

THE CORKSCREW

Newsletter of the Wimborne Railway Society

Founded 1975



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Polish Railways class EU06 locomotive EU06-02 built by English Electric as a derivative of the BR class 83 locomotive. Przeworsk 3rd June 1994
WRS archive



Polish Railways built class EU07 loco EU07-029 at Chabowka on 8th June 1994. These were derived from the English Electric built class EU06 locomotives.
WRS archive

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Editorial

As the autumn nights draw in we move in to the Society's winter programme incorporating a couple of running evenings for Wimborne and Horton Road designed to let the wider membership have a go on the layouts with a view to joining the operating teams for exhibitions. We also have a varied programme of film shows and talks taking us through to next February. This programme has been put together by John Webb our vice chairman who will be standing down at the AGM in December. In addition, our chairman Chris Francombe will also step down, as will secretary Val Catford. Nomination forms for the committee for next year will be available soon, with our AGM to be held on 10 December 2015 so now is the time to come forward and help shape the Society's future.

In this issue we have two articles each from two of our more prolific contributors. Colin Stone writes about German steam and the demise of the Furzebrook gas trains, whilst Paul Carpenter gives us more insights in to his days working on the Western region of BR and revisits Greatford Crossing on the East Coast main line.

Sit back and enjoy Corkscrew 89. Closing date for issue 90 is 12 November 2015.

Cover Picture:- Polish Railways class EU07 locomotive EU07-302 seen in Krakow in September 2015. Colin Aveyard

The EU07 is strongly connected with the EU06 locomotive. The EU06 was a British derivative of the Class 83 locomotive built for the Polish system. In 1959 an agreement was signed with the producer of the EU06, English Electric, under which Poland bought the license for the EU06 and started its production in Pafawag Wrocław. The first loco was finished in 1965, and by 1974 a total number of 240 locomotives had been built. The EU07 locomotives only differed slightly from EU06 thanks to some minor improvements that had been made with comparison to their predecessors.

IT WASN'T THAT LONG AGO WAS IT ? No 1

by Colin Stone

Some fellow members of Wimborne Railway Society may well know that I lost faith and interest main line steam rail tours a few years ago. This loss of interest stems from many factors such as rising prices, ridiculous itineraries, substitution of motive power, diesels on the rear of the train and most of all the scourge of first class dining taking over nearly all of the train.

A friend of mine, Bob Jones, resides in Kent, he used to ride UK main line steam specials until recently, then suddenly he "saw the light" having learnt to his cost through enduring several main line steam "cock ups". As both Bob and I enjoyed the delights of overseas steam in the 1970's and 1980's we often send each other titles of youtube overseas steam railway films. Bob recently sent me a youtube title to watch, I will describe the film later as it illustrates just how far apart the UK is from the continent regarding main line steam.

As is usual with you tube one film invariably leads to another. One "spin off" in particular caught my eye, it was entitled "D735, 40 Jahre Danach" which translates as "D735 40 Years Later". I knew immediately what its subject was going to be as D735 relates to a Deutsche Bundesbahn (DB) Schnellzug i.e. a German Railway express train. Train D735 was one of the last four EXPRESS passenger trains to be hauled by steam in Western Europe and that steam haulage ceased on May 31st 1975. These four trains either started or ended their journeys at Norddeich Mole in the Lower Saxony area of North West Germany. Norddeich is a spa on the North Sea coast and part of the town of NORDEN (A link to the Swanage Railway ? ?) Back in 1975 in the German Norden you wouldn't have seen M7's, U's or Bulleid Pacifics, you would have seen DB Class 012 Pacific's. The 012's had been introduced as streamlined Class 10.10 three cylinder loco's just before World War Two. War conditions took a toll on the engines and all were laid aside in 1949, but loco' shortages saw the best of the class put forward for rebuilding. Thus 55 new boilers were constructed with fireboxes configured for oil firing plus their streamlining was dispensed with.

To British eyes the locomotives were stark in appearance, most of their pipe work was exposed for all to see and the chimney looked like a cut off dust bin. The 012's filled the continental loading gauge to the full with their large boilers. Their generous size tenders held 2,970 gallons of heavy fuel oil and 8,360 gallons of water. With boiler pressure of 230 p.s.i. and 6 feet 5 inch diameter driving wheels these loco's COULD, and did GO, reaching their design speed of 95 mph with consummate ease. I first came across these speeders in 1972 working the Rheine-Emden-Norddeich line which by 1975 was their final stamping ground.

Rheine was the point where the Class 012's took over from incoming electric loco's to work the train forward the final 110 miles to Norddeich.

