

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 80

April 2014



Manchester Metrolink tram 3070 at the new Ashton-under-Lyne terminus on 24 March 2014. See article from page 4. Ken Aveyard



The other new tram extension is from St Werbergh's Road to East Didsbury where the terminus is on an old railway formation that continues behind the camera as a footpath. Ken Aveyard

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Editorial

At last the improving weather is beginning to stir feelings in the hearts and minds of some of the our members. The feelings that we ought to be out somewhere, notepad in hand, camera hanging round the neck and looking at trains.

A number of us have already signed up to the DRS class 68 hauled rail tour from Eastleigh to Crewe on 19 July, and I will be checking out the suggested visit to the East Anglian Transport Museum at Lowestoft for a Saturday during the summer. The EATM has a working tramway, trolleybus system which includes a former Bournemouth vehicle and railway as well as a collection of cars and commercial vehicles.

So if you have any ideas for outings either as a club event, or as one of our “Summer Winers” trips then come forward, we don’t mind where we go. With all the new rolling stock expected over the next couple of years there is going to be plenty for us spotters to chase.

In this issue we have more local musings from Paul Carpenter, Norfolk in 1959 from first time contributor Alan Swinburne and your Editor’s recent visit to Yorkshire, plus the usual Railways Roundabout and Transport Trivia and a report from our private visit to London Transport’s reserve collection at Acton.

Sit back and enjoy Corkscrew 80. Closing date for issue 81 is 21 May 2014.

Cover Picture :- Doncaster Station on 21st March 2014 and the unusual sight of one of the former Rush Rail operated class 66’s, 66750 still wearing its former operator’s blue livery with orange GBRf markings alongside EWS liveried class 60 number 60035.
Ken Aveyard

Haring about in March (we must be mad)

by Ken Aveyard

March is a funny month for weather. In 2012 we had the hottest March for years, resulting in the application of sunscreen on Nuneaton station, yet in 2013 the exact same day and the exact same place saw freezing temperatures and icicles. So what would 2014 bring. After the wettest winter in living memory the early March weather had been warm and dry so it was with reasonable expectations I departed for Yorkshire at 0430 on Friday 21 March 2014. I was slightly delayed by speed restrictions and an accident in the roadworks north of Nottingham but still arrived at Adwick station in time for the 0915 train in to Doncaster where I was to spend the next five hours on the station. There was an air of expectation however as all seven class 66 locomotives I still needed to spot had been recorded working in the Doncaster area in the preceding seven days. Recent imports 66747 to 66751 have a different cab layout to earlier deliveries and currently only Liverpool and Tyne Dock based crews are trained on them so they spend most of their time on the north east coal circuit. Of the other two 66729 was also on the coal whilst 66718 was on a gypsum circuit.

Doncaster is always a busy station and close on 50 enthusiasts were dotted around the platforms. Stabled in the west yard were royal 67006 and 67021 and as the time progressed a steady stream of East Coast, Cross Country, Northern, Grand Central, Hull Trains and Trans-Pennine Expresses was punctuated by a regular supply of class 66 hauled freights. These days GBRf is the major freight operator in Doncaster with their new depot at Roberts Road set to take over from Peterborough and they can be seen on intermodal and power station flows. It was around 1130 that the bright headlight of an approaching 66 with a strange looking front turned up the first cop of the day with 66751 on a rake of coal hoppers.

For those of you who saw the Sky TV series on East Coast trains will know that a full Mk4 rake was covered in advertising for the series, and this was seen passing through with a standard liveried loco. The blue liveried loco, 91125 was attached to a standard rake of coaches on a Leeds diagram.

Around 1245 the second cop of the day rolled up and this was the other blue liveried 66, 66750 on a rake of spoil wagons. It was held at the signals waiting to access the Sheffield line when to everyone's surprise 60035 ran down from Doncaster EWS depot in to platform three and reversed ahead of it towards Sheffield. This enabled the cover photograph to be taken. Finally just before I left DRS 66431 ran in light engine from Aldwarke and stabled just south of the station adjacent to a pair of class 20's. DRS has obtained engineering work based on Doncaster and four class 20's and a either a 47 or 67 had been stabled there most week days.



GBRf 66751 passing Doncaster on 21 March 2014. This and sister loco 66750 seen on the cover have received GBRf branding on their former operator's blue livery. Ken Aveyard



EWS liveried class 60 number 60035 at Doncaster on 21 March 2014. KA

Travel back to Adwick was on 322485 from where I carried on to Bradford. The weekend was clear this year as the Manchester Boyle Street transport fair was a week later than normal so I was able to get plenty of rest ready for four days of hard core spotting with my brother Colin which would involve a couple of quite early starts!

So Monday morning and I'm collected at 0515 to be on a tram from Dirker Park and Ride at 0628. Dirker is just the Rochdale side of Oldham and is easily accessed from Yorkshire. We just missed the first tram at 0611 as we attempted to feed coins in to the ticket machine and watched it disappear in a shower of sparks as it scraped the ice off the overhead. The second tram arrived on time and we travelled in to Manchester. The route through Oldham town centre is now open so we were soon on to our first bit of new line. The Manchester Victoria stop is closed while the station is rebuilt and only one line is in use so we were held for a while outside the station until a Bury tram passed which we followed. A pilot man gave us permission to proceed on a line of sight basis behind the Bury tram which we followed through the closure up to Shudehill Interchange where we waited until we could get into the platform. In the opposite direction two trams were queued up ready to reverse the procedure. All day this procedure caused bunching and delays and most trams on the Bury and Rochdale lines were double sets. We alighted in Market Street and walked to Piccadilly but no trams were due so we carried on walking to Piccadilly Station.

