

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



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Seen at Canterbury West is then newly repainted No 33109 tailing “The Sulzer Smuggler” Rail Tour. See article from page 4. Colin Stone



Canterbury West’s elevated signal box frames Class 33 No 33118, 6Rep 1901 and Class 33 No 33109 forming “The Sulzer Smuggler” Rail Tour as they sit in the up sidings during an hour and a half “lunch break”.

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Editorial

As another year draws to a close you would think that news would slow down but in fact a number of announcements in the last few weeks have only served to spark more interest for those of us with a trainspotting bent.

From central government comes the suggestion that an electrified high speed line between Liverpool and Hull may well be further up the agenda than previously thought. On the franchise front Dutch Railways owned Abellio has secured the Scotrail franchise, and has announced a fleet of refurbished HST's cascaded from East Coast and Great Western lines when the Hitachi IEP trains arrived. In addition they are also to buy 70 trains of Hitachi stock themselves, for the Edinburgh – Glasgow electrification scheme which will in turn cascade dmu sets for use elsewhere. Of these, nine class 170 units, 170416-170424 come off lease next March and four will be reworked in to class 171's to supplement the Southern fleet on the Uckfield line. From other unsubstantiated sources have come suggestions that 315 units will move to the Welsh Valleys after electrification, but what effect that has on the 319 cascade is unknown. Whatever happens 2015 will be interesting.

This issue of The Corkscrew also sees my 60th as editor, 10 years and counting, and I am grateful to all those members who keep me supplied with articles, both frequently or occasionally.

In this issue, we have details of the Sulzer Smuggler railtour, and Eddystone's farewell from Colin Stone, Mike Stollery converts Colin's diesel observations from issue 82 in to steam equivalents, and Paul Carpenter adds to his traction knowledge with a spell on the last remaining Clayton diesel. With our regular Railway Roundabout and quiz features there is plenty for you to enjoy.

Sit back and enjoy Corkscrew 84. Closing date for No. 85 is 19 January 2015.

Cover Picture :- Reverting to the matching theme issue 84 sees 84011 ready to leave Preston on the Fleetwood push pull service on 19 October 1963. WRS C765

The SULZER SMUGGLER RAILTOUR

By Colin Stone.

In an earlier issue of "The Corkscrew" I described the "Push-Pull Farewell" Rail Tour which ran in May 1988 and covered local lines in Dorset and Hampshire. Before that my Rail Tour total had been minimal, just one in the steam era and one local line diesel tour in 1971. As the day out on the "Push – Pull Farewell" had been thoroughly enjoyable several of us who had travelled on it decided we would book seats on "The Sulzer Smuggler" tour advertised for June 8th 1991. This tour was scheduled to start at Bournemouth and travel around lines in Kent and Sussex using a Class 33 and a 6Rep unit.



Bournemouth station Saturday 8th July 1991 and Class 33 No 33118 sits with 6Rep unit No 1901 forming "The Sulzer Smuggler" rail tour.

Our day started at 05.40 behind Class 47 No 47825 on an inter regional service from Poole, this got us into Bournemouth at 05.55. Our tour train was already standing at Bournemouth with Class 33 No 33118 ready to propel 6Rep unit No 1901 which was a 4Rep augmented with two extra 4TC/4Rep coaches. Our small group had a compartment in the second coach from the rear, on time at 06.20 we set off. Pick-ups were made at major stations, after Woking we were routed via Virginia Water which took us into the north side of Clapham Junction station. In the yard at Clapham were several brand new Class 456 e.m.u's No's 456006, 007, 008, 009, 011, 012 and 013 all "Cops".



Looking back toward Clapham Junction station as No 33118 propels "The Sulzer Smuggler" under the (in)famous Clapham Junction Signal Box toward London, Victoria Terminus.

After Clapham we dived under the main lines out of Waterloo, to join the South Eastern Lines into Victoria station. Eleven minutes (09.05-09.16) were allowed to reverse direction for the first time. We set off from Victoria taking a route via Brixton, Herne Hill to Swanley and on via Bat & Ball to Sevenoaks, it was then full pelt down through Tonbridge, Paddock Wood (60046 "Copped" here). Passing through Ashford 08649, 08922, 08940, 33204, 73002, 73003 and 73126 were all noted, 15 minutes later we ground to a halt in Folkstone East Yard at 10.39. During the 11 minute stop we gained a second Class 33 No 33109, so our train was now "Top & Tailed".

A steady descent then took us down the steep incline over my first section of "new track" into Folkstone Harbour station, where from 10.55 to 11.10 passengers wandered about taking photographs at will. After climbing back to Folkstone East Siding reversals four and five saw us set off from Folkstone East station with 33118 leading through Dover where No's 09002, 09021, 47146 and 47187 were seen in the extensive freight yard which once existed by the harbour.

On the climb out of Dover we took the line toward Deal. With true Southern versatility i.e. the electro-pneumatic push-pull control system both Crompton's 33118 (lead) and 33109 (rear) were working hard.



After arrival at Folkestone Harbour Class 33 No 33109 is seen “beside the sea”

At Minster we ran over the little used south to west chord of the triangular junction, the second bit of “new track” for me. Arrival at Canterbury West was at 12.20, all passengers alighted for a break, while the loco’s and stock reversed into a siding. After obtaining pictures of our train posed under the distinctive overhead signal box, our little group set off for a “mooch” around Canterbury. With so much culture and history on hand we headed for the nearest Fish & Chip shop and Canterbury East station !! Alas there were no “cops” to be had at either East station or the West station when we returned.

