

# THE CORKSCREW

Newsletter of the  
**Wimborne Railway Society**

Founded 1975



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**56312 at Willesden on 8 June 2015 reversing a spoil train from the Oxford to Bicester upgrading. See article from page 4. Ken Aveyard**



**On the following day 66752 hauls 92038 in Caledonian Sleeper livery on a Wembley to Dollands Moor service towards the Southern lines at Willesden Junction. Ken Aveyard**

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## Editorial

From full steam ahead to a red light, the massive programme of railway improvements has unsurprisingly hit the buffers as costs are overrunning due to construction problems, planning issues and a shortage of skilled craftsmen in the field of railway electrification. The result has been a halt to the expansion of the northern electrics across the Pennines once the work in Lancashire has finished and the initial services introduced, and the extension of the Midland electrification is also delayed as resources are concentrated on the South Wales main line. It is rumoured in some quarters that the new Thameslink 700 series trains are running anything up to 12 months late and will not enter service until 2017, thus delaying releasing the class 387 and 319 units to the Thames Valley lines, which in turn prevent the release of 165 and 166 units to the Bristol area, cascading on to the release of class 150 units to facilitate the withdrawal of Pacer units by 2020 when they fall foul of the accessibility regulations. Whilst Porterbrook have modified one of their Pacers Angel trains has said it will withdraw all theirs by 2020. It's going to be interesting!!

In this issue we have two substantial articles on outings taken earlier this year plus our regular Railway Roundabout and quiz.

Sit back and enjoy Corkscrew 88. Closing date for 89 is 17 September 2015.

Cover Picture:- The class 378 Capitalstar units delivered as three cars and subsequently extended to four cars are now being further lengthened with a fifth car as the Overground services get busier. Full length trains carry a notice on the front to assist passengers as the dual voltage units are being lengthened in number order, but when allocated to North London Line services are mixed in with four car units. Dual voltage unit 378216 is seen at Wandsworth Road on the third rail section. All the third rail only sets have been lengthened but the daily requirement for trains means around six dual voltage sets are needed on the South London section each day and are allocated from the five car sets.

# Up and Over and Round the Bend Twice

by Ken Aveyard

Now I know you are all wondering what on earth that heading means, but rest assured dear readers that this will start to become clear tomorrow. Tomorrow of course means the day after today, which is the day I'm about to tell you about, or at least it was when what I'm writing about actually happened.

So just to avoid any confusion, today is Monday 8 June 2015 and I'm on the 0849 from Branksome to Waterloo where after crossing to Kings Cross I'm due to meet my brother Colin for the start of our annual three days of trainspotting, and once again we're in London chasing emus (not the big bird things but the Overground and Thameslink ones).

Colin's Virgin East Coast service arrived a few minutes late at 1230 and we headed down to the Met and across to Baker Street where a short walk took us to Marylebone for our first targets, the Chiltern class 68's. According to the loco hauled diagrams, there would be a 1315 departure for Birmingham with two arrivals scheduled for 1438 and 1508 plus the other two sets would be on Wembley Depot until the evening peak, so with the possibility of a spare loco on Wembley it was conceivable that all six of the silver 68's, 68010 -15 might be seen. On arrival at Marylebone the platform was empty and the information screens were showing most long distance arrivals as being considerably late but around 1305 68011 arrived and was turned round promptly for the 1315.



**68011 ready for the 1315 Marylebone – Birmingham on 8 June 2015, KA**

After watching the 1315 departure we had lunch before catching the 1352 service to Gerrards Cross from which we would alight at Wembley Stadium having passed the Chiltern depot. Unusually as we passed the depot there was indeed a spare loco in the form of DRS blue 68008 but also three sets of coaches and silver 68012 68013 and 68014 on them.

We had not been sat long on Wembley Stadium station when we noticed 68012 had drawn up to the signals and was released from the depot to run in to the turnback siding just north of the station, from where it would reverse and run down to Marylebone. This working did not appear on any of the diagrams but the reasons soon became clear. At 1434 68010 came down but at 1504 the incoming service was a DMU so maybe the problems earlier in the day were connected to the loco hauled set being off diagram. Having waited a fair while for the 1504 before we clocked what had happened we were a little behind schedule as we walked to Wembley Central and caught a Bakerloo train to Willesden Junction where we would spend the evening peak on the footbridge. Only after the holiday did we learn that the missing silver 68015 had worked down from Crewe to Eastleigh and had returned to Wembley passing Willesden not long before we arrived.

