

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 95

October 2016



***The strange McEwan-Pratt/Baguley 0-4-0PM. The driver has to stand up!
See article on Tracks to the Trenches from page 10. Steve Green***



165136 and 91021 pass at Greenford on 6 September 2016. K Aveyard

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Editorial

I normally don't report on WRS presentations as those who were present know what they saw and those who chose not to be there were presumably not interested in the speaker. I must say though that those of you who weren't able to attend the recent presentation by Freightliner lead driving instructor Geoff Weston missed what was one of the best evenings we have had in a long time, surpassing even the Red Arrows presentation of a few years ago. Martin Catford approached Geoff rather hesitantly following up on the survey where members asked for a speaker from within the industry, but I'm glad he did as Geoff regaled us with his time learning to be a train driver, his subsequent career ending up with Freightliner and his involvement with his favourite loco – the class 66, although he did have some good words to say about 60's and 70's. After the break he went in to more detail about the construction and operation of the 66 and the time flew by until we had to call it a day with barely the surface scratched. If you ever get the chance to see Geoff speak I suggest you take the opportunity, you won't be disappointed.

As I write this in early October, this will be the last Corkscrew before the AGM – I hope to deliver issue 96 at the AGM - so it is time for members to think about the forthcoming Committee elections. There is also the upcoming open day at the club rooms, this year on Friday 30 December which is a chance to present the club to the public and bring in some additional funds. Looking forward to 2017 of course, Wimrail will be held on 18 and 19 March 2017 at Queen Elizabeths School as usual.

Sit back and enjoy Corkscrew 95. Closing date for 96 is 17 November 2016

The cover photo for this issue by Steve Green shows 40hp "open" MR No.596/1917, LR 2317 (*left*) from the Ffestiniog Railway and resident 40hp "protected" MR No.1369/1918, LR 3090 (*right*) standing guard over a 20hp "bent frame" example which has fallen into a "shell hole"! See Tracks to the Trenches from page 10.

NETWORK DAYS.

By Colin Stone.

A recent event in the Railway Enthusiast calendar saw Mr Chris Green in attendance, WRS members may recall Chris Green was “head” of the old London & South Eastern sector of BR which he re-launched as Network South East (NSE) on June 10th 1986. Originally in charge of Scotrail, Mr Green moved south to NSE and eventually to Virgin Trains. It was in that later capacity he brought Virgin Voyager No 220018 to Swanage in September 2002.

Mr Green’s go-ahead attitude saw vast improvement to infrastructure and roiling stock in the NSE area within the financial restraints of the time. Other innovations were the “Network Rail Card” which gave a 34% discount on off peak rail fares within the region and “Network Days”. Thus with that reminder of the inception of NSE 30 years ago I was prompted to “dig out” my note books and check what I did on the first “Network Days”.



47573 The London Standard on display at Liverpool Street 21 June 1986, the first Network Day.
Colin Stone

“Network Days” gave freedom of the whole NSE system on one or two given Saturdays in any one year, my notes reveal the first took place on 21st June 1986 and cost the princely sum of £3. I travelled with my usual group of mates and it appears we weren’t too adventurous on this first outing!!

We journeyed up to Waterloo, en route I “copped” three SR emu’s. Next Kings Cross Midland City station (the now redundant Kings Cross Thameslink) was reached via the tube where a 317 unit took us to St Albans. An 08 No 08943 was “copped” at Cricklewood along with two 317 units and half of a departmental d.m.u. No 977051. We returned to St Pancras and crossed over to Kings Cross for a quick look around before heading to Liverpool Street. A trip to Colchester and return ensued behind Class 86’s, followed by a quick look in at Victoria station before a return to Kings Cross and a trip out to view Bounds Green depot. Our return to Poole was via Paddington to Reading, then a Class 50 No 50045 to Oxford, back to Reading before 47191 got us back home at 22.41. I copped 63 that day plus a piece of 50045’s brake block in my eye necessitating a visit to Westbourne Eye Hospital on Monday morning to get it removed !! I was window hanging near Didcot to view the depot and yard when heavy braking took place and a minute piece of metal got me !!