With the "To Europe For Steam" (TEFS) group" I visited Germany on numerous occasions enjoying several runs behind these high stepping machines. Sadly when the inevitable end of the Class 012's was announced I decided to experience a last sight and sound of them. At the start of 1975 the survivors were working the FOUR express trains mentioned above, plus NINE semi-fast passenger trains and three short distance local freights. On Friday March 7th. I left Poole at 16.30 for Waterloo, travelling on via Liverpool Street and the Harwich to Hook of Holland ferry I arrived at Rheine at about 10.30 on Saturday 8th. I then enjoyed 8 hours of steam action noting 22 steam hauled trains. including three hauled by the Class 012's before I left at 18.40. Returning the way I came I was back in Poole in time for Sunday Tea, luckily it was not my last experience with the 012's.



Class 012 Three Cylinder Pacific No 012-066 storms north past the village of Leschede with D714 express on April 18th 1975. Note how hard the loco' is being worked hard with the exhaust being thrown high out of the chimney.
Colin Stone

Just a month later I was back in Rheine for three days with my Nottinghamshire mate, Brian Walker, we were in Germany for 10 days for one last German "steam bash". We had a great three days on the Rheine-Emden route photographing at the line side as well as visiting Rheine Motive Power Depot, the last home of the 012's.



April 18th 1975 finds Class 012 No 012-066 at rest in its home depot, Rheine, whilst two elderly footplate men chat in the foreground. This locomotive survived into preservation and was used on the 40th anniversary special over its old stamping ground in 2015. Colin Stone

Brian and I had two rip roaring runs behind the loco's, the first was with No 012-055 and my final trip with an 012 was with No 012-066 on 19th April 1975. This was just six weeks before the end of West European EXPRESS steam and it was great to go storming down a mainline at 90 m.p.h. plus, SEVEN years after the end of steam in the UK. On May 31st 1975 the final two trains to be worked by the 012's were recorded as train D714 16.50 Rheine to Norddeich arrive 18.57, and Eilzug (semi fast) E3265 17.40 Rheine to Emden arr 19.36. That was 40 years ago As has been said before ... Just where have those 40 years gone ?

Footnote One Class 012 spent some time in the UK as No 012-104 was at Steamtown, Carnforth for some time, but it is now back in Germany at Crailsheim. As well as 012-104 seven other 012's are preserved and one No 012-066 returned to the Rheine to Norden line in May this year, 2015. It worked a fortieth anniversary trip on May 30th with the legend "Letzte Fahrt mit D715" (Last Trip with D715) chalked on the smoke box door. In 1975 D715 was the 09.20 Norddeich Mole to Rheine so I assume the anniversary train ran in its pathway ? As stated above, film of this train and 012-066, wrongly titled, "D735 40 Jahre danach" is on youtube.



April 18th 1975 and Class 012 No 012-063 reverses past a German electric locomotive toward Rheine station and take over the train the electric has just brought in. On May 31st 1975 this locomotive worked the very last West European steam hauled express passenger train (The East German “sister” loco’s lasted a few years longer). Colin Stone

Foreign steam may not be your forte, but watch it if you are able, and you may get a small sense of what I experienced and enjoyed all those years ago. If you do watch the film listen out for the superb whistle fitted to these loco’s, and imagine that sound echoing around the valley near Harmans Cross Oh do wake up Stoner !

To end, if that bit of foreign steam hits the spot then try the film link which was sent to me and inspired this article. This was ... “Voll Dampf am Gotthard Marz 2015”, the film depicts two ex German Pacifics, one was the above mentioned 012-066 working double headed with Class 01 No 001-202 over the Gotthard pass in Switzerland.

AND FINALLY even if you watch neither of those two films I DO urge you watch the following on youtube.... “Parallelfahrt auf der Tharandter Rampe 11 April 2014” filmed by Englishman Christopher Hughes. If nothing else it begs the question ... IF the Germans can do it why the hell can’t we ? Two steam hauled trains set off simultaneously up an incline with one train running “wrong line”. The two trains run side by side before one falls back only to speed up and catch up, then the other train does likewise.

This goes on for a good twenty minutes before both trains reach the top of the climb and one speeds off.

The coaching stock has multiple opening windows, which are full of happy smiling faces.

There is banter between passengers on both trains and both sets of footplate crew, there are people at the line side taking picture in what would be called trespass in the UK. But there are NO high Viz jackets visible, NO jobs worth stewards, rail workers or Police ordering people out of the way or “Keep your heads in” and NO premier dining taking up most of the train to spoil it for the head hangers.

