

THE CORKSCREW

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Wimborne Railway Society

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Arriva London Borismasters LT195 in standard red livery and LT184 in one version of the Adidas advertising livery seen entering Victoria Bus Station on 11 June 2014.
Ken Aveyard



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Editorial

Club member Dave Blewitt, professional beer taster and railway enthusiast passed away over the August Bank Holiday weekend following a long illness.



Dave was a well loved member of the club always smiling and willing to pitch in with club activities. Here we see him above left in front of the test track with the civic dignitaries at one of the club open days, and above right that is Dave under the table setting up the pay booth in the cupboard at the same event whilst club Chairman Chris Francombe looks on. Pictures from Martin Catford

In this issue we visit London and the Gloucester Warwickshire Railway, whilst Colin Stone details Dorset diesel foreigners in part two of his series. We have an Underground quiz and our usual Railways Roundabout feature.

Sit back and enjoy Corkscrew 82. Closing date for issue 83 is 25 September.

Cover Picture:- On Saturday 19 Jul 2014 sixteen club members and friends travelled on the Caterpillar Cat railtour to the DRS open day that should have been hauled by 68002, Due to issues with driver training/wiring/tpws faults (take your pick) the loco was not available and five of the fleet were grounded at Crewe Gresty Bridge where newest example 68008 could be found in the shed. More pictures in the next issue.

Ken Aveyard

Good Luck or Good Planning? or Picking off the Missing Bits!

By Ken Aveyard

Whenever my brother Colin and I prepare for our outings, we start by sorting out what we are searching for, where to see it and whether we need to cover any new track mileage, and thus it was for the 2014 grand tour which saw us once again in London with quite an interesting list.

Top of the pile were the Southern 377/6 units, Colin needing all 26, me just 20, plus any of the 377/7 units which should have been in service but were running late. Added to that were four class 379 Stansted units and one each of classes 168, 172, 350/2, 360/2, 390, 377/5, and Croydon tram. In terms of track mileage, we both needed to do a couple of curves on the South Eastern lines, plus Colin wanted all Croydon tram routes east of East Croydon, whilst I needed only the New Addington branch. We also wanted the Ruislip flying junctions and the link to Paddington plus the Heathrow branch from Hayes and Harlington, and I needed Richmond to Willesden. So pretty much spread all over London, and to paraphrase Time Team, just three days to do it.

So armed with the class 377/6 diagrams (see me if you want them) and timetables for the rest, a plan was drawn up, discussed, revised, amended discussed further and finally changed at the last minute to something that could if our luck was in, clear everything on the list.

I travelled up to London on the 0847 from Branksome on Monday 9 June 2014, and with a couple of hours to kill before meeting Colin at Kings Cross, I was able to purchase the travelcards and spend some time on the Piccadilly line platforms copping five of my last ten sets. Colin wanted to get a picture of a Borismaster (that's a bus) during the visit and two services pass Kings Cross so that was easily accomplished before we headed across to St Pancras to check the Eurostars. Nothing doing there so it was down the tube and out to Walthamstow Central where lunch was taken followed by a short walk to an over bridge across the Gospel Oak to Barking line where we waited for 172001 the set that had eluded us in 2013 by sneaking off to Derby. Trains were timed to pass a few minutes apart first westbound then eastbound and a maximum hour's wait would guarantee seeing all units in service. True to form 172001 was the sixth and final unit to appear but at least the first target had been achieved. After that it was down from Walthamstow Central to Bethnal Green where we would remain for as long as was necessary to clear the 379 Stansted units. The wait wasn't long with 379004 appearing quickly, and it was still barely in to the peak when 379018 finished target number two. Our plan was to go to St Pancras low level for the Thameslink line but Colin suggested Faringdon as an easier location via Liverpool Street and the Met.

Faringdon was incredibly busy with Met and Circle line trains alongside the steady stream of Thameslink services until northbound services suddenly stopped following an incident to the south. After about 40 minutes trains began to run again, and beating the odds, 377513 appeared thus clearing yet another target. A southbound service via East Croydon was due in a few minutes so we boarded that and headed for our over night stop. Arriving in East Croydon with plenty of daylight remaining we decided to take a run out to Therapia Lane and see what was on the Tramlink depot. We both needed a single tram, 2558 from the latest delivery, and on arrival at Therapia Lane, a short walk towards the depot revealed only one tram visible in the yard, but it was one of the new ones. A gap in the trees plus the binoculars revealed (yes you've guessed it) 2558. We returned to the Reeves Corner stop from where it was a short walk to McDonalds for a feeding frenzy, before catching a tram from Church Street round the curve that forms the Croydon loop, and along the one way section to Wellesley Road tram stop, which is adjacent to the Travelodge.

Tuesday Morning and we were on East Croydon station before 0700 (that's late for us!) catching an incredibly packed single 455 unit to Clapham Junction. The 377/6 diagrams and the timetable for the Milton Keynes service indicated that between 0743 and 0931 there were 22 of the scheduled 24 377/6 units and all 7 Milton Keynes units due through.



In glorious sunshine 377607 and 377619 call at Clapham Junction. KA

The first appearance of a 377/6 saw 377617 coupled to 377204 which was ominous, but by 0930 twenty one units had passed through, all running to diagram and all pretty much on time. In fact the worst delay all morning never exceeded five minutes. The only down side was no 377/7 units appeared in service.

As soon as we could buy our travel cards we headed for Waterloo and the Bakerloo line to Marylebone where we needed to catch the 1025 to South Ruislip. Marylebone was host to 67028 and 67010 the former departing on the 1015 to Birmingham but no sign of my last unit 168002.