The next outing was on the 13th September 1986 “Network Day”, Oh calamity the cost of the day had risen to £4!! What if we could have a day out at that price 30 years later ?? Again we weren’t that adventurous with choice of route, my day started with the 06.33 ex Poole Inter Regional service behind 47448 which we took as far as Banbury. On arrival in Banbury we joined a 4 car d.m.u for a leisurely run through the Chilterns Hills to Marylebone passing A4 “Sir Nigel Gresley” en-route. From St Pancras a trip out and back past Cricklewood depot was had before crossing the road to Kings Cross station and boarding a train to Cambridge. After an hour at Cambridge we returned to London via the route into Liverpool Street. Our return to Poole was behind a Class 50 No 50027 from Waterloo to Basingstoke and an Inter Regional train with Class No 47646 back home, arriving at 22.41.

However by the third “Network Day” of 11th April 1987 I had set to with the time table and we sallied forth for our most ambitious trip to date. Leaving on the 06.33 Inter Regional Service behind No 47624 we “bailed out” at Southampton Parkway, where a following e.m.u. took us the short hop to Eastleigh. From there a Hampshire unit No 205029 (this unit was involved in the fatal Cowden crash in 1994) ran us down to Fratton. We had around 20 minutes here before we boarded a 4Cig unit which took us along the coast to Brighton. A Class 47 No 47566 was power for our Cross Country train north through Three Bridges, East Croydon, Clapham and Willesden Junction where we joined the West Coast Main line. My notes show we saw Class 81’s, 82’s, 85’s (85026 copped) and 86’s electric locomotives en-route to Milton Keynes where we got off.

We now replaced our steps a short distance south to Bletchley, where 08629, 08704, 08789 and 86425 were copped before we caught the d.m.u. service across the rural route to Bedford.

After a short wait, an HST with power cars 43064+43116 as motive power sped us down to St Pancras. Across the road at Kings Cross, I copped power car No 43076 as we set off for Hitchin, we alighted here and caught a train via the Hertford loop back south to Bowes Park. A short walk to Alexandra Palace allowed us a look in at Bounds Green depot, thence from "Ally Pally" a 313 unit took us down the Moorgate line as far as Highbury and Islington. From there a quick transfer by foot to the North London line saw a 2EPB unit, No 6318 take us to Stratford. Next came the short run into Liverpool Street on a 315 e.m.u. and a Circle Line train to Paddington, for a train to Reading where prototype d.m.u. No 210002 was seen heading for Newbury, finally "Generator" Class 47 No 47410 on an Inter Regional service brought us home to Poole with a 22.43 arrival.

On Saturday 24th October 1987 the "Ian Allan" group sponsored a "Network Day" so once again our little group took advantage of the cheap fare. We set out for Waterloo, but by way of a contrast we used the 06.33 Inter Regional train (47431) to Basingstoke and then had Class 73 No 73104 and two TC's into London. A short walk to Waterloo East and a train into Charing Cross saw us board a train to Dover along the usual route via Tonbridge and Ashford. Arrival past the now long defunct yard at Dover Marine saw me cop No 09019 which was shunting with sister No 09023. Also in the yard was No 73106 and No 47289. After a short wait Class 47 No 47518 arrived from the North of England and terminated, some 30 minutes later it left heading back north. On board this train we now enjoyed a pleasant relaxing ride via Canterbury, Faversham, Gillingham, Chatham, Swanley, Bromley South, Kensington Olympia, Willesden to Watford. An 86 took us back into Euston for a half hour of spotting before our return journey from Paddington to Reading (50022), No 47611 then headed us back to Poole for a 22.40 arrival.

"Network Day" 1988 was on 16th April and was spent mostly "bashing" around London although we did venture down to Tonbridge and across to Redhill in the morning. Whilst in the afternoon we travelled from Fenchurch Street to Southend, walked across town to Southend Victoria, rode back to Stratford then via the North London line to Willesden. A Waterloo – Weymouth service took us home.