The whole event looked to be fun filled with everyone adults, both men AND women plus children seemingly enjoying the day I say it again, If they can do it then why, oh why can't we ? Answers on a post card please.



Rheine station April 19th 1975, I had just leapt out of the first carriage to take this photograph. Pacific No 012-066 had just provided me with my last ever exhilarating 80 m.p.h. plus, high speed steam run. This was some SEVEN years after my last similar ride behind a British Pacific locomotive (MN No 35007). Sadly, a few weeks later, it would come to an end in Germany too.
Colin Stone

Millwall F.C. and the Guv'nor

by Paul Carpenter

Southall men rarely worked loco hauled main line passenger trains. DMU's – yes, most of the work at the depot was shorter distance passenger work with DMU's on the Western Region main line out of Paddington. Freight, often those emanating or going to east London and Paddington – Old Oak Common (ferrying) jobs with empty coaching stock or light engines accounted for the locomotive work and the presence at the depot of around a dozen secondmen, of which I was one.

However on this day Saturday the 27th March 1976 Old Oak Common depot must have been short of crews as they needed a crew to work a football special for Millwall fans down from Paddington – Swindon where Swindon men would relieve us onward to Cardiff. Millwall F.C. supporters had at the time a ferocious reputation. My Dad recalled going to the (old) Den, Millwall's ground in Cold Blow Lane in the fifties with work colleagues to watch Reading. Millwall fans at that time were largely burly east end dockers, and in the days before crowd segregation hardly welcomed away supporters. One foolhardy member of Dads group shouted “come on Reading”. Dad thought they were lucky to get out without their throats cut! Cardiff's reputation was little better. So our thoughts were with whoever the guard was on this working.

Chas' Jeffries, my driver and I booked on at 08.49 and travelled “pass” to Old Oak. This meant up to Paddington then in the staff bus, a Ford Transit, to Old Oak Common depot. Often the bus was driven by “Sidesaddle” as much a reference to his cavalier style of driving as posture!

I was hoping we might get a 'Thousand' booked for the job, but the printed sheet for the turn showed it booked for Class 47 (Sulzer to Southall men, Brush when I transferred later to Reading!). And in all probability that would be what we would get. Now Southall's Turn 1 was a Temple Mills – Severn Tunnel Junction partially fitted vacuum freight (worked between Southall and Swindon) and often had a D10XX Thousand. Incidentally during card games, always one going amongst spare men in the cabin, a run in the same suit was called 'vacuum fitted'. I have in the diary two of the now preserved 'Thousands' D1010 Western Campaigner and D1041 Western Prince on that job in 1976, but it would be nice to get on one on an express passenger. We made our way to the shed foreman's office, which was not a haven of calm on this day, or any other summer Saturday. Probably the turntable had stuck, or several footplate crew had overslept, or a failed loco at Ranelagh Bridge or all the above! “Yer, what the **** do you want”, he said in his sweetest Cockney voice – the foreman was obviously harassed. However he brightened when he realised we were not bringing further bad news.

Engine for 11.35 Special to Cardiff please. He glanced at his list, "Ten Fifty Four, you'll find it outside the Pullman shed".



D1054 Western Governor at Paddington in 1976. Paul Carpenter collection

I made my way up to the mess room to make a can of tea, also collecting a brush to sweep out the cab. Walking out to the engine, one could see and hear 'Western Governor' was already running. The hydraulics always reeked of hot oil when climbing up into the cab. To make sure the tea was brewed Chas took the tea can and swung it round at full arm's length several times – no room for error. After a quick sweep out of the cab, mostly fag ash, I went into the engine room to fire up the boiler. On a Thousand it was a Spanner Mk 111a boiler, which was fairly reliable, though none of the steam heat boilers had a fantastic reputation. Fortunately on this occasion this one was working fine.

In a short while we proceeded to the shed departure road which was controlled by a box with a long nameboard 'Old Oak Common Engine Shed Signal Box'. Get down, and on the blower (an antiquated device) to the bobby (signalman), "engine for 11.35 Special Cardiff". A bit difficult to remember now but I think you pulled up to a bracket signal rather than a dummy (ground signal) to wait for the board (semaphore arm) to come "off". Trundle off up to Paddington, where shunters did the hooking up onto the train. The guard comes up and gives my driver the load (I believe it was 12 on).

He will give us a brake test presently, see us off and promptly lock himself in the van for the duration!

