

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



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Spot the difference.
See the article from page four and the editorial opposite.

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Editorial

Recently a conversation with a fellow member strayed on to the subject of Pokemon Go the latest craze with kids and adults who run around the country searching for mythical cartoon creatures to capture. The game is based on GPS, you download a smartphone app and walk around looking on Streetview and these creatures appear randomly on your screen to be captured. You can look on line for them, and find any in your vicinity and track their progress. Some of them are common like Pikachu or Crabbie, others are quite rare like Ditto which can hide in plain sight by disguising itself as another Pokemon, but because it's stupid always gets one feature wrong which means at first glance you ignore it but a closer look reveals it's true identity. Some of them are intuitive and if you get close to them they can run away and hide. When you find one you capture it on your hand held device. We all agreed it seemed a bit daft and wondered why people didn't get a proper hobby.

The other week five of us went to London. On the way we looked on line to find a particular bus and compared its location to a working timetable to ascertain when it would be at Trafalgar Square. We arrived just in time to find it but we had to look carefully because it looks just like the all the other ones with a slight difference that can easily be overlooked. We captured it with our hand held devices (cameras) and then spent some time capturing lots of more common buses before moving on to Holborn where we hoped to find one of two rare electric buses running that day. Unfortunately whilst we were waiting at the terminus the one coming towards us turned short and went back in the opposite direction. We went to Tower Bridge to capture some not very common new buses, then it was suggested we go to Victoria where we tracked a bus for two hours until we could capture it before finally heading to Waterloo where two more rare buses were captured either side of our meal break. The following day back at work a colleague asked about our day out and when I explained all that had happened she said " So you were playing Pokemon Go with buses then!!" Thanks Karen.

Sit back and enjoy Corkscrew 94. Closing date for issue 95 - 22 September.

Cover Picture:- 700114 on test at East Croydon 8 June 2016. Ken Aveyard

It's all in the planning.

By Ken Aveyard

Regular readers will know that for the last few years my brother Colin and I have had a regular three day spotting trip which in recent times has tended to be in June and in London as most of the recent railway investment has been on trains serving the capital. As usual in the weeks before the trip we discuss what we're chasing and begin to draft an itinerary to maximise the time available. The anchor point depends on where we are staying, as over the years we have used various Travelodges depending upon the availability of budget rooms. This year we were staying in South Croydon, which is actually on the approach road to Purley Oaks station just two stops south of East Croydon on the Gatwick route. As some of our main targets were Gatwick Express and Thameslink units this effectively fixed where our morning peak periods would be spent. Other targets were to clear off the Overground sets lengthened to five coaches since 2015, plus other 377 and 387 units, the newest Croydon trams, and dedicated Chiltern 68015.

Armed with all this information the first thing I plan is Monday where as always I travel up on the 0849 from Branksome, obtain the travelcards for the day and then underground spot in Kings Cross waiting for Colin to arrive from Leeds. This time the availability of advance fares on earlier trains meant he was on 1A22 due in to platform 5 at 1228. This year though I was hoping to get a photograph of the one and only short length New Routemaster which runs on route 91 past Kings Cross. Looking on line at London Vehicle Finder whilst still at home I found it in service at 0731 at Caledonian Road, and 0741 at Kings Cross so I was able to estimate which diagram it was on using the working timetable for the service which is available to download from TFL. I calculated that it was on running board 505 which would have it passing Kings Cross at 1134 heading for Crouch End. Hedging my bets in case I was out with my estimate, I came up from the underground at 1120 and checked the progress of 1A22 by looking at the computer screen at the barriers used by the cleaners and gateline staff, which showed it running a few minutes late south of Doncaster. Taking up position across the road at York Way sure enough a few minutes down at 1140 short Routemaster ST812 appeared and was duly recorded.

After that it was back down to the underground again for more Piccadilly line spotting before returning to the main concourse to meet Colin who arrived a few minutes down. Our first port of call was across the road in St Pancras where new Eurostar set 4005 4006 was copped before we began our walk to Euston where we would catch either the 1304 or 1334 Tring service to Harrow and Wealdstone for lunch. As we walked we decided that the 1304 would be a bit of a push and as the short Routemaster was due back from Crouch End and would pass Euston at 1300 we'd wait for that and catch the 1334.

Reaching our intended platform at Euston we came across a team of people dismantling what had been the stage for the launch of the new X-Men film which had used Pendolino 390107 as a backdrop whilst being renamed Independence Day Resurgence. They were also launching Beam, an on board film streaming service for passengers.



390107 after the launch ceremony for the new film.