Another "Network Day" on 20th August 1988 was sponsored by the "Railway Book Club", members were allowed the freedom of NSE with one guest. Former work mate and fellow enthusiast Rhys Abbott offered me the other ticket in exchange for planning the day!! The day went as follows :- Train 1/. Poole-Waterloo (Which was in part a reformed Rep unit No 2007) Train 2/. Waterloo East-Tonbridge-Ashford-Dover. 3/. Dover-Ramsgate. 4/. Ramsgate-Margate-Whitstable-Faversham-Gillingham. 5/. Gillingham – Strood - Hoo J'cn - Slade Green - Woolwich Arsenal .. Walk to Woolwich Ferry.. Ferry across the Thames. Train 6/. North Woolwich-Stratford.

7/. Stratford-Willesden after which we then “bashed around” London visiting St Pancras, Kings Cross, Hornsey, Bounds Green, and back to Kings Cross. To end the day we used Thameslink service to London Bridge, a train Waterloo East, and finally Waterloo to Poole.

The year 1988 was to feature a 3rd “Network Day” when once again the Ian Allan group sponsored a day, it took place on October 1st. Poole to Reading started this excursion with Class 47 No 47660 on an Inter Regional train, next a Brighton bound Inter Regional with No 47662 took us from Reading to Kensington Olympia.



56072 passing Kensington Olympia with an empty stone train 1st October 1988.
Colin Stone

A short wait ensued giving time to photograph a passing stone train worked by No 56072, before we boarded a north bound Inter Regional service behind No 47517. This loco' took us the short distance to Willesden where an engine change took place opposite Willesden depot. We then ran north to Milton Keynes behind No 85036 before changing trains to head back to Bletchley. We got a surprise here in the shape of “our own” Push-Pull Class 33's No's 33111 and 33114.

It appears from my notes we were at Bletchley for some time, I suspect almost an hour awaiting the usual rag bag of d.m.u.'s which ran us across to Bedford for our next train a 319 unit which would take us down to Gatwick Airport without a change. WR d.m.u.'s took us from Gatwick via Redhill and Guildford to Reading from where the last southbound Inter Regional of the day with No 47591 brought us home to Poole.



Bletchley ... d.m.u.'s Class 108 No 53599+ Class 104 No 59206+Class 115 No 59735 + Class 108 No 51572 form the 12.45 Bletchley-Bedford. 1 September 1988.
Colin Stone

To end this tale I will describe the 1989 "Network Day" which took place on 10th June 1989. Once again a Class 47 started the proceedings when No 47527 took us to Southampton, a change of train took us to Portsmouth Harbour before we took train number three of the day to Brighton. From Brighton we used a Thameslink service for a run up to London Bridge, after half an hour spotting there, we headed into Charing Cross. A quick number "grab" saw us board a 4Vep e.m.u. for a run down across Kent to Folkestone Central where we detrained.

Our next train started from here at about 15.30, this was another Inter Regional train which arrived from the Ashford direction and terminated at Folkestone. It sat in the station just long enough for passengers to alight and others to board before it set off again heading for Dover. Class 47 No 47471 arrived and departed as scheduled and we passed Dover Maritime yard which held 09011, 09024 (ex Hamworthy Goods Shunter), 33203, 33205 (both used to shunt wagons on train ferry ships), 47229 and 47371.

After Dover our route was via Faversham, Sittingbourne, Gillingham, Bromley South, Beckenham, Dulwich, Kensington Olympia and the Western mainline to Reading. From there another Class 47 No 47478 headed us back to Poole for the customary arrival at 22.40.

Throughout this tale I have written “we” or “us” as invariably I travelled with a small band of regulars who used to meet at Baiter on summer Saturday afternoons (See “The Corkscrew” issue). Usually the happy band of travellers consisted of between five or seven in number. As I write these notes some 30 years on from that first “Network Day”, it is sobering to think that just three of that group of seven regulars are still with us.

Just what would our late departed mates make of today’s railway ? Network South East disappeared in 1994, also gone are a majority of the numerous yards and depots we planned on passing. No longer do Inter Regional trains run to such places as Brighton, Dover, Folkestone, or indeed to Poole. What would the lads make of the dreadful Voyager “Vomit Comets” which now purport to be passenger transport on the Inter Regional (Cross Country) services that remain. Most of the locomotives, e.m.u.’s, d.m.u.’s we travelled behind or on are long gone.