A couple of hours at Willesden and you see all the North London line 378's which were a mixture of four and five car units and nine of the lengthened sets were seen. Passing underneath amongst the Pendolinos and Voyagers we were hoping to see some of the 350/3 series of London Midland units and again were successful in picking up five more cops leaving us with just 350474 missing. Three of the four Southern diagrams working the Milton Keynes service were seen and one was running as 377203 and 377201 rather than the expected new 5-car 377/7 unit. This is now a permanent diagram as peak hour loadings have exceeded the capacity of a single five car set. During the early evening there is little freight activity but we did see 92014 and 70016 passing. From around 1900 freight workings pick up with 59102 passing on the high level with a stone working, whilst the strange appearance of GBRf 92032 hauling EWS 66047 67008 and 67014 on a Wembley to Dollands Moor service devoid of wagons was quantified later by a report that the 67's were being worked on to the Southern for a railtour later in the week. Class 90 90041 came through followed by 66713 on the Hams Hall – Felixstowe, 66193 running on to the Southern and the almost obligatory passing of a pair of 86's 86607 and 86613 also heading for Felixstowe. The first inbound sleepers came down from Stonebridge Park with 92018 on the front, whilst an unexpected sight was 56312 which made a reversing manoeuvre in to the old liner terminal on spoil wagons from the Oxford – Bicester upgrade. Further freights brought 66171 90044 and 66120 plus 172003 came down the slow lines and ran on to Willesden Depot. By now it was getting dark so we travelled round to West Hampstead changing stations for a train to Cricklewood and the short walk to the Travelodge.

So now it's tomorrow by which I mean it's yesterday's tomorrow which for us is actually today and for you is Tuesday 9 June 2015. (I'm sure you understand).

Our first targets for the day were the new Thameslink class 387 units and with the assistance of the class 387 website which has published the diagrams for the 24 sets out of 29 in use each day, we were able to ascertain that all of them would pass through Farringdon station between 0658 and 1000. To get to Farringdon we needed to catch the 0627 from Cricklewood and after the short walk from the Travelodge we were on the station just after 0600 having to buy tickets from the machines as the ticket office wasn't open that early.

By chance we had arrived early enough to see the southbound working of one of the triple unit diagrams that we would see again at 0928 coming north, and 387129/104/108 were duly noted. 387129 is the highest numbered set and 387104 was the lowest numbered one we would see. A pair of East Midlands Trains Meridian units 222013/008 were waiting north of the station and followed the 387's towards St Pancras whilst 222002 headed south on the fast lines. The sidings north of Cricklewood on the site of the old emu depot are being upgraded for use by the new Thameslink trains. The 0627 duly arrived being a pair of class 319 units heading for Sutton which deposited us at Farringdon on time at 0644

As those of you who have been on one of our previous London days out will remember standing at the north end of Farringdon Station is the ideal place to see both Thameslink and Underground trains. The latter are now exclusively the new S-stock running on the Circle and Hammersmith and City in 7 car formations and on the Met as 8 cars. The Met trains numbered between 21001/2 and 21115/6 run through to Aldgate every few minutes with the occasional one reversing at Moorgate but because there are only 3 platforms at Aldgate to reverse them, a number of peak hour trains turn back at Baker Street. Because of this you don't see all the trains in use, but even so by 1000 and with all trains repeating I only needed 7 of the 58 units. Unusually one 7 car set comprising 21327/8 was in use on the Met and was fitted out with the correct line diagrams inside thus suggesting a long term loan to deputise for a defective Met set.

The same also applies to the Circle and Hammersmith and City units whose trains are numbered from 21301/2 upwards and will ultimately go as high as 21565/6. Having displaced all the C stock the new units are also beginning to replace the D stock on the District Line so once again having seen all the units running the highest seen was 21457/8 and I came away needing 22 sets.

On the Thameslink side, the 387 units came as diagrammed with most services running to time until 0827 with 319217/456 deputising for 387's.

After the passing of the 0930 to Brighton comprising 387110/118 we had time to purchase our travelcards before completing the quest by travelling on 387116/113 on the 1000 Bedford service as far as Kings Cross. There have been comments in the press about the uncomfortable seats on these units and believe me they are completely justified as the seats are wafer thin and rock hard. I wonder what the comments will be from Thames Valley commuters when these units transfer to the Great Western suburban lines. Over the course of the morning we had seen 22 of the expected 24 units comprising 387104/6-11/13/14/16/17/18/20-29 leaving seven units 387101-3/5/12/15/19 unseen, although I had already seen 19 on a previous visit.