Ken Aveyard

Our arrival at Harrow was a few minutes down on the scheduled 1346 which would have coincided with a class 378 going north on the overground to Watford. We had lunch and because Harrow is nearly mid route it does not take long for all five units on the service to pass. Indeed with northbound services at 1406 and 1426, southbound at 1357 and 1417, our missed 1346 became our ride as the 1437 down to Willesden Junction where we would take up residence on the footbridge for a few hours. Our targets were the 378 units lengthened to five cars since 2015, and by reference to the timetables I had calculated that all units would pass Willesden in an hour and 40 minutes.

There was also the chance that Colin would pick off his outstanding Southern unit 377704 on the Milton Keynes service, as all four units would pass beneath the footbridge by 1709. As neither of us needed any Pendolino or 350 units, other interest would depend on what freight was running which was surprisingly little with 66088 heading north on sand, 66548 and 66510 shunting a long rake of autoballasters and 66750 66115 and 66165 also seen.

As it turned out 377704 was not on the Milton Keynes service and all the 378's were repeating so with little freight appearing on Real Time Trains we decided to head for Clapham Junction and stay there until 377704 passed. After a somewhat packed ride round to Clapham Junction we crossed the foot bridge to the usual platform, walked down to the London end, put down our bags, and looked up to see 377704 arriving on the front of a South London Metro service so we picked up our bags, went down the subway and back to the Overground where less than 10 minutes after we arrived we departed for Surrey Quays.

At Surrey Quays all trains working will pass through in 90 minutes with West Croydon being the longest turn round, and whilst the majority of the units are third rail only 378/1 there is always an allocation of 378/2 making up the numbers. At the end of the session, I had cleared all my outstanding units but Colin still needed 378228 which I had seen earlier in the year at Clapham Junction on one of our lads days out. One last chance was a run past the depot where under normal circumstances there would be one each of 378/1 and 378/2 in the shed for maintenance. To do this it is necessary to travel to New Cross Gate then return again to traverse the line that flies over the depot and allows a view through the doors. Sadly 378228 was not there but as we had not seen every unit, it is possible that spare trains could have been at Highbury and Islington, Crystal Palace, or Richmond as hot spares. Back at Surrey Quays we caught the first train going to West Croydon from where we walked to Church Street and caught a tram to Therapia Lane to see if we could find any of the new trams. None were visible on the depot but as we waited for the tram back to East Croydon around 2030 tram 2563 passed heading for Wimbledon. On arrival at East Croydon we travelled down to Purley Oaks and our Travelodge.

Tuesday morning and we boarded the 0625 from Purley Oaks, a service from Tattenham Corner, alighting at East Croydon at 0635. Armed with the departures from Real Time Trains, and the appropriate timetables we needed to start with 1W04 the 0639 to Bedford and remain on the station until the passing of 2W21 a Bedford to Three Bridges service due at 1004. Due at the same time was the possibility of 3T20 a Thameslink test train from Three Bridges to Blackfriars with a further train 3T10 due at 1042. There were still plenty of 442's in service as not all the 387/2 had been delivered and courtesy of Colin we recorded all the combinations of units on the Thameslink and Gatex services plus a couple of workings on Eastbourne and Bognor which will remain 442 operated in to next year. The table opposite shows those trains together with the equivalent workings on the Wednesday. Tuesday gave me 13 cops whilst Wednesday would add three more. Other services seen included a good number of class 171 diesel units on the Oxted services amongst the regular stream of Southern class 377's. At 1012 Thameslink unit 700114 headed for Blackfriars and at 1042 700109 followed.

Train	From	To	Time	Tuesday	Wednesday
1W04	Brighton	Bedford	0639	377501	377518/506
1A06	Victoria	Brighton	0644	442414	387207/212/204
1B00	Brighton	Lon Bridge	0650	387121/111	Cancelled
1U21	Gatwick	Victoria	0650	387204/212/207	442403
1W06	Brighton	Bedford	0658	387108/101	387119/112
1D24	Victoria	Gatwick	0658	387211/218/219	387211/218/219
1W05	Bedford	Brighton	0702	377506/518	377213/508
1U23	Gatwick	Victoria	0705	442411	442407
1W81	Bedford	Brighton	0716	377514/522	377512/501
1A05	Brighton	Victoria	0719	442417/415	387216/214/205
1W08	Brighton	Bedford	0723	377512	377521/516
1A08	Victoria	Brighton	0729	442420	442417/414
1A07	Brighton	Victoria	0735	442402/419	442402/415
1W07	Bedford	Brighton	0736	377210/504	377503/511
1W80	Brighton	Bedford	0754	387109/105/123	387105/123
1W85	Bedford	Brighton	0758	387125/128	387122
1A11	Brighton	Victoria	0803	387215/210/217	442401/410
1A13	Brighton	Victoria	0816	442410/4??	442409/420
1W82	Brighton	Bedford	0824	377214/503	377504/210
1W89	Bedford	Brighton	0826	377208/215	377514/522
1B08	Brighton	Lon Bridge	0828	442413/421	442408/406
1F82	E'bourne	Lon Bridge	0834	442408/406	unrecorded
1A15	Brighton	Victoria	0835	387213/221/220	442413/419
1W11	Bedford	3 Bridges	0838	387201/113/127	387101/127/102
1W12	Brighton	Bedford	0839	387119/112	387116/118
1C07	Bognor	Victoria	0842	unrecorded	442411/421
1W93	Bedford	Brighton	0858	387203/118/116	387124/126/109
1W13	Bedford	Brighton	0912	377510/511	377519/209
2W19	Bedford	Gatwick	0931	387104/120/107	387128/104/203
1W15	Bedford	Brighton	0949	377213/508	377215/208
2W21	Bedford	3 Bridges	1004	387114/106	387125/111