Finally would a present day “Network Day” be as much fun as it was back then ? I think not ? Travel on any train nowadays and you are invariably passing down an avenue of trees with restricted views. Add in the anti social behaviour of a lot of passengers, plus the inevitable noisy, uncontrollable little s***s that pass as children these days. Sadly the conclusion is that rail travel is not as enjoyable as it once was.



HC 1238/1916 outside the Aurora North shed. See article from page 10

T2TT2.

By Steve Green.

Having paid a slightly rushed visit to the original T2TT back during September 2014, when I realised that this event coincided with my “long weekend”, this years dates, 13-15th May, were penned in the diary and over-night accommodation booked.

You may be wondering what T2TT and T2TT2 stand for!?

It's the abbreviation for 'Tracks To The Trenches', parts 1 and 2, the first event commemorating the centenary of the start of World War One.

Unfortunately I could only attend on the Sunday, so a hotel was booked for the Sunday night to save having to drive up and back in one day. In case you are wondering where I went, this event was being held once again by the Moseley Railway Trust (MRT), at their base in the Apedale Valley Country Park, Newcastle-under-Lyme. 2016 marks the 100th anniversary of the Battle of the Somme, and Track To The Trenches 2 was organised to commemorate this. As with 18 months previously, several visiting 2ft narrow gauge WW1 locos were gathered together again, as well as many other displays and re-enactments.

As some of you may recall, I have, in past issues of “The Bottle Opener”, waxed lyrical about such locos, and this is no exception, sorry!

The American-built Baldwin 4-6-0Ts (covered in Issue 46, August 2008 and Issue 69, June 2012) were once again represented by No.44656/1917, WDLR No.778 visiting from Leighton Buzzard. Having been withdrawn for overhaul shortly after the original event, her works visit was completed in double-quick time. She stayed on the main running line of the Apedale Valley Light Railway, currently approx. ¼ mile in length but with planned extensions, hauling the passenger set and demonstration freight trains.

The Hudson 'G' class 0-6-0WTs were looked at in Issue 68, April 2012, but now I have a photo of one! Mention was made of one of these locos which at the time had recently returned to this country from Ghana. Restoration of this loco (Hudswell Clarke No.1238/1916) was completed during 2014, her usual MRT/AVLR number '9' being substituted for '104', one of the numbers carried by the original batch of locos built for the War Department Light Railways.

Visiting for the event from the Statfold Barn Railway was her younger sister, HC No. 1643/1930, 'G.P.39'. The photo in Issue 68 depicted her in Penrhyn/Bressingham guise as BRONLLWYD, but she was un-rebuilt to original condition during the latter half of 2010.



The photo depicts the 'twins' lined up for photographs at Apedale station.



The FR's MOELWYN in her U.S. Army grey livery.

Also in Issue 69 I looked at American-built WW1 locos in general, including the Baldwin 0-4-0PMs, or Gas Mechanicals as they were known.

Visiting from the Ffestiniog Railway was their re-built loco, No.11 MOELWYN, now a 2-4-0DM, which had surprisingly been repainted into pseudo U.S. Army grey livery, carrying the number '7011'. She looked very smart, but her FR wheel profiles prevented her from being used on the 'field railway', so she was displayed outside the Aurora North shed building, which housed a model railway exhibition featuring World War One-inspired layouts. However, it was the first loco I spotted on walking into the site, a former colliery, which caught my eye. If you squinted you could almost tell what it is, or was once upon a time!



Towards the end of the day I got talking to one of the organisers and he said it was what I thought it was! (If you're still with me!?) The photographed loco is indeed a WW1 Baldwin Gas Mechanical, only it had been re-built to standard gauge, amongst other modifications. It had only arrived on 6th May, and was discovered in a scrapyards in Collombey-Muraz, Switzerland of all places! It is very much a restoration project however, and re-conversion back to original condition and 2ft gauge is planned, with hopefully a re-launch during 2018, in time for T2TT3!

There are 13 Gas Mechanicals known to still exist across Europe, with nine of them in France, five of which have positive identifications, whilst one is in Germany and another standard gauge conversion in Switzerland, all in various states of preservation.

