

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 78

December 2013



Grand Central class 180 number 180114 comes round the curve at Knottingley heading for Bradford on the service from Kings Cross. Seen on 30 September 2013.
Colin Aveyard



66747 purchased from Holland by GBRf passes Knottingley with new biomass hoppers on 30 September 2013.
Colin Aveyard

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Editorial

Since the great gathering of A4's there have been calls for the same to take place with the remaining LMS Pacifics of which five have been preserved. 46201 Princess Elizabeth and 46203 Princess Margaret Rose fly the flag for the Princess class locomotives whilst 46229 Duchess of Hamilton, 46233 Duchess of Sutherland and 46235 City of Birmingham represent the later Princess Coronation class. Whilst four of the locos are readily accessible, City of Birmingham is walled up in that city's Think Tank museum but even though it's widely reported that the building was erected round the locomotive, it is believed that removal is not impossible. There are however two stumbling blocks. One is that Birmingham Council do not wish it to be moved and certainly not restored to working order. The loco is supposedly in as withdrawn condition with nothing more than minor attention and cleaning and therein lies the second problem. The locomotive is believed to be lagged with asbestos which is perfectly safe whilst the loco remains undisturbed, but any attempt at removal or restoration apparently triggers the need for the asbestos to be removed which would cost thousands of pounds and require much structural work. So we come to the triple dilemmas of museums. Conservation Restoration and Preservation. Conservation is regarded as preventing further deterioration, Restoration as reversing that deterioration and Preservation as maintaining that state even if it involves repair or replacement of original components. Sometimes these ideals are incompatible especially when national bodies are involved as opposed to privately owned artifacts. The example of 60800 Green Arrow and the monobloc cylinder casting is a perfect example.

Sit back and enjoy Corkscrew 78. Closing date for issue 79, is 23 January 2014.

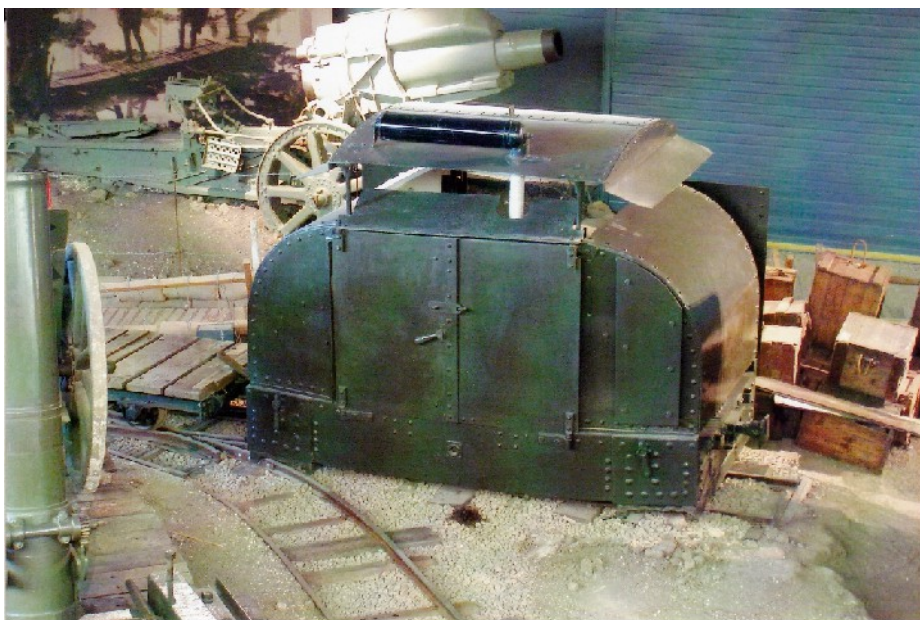
Cover Picture:- 46233 Duchess of Sutherland in late BR green stands at a very wet Carlisle station on 6 September 2013 on the occasion of the owning group celebrating the locomotive's 75th birthday. Of all the liveries, BR green was the only livery carried by all 38 members of the class at the same time.

An Anglian Adventure.

By The Reverend Green. ©®™

No, it's not an angling or Anglican adventure, and it's definitely not about home improvements or conservatories, but the week I "bashed Norfolk", so to speak, at the end of June/beginning of July.

The journey to my B&B in Dereham was broken up by a stop at the Imperial War Museum at Duxford, which was a lot bigger than I ever imagined. The airfield is still very much in business and several of the vintage air-worthy planes were offering flights to the general public. I headed to the Land Warfare building to have a look and see what was on offer with regards railways, only to be a little disappointed by what there was. A small First World War diorama had an Open and Protected Simplex on a short section of track, in dark lighting conditions, but I suppose it did convey the atmosphere and conditions reasonably well. The 40hp Protected version, Motor Rail Works No.1364, WDLR No.3085, has in fact been extensively restored back to original condition, as it was one of many of these "tractors" which were converted to standard gauge after the War.



The museum's 2ft gauge running line was noted and although it was very rusty where it hasn't been used for quite a while, the track was completely weed free! If you've not been, it is well worth a visit, but you need to allow at least half a day to look round it properly.

I have never been to this part of the world before, except for a day trip to the Mid Norfolk Railway last year, so all of the other preserved railways would offer winner mileage and haulage.