By the time we pass Acton Main Line station we have 'greens', and running 'Down Main' Chas has 1054's controller wide open. Most diesels sound a bit different in the cab, and on a Thousand the external doors are separated from the cab, and you enter by another door, which on occasions jams! This does however provide a degree of sound proofing, though doubtless not to modern health & safety requirements. Around 60 mph the engine will develop a bounce, a noted characteristic of the class which is very pronounced. By 65 this will settle down and the engine will ride fine up to the service maximum of 90 mph.

A driver at Southall told of once when he was a secondman at Old Oak, on a Thousand at night on a passenger job. He sensed they were going somewhat faster than normal. His driver seemed to be beginning to nod off, so he coughed and the driver shut the controller. The speedo was reading 110..... Anyway we did get to around 90, before being checked on the outskirts of Reading.

A slow run approaching platform 4 before the signal clears and we get a green, the previous train having headed off down the Berks & Hants towards Newbury. Plenty of enthusiasts are out on this Saturday to see the remaining Thousands (Westerns to them), now into their last year. I cannot resist leaning on the cabside window nonchalantly, perhaps hoping to see my picture in a magazine of the time!

I periodically check the boiler is still functioning, a gauge in the cab gives you an idea but it pays to go back occasionally. Now having said that noise levels in the cab are tolerable, going into the engine room at up to 90 mph is a bit different. Those two Maybach engines are loud enough when idling and they sit either side of the boiler. You can tell why these days you are not even allowed in an engine room on the move.

Anyway it's an uneventful remainder of the run to Swindon, where the Swindon crew relieve us on the down main. The guards survived and Millwall go on to chalk up an exciting 0 - 0 draw with Cardiff City. No back working, so it's back on the cushions and I can bale out at Reading where I'm living. Not a bad job for a seventeen year old at the time – even if the pay wasn't great. Wonder what my next job is.

P.S. Next job's 'ferrying' Old Oak – Paddington and vice versa, ho hum, 47512, 47477, 31124, 47030 if you're interested!

IT WASN'T THAT LONG AGO WAS IT ? No 2

By Colin Stone.

On July 7th 2015 the nation was reminded that in London 10 years earlier four imbeciles blew themselves up and took 52 innocent persons with them. That poignant anniversary stirred my memories, not only by the fact that just nine days later a group of us saw some of the aftermath of that infamous day. In those days it was a regular practice to visit capital on a "railway bash" every sixth Saturday, from memory not one of us ever expressed a desire NOT to go to London on Saturday 16th July 2005. However I do recall we all viewed our fellow tube train passengers with a bit more suspicion than usual. Especially after we saw the barriers still in situ across Upper Woburn Place near Euston Station, as it was here that one bomber set off his device aboard a London bus.

But on a lighter and railway orientated note I also realised that two significant, for me at least, "End of" anniversaries (10 and 40 years respectively) were due in mid 2015. The first and closest to home took place ten years ago when on Friday July 22nd 2005 we saw "The End of the Gas". By "gas" I mean the Furzebrook to Avonmouth Liquid Petroleum Gas (LPG) trains, this event was significant for a couple of reasons. As well as heralding the end of 90 years of commercial freight trains running in and out of Purbeck, it was another loss of revenue earning freight trains in Dorset. Remaining Dorset freight was the Wool Sand and Hamworthy stone trains, both of which are now also defunct ! For those persons new to the area or unfamiliar with the gas trains the following may be of interest.

As is well known oil was first brought to the surface in Dorset at Kimmeridge, albeit in small quantities from 1961. This oil was taken by road tanker to Wareham station yard and loaded on to trains which left Wareham about once or twice per week. When in the 1980's British Petroleum (BP) discovered a vast reservoir of oil under Dorset and Poole Bay they set about building Wytch Farm oil gathering station. After closure of the Swanage Branch in 1972, the line was cut back to Furzebrook to serve a ball clay siding, it was opposite the clay siding that BP built an oil loading siding. Oil from Wytch farm went out by rail between 1978 and 1990, when a pipeline running directly to Fawley was laid to transport the oil.

In late 1990 the oil loading terminal was converted to load LPG (Butane and Propane) which was a by product of the oil extraction. The gas went out twice per weekday and once on a Saturday, it was taken to Avonmouth Docks, Bristol for export to West Africa. New techniques in oil extraction then saw the LPG being channelled back underground to aid forcing the oil up out of the ground, hence the end of the gas trains 10 years ago.

In the final month or so that “The Gas” ran it was photographed by all and sundry from many conceivable vantage points. I recall being on Holme Lane bridge near Worgret Junction with Paul Kneller when my camera failed, a hastily purchased replacement was sought to record the “last gas” hauled by No 66119 a few days later. On that last evening the heath around Furzebrook was alive with enthusiasts trying to get their final shot of the “last gas”.