387201 on loan to Thameslink brings up the rear of 2W22 from Three Bridges to Bedford with 387113 and 387127 at the front. Taken at East Croydon on 7 June 2016. Ken Aveyard

We adjourned to street level to wait for the appearance of new trams 2560 to 2562 and both 2560 and 2562 appeared together at 1056 but we had to wait until 1120 for 2561 to turn up and complete the set. In the meantime there were plenty of buses to see including some all electric Optare Metrocity's.



Croydon Tramlink 2562 (above) and 2560 both wear advertising announcing their introduction to allow service improvements. Seen at East Croydon station on 7 June 2016. Ken Aveyard

Back on the station we caught the 1139 Thameslink service to Farringdon where we changed to a stopping service for Hendon. En route we passed 700109 near Herne Hill, and as we passed Cricklewood 700002/003/106/107 were all seen. By the time we returned from Hendon on board 319456, 700109 had arrived from the Southern. In passing we also saw 66708 on freight and East Midlands Meridian driving car 60163 complete with Tornado nameplate.

Changing trains at St Pancras where Eurostar set 4009/10 was copped we travelled out to Finsbury Park changing to a Hertford loop local service to Bowes Park and back with 700004 seen at Hornsey.

From Finsbury Park we travelled on the Piccadilly line to Hammersmith where we broke for an hour to spot Piccadilly line trains, but neither of the sets I needed turned up. Boarding a District line train to Ealing Broadway, as we left one of the tunnels one of my two sets went the other way, a very lucky cop. Our intention at Ealing Broadway was based on the introduction of peak hour class 387/1 units on Hayes and Harlington turns but the delay in introduction meant the usual fare of Thames Turbo units and Heathrow electrics were all that was on offer. Even the hoped for 43002 in blue and grey eluded us. We did see 66161 and 59102 pass through but with no freight showing as scheduled until after 1900 and with plenty of daylight remaining we made an off the cuff decision to head up to Paddington passing Acton Yard with 66187 66176 08483 and further in 66760 at the Crossrail spoil terminal at Westbourne Park. There then followed a peak hour crush ride around the Circle line to Liverpool Street and a Stansted Express to Tottenham Hale followed by 317507 on the stopper to Stratford passing through the new Lea Valley station opened a few weeks earlier. There were no new units on Temple Mills, but withdrawn power cars 3101 and 3102 were seen.

Arrival at Stratford was on a different platform to usual as our unit was going out of service so we couldn't get a picture of 66716 heading for Felixstowe, but once over on to the usual spotting platform it was not long before 90015 whizzed through on a Norwich service then almost immediately 70006 came round the curve from the North London line heading for Felixstowe. 66093 followed ten minutes later on the covered car carriers from Southampton, with 66587 almost bowling us as it headed west on containers. 66187 passed on hoppers barely five minutes behind the cars, making 6 freights between 2005 and 2035. As it was now getting dark we took the Jubilee Line to Canada Water, Overground to New Cross Gate, then Southern straight through to Purley Oaks which even at 2100 was well filled when we boarded with passengers alighting at all the local stations.

Wednesday morning followed the same pattern as Tuesday, shown in the table on page 7 after which we had only one thing pre planned, a thrash behind a class 68 to Banbury of which more later.

During our time at East Croydon we discussed possible options for the day and decided that after the passing of the first Thameslink test train, 700111, we would head for Clapham Junction and the Overground to Canada Water where Colin would remain on the upper level chasing 378228 and I would sit downstairs spotting Jubilee line units. After the 90 minutes had passed with no sign of the 378 we travelled by Jubilee line through to Baker Street then a short walk to Marylebone gave us ample time for lunch before catching the 1310 to Banbury. Booking this in advance we got the single fare for £5.95/£3.95 for an hour's run with one stop at High Wycombe. A walk up the platform found DRS blue liveried 68009, our cop from Birmingham back in March, at the head of the train which we duly photographed before taking up seats in the first carriage. Refurbished Mark 3 with tables and windows that line up – sheer heaven.