First port of call for the holiday proper was the Bure Valley Railway, which is a 15" gauge railway running on a former standard gauge trackbed. The BVR operates between Aylsham (it's headquarters) to Wroxham, a distance of nine miles, where boat trips on the Broads are also offered. The railway runs alongside the Norwich to Sheringham line for a short stretch and the national rail station at Hoveton & Wroxham is a matter of yards away. The former mainline signalbox is preserved and is currently being restored to her former glory by a group of volunteers. In action today were ½ size replicas of the following 2'6" gauge locos: Indian 'ZB' class 2-6-2, no.6 BLICKLING HALL (built 1994 by Winson) and Leek & Manifold 2-6-4T, no.9 MARK TIMOTHY (built 1999 by Winson, major rebuild 2003 by Alan Keef).



The BVR's ½ size Leek & Manifold loco MARK TIMOTHY seen at Wroxham, with the preserved signalbox in the background.

Whilst I was at the mainline station, 66725 SUNDERLAND passed through at 1231 light engine, working 0Z41, Ipswich – North Walsham oil terminal.

The next day I headed off to Diss and the Bressingham Steam Museum.

Only the Garden and Nursery Railways were in operation, using a miniature and full-size Quarry Hunslet respectively. The “real” Quarry Hunslet was GEORGE SHOLTO, Works No.994, built 1909, which has recently returned to service painted in an attractive but non-authentic lined green livery. The museum and sheds were open, but the sheds weren’t conducive to photography, being quite dark and generally dirty. The locos certainly weren’t clean and the whole place looked as though it had seen better days. The Nursery Line was very overgrown and the company which used to use the green houses and poly tunnels had moved out last year. Part of the Nursery Line passed through this area and it looked incredibly derelict and run-down.



Bressingham Steam Museum's 2ft gauge 'Large' Quarry Hunslet GEORGE SHOLTO.

By lunchtime I had seen what I'd wanted to see and as it was now raining, I decided to head to Diss station and see where the train would take me. A one day Anglian Ranger was purchased for £17 and I got on the first train that turned up at the station! A plan of sorts had been worked out before I boarded, so first stop was Stowmarket where my next move was a one on a local Ipswich to Cambridge service. Here I had a bit of a wait for the next train, which then took me to Norwich via Thetford. On studying the timetables, I realised I had time to go up to Sheringham (and back!) as well, so after changing trains again, that is what I did. The final leg of the journey was a quick sprint back up the line to Diss from Norwich. All in all, a very pleasant “round trip”, although the trees and overgrowth were quite bad in places, but at least the weather had picked up. (I didn't make any notes as to the unit or loco numbers I'm afraid, just in case you were wondering!?)

The following day I set myself the task of visiting the Colne Valley, East Anglian Railway Museum and Mangapps Farm in one day, which was achieved. At the CVR the last bubble car to work over the Bridport branch (cl.121, W55033) was on passenger train duties, whilst Hunslet "Austerity" 0-6-0ST WD190 (3790/1952) was being used on a driver experience course.



Next stop Bridport? If only! The bubble car that ended it all in 5th May 1975, now preserved on the Colne Valley Railway.

The EARM is a funny little place. Chappel station itself is still open, being on the Marks Tey to Sudbury branch, served by a modern bubble car, cl.153. To enter the museum you have to enter via the street level, ground floor entrance to purchase your ticket and then walk outside to climb up the steps to enter the former booking office at platform level. This is the platform which is still in use for the branch services, members of the travelling public gain access to the station via a different entrance. Next you have to press a button to get the museum staff member (downstairs!) to release the electronic lock on a gate so you can actually enter the museum, over the footbridge! You have to press a big red button to let yourself out again!

At Mangapps Farm, 03399 was in use, paired with a match truck and convertible flat wagon, as the MASSIVE Canadian Pacific caboose was providing the passenger accommodation. This green-field site has quite a large collection of rolling stock, including a few Gresley coaches, but in the museums are a vast collection of signs, signalling equipment, etc. Most of the enamel signs are local to that area, from long closed stations and halts, and it certainly is impressive.

On the Sunday the car had a day off, as Dereham station was just across the road from where I was staying. The Mid Norfolk Railway's mixed traffic event just happened to be on that weekend, with on loan WR pannier 9466 providing the steam and 47596, 50026, 37003 and 47579, the diesel power. But, the 37 was failed with dangerously flat batteries and the 50 had an ETS fault, so it was left to the two 47s and 9466 to haul the trains. I couldn't believe how quiet it was all day, maybe the nice weather had something to do with it, or the lack of mixed traction, I don't know. It certainly wasn't the price; £10 for a day rover on a line which offers a 22 mile round trip! Anyway, I finally managed to see and ride behind the loco I have wanted to cop for a long time, former Stratford-based 47579 JAMES NIGHTALL G.C. (more on this later). Unfortunately some sort of electrical fault blotted "his" runs, with the engine cutting out several times, requiring the driver to stop the train and re-start it, which was a little disappointing.



47579 JAMES NIGHTALL G.C. at Wymondham Abbey station on the Mid Norfolk Railway. This loco is on loan from Mangapps Farm Museum.

Back in the car, I headed off to the North Norfolk Railway the following day, where the advertised two train service was being handled by on loan wheezy-farty 0-6-2T 5619 and the line's cl.101 DMU. All was going well until my last trip from Weybourne back to Holt, when a strange burning smell, followed by smoke, started emanating from the DMU. We ground to a halt; the driver switched her off and got out to have a look around. After some poking about, he managed to get her going again and we limped into Holt with a seized gearbox!

