

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



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Class 20's No's 20059+20188, restart from a signal check at Harmans Cross on 5th May 2017 during the Swanage diesel gala. Colin Stone



7714 taking on water at Kidderminster, SVR. See article from page 12. Steve Green

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Editorial

With a journal like The Corkscrew it is quite difficult to be topical given the bi-monthly production schedule. Since completing this issue and before writing the editorial which is usually the last thing I do two important announcements were made relevant to our neck of the woods. The first was the commencement of regular services between Swanage and Wareham of which more in a future issue, and the second the announcement of an order for 90 trains or 750 carriages of Bombardier Aventra stock to replace the 455, 456, 458 and 707 trains on the suburban network. These are essentially the same as the Crossrail units with a redesigned front. Image from First press release.



Sit back and enjoy Corkscrew 99. Closing date for 100 is 20 July 2017
Cover picture :- King Arthur 30456 by Alan Trickett. See article from page 9.

Kings, Castles and Warships

By Alan Swinburne

A visit to Paddington in 1961 still gave the general feeling of a steam-dominated station with some diesels occasionally seen but in a definite minority. This was reflected by the motive power to be found on the front of most trains. I hope it might be of interest to recount what you might expect to enjoy behind Western steam haulage in everyday steam in those days. The speeds quoted may seem quite low by modern standards but 75mph behind steam in the rolling stock of those days seemed much faster (and was more exciting!) than 100mph on a modern air-conditioned electric train.



6021 King Richard II at Exeter on 21 July 1958

WRS AC31

My first trip in Spring 1961 was with my father on the 11.10 Birmingham express which was allowed 101 minutes to the first stop at Leamington Spa. No.6021 'King Richard II' headed a long train of 13 coaches and we set off punctually. Unfortunately our journey was plagued with four severe 20mph PW slacks at Denham, Princes Risborough, Fenny Compton and Southam Road (just before Leamington). We also had a 20 mph signal check at Haddenham. Our best running was 70mph just before the normal restriction through High Wycombe, 65 mph near Bicester and a final 75mph burst just before the Leamington stop. We made a good start up Hatton bank after the Leamington stop and reached 42mph at the top. This was followed by another 70mph burst near Solihull before a final brisk run into Birmingham Snow Hill station about 11 minutes late.

The return from Birmingham on the 6.00pm semi-fast was behind No.6025 'King Henry III' again with a 13coach load. This train stopped at Leamington Spa, Banbury, Bicester and High Wycombe and was allowed a net running time of 142 minutes overall. Our departure was 3 minutes late but we ran briskly to Leamington in just over 24 minutes for the 23.3 miles. This included a best top speed of 72 mph at Lapworth. As far as High Wycombe between the various stops the highest speed reached was 65mph at Aynho Park and 60mph before a severe 20mph PW slack at Princes Risborough. We were still 3 minutes late leaving High Wycombe but reached 75mph on the favourable gradients near Denham Golf Club and managed another 70mph through Greenford. This meant we cut nearly 4 minutes off the 37 minute schedule from High Wycombe to reach Paddington a minute early!

In contrast to the heavily graded Birmingham line, a few weeks later we travelled down to Reading from Paddington on the 11.15 express, allowed 40 minutes start to stop for the 36 miles that are almost completely level. The train was just eight coaches and we found 'Castle' class No.5082 'Swordfish' on the front. I think this was an engine put into service about 1946 fitted with a 3-row superheater. We left on time but made a very slow start out of Paddington as far as Acton (which took over 9 minutes) because of adverse signals. The line then cleared and we then worked steadily up to reach 70mph at Burnham and again just after Twyford so that we arrived in Reading exactly on time. After an enjoyable three hours having some lunch, walking in the fields by the Thames and steam watching back at the station, we decided to return on the 3.10pm train, also allowed 40 minutes for the easy 36 miles trip.

The 3.10 train arrived 7 minutes late behind 'Warship' diesel D803 'Albion' again with an eight coach train. My first trip behind a Warship diesel turned out very well as we made a fast start to 75mph in passing Twyford and went up to 79mph at Maidenhead. After easing slightly to 75mph again at Slough our best top speed was 83mph through Langley and 82mph at Hayes. In those days there was a 25mph slack at Westbourne Park just before Paddington and this was reached in just over 30 minutes for almost 35 miles from Reading. A clear run into Paddington reached in 33 and a half minutes meant we were near enough on time after a very good journey. This performance was certainly as good as a Castle class on above average form hauling a similar load.

In 1961 it turned out to be fortuitous that our family Summer holiday in August was to Great Malvern. As well as being a nice area to stay, this was the part of the Western Region that stayed steam the longest and in 1961 that was almost completely the case.

Our journey there was on the 2.45 pm from Paddington which consisted of 11 coaches and our engine was No.7001 'Sir James Milne' of the Castle class.



