

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

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Colas Rail Freight class 70 locomotive 70809 is seen at Westbury on 27 May 2014 on the occasion of the society outing to south Wales. See article in this issue.

Ken Aveyard



A question for you. These unrestored vehicles are to be found at the Midland Railway Centre, Butterley. Steve Green would like any information you may have on them.

Steve Green

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Editorial

One of the possible events suggested for the club programme for the next year has been a debate on whether HS2 is a good or bad idea. Well the government has now thrown a curve ball with the suggestion that there should be a high speed rail link between Manchester and Leeds, to eventually become Liverpool to Hull. This was immediately dubbed HS3 by the news channels.

Now one of the proposals put forward for HS2 is that it should be started at Birmingham and constructed both north to Manchester, and to Sheffield and Leeds and south to London at the same time. So why not turn the whole thing on its head. Start at Leeds and build it to both Manchester and Sheffield then continue simultaneously to meet at Birmingham before continuing towards London. Liverpool and Hull can come later.

Then finally when the money runs out before it's reached London, we can sit back and relish the fact that the north has had some long overdue investment in the rail network. Now that's a debate that should be interesting!!

In this issue we have the first in an occasional series on Irish locomotives by Paul Carpenter, the tale of a Yorkshire weekend by Steve Green and the first of a series of articles on local to Dorset railway happenings by Colin Stone. Derek Lewer sets the latest batch of Transport Trivia questions, and Dave Round updates us on Horton Road. Finally Colin Stone rounds off this issue with our regular Railways Roundabout feature.

Sit back and enjoy Corkscrew 81. Closing date for issue 82 is 17 July 2014.

Cover Picture (by Paul Carpenter)

NIR 112 arrives at Dublin Connolly on the 15.00 ex Belfast. 19th April 1988.

Diesels across the Irish Sea

by Paul Carpenter

In February I gave a presentation on Irish Railways as they were back in 1988 which seemed to go down reasonably well, although I acknowledge that most member's interest will be focused on very different railway subjects. However as it was suggested that I might be able to write a few articles on the subject, and more to the point our journal's editor needed to fill some pages, I thought I'd give it a go – so here's a taster. If you like it, let me know and I'll do at least another!

1. The 071 class – “Big GM's”

Quite often in life you meet someone you once knew and have not seen in years, thereby allowing a comparison with how the passing years have had an effect on your appearance. Perhaps the same can be true of locomotives! Brushing up on my knowledge for the presentation, I knew that I would soon have to go back to Ireland. This time I would have a look at the operations of Bord na Mona, who have an extensive railway system serving the peat bogs. It did however briefly give me a chance to make a re-acquaintance with a locomotive seen in 1988.

Back in the mid 1970's Coras Iompair Eireann, the operator of the railways (and for that matter a lot of the bus services) in the Irish Republic were looking for a substantial increase in power for locomotives, with an eye to speeding up passenger train schedules. By 1972 the main line diesel fleet was almost entirely powered by General Motors engines. Fifteen B121 class, came from the General Motors Electro Motive Division La Grange, Illinois works early in 1961. These single cabbed locomotives powered by an eight cylinder 567 engine of 950hp had started the American takeover, and were swiftly followed by thirty-seven B141 class double cabbed locomotives of the same power in 1962. The B181 class, twelve locomotives, outwardly lookalikes of the B141 class but fitted with an upgraded 645 engine of 1100hp engine followed in 1966. The extremely good reliability of these engines had proved a revelation to CIE.

This somewhat vindicated O.V.S Bulleid's, (CIE's CME from 1950 -1958) recommendation when dieselisation of main line services was planned that diesel locomotives should be bought from the United States. CIE's management may well have wished for this but politically it was apparently out of the question, despite a team from General Motors having been invited to Ireland. Instead, a massive order, the largest in the British Isles at that time, was placed with Metropolitan Vickers for sixty A class and thirty-four C class locomotives with 1200hp and 550hp Crossley engines.

Delivery started in 1955, problems started almost immediately after. It should be stated that the letter designation referred to power classification, the above mentioned GM's were in Class B, along with 12 BRC&W Sulzers. By 1960 CIE had become well and truly exasperated with the reliability of the Crossley's, a situation mirrored on British Railways with the similar Co-Bo's. Hence the decision to look elsewhere, which led back to General Motors. It's a long story, but for now it's suffice to say that the A's and C's were to be rejuvenated with General Motors engines.

In 1972 CIE had with some fanfare introduced the "Supertrain" concept. This came about as a much needed attempt to speed up initially the Dublin – Cork services, spreading in due course to other main line express services. Re-engined A class locomotives were to be used at first, although it was recognised their now 1350hp rated engines would be less than what was really required. Some had their new engines rated at 1600hp, but the retained Metropolitan Vickers traction motors meant this was expecting a bit too much. Obviously higher horse powered engines were required, and of course there was only one manufacturer that would be seriously considered.

The first of what would be known as the 071 class, CIE having now done away with the former power group letter prefixes landed on Irish soil in 1976. However it was to be late May 1977 before the first of the class of eighteen entered service (071 – 088). They sported a variation of the livery designed for the "Supertrain" brand (a lot of orange and black), a colour scheme with minor tweak's they would carry for a very long time. Powered by an EMD 12 cylinder vee engine designated 12-645E3B rated at 2450hp and with a Co – Co wheel arrangement, (the earlier GM built locos were Bo – Bo's), these "Big GM's would revolutionise CIE's principle passenger services. However their entry into service was not as smooth as the "Small GM's". Despite being on Irish soil by October 1976, it would be May 1977 before they commenced scheduled service train working. A driver's trade union dispute saw them "blackened", whilst a pay dispute was being resolved. Frame fractures and poor riding characteristics needed sorting before the class settled down to a twenty year period as the principle passenger class locomotive. However once these problems had been sorted out, they settled down to give legendary service, initially on the Dublin – Cork line, swiftly followed by Waterford and Galway services, and in time most other routes. Their maximum speed of 90mph allowed a complete revamping of CIE (later in 1987 the rail operation became known as Iarnród Éireann).