As we stormed out of Marylebone we passed 66165 near Neasden then all eyes were on Wembley depot looking for the elusive 68015, but as we passed only 68014 and 68010 could be seen with three others hidden. Arrival in Banbury was a few minutes earlier than the 1410 scheduled.



The driver cleans the windscreen of 68009 whilst stood at Banbury. KA

Our return was on the 1440 DMU service again with only one stop and at the same bargain price on advance singles, and passing Wembley we could see the other three locos were 68008, 68011 and 68013, so no luck this time. We made such good time on the run that the driver had to apologise for us having to wait 5 minutes outside Marylebone for a free platform.

From Marylebone it was Bakerloo line to Willesden where we would have ample time to watch the whole overground cycle round before making our way back to central London for our respective trains home. At least that was the plan, and at first we didn't spot the significance of every Bakerloo line train being advertised as Queens Park only plus there were no warning announcements being made. We boarded the first one to change there for a Watford service, but once under way the driver announced that due to signalling problems nothing was running north of Queens Park. Having now committed ourselves when we got to Queens Park a Watford service followed us in so we quickly transferred then set off slowly northwards. After a somewhat sedate run we came to rest alongside Willesden depot and after a few minutes the driver announced that despite having been told at Euston he was going to Watford, we were now being terminated at Willesden Junction. That was a bonus as it meant we used the connection in to the bay platform normally only used by the last two trains of the day that terminate and run in to Willesden depot. By now it was pouring with rain so we stood on the footbridge on the low level station watching trains pass on the upper level whilst all around us chaos reigned as hundreds of passengers found their journeys disrupted. The staff did a sterling job of directing people to buses and advising them of alternative ways to get home. Finally the rain eased so I left Colin on the station whilst I walked to the footbridge overlooking the depot and found 387228 outside (see picture below). A quick phone call to Colin who came over to see for himself and then it was back to the station to find the signalling problem fixed and we were able to get a train in to Euston.



After half an hour spotting Northern Line trains at Euston, Colin made his way to Kings Cross and his VTEC train back to Leeds whilst I travelled down to Waterloo for the old faithful 1935 back to Poole with 40 cops for the trip.

Road, Rail and Canal Connections

By Paul Carpenter

Following on from our Kennet & Avon Canal expedition (Corkscrew April 2016) Heather, Betty (the Scottie), and I look forward to another transport related walk. Um, well at least I do. Good reliable public transport enables a walk in one direction, so covering more ground on foot. We were staying for the week near Bridgnorth, but this little excursion would involve driving first to Kidderminster.

Anyway on a weekday morning we make our way from the car park to Kidderminster bus station, which apparently came into use in 2002. I cannot comment on whether or not it was an improvement on the previous station, not having any knowledge of that. It is basically somewhat circular with about 10 stops round the edge, and parking for buses in the middle. Most services are operated by the dark blue liveried Diamond buses, who are a subsidiary of Rotax. Close to one side of the bus station is the Staffordshire & Worcestershire Canal, whose towpath forms part of our walking for the day. We had already used a Diamond service a few days earlier to get to Stourport to enable us to walk the Staffs & Worcs back to Kidderminster. However today we are starting our walk at Cookley, three miles to the north of Kidderminster. With ten minutes to wait we are looking for the 08.55 9A to Cookley, provided by not Diamond, but Holland Coaches which uses a largish minibus. From travelling on this service twice, it is clear that we were probably the only passengers who have ever used the service not to have personally known the driver. Very much a local affair! The driver let us know when we had arrived at The Bull's Head, Cookley, which is close to where the Staffs & Worcs goes through a short tunnel which the road crosses.

The 46 mile long Staffordshire & Worcestershire Canal was completed in 1771, and connected the River Severn at Stourport, Worcestershire and the Trent & Mersey Canal (for the North West and East Midlands) at Great Haywood Junction, Staffordshire. Whilst essentially rural along its route, this became an important goods artery, and there were also connections along the route to the Shropshire Union (for Chester and North Wales), the Birmingham Canal Navigation Main Line plus the Stourbridge Canal for the Black Country and Birmingham. The Chief Engineer was the renowned James Brindley. Like most of the early canals (and for that matter railways) it was at least initially a great commercial success, which was often not the case for the later built canals of the early 1800's. Later canals, the Worcester & Birmingham, and the Birmingham & Liverpool Junction took a fair amount of its trade. Traffic loss was very gradual from 1815 onwards, but operation continued until a closure proposal in 1959 by the British Transport Commission. Saved from extinction by a volunteer group, it was reclassified for cruising in 1968, and so remains in operation today.