7001 Sir James Milne at Exeter on 21 July 1958.

WRS AC35

This was another loco from the 1946 built batch. Our first stop was Oxford and we reached 67mph at Slough, suffered a 25mph signal check at Reading and reached 68mph at Cholsey just before slowing for the turn off at Didcot. Another signal stop delayed us leaving Oxford and we were 5 minutes down by the next stop at Kingham. Afterwards, though further station stops were made at Moreton-in-Marsh and Evesham, brisk running at 75mph down Chipping Camden bank to Honeybourne and a final 67mph maximum after Pershore brought us into Worcester Shrub Hill station almost exactly on time.

Whilst staying at Great Malvern we used the trains quite a lot to visit different places and I kept a record of some of the motive power hauling the trains we used. To give some examples of the variety available:

- 1) Modified Hall No.7928 'Wolf Hall' 10.27 Malvern to Worcester.
- 2) Castle No.7007 'Great Western' 10.55 Worcester to Evesham
- 3) Castle No.7011 'Banbury Castle' 10.55 Worcester to Evesham
- 4) Modified Hall No.6974 'Bryngwyn Hall' 12.27 Great Malvern to Worcester
- 5) 49xx Hall No.6947 'Helmingham Hall' 9.35 Great Malvern to Hereford
- 6) Castle No.5056 'Earl of Powis' 3.50pm Hereford to Great Malvern
- 7) 5100 class Prairie tank No.4124 5.50pm Hereford to Great Malvern and again on the 10.27 Great Malvern to Worcester
- 8) Grange No.6847 'Tidmarsh Grange' 12.27 Great Malvern to Worcester
- 9) 2251 class 0-6-0 (tender) No.2245 on 10.45 Hereford to Ross-on-Wye
- 10) 5100 class Prairie tank No.4115 5.0pm Ross-on-Wye to Hereford

Additionally we travelled back from Worcester to Malvern on an ex-GWR 'Banana' style diesel railcar made up of two units. I did not note their numbers but they were in the range W5W to W38W of which there were up to about 24 units in total.

I did not keep logs of the local holiday journeys, but between Malvern and Hereford a Hall or a Castle pulling a typical four coaches could travel very smartly between stations! Rapid acceleration to about 60mph + was quite usual.

The journey back to Paddington started at 12.27 from Great Malvern with 'Tidmarsh Grange' pulling four coaches to Worcester (as noted above) and we were added onto the rest of the train at Worcester. This made a total of 9 coaches headed by No.7002 'Devizes Castle', another engine from the 1946 batch. A punctual departure was made and we worked up to 75mph through Fladbury before a 20mph PW slack meant a slow approach to the first stop at Evesham. A signal check at Honeybourne slowed us to 30mph at the foot of the 1 in 100 four mile climb of Chipping Camden bank and we went up at about 38mph. Onto Oxford, 60mph was reached at Blockley before stopping at Moreton-in-Marsh and steady brisk running at 60-65mph brought us into Oxford two minutes early. Onto Paddington we made steady progress most of the way at just over 60mph, but a severe 20mph signal check at Reading made our final arrival in Paddington about three minutes late. The top speed reached was 68mph at Culham, soon after leaving Oxford. I am sure faster running would have been achieved with a clearer path but this was a Summer Saturday with extra trains running.

The last excursion from Paddington made in 1961 was a visit to Oxford for the day travelling down on the 10.45 Worcester/Hereford train which was allowed 69 minutes non-stop to Oxford. The engine was another Castle class No.7010 'Avondale Castle' and was also another engine from the 1946 batch. The train consisted of 10 coaches. Unusually we had a journey completely free of signal or PW checks and after working up to 60mph by Southall the engine was allowed to cruise steadily at 60-65mph all the way to Didcot junction. The first 53 miles were thus uneventfully covered in 55 minutes. On the Oxford line a further 55mph was enough to give a punctual arrival at Oxford where we alighted to spend an interesting day in the University town.

In 1961 the 5.35pm departure from Oxford was only allowed 60 minutes to reach Paddington (a distance of 63.5 miles) and was for a time the fastest steam hauled train on the network. The train started at Oxford and the loading was a light 6 coaches with Castle class haulage normally specified. For our return, Castle No.7036 'Taunton Castle' in very clean condition awaited departure. The run back was well up to expectations as we reached 77mph by Appleford before slowing to 45 mph for Didcot junction to join the main line.

Another 76mph was reached by Tilehurst before easing to 70mph for Reading. After Reading, 'Taunton Castle' was then opened up to 82mph through Maidenhead and sustained speeds of 75-80mph all the way to Southall; after Southall the engine was gradually eased back, slowing to 72mph by Ealing. We then reduced speed to 30mph for the Westbourne Park permanent restriction before coming to a stand for signals at Royal Oak, half a mile from Paddington. We had covered 63 miles in less than 56 and a half minutes start to stop! A final run into the platform at Paddington brought us into the station a minute early.