67018 and 67010 at Marylebone station on 10 June 2014. Ken Aveyard

We travelled aboard 165005 from Marylebone passing Wembley depot where 67017 67012 and 67020 were all stabled before arriving at South Ruislip at 1042 where the only other person to alight was a Chiltern Trains guard. As we passed Wembley, another unit was waiting to come out and it followed us up to South Ruislip where it collected the guard and formed the 1057 non stop to Paddington. The southbound departure has to run from the northbound platform as there is only a single lead on to the Paddington line, that also serves as the entry to the Northolt rubbish terminal. In the reverse direction the service runs up to West Ruislip in order that the unit can cross to the up line to return to Wembley depot. We were the only passengers and the guard confirmed our assumption that the service ran only to keep drivers' route knowledge for when the line is used for diversions when Marylebone is closed. The line is a mixture of single and double track with semaphore signals, and runs almost dead straight until it meets the Great Western main line close to Old Oak Common depot. As we passed the depot Colin was fortunate to pick off his remaining class 360/2 unit as two were stabled, although one was missing a driving car. 66741 was in the Crossrail site.

Because the service runs non stop, our expected arrival of 1129 was rather early at 1115, so we were able to quickly book tickets for the 1133 Heathrow Connect service to cover the section from Hayes and Harlington to Heathrow which is outside the travel card scheme. At £7.80 return with an old git's card its an expensive ride mostly in total darkness. Passing Acton East Junction we saw DRS 57308 on the rear of a stone train headed by 59206, waiting to come off the line from Willesden, whilst 59202 and 66135 were in Acton Yard. We also passed 66725 and 66194, whilst 57316 was at Southall.

Having arrived at Heathrow Central, we transferred to the Terminal 5 shuttle which due to the non availability of 360205 was formed of Heathrow Express unit 332003. After a quick turn round we did the same to and from Terminal 4 these two connecting services being free to use within Heathrow.

Our return on the Heathrow Connect service emerged in to daylight above Heathrow Junction. Currently these services use a bi-directional line that runs from the down slow line at Hayes and Harlington, and climbs up and over the fast lines being joined by a single lead junction for the Heathrow Express services. To our dismay we found a new connection was being built that will take Heathrow Connect over the slow lines and drop down on the up side thus doing away with the need to cross the down slow line on the flat. So that's another expensive revisit!!

Passing Southall 34046 and 60007 were visible along with 47245. We alighted at Ealing Broadway, and used the District Line to Turnham Green, then doubled back to Richmond. From Richmond, the Overground took us to Willesden Junction thus clearing the next bit of new line. Taking up position on the footbridge at 1430, our targets were 390153 and a single class 350/2. A number of freights passed and Network Rail ERTMS test train 313121 came on to Willesden depot. Once again luck was on our side as both cops were cleared before 1700 so rather than remain at Willesden on the off chance something interesting would turn up, Colin suggested heading for Wembley Central and crossing to Wembley Stadium and sitting it out for as long as it took to see 168002. As well as the normal DMU fare, Chiltern runs loco hauled trains and 67013, 67017 and 67020 all passed through before finally 168002 headed in towards Marylebone. We walked back to Wembley Central to catch the Southern service direct to East Croydon. When we got to the station we found we had to queue upstairs, only being allowed on to the platform just before the train was due. When we saw the narrowness of the platforms it was clear that it would certainly have been dangerous for anybody stood on them if a liner train passed at high speed. Travelling back to the Southern lines, the service uses the flyunder from Sudbury Junction to the connection at West London Junction which means Wembley yard is passed at low speed. Noticeable was Euro Cargo Rail 66212 attached behind 92002 for its journey through the channel tunnel.

Wednesday morning saw a repeat of the peak on Clapham Junction where we hoped to pick off the four remaining class 377/6's but although all the workings ran as diagrammed, only two of the missing ones turned up. One of the twin unit diagrams ran as a single so there was obviously a shortage of units. The only pair of units not diagrammed through Clapham Junction during the peak runs off from London Bridge to Streatham Hill car sheds, so we decided to travel past there en route to the days activities. Our itinerary included the curves at Crayford and Slade Green. When we had last done our Southern rail rover back in the 1970's, trains on all three lines from London to Dartford ran out and back, with the exception of a few peak hour workings from Barnehurst round to or from Slade Green for depot purposes. Today all three lines run Metro services round in circles thus linking many more locations without the need to go in and out via Lewisham.

So for this bit it might be better to have a map in front of you as we zig zagged our way across the south east. This is the itinerary.

0944 Clapham Junction via Streatham Hill to Crystal Palace on 455806, with no sign of the 377/6's at Streatham Hill, arriving at Crystal Palace at 1002, where we saw 377503 heading in towards London, see picture below.



A short wait and we were on the 1018 from Crystal Palace to Beckenham Junction with 455843 arriving 1025.

A quick dash over the footbridge and we pushed on to Orpington on the 1031 arriving 1048 with 465020, where we doubled back on 376011 as the 1103 to Hither Green (1118) where we switched to the side platforms boarding 465014 on the 1129 to Slade Green (1155) via Crayford and the bit of new line between Crayford A and B junctions.



465014 after arrival at Slade Green from Hither Green. Ken Aveyard

After a short break at Slade Green we caught the 1217 to Lewisham via Barnehurst aboard 465166. This link is buried in the timetable foot notes rather than showing as a through service, and we sat on the triangle for quite a while until the preceding service had passed whereupon we ran in to Barnehurst station and sat there even longer. Arrival at Lewisham was at 1258 allowing a quick visit to the buffet before catching the 1314 Hayes service to Elmers End.

Here was where we changed to the tram network boarding 2538 for a one stop ride to Arena tram stop where we switched to 2532 to go back to Beckenham Junction. We dropped back one tram there and caught 2545 on the next departure as far as Sandilands where we reversed yet again for the run out to New Addington on board 2533. This route follows the former BR line towards Selsdon and Sanderstead as far as the site of the former Coombe Road station whereupon it drops to street level and runs along a new alignment through Addington village to New Addington where it terminates in the middle of a roundabout.