At Kings Cross we began the second quest of the day. When planning the itinerary Colin had suggested we investigate travelling from Tottenham Hale to Stansted airport which did not have a rail link when we did our railover back in the 1970's. Looking at some possibilities it turned out to be only slightly more expensive to go all the way to Cambridge with the option to go via Stansted or direct thus getting in both the north and south curves to the airport. And there is the first clue to the title as the Stansted curves are the "round the bend twice", but what about the "Up and Over"? When looking at journey plans, one option offered was Cambridge to Tottenham Hale via Finsbury Park and the Victoria Line so a quick on line check with the routeing guides confirmed that provided your ticket was from Tottenham Hale or Finsbury Park then the Victoria Line was included. I had already purchased the Finsbury Park to Cambridge tickets the previous day at Kings Cross, so after breakfast we travelled on the 1052 Cambridge semi fast service which after leaving Hitchin would go "Up and Over" the ECML on the new flyover. As we passed over the ECML I could see an East Coast service approaching and just managed to get a picture from our train.



***Virgin East Coast 91108 on the 1105 Kings Cross – Edinburgh is about to pass under the Hitchin flyover over which we had passed a few seconds earlier on 365523 from which this picture was taken. KAVEyard***

At Cambridge we had 30 minutes before catching the local service to Stansted that doubles up between the Cross Country services to provide a 30 minute frequency. At the north end of the station was 170202 one of the three car units which have replaced the two car sets originally bought for the Norwich service as loadings have increased way above expectations. Our train to Stansted was 317659 and after 15 minutes at Stansted 379017 took us to Tottenham Hale overtaking the local service at Broxbourne which then picked us up 8 minutes later for the run to Stratford. At Temple Mills new Eurostar sets 4011/12 and 4015/16 were seen whilst at Stratford 90016 and 90048 passed through on liner trains and 90002/004/006/007 on passenger.

At Stratford we had lunch then used the Jubilee Line to Canada Water and on to the Overground to Surrey Quays where we knew that if we stayed for 80 minutes then all the Overground units would pass through. Of the 20 third rail only units we saw 19 (missing only 378139) plus 8 dual voltage five car units which filled in the gaps from the previous day at Willesden. By now we had seen 378201-14 and 378216/17 in five car formation with 378218 upwards still being four cars. Once the units began to repeat we took a ride out to New Cross Gate and back which sweeps over the depot and through the open depot doors we could see 378139 and 3782xx which was quite probably the missing 378215 but we couldn't be sure. Back at Surrey Quays again we continued to Clapham Junction then on to Willesden where we had another couple of hours on the footbridge.

Once again the Hams Hall to Felixstowe was in the hands of 66713, 92038 on the GBRf service to Dollands Moor had 66752 on the front, and the DBS service had 92019 with once again 66047 in tow but this time a rake of wagons instead of a pair of 67's. The obligatory 86's also repeated the previous days pairing of 86607 and 86613. The sleepers came down with 87002 on the front and the Felixstowe had 90048. By this time it was getting dark so we repeated the previous night's journey up to Cricklewood.

So now it's a second tomorrow, or a third today, or indeed Wednesday depending on which way you look at it and we're still short of an "Up and Over" to go with yesterday's (or the second today's)! But first we will start with a repeat of yesterday's start if that makes any sense and have a second morning rush hour on Farringdon.

We were a few minutes later at Cricklewood and missed the triple 387 set as it passed through while we were buying the tickets. A different pair of Meridian units was stabled in the sidings before running up to St Pancras, this time being 222011/20 and shortly after our Sutton train arrived. On Farringdon things went pretty much the same as the day before until 0730 when a late running Beckenham Junction service turned up a single 387 rather than a twin set. Then we had a self inflicted cock-up in that whilst the 0802 to Brighton a 12 car 377/5 rake blocked our view we missed the 0800 to Bedford.



A quick look at the diagrams showed that we would have to wait until 1029 to see it return but as the day was flexible that would not be a great problem. At 0827 the Bedford service that had been a pair of 319's the previous day delivered 387126 and 387111 but as we all know trouble comes in threes so at 0916 the Bedford service flagged up as cancelled thus dropping two more 387's. At 0932 the Sevenoaks to Bedford service headed by the recently reinstated 319215 succumbed to door failure taking quite a while to release the trapped passengers after which the train was declared a failure and ran out ECS.