Leaving Canterbury at 13.55 it took a mere 17 minutes to run down to Ashford where we were due for our sixth reversal of direction. Here we saw one of the venerable Hampshire “Thumper” d.e.m.u’s No 205018 employed on the “MarshLink” services to Hastings. With No 33109 now leading we left Ashford at 14.37 for a delightful trundle across Romney Marsh. In the past Romney Marsh had been a haven for smuggling hence the tour title “The Sulzer Smuggler”. At Appledore we passed another “Thumper” No 205016 before running on via Rye, Hastings and Pevensey Bay. There was no sign of “The Pevensey Bay Flier” and its intrepid driver Neddie Seagoon !!! On then into Eastbourne’s terminus station for reversal No 7 before heading to Lewes and another reversal. We should have run to Newhaven Marine and then Seaford, but a points failure saw us do the two branches in reverse order.

So it was down to Seaford first where I took my final photograph of the day. Returning to Newhaven Harbour we reversed to Newhaven Marine traversing my third bit of “new track” albeit just a few chains !

Ten minutes had been allotted here for photographs but in the event we stood just long enough for No 33109 to be detached from what was now the rear of the train. After the eleventh and final reversal with No 33118 now in sole charge, we set off on the 198 mile return run to Bournemouth. We took a route via Lewes, Haywards Heath, Three Bridges where in the yard stood 09003, 73107, 73128, 73139 and 73140. Passing Gatwick Airport unit 319161 was “Copped” and 73212 noted, while Redhill had two Class 09 shunters in residence 09016 & 09023. At South Croydon my final “Cop” of the day was 319171, on view in Selhurst depot was 08958, 09005, 09006, 09012, 73006, 73104 and 73119.

To reach South Western metals, we again dived under the lines out of Waterloo passing Stewarts Lane depot where No’s 73004, 33004 and 47537 were spotted. After setting down the London passenger contingent at Clapham Junction we set off along the Windsor lines, but this time we were spared the long boring trek via Virginia Water. Just after Wandsworth Town we headed south at Point Pleasant Junction and took the LT District Line/BR joint section of track though East Putney to Wimbledon over my final piece of “new track” for the day.

From Wimbledon it was not quite a straight run home as we were routed via Andover, Laverstock Loop and Romsey into Eastleigh. The loco’s noted to end our epic day out were as follows :- No 50007 at Woking, No 50031 at Andover then No’s 33009, 33057, 47144, 47291, 47436 and 47572 at Eastleigh. After arrival back at Bournemouth at 22.00 we had covered 508 miles, a Wessex Electric then took us back to Poole. Our small group of four all agreed it had been a thoroughly enjoyable day out. Our initial dismay at being allocated a compartment had been dispelled when it became apparent we all had a corner seat and privacy, plus we had our own top light for the head hangers to use. The late Ian Taylor was content sitting in a corner where he was able to read his paper in peace or watch the world go by outside, I meanwhile was happy to use the top light in the corridor if I wanted to take a photograph out of the window. To paraphrase a well know saying “They don’t do Rail Tours like that any more”

Reflecting on that 1991 tour it may be of interest to note that most of the locomotives we “spotted” on our day out have been cut up for scrap, although some are now preserved, including our second loco’ No 33109. Also shunting yards still working 23 years ago are now either defunct or have a much reduced capacity. Almost certainly, if the yards are still in use, they will not have their own allocated Class 08 or Class 09 shunter any more.

MORNING WITH THE CLAYTON

by Paul Carpenter

I've had the chance to drive many British Railways diesel locomotives, initially as a secondman on the Western Region in the 1970's, and occasionally on preserved lines especially on diesel hydraulics. Whilst there are plenty of omissions I have driven Classes 08, 09, 14, 20, 24, 31, 35, 37, 40, 42, 47, 50 and 52, and a few DMU's and EMU's. Most notable gaps are Cromptons, Peaks and Deltics! Not too bad for one who has never been a qualified driver. I should say some of this driving was for the full turn of duty back in the 70's on B.R., especially if my driver wanted an easy day, and the driving on preserved lines has on some engines, been only of the order of perhaps 6 -10 miles. One locomotive type however that always fascinated me was, despite their poor reputation, is the Clayton Class 17. Totally different in resemblance to anything else on Britain's rails, with stylish looks, they would probably have looked more at home on the continent. One survived (more on the history below), and the chance to drive it seemed like one of those opportunities that if missed might not come around again. The Chinnor & Princes Risborough Railway offers driver experiences on diesels as well as steam. Either a class 37 (probably more sought after by most enthusiasts) or D8568, the Clayton would be used. I asked them if I participated could the Clayton be booked. "Yes, it could if it's serviceable" (shades of B.R.'s problems!).

I thought, "it's a lot of money, but then it is the Clayton", and I'm not sure what price one puts on one's interests. I got to Chinnor station early in the morning and spoke to one of the volunteers who said they were a bit short staffed, but apparently further down the yard the Clayton had been started up, so it looked as though my plans would meet with success. Another chap, Mark, was also to do the same as me, both of us getting to drive on a complete round trip. Eventually after some shunting of stock D8568 arrived at the platform with five Mk 1's and I was pleased to hear that both engines were running. We were asked what experience, if any, we had. Mark had none, so I was nominated to drive on the first runs. Our tutor driver Dave, it had been mentioned, owned a preserved bus. Well I drive vintage buses, so naturally I asked what he owned. It turned out he owned an ex Hants & Dorset Bristol RE that I had regularly driven from Poole depot, so a good day was assured! Now for a little background history on the Claytons.

The Modernisation Plan for British Railways called for three classes of Type 1 (800–1000hp) locomotives to be trialled, the Type 1's alone of main line locomotives ordered were single cabbled. These were twenty English Electric 1000hp (later designated Class 20), ten British Thomson-Houston 800hp powered by a Paxman engine (later Class 15) and lastly and certainly least as it turned out, ten North British with a Paxman 800hp engine, (later class 16).

