst I returned to my perch on a station barrow. Within seconds I heard a bellowing "Oi, over here", looking up I saw Ray and the driver waving me over to the engine. No doubt with a huge grin on my face I climbed into the cab of "Hartland" and soon we were off to Bournemouth West. Two things immediately struck me, 1/. How smooth the ride was on the footplate of this engine and 2/. The great heat being generated as "Hartland" got into its stride. With a load of 10 or 11 coaches "Hartland" was working hard and the pull on the fire was producing great heat. As the fireman got stuck into the task of firing, the radiated heat being produced started scorching his overall trousers ! All too soon we were slowing for Gas Works Junction, where we swung left and crossed one of the two Bourne Valley Viaducts. That was my first footplate ride on a Bulleid Pacific and what a joy it was. I wouldn't ride on the footplate of another Bulleid until a trip on No 34072 "257 Squadron" during one of the club "Swanage Evenings" in the early 2000's.



Class 4F 0-6-0 No 44167 sits in the Shed Yard at Highbridge, it has been turned and serviced after arrival with the 1.15 pm service from Evercrech Junction. Later it will head the 4pm train back to Evercrech giving our scribe a pleasant hour on the footplate.

One other footplate trip of note was from Highbridge to Evercreech Junction in the cab of 4F No 44167. A friend and I had never “done the branch” so in 1962 we decided to remedy that situation. The 4F took us sedately across the Somerset Levels and on arrival at Highbridge we asked the driver who we could ask to see if we could look around the engine shed and the old locomotive works. His reply was “As there is no one else around that’ll be me, just keep clear of the running line when we back down and go enjoy yourselves”. My mate and I had a good nose around, and I picked up several discarded engine repair cards. When No 44167 came “on shed” to turn we had “a yarn” with the driver before returning to Highbridge station. We spotted several diesels on the WR main line before adjourning to the front compartment of the train for the run back to Evercreech. We felt the 4F buffer up to the train and a few seconds later the driver looked into the compartment and asked if we had enjoyed the visit to the shed and works. We replied in the affirmative and thanked him for allowing us to wander at will, where upon he invited us to travel back with him on the footplate. It would have been rude to turn the offer down, so naturally we agreed ! My mate and I had a great run back, en-route the crew pointed out various “bits and pieces” as we trundled our way to Evercreech Junction.



Ex LSWR Class 02 0-4-4T No 14 “Fishborne” is seen at Cowes, Isle of Wight in September 1962. Later in the day after working to Ventnor a cab ride was “cadged” on this engine. 26

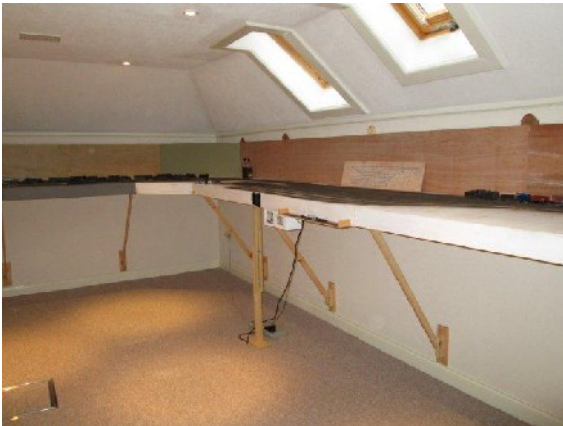
Following that run I never had a mainline footplate ride on the mainland again, but I did manage to wangle a ride in the cab of an Isle of Wight Class 02 No 14 "Fishborne". This happened during one of my jaunts to the island. Having pitched up at Ventnor station I was peering into the cab of the engine when I was invited up for a "look see". After a chat with the crew I was asked if I wanted to stay with them for a ride down hill to Shanklin. Well would you say no ? It was quite an experience to travel through the single bore tunnel under St Boniface Down. Obviously the loco' didn't have to work much apart from starting off from Ventnor and Wroxall, but never the less it was an experience to ride on one of those superb Adam's locomotives.

Those five rides in the early 1960's were my sum total of main line footplate rides in the UK. I wouldn't get another mainline footplate ride until some trips on locomotives in India in 1975, but that, as "they" say, is another story.