Ultimately displaced by the new 201 class (the second class to carry this designation, re-engined C's had also from 1972 until their demise in the mid eighties been 201's), they increasingly took over much of the remaining freight and infrastructure duties.

So impressed with the 071's were Northern Ireland Railways that they ordered two and then a third for their share of the Belfast – Dublin Enterprise service. This allowed displacement of the three Hunslet built locomotives from the Enterprise. These new locomotives from General Motors were identical to the CIE machines. They were enhanced by being named – 111 Great Northern, 112 Northern Counties and 113 Belfast & County Down, commemorating the largest former railway companies of the north. All three of these were seen in service during my 1988 trip.



My first sighting of a 071 was at Waterford, 073 to be precise. I photographed it from across the River Suir that separates the city from the railway coming past Waterford West Junction, with the 07.40 from Dublin Heuston. Watching it run round its train in the sunshine, 073 would work the stock of air conditioned Derby built Mk 11d's back to Dublin, the 10.50 departure. I would be on this train. A novelty of the Waterford – Dublin route was the reversal at Kilkenny. It had once been possible to go through to Dublin via two routes. Until 1963 it would have been possible to carry on through Kilkenny to Portlaoise and join the Cork – Dublin main line. Our route though entailed the locomotive running round it's train at Kilkenny, thence we retraced our route for a couple of miles to Lavistown Junction, this time branching north to Cherryville Junction just south of Kildare to join the Cork – Dublin main line. Obviously the run round at Kilkenny gave ample time to take the above photo (in this digital age you would doubtless take twenty!). On arrival at Heuston station a dash across To Dublin Connolly would see me heading north on a Belfast express behind another of the class, 086.

Fast forward to April 11th 2014, a day short of 26 years since the above and I had a good morning's photography of peat trains on Bord na Mona metals. Knowing that one of Iarnród Éireann (Irish Rail), few remaining freight services was a daily Ballina - North Wall, Dublin freightliner, and might possibly be seen, I headed to nearby Roscommon station. It was midday. The booking office clerk was kind enough to phone the signaller and elicit the fact that it might be through in about an hour or so. No point rushing off to find a better location I didn't know where I should go to and anyway it might turn up sooner! Was it worth the wait? A question one always asks oneself during these periods, especially on Irish stations that can seem so quiet that one cannot actually imagine seeing anything move. One local however turned up nearer the time of the train's arrival, obviously looking to see something, and there was no passenger train due for another hour. He wasn't interested in photographing the train, just came to see it, maybe he always does?



Perhaps as you have probably guessed by now, it was 073 again when the liner train did come slowly round the tight curve at the west end of the station. The driver with the road for the next section of single line would soon open her up, and yes those General Motors engines do sound good! A good load on, hopefully there is still some life in freight on Irish Rail metals. Repaints of diesel locomotives in recent years often somehow make the locomotives look much younger than their build dates. Witness the state a lot of British Railways diesels looked in faded oil stained green back in the sixties and seventies, when they were only a few years old. So it was with 073. Gone was the "supertrain" orange livery that was so omnipresent back in 1988 and now so mourned by Irish enthusiasts. Shades, no pun intended, of B.R. blue. Back then 073 had that war weary appearance that somehow (maybe its modern paint) doesn't seem to be seen today so readily. So somehow 073, in its 2007 Irish Rail freight livery seemed younger than in 1988. Rather in marked contrast to my own appearance! Postscript – All 071's are still operational, some 38 years old now, more than can be said for their 201 successors.

4 days, 3 failures, 2 headaches and 1 upset stomach.

By 3 WRS members and 1 MVR guard.

This story tells the tale of an Easter break to Yorkshire, which didn't quite go according to plan!

The three WRS members were Stuart Webb, Mike Banks and Steve Green and the MVR guard was filling a vacant space in the car!

Day 1, Failure No.1:-

First stop, for a lunch break, was the Kirklees Light Railway, a 15" narrow gauge line operating on the ex-L&YR 3 ½ mile long Clayton West branch line, near Huddersfield. Being Good Friday, the railway was running its "Easter Eggspress" trains, which needed to be pre-booked, so unfortunately we were unable to travel. The new Clayton West station is now home to a class 108 Derby lightweight DMU coach, DTCL no.56495.



Hawk at the Kirklees Light Railway

Steve Green

We had a little wait for the first train to arrive, which was hauled by "Hawk", an 0-4-0+0-4-0T 'Kitson Meyer', claimed to be the most powerful 15" gauge loco in the world. We watched her run-round and depart and then waited for the next train to arrive. However, what came round the corner was "Hawk" again, bunker first, light engine, straight through the station and onto shed! Hmm, something not quite right here we thought.

Running slightly later than advertised, "Owl" and train appeared and after a swift run-round, departed again. "Owl" is an 0-4-0+0-4-0T geared loco, based on an Avonside design from the 1920s. "Hawk" had only recently returned to traffic and her failure was caused by the air regulator for the brakes sticking, but this was soon repaired.

Before booking into our Premier Inn for the weekend, we headed to Colton Junction, about five miles south of York station, where the ECML joins the four tracks from Leeds. A convenient road bridge over all six tracks provided an excellent vantage point in all directions. For the record, the freight workings we saw were:-

0Z20 Doncaster – York, passed @ 1619 (66431)
6H90 Tyne Dock – Drax, passed @ 1636 (66415)
0T03 Doncaster – Tees Yard, passed @ 1637 (66135 + 66175)
Unknown working, (66703)
4N68 Drax – Tees Yard, passed @ 1743 (66133)