After a short wait here spent photographing buses, we boarded 2547 back towards East Croydon around 1500 and with the realisation that we had completed all the required new track and seen everything we hoped to see, we needed to find something else to do to finish the day off. We decided therefore to stay on the tram all the way to Wimbledon to complete all the network over the three days.



Croydon tram 2533 at New Addington terminus.

Ken Aveyard

At Wimbledon we changed to 455707 as far as Vauxhall and went down to the bus station only to find complete chaos as a result of a demonstration by taxi drivers that had paralysed Westminster and Trafalgar Square. I spent a while taking photos of buses whilst things were sorting themselves out and beginning to return to normal and we were fortunate that a service 2 turned up heading for Victoria so we took that and spent some time at Victoria bus station where we were able to get more pictures of Borismasters on service 38, including some in the black advertising livery for Adidas.

Finally it was time for Colin to return to Kings Cross and his Grand Central service to Bradford, whilst I travelled to Waterloo for the 1935 back to Branksome. Overall cops for the holiday were 25, one tram, two dmus and 22 emus.

FOREIGNERS, FIRST's and ODDITIES on the Railway in POOLE.

Part Two ... Diesel & Electric

By Colin Stone.

In Part One of this article I tried to tabulate what steam locomotives "Foreign" to our area of the Southern Region i.e. Poole and South Dorset were known to have paid us a visit. In most instances I had to refer to old copies of Railway Magazines as my own observations didn't start until 1956. However for this second part, covering the modern traction era, I am able to rely on my own personal notes for 95% of what follows. **ALL** new items of rolling stock are obviously "Foreign" on their first foray into a new area so almost all first appearances are listed below. Some types of diesel locos made fleeting appearances in Poole and Dorset and truly were "Foreigners". Some of the types may even be a surprise ? Therefore if you have an interest in Modern Traction read on ? !

The first recorded visit of a main line diesel locomotive to Poole came in World War 2 when in 1941 a Hunslet 0-6-0 150hp shunter was recorded in use on the Hamworthy Goods branch. Built in 1934 for the LMS it carried their No 7053, it was requisitioned by the War Office in 1939 and allocated the number WD23, it was this it carried when at Hamworthy. I am indebted to Steve "Reverend" Green who initially alerted me to these facts. It was to be the early 1950's before any other diesels came our way, these were of course the ex LMS Co-Co No 10000 and BR built sister No 10001 plus the Southern's own main line 1 Co-Co 1 diesels No's 10201, 10202 and 10203. These engines were working in Dorset between 1952 and 1954. I have but one childhood memory of these machines, when waiting at Poole High Street level crossing I watched one roar out of town. I have no idea what one it was, but to my eight year old eyes, it was a black monster.

Diesel Multiple Units (d.m.u.'s) feature next, surprisingly as early as May 14th 1958 when a brand new Hasting gauge diesel *electric* multiple unit No 1032 undertook a trail run between Eastleigh and Weymouth. The Hastings units never came our way in regular service, but several did so when used for enthusiast or school specials. Just eleven days later on May 25th 1958 a 4x2 car combination travelled over the Somerset and Dorset (S&D) working a Whit Sunday excursion from Birmingham to Bournemouth. These 8 cars became the first diesel *mechanical* units through Poole. This working is depicted in Ivo Peters book "The Somerset & Dorset in the Fifties" Volume Two, no individual car numbers are noted. In 1959 on May 17th the excursion ran again as a 7 car train (2x2 cars + 1x3 car sets) again Ivo Peters captured the train on film, the picture appears in the same album. In 1960 there is a report that for the summer timetable WR d.m.u.'s ran from Weymouth to Poole and vice versa connecting into/out of S&D services.

After that d.m.u.'s did not work over "our" line with any regularity until the summers of 1986 and 1987 when various combinations of Western d.m.u.'s worked a "Summer Saturday Only" train from Weymouth to Cardiff via Poole and Salisbury. Notable units seen were the GWR Chocolate & Cream liveried set and the British Telecom set, painted in all over yellow.



For two years WR based d.m.u.'s worked a Summer Saturday train from Weymouth to Cardiff via Poole and Salisbury. One such working is seen here at Baiter, Poole.
Colin Stone

After the diesel multiple units the next diesel on the scene was a Drewry 0-6-0 shunter, later Class 04 No D2275 which arrived in October/November 1959 to be followed by sister No D2274 about a week later. This latter locomotive undertook load trials over the Hamworthy branch, both had the characteristic "road cone" shaped exhaust. Their first job locally was Poole yard shunter followed by the Hamworthy Goods trip freights and shunt. At least D2239, D2288, D2292 and D2295 of the same type followed. In 1964, D2180 of the similar BR type 0-6-0 diesel mechanical (later Class 03) appeared locally. D2028, D2043, D2082, D2179, D2197, D2397, D2398 and D2399 all came after. The most obvious difference the 03's had compared to the 04's were their "flower pot" type exhausts. Our next "Foreigners" came when custom built Southampton Dock shunters Class 07's No's 07010, 07012 and 07013 arrived in 1975 to work the Hamworthy Goods branch. They were followed by No 07002 in October 1976 when No 07010 was withdrawn, all were withdrawn in July 1977. Replacements came in the shape of three Class 09 0-6-0 350hp shunters No's 09024, 09025 and 09026 soon to be followed by the similar lower speed (20mph) Class 08's No 08150 was first on the local scene. It should be pointed out that a similar type of shunting engine passed through Poole circa 1966 en-route to Weymouth where they worked the Quay tramway. These were No's 15230, 15231, 15232, 15233 and 15235 later BR Class 12's.