One of the reasons for attending T2TT2 was the visit of one of the next type of loco, as described in Issue 72, December 2012.

I had been to Apedale before to photo resident Kerr Stuart 'Joffre' 0-6-0WT No.3014/1916, but it was older sister, Works No.2405/1915, which was the focal point, visiting from the West Lancs Light Railway, near Preston. She has been painted in "works" livery of lined light grey and named JOFFRE after the French General whose surname gave the locos their nickname. The pair double-headed the last passenger train of the day and it was interesting to compare the different liveries and other detail differences.



These two locos also worked the demonstration freight trains onto the 'field railway' for onward journey to the "front line", hauled by the Simplex petrol locos. (Above)

In Issue 74, April 2013, I briefly made mention of some petrol locos, including the bizarre looking 10hp McEwan-Pratt/Baguley 0-4-0PM. Making brief runs only this year was Works No.760/1918, WDLR No.297, from the Welsh Highland Heritage Railway. Intended to work close to the front lines, unfortunately it was discovered that when worked hard, the exhausts would glow red hot, making them ideal targets for zee Germans! (see page 2)

Unsurprisingly they were re-allocated less onerous tasks, such as on lightly laid lines serving the many tree felling areas, well away from enemy fire.

The Motor Rail 'Simplex' petrol locos played a vital role during WW1, and the same can be said at T2TT2. Various scenarios were played out on the 'field railway' using a number of the Simplexes on site, and visiting from other lines.



20hp Simplexes LR 2573 and “shell hole” victim LR 2638

The cover photo for this issue shows 40hp “open” MR No.596/1917, LR 2317 (*Note A*)(left) from the Ffestiniog Railway and resident 40hp “protected” MR No.1369/1918, LR 3090 (*Note B*)(right) standing guard over a 20hp “bent frame” example which has fallen into a “shell hole”! This post-war built loco (LR 2638) performed this same role 18 months ago; not sure if it has stayed there all this time though!

Note A: This loco actually carries the following plates; MR No.507/1917, LR 2228 and was named MARY ANN for a while on the FR.

Note B: This loco featured in the Channel 4 show “Salvage Squad” back during 2002.

For fairly obvious reasons these engines are nicknamed “Tin Turtles”!

Representing the enemy was No.50 “Delta”. This 0-4-0DM, built by Deutz, Works No.10050/1931, was actually delivered new to a sewage works in Dartford! The single-cylinder engine is water cooled, but the driver seemed to be un-moved by the large amount of steam emanating from the top of the bonnet! Note the very large fly-wheel, and “clag”. See picture opposite.

Unfortunately one loco to not feature this year was the Hunslet 4-6-0T, Works No.1215/1916, WDLR 303, as described back in Issue 54, December 2009 & Issue 57, June 2010. I was privileged to be able to attend the “works open day” at her top secret restoration base ‘oop north’ towards the end of last year to check on progress.

The announcement was made there and then, despite the new boiler arriving from Israel Newton's by special delivery on the back of a lorry for us to inspect, that restoration would not be finished in time.

Delays with the boiler itself and more work required on the loco generally to repair years of hard work and latterly neglect in Australia, meant that the May 2016 deadline was just not feasible. Without wanting to rush anything, a launch date later next year (2016) would be far more realistic.

Fingers crossed this will still be the case, as at the time of writing June 2016, the loco is coming together nicely now, and she should be in steam for her 100th birthday. One thing is for sure, she will definitely be at T2TT3!

Tracks To The Trenches is not just about railways, but all aspects of WW1 "life". The cavalry were in attendance, there was a field kitchen and hospital, a 'gas attack' and trench battles with the enemy, armoured vehicles on display and a Foden steam lorry to name but a few of the attractions, turning the former colliery into a pretty good War zone.

In 2014, the "Lest we Forget" tank was also in attendance and that alone is an impressive sight and sound! I would recommend looking out for the event in 2018, even if you have just the remotest interest in anything military-related.



The Deutz loco. Note the very large fly-wheel, and "clag".