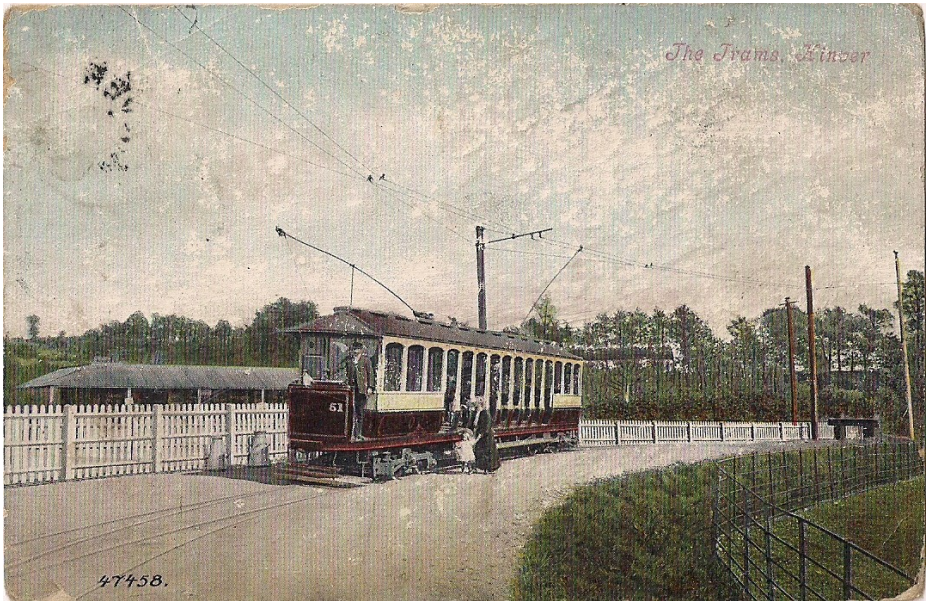


Cookley Tunnel.

Paul Carpenter

We started the walk at Cookley by walking down from the road to the south end of Cookley Tunnel. Apparently by 1972 this with another short one on this canal was the oldest navigable tunnel, although I don't know if any subsequent re-openings have taken this accolade. Just to the south was a towpath bridge crossing an arm now blocked off into what was Cookley Forge, the site now used by what looked to be a steel fabricating company. Now heading north through the tunnel, as the towpath passes through as well, we could start heading north for our eventual destination (on another canal) Stourbridge. All along the Staffs & Worcs we were referring to an excellent guide book by J. Ian Langford. Although dated 1974 it was indispensable so as not to miss any features minor or major. A feature of the southern end of the Staffs & Worcs are some impressive sandstone cliffs and cuttings. Whilst it could not be expected any of the canal infrastructure would have escaped some modification in around 250 years, there are still a quite a few bridges and buildings, and for that matter scenery that would be recognised from the time of building.

We arrived at Kinver which for a time up until its closure in 1930 was the terminus of the Kinver Light Railway. A 3'6" gauge electric largely street tramway, it was a subsidiary of the British Electric Traction company and connected with the Dudley, Stourbridge & District Electric Tramway Co.



The Kinver Light Railway terminus at Kinver pictured on a contemporary commercial postcard.
Paul Carpenter collection

For the last mile or so it left the roads and, crossing open countryside, it then came close to the canal before terminating at a site now occupied since just before the Second World War by a pumping station. The rural section trackbed is largely still visible including modest embankments. It's been said the nearest one might get for an impression of what it was like is The Manx Electric Railway, though I don't think the countryside hereabouts could ever be confused with the Isle of Man!

Onwards north to Stewponey Lock and Toll Office at Stourton. Here was once the hub of the Staffs & Worcs, and the Toll office was the busiest on the route. Also the Kinver Light Railway here crossed over the canal heading east, along the roads now, to Amblecote with its onward connection to the Black Country. Quite a few historic buildings still survive here, including the toll office.

We now continue our walk a short distance north to Stourton Junction. Here we leave the Staffs & Worcs, and head east along the Stourbridge Canal. This important link with heavy coal traffic was a 'main line' of 5 miles to Brierley Hill where connection was made with the Dudley Canal. Stourbridge itself is a branch, or more correctly an arm of 2 miles off the main canal. Opened in 1779, throughout the 19th century it remained one of the most profitable canals with numerous collieries, several ironworks and also glass industry in the vicinity.