Colin had notes of probable class 350 diagrams reported in the railway press and our target was the 0715 to Glasgow which should have been one but we were thwarted by all the platform entrances having revenue protection teams so we had to observe the through platforms from the windows at the end of the concourse. It was not to be however as it turned up as a class 185 unit, and the opposite working at 0745, a Lancaster start was also diesel. At this point we adjourned to Piccadilly Gardens again for the morning peak tram spotting and were soon picking off the new trams which had reached as high as number 3079. At 0900 we returned to Piccadilly Station again to repeat the exercise and the first pair were again diesels but after having breakfast we finally struck lucky with 350408 passing through towards Manchester Airport. We then remembered we ought to check for new 11 car Pendolinos which we hadn't done first time, and as we walked across to look at two units Colin said "How many do you need?", "One" I replied, "Which one?" came the question, "That one" I replied pointing to 390138. "@#\$%£!!!" was the response (He copped it too but still needs some more).

We continued our itinerary which allowed for a tram ride to Ashton to do yet more new mileage, the extension from Droylesden having recently opened. We were able to have a short photography session at Ashton bus station before returning to Piccadilly again for the next cycle of Trans Pennine trains and this time 350407 was copped, Back to the trams again and out to Trafford depot where we had allowed plenty of time to observe the depot. There were no new trams there at all only a yard full of withdrawn series 1 trams so we were quickly back down the line to Trafford Bar where we changed on to a tram bound for East Didsbury, the third new extension from the former St Werbergh's Road terminus.

A quick turn round and back to Piccadilly well ahead of schedule where we decided to take a run out to Stockport and back but first we were able to photograph 350404 at the through platforms.



At this point we made our final tram journey back through Victoria to Oldham town centre where we stopped off for a few bus photographs before continuing to Dirker and home for tea. Trams copped 20.

Tuesday morning and my turn to drive collecting Colin early enough for an arrival at Thirsk Station before 0800. We arrived in time to see Grand Central 180105 on the 0800 to Kings Cross and were surprised by DRS 57005 passing through northbound light engine. Our first freight turned up at 0804 with 66719 on Eggborough to Tyne Dock empties. Thirsk has two through lines between a pair of island platforms fenced so that only the slow line faces are in use. All the GNER, and Cross Country and half the Trans-Pennine trains passed through non stop, with Grand Central's London service stopping together with the hourly Trans-Pennine Middlesborough service. With the exception of a northbound Freightliner, all the freight trains passed through the platform roads. Most are coal or biomass trains heading from the Tyneside ports to and from the Aire Valley power stations and we saw 7 DBS, 10 Freightliner and 7 GBRf during the seven and a half hours we were there. The one cop for me was GBRf grey 66749 heading north on a coal working.

On Wednesday we decided to abandon our plans to go to Barnetby where despite the many freight workings, they are in the hands of Freightliner and DBS, not the GBRf locos we were chasing so we substituted Knottingley instead. This turned out to be a good idea as GBRf grey liveried 66747 was an early cop and not long after 66729 added to the tally. We stayed until 1300 by which time 22 locos were in the bag plus four passenger trains.



66747 and 66729 passing through Knottingley on 26 March 2014. KA



150274 on the Wakefield to Leeds service that reverses at Knottingley and brand new biomass wagon 83 70 0698 007-7 en route for Hull. KA

Three diagrams work the Leeds – Knottingley – Wakefield Kirkgate services and on this occasion a mixture of 142066, three car 144020 and 150274 with 153358 were seen. Whilst coal trains were plentiful, the Tyneside GBRf biomass trains were non-existent presumably there being nothing to move however the Hull biomass working with 66175 bought forth a rake of the brand new wagons in Drax livery. 66748 was working Tyne Dock to Ferrybridge but those workings do not pass through Knottingley.

At 1300 we packed up and headed for Doncaster where we had a look at Decoy yard which contained 66738, and Roberts Road, 66732, before going on the station for a few hours. A further thirteen freights were seen but no more cops.

Thursday we decided to combine a further go at the north east freights with a visit to Shildon so we spent the morning on Northallerton station where from the extreme end of the southbound platform you can get a good view of the lines that divert off forming the dive under to the Eaglescliffe direction. They enable through trains to avoid the flat junction at the north end of the station.

We had arrived around 0800 and almost immediately a northbound coal train passed hauled by GBRf grey liveried 66749, but although we saw a number of coal trains, there were yet again no biomass workings. DBS red liveried 66152 passed making slow progress on the Scunthorpe to Lackenby loaded slab train, running exactly one hour down on the working time table. A class 60 might have been a better bet. One interesting working was 67005 hauling 91126 on an empty East Coast rake. We had seen 14 freights by the time we departed for Shildon, but the elusive 66748 remained so.



66749 heads towards Teesside on the flying junction at Northallerton. I hope an insomniac spotter lives in that nearest house. Ken Aveyard

By now rain had set in but we had a quick look in at the Wensleydale Railway where 03144 was shunting some ballast wagons, otherwise everything was closed.

By the time we arrived at Shildon the rain had eased and we were able to look around without the massive crowds Colin had endured a few weeks earlier when he'd been to see the visiting A4 Pacifics. It was nice to see them both again before they finally return to their respective museums, and also to catch up with those exhibits that haven't been at York for a few years. It was particularly interesting to see the restoration of the correct tender for the Stirling single which has been preserved since 1907 with a tender it never ran with in service.

Outside was J21 65033 which it is hoped will steam again in 2016 and a rather nice selection of wagons which included the last wagon built at Shildon.

That was the end of the days out chasing trains although I did travel by train to Manchester on the Saturday to attend the spring transport fair at the Manchester Museum of Transport. At the end of the holiday a total of 29 cops had been recorded including the 20 Manchester trams and reduced to 2 the number of class 66's I still need to see. (Until the new ones arrive!!)