Most of the BR shunter fleet that worked locally eventually became commonplace and were no longer classed as "Foreigners". But the exception to that rule must go to the 4 Class 07's, their brief stay made them undoubted "Foreigners".



D2397 later 03197 is now preserved at Mangapps Farm. Graham Clackett

With d.m.u's and shunting engines now accounted for we can return to the "Big Boys" of the diesel world. First, a look at diesel types which later became very familiar locally. Crompton–Parkinson Type 3's, (later Class 33's) were purpose built for the Southern Region and obviously were not "Foreign". It would seem that 1962 saw the first appearance of one in Poole, after that date 96 of the 98 Class 33's built are known to have passed through Poole. Those for which there is no definite sighting are D6502, withdrawn 07/64 and D6576 withdrawn 03/69, both though accident damage. The other two indigenous Southern diesels were the versatile Electro Diesels (ED's), they consisted of two types Class 73 & Class 74, all of them came to Poole and Dorset during their lifetime.

Brush Type 4 later Class 47 also became a common sight (and still are), the first to come our way was No D1921 (later 47244, then 47640) it appeared in September 1966. This loco' came to the Southern on loan from on the Western during the run down of Southern Steam. Of the 512 Class 47's built, 507 can be counted as definite visitors to Poole and Dorset. Even the "test bed" 47 No 47601 and later 47901 visited us as D1628 on May 12th 1972. As with the Class 33's, those missing were early accident casualties i.e. D1734 w'dn 03/65, D1671 w'dn 04/66, D1908 w'dn 08/69, D1562 w'dn 06/71 and 47208 w'dn 01/80.

In July 1961 I started work for the Poole based electrical firm of Aish & Co Ltd, fortuitously the company's works were almost adjacent to Poole station on the south side of the Weymouth main line. As a work place it was an ideal spot to watch trains going by. Although steam was my primary interest I did notice out of the ordinary diesel movements. One of my first jobs as a 15 year old apprentice was to assist with the fitting of the letters ELECTRICAL ENGINEERS to the wall of a new extension. While thus employed the passing of light engine No D5077 was completely out of ordinary. Later to become No 24077, at the time in 1961 the loco' had just transferred from 31B March to 1A Willesden and has to date been the only Class 24 to pass through Poole. At some time in late 1968 early 1969 I noted D7624 passing through town with a parcels train. Built by Beyer-Peacock it later became No 25274.

As with No 24077, it is the only Class 25 known to have worked a BR revenue train in our part of South Dorset, so both locos qualify as "Foreigners". In August 1966 Western region "Warship's" began to appear in our area, the first I personally noted was D807 "Caradoc", it was working an up Summer Saturday Inter-regional train away from Parkstone station. These diesel hydraulic locomotives also had a regular weekday turn working a freight train from Severn Tunnel Junction to Wool, in 1966 arrival was around 08.30. After steam finished in 1967 this freight was retimed and ran down at 12 noon, returning up at 15.00. For the first week of these new times (6th to 10th November 1967) No D865 "Zealous" worked the train. Over the next few years both the BR built Class 42 and North British built Class 43 Warships appeared. In total my personal tally of confirmed "Warship" sightings was 49 of the class.

Less than one month after Southern steam had finished a quite significant "foreigner" appeared. At 08.15 on August 1st 1967 an unfamiliar, but distinctive, diesel front end appeared around the curve off Poole Park causeway and headed toward Poole High Street level crossing, it was an English Electric Type 4 No D294. Later to become Class 40 No 40094 it was heading a rake of 16 ton mineral wagons loaded with what appeared to be grit and rock salt for winter road treatment. At 09.30 the loco' ran back up, light engine, toward Bournemouth. First thoughts were it was a "one off" however three months later on 1st November 1967, D231 appeared. Later to be No 40031 this engine ran up light at 13.40 as far as the ground frame by Poole Park, then reversed into Poole Gasworks. Having marshalled up empty Naptha tank wagons (more on this commodity later) it then left eastwards. Six more Class 40's were to follow in the next four months, D207 (40007) went up light on 22nd November 1967, others for which I have no dates were D287 (40087), D390 (40190) and D307 (40107) all three worked in with more grit/rock salt in 16 ton mineral wagons. Finally on 28th March 1968, D296 (40096) on the last noted loaded rock salt train arrived, assumedly this was for use by Dorset County Council.



Weymouth and Class 40 No 40001 is seen arriving light engine from Westbury to head a return enthusiast special. Several Class 40's made appearances in Poole and South Dorset working freight trains in 1967 and 1968. Although this was not one of those occasions, it does show a rare appearance of a "Whistler" in the South.

Colin Stone

I am unsure where the trains terminated but I suspect either Wool or Dorchester. There was one other load of grit/rock salt, it was not worked by a Class 40, but by No D156, our first visit by a "Peak" it later became 46019. Again I do not have a definitive date but it appeared between 01-01-1968 and 28-03-1968. All 7 Class 40's and the one Class 46 were true oddities and "Foreigners". Just two other Class 45/46 are known to have run on scheduled service trains through Poole, these were No 46006 (24-05-1980) and No 45056 (28-06-1980), both on Inter-regional services. In the 1960's a new gas producing system was built on reclaimed ground at the east end of Poole's 1925 built Gas works. For those unfamiliar with Poole in that era, the Gas works were sited where Sainsbury's store and part of Baiter Park housing complex now stands. Two sidings were added to the internal Gas Works rail system to receive Naptha spirit used in the gas production process. Naptha was a highly volatile, flammable petroleum product, but that said, at least one load arrived behind steam when Standard 5 No 73115 delivered a load one day.