Day 2, Failure No.2, headache No.1:-

After breakfast, we headed back to Colton Junction where there were considerably more people and cars than the previous evening. The reason, 46233 "Duchess of Sutherland" was on a mainline railtour, "The North Eastern", from Leicester to Newcastle. Colton Junction was passed at 0942, about five minutes early. Next stop was York Racecourse, not for the gee-gees, but the model railway exhibition! A good part of the day was spent here, but the NRM beckoned, so we headed there in the late afternoon for a whirlwind visit. Inside the Great Hall were class 37 D6700 and 'Deltic' 55002, to be seen again a few weeks later at the Swanage diesel gala! Health & Safety gone mad was noted in the Station Hall, where red LMS 'Crab' 13000 was completely surrounded by wooden extensions to the platforms she was sat at. This prevented anyone from seeing her valve gear and wheels, and it looked, quite frankly, ridiculous. Noted in the yard outside were a pair of DRS class 20s and InterCity liveried 37518 "Fort William", ticking over, and shortly afterwards, spotted heading into the station. Damn, missed it, wonder where she was off to? In the workshop was 5972 "Hogwarts Castle/Olton Hall" and a pile of bits which are costing £xx million to put back together again, with 4771 "Green Arrow" strangely tucked away in the reserve/stores collection.

With the wonders of modern technology we were able to keep tabs on the return working of the Duchess, and having seen she was running about 15 minutes early, we headed to the station to join the increasing number of spotters on the north end of platforms 10/11. (Her booked times in York's platform 9 were from 1806-1815.) On checking her progress again, she was now 20+ minutes late! Strange, how can that be? Delayed due to a late running service train perhaps?

Then the word was spread around that she was in trouble! Phones were checked, texts sent, and finally she was located, in Ferrhyll up goods loop, which is north of Darlington! Can you guess where the 37 was heading!?

Yes, the Duchess had been declared a failure (which transpired to be a hot axlebox on the tender) and the 37 was going to work the train back to Leicester. Being keen spotters, we hung around the station to see the tractor and in the former parcels sidings were 66431 (seen yesterday), two more DRS 20s (305 + 308) and a snowplough, ZZA ADB965206. At just after 1900, 6H98 (Tyne Dock – Drax) passed through the station with grey liveried GBRf 66747 at the business end.

And finally, at 1937, 1Z43 arrived with the InterCity 37 at the front, re-platformed into platform 10 - bugger! After a crew change and waiting for a pathway out of the busy station, she departed at 1949, 94 minutes late! Now, believe it or not, as there was no need for the booked loco change at Derby, the railtour arrived back at Leicester at 2244, three minutes early!! The Duchess and support coach left Ferryhill at 1900 and she limped back to York, arriving at 2157, before heading into the grounds of the NRM at 2220. This meant there were two big shunting engines temporarily “on shed”.

Day 3, Failure No.3, upset stomach No.1:-

Easter Sunday was spent on the NYMR (which had three Black 5's rostered! 44806/71, 45407), and the loo! We arrived at Pickering in time to catch the first train, headed by class 25 D7628 “Sybilla”, down to Grosmont where Black 5 44871 was added to the rear of the train before continuing onto Whitby. These services are running in top & tail mode this year whilst track alterations are taking place at Whitby in conjunction with the construction of the NYMR's own platform.

A quick walk through the original tunnel to the sheds meant we were in prime position to watch LH&JC (Lambton, Hetton & Joicey Collieries) 0-6-2T No.29 depart with a featherweight train formed of three Gresley teak coaches. This formation is actually running for the season in lieu of the line's class 101 DMU, which is currently out of service awaiting repairs to corroded bodywork. We then had a look round the sheds, spotting 62005, 47406 (from the GCR for the spring gala), 75029 and 61264. Ian Riley's former “Pocket Rocket” 76079 was in the workshop for an “overall”, according to the notice! Back at the station, we caught 44871 up to Goathland/Hogsmead/Aidensfield for lunch and to take some photos. On passing the sheds at Grosmont on our ascent of the long climb, we noticed Large Logo 37264 had been fired up. Hmm, wonder why that's been started up, thinking it was out the following day and was being checked over. Having disembarked, we climbed up to Darnholm to watch the former Llangollen Black 5 No.44806 tackle the climb with the Pullman dining train. Pretty much on time, the unmistakeable sound of a hard working engine could be heard, pounding up hill, but it wasn't a steam sound, but the growl of a diesel making light work of the heavy load.



Lambton tank 29 departs Grosmont on the teak coaches. Steve Green



37264 deputising for 44806 on the Pullman diner. Steve Green

Oh no, not again, what's gone wrong this time!? We stayed to watch the Lambton tank roll downhill though, so at least we did see some steam, only coasting and not thrashing.

Feeling a little disappointed, we headed back to the station to watch 45407 “Lancashire Fusilier” storm up the bank and then catch 44871 (again!) back to Grosmont and to formulate Plan B. This consisted of a thrash back up the hill behind No.29 to Goathland, and back down again behind the 37. Unfortunately a run with 44806 returning us to Pickering didn’t materialise, as she had been shunted back on shed for reasons unknown. Instead we had to settle for 37264 all the way, but she did sound good and wasn’t hanging around!



47327 running as S and D 23 at Butterley.

Steve Green

Day 4, headache No.2:-

The journey home was broken up by a stop at the Midland Railway – Butterley, nee Centre! A two train service was in operation, using “SDJR” 3P3G ‘Jinty’ No. “23”, or 47327 as it’s more commonly known, and a class 141 Railbus, unit No.141113. We had a ride on both, starting with the Railbus and had a good look round the PRCLT’s “West Shed”, the Matthew Kirtley Museum and the newly opened stationary engine building. In the workshop was a real SDJR loco, 7F No.53809 (minus boiler) and Caprotti Standard 5 No.73129. Noted underneath some tarpaulin covers was a rake of four coaches, which at a guess was the 4TC unit, destined for possible use at Swanage? The centre was also home to a lot of DMU’s, in differing states of decay/repair/operation.

The remainder of the return leg passed reasonably uneventful, apart from a terrific downpour/thunderstorm on the M40!

Apart from the obvious problems, as mentioned, a good weekend was had by all.