It was decided to try and get back to Weybourne where they could put the unit away, leaving 5619 to run the one remaining service train.

The last day of the holiday proper saw me head to the coast again and the smallest railway I "required", the Wells & Walsingham Light Railway. This 10 ¼ " gauge line at four miles long, is the longest railway built to this scale in the world, and like the BVR, is built on a former standard gauge line. This railway is a lot hillier than I thought, with some steep gradients, including a 1 in 80 out of Wells-next-the-Sea station and a 1 in 66 climb nearer to Walsingham. This railway uses a pair of Garratts, for obvious reasons as it turns out, both 2-6-0+0-6-2Ts named NORFOLK HERO (built 1986) and NORFOLK HEROINE (built 2011). However the line is fairly overgrown, the track is difficult to pick out even when you are riding on it (!), which leads to slippery rails, especially on the first climb, which is also in a heavily wooded area. The railway is not great scenically, running in either cuttings or tree-lined sections for long stretches which restricts the view somewhat, especially as you are sat quite low to the ground!



W&WLR No.3 NORFOLK HERO at Walsingham, which carries a '32J' shedplate! The run-round loop is behind the train, but you wouldn't necessarily know it was there!

Needless to say, without much of a run-up, NORFOLK HERO slipped to a stand, which I was surprised about I must admit. "He" seemed quite light-footed, but after some hand sanding by the driver and guard, our full train managed to get going, slowly at first.

The actual ride was fairly smooth and once underway, we were rattling along quite nicely, despite the apparent lack of weed killer! But the weeds and wet grass soon got their own back, on the 1 in 66 when we slipped to a stand again. The driver seemed a bit regulator happy, leaving it open and letting the wheels spin out of control, but eventually we set/rolled back! I am not sure if the driver had full control or whether gravity was doing its thing, but we did stop in the end. After lots of hand sanding and wheel slipping our train got moving again and we ran into Walsingham station rather later than we should've done.

The return trip was uneventful and as there wasn't a lot else to look at, I headed back to the NNR to see what had replaced the DMU. I drove straight to Weybourne being the nearest station where the notice board revealed all. Replacing the 2-car 101 was a 4-coach train headed by green class 31 D5631, but the steam loco was also a diesel! 5619 had failed with a leaking firebox stay and so it had been replaced by recently restored green class 37 D6732, which looked absolutely superb after her eight year rebuild. (Even the nose end doors work!) All of the other NNR steam locos were unavailable for various reasons, but there was a glimmer of hope as the ex-Nottinghamshire back garden standard 4 mogul 76084 was being warmed through in readiness for her steam test the following day (Weds 3rd July).

In the yard at Weybourne was an ominous sight actually, a line-up of four tenders all going nowhere fast, belonging to a Black 5, 92203 "BLACK PRINCE", 7564 (J15) and 777 SIR LAMIEL.

After all that, it was home time, which comprised a stop at Soham to try and find the site of 47579's heroics. Unfortunately access to the former station was denied, the line is still open but the station closed on 13th September 1965. I did however discover a Gimbert Road, Nightall Road and a Frank Bridges Close, who were all involved in the wee small hours of 2nd June 1944 when a wagon in a train of explosives caught fire approaching the Cambridgeshire village. At a foot crossing close to the site of the explosion (at a guess), a cast sign has been erected depicting a burning wagon with the following wording below it:-

"Signalman Frank Bridges and Fireman James Nightall died as heroes, saving Soham from devastation along with Engine Driver Ben Gimbert, who survived the train explosion in the early hours of 2nd June 1944." (See The Corkscrew issue 51, June 2009)

Earlier this year plans were announced which could see Soham station be re-opened as part of improvement work on the Ipswich - Ely line, which can only be a good thing I think.

Back at Dereham, in the station car park, is the wooden top section of Soham signalbox, which still has shrapnel holes in it apparently. This box will eventually be re-used on the MNR in due course.

Next stop was March (yes, I know it was actually July!) to have a look at the station and what was left of it and it's extensive yards and the re-opened Whitemoor Yard. Seen passing through the station at 1228 and into the up goods loop was 66143 working 6L40 Mountsorrel – Kennett Redlands Sidings sand train. Parked opposite the large signalbox for some reason was a snowplough, and I'm not talking about an A4!! (It was 'ZZA' ADB965211 if anyone's counting!?) Now I know it was March, but it was July, do they know something we don't!? A brief look in at Whitemoor Yard from the nearby road bridge revealed green liveried 08925 shunting a long rake of 4-wheel long-wheelbase open ballast wagons.

Final stop on my whirlwind tour was the Nene Valley Railway, where standard 5 73050 "CITY OF PETERBOROUGH" was the advertised motive power; note the use of the word *was*! On arrival at Wansford the back end of a BR1G tender was spotted in the yard, oh dear, here we go again! In fact, she was in steam, having just been re-tubed, but wasn't available to haul the service train that day. A steam test was booked for the following day however and it was hoped she would be back in traffic on the Friday. Passenger trains today were in the capable hands of fictitious BR blue liveried "Teddybear" 14029 (oh dear, what a shame I thought to myself!! :) The smart 6-coach rake of blood & custard Mk1s certainly made the Paxman engine purr and growl nicely – I can still hear it now! I think the driver was enjoying himself, as he thrashed away from each of the stations – magic!