Decline slowly set in and accelerated after the First World War. Nationalised in 1948 with much of the remaining canal system, closure was narrowly averted, and from the late sixties onwards it has again become a flourishing waterway, albeit with a great deal less sign of the industry that once supported it.



A Coalbrookdale Ironworks bridge over a canal stub. Paul Carpenter

Immediately on leaving the Staffs & Worcs we climb through a flight of four locks (Stourton No's 1 -4). Shortly after crossing the River Stour on an aqueduct, and 2 miles from Stourton Junction we reach Wordsley Junction, and again turn right off the main canal to follow the Stourbridge Arm through to its basin a little to the north of the town centre. The towpath has been recently surfaced in tarmac, not so good for our now weary feet. More signs of industry now give a more urban canal feel, but doubtless nothing to how it once must have looked. I believe a flattened derelict site that once had a canal connection was the site of Bradley Works of Foster & Rastrick where the Shutt End Colliery locomotive 'Agenoria' was built in 1829, and which still survives today in the NRM at York. Certainly there are a couple of surviving towpath bridges here over blanked off former arms. At Stourbridge basin can be seen several major restored buildings of the Stourbridge Canal with offices, a weighbridge and large bonded warehouse which provides a covered wharf, alongside Canal Street, which retains its cobbled surface. A large number of moorings for narrowboats are in use here.

We now have to get home to Kidderminster, so it's off three quarters of a mile along the High Street, stopping en route for an emergency infusion of 'Snickers' bars. We reach the travel interchange, where I believe the new bus station was built on the original site of Stourbridge station. We cross over the road to the new terminus of the now even shorter (three quarters of a mile!) branch to Stourbridge Junction. The line was built (1879) also to allow transhipment of goods with the Stourbridge Canal, and once continued beyond Stourbridge station as a goods only line to the basin. The steep gradient of the branch has caused a few incidents over the years with trains eventually stopping somewhat beyond where was intended. Stationary wagons, buildings and brick walls have all helped in bringing trains' runaway progress to a halt! The new station includes a ticket office, and I purchase two singles through to Kidderminster. £3.10 each – Betty travelled free of charge, just in case you think she gave up the ghost some miles back! The shuttle to the junction has no published timetable that I can see, but no matter it's a ten minutes frequency.



Parry people mover 139001 leaves Stourbridge station en route to Stourbridge Junction. Paul Carpenter

The London Midland trains operating the shuttle are slightly unusual. I try to describe in advance to Heather what to expect, but the best I can say is “looks a bit like an elongated Dalek”.

The two 'Parry People Mover' Class 139's (one in use at a time) have operated apparently successfully the service since 2009, and also serve as an effective demonstrator for the vehicle type. We just missed catching it, but that enabled photos of it coming back.

With driver, conductor/guard, about fifteen passengers, us and dog (Betty) aboard we headed to the junction with the 14.something service. Heather asks why these little railcars are not used on more lines, but I'm sure at more than the branch line's, and railcars service maximum 20 mph limit, riding might become more interesting.

Arriving at Stourbridge Junction, it was just under ten minutes until the 14.19 Whitlocks End (Birmingham) – Worcester arrives at 15.09, and in a short time we are back in Kidderminster. If I have any facts wrong I'll have to plead ignorance of new areas, subjects and so forth.....



***A class 153/170 combination at Stourbridge Junction heading for Kidderminster.
Paul Carpenter***

Books consulted were the aforementioned Staffordshire & Worcestershire Canal, also Stourbridge Canal, both by J. Ian Langford. Also reference made to Wikipedia.

RAILWAYS ROUNDABOUT

JUNE :- On the Monday 6th, two Class 37's No's 37421 and 37219 worked (top & tail) a test train from Derby to Eastleigh via Weymouth it passed Poole at 21.00 going down to Weymouth and returned at 22.30. Saturday 11th witnessed two Class 50's No's 50007+50050 double head a Derby to Swanage rail tour, the pair passed Poole at 12.05 (down) and 17.15 (up). On Monday 20th Class 37 No 37422 worked with observation Saloon No 975025 "Caroline" on "a jolly" around the south of England. This short train headed through Poole at 18.00 en-route to Weymouth, after stabling at Weymouth overnight it left on the 21st via Dorchester West. On the same day (21st) a second 37 No 37175 worked into Weymouth on an Eastleigh to Hither Green test train with a DVT on the rear, it ran down through Poole at 22.00, the return working was listed as passing Poole at 01.20 on the 22nd with the DVT leading.