Another trip up the Valleys

by Ken Aveyard

Well no sooner had I mentioned it in the editorial of Corkscrew 80 than a group of members decided another trip to Wales was on the cards. So on Tuesday 27 May 2014 twelve of us congregated at Westbury where we found 70809 sitting between duties. Some of the group got off at Newport but most of us continued to Cardiff and a run up to Rhymney, As is often the case on these trips, John Webb alights and boards at every station on his quest to set foot on every platform on the network, frustrated by the fact not all trains on the Rhymney line stop at Gilfach Fargoed. At Rhymney most of the group returned to Cardiff and for some of them a change at Heath High Level to Heath Low Level, Coryton and Cardiff Bay, whereas Chris Aston and I caught a bus to Merthyr Tydfil where we spent a while photographing buses in a bus station I last visited in 1978. We then returned to Cardiff on a Barry train, which as we alighted from, the other group boarded, for their run to Barry and Penarth.



175108 waits at Cardiff Central for a Manchester service. Ken Aveyard

Chris and I visited the Ian Allan book shop and had a meal before returning to Cardiff station where as it approached 1800 we could not see our intended train back to Westbury. Changing to our departure platform, we found the gang from Barry boarding the Cheltenham service for a run to Newport where due to earlier problems our incoming service had been terminated. The others in the party were already at Newport so we were treated to a departure eastbound from platform 1 giving a new set of crossovers for the track bashers. Back at Westbury named 66079 was stabled and we observed triple light engines 66602 66509 66619 arrive from Stoke Gifford before heading home.

“FOREIGNERS” and ODDITIES on the Railway in POOLE.

Part One ... Steam

By Colin Stone.

The recent appearance of EWS/DBS Class 66 No 66047 in Poole and the County of Dorset meant that all 250 of the initial batch of Class 66's have now been into the County. Following my “posting” of this information onto the Wessex area railway information website “wrgen”, I received a request regarding visits from other diesel types which have visited Poole. This request has prompted me to type up a two part article, in this, Part One, I hope to list what at the time of the event was an unusual steam locomotive working. In Part Two I will try and document odd happenings in the diesel/ electric era.

Oxford was I believe one of few places where steam locomotives from all four of the “Big Four” railway companies could be seen on a regular basis. Here in Poole we regularly saw types from two of the four. Obviously we had Southern engines, plus courtesy of the good old Somerset & Dorset (S&D), loco's from the Midland came our way. I am however, via books and periodicals, able to determine that both Eastern and Western locomotives came our way. Lack of information means I can only briefly cover that vast time period prior to 1956 when my own recording and logging of local railway events began.

Visits by Eastern engines were few in earlier days, as far as I can tell they were limited to some Class B12/3 4-6-0's that worked ambulance trains in the Second World War (WW2). Western engines were a bit more frequent, coming from both the Southampton direction and over the S&D on excursions. Indeed a photograph in possession of Blandford Museum Railway Club shows a sister engine to “City of Truro” (No 3433) near Blandford with a Taunton to Bournemouth excursion. These pre WW2 specials also used 22xx 0-6-0's long before their later much detested invasion of the S&D. One picture dated 1939 shows No 2277 passing through Broadstone. Broadstone also features in a 1937 photo' by G.W. Puntis which shows a GW Saint 4-6-0 No 2916 “Saint Benedict” in the sidings there. It had worked an excursion to Bournemouth from Wolverhampton and then took the e.c.s. to Hamworthy before proceeding to turn via Broadstone and Poole.

In Peter Smith's book “Mendips Enginenemen” another picture shows No 2916 standing beside M7 No 21 with two Midland 2P's passing, so three of the big four loco's were at Broadstone that day ! !From Stan Symes book “60 Years on the Footplate” I was able to discern that in WW2 Austerity WD 2-8-0's visited Poole travelling at least as far as Hamworthy Junction. Stan also worked an ex LBSCR Class K 2-6-0 as far as Hamworthy, other wartime anomalies were that several SECR 4-4-0 loco's worked Airway Specials.

Such were the vagaries of war that several other undocumented oddities must also have occurred. In this respect a few Midland engines not normally allocated to S&D sheds, such as Horwich Crab 2-6-0's came our way, they continued appearing on the line after WW2 until 1949. A Midland Compound 4-4-0 was trialled in the 1920's, but there is a specific mention of No 1046 allocated to the S&D during wartime being regularly assigned to the 6.48 am Bournemouth West to Bath. Stanier 8F's appeared too, but were soon drafted away elsewhere and did not re-appear on the S&D and in Poole until well after nationalisation in the 1960's. In 1950 Ivatt 2-6-0 "Flying Pigs" were trialled over the S&D with 43012, 43013, 43017 and 43036 working off Bath, in spite of their poor steaming capabilities they remained until 1953.

My own personal observations stem from the year 1956 when I was introduced to the hobby of "Train Spotting" i.e. "number grabbing". My Secondary School (1957-1961) was adjacent to Poole Goods yard head shunt and the main line to Weymouth. Locomotives passing were mostly those shedded at Bournemouth, London (Nine Elms), Eastleigh and Salisbury. At first any loco' considered to be a "Foreigner" or an "Oddity" were engines from other depots such as Exmouth Junction or anywhere on the South Eastern section like Stewarts Lane or Ramsgate. The first such appearance was of Stanier 2-6-4T No 42075 from Dover shed which rattled past school in 1958 with e.c.s in tow heading to Hamworthy. Other 2-6-4T's came to South Dorset in 1958 on loan from Watford and Bletchley. These were Standard 4 80xxx tanks of which No's 80037 & 80043 among others were noted, they worked services between Bournemouth and Weymouth while Weymouth turntable was out of action for repair. More 80xxx's arrived when Weymouth turntable was out of use for a second time in October 1960. This time the loco's were from Southern sheds ie. No's 80059, 80064/65/66, 80085, 80087 ex Ashford plus No's 80088 & 80089 from Three Bridges.