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RAILWAYS ROUNDABOUT

JUNE :- First apologies, as a working was missed from the last issue, (although a photograph was included !) it was that of Black 5 4-6-0 No 44932 which worked from London to Swanage on the 13th. This train passed Poole at 12.20 with Class 47 No 47245 attached on the rear, the 47 replaced a second steam locomotive which should have returned the train to London. In the event the 47 dragged the train complete with the Black 5 back to Southampton from where No 44932 returned to London via Romsey and Laverstock loop.

JULY :- Apology No 2, yet another working was missed from the last Railways Roundabout, this was the use of MPV unit No 98907+98957 running as a weed killing train. On the 16th of the month this unit visited Fawley before running as far as Furzebrook on the Swanage branch.

On Saturday 20th the preserved Hastings demu No 1001 travelled from Hastings to Weymouth running as the "WEYMOUTH ENVOY" Railtour. The outward journey saw Poole passed at 11.46 (5 minutes early) and at 17.20 on the return run to Hastings.

On Monday 22nd No 66518 worked a loaded sand train away from Wool to Neasden. As the train departed the points to the yard were clipped and padlocked to prevent further access to the sidings. This was the result of a Network Rail embargo on the sidings due to a large build up of (spilt) sand which precluded inspection of the sleepers, ballast and trackwork. However the embargo seems to have been short lived as No 66614 arrived with empty wagons on Saturday 27th. Following on from the use of 2x67's instead of "Tornado" on a steam hauled special to Swanage, the first of the 2013 season of steam hauled "DORSET COAST EXPRESS's" (London-Weymouth), booked for 24th July was cancelled due to the high risk of line side fires.

On the last day of the month the "Dorset Coast Express" did run, BUT due to the ongoing "fire risk" and lack of a second steam loco' for the return working the train ran with Britannia 4-6-2 No 70013 "Oliver Cromwell" and Class 47 No 47245 on the rear. Sadly for most of the trip the 47 was pushing for all it was worth, not exactly what you would call a steam tour ? ! Going down Poole was passed at 13.05 and at 17.17 on the return, No 47245 was leading on the return with "Oliver Cromwell" on the rear.

On the same day a test train ran from Southampton to Weymouth before returning to Eastleigh. Two Class 73's Nos 73201+73107 "Top & Tailed" this train passing through Poole at 11.55, returning at 13.15.

AUGUST :- On the first day of the month No 66553 worked empty sand wagons to Wool, it took the loaded train to Neasden next day. Another sand train ran on Saturday 3rd with No 66595 in charge the same engine went up to Neasden on Monday 5th.

The following week the “Dorset Coast Express” steam tour was cancelled, no reason was given but it appears that no steam locomotives were available! ? ! Two Class 66’s “New” to Dorset ran into the County during the week, the first was GBRf’s No 66738 (formerly Freightliner’s No 66578) which worked a PW train to Dorchester. With Class 73’s Nos 73205+73141 on the rear it passed Poole at 23.45 on Wednesday 7th. On arrival at Dorchester rails were dropped beside the track, with the 73’s leading, the train returned through Poole at 06.15 on the 8th. Later that same day Freightliners’ No 66528 passed along the line with a set of empty wagons bound for Wool, after leaving the wagons at Wool it returned light to Millbrook. No 66528 was delayed en-route due to congestion in Dorchester, as trains were being turned back there after a 444 unit had lost a pick up shoe after striking the end of the rails dropped overnight (see above) ! ! !

Next week on Tuesday 13th a third “New to Dorset” 66 No 66570 from Freightliner’s Inter-modal sector arrived at Wool to work the sand train to Neasden. Lack of motive power on Monday 12th saw the loaded sand train cancelled at the last minute, but not before Freightliner’s travelling shunter and the Sand Company’s mechanical loading shovel had arrived in vain at Wool sidings !

On the same day (13th) another South West Trains Class 158 dmu (believed to be 158885) worked from Branksome depot to the Swanage Railway. After a short test period between Motala and Norden, the unit departed to Weymouth via Wareham & Dorchester.