Britannias, B1s and Other 1959 Motive Power!

By Alan Swinburne

In the August of the very hot and dry Summer of 1959, when I was nearly 12 years old, my father suggested I might like to join him travelling in East Anglia using a 6 day 'Ranger' ticket. Needless to say, knowing that the Britannias were still mainly in charge of the main expresses running out of Liverpool Street, I did not hesitate to say yes! At the time we lived near to London at Ewell in Surrey.

The ticket was valid from Sunday to Friday and gave unlimited travel over what was effectively the original Great Eastern Railway network. This covered from Lowestoft, Norwich and Sheringham in the east to Peterborough, Kings Lynn and Cambridge in the west. Travel was also permitted between Kings Cross and Cambridge on old Great Northern metals but one could not travel to Peterborough directly from Kings Cross. Gresley Pacifics would have been even more tempting than Britannias!

I have kept what is now an old and battered notebook where the main details of the journeys we made were recorded. Fortunately I made a note of all the motive power we travelled behind and I also recorded the approximate top speeds that were reached, especially on the faster stretches of the Norwich main line. As many of you know, the Norwich main line in particular has steep up and down gradients, so in steam days the engines used to pound up the banks at 50-60 mph and then reach 80 + on the faster downhill straights such as near Diss. More of this later!

Although I did not realise it at the time, 1959 probably proved to be the last year that steam was in command of nearly all the faster trains, but the diesels were becoming more in evidence as we travelled around. A few facts and figures show how the railway scene looked in 1959 based on our experience at the time:

We travelled a total of 1363 miles in 6 days and 921 miles were behind steam. Out of 23 different journeys, 12 were steam hauled, 4 were behind diesel locos and the remaining 7 were diesel railcars (including 1 German built 4 wheeler diesel railbus).

Despite new diesel traction, there was an interesting variety of steam traction. As well as 7 journeys behind the Britannias, we had 2 trips behind B1s and interestingly 1 D16/3 4-4-0, a J15 0-6-0 and an L1 2-6-4 tank.

We travelled on some branch lines that have been closed for many years. This included Audley End to Haverhill via Saffron Walden and Haverhill to Long Melford. We also travelled on the picturesque branch from Long Melford to Bury St Edmunds and over the line through Dereham and Swaffham.

The first day's travel was on a Sunday with a trip to Lowestoft and back. Being a Sunday the schedules were easier to allow for engineering work and our engine Britannia class 70035 Rudyard Kipling made light work of the 9 coach load each way. The train was non-stop to Ipswich and covered the 69 miles in about 85 minutes. Despite not needing to go over 70 mph, we arrived in Ipswich 10 minutes early! On the Beccles line there was some fast running, especially near Darsham, where I noted we reached a top speed of 80mph. Rudyard Kipling was in charge again for the 4.55 return working from Lowestoft to Liverpool Street and again ran well along the secondary main line to Ipswich touching close to 80 mph again near Darsham. After the Ipswich stop another 80mph was reached near Bentley and there was more fast 75mph running near Kelvedon and Witham. The journey showed the Britannias free running capabilities with a moderate load.

Monday's trip was a round journey from Liverpool Street to Clacton. Our journey down was behind Class B1 4-6-0 61043 which kept time with a 9 coach load and managed a top speed of 75 mph down Ingatestone bank and near Witham. Our return home on the 6.10pm train found us travelling in a 6 coach set behind D5536, one of the Brush Type 2 A1A-A1A diesels with a 1365hp engine. General running was similar to the B1. Despite managing a top speed of 75mph at Kelvedon, we suffered bad signal checks at Witham and reached Chelmsford 10 minutes late. Further checks beyond Shenfield made us even later by the time we reached Liverpool Street on what turned out to be a 2 hour journey for 71 miles!

The motive power for our third day's travel, on the 9.07 Kings Cross to Cambridge 'Buffet Express' was Thompson L1 class 2-6-4 tank 67738 hauling a 6 coach load. The engine ran well enough at 65-70 mph on the easier stretches of line near Hatfield, but after the Welwyn stop we were switched to the slow line at Knebworth which kept our speed down. On the branch (after Hitchin) another 60 mph was reached near Foxton before slowing for the curve at Shepreth Junction near Cambridge. We had started 5 minutes late from Kings Cross but we were nearly on time at Cambridge. From Cambridge our onward journey to Peterborough East (there was a separate station in 1959) was by a 2 car Cravens unit (E51275). From the front of the railcar we had a fine view over the Fens of Ely Cathedral. The 44 mile journey to Peterborough took exactly one hour including stops at Ely and March. After a visit to the magnificent cathedral at Peterborough, we returned to catch the 4.38 to Ipswich. Our engine was a handsome D16 4-4-0 62570 which took us as far as March before being replaced by Brush Type 2 D5514. The D16 was in its last term of service as it was shown as withdrawn by 1960. The onward journey from March took us past Ely, Newmarket, Bury St Edmunds and Stowmarket. Our light 4 coach train reached typical speeds of 65-70mph between stops and our final arrival was 2 minutes early at Ipswich.

From Ipswich we caught the 7.25 semi-fast to Liverpool Street (from Norwich) hauled by Britannia class 70007 Coeur-de-Lion with a 9 coach load. The train came in 8 minutes late but we made a good start with some 80mph running down Bentley bank before easing for the Manningtree curve. After stopping at Colchester some more 75-80mph running was reached between Marks Tey and Kelvedon. After further stops at Witham and Chelmsford, a fast climb at 65mph was made up Shenfield bank. Signal restrictions spoiled the rest of the running into Liverpool Street, so our final arrival was about 15 minutes late. Not the fault of the engine!