“Boys Day Out”

WRS Members Rail Trip Tuesday 12 July 2016

by Brian House

I, with four other Club members, Bernie Luther, Richard Banks, Chris Aston and Mike Ranger, took a “Boys’ Day Out” to visit Birmingham to see and ride the new Trams and then travel to Nuneaton for some freight spotting. We started out on a dull and damp day at 7-00am with Richard picking up Bernie and me at Ferndown, having collected Chris and Mike along the way. It was a good car journey to Didcot (plenty of time for a good natter), arriving at the station car park at around 8-40am. It was a short walk to the station where we purchased return tickets to Leamington Spa (via Oxford) and a West Midlands Day Ranger for onward travel to Banbury, Birmingham and Nuneaton.

As our train from Didcot Parkway to Oxford wasn’t until 9-28am we had time for a coffee break and some train spotting. Departure from Didcot Parkway was on time in a 6-car unit 165 107&104 arriving Oxford at 9-48am. From Oxford we had a 20-minute journey to Banbury travelling aboard a Cross Country Voyager. We planned to have class 68 haulage to Birmingham, so this meant waiting for a Chiltern Railways loco-hauled passenger train. At 11-07am we departed Banbury platform 2 aboard the Chiltern Railways train, behind class 68 locomotive 68014. We had a very comfortable journey to Birmingham Moor Street, arriving in the rain at 11-50am.



In spite of the wet and dull weather we managed to take good photographs of 68014 in Moor Street, so much easier with digital cameras.



Leaving Moor Street station we walked the short journey, via the Bullring Shopping Centre, to Birmingham New Street. Approaching the now refurbished station with its stainless steel clad exterior acting like large mirrors, I noticed that our group was reflected in this cladding as we walked towards the station, and then past the station into Grand Central where we took tram 19 to the end of the line at Wolverhampton St Georges. We spent a short time here photographing the trams before going along to Wolverhampton station for a Bournemouth - bound Cross Country Voyager back to Birmingham New Street.

At New Street we caught the 1-25pm Cross Country Turbostar 170115 to Nuneaton, where we spent our time spotting and photographing units, Pendolinos and freight locos. Towards the end of our visit we were lucky enough to see the all-yellow HST Test Train 43013 & 43014 but unlucky in missing the double-headed 86s on a freight liner train. As it happened we had just boarded the London Midland Bubble Car, 153366, when the 86s went through the station. Leaving Nuneaton at 5-14pm for the 25-minute journey to Coventry we caught a Crosscountry Voyager to Oxford and from there at Banbury station we saw the "Royal Scotsman" tour train top and tailed by its two dedicated locomotives 66743 and 66746, the whole rake and locomotives in midland maroon livery.

On arriving at Oxford we went on a GWR 165 unit, in very dark green livery, to Didcot Parkway from where we journeyed home, arriving in Ferndown at 9-30pm after an enjoyable "Boys' Day Out"..



HST Test train with 43013 and 43014 passing Nuneaton. Brian House



7008 passing Didcot Station.

Brian House

Freight Locomotives logged by Mike Ranger

66553, 66055, 70008, 68008, 66622, 66131, 70004, 66134, 66772, 66059, 66729, 66566, 66058, 66021, 66509, 66161, 66571, 66594, 70009, 66717, 66103, 66565, 66156, 66076, 66093, 66755.

RAILWAYS ROUNDABOUT

JULY :- A rail drop train ran from Eastleigh to Dorchester South on the night of Thursday 27th July. It passed Poole close to midnight with Class 66 No 66144 leading and No 66128 on the rear, after reversal in Dorchester the pair worked back and dropped the rails close to Holton Heath before returning to Eastleigh in the early hours of the 28th.

AUGUST :- The 1st of the month saw a test train run from Woking to Eastleigh via Weymouth. It was worked "top and tail" by two Class 73's No's 73961 and 73962. Poole was passed at 21.00 in the down direction and at around 22.20/22.30 on their return. These two engines, formerly No's 73209/73120/E6026 and 73204/73125/E6032 respectively became the first of the Class to visit Dorset in their new guise (as 73/9's) fitted with higher horse power diesel engines.