Shame about the livery (!), but what a beast!! The former D9529 in her fictitious livery at Peterborough on the Nene Valley Railway.

Luckily, with my Heritage Railway Association pass, I only had to pay for rides at the MNR, W&WLR and Mangapps Farm, so I think it is safe to say that it has paid for itself this year! Lol.

And that was it, holiday over, but it was a very good and enjoyable week, well worth it in more ways than one!

As a footnote, I spent a couple of the evenings driving around and stopping off at various stations on the lines around Norwich which have fairly recently been re-signalled. All of the now redundant boxes remain intact, except that the steps have been removed to prevent entry by unwanted persons! The same company that carried out these works are involved with the Poole – Wool re-signalling scheme, namely Signalling Solutions.



The cast sign at Soham. A rather nice touch I think.

The Purbeck Mineral and Mining Museum.

By Colin Stone

For those of you who read the RAILWAYS ROUNDABOUT section of this supreme publication, you may well have seen mention of this museum ? At least one WRS member, Peter Clark had a hand in the construction of "The Purbeck Mineral & Mining Museum" (PMMM). Located at Norden adjacent to the SR station, the museum which opened in May 2013 gives an interesting history of the Ball Clay industry which still exists in the County of Dorset. Comprising mainly of a narrow gauge railway and a building which once stood at the entrance of a now defunct Norden clay mine, the museum is well laid out and most interesting.

The way into the museum leads visitors up to a viewing area adjacent to both the narrow gauge railway and the Swanage Railway Norden station. A narrow gauge engine shed has also been constructed in this area, the narrow gauge railway runs roughly in a U shape with various sidings and off shots. During the Swanage Railway steam gala the Moors Valley Railway's 2 ft gauge 0-4-0T "Emmett" was steaming around the track. There is a suggestion this engine may join the couple of diesel engines which are resident on site. Part of the "U" above Norden station is laid on the track bed of the original Norden Mines n.g. railway. A section of narrow gauge track then leads the visitor into the mine building.

Once in the mine building there are various artefacts from its proper use in mining days. Prominent is the winding gear which used to haul clay tubs up from a working clay mine. However possibly the most interesting aspect of the displays are two video films running on a continuous loop. Video No 1 shows the procedures which took place in a similar mine building when underground clay mining was in its heyday. It is a super little film and it is well worth "grabbing" a couple of the folding chairs which are available and view the film in comfort. On leaving the mine building the visitor is led into a simulation of an actual mine.

However before descending to the "Clay Face" there is another video film to be seen, this 2nd film was shot in 1970/1971 and depicts the n.g. railway in use. I found this film fascinating as it shows the "famed" Norden Ruston diesel crossing the A351 main road and then traversing the skew bridge over the Swanage branch. Also seen is the almost legendary n.g. driver Eli Kitcat who spent over 50 year working on the n.g. clay railway. Again it is well worth while taking your ease on a seat and watch this film throughout as well. Having watched this second film, the next step for the visitor is to "go down the mine". On the way down, and at the end of the mine shaft, two more short Black & White films are shown on small screens, both were shot in the 1950's and they show clay miners at work.



46115 Scots Guardsman heads the Scabourough Spa Express through Milford Junction on 6th August 2013 Colin Aveyard



6115 Scots Guardsman at Dinting Museum September 1981 K Aveyard



46115 Scots Guardsman passing Carlisle Kingmoor shed on 31 August 1965.
Chris Francombe



46115 Scots Guardsman waits at Manchester Central ready to work the 530pm Buxton service on 4th May 1964
WRS C828

The mine is then exited and visitors find themselves back out in the open, adjacent the other end of the n.g. "U" shape track layout.

Literature issued by the PMMM in the past has indicated that on special occasion's demonstrations of clay processing will take place. It has been suggested a loaded clay wagon will enter the mine building and its content discharged into a narrow gauge wagon, an n.g. locomotive will then haul the clay wagon away. The assumption is that this will happen as the museum's development progresses ? From a personal view point I found the museum an absolute gem and full marks must go to all those who laboured to erect the mine building and all that goes with it. From the Swanage Railways' point of view the railway has yet another attraction along its route to offer the visitor. Hopefully the two concerns will work hand in hand and promote each other.

If you intend to go over to Purbeck, either as a casual visitor, or to ride the SR please allow yourself an extra hour and call in at the Purbeck Mineral & Mining Museum. I am sure you will find a visit well worthwhile PLUS as an incentive to make a visit, entry to the museum, like the majority of UK museums absolutely is FREE. George Russell please note !!!

Society Open Day Saturday 28 December 2013.

As a prelude to the fiftieth anniversary exhibition of the closing of Wimborne Station to be celebrated by the East Dorset Heritage Trust and the Priest House Museum in the spring of 2014 the Wimborne Railway Society is exhibiting its '00' Scale Model of Wimborne Station as it was from the 1930s to the late 1950s.

The 'Open Day' on the 28th December at the United Reformed Church Hall, Church Lane, Wimborne will feature the station with '00' scale models of the types of locomotives and rolling stock seen when the station was the main source of goods and transport for the local population in and out of the town. The model will feature Southern Railway trains (1930s/40s) in the morning, 10.00am-1.00pm and will move on to the nationalised Southern Region trains of British Railways in the afternoon, 1.00pm 4.00pm. Also featured will be the clubs 'O' Gauge layout 'Horton Road'. Based on a branch station terminus serving an imaginary town off of the main 'Southampton and Dorchester Railway' (nicknamed 'Castlemans Corkscrew') after the Wimborne Solicitor who was a major promoter of the Railway).