The next day saw us back at Liverpool Street to catch the 10.24 Cambridge line train as far as Audley End. Our second B1 4-6-0 of the week 61360 headed an 8 coach train and made a punctual departure up the rather tortuous line through Bethnal Green towards Clapton. The B1 kept time with 60-65 mph running near Waltham Cross and again near Harlow after the Broxbourne stop. Beyond Bishop's Stortford any chance of a fast run down Elsenham bank was curtailed by a severe permanent way slack of 40mph. Despite this our arrival at Audley End was on time. Our next journey of 7 miles was on a 4 wheeler German made diesel railbus (E79960) taking us from Audley End through Saffron Walden to Bartlow. This vehicle weighed 15 tons with a 150hp engine and could carry up to 56 passengers. An interesting vehicle to ride on!

At Bartlow we changed on to a Derby 2 car set for the 6 mile run to Haverhill. Another Derby unit after lunch then took us on the 1.53 train along the Long Melford branch, some 12 miles. We changed again at Long Melford and after three diesel trips were delighted to find a J15 0-6-0 65477 waiting with 2 very old coaches with the train for Bury St Edmunds. The engine was from a class introduced in 1883! A delightful trip of 17 miles ensued through the Suffolk countryside as we cantered down the branch line on a very warm sunny afternoon at about 40 mph with stops at Lavenham, Cockfield and Welnetham. The old engine kept exemplary time with a punctual arrival at Bury St Edmunds. Our next leg was the 4.45 stopping train to Ipswich in the charge of another Brush Type 2 D5518 with 4 coaches. Despite the light load, the late start of 3minutes increased to 5 minutes by the time we reached Ipswich.

Our final run back to London was on the 6.32 fast coming in from Norwich. This arrived behind Britannia class 70006 Robert Burns with the usual 9 coaches. A somewhat disappointing run ensued despite close to 80mph running near Bentley as we suffered signal checks at Colchester and two 15mph permanent way slacks near Witham and Chelmsford. In between the Britannia did its best at 65-70 mph but our final arrival was 8 minutes late after a 2 minute late start.

Thursday's trip (initially to Norwich on the 9.30 two hour express) showed what the Britannias could do when given their head. Our engine was 70005 John Milton with 9 coaches. As far as Ipswich we just kept to time with 75 mph down Ingatestone bank and about 80mph just after Ardleigh with most of the journey taken at about 65mph. A permanent way slack after the Ipswich stop at Haughley gave us some time to make up and we averaged 85mph from Mellis to Diss reaching a top speed of 90mph at one point. We were moving so fast that some coal flew off the tender! Another PW slack at Flordon just stopped us from arriving exactly on time in Norwich. A memorable journey . We made an interesting visit to see Norwich's old buildings including the very fine Cathedral, where I remember shafts of sunlight illuminating the beautiful colours of the stained glass. After lunch we joined the 2.18 train for Kings Lynn. This was a Metro-Cammell 2car unit taking us to Kings Lynn via Dereham and Swaffham. This branch left the main line to Ely at Wymondham and proved an interesting trundle through the agricultural back waters of Norfolk. With numerous stops the 48 mile journey to Kings Lynn took about an hour and a half! After a 2 hour break in Kings Lynn we headed back to London on the 5.55 train consisting of 10 coaches headed by Brush Type 2 D5530 with the uprated 1365hp engine. The engine kept to time despite no less than 5 permanent way slacks on the 97 mile journey. The fastest running was near Waltham Cross where we reached 75mph.

Our final day was another trip on the 9.30 Norwich train, this time with 70007 Coeur-de-Lion in charge. Out to Chelmsford the time taken was very close to John Milton on the previous day, but on to Ipswich the running was a little more restrained than the previous day with top speeds of about 75mph. The two PW slacks after Ipswich at Haughley and Flordon lost us about 5 minutes and less effort was made to recover time with only about 75mph reached on the fast Mellis to Diss stretch of line. Less good than the previous day but quite a nice run all the same. From Norwich we proceeded on to Sheringham and Cromer and our train each way from Norwich was another Metro-Cammell 2 car unit. This was a pleasant journey taking you near the Norfolk Broads at Wroxham. The wind at Sheringham was very fresh! Once back at Norwich our final journey was to be again behind 70035 Rudyard Kipling on the 5.45 two hour express to London. The first 32 miles to the Haughley PW slack were reached in 31 minutes and included 85mph through Diss. After recovering from the slack, 70035 then worked up to another 85mph burst near Claydon before the Ipswich stop reached in the scheduled 45 minutes (over 46 miles!) Beyond Ipswich another 80mph was reached at Bentley but further progress was hampered by the two severe slacks at Witham and Chelmsford although 75 mph was reached at one point before Witham. Some fast uphill running on Ingatestone bank made up the time lost and we then ran steadily at 60-70mph most of the way to reach Liverpool Street exactly on time. A nice way to finish!

I am pleased I had the opportunity to make these journeys. By modern standards top speeds of 70-85 mph may not seem very high, but travelling by express steam train in 1959 was a very different experience from today's very smooth air-conditioned stock running on welded rails. BR Mark 1 coaches formed most of the express trains and on a hot week one had the ventilators open, so the exhaust sounds from the engine when travelling near the front of the train were very apparent. Additionally the sense of speed was enhanced by the long stretches of jointed track and the not so smooth riding of the Mark 1 bogies at over 75mph on any track less than perfect! After a fast run behind a Britannia, one was very aware of the skill and hard work of the footplate crew to achieve this. A very different world!



Alan Trickett in his letter opposite refers to schools class loco 928 Stowe. For many years this locomotive was preserved as a static display at Beaulieu with a short train of Pullman coaches. Seen here in August 1968.
Ken Aveyard



Letters to the Editor

From Alan Trickett
Wimborne

Dear Sir

Colin Stone's article in Corkdcrew 79 "The Poole to Weymouth Line – Some Fast Runs" particularly his reference to a high speed run behind a "Schools" set me off on some research.