Usually trains arrived or left behind Brush Type 4's (Class 47's) but as mentioned above D231 took empties out on one occasion. This Naptha train was to provide Poole with its first visit by a Diesel Hydraulic "Western" on 15th November 1967 when D1041 "Western Prince" worked in with a loaded train. Three days later "Warship" No D870 "Zulu" worked the Naptha train raising hopes of more Hydraulic appearances, but there were to be no more sightings on that particular working.

Of note this train had a complex arrival sequence it ran DOWN through Poole station as far as Sterte, then reversed in to Poole yard, where the engine ran round. It then ran UP through Poole station to Poole Park causeway before reversing back over the down line into the Gas Works. Once inside the loco' again ran round the train before reversing the tanks into their purpose built sidings to be unloaded. There was one exception to this when a wagon load of ammunition bound for Wool was derailed in Poole yard. On this occasion the Naptha train stopped with the loco' and front section blocking Towngate Street level crossing and the centre portion blocking High Street level crossing. Then, under special instructions the whole train was reversed into the Gas works via what was usually the exit points almost adjacent to the High Street level crossing.

I only ever noted two more "Western Hydraulics" in Poole the second was D1021 "Western Cavalier" which arrived with a Birmingham to Poole service, it left on the 16.39 Poole-Birmingham this was in early 1968. D1013 "Western Ranger" worked a farewell tour for the class on 1977, although others have of course passed through in the preservation era, "Western's" qualify as "Foreigners". Mention of the Birmingham service brings me to the "Hymek" Diesel Hydraulics (Class 35's). This train was worked with great regularity by Hymeks from the start of 1969 right through to their eventual demise, my personal sightings of the type in Poole totals 67, well over half of the class. On Cup Final day in 1970 one of these machines was commandeered to bank an ailing 33/1 up Parkstone bank. On arrival at Poole the driver an up train comprising 2 x 4TC's propelled by a 33 called for assistance. The Hymek was quickly uncoupled from the Birmingham train in Poole yard and attached to the rear of the Waterloo train, which it then assisted as far as Branksome. What a photographic opportunity missed TC+TC+33/1+35 Hymek, I know as I was on the train and not interested in photographing diesels in those days !!

Our first visit by Class 31's came in 1978 when 31165, 31209, 31296 and a fourth unidentified member worked crew familiarisation runs from Eastleigh to Dorchester. On Tuesday to Fridays for six weeks drivers were trained on the type in readiness to work the Portsmouth-Bristol-Cardiff service. With 6 parcels vans in tow they went down at 11.00 returning around 13.15.

The first Class 50 to Poole and South Dorset was No 50044 "Exeter" on a railtour in 1976. Only two confirmed sightings of Class 50's on scheduled service trains are known through Poole, the first was of No 50017 "Royal Oak" in the summer of 1979. This working was controversial in as much as it should not have happened! An inter-regional summer weekday (M-F) Bradford to Weymouth train arrived at Reading with No 50017 at its head, although the relieving Bournemouth driver was not familiar with the type.



The first visit of a Class 50 to Poole and South Dorset was in December 1976 No 50044 "Exeter" is viewed here running across Baiter into Poole with an Enthusiast Special. Colin Stone

He should have requested another locomotive, but his thought was "Sod it, I'll give it a go" in the event the 50 reached Weymouth safely. However management heard of the escapade and forbade any driver without Class 50 knowledge to work the up return working next day. Hence No 50017 returned north via Yeovil, a hasty replacement 47 was found for the up train and our "Have a go driver received a rocket!!". On 9th January 1986 No 50039 "Implacable" reached Poole legitimately on the 15.13 arrival from Manchester and then worked the return 17.05 Poole to Liverpool. I jumped aboard for a trip to Bournemouth and was treated to superb dose of English Electric roar up Parkstone bank.

Class 56 No 56034 was the first of the type to reach Poole and South Dorset when it worked a Nuclear Waste flask to Winfrith on July 26th 1984. Sister No 56047 worked to the Hamworthy Junction cement terminal around the same time, but no specific date is known. These two remained as our only Class 56 visitors until 1993 (56119 & 56019 on tours) and 1994 when the type worked the Hamworthy to Cardiff steel trains for seven months. Only two Class 20's ever worked "in anger" over our lines including the Hamworthy branch, these were, No 20901 (20060) and No 20904 (20101) they worked "top and tail" on the annual weedkilling train for several years, they first appeared on April 10th 1990.

To finish the diesel section I will list other engines which were the first of their type in the area. As stated in the opening lines of this piece, at the time they appeared they were classed as "Foreigners" as "we" obviously didn't know if they would become common place or not ? For the record, excluding rail tour workings they are :-

The first Class 37 No 37230 (13-05-1989).

The first Class 60 No 60010 (26-03-1991), all 100 came our way.

The first Class 59 No 59101 (02-07-1997)

The first Class 58 No 58020 (13-05-1995), again all 50 of the class have passed through the area.

The first Class 66 No 66021 (23-11-1998)

The first Class 67 No 67029 (29-08-2003).

Electrification of the line between Branksome and Weymouth brought forth a few more firsts :-

The first electric e.m.u's to run over the line were 2 x 4 Cep units Nos 1611 & 1621 they tested the system on February 1st and 2nd 1988.

The first passenger carrying electric service through Poole over the new section was with 4Vep No 3008. On Sunday 28th February 1988 No 3008 covered for a failed 33+TC set on the 11.05 Bournemouth to Weymouth and 12.51 return.

The first official fare paying passenger use of the then new Class 442 "Wessex Electric" units was on May 16th 1988 when the 05.39 Poole to Waterloo left with No's 2406+2407.

And finally the most bizarre and probably the only one of its type to ever do so, was when a Class 87 over head electric locomotive No 87013 came to Poole following a Branksome depot open day in 1992. It was in Poole yard at 23.00 on the night of 14th September for run round purposes, truly a "Foreigner".