Although deemed "Foreigners" then, eventually of course the type became commonplace locally. Next on the scene in May 1958 were Western engines in the shape of Weymouth's two 43xx Moguls No's 5384 and 6344. These Western interlopers worked a turn starting with 8.4am Dorchester to Bournemouth Central passenger service, a return freight working to Poole followed, finishing with the 5.28pm Bournemouth East Goods Yard to Dorchester freight. On August 6th 1959 No 5370 was noted, at the time this engine was shedded to 87F Llanelly, a rare bird indeed. Three separate crews worked the WR engine throughout the day, this was to allow Bournemouth drivers to become familiar with ex GW engines as certain cross country services were to be worked throughout to and from Oxford with Western engines eliminating an engine change at Basingstoke. Once these trains went over to haulage by Western Region engines, "Halls" and the occasional "Grange" appeared regularly in Poole, usually working e.c.s to/from Hamworthy Junction.

Although on their journey to and from Bournemouth West they all entered the Borough of Poole for a short distance in the Branksome area. After their crew training exploits in 1958/1959, Class 43xx's more or less disappeared from the local scene. But on 14th March 1961, No 7303 (Weymouth's replacement for scrapped No 5384) was noted working a Bournemouth to Eastleigh via Ringwood freight. I personally only noted one more pass through Poole, this was No 7317, then a Tyseley engine. It passed over Poole Park causeway on Saturday 5th August 1961 heading a rake of coaches toward Bournemouth, assumedly deputising for the more usual Western 4-6-0 ?

Whilst ex GW tender engines became common place through Poole in the late 50's, early 60's, GW tank engines certainly were not. It seems the first 57xx 0-6-0PT to run over our line was in 1960 when No 3737 was on transfer from Weymouth to Ashford on 20th March. Later when the S&D had an allocation several of them paid visits such as Bath's No 3742 in 1962.



BUT, just why, on February 7th 1961 Weymouth based No 1368 0-6-0PT was working e.c.s. through Poole to Hamworthy Junction is a mystery. Normally confined to Weymouth and the Quay line, the event was so rare that I wrote to "Trains Illustrated" magazine. In the April 1961 issue in the "Motive Power Miscellany" section, it transpired it had worked up light on 6th February, worked the e.c.s next day (which I had noted) before finally returning to Weymouth with the 5.28pm Bournemouth to Dorchester freight on the 10th February 1961 Strange indeed ? Southern locomotives from the Central division, just ventured over the boundary into Poole and Dorset on their way to Bournemouth West. Included here are Brighton Atlantic No 32424 "Beachy Head", K Class 2-6-0 No 32348 and Class L 4-4-0's Nos 31776, 31777 and 31778 all noted by me working the daily Brighton to Bournemouth service.

Two 3 cylinder U1's No 31895 of 73A Stewarts Lane and 31909 from Tonbridge were two more rarities seen on this train. As far as can be ascertained the only U1 to actually pass through Poole station was No 31901 which was tested over the S&D in March 1953, can any one confirm any others ? ? On Sundays for some reason the e.c.s off the Brighton train often came to Poole, utilising one of Brighton's Bulleid Pacifics.

However as dieselisation or electrification advanced elsewhere in the UK so more and more "Foreigners" began to appear. In July 1959 four ex SECR 4-4-0's No's 31019, 31067, 31497 and 31507 appeared, based at Salisbury they usually worked the 7.15am Salisbury to Bournemouth West service, returning later in the day, by 1960 they had migrated to London.



Photographed on Bournemouth depot on November 9th 1959 is E1 4-4-0 No 31507.

Photograph Roy Panting.

The year 1961 saw four "clapped out" Stanier 3 2-6-2T's No's 40098, 40126, 40161 and 40171 arrive on the S&D from of all places 86K Tredegar ! ! Personally I never saw No 40161 pass through Poole ? I believe that it was in such a poor state on arrival that it almost immediately went into store at Templecombe. Another S&D "event" in 1960 saw the first appearance of Standard 9F 2-10-0's in Dorset. Transferred to Bath from Bristol St Phillips Marsh No's 92203, 92204, 92205 and 92206 became common place for the summer of that year. Regular 9F forays to Poole over the S&D ended with 92214 on June 20th 1964.

As is well documented in books, Bath shed "borrowed" locomotives on a regular basis, and "borrowing" a 9F was no exception, thus No 92059 of Wellingborough, No 92078 of Toton and No 92152 of Saltley all appeared in Poole as "Foreigners". I only ever noted two 9F's in Poole that did not arrive over the S&D. Both were from Birmingham No 92128 from Saltley on a Pigeon special (30-08-1962) and the last 9F to visit Poole was Tyseley allocated No 92002 which worked the 10.08 Poole to York on Saturday 20th August 1966.

Mention of the York train brings me neatly on to the superb Midland Black 5's. In 1956 "5's" No's 44917 and 45440 regularly worked over the S&D augmented by "borrowed" members of the class. Probably the most notable "borrowed Foreigner" was in 1953 when Carlisle Kingmoor's No 44883 complete with a mini snow plough reached Dorset. Black 5 "oddities" were the Caprotti valve gear fitted examples, the first passage through Poole by one of these "ugly" machines was when No 44754 was tested over the S&D on August 4th 1950. Sister engines No 44746 from Longsight, Manchester ran through on 03-08-1957 followed a week later on 10th by Liverpool, Bank Hall's No 44744.

When the S&D closed it was thought that we would not see members of the class again. However when steam "ended" on the Western Region at the end of 1965 a pleasant surprise came on Monday 3rd January 1966 in the form of Black 5 No 45198 from Croes Newydd. For the next eight months 35 Black Fives worked the 10.08 Poole - York and corresponding return service. The last was Shrewsbury's No 45132 on 2nd September. One of the 35 noted was Stockport's No 44871 which as a preserved main line locomotive has returned to Poole in recent years. On February 22nd an ex works 8F 2-8-0 No 48276 from Mirfield (Yorkshire) covered for a failed Black 5 and worked the down York to Poole, however Black 5 No 45426 was rustled up to work the train north next day (23rd) while No 48276 was used to work a freight to Weymouth before returning and travelling north via Basingstoke.