The run took place in the late 1930's. The engine involved was Bournemouth based No. 928 "Stowe" (not 925 "Cheltenham" and some details appear in D W Winkworth's book "The Schools 4-4-0's" (Allen & Unwin).

The 15 miles, give or take a few yards, Dorchester to Wareham had a 16 minute schedule but were covered in 13m 45s with recorded speeds of 81 at Moreton and 95mph at Wool, this thought to be the highest speed ever achieved by a "Schools". The load was a lightweight four coaches.

The other fast runs were also mentioned in the Winkworth book. With a five coach load in 1946, T9 class No.337 was timed at 73 mph through Moreton and 82 mph at Wool. "Schools" No. 924 Hiltingbury also a Bournemouth engine achieved 74 mph at Moreton and 88 mph at Wool this with a much more substantial nine coach 310 ton load. This journey was also logged in the period just prior to WW2.

"Stowe" has been preserved and is currently being overhauled prior to a return to steam. (See picture opposite - Ed)

Alan Trickett

.....
From Suspicious Reader
No address supplied

Sir

I notice that Bulleid Pacifics took the top two places in Clive Arnold's favourite steam locomotives survey.

How did Colin manage to get hold of so many voting papers??

Suspicious Reader,

Railwayana quite interesting (not expensive!)

By Paul Carpenter

Fire risk at Uddens.

Provenance is obviously of importance to railway relics and ephemera, and will often make a substantial difference in value when sold. However this hopefully occasional series will look beyond items that have real financial worth and just come into the category of 'a bit more interesting because one knows where it came from'. I'll try to concentrate on items of local interest.



The sign depicted in the photo is one that is still in current use, although not that frequently seen (or ever was). The current rule book will inform, that one is about to enter an area of high fire risk especially with the operation of steam locomotives. I should imagine that it's possibly in use today rather more than in the past especially on heritage lines through forestry areas.

I'm not sure when the first application of these signs came about and whether any other worded signs predated them. What we can be sure of is they have been around at least 50 years. Like any signage in use over a long period older examples will be fairly obvious, this one looking to be typically post war enamel and is black on the rear.

I asked the British Railways (Southern Region) inspector in charge of lifting the section of line between Wimborne and West Moors in 1974 if I could have it (he let me have a few items for nothing!), and whilst surprised he readily agreed. The sign was situated on the up side of the line on the bank about a hundred yards before Uddens Crossing. It had obviously come in useful for target practice with quite a few large chips and dents in the enamel. Fixed to the post with three large bolts which had rusted solid, I came back next day with a saw to cut through the wooden post which was at least 4x4". Shades here of the expediency with which the squadron crests were removed from some Bulleid Battle of Britain class by cutting a neat oval in the air smoothed casing! I wish now I had the foresight to have taken a photo of it in situ but film was expensive and more to the point I didn't think to. However there is a picture in the Middleton Press 'Branch lines around Wimborne' of Uddens Crossing. Under a microscope in the mist behind the signal post my sign can just be made out.

The section of line was considered a high fire risk area because of entering the area of Uddens Plantation. I remember at the time the sign depicting leaving the area of high fire risk was in the vicinity of Dolmans Crossing (west of West Moors), the affected area being about a mile and a half long. The sign for leaving the area was a yellow disc of the same size with a black vertical stripe. This example was in a somewhat worse state, obviously rather a lot of stones on target. With the distance to carry it, and as I was too young to drive I didn't bother to recover this one. Strangely there was no evidence of similar signs for the section on the down road. I cannot think someone had already taken them as I'm sure I would have remembered them. Also for collectors there were still some L&SWR Beware of Trains signs extant so B.R. enamel signs were unlikely to have disappeared first. Interestingly this absence is not easily explained by the gradient as the gradient was 1 in 200 ascending from around Dolmans Crossing to Uddens Crossing. Trains could have at least potentially been running fairly fast. The 1960 BR(S) Sectional Appendix to the timetable Western Section showed maximum permissible speed on the 'Old Road' as 85 mph (maximum at this time on the Southern Region) for locomotive hauled passenger trains, 75 mph for multiple units and 60 mph for freight trains. There was a restriction of 40 mph through Wimborne station itself. Perhaps the maximum permitted speed (85 mph) on the Southern Region at this time accounted for the maximum permitted service speed for the BRCW Cromptons, later Class 33's?