The Paxman engine BTH and NBL types were problematical from the start, although rushed orders before trials began meant 44 BTH's were built, sensibly the ten NBL's were not multiplied. The last Class 15 worked in 1971, four survived as train heating units, enabling D8233 to survive into preservation. Class 16 just about survived into 1968, thus gaining their 16 classification. They had all been broken up by 1970. Which left the English Electric Type 1's to be increased up to 128. However, there was concern over the visibility from the cab of the Class 20's when working bonnet first and there were calls for a complete new design to become the standard Type 1. Another 100 Class 20's would come later when the Claytons problems became all too apparent!

The Clayton Type 1's (later class 17), numbered D8500 – D8616 were ordered straight off the drawing board from the Clayton Equipment Co., 117 in total, a decision soon regretted. The looks were certainly eye-catching, nothing remotely similar had been seen previously on B.R. Two Paxman 6ZHL 450hp engines, developed for railcar applications were placed at either end of what was by far the biggest cab on any B.R. diesel locomotive. Two driving positions were provided, each on the left hand side for the direction of travel.

Several major problems affected the locomotives right from the word go. Fractured crankcases, oil leaks which affected the main generators, and camshaft failures plagued the Paxman engines. This was enough to put some locomotives straight from delivery into storage pending rectification. It should be mentioned that two received Rolls-Royce engines and the last batch were built by Beyer-Peacock, though these engines didn't seem to have been any more successful than Clayton built examples. The type of work intended for all the Type 1 diesels was fast disappearing as well, and so running double headed in multiple on heavier freights than intended became common place. Passenger work seemed to be restricted to some summer Saturday extra's or the occasional replacement of a booked locomotive or DMU. The use of single cabled locos in multiple ensured a long life for the class 20's (they could then run cabs-outermost, curing visibility problems), but with a lessening need for so many locomotives British Rail cut its losses with its most troublesome designs, including the Claytons. Most had been allocated to Polmadie (Glasgow) or Haymarket (Edinburgh) sheds in Scotland, but the North Eastern Region also got a sizeable batch new, and the London Midland got some secondhand to help eradicate steam from the northwest. Those not allocated to the Scottish Region were late in their short lives sent there, if they had not already been withdrawn! In Scotland they became a regular sight often in pairs on the Waverley Route, belching black exhaust as they struggled up to Whitrope summit. An Argo Transcord recording of a pair on a freight at Steele Road is one of the most memorable recordings of diesels in Britain.

My wife and I have walked up Arnton Fell which overlooks the trackbed of the old line through Steele Road, and if one closes one's eyes you can imagine that train labouring its way uphill for a good number of miles yet.

First taking to the rails in 1962, first withdrawals were as early as 1968, all going by the end of 1971. Except, that is, Derby Research Centre used three for a number of years, and of course one other, D8568 the subject of this article has led a charmed life. This is not to say that lines of stored locos couldn't be seen in Scotland in the early 70's. A proposal to use them on engineering trains for the Kings Cross electrification project never came to anything. Whoever had thought of this probably hadn't checked on the condition of the locos!



D8568 in the sidings at Grosmont on the North Yorkshire Moors Railway on 6 May 1983.
Ken Aveyard

D8568 alone survives. It was bought in 1972 privately by Hemelite, a concrete manufacturer who had taken over several miles of the Harpenden – Hemel Hempstead branch as a private siding for delivery of wagons to their factory. Two ex B.R. Drewry Class 04's were also used. Keeping the Clayton serviceable was apparently not that easy, but nevertheless an engine change (it had come with a wagon load of spares) was carried out. It was sold in 1977 to the Ribblesdale Cement Co. at Clitheroe, Lancs, and used by them until 1982. It thus lasted long enough to attract the attention of preservationists, namely the Diesel Traction Group.

Used for a time on the North Yorkshire Moors Railway, it has now been based for a long time on the Chinnor & Princes Risborough Railway. Recently it has been once again able to run on both engines, problems with one has after much work been successfully overcome.



Interior of the cab of D8568.

Paul Carpenter

So back to the present. Cab controls are fairly standard for the time. Originally the size of the cab had been so a steam heat boiler could be accommodated, but these were never fitted. Vision is good over the noses (though not as good obviously as say a Class 20 cab leading), and the left hand buffer is visible from the cab. By standing up one can see most of the 'off-side' over the bonnet as well. I was interested to hear what the Paxman engines sounded like. Well, different, and not particularly quiet despite their small output. I was pleased to hear both of them running as well. As I said earlier I've never been a qualified driver, so my opinions can only be taken as impressions. Being very much underpowered compared to something like a Class 37 or 47, one perhaps cannot expect too much. However when shunting, too powerful an engine can be more a disadvantage, so the Clayton, especially with fairly good visibility all round scored highly on that count. Certainly the opening of the controller is followed by a fair time lag before the engines seem to pick up, although that may be more to do with the transmission.

The five Mk 1's provided a reasonable load and when returning from Thame Junction with the several stops for level crossings and adverse gradients I was able to use full power for a few minutes before easing back to ensure not exceeding the 25mph limit on the line, suggesting that with moderate loads acceleration would not be startling! The cab does though still have its Maximum Speed 60mph labelling! On opening the controller to the full position there is a fair bit of vibration and those Paxmans give out a lovely throaty roar, and a bit of black exhaust! Otherwise, the engine is a joy to drive, and I'm thankful to have had the chance to have a go with one.