***A failed 319215 in a Swiss tourism advertising livery at Farringdon on 10 June 2015.***  
***Ken Aveyard***

On the underground side, pretty much everything was the same but two more Met sets were copped and five more Circle line units including a new highest numbered set of 21459/460 but it was obvious that many of the new sets were running on the District line where they have begun to replace D stock.

After waiting for the returning 387's we missed at 0800 we calculated that we had seen one less set than the previous day in that we saw 21 out of the expected 24, and only one unit 387112 was new. Thus Colin came away needing 387101-3/5/15/19 whereas I was one better off having seen 119 on one of our WRS days out. Of course 387101 and 102 are still to enter service.

Armed with our travelcards we boarded a Barking bound train and alighted first at West Ham where we were hoping to partake of a late breakfast, but with no facilities on the station or indeed outside we decided to have a last D stock journey and continued to Barking where late breakfast became early lunch and another four S8 units were added to the cops.

We returned to West Ham courtesy of a 357 unit then transferred to the DLR to Royal Victoria where a short walk took us to the starting point of the second “Up and Over” the Emirates Air Line that would take us up and over the Thames to North Greenwich.



***Penultimate DLR set 154 with 112 at Royal Victoria on 10 June 2015. KA***

The cable car ride took around 10 minutes running at the slower off peak speed with a commentary and soon we were walking towards the Jubilee Line station at North Greenwich from where we went via Canada Water on to the Overground. Having allowed some now unwanted time for the Overground we continued to Wandsworth Road where we hoped some freight would pass through before we moved on to Clapham Junction. In the time we were there only 66760 came through on a gypsum train.

We moved on to Clapham Junction for the evening peak with our targets being the remaining 377/6 and 377/7 units. Although we only saw 19 of the 377/6 units we did clear them with 377615 but despite seeing seven of the eight 377/7 units we still ended up needing 377704.

Perhaps the most unusual sighting was 70803 which appeared from the Kensington Olympia direction and headed off round through Staines probably en route to Eastleigh.

We called it a day around 1850 and Colin headed for Victoria and on to Kings Cross for the 2000 to Leeds, whilst I headed for Waterloo and the old faithful 1935 to Branksome. Over the three days I had copped 4 locos 60 emu's and 47 underground sets.

# Semaphores and Cider:- A West Country Weekend.

By His Reverence.

With the number of traditional signal boxes and signalling equipment rapidly decreasing, I decided to head to Cornwall to sample some of the classic Great Western signalling that was still on offer. As I write this (June 2015), Wool box was recently demolished and another piece of local interest was consigned to the history books.

To break the journey up on Friday 15<sup>th</sup> May, I stopped off at the Devon Railway Centre at Bickleigh, just south of Tiverton, which has some very good model railways on display inside three BR Mk1 coaches. Next stop was at Okehampton station (via Exeter, unintentionally!), only to find that the model railway shop had closed! In the Dartmoor Railway platform was D4167 (08937) coupled to RDB975046, the Derby RTC coach "Laboratory 11" and class 411 4-CEP EMU DMSO no. S61743 (ex-set 1589).

My B&B was in Truro, and en-route I also stopped at Roche (290 ½ miles from Paddington, via Millbay and Bristol (!) according to the MP) and St. Columb Road stations on the Newquay branch. 153377 was spotted at the latter heading to the seaside; it was still the winter timetable after all!

Having checked in, I set off on foot to find the station, where 70807 & 70808 were noted in Truro yard on a short rail train. Uh oh, had my plans to ride the Cornish branch lines been scuppered before they had even started!? Luckily not! Only the former East Box at Truro now exists, West Box closed during 1971. The 51-lever frame inside Truro box came from Bristol East Depot.

Saturday 16<sup>th</sup> May saw me head to the station to buy a £10 Cornish Day Ranger. First branch on the hit list was down the 12 mile line to Falmouth Docks, opened in 1863. 150121 was my taxi, with a pair of 153s on the other working. I'm not sure if this line would've been built if not for the docks, as some fairly heavy civil engineering was passed, two tunnels and four lofty viaducts, including the nine arch Carnon viaduct. This viaduct is 96ft high and was brought into use in August 1933, replacing the original Brunel-designed one alongside. It made for a very scenic run, not so much the tunnels obviously!