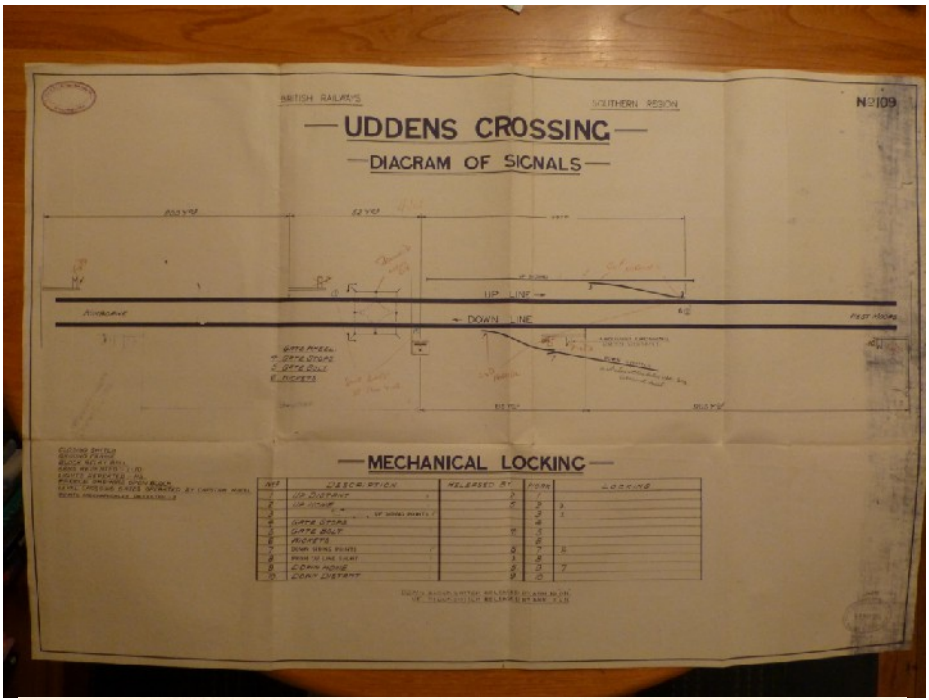
Mention of multiple units is interesting in as much as they did very occasionally work over the 'Old road'. We are talking here of DEMU's, the Hampshire's (or Thumpers if you like) and more surprisingly the Hastings units. Indeed as early as 8th February 1957 Hastings Unit 1002 had a trial run from Eastleigh to Bournemouth West via Ringwood as recorded in the Railway Correspondence & Travel Society's Railway Observer.

Also the Hampshire's worked local trains over the route during engineering work diversions early in 1960. Both worked specials over the line to West Moors, by then the limit of operations, on 1st January 1972 (1019) and 1st June 1974 (1130).

It would seem from evidence seen that between Wimborne and West Moors some of the highest speeds on the line were seen. A log of a run published some years ago on the web had a 76XXX Standard on a 4 coach up stopper doing 65 mph in the vicinity of Dolmans Crossing having passed Uddens doing 58 mph. It should be mentioned that larger engines had some restrictions applied especially in regard to the River Avon viaducts at Ringwood. The Bulleid light pacifics were restricted to 40 mph between Brockenhurst and Hamworthy Junction, although like a lot of speed restrictions years ago it seems on occasion to have been liberally interpreted. The Merchant Navy class were prohibited.

Ignoring the 40 shillings penalty for trespass shown on remaining signs, the line had become a sort of unofficial playground in the years following withdrawal of services apart from to the W.D. sidings at West Moors. By the time the track was lifted between Wimborne and West Moors quite a bit had already disappeared. The signal box had been demolished, maybe around 1972. I picked up one third of a brass plate broken off it's lever from the down distant signal amongst all the smashed glass on the floor. I wish I could say I still had it, maybe it's still at my parents place, as they still live in the same house! Incidentally I read somewhere the lever frame from Uddens Crossing box ended up going to the short lived Creekmoor Light Railway, does it still exist? Gone before this date, around 1965 was the crossing keepers lodge. The signal posts also went, around 1973, the arms had been cut off a few years earlier and lay in the grass for quite some time.

The signal box diagram came to me courtesy of a signal & telegraph engineer at Salisbury around 1975 when they had a clear out of no longer needed diagrams. The annotations are original and refer to changes made regarding decommissioning signalling and working of level crossing gates by traincrew. Strange to think the diagram was only 15 years old at the time and nearly 40 have gone past since. A view of the last days of operation on this stretch of line beyond Wimborne to West Moors is included. It is labelled authors collection and was given to me in 1974 by the photographer who rode on the locomotive 33111, and he was told at the time it was the last ever working to West Moors. I believe this was in August and from notes on the back of a photo I took it seems the line was out of use until final closure in October. I knew the photographer very well at the time but sadly lost touch a very long time ago when he moved back up north. I hope if he sees it he will forgive me for including it, as for the Wimborne Railway Society members it is doubtless of interest.



Hopefully our editor will indulge me and allow me to bring you some more obscure trivia of our local area at a later date.

Society visit to Acton Depot

by Ken Aveyard

Following the report of last year's visit to the London Transport Museum Depot at Acton on the occasion of one of the open weekends, a number of members expressed a wish to visit the collection particularly as it was discovered that private visits could be booked by appointment with the Museum. Thus it was on 7 April 2014 that a group of 15 members met at Acton for what should have been a two hour guided tour, but which ended up nearer to three hours thanks to a pleasant and accommodating volunteer guide.

After a brief introductory talk by the Assistant Depot Manager we were taken first to the small exhibits room which is not open to the public on special days. Here could be seen a vast array of models old and new, uniforms, sports trophies, ticket machines and drawer after drawer of smaller items from bus garage plates to station signs. Amazingly there was a cabinet containing over 20 different designs of Underground conductor rail insulator pots including a very early glass example compared to more recent ceramic ones. We were then allowed a few minutes in the poster room, again normally only open on special poster exhibition days, where some fine examples of art work were displayed on the walls. We were not permitted to take photographs in these first two locations.

The contents of the main shed were pretty much the same as last year, with the operational four car rake of 1938 stock taking pride of place. Alongside, work continues on creating a rake of 1923 style stock using two former Isle of Wight centre coaches. Single examples of Metropolitan, Victoria and Jubilee line stock were also on display together with the early stock mentioned in last year's article. The restored carriage and milk van from the 150 celebrations were also here.

Normally visitors are not allowed outside on private visits but having asked in the briefing about the restoration of the B type bus for the 1914 – 1918 centenary celebrations we were permitted a few minutes outside to see one of the remaining examples that had been sheeted over on the open days. Pictured opposite is B214 the example that is not being restored. An alternative chassis and a more complete body are being restored to represent a B type in the condition that they went to France in 1914. B43 has been in the Imperial War Museum fully restored for many years, and B340 is in the main Covent Garden building. For such an elderly class it is remarkable that so many have survived.