Thanks to the staff at the C&PRR and the Diesel Traction Group I could imagine myself on that freight from Carlisle to Edinburgh! Who knows, one day D8568 might return to the Waverley route, at least the northern section now being rebuilt.



D8568 at the Chinnor and Princess Risborough Railway. Paul Carpenter

I would like to acknowledge background information found in British Rail Fleet Survey 3 by Brian Haresnape (1983), The Allocation History of BR Diesels & Electrics 5 by Roger Harris (2005), and Modern Locomotives Illustrated No 186 by Colin Marsden (December 2010).

ADIEU 34028 “EDDYSTONE”

By Colin Stone.

Sunday 17th August 2014 was a sad day as it was the last day in service on the Swanage Railway for No 34028 “Eddystone”. “Eddystone” is of course a West County Class Pacific Locomotive. As smaller sisters to Mr Bulleid’s Merchant Navies the West Country (WC) and Battle of Britain (BoB) Pacifics were, apart from six examples, all built at Brighton Locomotive Works. “Eddystone” was erected there in April 1946 and entered traffic in May 1946 as No 21C128. When she took to the rails of the then Southern Railway (SR) she was in the in original “Air smoothed” condition. Her trial runs took place with the locomotive painted in works grey undercoat, the nameplates bearing the name “EDDYSTONE” were applied when she was painted into Malachite Green SR livery.

As with other names attached to the series 21C121 to 21C130 (34021 to 34030) EDDYSTONE referred to a geographical location in the West Country as opposed to a Town or City. In the case of EDDYSTONE the name refers to a group of rocks surrounded by the waters of the English Channel, some 13 miles south west of Plymouth. These rocks were so feared by seafarers that a light house was built on them, completed in 1698 it was the first lighthouse to be erected on rocks surrounded by the sea. The present Eddystone lighthouse (the fourth) was completed in 1882 after lighthouse No 3 was deemed unsafe, NOT because of any fault in its construction but because the rock on which it stood had developed cracks !! This fourth lighthouse was the first UK “rock” lighthouse to be automated and “de-manned” as and from 18th May 1982, it is now monitored from Harwich, Essex !!!

To return to “Eddystone” the locomotive, once painted in Malachite green livery No 21C128 joined several of her sister engines working from Ramsgate MPD in Kent. In February 1948 she was transferred to Exeter’s Exmouth Junction MPD. To us latter day enthusiasts her more familiar British Railways (BR) number 34028 was applied in December 1948. Whilst at Exmouth Junction “Eddystone” worked up to London Waterloo and it is a fair bet that she reached the extremity of the SR at Padstow. “Eddystone” remained at Exmouth Junction until rebuilt in August 1958.

After rebuilding, except for the main line through Okehampton to Plymouth, her increased weight precluded her use over routes west of Exeter. “Eddystone” was therefore transferred to Bournemouth from where she ran to London Waterloo, Weymouth and over the Somerset & Dorset (S&D) route to Bath, Green Park. No 34028’s first foray over the S&D appears to have been in August 1959 ? In the process she became the third rebuilt WC over the line.

By lucky coincidence both the 1st and 2nd WC's to traverse the S&D i.e. 34039 "Boscastle" and No 34046 "Braunton" are also "still with us" surviving into the preservation era. Sadly a mere 8 years after rebuilding a serious firebox problem saw "Eddystone" withdrawn from BR service as and from 11th May 1964 having run a meagre mileage of just 851,549 miles in her 18 years main line service. After withdrawal No 34028 was dragged away to Barry scrap yard in South Wales to be cut up. However thanks to Dai Woodham, the owner of the scrap yard making a decision to cut up redundant wagons instead of the steam locomotives in his yard, No 34028 was to survive.



On 5 August 1975 34028 Eddystone looks relatively intact in Woodham's yard at Barry. Ken Aveyard

"Eddystone" spent 22 years in Barry scrapyard, four years longer than her railway career had lasted, her sojourn at Barry ended in April 1986 when she was moved to Sellindge in Kent. Restoration began here and heroic efforts by volunteers on a site with no proper cover saw the engine stripped and parts repaired, replaced and overhauled. After the overhauled boiler had been refitted into the frames the locomotive was moved to Swanage in June 1999 for final completion of the overhaul. Four more years were to pass before No 34028 "Eddystone" was finally steamed on the 29th October 2003. After three years use on the SR, Southern Locomotives (The owning group) decided to move the engine north to work on the North York Moors Railway (NYMR). "Eddystone" left the SR on Wednesday 5th April 2006, following a short spell of use on the NYMR the loco' suffered a slipped tyre on one of the driving wheels, it was then moved south to the Bluebell Railway where repairs were undertaken.

Friday January 4th 2008 was a great day as this was the day that "The old girl" returned to Swanage, it was great to have her back. After that two year sojourn off the railway "Eddystone" only ventured away to visit other railway galas such as one for the re-opening specials to Cauldon Lowe on the Churnet Valley Railway. After 10 years usage, good news for all lovers of Bulleid's masterpieces came when "Eddystone" was granted an extension to its "boiler ticket".

But sadly all good things come to an end and the date of Sunday August 17th 2014 was announced as the last day that No 34028 "Eddystone" would run in SR service, she would then be withdrawn for a major overhaul. In the last few weeks that "Eddystone" was in service the SR used the loco' almost non stop, each day she worked she earned and added more money to the coffers which would pay for her eventual overhaul. I was lucky enough to ride on the footplate of the "old dear" from Norden to Swanage on June 28th 2014. It soon became apparent she was in dire need of some TLC, her axleboxes rattled and banged, steam leaked from the vacuum ejector ... BUT she still steamed well. On arrival into Swanage that day I spoke with a Swanage loco' driver and he openly admitted he would have a "moist eye" on her last day !! During those last few weeks the fitting staff worked overtime to keep the "old lady" running, leaks were stopped and a broken spring replaced amongst other minor repairs.