Back at Truro, a local train was then caught down to St. Erth for a trip to St. Ives, again winner mileage. But as we all disembarked, the station supervisor announced that the St. Ives train was cancelled and a bus would ferry any customers forwards. Well, I hadn't come all this way to ride on a bus to St. Ives!



***A pair of class 153's depart from St Erth heading for Plymouth on 16th May 2015.  
Steve Green***



***150121 enters platform 2 at Penryn with the disused up platform and down passing loop to the right.  
Steve Green***

Shortly afterwards the defective 150263 & 150265 came off the branch into the up platform 2, discharged it's customers and headed down to Long Rock. The supervisor was hopeful that only one trip would be cancelled, but in the end it was two, which meant an hour wait for the next service train. 150265 returned, now partnered by 150221, and so slightly later than advertised, the St. Ives branch was scratched off. Hard to believe that this line was one that Dr. Beeching had wanted to close, but luckily it was reprieved during 1966, and now an intensive ½ hourly service can sometimes struggle to cope with demand. The section of line between Truro and Penzance originally had 12 Brunel-designed timber viaducts.

The next run was onboard an HST up to Camborne to have a look round the Kernow Model Centre. I had about an hour for this stop, which actually worked out to be just right, as I left empty handed.

Another 150 returned me to Truro, where I decided to have a run down to Penryn on the Falmouth branch to have a look at the passing loop which had been reinstated there during May 2009. The original loop had been removed during November 1971, and this new loop had been constructed so that a half-hourly service could be introduced. Both trains use the existing, but lengthened, down platform, split in half. Trains to Truro run into the northern half of the platform (platform 2) first and wait for Falmouth-bound trains to pass by the old up platform, before stopping in the southern half of the station, or platform 1. (Similar to movements at Abergynolwyn on the Talylyn Railway.) Other than this loop, controlled from Truro box using axle counters, the entire branch is now single track, the lines to the docks still exist, but are no longer connected to the national network.

That evening I took a trip by car to take a look at Roskear Junction SB, just north of Camborne, which now over-looks train movements over the two level crossings in the town. Opened in April 1895 and equipped with a 29-lever frame, it originally controlled access to the freight-only North Roskear branch which closed during July 1983. I then headed to the site of Gwinear Road station, where luckily the road leading to the former station was called Gwinear Road! So it was fairly easy to find. A 10mph speed restriction over the, what looked like a newly refurbished AHB level crossing, enabled up and down HSTs to be photted without too much blurring! **See pictures on p23.**

On Sunday 17<sup>th</sup> May, I stopped at St. Austell to have a look at the disused signal box which is still standing, even though it closed during March 1980!

The former up yard was used for Motorail services in the 1970s/80s, but ironically part of it is now used as a car park! I was heading to Bodmin for a trip on the B&WR, where BR black ex-GWR 2-8-0T 4247 was in steam.



**St Austell Box on 17 May 2015, 35 years after closure. Steve Green**

The signal box at Bodmin General is a replica of the original one demolished several years ago, which had a 26-lever frame inside it. Outside the workshop was 50042 “Triumph” part-way through a repaint, which hopefully 47306 “The Sapper” will receive next, as that was looking very tatty. One complete round trip later and I headed to Mevagissey, having seen a road sign for the “World of Model Railways” whilst passing through St. Austell earlier in the day. A quick photo stop at Bugle on the Newquay line, formerly junction for the Carbis branch, was made on this leg of the journey. World of Model Railways is a slight over-exaggeration, it was alright, but I won’t be going back anytime soon!

The itinerary for Monday 18<sup>th</sup> May was as follows:-  
Truro-Liskeard-Looe-Liskeard-Par-Newquay-Par-Truro.

First stop on arrival at Liskeard was the Liskeard Railway Models shop, where I finally managed to pick up what I had been after! The Looe branch “train” was 153361, which after lunch, was followed by a run back to Par on board a poorly 150102. At Liskeard the lead engine stalled, but the driver managed to fire it back into life. On departing Bodmin Road, sorry Parkway, the engine stopped again, and so did we! After a couple of attempts to re-start it, the driver gave up and we continued on one engine to Lostwithiel. Vain attempts couldn’t coax the engine back into life, so there was only one thing for it, to carry on up the climb to Treverrin Tunnel on one engine.