In 2005, Dorset freight including the “Gas” was worked by EWS Class 66’s providing a sure fire way to “tick off” the class working into Poole and Dorset. At the beginning of July 2005 No 66109 became the 248th member of the Class to arrive, leaving just two to go, sadly the demise of the gas saw a reduction in Class 66 visits. Soon the Wool Sand became a Freightliner turn and the Class 59’s monopolised the Hamworthy Stone. Thus with the virtual disappearance of EWS 66’s it took NINE more years before for the last of the 250 class members visited Poole.



66119 is seen with the very last LPG train about to leave Furzebrook on Friday 22nd July 2005.
Colin Stone

However it’s an ill wind, the loss of freight to Furzebrook 10 years ago was to open the door to the Swanage Railway (SR) and its aim to run through services to Wareham. Four years after the “last gas” had run, on April 1st 2009 two EWS Class 66’s No’s 66152 and 66142 returned to the line. They were working the first “through” train for many years to carry passengers from London to Swanage. But perhaps more memorable was the passage of the first steam hauled through passenger train to Swanage since 1967.



Holton Heath on the 9th May 1996 and 6V13 the 1320 Furzebrook – Hallen Marsh loaded LPG train with 60044 Ailsa Craig up front accelerates away from Wareham after gaining the main line from the remains of the old Swanage branch.
Colin Stone



The first Class 67 to work into Dorset No 67029 is seen at Furzebrook on August 8th 2003 after working down from Eastleigh with empty LPG tanks following the failure of the booked Class 66.
Colin Stone

The sight of a steam locomotive passing the site of a highly volatile and combustible commodity such as the LPG had been considered highly improbable until 2005. So when Bulleid Pacific No 34067 “Tangmere” passed the disused gas loading point on June 18th 2009 it surely heralded the way ahead for the SR’s Swanage to Wareham service.



Not taken on the occasion mentioned above, but since when have we needed an excuse to show 34067 Tangmere in action on the line through Poole.
Ken Aveyard



A class 66 crossing “The Bunney” at Poole Park with a Furzebrook gas train.
Colin Stone

Greatford Revisited

By Paul Carpenter

(Greatford ECML appeared in the June 2015 Corkscrew)

The barriers lifted, they had been down for the best part of 15 minutes, and four trains had passed the crossing in that time. The drivers of the two cars that had been patiently waiting restarted their engines, and proceeded on their way. All was now very quiet, except for the cool breeze, quite cool despite it being the first day of August, blowing across the flat landscape. This sticky out bit of Lincolnshire, Rutland to the north, into it before the bridge, and Cambridgeshire hardly a stone's throw to the south. Only I stood there, except there was a presence with me, barely six feet to my left, there that patch of bare ground. Greatford Crossing signal box had stood there, still there on my only previous visit in 1973. My Dad who first was here in 1934, came to know this box intimately between then and 1941 as a boy, and trusted by the signalmen to work it. And now I sort of knew for this hour he was back with me. The fish trains from Grimsby and Hull for London are due.....hadn't he told me how the aroma from them scented the countryside for a long time after they had passed by on summer evenings.

It had been a rubbishy sort of day. I'd got up at 3 a.m. and driven to Newark for a railwayana auction. Wasted my time, other bidders had wanted the items I was interested in more than me. Perhaps not, but they had deeper pockets. Mid afternoon, and I had an hour before closing to look round the adjacent air museum. Aircraft are another interest of mine. Very nice, but I had been round in 2009, and not too much was new. A few photos, and head for the Travelodge for the night. I looked for a small airfield south of Grantham that might get me a few "numbers", but it was a bit late and I expect everyone will have gone home. I crossed the East Coast Main Line, and then it dawned on me. I was not a million miles from Greatford Crossing, my Dad's crossing – the countless stories he had told me of that location.

A bit of map reading, haven't succumbed to Satnav yet, and yes there it is, and a place to park the car. The bells sounding, and the barriers are coming down. Hell, where's the camera. I make it to the barrier, not just in time, but plenty of time. It's another three or four minutes, and looking south, maybe two miles, I see the approaching train. For a while the perspective doesn't alter much. I remember from the time I flew light aircraft, the speck that stays in the same place in the windscreen but gradually gets bigger is heading straight for you! I get the digital compact ready, not ideal camera – the train's moving – moving at 125 mph. I fire the shutter, and review, by some miracle I seem to have caught it just right. I fail to repeat that trick; with subsequent shots with as much success.