So much for the history of "Eddystone" Now for the personal bit. Dawned the fateful day and I made my way to Harmans Cross to spend the whole day with "Eddystone" which would include the evening service. The evening service was usually worked by a d.m.u. but the operations staff had wangled No 34028's use so she could go out in style. As I parked up I noted Graham Clackett was also out to see the old girl in service for the last time. "Eddystone" had worked the first up service from Swanage, the 10.00, with Driver Oscar Martin and Fireman Nathan Au in charge. Graham and I joined the return working at 10.52 from Harmans Cross back to Swanage, we then went out from Swanage at 11.20 with the same pair of footplaten for a "rip roaring run". For the next round trip (the 12.40 from Swanage) Driver Les Frampton and Fireman Aaron Hunt worked the locomotive, it bit less vigorously than before. After arrival back into Swanage at 13.44 Graham and I decided to go for something to eat, however the sight of Oscar and Nathan climbing back onto the loco' had us both scurrying back to the front coach. We were not disappointed as both the 14.00 and 15.20 departures from Swanage with that crew treated us to two superb runs. The music of a Bulleid at "full chat" issued from the chimney on the climb to Harmans Cross in the up direction, and to Afflington going down. We bailed out at Harmans Cross at 16.12 on the return working of the 15.20 and adjourned to the fields alongside the line to obtain some photographs of "Eddystone" on her last day.

Driving the 16.40 from Swanage was Mick Hatton with Nick Lloyd firing, the same pair worked the 18.10 departure. Having photographed both of these departures Graham and I then drove into Swanage for the final three round trips of the day. During the day several SR volunteers and workers took a trip on the footplate including a young lass normally to be found in the "Bird's Nest Buffet". On the stations nearly all travellers were aware that it was the last day in service for No 34028 and that they were taking part in something special.



Sunday August 17th 2014 and the last day in service on the Swanage Railway for 34028 Eddystone under its then current boiler certificate. Looking as fit for another 11 years Eddystone canters past Woody Hythe heading towards Corfe Castle. Colin Stone

This carried over into the evening when holidaymakers expecting the d.m.u. were surprised to see a steam loco' on their train. When told it was "Eddystone's" last day some visitors expressed the view "It was a shame she was going out of service". Then came a great surprise when avid GWR fan Fred Worth and his wife Sheila appeared to photograph and be part of the sad day !! Truly the magic of a Bulleid Pacific is a draw for all and sundry !! On board the second evening service departure, the 19.10 from Swanage, travelling ticket inspector Luke Lockton issued tickets bearing the date 11th May 1964. That was the date that "Eddystone" was withdrawn from BR service, a nice touch from a lad who was not even born then ! For the 20.10 departure the pair on the footplate swapped roles with Nick Lloyd taking over the regulator and Mick Hatton the shovel. It was now after sunset making it a different experience to pass through the Dorset countryside behind steam in the dark. As the distinctive Bulleid whistle sounded out its mournful cry it seemed to carry further in the night air as No 34028 "chattered" her way up to Norden. Eventually came the time for "Eddystone's" last departure from Swanage, Andrew P.M. Wright the SR's official photographer appeared from the gloom and took photographs of the locomotive and of her crew as they

prepared to leave. As Luke Lockton passed down the platform he announced that 20 detonators were going to be placed just outside of the station. At 21.50 the guard shone a green light and Nick Lloyd tugged on "Eddystone's" whistle cord. Next the regulator was opened and she moved away from the platform. With the token safely collected "Eddystone" accelerated and hit the detonators. A fusillade of mini explosions was set off as No 34028 forged out of town, in the windows and gardens of line side houses, the ordinary folk of Swanage waved as we passed by.

We reached Norden and "Eddystone" ran around her train and prepared for her return to Swanage. On leaving Corfe Castle and Harmans Cross fireman Mick Hatton sounded "Eddystone's" whistle and said "Come on old girl, one last time". At 22.50 "Eddystone" rolled serenely into Swanage station, her last passenger duty was over (hopefully only for the time being). Some of her passengers wandered off into Swanage town while others hung back to take in the atmosphere and stood watching as No 34028 stood simmering at the platform. I had elected to wear a white shirt and black tie for the sorrowful occasion, thus I had my photo' taken peering out of the cab window.

As "Eddystone" pushed the empty stock away from the platform I must admit I was "a bit choked". As both myself and No 34028 had entered the world in May 1946 and No 34028 bears the name Eddy STONE I have come to feel a certain affinity with the old girl, often referring her/him as my big brother "EDDY" !! After uncoupling from the coaching stock "Eddystone" crossed to the shed area where her fires were dropped for a final time, it was all over. Several theories/rumours abound regarding "Eddystone's" future, one is that she will be laid up for some time and will not be back on SR metals for many years. Theory number two is that a reasonably rapid overhaul will be carried out and she will be back working from Swanage in 2017 !! Hopefully it will be the latter and that No 34028 will be back in action by that date ... I live in hope, as the railway just won't be the same without her !!

"Sic Transit Gloria Vapour"

Footnote :- Following on from her final duties, at the end of August "Eddystone" was taken by road to the "Great Dorset Steam Fair" and put on static display. After a week being admired by all she was back on SR metals in early September. Once back home "Eddystone", this time stripped of nameplates, was put on static display again, this time in the run round loop at Swanage. In company with Class 33 No 33111 and Class 08 shunter No 08436 she was positioned for photography during the Vintage Transport Rally and Swanage Folk Festival. At the end of September 2014 cold and forlorn No 34028 was stored in one of the sidings at Swanage, a sad sight indeed.