The Open Day will also have a 'Sales Stand' for visitors to buy trains and a 'Buffet Car' for light refreshments. This exhibition will allow residents who are new to the area an opportunity to see Wimborne Station (now Wimborne Market and Industrial Estate) before the car replaced the train as the major mode of transport from Eastern Dorset to other parts of the UK.

Transport Trivia

by Derek Lewer

Question 16

When was the first helicopter flight made?

Question 17

In this area what connected these three men? Edward Gibson, William Gouls, and Walter Robert Bunny.

Question 18

What space travel "first" occurred 54 years ago?

Question 19

What was the stem event occurring 200 years ago that resulted in a new concept.

Question 20

What event in 2013 (echoing a similar one 25 years ago) upset a certain group of railway enthusiasts.

Answers to Questions 11-15 as published in Corkscrew 77

Answer 11

In 1890 John Watt of Lydney, Forest of Dean, founded Red and White buses and his descendants ran the organisation until its nationalisation.

Answer 12

In 1896 Mrs Bridget Driscoll of Croydon, Surrey became the first pedestrian to be knocked down and killed by a motor vehicle in Britain.

Answer 13

In Much Mardle, Herefordshire. It is still extant complete with its 1926 internal features.

Answer 14

The connection is Bournemouth tram number 85 built in 1914 by United Electric Car Company, which became Llandudno and Colwyn Bay tram 6 from 1936 to 1956 after which it was preserved at Clapham until relocation to the electricity museum in Christchurch, and currently looking for a new home as the electricity museum has closed.

Answer 15

Guildford and Horsham Railway opened in 1865. The bridge is over the River Arun but the ruling gradient was too steep for a station so the line was raised on embankments and crossed the river on a second bridge built above the first. Use this link for a photograph. <http://goo.gl/maps/aoY3C>

The Final Tarrant Valley Tales:- Part 20, Review of the Years.

By W.R.Smyth.

Hello, good evening and welcome to the final ever episode of TVT. Some of you may be pleased whilst others might miss it, but as they say, all good things must come to an end.

We are honoured for this last edition to have our very own local historian as guest writer, who has un-earthed a gem of a story for you this time. From the archives, compiled by the late Brian Kohring (a former WRS member for all the newer members), he has come across some of the answers given by trainee drivers and firemen whilst being examined and “passed-out” by legendary loco superintendent Ivor Smallpiece. Their answers are re-printed below, please read carefully!:-

- a) A wrong-line order is a verbal instruction in writing.
- b) A green hand-signal by a platelayer means proceed at danger.
- c) A fireman must get the insurance of the driver before protecting the train.
- d) The fireman will read all notices and then sing on in the presence of the foreman.
- e) Steam goes from the cylinders up the blasted pipe.
- f) Situated above the firebox is the Ramsbottom valve gear.
- g) Water gauges are for the prevention of fireboxes.
- h) I would increase the secondary air flow by opening the smokebox door.
- i) Steam then passes through the eternal main steam pipe.

It is not known whether or not these apprentices actually made it onto the footplate on their own, but some of the driving on the TVR, especially in model form, has been a little suspect!

This final story is just breaking:-

The Valley's Lady's Angling Champion, Courtney Fish, is going to scale back on her trips up and down the River Stour as she is feeling a bit gillyty as to the number of fish she has caught. She said that she couldn't put her heart and sole into it anymore, but as to what she will do next, she replied "I'll have to mullet over, but I'm sure I'll fillet with something. I was just thankful for the opportunity to be able to reel in and tackle the challenge which has plaiiced me at the top of the long line of names before me." Her husband, Rod, was waiting with baited breath for the final results.

They are now looking at the possibility of hooking up with other anglers once an offishal website has been set up.

Being an historian, I thought I would finish with a look back at the highs and lows of TVT and its predecessor, Tales From the Tarrant Valley, written by former WRS member David Jones. In reality, TVT is a direct spin/rip-off of the original stories, which only featured one story per Corkscrew issue. The first story appeared, unbelievably, over TEN years ago! (Where has the time gone!?) Issue 7 of The Corkscrew, January 2002 saw Tales From... hit the headlines for the first time, with local farmer Rueben Greensmith the star of the story.

In total there were 16 stories, running from Issue 7 (Jan. '02) to 24 (Nov. '04), except for Issues 9 & 12, starring the likes of Gladys Billings (crossing keeper), Mr Crowther (Station Master at Tarrant Gunville) and of course Lord Chris of Tarrant, who featured heavily. Some of these original characters have also appeared in TVT from time to time, including Ivor Smallpiece. An actual book was published featuring all of the Tales, plus one exclusive story not printed in The Corkscrew.



Issue 26 of The Corkscrew (Mar. '05) was a "Captain Winkle Special", followed by a gap of a year before the first version TVT appeared in Issue 32, Apr. '06. Each of the Tales included several news snippets as opposed to a single story, so numerous characters have appeared over the ensuing years. Every Tale was written by a "guest writer", so if you are still not sure who actually wrote them, then that's the way we would like it to stay!

As you may have realised, there have been 20 TVT's, on a bit of an ad-hoc basis, over the past 7 ½ years. When you look back, from when the first Tale appeared up until Issue 60 (Dec. '10), only eight Tales had actually featured! The past three years have seen more regular episodes appearing, as and when news-worthy stories occurred!