There are a quite a few of us who log, note, photograph, tabulate and generally waste time on such things, call it what you will ? We are all waiting with anticipation to see when we get visited by the first Class 70 and the first Class 68 diesels Only time will tell.



507 examples of class 47 visited Poole and Dorset including this example crossing Baiter on the Furzebrook tanks. Colin Stone

Gloucester – Warwickshire Railway 2013

by Graham Clackett

2013 marked a return to full services on the G-W over its current full length after suffering two large and very costly land slips. A very successful steam gala was held on 25 May 2013 featuring amongst others the locos below.



Running in LNER apple green as number 8572 is the Great Eastern railway B12 class 4-6-0.
Graham Clackett



Southern Railway Schools class 4-4-0 locomotive 925 Cheltenham seen running in Malachite green livery.
Graham Clackett

RAILWAYS ROUNDABOUT

JUNE :- What would I have to report without the Wool Sand train to keep me amused ? No 66545 did the honours on this train on the 10th, 11th, 12th and 13th, i.e. two round trips.

On the fringe of our area two Class 66's No's 66107 and 66135 made a nocturnal visit to Maiden Newton with an engineer's train. The pair arrived from Westbury at 23.55 on the night of the 11th and returned in the early hours of the 12th. Two Colas 66's No's 66848+66849 repeated the move and worked to Maiden Newton overnight on the 17th and again on the 18th, while on the 22nd No 66848 was paired with EWS/DBS 66 No 66129. Then on the 24th No 66848 was paired with No 66846 on all occasions they worked "top and tail" mode. These events are noted here as locomotives on the old Western route are not that common.

At 12.40 on Friday 13th an enthusiast special organised by Pathfinder tours passed through Poole heading for Swanage. Motive power was three DRS liveried Class 37's, No 37604 headed the train in the down direction with No's 37402+37423 on the rear. On the return to Stafford Poole was passed at 17.00 with 37423 leading the ensemble, No 37604 was on the rear shut down. Entering service with BR as the 5th built Class 37 (No D6704) in January 1961, No 37604 is one of the oldest locomotives still active on the national system.

Next day 14th at 11.42 an East Midlands Trains HST passed Poole, also heading for Swanage. Power Cars No's 43064+43089 powered the train, return through Poole was at 17.10. On the 17th, 18th, 19th and 20th No 66619 worked two round trips on the Wool sand circuit. Thursday 19th saw the second visit of Black 5 No 44932 when it worked a London to Swanage charter, Poole was passed at 13.00. The return, as on the last occasion, was worked by Class 33 No D6515 (33012) with the Black 5 attached on the rear, the train was through Poole at 18.20.

Saturday 21st saw two Class 47's No's 47786 leading and 47237 tailing work a Hereford to Weymouth railtour. The pair passed Poole at 13.50 going down, and with No 47237 leading at 16.30 on the return. At 10 minutes to midnight (23.50) two GBRf Class 73's No's 73204+73207 worked a "rail drop" train to Wareham on the rear was Class 66 No 66704. No 66704 headed the train from Poole at 07.30 on Sunday 22nd.

On Thursday 26th June the first main line steam to Weymouth for the "2014 season" ran behind West Country Pacific No 34046 "Braunton". Passing Poole at 13.00 "Braunton" made a fine sight forging across Holes Bay, fortunately the Class 47 No 47237 on the rear was not working. The train returned to London via Yeovil hence the presence of No 47237 which worked the train from Weymouth to Yeovil via Maiden Newton. Later in the day No 66603 worked the Wool sand empties on the late path through Poole at 20.00.

JULY :- On the 1st No 66560 worked the worked down with the Wool sand empties, again running in the late pathway at 20.00. This loco' worked two round trips to Neasden during week ending Sunday 6th. Saturday 5th produced two rail tours to keep us locals entertained, first at 11.55 was Black 5 No 44932 working a Three Bridges to Weymouth special. Next on the scene was an excursion from Hooton (near Chester) to Weymouth. Worked by "top and tailed" Class 57's it called at Poole at 13.01-13.03 going down with No 57314 leading. On the return with No 57313 in charge the Poole stop was from 16.12 to 16.14, the coaching stock was Pullman Liveried Mk 2's. The returning special bound for Three Bridges passed Parkstone station at 17.32 with the Swanage based Class 33 No D6515 (33012) in charge. Ascent of Parkstone Bank had the 33 working "flat out" producing plenty of "clag", Black 5 No 44932 attached on the rear was "chuffing well" giving a generous push and was also "clagging nicely". Monday 7th saw Class 56 No 56303 tow "Pretend A1" No 60163 (in light steam) from Crewe to Swanage. Originally booked through Poole at 16.50, the short convoy of 56+60163+support coach passed Poole at 19.10 having been re-routed via Salisbury to turn No 60163. After leaving No 60163 at Swanage at 21.00, No 56303 ran light to Totton.

Wednesday 9th July saw the first "Dorset Coast Express" (DCE) of 2014 run from London to Weymouth headed by Black 5 No 44932. However due to the high risk of fire Class 33 diesel No 33207 was attached on the rear, no doubt pushing with great gusto through out. Witness the report on "wrgen" quote :- "44932 t/t 33207 departs Southampton P3 with the Crompton pushing like mad on the rear". On the down run the train ran through the UP platform at Poole at 13.02, return was at 17.18 through Poole. One consequence of the fire risk was the loss of income for the SR based 33012 which was not required to haul the train from Weymouth back to Southampton as No 33207 carried out that chore.