Pigeon specials which once used to run over the S&D now came via Oxford and Southampton, these produced "Foreigners" such as No 45263 (Oxley 20-05-1966) and No 44829 (Crewe South 08-06-1966). But by far and away the most exotic visitor via Oxford was "Jubilee" No 45595 "Southern Rhodesia" which worked a troop special away from Weymouth on September 5th 1964, this Llandudno Junction based engine had arrived light the day before. The only other "Jubilee" known to have worked into Dorset via "our line" was No 45674 "Duncan" ex Saltley. This engine arrived into Bournemouth with a parcels train from Crewe on 23rd January 1965, it then piloted MN No 35030 forward to Weymouth at the head of the down "Royal Wessex". "Duncan", which apparently was officially withdrawn, left Weymouth on the 24th at the head of a northbound parcels train via Yeovil.....

Incidentally two other "Jubilees" No's 45660 "Rooke" and 45689 "Ajax" (also supposedly withdrawn) worked into and out of Weymouth via Yeovil in 1962 and 1965 respectively. In the last few years of steam's existence "Foreigners" came south to Eastleigh works for overhaul, after works attention these loco's sometimes came west on running in turns. One such was "Flying Pig" No 43088 of Crewe South depot which I noted in the down bay platform in Poole in May 1965. Also noted was an immaculate No 75035 from Nuneaton (11-08-1965) on an up freight and Liverpool, Bank Hall's No 75033 on a similar working. Numerous Standard types when displaced from farther a field migrated south and stayed with us. Included in this batch of "Foreigners" are Standard 3 2-6-2T's 82026 & 82027 from Scarborough and 82028 & 82029, from Malton. These four engines came to Bournemouth in late 1963 staying until 1964, they worked "Old Road" and Swanage branch services taking over from M7's.



Poole 19th April 1964. Standard 3 2-6-2T No 82029 leaves with a Bournemouth West to Brockenhurst, via Ringwood train. Formerly at Malton, 82029 and her sisters only worked in the area for less than a year and qualify for the title "Foreigners" Photograph Roy Panting.

Four Standard 4 2-6-0's No's 76031, 76032, 76033 and 76034 came over to the Southern from East Anglia's 31B March depot. These four were instantly recognisable as they had cut away cab sides where signal line tablet catchers were once fitted to work over the MG&NR. Several Standard 5 4-6-0's also came to the sunny south, far too many to detail, but of note were No 73155 ex Canklow, and No's 73167, 73168, 73169, 73170 and 73171 which came en bloc from the Leeds area of Yorkshire in 1963.



The only Standard Class 3 2-6-0 to ever run on the Southern Region is seen at Hamworthy Goods on the "The Dorset and Hants" Rail tour. No 77014 is about to return the train to Hamworthy Junction, as a "Foreigner" it came to Dorset for the first time on 21st May 1966. Photograph C. Stone.

However by far and away the most notable "Foreigner" to come south was the one and only Standard 3 2-6-0 to ever work on the SR No 77014. It was first noted in our area on 21st May 1966 working a British Young Travellers Society (BYTS) special to Blandford. But its greatest claim to fame, which earned it place in the history books, was its final job. By some peculiar fluke it got rostered to work the last revenue earning steam hauled train to run on the Southern Region of British Railway, the 20.50 Bournemouth to Weymouth parcels train on Sunday 9th July 1967.

Finally trains most likely to produce "Foreigners" were specials and most notable were those which brought the rarest of "Foreigners" to Dorset, Eastern engines. First to be noted on 25th August 1963 was the visit of A3 No 60112 "St Simon" (34E New England) which worked Waterloo to Hamworthy Junction then later onward to Weymouth. Whilst No 60112 stood at the junction in pouring rain, M7 No 30052 took the tour down the Hamworthy branch to Hamworthy Goods. Sister engine No 60103 "Flying Scotsman" preserved as 4472 followed on 12th September 1965 working Waterloo to Weymouth, both trains returned to London via Yeovil.

We got our first visit by an A4 in 1966 when No 60024 "Kingfisher" worked Waterloo to Weymouth on Saturday 26th August, it also ran back to London via Yeovil. In this instance it was a case of "We were robbed" apparently No 60024 was booked to start its long trek back to Scotland by working a Waterloo to Bournemouth passenger service and then take the 10.08 Poole to York on Monday 28th 1966. In the event it ran hot, returning light some time later, it was left to No 45132 to work the York train. One more Eastern loco', another A4, this time preserved No 60007 "Sir Nigel Gresley" ran as No 4498 from Waterloo to Weymouth and back on Sunday 4th June 1967.

So ends Part One of this look at "Foreigners" in Poole and Dorset. There are no doubt others that I did not know about and missed seeing, or were well before I began noting such events. Any further information specifically appertaining to the Southern Line between Branksome and Weymouth or to the S&D i.e. Numbers, Dates, working etc' will be gratefully received by either myself or by Ken Aveyard our esteemed editor, who may well think it worth noting in a future issue. Again with our editor's approval I hope to complete a similar article (Part Two) covering the diesel and electric era from 1960 to date in a future issue of "The Corkscrew".

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RAILWAYS ROUNDABOUT

APRIL :- The usual the Wool sand trains provide news for the start of the month. On the 1st of the month the up train was headed by No 66544. A week later (7th & 8th), it was the turn of No 66560 to work the circuit, followed on the 14th & 15th by No 66623.

However in the early hours of Tuesday 15th April EWS/BDS Class 66's No's 66111 and 66047 "top and tailed" a ballast train to Wool, the pair returned to Eastleigh at 04.40. At first glance nothing unusual in that, except No 66047 became the 250th and last of the EWS/DBS fleet of Class 66's to visit Dorset. Since No 66021 first arrived with a load of stone for Hamworthy on November 23rd 1998 it took a mere 15 years and 3 months to "Complete the set".