Viewers will be pleased to know that the 'Tarrant Thymes' and it's northern sister newspaper the 'Gretton Gazette' will feature on the odd occasion as and when news of the models of the TVR and G&WR respectively are deemed such. To end with I have compiled an anagram game for you all to enter, with a top prize on offer to the winner! Can you unscramble the words below to reveal some very famous stations? Good luck and your answers should be handed to The Reverend Green please by 15 January 2014 and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

- a) Unravelling tart.
- b) North in tartan.
- c) Antenatal corn rust.
- d) Matron knot rant.
- e) Start narrow tan.
- f) To Star Trek nanny.
- g) Dwarf tractor ran.
- h) Reset omen.
- i) Busy priest.

And on that bombshell, thank you very much for watching, good night. Merry Christmas and a Happy New Year to you all!

Editors note

Over the years it has been a pleasure to publish the various articles by the assorted anonymous contributors. Delivery of the articles was always the same, the author hacking in to the Rev Greens email account to disguise their identity then tricking him to deliver the accompanying photos in person at a club night.



Monkey's year part 1. Embsay 6 July 2013.

Ken Aveyard

Converting an O gauge Lima 4F

by Dave Round

The original Lima 4F at the time it was introduced hailed a new breakthrough in the O gauge model railway “ready to run stock” market. Along with the new Mk1 coaches, this gave 7mm followers a new fairly cheap dimension to work with. For the money these items were affordable and for the more discerning adaptable. Whilst detailed the drawback is that they are 1/50 scale as opposed to 1/43 the normally accepted British standard. However putting the slightly smaller dimensional difference to one side, the plastic bodies were found to be easily reworked with a more correct profile and with a modern chassis better running could be achieved. So that familiar Lima motor whine could be silenced after all.

Ebay can be a source of basic items suitable for conversion. For a few pounds you can pick up a beat up old 4F and use it as a basis to convert in to something more like the real thing. After all you have to have something to haul those unworked undersize Lima coaches that does not stick out like a sore thumb. You just have to see Martin catfords class 33 on my Lima coaches on Shottesford Mill to appreciate the size difference.

So how far do you go in producing that first class model that resembles a 4F? Well lets start with the tender. Those coarse scale wheels have to go which means a new sub chassis to carry Slaters replacement ones. Beware here as the drawing says 4ft 3in dia tender wheels but of course you have to reduce them to take account of the undersize dimensions of the body. The next thing to consider is the removal of the coal to create a correct profile coal space. The tender body is not bad but with a correct profile coal rail and some infill with plasticard and car body filler to create the basis of a Fowler tender top a lot can be achieved. New sprung buffers were also fitted and detail to the tank filler cap added. Water pick up and hand brake castings along with tank breathers and hand rails were added to complete the scene.

Once all these details were added consideration of the tender chassis took place. The obvious thing is the hole left by the centre drivers and this needs attending to. Car body filler and plasticard cover was manufactured to overcome this small irritation. The aforementioned buffers were soldered to a new nickel silver beam and glued in place with a correct hook and draw gear thus tidying up the rear end. Beyond that not much else needs to be done on the chassis.

Turning to the loco body whilst cheap and cheerful it is incorrect on a number of counts. Being shortened to fit the 1/50 scale the boiler barrel is the obvious compromise here. Now you have to make a decision on the overall length of the loco body. Do you lengthen it and risk putting the tender into an unequal scale or leave it alone and just detail it to improve the overall impression?

A lot depends on your replacement chassis dimensions, Scratch building a chassis can give you a chance to make some adjustments to the length if you so desire but I chose not to and used a pre-milled replacement chassis instead. Again wheel size has to be considered as the locomotives were designed to use 5ft 3in wheels in service. If you look at the body you immediately appreciate it is a late 4F with left hand drive, and that's great as I wanted to number it as a later S and D locomotive. With a sharp knife and miniature files you can remove all the unwanted details and recreate your own masterpiece from brass and nickel silver wire, replacement castings and a new smoke box door. Add in also a half boiler barrel to overcome the straight drop at the sides of the moulded barrel. By using a replacement chimney with a dome along with a steam reverser and cab detail you are nearly there, After painting the cab just add a crew.

The footplating on the model is chequered which is wrong and need attention along with the front end buffer beam. Replacement sprung buffers were fitted to a modified buffer beam. The firebox mud hole doors are incorrectly moulded in line whereas they should be staggered either side.

Reference to photographs is a must and preserved 44422 is an ex S and D loco and the owners have an excellent set of restoration pictures on their web site. I must also thank fellow members of the Southern Central O Gauge Club for their inspiration. We meet monthly at the Allendale Centre.

So in conclusion you can have a cheaper O gauge locomotive costing around £150 converted and ready to go. All you have to do is consider whether to chip it for DCC or stay analogue and paint it in your favourite guise. Of course if you compare £150 in this scale against 00 locomotives of the new exquisite ready to run variety then the costs are remarkably similar. Now where did I put my modelling glasses, hopefully by year end another locomotive van be available for Horton Road.



Monkey's year part 2. Sitting on Gresley's finest at the NRM.