"The Dorset Coast Express" (DCE) due to run on the 3rd was cancelled, thus it was to be the Wednesday 10th before the next so called "steam hauled" excursion ran to Weymouth. Headed by "Jubilee" No 45699 "Galatea", the train was pushed down through Poole at 13.05 and hauled back in the up direction at 17.25 by Class 33 No 33207. On the same day, two Class 37's No's 37254+37219 "top and tailed" a test train into and out of Weymouth via Yeovil and Maiden Newton.

The following week on Tuesday 16th one of the above noted 37's, No 37254, plus DVT No 9714 worked a two coach test train from Eastleigh to Weymouth through Poole at 22.45, they returned in the early hours of the 17th heading for Hither Green. During daylight hours of Wednesday 17th "Jubilee" No 45699 "Galatea" with Class 33 No 33207 on the rear again worked the DCE to Weymouth at the same times as above.

Then for the final time in 2016 the same pair once again worked the DCE, passing Poole at 13.15, No 45699 was at the leading end as the pair headed for Weymouth. Again, as before, on the return through Poole at 17.20, No 33207 was working the train with "Galatea" tagged on the rear.

On Bank Holiday Monday (29th) Poole was the destination of a pair of "Wessex Electric" Class 442 e.m.u.'s, No's 2415+2418 arrived into town at 11.40. Returning to their "old stamping ground" the pair were working a charity special, they arrived some 22 minutes early having travelled down from Waterloo via Guildford and Havant. After arrival the pair went to Branksome depot to be serviced. Returning to Poole at 15.05, the pair of 442's ran into Platform 1, collected their passengers and departed for London at 15.35. Apart from being bedecked in Gatwick Express livery, the pair looked at home for a few short minutes. As the units are being withdrawn from front line service after 28 years, it is highly likely it will be the last time that "Wessex" units will visit Dorset.

Later the same day two re-furbished Class 73's No's 73963 (73123)+73961 (73120) "top and tailed" a Derby-Weymouth-Eastleigh test train. As they were following a service train the pair were held at signals in the down platform at Poole for 15 minutes from 20.50 until 21.05, the pair returned going up at around 22.30.

SEPTEMBER :- Thursday 8th September was the first day of GBRf's 4 day Charity tour in celebration of 15 years of the company. The first leg of the tour ran from Victoria to Swanage, passing Poole at 14.05 the train was headed by two Class 73's No's 73128+73213. On the rear of the train were two Class 20's, No's 20118+20132, both looked immaculate in Railfreight Grey livery. This pair returned the train through Poole at 16.55, heading for London Kings Cross via Salisbury and Reading.

On Saturday 24th two more 73's No's 73109+73107 worked a UK Rail Tours special from Tonbridge to Swanage they passed Poole at 12.07 and 18.15 going down and up respectively.

The now, seemingly regular, Derby-Weymouth-Eastleigh test train ran on Monday 26th, it passed Poole at 21.07 with Class 37 No 37219 leading and sister No 37175 on the rear. The pair returned up at 22.40 with the characteristic English Electric roar from No 37175 echoing over the town as it climbed Parkstone bank.

To end this "Railways Roundabout" it is my pleasure to report that Poole had its first ever visit of an LMS 4-6-2 "Princess Royal" class locomotive when No 46201 "Princess Elizabeth" worked through. "Lizzie" ran down at 13.00 on Wednesday 28th en-route to Swanage. On the rear was Class 47 No 47580 which hauled the train back through Poole at 18.13 with 46201 attached on the rear. (See picture opposite)

GOOD NEWS CORNER :- Finally after two years without any freight trains running in the County of Dorset it would appear that situation is about to be reversed. In all probability aggregate traffic looks set to return, this should be Mendip Stone deliveries to Hamworthy ?

Four years after the last stone train ran behind No 59101 on Thursday 26th July 2102, November 2016 "should" see these trains return. If so it will be a welcome return of traffic to the Hamworthy Goods branch. There is also a very strong possibility that another "very limited" freight flow could resume running in Dorset in 2017, more on this in due course when more is known for sure.

SWANAGE RAILWAY (SR) :- During the high peak holiday season the three "active" home fleet steam locomotives (30053,31806 and 34070) worked turn and turn about with on loan T9 No 30120. On the diesel front Class 33 No 33012 was turned out for the Swanage Carnival week "firework specials".