The section from here to Par is only 4 miles long and 7 minutes are allowed under normal running conditions, but with the gradient as steep as 1 in 57, we lost 10 minutes on this part alone! The speed boards which were passed seemed a bit optimistic on this trip! Further climbs, including the one out of Par, would delay this train even more.



***Liskeard box and distinctive up starter on 18 May 2015 Steve Green***

It was of course the summer timetable now, so the Newquay train had gained an extra coach, 150261 being on duty today. A pleasant run was had on this now mostly single, 21 mile long branch line, a loop exists at Goonbarrow Junction, 6 miles from Par, but I doubt it gets used to cross passenger trains very often. In the yard here though a rake of CDA china clay hopper wagons were noted from the down train. Were they just stored, or was there a possibility of seeing a freight train later in the day? On the return trip, 66078 had appeared at the head of the wagons, and so back at Par station, did I hang on and see if the train would run, or head back to Truro as planned. I had the times for 6G08, the 1629 Goonbarrow – Fowey and knew that it could well run early, so I thought I'd take a chance and hang on and watch what happened. On paper I had an hour's wait from arriving back at Par to when the freight was booked to pass, but with the next up local Penzance to Plymouth service showing as running nearly an hour late due to earlier unit faults, might it run early? On spotting that the route had been set off the branch goods loop onto the up main, hopes were raised! The next question, would the freight pass through before my train "home"? Answer – not quite!

At about 1600, squealing brakes could be heard coming down the valley and past St. Blazey, so I would at long last get to see a china clay train. Whilst watching 66078 and her train of approx. 38 wagons, running 45 minutes early, my train came and went. Oh well, only another hour to kill then! Apparently there are only two rakes of CDA wagons now in operation.



**66078 passes Par's PR5 bracket signal with a Goonbarrow to Fowey china clay working on Monday 18<sup>th</sup> May 2015. Steve Green**

The section of line from Truro up to Plymouth had 33 Brunel timber viaducts when it first opened!

With the two £10 Cornish Day Ranger tickets I purchased, I managed to cover 88 miles on the Friday and 130 miles on the Monday, not bad value I think you'll agree!

The journey home on Tuesday was interrupted by a couple of breaks. First stop was the 2ft narrow gauge Launceston Steam Railway, where I actually turned down a cab ride! In steam was COVERTCOAT, a Quarry Hunslet 0-4-0ST, but now running with a tender. Also photted were VELINHELI and DOROTHEA. Build details for these is set out below:-

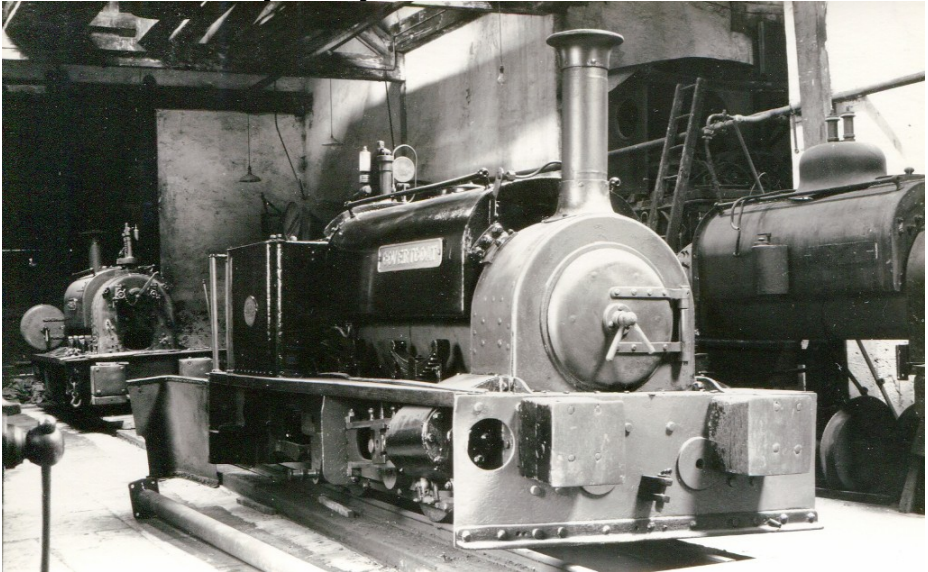
VELINHELI – HE 409/1886, "Alice" class, ex-Dinorwic Quarry.  
COVERCOAT – HE 679/1898, ex-Dinorwic Quarry.  
DOROTHEA – HE 763/1901, ex-Dorothea Quarry.