It's interesting to see these trains at a station, but for drama these few remaining crossings on high speed lines take some beating – a little scary maybe. As I say with a good sightline a train can be visible for a fair time, but it's only in the last couple of seconds that its rate of progress is suddenly with you..... and gone. It was a Virgin Class 91, 91124, somehow the camera's stopped it, can't think I would have read it off, the Blue Pullmans passing Reading in the 60's at 80 mph were hard enough, and my eyesight was better then!



In that hour or so the barriers are down more than up, and I thought the barriers at my local station Wool were down a lot. A good selection of trains for a Saturday evening passed. Ken, Colin, John, Peter et al would have much more knowledge of them than me, but it's good entertainment.

Sometimes though one needs just to soak up the passing scene, as an ordinary bystander. I was reminded of when I worked on the Western, and in 1976 I took my younger brother to see the trains near Maidenhead. We stood on a bridge, and I remember his surprise when the second power car of a brand new HST went under the bridge flat out. He wasn't expecting that, the sudden noise, and it made him jump. And now here, there are still HST's amongst the passing cavalcade, unfortunately without those Paxman Valenta engines with screaming turbochargers, the sounds not quite the same.

I review the photos. Some are blurred, some trains have already entered the right hand side of the screen.....and on their way out of the left! However I don't care at that moment who wants to see them or not, I only want to show them to the one person who would love to see them, and I'm ten weeks too late. For the first time since my dad passed away, it hits me, and I curse audibly and with some emotion.

The bell's ringing again, the barriers drop, and another five minutes pass. The up and down slow lines are restricted to 80 mph, a helpful sign at the crossing tells you so. On the down slow line moving purposefully is a freight. Not a J6 with coal empties for the coalfields of my Dad's day, but a 66 with a long freightliner. The last picture of it rounding the curve a mile or more to the north sees it blur into a haze and fade away. It seems almost poetic.



The clouds are getting darker, it's time I went now, and I turn for the car. A notice tacked onto a post attracts my attention for the first time. Network Rail are looking for feedback on their intention to SHUT Greatford Crossing and several others. Yes it's an anachronism, and doubtless there are great safety concerns. It feels though, somewhat appropriate to me that the last chapter, for me at least, may soon be closed. The bell's ringing again, the fish trains haven't passed yet.....

Here is a very lacking-in-detail log of the trains

18.24 Down fast - 91124 82226 Virgin Trains East Coast

18.26 Down Fast - 43319 43XXX Virgin Trains East Coast – see below.



18.37 Down Fast - 91130 82XXX East Coast (grey livery)

18.43 Down Fast - 43215 (43317 unconfirmed) Virgin Trains East Coast

18.45 Up Fast - 43312 43206 Virgin Trains East Coast

18.51 Down Slow - 158846 East Midlands Trains

18.52 Up Fast - 82200 91XXX Virgin Trains East Coast

18.53 Down Fast - 180113 First Hull Trains

18.53 Up Slow - 158858 East Midlands Trains

18.59 Down Slow - 66068 EWS - Freightliner

19.02 91115 "Blaydon Races" 82XXX Virgin Trains East Coast

19.12 Down Fast - 91110 "Battle of Britain Memorial Flight" (Battle of Britain livery) 82216 Virgin Trains East Coast

19.14 Up Fast - 82217 91XXX Virgin Trains East Coast

19.21 Down Fast - 43XXX 43238 Virgin Trains East Coast

RAILWAYS ROUNDABOUT

AUGUST :- Once again there has been very little “out of the ordinary” local railway happenings to report. The first train of note for this edition of Railways Roundabout was yet another visit to Dorset by the Railvac’. This came about on Sunday 2nd when GBRf Class 66’s No’s 66738 and 66740 “top and tailed” the machine to Dorchester South, Poole was passed at 00.08 and 08.12 down and up respectively.

On Wednesday 5th Class B1 4-6-0 No 61306 passed through Poole at 13.05 running from London Victoria to Weymouth, attached on the rear was diesel No 37706. This engine returned the ensemble through Poole at 17.20 (61306 on the rear) heading for Southampton, where the train reversed. The rail tour was repeated (at the same times) on Wednesday 12th, but with Class 47 No 47746 taking the place of the Class 37.



In conjunction with the Bournemouth Air Festival a rail tour ran from Chester to Bournemouth, it was headed by two Class 37’s No’s 37401+37405 with Class 57 No 57307 on the rear of the train. After arrival into Bournemouth, No 57307 hauled the train to Eastleigh where it traversed the depot loop thereby reversing the formation. The Class 57 then returned the train to Bournemouth via a reversal at Poole, the three loco’s being in Poole for a mere 7 minutes 16.19 – 16.26.