IT'S ALL IN THE MIND....

by Mike Stollery

In an idle moment (I don't get too many of those) my mind wandered after reading Colin Stone's articles on Foreigners, Firsts and Oddities. The first article dealt with the good old days of steam but the second, in Corkscrew 82, was more up to date with more modern traction. However some of the numbers seemed rather familiar.

For example, after the DMUs and shunters (most of which carried proper numbers, albeit with a 'D' in front) Colin drew attention to D1921 which, later on with TOPS, became 47244 and then 47260. Now there is a certain logic to this progression as in BR steam days 47244 was a Midland Railway 0-6-0T of a class introduced in 1899 to the design of Samuel Johnson. They had 4' 7" driving wheels, a tractive effort of 20,835 lb and classed 3F. 47244 was shedded at 14B Kentish Town, working in the London Area. By the mid 1950s it had been withdrawn, as had another 5 of the 60 built, so it was just as well it was renumbered!

As 47260, it became the first of the 'Jinties' proper, an LMS 1924 development of the Johnson design. These only had detail differences although they were nearly a ton heavier at 49tons 10cwt. They became the standard LMS shunting engine and had the same driving wheels, tractive effort and 160lb boiler pressure as the earlier version. A total of 422 were built, including seven for the S&DJR; 417 survived to be listed in my 1955/6 combined volume including 47260 which, co-incidentally was also shedded at 14B.

Colin also mentions 47208, one of the earlier Johnson engines which survived until 1958, being withdrawn from 26A Newton Heath. So much for the '47s'. As there are no equivalents for the 24s or 25s next come the Warships, class 43s. (Did any actually carry TOPS nos?) If they had they would have 're-created' the Ivatt 4MT 2-6-0s of 1947. 162 were built (nos 43000 – 43161) and were the fore-runners of the Standard 4MTs of the 76xxx series.

Then we come to the English Type 4s of Class 40. Colin notes the following visitors – 40007(D 207), 40031 (D231), 40087 (D 287), 40094 (D 294), 40096 (D 296), 40107 (D 307), 40190 (D 390).

All these are former LMS 2-6-2Ts of class 3MT. Introduced by Fowler in 1930, 70 of these disappointing performers were built (BR nos 40001 – 40070), they were dubbed by Willesden enginemen 'Surface Raiders' due to the pyrotechnics when endeavouring to start their trains, including heavy ECS out of Euston to sidings in the Willesden area. Their parallel boilers, although pressed to 200lb pressure, were considered to be under-sized. They had 5' 3" driving wheels and a tractive effort of 21,485lb.

They were quite widely distributed across the former LMS system, although London (1A Willesden and 14B Kentish Town had a fair few). For many years, my 'home' shed of Watford (1C) had 40010/20/43, push-pull fitted for the Watford – St Albans (Abbey) and Harrow & Wealdstone – Belmont branches. So in 40007 and 40031, Colin recorded two London 'Surface Raiders'; No.7 a Willesden engine and '31' a Kentish Town engine, condenser fitted for working Midland suburban trains to Moorgate through the City Widened Lines.

40087/94/96/107 and 190 all belonged to the Stanier 1935 taper boiler development of the Fowler engines. The Stanier engines, although 139 were built (BR nos 40071-40209) seemed to be no better than their predecessors, still apparently underboilered! They otherwise perpetuated the dimensions of the Fowler engines and were likewise widely distributed throughout the Midland Region and even into Scotland (65D Dawsholm, Dumbarton and 68B Dumfries) and Wales (86K Abergavenny).

'Our' examples were, in 1955/6 allocated as follows : 40087 (2B Nuneaton), 40094 (9F Heaton Mersey), 40096 (14B), 40107 (9A Manchester Longsight) and 40190 (27C Southport). Mr Riddles and his team appeared to have improved matters and the BR 82xxx series seemed to have proved more popular amongst enginemmen. The SVR is building another (82045) from scratch, however there aren't any plans to build a replica Surface Raider or Stanier version – I wonder why!



Not quite one of the featured locos, 40063 is seen at Manchester Piccadilly on 28 July 1962 on an RVRS Railtour. WRS C514

So much for the Midland what about the Southern? Here the Class 31s provide some inspiration.

31165 was an E1, a Maunsell rebuild of the Wainwright class E of 1905. The Maunsell locos were introduced in 1919 and were among the finest 4-4-0s of the day. They had superheated boilers pressed to 180lb, 6' 6" driving wheels, two 19"x26" cylinders and a tractive effort of 18,410lb

The other two raised the tantalising possibilities of further Ashford products. However back in the day, neither appeared in my 1950 'Combined'. Did they ever? Due to the bizarre Southern numbering "scheme" of their pre-group locos they both fall in gaps between classes H and C. '31209' falls between 31193, an H, and next number 31218, a C, while 31296 comes between 31295, also an H, and 31297 which also is a C! So you take your choice, imagining one to be one of Wainwright's splendid C class 0-6-0s of 1900 and t'other being one of his charming H Class 0-4-4Ts of 1904.

There are no steam equivalent of the '50s'. However, the '56s' offer further interesting conjecture. 56034, although a gap in my 1950 'Combine', comes between 56032 and 56035, which are Drummond and McIntosh Caledonian Railway 'Pugs' of 1885 introduction. So it is reasonable to consider it to be one of these diminutive locos of 0F power classification with a tractive effort of 12,115lb. It would seem that 56047 lies outside this class, the highest number of which was listed as 56039 but 56019 could well be one of the Pugs as its number slots in between 56011 and 56025.