Also on site, but not seen, is LILIAN – HE 317/1883, “Port” class, ex-Penrhyn Quarry. (Penhryn, North Wales, not Penryn in Cornwall!) She also now runs with a tender.



***Hunslet 0-4-0ST+T COVERTCOAT at Launceston waiting to depart for New Mills on Tuesday 19 May 2015. Steve Green***



***COVERTCOAT in original condition at Llanberis 17 June 1963 WRSD389***



***Wingrove Rogers battery electric No 1 GEORGE, WR H7197/1968 at Morwellham Quay on 19 May 2015. Steve Green***

Final stop was Morwellham Quay, near Tavistock, where a 2ft gauge line has been built and blasted into one of the copper mines. This offers passengers the chance to experience what life was like for the miners in the late 1800s. Seven Wingrove Rogers 4wBE locos, each weighing 3 ½ tons, are on site here, two kept in working order, with another two runnable, with a little bit of help, should they be needed! The other three are currently a source of spares, but all seven have been fully serviceable in the past. In use today was No.1 GEORGE, WR H7197/1968, which is in fact the baby of the fleet! All of the stock is kept deliberately in 'industrial' condition, so no shiny locos here. And with that, plus about 300 photos, my West Country weekend was over.



**66741**

## RAILWAYS ROUNDABOUT

**MAY :-** In the early hours of Tuesday 20th a p.w. train worked by 66097+66165 should have run to Moreton however for some reason it terminated at Poole before returning, still loaded, to Eastleigh. On Saturday 23rd a “Mini-Railtour” comprising 2 Juniper Class 458 “JOP” e.m.u’s No’s 8014+8006 ran from Waterloo to Poole as a farewell tour for the class. The Class 458’s are being re-furbished and converted from 4 cars to 5 cars by inclusion of cars from the similar ex Gatwick Express Class 460’s.



***Class 458 unit 8014 brings up the rear on arrival at Poole Station on Saturday 23 May 2015.***  
***Ken Aveyard***

The regular three monthly visit of the test train usually worked by a Class 31 which runs from Eastleigh to Hither Green via Weymouth ran in the early hours of Tuesday 26th worked by No 31233. On this occasion it was retimed to pass Poole at 01.15 and 03.00 instead of 22.00 and 00.30. Three weeks then passed until :-

**JUNE :-** At 23.53 on Wednesday 17th No’s 66061+66039 “top and tailed” an engineers train to Moreton, return was next morning at 05.10 through Poole. On Friday 19th a signal cable fault plus a separate electrical sub station fault caused a loss of power to the Dorchester-Weymouth section of line.

Subsequently e.m.u. services terminated at Dorchester or Wareham and Class 159108 was provided to shuttle between Dorchester and Weymouth. Also on the 19th Class 57 No 57315 hauled 11 coaches and steam loco' No 34067 "Tangmere" from Southall to Corfe Castle. On Saturday 20th the combination worked an 06.35 Poole to Cardiff special, return into Poole was at 22.10. After arrival the empty stock worked forward to Swanage where it berthed overnight. On Sunday 21st the 57 dragged the whole ensemble from Swanage to Southall. At 23.55 on Wednesday 24th a rail train worked by GBRf Class 66's No's 66722+66717 passed Poole en-route to the Bincombe area. The pair returned through Poole at 05.25 next morning returning to Eastleigh.

**JULY :-** On the 7th, 8th, 9th and 10th No's 66717+66722 "top and tailed" the Rail-vac from Totton Yard to work in the Branksome and/or Holes Bay areas. Poole was passed at around midnight to 00.15 each night as it ran en route to Wareham to reverse direction. Thursday 9th **SHOULD** have seen a steam special pass down the line but due to the failure of the booked locomotive the train was worked "top and tail" by Class 47 No 47760 and Class 37 No 37706.

Just a week later on Thursday 16th the loco' in question, Class B1 4-6-0 No 61306 had been repaired and declared fit to work a train from London to Swanage, albeit with Class 37 diesel No 37706 on the rear. As far as can be ascertained, this was the very first appearance of a B1 into Dorset. No 61306 carried the name "Mayflower" replicating the name carried by its long defunct sister No 61379. Poole was passed in the down direction at around 13.05 and on the return at 18.20. In this direction No 37706 was leading and from information received the B1 was providing some assistance up Parkstone Bank. A second Class 37 No 37175 was also in Dorset this day working a test train from Bristol to Weymouth and return, running via Yeovil and Dorchester West.