Returning inside we looked at the trolleybus and tram exhibits which are virtually the same as last year although a Grey Green Volvo representing the first privatised LT bus contract for Route 24 was particularly prominent.



It is hoped that another visit may be arranged later this year for those that missed out this time. Please make your interest known to Peter Watson.

RAILWAYS ROUNDABOUT

JANUARY 2014 :- On Monday 20th the first down train of the day, the 06.11 Bournemouth to Weymouth service ran in to trouble just west of Wool. Ice on the conductor rail led to the unit becoming stranded due to lack of electrical contact. The following 06.16 Brockenhurst to Weymouth was run forward from Wool to assist but it too suffered loss of power, but in this instance it was able to return wrong line to Wool station. A “cunning plan” was then hatched when d.m.u No 158881 was “pulled” from the Lymington branch and sent westward to assist. However Mother Nature intervened as a thaw set in and the two e.m.u’s were then able to move under their own power. Thus No 158881 was stopped and turned back at Poole, in the interim following down trains were terminated and turned back at Wareham.

But in general late January saw a quiet time out on the main line, only one Wool sand train ran behind No 66515 on the 27th (down) and 28th (up loaded). The following day sister engine No 66615 ran another set of empty wagons from Theale to Wool, it took the loaded train to Neasden on the 30th.

FEBRUARY :- On Monday 3rd No 66515 returned to Wool with empty sand wagons, it then ran light to Millbrook for fuel. Due a locomotive shortage it did not return next day as it was used to work an Inter-modal train north from Southampton. Instead No 66517 from the Inter-modal pool was sent down to Wool on the 4th and worked the loaded train away to Neasden. By doing so, No 66517 became the first “new” loco’ to work into Dorset in 2014, and the 94th Freightliner Class 66 to pass through Poole. No 66517 completed the circuit by returning the empty wagons to Wool on Thursday 6th. Both loco’s then returned to their correct pools thus No 66515 took away the loaded sand train on Friday 7th.

On Monday 17th two Class 73’s “top and tailed” a test train to Weymouth. With No 73205 leading the train passed Poole at 10.24 in the down direction and at 12.25 in the up, with No 73212 in charge. During week ending February 23rd, there were no sand trains to or from Wool, until No 66602 arrived with empties on Saturday 22nd.

The following week on Monday 24th No 66602 worked the loaded wagons to Neasden. Later that same day two Class 31’s No 31452 leading and No 31190 tailing worked the “Railvac” and six wagons from Totton Yard to Weymouth, Poole was passed at 23.08. Just over one hour later at 00.13 in the early hours of Tuesday 25th two EWS/DBS Class 66’s No 66160 leading, and No 66101 tailing worked a train of loaded ballast wagons through town heading from Eastleigh to Dorchester South. The two 66’s returned through Poole at 05.30, followed by the two 31’s some 20 minutes later at 05.40. Just 16 hours later at 23.08 No 31452 and No 31190 were heading through Poole again taking the Railvac back to Dorchester for a second time !

The pair had been preceded at 22.50 by EWS/DBS Class 66's No 66051 and No 66112 working another ballast train to Dorchester. Both sets of locomotives returned early on Wednesday 26th. Later on Wednesday 26th at 23.45 the Railvac again ventured down to Weymouth. However on this occasion Class 56 No 56312 ran with No 31452 having replaced Class 31 No 31190, return to Totton Yard through Poole was at 05.30 on Thursday 27th. At 23.54 on the 27th a fourth trip to Weymouth for the Railvac saw No 31452 leading, with both No 31190 and No 56312 on the rear. At 05.05 on Friday 28th the Class 56 led the ensemble back to Totton Yard. (Totton Yard, near Southampton is the local stabling point and operating base for Devon & Cornwall Rail "DCR").

MARCH :- Nothing much happened for the first 6 days of the month ! On the Thursday 6th Class 33 No 33207 "Jim Martin" passed through Poole at 09.07, light engine, en route to Norden. It returned past Poole at 11.54 with the Swanage Railways Class 108 d.m.u. (cars 51933+54504) in tow heading for Eastleigh works (See SR notes). On the same day Shanks two tone green liveried Class 66 No 66522 took empty sand wagons to Wool, it worked up with the loaded train on the 7th. Sister No 66544 worked "The Sand" on the 10th, 11th, 12th and 13th.

On Monday 17th the 95th Freightliner Class 66 to visit Dorset arrived in the form of No 66561 hauling the sand empties to Wool, it returned with the loaded train on the 18th. Next for the "Wool Sand Circuit" was No 66547 (19th/20th) and by No 66544 again on the 24th and 25th. 66544 returned on Monday 31st, booked to run as the 03.50 from Theale to Wool, it was due through Poole at 07.36 but it ran two hours late passing at 09.40.

APRIL :- Following on from that working it was not until Monday 1st that No 66544 worked the loaded sand train away to Neasden.

SWANAGE RAILWAY (SR) :- Reference was made in the last issue of "The Corkscrew" to p.w. work being undertaken at Harmans Cross in early January 2014. A visit to Harmans Cross on Monday 27th January revealed that the up loop had been relaid, only a few odds and ends remained to be down to complete the job.

On Saturday 1st February "ex GW better known as WF" No 6695 was in action working the four train SR service. Running in reverse to Norden it ran without problem, however when in forward gear the usual "fore and aft" shuttling motion was most obvious. This prompted both laughter and indignation from certain members of the travelling public ! !

On Tuesday 12th February Class 33 No 33111 towed M7 No 30053 from Swanage to Norden. On arrival it was loaded on to a road vehicle for transport to the South Devon Railway (SDR) to take part in an SDR gala event, it was later spotted heading west down the A303.