The first Class 60 to visit this area as Colin reports was 60010. This is, of course, A4 Dominion of Canada, which you could have seen at York last year! As a postscript, travelling to London recently there were a couple of 'un preserved' Britannias at Millbrook – 70001 'Lord Hurcombe' and 70016 'Ariel'! Well, its all in the mind you know....!



31209 not at Poole but arriving at Paignton on 4 August 1976.

KA

RAILWAYS ROUNDABOUT

OCTOBER :- On Wednesday 1st No 66618 worked the loaded sand train to Neasden. Over the weekend 4th and 5th October the main line was closed in the Christchurch area for track work to take place. At least five locomotives were involved, these were No's 66016, 66087 and 66198 from EWS/DBS plus No's 66850 and 70804 from Colas.

The following week on the 7th, 8th, 9th and 10th the sand train was worked by No 66526. On arriving at Wool on Thursday 9th No 66526 ran light engine to Millbrook for fuel, passing through Poole at 17.10, it returned light at 21.00 and remained at Wool overnight in readiness for the up loaded run next day. Also on the 9th just one hour later at 22.07 a former Freightliner sister locomotive No 66575 arrived into Poole with two flat wagons in tow. However the locomotive was now running as No 66848 adorned in Colas livery, the two wagons had mechanical shovels aboard. These wagons had been left in Brockenhurst yard following the p.w. work mentioned above.

On Saturday 10th UK Railtours ran "The Purbeck Breezer" railtour from London to Swanage utilising two Class 159 demu's No's 159004+159020, they passed through Poole at 11.00, in the down direction and at 17.30 on the return.

No 66526 was the locomotive allocated to work two round trips with the Wool sand train during w/e 19th. At the end of that week on Friday 17th Class 47 No 47237 arrived into Poole at 15.40 with ECS. After stabling in Poole yard overnight the 47 departed at 06.08 on Saturday 18th with a railtour to Kingswear. From Westbury to Kingswear and back, Britannia Class No 70013 "worked" the train with the 47 on the rear pushing at various places Par for the course then for another so called "Steam Tour", the return working with No 47237 arrived back at Poole at 22.45. Having run round the train the 47 worked the ECS away to London leaving at 23.10.

No 66513 worked two round trips to Wool during week ending 26th. Also in that week on Wednesday 22nd, two Class 73's No's 73138+73141 worked a test train from Eastleigh to Weymouth and return. Freightliner's No 66536 worked two trips to/from Wool on the following dates 28th, 29th, 30th and 31st October. Rail Head Treatment Trains (RHTT) began running in late October, as in previous years, locally they are worked by MPV's. The set most frequently noted being No's 98927+98977. Times through Poole are 06.30 toward Weymouth returning up at 08.30.

NOVEMBER :- Freightliner's No 66509 worked two round trips on the Wool Sand diagram in the first week of the month.

This was the first CONFIRMED sighting of the engine in Dorset, it had gone into the record book as the first Freightliner engine to visit the Country when on an undetermined date it headed a night time rail drop train to Poole and Parkstone.

The following week, on Tuesday 11th saw No 66595 taken off the Wool sand at Millbrook (assumedly low on fuel) the empty wagons then continued behind No 66504 from the Intermodal sector, Poole was passed at 21.00. Next day (12th) No 66595 resumed its booked duty when it ran light to Wool and worked the up loaded train. On Thursday 13th No 66595 returned to Wool with empty wagons but they did not run up to Neasden the following day. This was possibly due to the major track circuit failure between Winchester and Basingstoke. The numbers of trains passing through this section were restricted, the fault had been caused by salt trickling out of wagons in a rock salt train and affecting the track circuits.

Eventually on Wednesday 19th No 66593 came down and worked the loaded Sand Train away to Neasden. Allocated to the Intermodal division No 66593 became the 98th Freightliner locomotive to run into Dorset.

A WANDERER RETURNS :- Slightly out of our area but worth reporting is the fact Class 59 No 59003 exiled in Germany since 1997 has been returned to the UK. Landed at the Port of Immingham it was towed down to Eastleigh Works by Class 20's No's 20311+20314 on Tuesday 13th October, after overhaul it will go into service with GBRf.



On 13 October 2014 a rather dishevelled looking 59003 is dragged through Conisborough station en route to Barrow Hill. Colin Aveyard

SWANAGE RAILWAY (SR) :- On Saturday 10th October two Class 159 demu's No's 159004+159020 arrived into Swanage at 13.00 working UK Railtour's "Purbeck Breezer" tour. The tour was named "The Purbeck Breezer" in deference to the fact that an option for passengers was to detrain at Bournemouth and board two buses chartered to follow the route of Wilts and Dorset "Purbeck Breezer" No 50 bus. One of the drivers rostered for the "bus tour" was WRS member Dave Round. At the end of their visit ALL of the rail tour passengers left Swanage at 16.26 aboard the two 159's

On Monday 13th October No 30053 was returned by road transport to the railway after a period at the Severn Valley Railway (SVR) where it had run in the SVR Autumn Gala. It returned in company with the SVR's 0-6-0PT No 1501, this loco' was on a reciprocal visit to the SR for their Autumn Steam Gala. Later that week a second "guest engine" Metropolitan Railway 0-4-4T No 1 also arrived by road.

The SR Autumn Steam Gala took place over the weekend of 17th, 18th and 19th October, when 108 passenger trains and 6 freight trains were run over the three days. To work these services the SR's active locomotives No's 6695, 30053, 31806, 34070 plus the two visitors were in action and all six worked faultlessly. In addition the Purbeck Mineral and Mining Museum was open and a seventh steam loco' was in action on their 2ft gauge line this was "Quarry" Hunslet 0-4-0ST "Cloister". "Cloister" was running up and down giving visitors the opportunity to be a "driver for a fiver".