JULY :- Friday 1st saw two Class 57's No's 57313+57316 "top and tail" a Saltburn to Bournemouth excursion. After arrival into Bournemouth the pair ran forward to Poole with the e.c.s. arriving at 19.10, a quick turn around saw them depart at 19.29 heading for the WCRC base at Southall.

The same pair (57316+57313) returned into Poole at 09.10 on Monday 4th with the same e.c.s. ex Southall, an hour later at 10.10 they worked to Bournemouth and eventually back to Saltburn. Two suggestions about the train have been put forward, one was it was for SAGA holidays ? But the second more feasible option was it was a combined West Coast Railway Company staff and Saltburn Railway enthusiast group special ?

At 20.55 later on Monday 4th the "monthly" Derby to Eastleigh via Weymouth test train saw Class 37's No's 37605+37610 (top & tail) in charge, they returned at 22.20 running 25 minutes early. Since March 2016 this train has worked on the first or second Monday of each month.

As Saturday 9th was the 49th anniversary of the end of Southern Steam, a special ran to Weymouth to commemorate the event headed by 45699 "Galatea" To paraphrase "Round the Horne" ... Not quite "Yer actual Southern engine" ! As is normal these days with so called Steam Specials a diesel, Class 33 No 33207 was attached on the rear.

Poole was passed at 13.05 on the outward leg, No 33207 returned the train from Weymouth to Southampton running through Poole at 1720 with No 45699 on the rear. "Galatea" was the first Jubilee to visit "our line" in the preservation era, as the last Jubilee visitor was 45674 "Duncan" in January 1965.

Another Midland locomotive “Royal Scot” No 46115 “Scots Guardsman” worked to Swanage on Thursday 14th, it was a substitute for “Galatea” which had developed a fault. The outward journey was more or less without problem. However after arrival into Swanage at 14.12 a issue was discovered with AWS on the Class 33 trailing locomotive No 33207. This therefore precluded the 33 working the train back to Southampton with No 46115 on the rear. A decision was then made to work the train with No 46115 running tender first piloting No 33207. Due to have left Swanage at 16.55, in the event following the reshuffle, the train departed 67 minutes late at 18.02. Poole was passed at 18.59 (43 minutes late), both loco’s shared the effort up Parkstone bank. With the 33 unable to work the e.c.s. out of Victoria the train was eventually terminated at Staines at 23.09 some 58 minutes late. No doubt the hapless passengers were taken by SWT services into Waterloo and then had to make their own way home? The following week No 46115 “Scots Guardsman” returned to our local route, this time heading for Weymouth. On this occasion “Scots Guardsmans” was a substitute for the advertised motive power of No 46201 “Princess Elizabeth”. At each location it was noted it was obvious that “Scots Guardsman” was **NOT** working, it was being **PUSHED** by Class 47 No 47746. Indeed on arrival at Weymouth NO coal was taken !! Fire risk was quoted as the reason, some call it main line steam, to my mind main line **farce** is more apt !



59003 & 66732 pass through Parkstone Station on 5 August. Mike Dyke

AUGUST :- And finally, just “sneaking in under the radar”! Friday 5th saw Class 59 No 59003 “Yeoman Highlander” (now in GBRf ownership) pass

through Poole at 10.05 heading from Eastleigh to Weymouth towing Class 66 No 66732. In doing so No 59003 became the last Class 59 to visit Poole and Dorset, **BUT** it has taken 24 years to “complete the set” as the first 59 visit was No 59103 with a rail tour in January 1992. As WRS members may well recall, No 59003 worked in Germany as 259.003 from 1997 until its eventual return to the UK in 2014. Had it not been exported it would, in all probability, have worked to Hamworthy on a Mendip Stone train in the period from 1998 to 2012 that those services ran ?

As No 59003 has not worked for several months it is thought the run was a “shakedown” trial prior to it hauling sections of a forthcoming GBRf charity train rail tour, No 66732 was provided as “insurance” in case of problems. After a “run round” in Weymouth the pair were booked to return through Poole at 13.30, but in the event they ran around an hour early and passed through Parkstone at 12.35 returning to Eastleigh Once again we have a short “Railways Roundabout” due to a significant lack of “reportable news”.



D400 and D407 pass Parkstone Station on 11 June 2016. Ken Aveyard

SWANAGE RAILWAY (SR) :- As noted above in main line notes, two Class 50's No's 50007 and 50050 arrived on to the SR on Saturday 11th June with a well filled rail tour from Derby. Both loco's were in “original” BR blue livery, 50007 (D407) carried its original name “Hercules”, No 50050 was the first built 50 formerly D400 “Fearless”.