Wednesday 14th saw Bulleid Pacific No 34046 “Braunton” work the “Dorset Coast Express” to Weymouth. This was the locomotive’s inaugural main line outing with a passenger train as a preserved “resurrected engine”. “Braunton’s” return to “our” main line was most apt as it occurred 48 years after her withdrawal from Bournemouth MPD (in October 1965), when she was a regular sight on the Weymouth route.

Sadly the lack of a second locomotive saw Class 33 No 33029 attached on the rear of the train, this engine was to provide the motive power to return the train from Weymouth to Southampton. Later in the day No 33029 was noted heading the train out of Poole with “Braunton” showing hard at the rear, banking the Crompton up Parkstone Bank. No 34046 would later head the train from Southampton to London, Waterloo via Romsey and Laverstock, Poole was passed at 13.15 going down and 17.15 on the return.

BRAUNTON TRIVIA :- No 34046 was the third Rebuilt Bulleid Pacific to work over the Somerset & Dorset Railway, by a happy coincidence the first, No 34039 “Boscastle” and the second to do so, No 34028 “Eddystone” also survive in preservation.



34036 Braunton on its inaugural run on 14th August passes Poole. KA



On the rear of the above train was West Coast Railways class 33 locomotive 33029 Glen Loy. Ken Aveyard

On Saturday 17th No 66570 returned to Wool with empty sand wagons from Angerstein Wharf, it then returned to its Intermodal duties. It was replaced in the aggregates circuit by another "New to Dorset loco" No 66585 which worked the loaded wagons away to Neasden on Monday 18th. Wednesday 20th saw DRS liveried Class 37 No 37402 propelling inspection saloon No 975025 "Caroline" from Clapham Junction to Weymouth. The reason for "The Jolly" which passed through Poole at 11.40 is not known, the pair returned to Clapham via Yeovil and Westbury. Just over an hour and a half later at 13.12 "Britannia" 4-6-2 No 70013 "Oliver Cromwell" headed the Dorset Coast Express through Poole bound for Weymouth, Class 47 No 47245 was on the rear. As has happened on past occasions the 47 took the train back to Southampton where No 70013 worked back to London via Laverstock and Andover. By chance Class 70 diesel locomotive No 70013 was at Millbrook Freightliner depot that evening when steam loco' No 70013 ran past it !

Another Angerstein Wharf to Wool sand empties ran on Saturday 24th it was worked through Poole at 15.50 by No 66552. However No 66552 disappeared over the bank holiday weekend so No 66525 arrived, light engine from Bristol, to work the loaded sand train to Neasden on Tuesday 27th. On the following day the "Dorset Coast Express" was once again worked by just one steam locomotive Black 5 No 45231, this engine now bears the name "Sherwood Forester". Attached to the rear was Class 47 No 47237, this loco' worked the train back to Southampton where No 45231 worked the train back to London via Andover.

I have heard an unconfirmed report that due to injector problems on No 45231 that the 47 provided rear end assistance for the run back to London thus negating the description "Steam Hauled" tour !!
Class 66 No 66615 did a round trip with the Wool sand on the 29th and 30th, whilst No 66525 brought down a second set of wagons from Angerstein Wharf on Saturday 31st.

SEPTEMBER :- Following the failure of No 66525 the UP Wool sand failed to run as booked on the 2nd, it went up on Tuesday 3rd departing behind a resurrected No 66525 on a special schedule at 10.08 from Wool passing Poole at 10.25. The following day saw what turned out to be final DCE run with No 70013 "Oliver Cromwell" at the head of the train, Class 47245 was on the rear, the 47 was doing most of the work when observed by several society members.

Saturday 7th saw No 66623 work a set of empty sand wagons from Theale to Wool, Poole was passed at 15.00, the same loco' worked the loaded train on Monday 9th. Also on Saturday 7th at 16.15 Diesel Hydraulic No D1015 "Western Champion" ran through Poole with a railtour returning to Leicester from Weymouth (the down working was via Yeovil).