In the week following Easter No 66623 returned on a round trip with the Wool Sand (22nd & 23rd). On the 23rd a test train "Top and Tailed" by Class 73's No's 73138 and 73107 ran from Eastleigh to Weymouth and return, passing Poole at 09.05 and 11.30. Next day (24th) No 66515 worked from Theale to Wool with a second set of sand empties, Poole was passed at 14.00. It did a round trip going up loaded on the 25th and empties back on the 26th, a Saturday, No 66515 spent the weekend at Millbrook before returning light engine on Monday 28th to work yet another round trip to Neasden, returning on the 29th. Another test train, the usual late evening Class 31 turn from Eastleigh to Hither Green via Weymouth ran with No 31105 on the 29th. Poole was passed at 22.01 going down and at 00.45 in the early hours of the Wednesday 30th.

MAY :- On Friday 2nd May a convoy of locomotives heading for Swanage passed Poole at 15.05. Deltic No 55002 was towing Class 37 No D6700 (37350), Class 47 No 47292 and prototype HST power car No 41001. Empty sand wagons were brought down from Angerstein Wharf (South London) to Wool on Saturday 3rd by No 66561. On the same day two South West Trains Class 159 d.m.u.'s No's 159004+159020 worked UK Rail Tours "Corfe Mixture" tour from London to Swanage, passing Poole at 11.00 down and 17.30 up. On Wednesday 7th there were two more movements of rolling stock to Swanage in readiness for the annual diesel gala. At 13.00 Class 33 No 33012 towed Class 50's No's 50026 & 50031 and Class 73 No 73207 through Poole. Later at 14.45 it was the turn of Class 33 No 33029 towing the London Transport 4TC unit. Although a move to get the stock to Swanage, they ran as a "one way" Railtour from Ealing Broadway to Swanage, participants returning "under their own steam" no pun intended ! It has been a long time since two "Cromptons" worked through Poole on the same day with both hauling trains. South West Trains Class 159 No 159004 worked UK Rail Tours "The Swanage Lifeboatman" from Salisbury to Swanage on Thursday 8th, (More details in SR Notes below) it called at Poole 10.40 to 10.45 and from 18.53 to 18.57 on the return. Sunday 11th saw No 33029 work the London Transport 4TC unit from Swanage to West Ruislip, as on the down run, they worked back as a "one way" Rail Tour !

On Friday 9th empty sand wagons ran from Colnbrook (near London) to Wool worked by No 66515. However it was to be No 66508 which took the loaded train away on Wednesday 14th it went up at 11.25. On the same day Class 73 No 73207 towed Class 50 No 50031 from Swanage to Eastleigh passing through Poole at 10.55.

Tuesday 13th saw a rare event when MPV vehicles No's 98907+98957 working as a Weed Killer train traversed the Hamworthy Goods Branch. Originally booked down at 07.50 they had to run direct to Weymouth due to problems operating the points from the main line to the branch. On returning to Hamworthy from Weymouth the unit accessed the branch at 10.30 before setting off at 10.45 to head down the line to spray weeds. After arrival at Hamworthy Goods the unit reversed, departing back up the line at 11.15, this was the first train over the branch for a year, since the same weed killing train ran over the line in May 2013. After leaving Hamworthy Junction, Poole was passed at 11.56 as the unit headed off to "spray" the Fawley branch. On Wednesday 14th Deltic No 55002 towed D6700, 47292 and 50026 away to Didcot. Heading through Poole at 10.56, the ensemble was some 40 minutes late due to "dragging brakes" on No 50026.

A four day track possession began at 00.01 on Thursday 15th when the new "Dorset area signalling scheme" was put in place. This saw the control of "OUR" stretch of track from Parkstone to Moreton handed over to Basingstoke Power Signal Box. Therefore as and from the early hours of that day Hamworthy Junction, Wareham and Wool signal boxes closed. At the same East Stoke level crossing box closed to allow the last set of traditional hand worked level crossing gates on the Waterloo to Weymouth line to be removed and be replaced by Automatic Barriers.

In the early hours of Saturday 17th it was the turn of Poole Signal box to close. However all did not go to plan and the line remained closed to trains through out Monday 19th, causing chaos to many. The line was almost back to normal on Tuesday 20th with some minor problems and delays to trains occurring. The first freight to traverse the line was (inevitably) a set of sand wagons to Wool worked by No 66605 on the 20th. It worked two round trips before giving way to No 66555 which worked four round trips between May 22nd and 4th June.

JUNE :- A short and sweet entry opens June's sightings and closes the report with the first sight of STEAM on "our" main line for 2014. It appeared in the shape of Black 5 No 44932 which worked to Swanage from London Victoria on Wednesday 4th, Poole was passed at 13.00 on the down run. The Swanage Railway provided Class 33 No 33012 (D6515) to tow the whole train complete with No 44932 on the rear back to Southampton, Poole was passed at 18.20. On arrival in the up goods loop at Southampton No 33012 was detached and returned light engine to Swanage, whilst No 44932 returned to London via Romsey and Laverstock.

SWANAGE RAILWAY (SR) :- The railway's spring steam gala took place over the weekend of April 5th and 6th. As well as visiting T9 No 30120, a late visitor to the event was U Class 2-6-0 No 31806. Following problems encountered at the West Somerset Railway gala No 34070 "Manston" was quickly "sorted out" and was also in action along with rebuilt sister 34028 "Eddystone". The U departed the railway aboard a road vehicle on Tuesday 8th April and was followed by the T9 the next day (9th) it being noted en route to Bodmin on the Dorchester to Yeovil road.

May 2nd saw the convoy of locomotives mentioned in Main Line Notes arrive on the railway in readiness for the annual Diesel Gala. They were No's 55002, D6700, 47292 and 41001. Also mentioned in Main Line notes was "The Corfe Mixture" tour from London which arrived on the SR on Saturday May 3rd utilising two Class 159 d.mu.'s No's 159004+159020.