Although two tank engines as guest locos were not everyone's "cup of tea", both engines worked well and surprised a lot of people with their lively and competent performances. Again a lot of time and effort from paid staff, but more importantly from VOLUNTEERS made the three day event a success giving a lot of pleasure to a lot of people .. Well done all. The Metropolitan Tank was taken up to Norden on Monday 27th October for return by road to it's base at Quainton Road.

Three Class 117 d.m.u. cars arrived onto the railway during week ending 16th November. Two of the cars are 51356 and 59492, on the third the number is indiscernible, there is suggestion that the cars are to be stripped for spares.

POOLE PARK RAILWAY :- As was reported a few years ago the railway took delivery of a brand new 0-4-2T steam locomotive which received the name "GEORGE". Painted green the engine has puffed around the park ever since, on visiting Poole Park recently it appeared that the engine had been repainted Blue. However on closer examination it turned out to be another brand new locomotive named "ELIZABETH". This loco' was built by the Exmoor Steam Railway (as was "GEORGE") Although externally identical to "GEORGE", the new locomotive has a diesel engine fitted within its boiler space !!!

Apparently the request to dieselise “ELIZABETH” was at first glance considered by the builders to have been a joke !
For some of the above information I am indebted to Steve “Reverend” Green, Roger Smith and the information website “wrgen”.



George in August 2011 outside the shed in Poole Park. Ken Aveyard

SETTING THE RECORD STRAIGHT

In my recent article “Foreigners, Firsts and Oddities in Poole” (Corkscrew No 82) I neglected to list the first appearance a Class 55 “Deltic”. This fact was pointed out to me by Deltic enthusiast Trevor Hargreaves, as he is bigger than me I hereby redress my error! It was an enthusiast special which brought the first Deltic to Poole, this was No 55015 “Tulyar” which arrived on Saturday 17th 1981 with the e.c.s. of a Deltic Farewell railtour to Bournemouth.

The second Class 55 to visit us was No D9000 “Royal Scots Grey”, it was towed into Poole on Friday 25th March 1988 by Class 73 No 73201 en-route to Branksome depot open day. It was this loco’ which worked the one and only Class 55 hauled service train to serve Poole. In 1998 when on hire to Virgin Trains on Saturday 28th November D9000 worked the 06.36 Poole to Manchester service. The following year No 55019 “Royal Highland Fusilier” worked a special in conjunction with a Labour Party conference, it ran on to Poole with the e.c.s. Since then of course several Deltics including the above have passed through Poole en-route to Swanage Railway diesel galas.

Transport Trivia

by Derek Lewer

Question 41

Which royal persons have travelled to Highcliffe Castle and alighted at Hinton Admiral station?

Question 42

In the early 1900's White Star Line ordered three passenger ships to be built by Harland and Woolf in Belfast. One of these was Titanic, what were the names of the sister ships?

Question 43

In June 1914 a train stopped at a village station in Gloucestershire. What was the outcome of that event?

Question 44

In 1959 the Tramway Museum Society acquired its Crich site. On Friday evening 8 May 1959 the first tram arrived. What vehicle was this?

Question 45

500 years ago in 1514 a well known organisation was started. What was that organisation?

Answers to Questions 36-40 as published in Corkscrew 83

Answer 36 – MP and the preserved railway.

Sir Gerald Nabarro wrote Severn Valley Steam published in 1971.

Answer 37 – The Counties.

Ten locos in the 38XX class not included later were the Irish counties of Carlow, Clare, Cork, Dublin, Kerry, Kildare, Kilkenny, Limerick, Wexford and Wicklow. Also two counties, of Bedford (3821) and Flint (3826) were not included 40 years later, instead County of Montgomery (1021) and County of Northampton (1022) were used.

Answer 38 – Which company ran through Arthog and Pool Quay.

The Cambrian Railways. Arthog was a station between Barmouth Junction and Dolgellau, and Pool Quay was between Welshpool and Oswestry

Answer 39 - Crich tram with the highest mileage in 2013

Glasgow 1068 at 1229 miles, 200 more than its nearest rival.

Answer 40 – GWR diesel railcars

The GWR had 38 diesel railcars.

The London Underground and Overground Quiz.

By His Reverence.

Here are the answers to the Underground quiz from Corkscrew 82.
Congratulations to Chris Francombe who won despite most of the answers not featuring on his shirt!!

1. Oxford Circus
2. Crouch Hill
3. White City
4. Temple
5. Great Portland Street
6. Limehouse
7. Elephant and Castle
8. Marble Arch
9. East Ham
10. Hornchurch
11. Mudchute
- 12ab. Knightsbridge
- 13ab. Fulham Broadway
- 14ab. Watford
- 15ab. Hammersmith
- 16ab. Epping
- 17abc. Clapham Common
18. Victoria
19. Hatton Cross
20. St Pauls
21. Bank
22. Mansion House
23. Circle Waterloo and City Hammersmith and City
24. London Bridge London City Airport
25. Fenchurch Street
26. Seven Sisters
27. Earls Court
28. Bond Street
29. All Saints
30. Old Street
31. Grange Hill
32. Oakwood
33. Upton Park
34. Prince Regent
35. Beckton

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***Northern Rail liveried class 142 pacer unit 142088 seen at Lancaster station on 17 September 2014 reversing en route from Morecambe to Leeds.
Ken Aveyard***



***On 12 October 2014 trains from Cardiff were terminating at Warminster with onward buses to Salisbury. Here 158951 stands at Warminster Station ready to depart for Cardiff.
Ken Aveyard***