D1015 Western Champion newly outshopped in maroon storms through Parkstone station on an excursion from Leicester. Ken Aveyard

Just before midnight on Tuesday 10th two EWS/DBS Class 66's Nos 66008 and 66120 top and tailed a long welded rail train to the Dorchester area. After dropping the rails the pair returned to Eastleigh passing through Poole at 05.30 on Wednesday 11th. Following the failure of Britannia Pacific No 70013 "Oliver Cromwell" the final "Dorset Coast Express" booked for Wednesday 11th was cancelled. This was some thing of an apt end to a farcical summer of so called "Main Line Steam" in Dorset.

Over the weekend of 14th/15th major engineering work at Dorchester saw six engineers' trains in attendance. The first of the trains worked through Poole at 00.14 on the 14th headed by EWS/DBS No 66014. Next came Colas No 66847 at 00.48, Freightliner No 66519 at 01.34, Freightliner No 66602 at 02.16, EWS/DBS No 66027 at 02.37 and finally "Top and Tailed" EWS/DBS Nos 66139 & 66192 at 03.15. Two sections of UP line each side of Dorchester South station were re-laid. Trains departed as the work progressed with No 66139 through Poole at 13.14, 66192 at 14.32 and No 66027 at 18.04. On Sunday 15th No 66602 went up through Poole at 06.40, followed by No 66519 at 07.40.

This left Colas No 66847 + EWS/DBS No 66014 "Top & Tailed" to depart, they finally passed Poole at 23.00.

This somewhat lengthy report concludes with the news that No 66598 worked down with the Wool Sand on the 17 whilst No 66519 did the honours with the up loaded train next day (18th). And finally the regular 3 monthly nocturnal visit by the track recording train took place on the evening 17th September. Class 31 No 31105 passed Poole at 22.05 leading the train, the return was at 00.15 next morning with No 31105 propelling and DVT No 9703 leading the formation.

SWANAGE RAILWAY (SR) :- M7 No 30053 departed the railway for a short period of time to appear in the Mid-Norfolk Railway steam Gala which took place over the weekend of 20th/21st July. The loco' returned to Dorset on a low loader on the 22nd and was still in light steam, after being unloaded at Norden steam pressure was raised to a working level. When No 34070 "Manston" arrived with the 17.20 from Swanage the M7 was attached to the rear of this train. Thus the last down train of the day the 18.00 from Norden was worked "Top and Tail" by No 30053 and No 34070.

The 22nd July was the first day of the SR's 2013 summer "High Season" timetable, two steam loco's Standard tank No 80104 and "Manston" were in action during the first week. During the second week (Swanage Carnival 29th July-3rd August) services were worked by 0-6-2T No 6695 and 2-6-4T No 80104. By the end of the following week, Friday 9th August, No 80104 had been stopped and her motion stripped down in readiness for an annual coupling and connecting rod test and inspection.

During the peak holiday season the d.m.u was in use working the evening service between Corfe Castle and Swanage. For Carnival week the 2 car set and "Bubble Car" No 55028 were in use, however during week ending 9th August one half of the two car unit had to be taken out of service which saw just one driving coach and 55028 working the service.

On Tuesday 3rd September Class U 2-6-0 No 31806 arrived on the railway from the "Mad Hants Railway" for a hire/loan period spanning the annual Steam Gala (see below). Following the Steam Gala the "U" was used on the first three public trains of the day on Monday 9th September. On arrival into Swanage at 13.45 it was taken out of service, No 31806 was then split from its tender and turned to face down the line. Unfortunately the engine is fitted with a new tender which is slightly longer than the original.

This precluded the loco' turning intact on the Swanage turntable as it once did in the 1950's. On Tuesday 10th No 31806 saw use on a driver experience run followed by a photographic charter. Following a cooling down period, the engine returned to the "Mad" Hants on Thursday 12th September.

SR STEAM GALA, September 6th, 7th, 8th. :- As mentioned above the sole standard gauge guest locomotive was SR "U" Class 2-6-0 No 31806, it made a light engine trial run over the line on Thursday 5th September. All of the SR's active fleet were in use i.e. 6695, 30053, 34070 and 80104, No 34028 was noted running in "BR end of steam condition" minus smokebox number plate and devoid of "Eddystone" nameplates. A feature of this year's gala was service trains which ran non-stop from Swanage to Corfe Castle and vice versa. On the day of my visit (7th) most trains appeared to be quite full, but the majority of passengers seemed to be "members of Joe Public" rather than enthusiasts.