On Tuesday 6th another Diesel Gala visitor arrived onto the railway, this was Class 24 No 24081, in this instance delivery was by road. Even more Gala visitors arrived on Wednesday 7th when Class 33 No 33012 brought in No 73207, No 50026 and No 50031, this latter engine was numbered 50001 on one side and 50011 on the other. The second train was an incoming "One Way" Rail Tour hauled by a second Class 33 No 33029 which had the London Transport 4TC set in tow.

The annual Diesel Gala began on Thursday 8th May with a "mini" function tagged "Network South East Day", this was to commemorate the Waterloo to Exeter line. It covered the steam era using a Bulleid Pacific (34028 "Eddystone") and the diesel era using Class 50 No 50026 in NSE livery, Class 47 No 47292 and Class 33 No 33202. Also to bring the event right up to date an example of the West of England line's current rolling stock a Class 159 No 159004 appeared. The 159 worked "The Swanage Lifeboatman" mini tour from Salisbury to Swanage. It was entitled such as the Royal National Lifeboat Institution was the charity supported by the 2014 gala. The Diesel Gala began in earnest on Friday 9th May, all of the engines listed above were incorporated one way or another. For instance the prototype HST power car plus one or other of the Class 50's were on display at Corfe Castle. On Saturday 10th Class 50 No 50031 was in action but promptly "failed", its place in the proceedings was taken by No 50026 ex display at Corfe. Possibly the highlight of the day was when the 17.30 from Norden was triple headed by Class 33's. No 33012, 33111 & 33202, one from each sub-class 33/0-33/1-33/2 and running in sequence as well !!

Following the Gala rolling stock departed the SR as follows :-

Sunday 11th .. No 33029 with the London Transport 4TC set.

Monday 12th .. No 73207 towed Class 50 No 50031 to Eastleigh,

Wednesday 14th .. No 55002 towed 41001, D6700, 47292 and 50026 away to Didcot, No 50026 was then taken forward to the Severn Valley Railway.

Wednesday 14th .. No 33111 towed 24081 to Norden to be returned by road to the Gloucester & Warwickshire Railway.

Due to circumstances beyond my control details of both the Spring Steam Gala and May Diesel Gala are a bit sparse, for which I apologise. As reported in Main line notes Black 5 No 44932 arrived on to the railway at the head of a special from London on Wednesday 4th June. On departure at 17.10 Class 33 No 33012 (D6515) was at the head of the train as far as Southampton before returning light.

For some of the above information I am indebted to Steve "Reverend" Green, Bob Drew, Steve Vine, Antony Henley, Roger Smith and the information website "wrgen".

Horton Road Update

By Dave Round

Following on from our very successful Society open day at Christmas, work has carried on with Horton Road to complete the transformation from DC to DCC. With the fiddleyard fully operational, our attention turned to the most important part of the layout, the station boards. With 13 point motors to fit and wire up, install power supply feeds and build a switching control unit, this part of the project, should be complete, by the Autumn. The lighting and signal control circuits will be added early next year.

Signal overhaul has continued, with refurbishment of the platform starter, (not yet re-installed, but secured for safe keeping, whilst the boards are worked on) and this leaves one more signal to be spruced up and the missing lenses to be reinstated on the others. (Materials are now to hand).

Scenically no further work has been carried out, other than a clean up. We will treat the layout's grass areas to a Woodland Scenics makeover, thus improving the overall look of the layout. Fencing will need to be replaced, as it is almost 30 years old and very fragile. Further detailing work will be carried out too.

We would like to be in a position to operate the whole layout, by Christmas on DCC and demonstrate to the club, our new "improved" systems. Whilst the club does not own any stock, between the members, we have enough items, (but could do with some more!!!) to operate a service. Members personal projects are coming to fruition, so an increase in stock is likely, during the later part of 2014, going into 2015.

Tuesday nights see a regular working party on this well known 0 gauge layout and we are looking forward to giving pleasure once again, to the public on tour, on the exhibition circuit.

Transport Trivia

by Derek Lewer

Question 31

What do these twelve aircraft represent?

Avro York 1946

Handley Page Hermes 1950

Vickers Viscount 1953

Bristol Britannia 1959

De Havilland Dove 1948

Airspeed Ambassador 1952

De Havilland Comet 1958

Handley Page Herald 1963 (below)



Vickers VC10 1965 (above)

BAC One – Eleven 1969

De Havilland Trident 1967

Concorde 101 1971

Question 32

Wyre Forest is near Kidderminster but where is Wyre Dock and what is its railway connection?

Question 33

What is the “watery” connection between Forfarshire and G Darling?

Question 34

Why was GWR locomotive 6026 King John eventually unique in that class?

Question 35

Crich Tramway Museum has in recent years completely restored Cardiff 131 and it has since been used at Crich and elsewhere. However if you go to the museum and it is in use you will not be able to ride on it. Why Not?

Answers as always in the next issue.

Answers to Questions 26-30 as published in Corkscrew 80

Answer 26 (About a milepost dated 1846)
Construction of the line did not begin until 1850

Answer 27 (How far would the QE2 travel on one gallon)
The liner travelled 6 inches

Answer 28 (A road event on 30 October 991)
The Queen opened the Queen Elizabeth Bridge over the River Thames at Dartford

Answer 29 (About the start and end dates below)
The flying life of the VC10 aircraft. The first flight of the VC10 prototype G-ARTA was on 29 June 1962 and the last flight of a VC10 ZA150, a RAF tanker aircraft was on 24 September 2013 completing over 51 years in airline and RAF service.

Answer 30 (A queen returning home)
The rebuilt paddle steamer Medway Queen returned to the River Medway on 18 November 2013 and was moored at here new base on Gillingham Pier the following day.

Purbeck Railway Circle – Forthcoming events.

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



The nameplate of 66079 James Nightall GC looking a bit worse for wear at Westbury on 27 May 2014.
Ken Aveyard



Arriva Trains Wales class 142 Pacer unit 142072 arrives at Merthyr Tydfil station ready to form the 1508 departure to Barry Island on 27 May 2014. Class 143 unit 143622 was on the rear. Ken Aveyard



GNR Stirling single number 1 at Shildon in March 2014. Ken Aveyard