KA

RAILWAYS ROUNDABOUT

SEPTEMBER :- On Saturday 21st the East Anglia based company NENTA Railtours ran a special from Norwich to Weymouth. The train was worked in “top and tail mode” by Class 47’s, No 47786 led on the way down with No 47245 on the rear. Poole was passed at 12.00 on the outward run and at 18.25 on the return with No 47245 now in charge. On the same day No 66549 worked from Theale to Wool with empty sand wagons passing through Poole at 16.45.

QUESTION :- How many times must a sand train pass through Poole to get from Wool to Neasden ? **ANSWER :-** Three !! On Monday 22nd No 66549 departed Wool as usual and passed Poole at 15.20. It got no further than Millbrook when it was ascertained that the relief driver due to take over at Eastleigh was not “signed” for a diversionary route that the train was due to take to reach Neasden. No 66549 then ran round its train and returned whence it came back to Wool passing Poole for a second time at 19.50. The train had to run via Dorchester for a second run round, the following day (23rd) No 66549 made a second attempt to reach Neasden leaving Wool at 09.00, Poole was passed at 09.20 for the third and final time ! Another Wool sand train “Cock-up” appears to have taken place on Thursday 26th when the train was flagged up as cancelled. However a few hours later a new schedule was posted which saw the train re-instated, it duly ran some four hours later passing through Poole at 20.00 behind No 66601. This loco’ worked the loaded train on Friday 27th, next day, Saturday 28th No 66549 worked yet more empties from Theale to Wool passing Poole at 16.50.

Also on Saturday the 28th a “First Great Western” HST chartered by the Cotswold Line Promotion Group worked from Worcester to Corfe Castle. Power Cars Nos 43078+43028 provided the motive power and the train called at Poole at 11.44-11.47 going down and at 17.15-17.18 with the return working.

To end the month on Monday 30th No 66532 from the Freightliner Intermodal division worked the loaded 15.08 Wool to Neasden Sand train and was noted passing Poole at 15.25.

OCTOBER :- During the last week of September and the first week of October a series of crew training runs were worked by Class 159 d.m.u.’s from Basingstoke carriage sidings to Weymouth and return, two of the units noted were 159007 and 159103.

On Saturday 5th the Wool sand empties ran from Angerstein Wharf and ran down through Poole at 15.50 behind No 66613. Later the same day a “new” e.m.u. No 458534 ran from Branksome to Weymouth for overnight testing. In fact this “new” unit was made up of one Driving Trailer (DT) from ex “Gatwick Express” unit No 460008 whilst the second DT and three coaches came from No 460004.

The unit returned from Weymouth on Sunday 6th and seems to have suffered some sort of temporary failure on Holes Bay Causeway when encountering a signal check. Having passed Hamworthy at 09.45 some 10 minutes early, it eventually passed Poole at 10.34, 34 minutes late thereby delaying the following Waterloo bound service by around 10 to 15 minutes. Further overnight testing of No 458534 took place in the Weymouth area on the following two nights, it retired to Branksome depot on Monday 7th but on Tuesday 8th it returned to its home depot at Wimbledon as the 13.36 ex Weymouth special working.

During a WRS visit to the soon to be defunct local signal boxes on Saturday 12th Class 66 No 66514 was noted passing Wareham box at 15.15 with empty wagons heading for Wool. Two EWS/DBS loco's Nos 66078 and 66112 topped and tailed a rail drop train to the Radipole area of Weymouth. They passed Poole at 22.50 on Wednesday 16th, the return working passed Poole at 06.15 next day.

On Friday 18th steam returned to Poole in the shape of No 70000 "Britannia". Class 47 No 47237 and 70000 double headed empty coaching stock (e.c.s.) for a Poole to Kingswear raitour, the pair arrived at 15.45. At 06.13 on Saturday 19th, No 47237 departed Poole with No 70000 "hanging" on the rear. At Westbury the train reversed direction and continued to Torbay via Taunton with "Britannia" leading. The return train arrived back into Poole at 23.50, 47237 was on the front with 70000 on the rear. After arrival both 47237 and 70000 stabled in Poole yard, remaining there all day on Sunday 20th. On Monday 21st the pair returned the e.c.s. to Southall departing Poole at 10.15 with No 47237 leading No 70000 "Britannia".

Class 66 No 66613 ran through Poole at 17.00 on Saturday 19th with empty sand wagons bound for Wool. However it got no further than Dorchester due to a points failure, the whole train reversed into the siding there, where it remained throughout Sunday 20th. It was to be Monday morning before the train eventually reached Wool sidings for loading, once loaded the train left on time to pass Poole at 15.22.

Following on from the rail drop referred to above a period of overnight rail renewals began in the Radipole area. A PW train was booked to pass Poole at 20.45 each weekday night (M-Th). On Monday 21st the train was worked "Top and Tail" by 66221+66162, on Tuesday 22nd by 66112+66149, and on Wednesday 23rd by 66221+66149. The PW train booked for Thursday 24th was cancelled, however a test train passed down the line by "Top and Tail" Class 73's No 73109+73138 on the 24th. It ran from Eastleigh to Weymouth and return, passing Poole at 07.50 and 10.20. On Saturday 26th a special worked by Class 159's Nos 159006+159009 ran from London (Waterloo) to Swanage passing Poole at 10.45 and 17.20.

Having worked to Wool with empty sand wagons on the 26th No 66613 ran light to Millbrook, it returned to Wool light engine on Monday 28th. This was of course the day of "St Jude's Storm" so en-route to Wool No 66613 transported a gang of men to clear several fallen trees. In the event No 66613's booked working the 15.08 Wool to Neasden did not run.