46201 passes Harmans Cross on 28 September 2016. Colin Stone

This two train service which runs until 23.00 (the other is d.m.u. worked) it provides a late night means for visitors to travel to/from Swanage without getting caught up in a traffic exodus at the end of the firework display.

On Friday 18th August the engine only portion of U Class 2-6-0 No 31625 was propelled from Corfe Castle yard to Norden where it was placed on a low loader for transport to "The Great Dorset Steam Fair". It was to be used as "dead load" for the traction engine heavy haul display and as a mobile advert for the "Swanage Mogul Fund". No 31625 returned to the railway soon after the Steam Fair ended.

One in One out, following its period in use on the SR during the peak season the T9 No 30120 departed by road on Wednesday 7th September to its base at the Bodmin & Wenford Railway. It would be nice to think we would see her graceful lines in Dorset again in the not too distant, but alas, personally I think not.

As mentioned in main line notes, GBRf's 4 day Charity Tour arrived at 14.45 onto the railway on September 8th September double headed by Class 73's 73128+73213. On the rear of the train were two Class 20's No's 20118 and 20132, this pair double headed the tour away from Swanage at 16.05, heading for London, Kings Cross, surely a first through train to that London Terminus ?

Swanage was host to two more Class 73's when No's 73109+73107 double headed a UK Rail Tours special from Tonbridge, the pair arrived at 13.00 and departed at 17.25. For the tour participants the SR ran extra trains worked by Class 33's No's 33012 and 33201, while Class U No 31806 worked the regular service train. Tuesday 27th saw Pullman Observation Car No 14 returned to the railway after being "Straightened out" at Ramparts Ltd, Derby. The work was necessary following a "rough shunt" in 2015, Class 33 No 33012 hauled it from Norden to Swanage.

A first for the railway was the visit of ex LMS Pacific No 46201 "Princess Elizabeth" which arrived at 14.00 at the head of a "Cathedrals Express" charter from London. On the rear was Class 47 No 47580 "County of Essex". As is normal for incoming steam hauled specials the 47 hauled the train away from Swanage, departing at 17.20 for the first part of the return journey to London.

"NOSH" NEWS :- Just as an aside the Birds Nest Buffet at Swanage Station now serve a superb breakfast (2 x Sausage, 2 x Bacon, 2 x Hash Browns, Egg, Baked Beans, 2 x Toast and Tea or Coffee ... Price £5.95) Sadly there is a downside **Don't buy it IF you are in a hurry !!** On a quiet day it took 30 minutes from placing the order to it arriving on the table. But I still enjoyed it !!

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



30th Anniversary Year Special Events 2016

Sun 6th November - Tank Engine Day

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

Transport Trivia

by Derek Lewer

Question 91

On 6th February 1964 a transport agreement between the UK and France was made. What was agreed.

Question 92

In 1977 BR remodelled a station platform which became the longest in the UK. Where was this?

Question 93

Why did BR undertake the work mentioned in question 92.

Question 94

How long was that platform after the remodelling as mentioned in question 92

Question 95

In March 1936 what was seen for the first time.

Answers to Questions 86-90 as published in Corkscrew 94

Answer 86 – Water powered funicular

The Lynton and Lynmouth Cliff Railway in North Devon was opened in April 1890.

Answer 87 – Museum destroyed by fire

The National Motorcycle Museum which reopened on 1 December 2004 less than eighteen months later.

Answer 88 – Landing for the last time

The only flying Avro Vulcn aircraft known as “Delta Lady”

Answer 89 – Morris Minor

The Morris Minor car was designed by Sir Alec Issigonis and was built between 1948 and 1971.

Answer 90 – Babcock and Wilcox

In 1926 Babcock and Willcox took over Clayton and Shuttleworth



Northern Rail liveried class 142 Pacer unit 142026 seen at York on 13 September 2016 about to work the 1307 Leeds via Harrogate. K Aveyard



Central line unit 91333 heading north at Greenford on 6 September 2016 with the GWR branch line coming up on the left. Ken Aveyard