Week commencing Monday 20th had the Rail-vac working along "our" line again, this time Wool was the assigned work area. On this occasion GBRf provided No's 66740 (ex 66580) and 66743 (ex 66407) to top and tail the train, No 66740 was "new" to Poole and Dorset. The two loco's worked down at the same time of 23.50 for five nights (20th to 24th), return to Eastleigh was at between 05.00 and 05.30 the following morning.

Wednesday 22nd saw Bulleid No 34067 "Tangmere" run from London to Weymouth, Poole was passed at the now regular time for "down" steam specials of 13.00. On the rear of the train was diesel No 37706, this engine worked the train back through Poole at 17.20 with "Tangmere" on the rear. The following day (Thursday 23rd), two Class 73's No's 73136 and 73141 worked a test train "top and tailed" from Eastleigh to Weymouth and return. Times at Poole were 07.35 down and 10.10 up.

As can be seen (or rather not seen ! ! ) there has, apart from the steam excursions and Rail-vac sorties, been very little of note working over “our” line during this last period of reporting.

**SWANAGE RAILWAY (SR) :-** In the last week of May M7 No 30053 returned to the SR following its visit to the Kent & East Sussex Railway. Hymek No D7076 left the railway on Monday 8th June following its SR Diesel Gala appearance, it was en-route to the North Norfolk Railway for their Diesel Gala. Two days later on Wednesday May 10th T9 No 30120 arrived on the SR for a three month period of hire.



***66741 named Swanage Railway at the recent diesel gala. Richard Banks***

Overnight 19th/20th May Corfe Castle station saw 34067 “Tangmere”, coaching stock and Class 57 No 57315 stabled between main line duties. “Tangmere” worked the e.c.s. away to Poole (leaving at 05.40) on the 20th, before returning later in the day to Swanage for second overnight lay over. It then fell to the Class 57 to return the ensemble to Southall on Sunday 21st May. A second steam excursion arrived into Swanage at 14.20 on Thursday 16th July worked by B1 No 61306, attached to the rear was Class 37 No 37706. The Class 37 led the train on its return to London, with No 61306 on the rear providing some rear end assistance away from Swanage station at 16.55.

For some of the above information I am indebted to :- Alan Worth, Steve (Reverend) Green, Antony Henley, Jim Smith, and Tony Legg plus websites “Wrgen” and “Real Time Trains”.

# Transport Trivia

by Derek Lewer

## Question 61

Which vehicle manufacturers started and finished making vehicles within these periods. A 1948 to 1974 B 1895 to 1956 C 1904 to 2005 D 1896 to 1975

## Question 62

A certain model of helicopter sounds very appropriate for its use by some operators – what is it?

## Question 63

The Royal Mail has recently issued 10 stamps with a transport theme – what has been commemorated?

## Question 64

Which is the only surviving Royal Flying Corps aerodrome?

## Question 65

Which UK railway operates on a mile long 2ft 8 1/2” gauge line?

## **Answers to Questions 56-60 as published in Corkscrew 87**

Answer 56 – Flashing lights in addition to Police, Fire and Ambulance. Coastguard, Mines Rescue, Mountain Rescue, Blood and Organ Transplants, Military Bomb Disposal, Forestry Commission, The Queens Car, and HM Revenue and Customs

Answer 57 – manufacturing dates

Austin 1906 -1989 Daimler 1896 – 2012 Reliant 1952 – 2002 and Triumph 1923 – 1984.

Answer 58 – Petrol electric railcars

In 1903 at York Carriage Works for the North Eastern Railway.

Answer 59 – Oldest working steam locomotive

Furness Railway No 20.

Answer 60 – Rolls Royce record in 2014

Rolls Royce sold over 4000 cars in 2014 for the first time.



**Roskear Junction Signal Box as mentioned on page 13. Steve Green**



**A Penzance bound HST passing over and through Gwinear Road on 16<sup>th</sup> May 2015. Steve Green**



**Northern rail liveried class 142 Pacer unit 142020 is seen in the Cumbrian coast bay platform at Carlisle on 24 March 2015. K Aveyard**



**District line D stock is now being replaced with the latest deliveries of S7 units. Seen departing West Ham on 10 June 2015 with driving car 7031 bringing up the rear. Ken Aveyard**