During half term week of 15th to 22nd February No 6695 was noted working the service on at least one weekday.

M7 No 30053 was back on the railway and working weekend services on Saturday/Sunday March 1st and 2nd. With remedial work in progress on the track bed in the main platform at Swanage station, trains were arriving and departing from the bay platform. A novel form of working was in use whilst the p.w. work was being undertaken, trains arriving from Norden drew to a stand at the approach signal to Swanage and then drew forward to a point opposite the engine shed. Here the train engine was detached and adjourned to the shed for coal/water. Class 08 diesel shunter No 08436 then attached to and drew the train forward into the bay platform. This arrangement did away with the need "shunt release" the train engine which once serviced could reattach to the stock for the next departure to Norden.

On Thursday 6th Class 33 No 33111 towed the railway's Class 108 d.m.u. cars Nos 51933+54504 from Swanage to Norden. At 09.50 "Slim Jim" Class 33 No 33207 arrived into Norden off the national network and coupled up to the unit. At 10.08 No 33207 with the d.m.u. in tow set off for Eastleigh works, where it is assumed the unit will be prepared to work the SR's Swanage-Wareham service in 2015 ? Also on the 6th March the tender for the T9 No 30120 arrived by road and was offloaded, it was followed the next day Friday 7th by the loco' itself.

Following the discovery of a major problem with the boiler of Standard 4 2-6-4T No 80104, a rapid strip down of the locomotive took place. On Tuesday 11th March the engine was being stripped on Swanage turntable, various bits of pipe work and the cab were being removed. Next day (12th March) 80104 had been towed to Norden by Class 33 No 33202 and the boiler removed from the frames. Whilst "hanging in midair" the bolts securing the ashpan were cut off releasing the pan. Finally the boiler was loaded on to a lorry for transporting to a registered boiler repair company. It is the intention to have the engine back on the SR and up and running for the summer season.

Over the weekend of 15th & 16th March the railway held an LSWR weekend when services were due to be worked by M7 No 30053 and T9 No 30120. Sadly after two round trips on the first day, the T9 suffered an injector failure and was withdrawn from service. With no standby steam loco' Class 33 diesel No 33202 was pressed into service on "The Branch Train" (Does anyone know what number it carried in LSWR days please ?). Luckily the M7 did sterling service on five coaches covering for the failed T9, whilst No 34070 "Manston" was lit up in case the T9 could not be fixed. As ever the Swanage fitting staff worked their magic and had No 30120 "up and running" for the Sunday service.

Monday 17th March saw both the T9 and “Manston” out working a private photographic charter. On passing through Corfe Castle (purely by chance you understand ! !) I noted both engines and seven coaches standing on Corfe viaduct. Then 30120+34070 working double headed performed several run pasts for the assembled photographers. At around 11.50 the photographers boarded the train which then set off to a new photographic location between New Barn and Herston. With both 30120+34070 working flat out they made a magnificent sight forging across Corfe Common past where I just happened to be standing (purely by chance of course ! !)

Next day M7 No 30053 was working a second Photographers charter. During the remainder of the week there were more photo’ charters utilising any combination of 30053, 30120 and 34070. On Tuesday 25th March “Manston” was loaded onto road transport for transfer to the West Somerset Railway (WSR) and use in a WSR gala. Sadly it appears that “Manston” suffered a serious problem which rendered it unable to run “in anger” at the West Somerset. With No’s 34070 and 80104 unavailable, U Class No 31806 was a late addition to the SR April 5th & 6th Spring Steam Gala..... For some of the above information I am indebted to Bob Drew, Alan Worth, John Henderson, Graham Clackett and the information website “wrgen”

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The Wessex Word Search Answers.

By The Reverend Green.

How did you get on then? Were you able to find the 29 local stations? I have **HIGHLIGHTED** their whereabouts as indicated, meaning the remaining letters can then spell out the following sentence:-

Closed stations on the Corkscrew, S&D, plus others which are open.
And there you have it for another quiz, until the next time...

c	M	l	L	O	O	W	E	Y	M	O	U	T	H	C
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Purbeck Railway Circle – Forthcoming events.

Saturday May 10th and Sunday 11th May. **Model Railway Exhibition** in association with SR Diesel Gala.

June. Annual Summer Outing to the Bluebell Railway – further details to be advised.

Friday 11th July. “**The History of Narrow Gauge Railways in France (including 60cm in WWI)**”. A presentation by Michael Bunn

Transport Trivia

by Derek Lewer

Question 26

A boundary marker stone for Hereford and Shrewsbury Railway in the national collection at York is said to date to 1846. Why is that unusual?

Question 27

How far did the cruise liner Queen Elizabeth II travel on one gallon of fuel that it used?

Question 28

What road event occurred on 30 October 1991 on the M25

Question 29

What commenced on 29 June 1962 and ended on 24 September 2013?

Question 30

Which Queen returned home on 18 November 2013?

Answers to Questions 21-25 as published in Corkscrew 79

Answer 21

The Talylyn Railway on Easter Day 1995 when driver Rachel Palfreyman and fireman Christine Horner were in charge of locomotive No. 3 Sir Haydn.

Answer 22

The first Orient Express train left Paris for Constantinople (now Istanbul)

Answer 23

In the UK vehicle registration system since September 2001

Answer 24

Crews at work in the Channel Tunnel met for the first time when French workers drilled a pilot hole through to the British side of a service tunnel.

Answer 25

Your legs!



Northern Rail 2 car class 144 unit 144010 leaves Doncaster for Lincoln on 21 March 2014. Ken Aveyard



On 11 April 2014, DRS provided the traction and rolling stock for a Settle and Carlisle line Anniversary Special. Headed by 37259 with 37425 behind, the special is seen passing through Shipley. Colin Aveyard