On Tuesday 25th a Colas Class 70 No 70804 ran from Eastleigh to Furzebrook with a consignment of ballast for the “new” section of SR. Included in the train were six empty wagons which were to be loaned to the SR to facilitate spoil removal from Norden. Poole was passed at around 09.45 going down and 14.55 going up.

SEPTEMBER :- On Wednesday 2nd Bulleid Pacific No 34067 "Tangmere" put in an appearance at the head of the London to Weymouth "Dorset Coast Express", diesel Class 47 No 47832 was attached on the rear. As is usual with this so called "Steam Tour", the Class 47 hauled the train back to Southampton, the usual times for this service of 13.00 down and 17.20 up through Poole applied.

Three days later on Saturday 5th the same combination of 34067+47832 worked through Poole at 11.50 with a Three Bridges to Weymouth excursion. However on this occasion the tour participants had the added bonus of their train "ramming" the buffers at Weymouth.

Reports vary, but the buffers were moved between 3 and 6 inches. On the return No 47832, as expected, worked the train to Eastleigh where No 34067 was removed from the train to return light to Southall. Thus it was the 47 which returned the happy travellers to Three Bridges and NOT 34067 ! So much for a "day out" with steam, surely the Trades Description act comes into play in such cases ? ?

Note:- The removal of 34067 at Eastleigh was booked prior to the Weymouth "Ramming incident".

The final "Dorset Coast Express" for 2015 ran on Wednesday 9th, again No 34067 "Tangmere" was at the head of the train but with Class 47 No 47760 on the rear on this occasion. As is normal with this service the 47 dragged the ensemble back to Southampton for reversal to London via Laverstock. A report on the "local" information website wrngen intimated all was not well and that "Tangmere" had developed a firebox/boiler problem during the day. Later in the week a Class 455 suburban unit No 5738 ran from Branksome depot to Weymouth where it stabled in "The Compound".

At 22.12 on Tuesday 15th a DRS Class 37 No 37604 worked a short test train through Poole from Eastleigh to Weymouth. No 37604 propelled the train back through Poole at 00.47 next morning with DVT No 9701 leading heading back to Eastleigh. Also late on the evening of Tuesday 15th another Class 455 No 5732 ran through Poole at 23.30 heading to Weymouth where it joined in overnight test working with sister unit No 5738. On the following three nights further tests were carried out featuring No 5738, but with other unidentified Class 455's in attendance.

SWANAGE RAILWAY (SR) :- On Tuesday 25th the railway received a consignment of ballast for the Motala to Worgret section upgrade, the ballast arrived behind Colas loco' No 70804. Also in the formation were 6 wagons which were left behind on the railway, these wagons are on loan to the railway for use in the construction of the new Norden Road-Rail Interchange.

Although T9 4-4-0 No 30120 arrived on the railway on June 10th, (NOT 10th May as reported in the last "Corkscrew") various faults were discovered, this meant it did not turn a wheel in anger in the three months after its arrival. Thus it fell on the shoulders (cylinders) of the four regular serviceable SR loco's No's 30053, 31806, 34070 and 80104 to maintain the summer peak service. However without due ceremony T9 No 30120 suddenly appeared in traffic on Friday 11th September working turn and turn about with M7 No 30053 and Std 4 No 80104. All three engines plus the d.m.u, worked an intensive service on the 11th, 12th and 13th September. This was in conjunction with the Harmans Cross based Historical Vehicle Rally. On arrival into Swanage steam hauled services ran almost up to the buffer stops, once the incoming train engine had been detached a second loco' came on to the rear and worked the next round trip. From a purely personal point of view it was nice to ride behind a T9 once again, memories of trips some **55** years ago from Poole to Salisbury via the Fordingbridge line flooded back Hey ho !!

On Monday 21st U Class Mogul No 31806 was taken up to Norden under its own steam for loading on to road transport for onward movement to the North York Moors Railway (NYMR). The U was to be a guest in the NYMR autumn steam gala, where once again a Southern loco' will show northerners what a proper engine looks like, no bias here you understand !

Behind the scenes beyond the gaze of the public there has been action aplenty as sections of track between Furzebrook and the SR/BR boundary have been replaced. Those lengths of track where old rotten wooden sleepers abound have been replaced by concrete sleepereed track panels. Once these new panels are installed it is intended to weld them together to form a Continuous Welded Rail (CWR) section. This, it is hoped, will reduced maintenance time and financial costs, Road/Rail vehicle are generally used for this work, but Class 08 and 33 are use from time to time.