However as rumoured there was a second Gala “guest engine”, this being a 2ft gauge 0-4-0T “Emmett” from the Moors Valley Railway which was in action at Norden on the Purbeck Mineral & Mining Museum’s two foot gauge line. Also at this location was ex Penrhyn Quarry Hunslet 0-4-0ST “Cloister” (not in steam) and two n.g. diesel loco’s. During the Gala the weather was kind, on the Friday and Saturday it was sunny and warm, but rain showers and cloud rolled in for Sunday.

EDDYSTONE :- Following the SR Steam Gala the reason for her run down appearance was revealed. Sadly it appears that No 34028’s boiler certificate has almost expired and she was running in “End of BR (SR) Steam” condition to simulate her imminent withdrawal from active SR service. This mirrored the condition of less fortunate Bulleid Pacifics as they faced their sad demise in the summer of 1967. Hopefully “Eddystone” will not be left to rust and fester in some remote siding and she will receive a well deserved overhaul. Just how long this will take remains to be seen ? If the overhaul of “257 Squadron” is anything to go by it COULD be a long time. IF luck is on my side I hope to be around to see her steam again, if I’m not, then thanks “Big Brother” you gave me many hours of pleasure.

For some of the above information I am indebted to Bob Drew, Paul Kneller, Chris Bracey, Jim Smith and the information website “wrgen”

Transport Trivia

by Derek Lewer

Question 11

What was the name of the family, and from which area, who ran the largest privately developed bus group until Nationalisation. What was the name of the bus group?

Question 12

What transport related event first occurred in 1896 in Britain and has continued unbroken ever since.

Question 13

Where in Britain was a world war 1 aircraft hanger re-used in 1926 as a motor vehicle repair and service station as the early national road network grew?

Question 14

What item of transport links Clapham (London), Llandudno, Christchurch (Dorset), Bournemouth and Colwyn Bay but not necessarily in that order?

Question 15

On which English railway line and over which river was a bridge erected in the 1860's that then had another bridge built over it before the nearby station could be opened.

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Dates for your Diary

Saturday and Sunday 19th and 20th October.

Christchurch Model Railway Club show at Bournemouth School for Girls,
Castle Lane, Bournemouth.

Saturday 26th October.

Wimborne Railway Society 'Chairmans' Coach trip to the Bluebell Railway.

Saturday and Sunday 2nd and 3rd November.

Weymouth Model Railway Association Exhibition, Wey Valley School,
Dorchester Road, Weymouth.

Saturday 23rd and Sunday 24th November.

Warley Model Railway Exhibition, NEC Birmingham

The Wimborne Railway Society will run a coach on Saturday 23rd to the
Exhibition. Interested parties should contact Martin Catford for more
information.

Sunday 24th November.

Open Day. New Forest Model Railway Society, Brockenhurst Village Hall,
Brockenhurst, HANTS.SO42 7RY 1000 - 1600

Saturday 28th December.

Open Day Wimborne Railway Society, Chapel Lane, Wimborne, DORSET.
10.00am – 4.30pm. Bring a train to run our multi-Gauge test track.

Saturday and Sunday 18th and 19th April **2015** – Yes that's right 2015.

Wimrail 2015 at Queen Elizabeth's School, Wimborne.

We have fixed the date of our next exhibition in 2015 which is two weeks after
Easter rather than our usual one week in order to avoid a clash with another
show.

For much more information on outside events, including toy fairs, exhibitions,
club and society meetings members should see the outside events
programme compiled by George Russell available to members at the club or
by email.



Northern Rail liveried class 142 Pacer unit 142034 stands at Preston on 3 July 2013 ready to depart for Colne. Ken Aveyard



Direct Rail Services often stable locomotives in the sidings at the south end of York station. On 4 July 2013 ETH fitted class 37 number 37402 is seen between duties. Ken Aveyard