The train arrived in Swanage at 13.00 and left at 16.20 some 15 minutes late. For four participants who wished to partake of SR motive power, Bulleid No 34070 "Manston" worked the steam diagram that day and the d.m.u. was on the diesel diagram. T9 No 30120 arrived onto the railway early in July in readiness for the "peak season", it was in light steam on Thursday 14th July when "Royal Scot" No 46115 "Scots Guardsman" arrived into Swanage at 14.12 on a special from London.

As reported above in the main line section, Class 33 No 33207 which was on the rear of the train to haul it back to Southampton was declared unfit to work the train due to an AWS fault. This meant No 46115 had pilot No 33207 on the return working running tender first. Subsequent "reshuffling" to get No 46115 onto the front of the train meant departure from Swanage was some 67 minutes late at 18.02.

On Tuesday 19th July a number of line side fires were started by U Class No 31806, it was hastily withdrawn and the last round trip of the day was worked by the M7 No 30053. Later in the week T9 No 30120 was put to work on the passenger service.

On Monday 25th and Tuesday 26th July the railway was closed between Swanage and Corfe Castle when filming for scenes of a cinema epic about D-Day took place in and around Swanage station. For the duration of the two filming days a "scratch" service utilising the d.m.u. ran between Corfe Castle-Norden and River Frome bridge affording the paying public some degree of service.

For some of the above information I am indebted to :- Michael Dyke, Steve (Reverend) Green, Mark V. Pike and Web sites "Wrgen" and "Real Time Trains".



Nameplate of Meridian power car 60163 Tornado.

Ken Aveyard

Transport Trivia

by Derek Lewer

Question 86

Where is the oldest water powered funicular railway in the UK and when was it opened?

Question 87

Which museum was destroyed by fire in September 2003 with serious damage to many of the exhibits?

Question 88

What came in to land for the Isat time in 2015?

Question 89

Who designed the Morris Minor car and during which period were they built?

Question 90

In 1926 the engineering firm called Babcock and Willcox took over another engineering firm. What was its name?

Answers to Questions 81-85 as published in Corkscrew 92

Answer 81 - Odd one out

The typewriter is the only one that Leonardo Da Vinci did not attempt to invent.

Answer 82 – Vita

Vita first operated as a ferry that ran between Portsmouth Harbour station and Gosport.

Answer 83 – The one millionth Austin

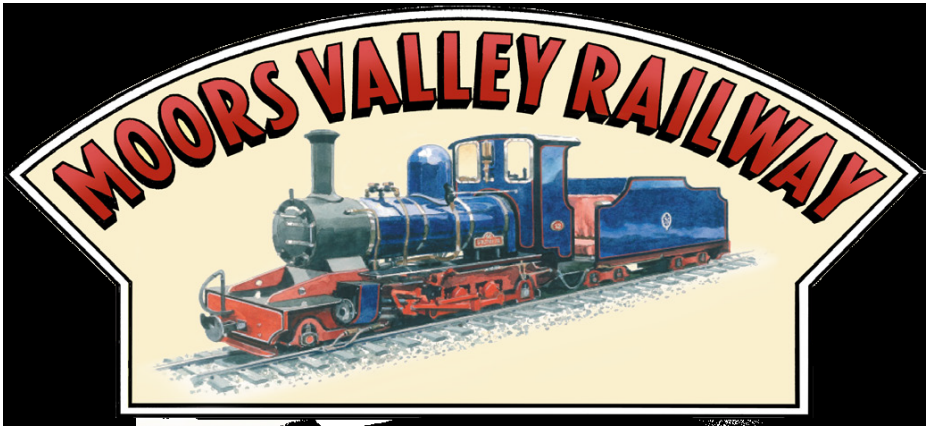
The one millionth Austin can be found in the Heritage Motor Centre at Gaydon in Warwickshire.

Answer 84 – Pot Holes

The early holes in roads were filled in with clay, the same material as used to make pots.

Answer 85 – Jerry Can

The first jerry can was developed by the Germans under the strictest secrecy before hostilities began in 1939. The British first encountered these when Germany invaded Norway in 1940 and nicknamed it the Jerry Can.



30th Anniversary Year Special Events 2016

**Sat 17th & Sun 18th September - 30th Anniversary
Gala**

A busy weekend showcasing the railway with an intensive service, freight trains and visiting engines.

Sun 6th November - Tank Engine Day

The naughty tank engines take over and run the wrong way round



***Southern Railways class 171 unit 171729 at East Croydon station on 8
June 2016.***
Ken Aveyard



Arriva Trains Wales liveried class 143 Pacer unit 143606 seen at Cardiff station on a service to Bargoed on 29 July 2006. Ken Aveyard



Another teaser from the WRS archive. Bulleid rebuilt West Country 34014 passes through Vauxhall Station on 6 June 1964. WRS C864