Fire risk PLUS a national strike by fire brigade staff (firemen) led to the use of diesels in lieu of "Oliver Cromwell" on Steam Dreams tour from London to Swanage. Class 47 No 47237 headed the train down with Class 37 No 37706 on the rear, Poole was passed at 13.03 and 18.17 on the return with No 37706 leading. The same scenario caused complete cancellation of the DCE booked to run on Wednesday 15th. Fire risk presented no problems to No 66560 which worked the Wool sand train 13th, 14th and 15th. What appeared to have been a "route refresher" trip for Devon & Cornwall Railways (DCR) saw a Class 56 run light from Eastleigh to Weymouth on Friday 18th. In the down direction No 56301 (formerly 56045) passed through Poole at 11.30 and at 13.14 on its return to the local DCR base at Totton yard.

On Wednesday 23rd an unidentified MPV unit visited the Hamworthy Goods branch working as a weed killing train, this was the second "spray" of lines in the area due to the vigorous weed growth this year. With no sign of any significant rain the supposedly steam worked DCE on Wednesday 23rd had No 44932 at the head and Class 37 No 37706 on the rear through out.

Again the fire risk played a part in the diesel being on the rear assisting in both directions minimising the work of the Black 5. A point of interest was that the train was composed of just EIGHT passenger carrying coaches. In 2011 and 2012 when the DCE's went out and back with two different loco's and had steam front and rear up Bincombe bank trains were consistently fully loaded 11 or 12 coaches. One can only assume that the reduced formation is indicative of a "poor deal" for prospective steam enthusiasts. On the same day No 66508 was motive power on the Wool to Neasden sand train, it did a second round trip on 24th and 25th.

On Saturday 26th Class 31 diesel No 31601 ran light through Poole at 08.30 heading from Eastleigh to Swanage to collect "Tornado". Later in the day at 11.15 the 31 passed through Poole again towing No 60163 and its support coach en route to the Bluebell Railway. On the same day the freight company GBRf ran a staff outing from Ipswich to Bournemouth. Originally booked to continue as e.c.s. to Poole yard, but in the event this did not happen. The train arrived at Bournemouth at 12.50 "top and tailed" by No's 66743 and 66713, the stock then returned to Eastleigh.

Later in the day both engines brought the e.c.s. back to Bournemouth where No 66743 was detached to allow No 66713 to return the staff to Ipswich. No 66743 then followed the train, light engine, as far as Eastleigh. Our regular freight, the Wool Sand, had No 66563 as motive power on the 29th (down) and 30th (up) of the month. Fire risk also had Class 37 No 37706 attached to the rear of the DCE throughout the day on the 30th, once again the lead steam locomotive was Black 5 No 44932.

To end the month of July and this report, it is my pleasure to report a third train for 2014 along the Hamworthy Goods Branch. Following the visits in May and July of the MPV weed killer trains a track recording train visited the branch on Thursday 31st. Class 73's powered the train, No 73207 was at the front going down the branch with No 73201 "Broadlands" on the rear. Arrival at Hamworthy Goods was at 07.46 with departure at 08.10, of note is the fact that a brand new single aspect LED signal has been installed to protect Ashmore Avenue level crossing for train going UP the branch. On exiting the branch at Hamworthy Junction the train returned to Poole station, reversed direction and ran to Weymouth. It made a final pass of Poole at 10.20 heading back to Eastleigh.

SWANAGE RAILWAY (SR) :- With the boiler of No 80104 away for overhaul, M7 No 30053 stopped for "adjustments" and No 34070 also stopped. Steam motive power on the railway was at the low point of just two active locomotives in mid June, these were No 34028 and 6695. Luckily both gave sterling service even though big brother "Eddystone" is now just weeks away from withdrawal for overhaul.

Class 33 No D6515 (33012) was named "Lt Jenny Lewis RN" in a ceremony at Swanage station. A diesel railtour from Stafford arrived on the SR on Friday 13th June behind Class 37 No 37604, on the rear were sister engines No's 37402+37423.

Their stay was brief, after arrival at 14.00 as they left at 16.10 with No 37423 leading. No sooner had the 37's left the SR than the very next day another special arrived. On Saturday 14th and East Midlands Trains (EMT) HST arrived from even further north, as this time Sheffield was the start point. Named the "The Swanage Samaritan" the train was a staff special, it also carried members of the Samaritans on board. As East Midland Trains are owned by the same group as South West Trains the livery is almost identical, thus as an added touch the lead power car and first two or three coaches had South West Trains vinyl's stuck over the East Midlands Trains title, Power Cars which worked the train were No's 43089 and 43064.

Thursday 19th June saw the second steam charter of 2014 visit the railway when Black 5 No 44932 arrived at the head of a train from London. The return was worked by the SR's Class 33 No D6515 with No 44932 on the rear. It towed the train as far as Southampton before returning light engine to Swanage.

In readiness for the "Swanage 35" gala No 60163 "Tornado" was hauled onto the railway by a Class 56 diesel No 56303, it arrived into Swanage at around 20.35 on Monday July 7th. Please see the separate piece which covers the two day SWANAGE 35 GALA. The "infamous" date of JULY 9th was marked on the railway by No 34028 having its smoke box door hinges whitened with chalk and the date 9-7-67 written under the smoke box door. After the first three round trips Driver Ian McDavid handed "Eddystone" over to Driver Mike Standhaft who had worked at Bournemouth MPD during the run down of SR steam. Before leaving with the 14.00 departure photographer Andrew PM Wright photographed "Eddystone", Mike Standhaft and fireman Oscar Martin for posterity. For the final round trip of the day "Eddy's" smoke box door had the words "THE END" and "THE LAST ONE" added, sadly the words didn't show up too well as "Eddystone" was far, far cleaner than her less fortunate sisters some 47 years earlier.

On Tuesday 22nd July Class 33 No 33202 which had been on hire to the railway since December 2013 was towed up to Norden to be loaded onto road transport. The locomotive was spotted heading east along the M3 the next day (23rd), the Spa Valley railway was its intended destination. On Saturday 26th a DCR Class 31 No 31601 arrived on the railway to collect the pretend "A1" No 60163 which it towed away to East Grinstead and the Bluebell Railway.