In fact due to fallen trees and debris on tracks not much else moved in our area until lunchtime when a Weymouth to Bournemouth shuttle service was instigated. Eventually No 66613 left Wool at 09.08 on Tuesday 29th to pass Poole at 09.25. Continuing overnight track work in the Weymouth/Radipole area saw more p.w. trains run down through Poole at around 20.45 on several weekday evenings. On Monday 28th it was "Top and Tailed" by Nos 66122+66136, on the 29th by 66069+66122, whilst on the 30th 66031+66122 did the honours. To end OCTOBER a second set of sand empties was worked by No 66524 on the 31st.

NOVEMBER :- No 66524 worked a loaded sand train to Neasden on the 1st and was followed by numerical sister No 66525 the next day (2nd) with even more empties. In the first week of the month more evening p.w. trains ran through Poole at around 20.45 heading to Weymouth, on the 4th 66068+66128 did the honours, 5th 66128+66149 and Wednesday 6th 66149+66141.

A fourth week of overnight track work at Weymouth (Radipole) saw more top and tailed engineer's trains, On Monday 11th the loco's were 66132+66063, 12th 66187+66132 and 13th 66148+66156. As before, Poole was passed at around 20.45 and the return was around 05.00 next morning. This "mainline" section of "Railways Roundabout" ends with the fifth and final report of overnight work at Radipole. The last three trains were worked by 66095+66127 Monday 15th, 66127+66080 16th and last of all on Wednesday 17th by 66080+66149.

SWANAGE RAILWAY (SR) :- What should have been the first working of an HST into Swanage turned into a bit of an anti climax when the train was barred from working beyond Corfe Castle. The Cotswold Line Promotion Group had chartered a First Great Western HST to run from Worcester to Swanage. Unfortunately there were clearance issues and indications were that footsteps attached to the HST power cars would foul platforms at Harmans Cross and Swanage.

Arriving on time Power cars No 43028 and No 43078 sandwiching eight coaches had to pass through the loop at Norden to avoid the platform. For this rare passage of a passenger carrying train over the run round loop the points had to be "clipped" in place. Arrival at the "down" platform in Corfe Castle station was at 12.35. Standing at the head of seven coaches in the adjacent "up" platform (but facing down) was 34028 "Eddystone".

By use of both footbridge and boarded crossing the charter passenger were ushered over to "Eddystone's" train which left at 12.46 for the onward non stop journey to Swanage. Was it pure coincidence that 34028 and 43028 were on adjacent tracks ! ? ! In the other direction "Eddystone" left Swanage at 16.00 to run non stop to Corfe where she drew up alongside the HST at 16.20. After re-boarding passengers, the HST (which had remained in the down platform at Corfe throughout the day) left at 16.35 for the return run to Worcester. As had happened on the inward journey the HST departed by traversing the loop at Norden. SR service trains on the day of the HST visit were provided by 56xx 0-6-2T No 6695 which by necessity had to use the UP platform for all journeys passing through Corfe Castle.

Bulleid Pacific No 34070 "Manston" left Dorset (by road) for a couple of weeks to appear as "guest" at the Great Central Railway steam gala over the weekend 5th/6th October. "Manston" returned from the GCR on Tuesday 8th, it was still in light steam when off loaded at Norden. Thus after being reunited with her tender, pressure was raised allowing "Manston" to run light back to Swanage. The following day, Wednesday 9th October, M7 0-4-4T No 30053 and a "Queen Mary" brake van were loaded and transported by road to South West Trains, Northam (Southampton) depot for their 12th October charity fund raising open day. After a successful day at Northam giving brake van rides within the depot confines and along the head shunt, No 30053 returned to SR metals on Monday 14th.

On Saturday 26th a special train organised by UK Railtours arrived into Swanage from London, two Class 159's 159006+159009 worked the tour. At the request of the organiser, the SR provided a two train service, one steam hauled, one diesel hauled. Participants could enjoy No 34028 "Eddystone" and/or Class 33 diesel No 33111. During half term holiday week, 28th October to 1st November a two train service one steam, one diesel d.m.u. was in operation. Also brake van rides were on offer in the Swanage station area, M7 No 30053 was noted on this duty on October 29th. From November 3rd the railway ceased full services and reverted to weekend only running for the remainder of 2013.

On Saturday 16th BB 4-6-2 No 34070 "Manston" was working the service, the following day (17th) it was the turn of 0-6-2T No 6695 to head the public service, whilst "Manston" worked a charter train.

34028 "Eddystone" :- Further to my comments in the last issue of "The Corkscrew" it was announced in late September that "Eddy" has been granted an extension to its boiler certificate. Thus barring any serious problems No 34028 should remain in SR service until August 2014. As Professor Stanley Unwin used to say "Deepjoy" !!

For some of the above information I am indebted to Paul Kneller, Bob Drew, Steve (Reverend) Green and the information website "wrgen"

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Monkeys year part 3. Monkey was pleased to see that locomotives from the lesser railways were also represented in the NRM.

KA



Arriva Trains Wales class 143 pacer unit 143625 seen at Cardiff on 21 October 2013 operating a service to Aberdare. Ken Aveyard



Welsh Highland 143 crossing the road at Porthmadog en route to the Welsh Highland on 3 September 2013. Colin Aveyard