More visible in the Norden area has been ongoing work to facilitate the new Swiss built lifting barriers. This work involves moving the Road-Rail interchange from the Swanage side of the BP/Norden Park & Ride access road to the other, Class 33 No 33201 has been involved working spoil trains for the project. Plus Dorset County Council (DCC) staff have been busy resurfacing sections of the road either side of the level crossing. Finally on Sunday 13th September, Purbeck District Council (PDC) withdrew their attendants from the Park and Ride car park so it was a sad farewell to Phillip Sinclair and David Green. Although PDC employees, both "did their bit" promoting the SR to visitors .. Enjoy your retirement chaps.

For some of the above information I am indebted to :- Bob Drew, Alan Worth and websites "Wrgen" and "Real Time Trains".

Transport Trivia

by Derek Lewer

Question 66

Which famous vehicle has the number plate GW2275?

Question 67

When did these manufacturers start and finish making vehicles?

Alvis, Morris, Hillman, Singer

Question 68

What flying achievement occurred on 25 July 1909?

Question 69

What is a "Tri Van"?

Question 70

How many ships have been launched by the Queen since 1952 (up to March 2015)

Answers to Questions 61-65 as published in Corkscrew 88

Answer 61 – Vehicle manufacturers

1948 to 1974 – Bond, 1895 to 1956 Lanchester

1904 to 2005 – Rover, 1896 to 1975 Wolseley

Answer 62 – Helicopter name.

Westland "Sea King" helicopters are used by both RAF and Royal Navy for seeking people in distress.

Answer 63 – Royal Mail stamps

Ten bridges that celebrate the leaps in engineering in the UK from stone to dramatic and symbolic landmarks.

Tarr Steps (River Barle), Row Bridge (Mosedale Beck), Pulteney Bridge (River Avon), Craigellachie Bridge (River Spey), Menai Suspension Bridge, High Level Bridge (River Tyne), Royal Border Bridge (River Tweed), Tees Transporter Bridge, Humber Bridge, and Peace Bridge (River Foyle).

Answer 64 – The only surviving RFC aerodrome.

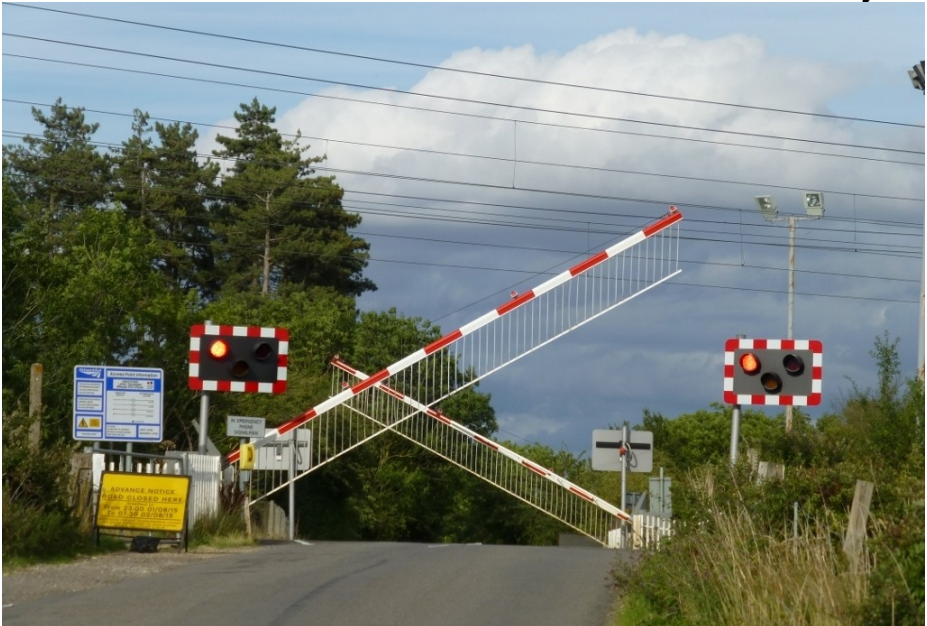
Stow Maries in Essex which closed in 1919.

Answer 65 – A mile long 2ft 1/2" gauge line.

Volks Electric railway from Palace Pier to Black Rock in Brighton.



Northern Rail liveried class 142 pacer unit 142070 sits in platform 2 at Manchester Victoria on 28 March 2015. *Ken Aveyard*



Greatford Crossing looking east on 1 August 2015. *Paul Carpenter*