By the time you read these words a locomotive which has often featured in the SR section of "Railways Roundabout" will sadly be set aside with his/her boiler certificate expired. I refer of course to Bulleid Pacific No 34028 "Eddystone" the final day in service on the SR is expected to be on Sunday 14th August. I hope, with our editor's approval, to report the event in the next issue of "The Corkscrew".

For some of the above information I am indebted to Georgina Strand, Scott Lewis, Anthony Henley, Roger Smith, Alan Worth, Steve "Reverend" Green and the information website "wrgen".

The London Underground and Overground Quiz.

By His Reverence.

Please do not cheat and wait for Mr Chairman to wear his famous shirt!
But, can you answer the following clues to the underground stations below, if you see what I mean!? Six of the clues have multi-parts to them to reveal their location.

Answers to be handed to The Reverend Green please by 2 October 2014 and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

1. A circular stop not on the Circle Line
2. A famous Peter's Mount
3. A large type of settlement without colour
4. American actress? Shirley not!
5. An impressive road to a place near Weymouth
6. Bit like a lemon home
7. Dumbo & Corfe
8. It's hard, it's round and is half the McDonald's logo
9. Jambon de la est!

10. Makes a hoot in a place of worship
11. My, what a dirty slide you have!

- 12a. Arthur, Gawain, Lancelot
- 12b. A structure carrying a road, path, railway, etc. over an obstacle

- 13a. Can't manage any more pork!
- 13b. America's West End

- 14a. Huh?
- 14b. A place at which to cross a river

- 15a. It's meant to be in a workshop
- 15b. The most common surname in the UK

- 16a. Music industry acronym for 'Extended Play'
- 16b. Opposite sound to 'pong' when playing table tennis

- 17a. Noise made when you put your hands together
- 17b. What tastes good with egg and chips
- 17c. Opposite of rare/infrequent
18. Posh & Spicy
19. Put one of these on top of a crucifix to keep its head warm

20. Saul of Tarsus's alter ego
21. Say this on the Weakest Link to cash in some dough
22. Someone's a bit confused about this type of residence!
23. The 3 Underground lines where every station is also served by another Underground line
24. The only 2 stations with 'London' in their name
25. The only national rail station on standard Monopoly boards that doesn't have its own dedicated station
26. What there would be if Snow White's Dwarfs each had a female sibling
27. Where Bathurst's title plays tennis
28. Where Craig, Connery and Moore live
29. 1990s girl band
30. Not a new road
31. Former BBC children's school
32. Well know book publishers
33. West Ham's current ground
34. Character played by Hugh Laurie in the Blackadder series
35. Gas works, once the largest producer of "Town Gas" in Europe

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2014-15 Programme Part 2, September- February.

By John Webb

I have been greatly helped by members offering to do/ recommending an evening, so all I've had to do is sort them into available slots, sort of! This then is what it looks like, subject to illness, inclement weather, power cuts etc. intervening!

September. First up is a talk on the Gartell Light Railway from John Penny, on the 4th. The following week (11th) will have the final tranche of Neil Turner's donated stock on sale. The Annual Print competition will be on the 18th. Usual Rules: Steam, Modern Image & Railway Miscellaneous, up to 3 in each. max size 7x5, no mounts, frames or captions. All entries to be into myself, John Webb, a week prior. Any queries please ask! A table for "W.R.S. on Tour" pictures with clean captions will be available, but not in the competition.

October. Starts (on the 2nd) with a Debate, on HS2. Chris Francombe puts the "For" side and Peter Watson the "Against" and I'll be trying to keep them in order! Member Alan Trickett will present "By Rail from Finland to Portugal 1959-2010" on the 16th. As ColourRail has ceased selling slides, member Clive Arnold is giving "A ColourRail Presentation" on the 30th.

November. Two presentations by members this month. "Rail travel in Vietnam" comes from Alex and Gill Clarke, on the 13th. Followed by "Trevor's Travels" by Trevor Hargreaves on the 27th.

December. The A.G.M. is on the second Thursday, 11th. Followed on the 18th by Brian House's Video Evening. The 25th will be whatever you want- the Hall will be closed due to Father Christmas!

January. The 1st does however see the hall open, followed on Saturday (3rd) by our Open Day. "The History of Mechanical Transport" by Dr Ian Dickins (a lecturer in History and Transport & Corfe Castle Volunteer Porter) is on the 8th. The 22nd has "The John Wood S&D slide collection" by Mike Beale. Several members saw this at Blandford and recommended it, these are unpublished pictures of the S&D.

February. Corkscrew editor Ken Aveyard is doing the 5th. When asked if he had a title for this, his answer was "I haven't decided" It'll probably be "Industrial & Preservation from the W.R.S. archive". The last of this "half" sees Neil Goodrich, a tour travel escort, (both Richard Banks and Brian Stanley have been with him) trawling his slides to give us an evening, "A 1970s & 80s miscellany of trains (& buses)".



Stagecoach London Borismaster LT252 in the other version of the Adidas advertising livery seen in Poultry a quaintly named thoroughfare in the area of Bank on 18 August 2014. Ken Aveyard



In the simplified version of the year of the bus silver livery, LT256 exits Bow depot, the eastern terminus of route 8 on 18 August 2014 KA



Northern Rail liveried class 144 pacer unit 144020, one of the three car versions waits to depart from Knottingley Station for Leeds on 26 March 2014.
Ken Aveyard



The other G-W gala was the diesel event held on 26 July 2013. Birmingham RC&W type 2 D5343 is a magnificent restoration in original BR blue livery.
Graham Clackett