6906 Chicheley Hall at Oxford 27 July 1960

WRS C197

As a comparison with the 'Albion' Warship diesel journey described earlier, the time for the 26 and three quarter miles from passing Twyford to passing Acton was an identical 20 minutes 45 seconds for both the Castle and the Warship! The average sustained speed in each case was over 77 mph. One could argue that the Warship was hauling 8 coaches to the Castle's 6 coaches, but the Warship was nearly new in 1961 whereas the Castle was approximately 13-14 years old having been built in the batch of 1947.

The Castle I think still had some margin in reserve on this journey, even when running at around 80mph on level track. This fine run behind 'Taunton Castle' proved to be my last recorded journey behind the class on a normal service train. In 1962 all my Western Region journeys were diesel, except for a final run back from Reading to Paddington on what I remember to be a Sunday evening. The 8.10pm from Reading had an easy 45minute schedule and was hauled by No.5992 'Horton Hall' of the 49xx Hall class. The train was just 8 coaches and we had a completely clear run. We worked up to 68mph by Slough and continued at 60-65 mph all the way to Acton. The 34 miles to Milepost 2 (just before slowing for Westbourne Park) were reached in 35minutes 50 seconds and our final arrival four minutes later in Paddington was over five minutes early! A nice finish for Great Western steam.

King Arthurs at Speed

by Alan Trickett

The 74 Urie and Maunsell locos that made up the King Arthur N15 class earned a good reputation for sure footedness on gradients and as strong and dependable performers on all types of traffic. Often said to have been built like battleships, it may come as a surprise to discover they could also produce a considerable turn of speed.

The first recorded 90 mph by a N15 was with Urie Arthur 747 Elaine on the up ACE at Seaton Junction in 1926. The load was 11 coaches of 350 tons and the log was by Cecil J Allen. With the exception of 755 The Red Knight which retained its large original cylinders throughout its life 747 was probably the best of the Urie Arthurs with many high speed runs to its credit. It was withdrawn as 30747 in October 1956.



30751 Etarre at Bournemouth West in 1956.

Alan Trickett

Another 90 mph was recorded by 777 Sir Lamiel on its celebrated dash from Salisbury to Waterloo in the 1930's when it covered the 83.8 miles in 72 mins 41 secs at a start to stop average of 71.6 mph, this with a ten coach load of 345 tons gross. This was also on the up ACE and the 90 mph was reached at Byfleet. Speeds in the 80's were recorded at nine other locations on this journey. This sustained running over such a distance probably represents the maximum power output possible by a King Arthur. Sir Lamiel was withdrawn in October 1961 but was selected for preservation when 30453 King Arthur the original choice was found to be in a poor condition and with cracked frames.

The highest speed by an Arthur is thought to be the 91mph recorded with 451 Sir Lamorak in the 1929/1930 period with a down west of England train at Axminster but details are scarce. Many years later it was the last Arthur to have a general repair at Eastleigh Works in January 1961. It was withdrawn in June 1962 with over 1.5 million miles to its credit.



30804 Sir Cadour of Cornwall at Eastleigh in 1960.

Alan Trickett

There is a much more recent example of 91 mph being reached, this time in Summer 1960. A BR stock testing train of 5 coaches was in the hands of 30804 Sir Cadour of Cornwall and the driver was authorised to give a fast run. The 91 mph was reached between Wallers Ash and Winchester, where the train shot through the station with the whistle wide open and still doing 89 mph. This must have made an alarming spectacle of sight and sound for those standing on the station platforms! 30804 survived the ordeal and was not withdrawn until February 1962 still retaining its six wheel tender. Two BR officials verified the details of the run as part of the test data.

Another Urie Arthur 744 Maid of Astolat gave a lively run between Salisbury and Exeter without quite hitting 90 mph. With a 380 ton gross load 80 mph was exceeded on six occasions with a maximum of 88 mph at Broad Clyst. In Arthurian legend, Elaine and Maid of Astolat were the same person. Like 747 and 744 apparently quite a fast lady!! All of the above runs are on the Western Section of the Southern where conditions for high speeds were more suitable.

However, one location on the Eastern Section where high speeds could be attained was Farningham Road between Chatham and Bromley. A run recorded by O.S.Nock in the early 1950's on a Ramsgate to London Victoria train of nine coaches headed by 30768 Sir Balin, the pride of Stewarts Lane at the time, reached 86 mph on the mostly 1 in 100 falling grade down Sole Street bank. By coincidence the same loco had achieved the same speed on a 460 ton Salisbury to Exeter train at Axminster sixteen years earlier.



30768 Sir Balin at Stewarts Lane March 1955

Alan Trickett

From this brief review it is clear that all four of the various types of King Arthur could produce a good turn of speed. With their proven hill climbing ability and success with both fast and local passenger and freight workings, it is no surprise they were popular with their crews. It should be said that actual train and date details were frequently omitted from published material in order to protect the identity of the driver as speed limits were clearly exceeded.



30777 Sir Lamiel passing through Poole on 9 July 2010.

Ken Aveyard

A Great, Great Central Weekend.

By His Reverence.

I actually had the Easter break off this year, falling as it did over my long weekend, or as most people would call it, a week's holiday.

A mate of mine had suggested a day out to ride on a Chiltern Trains class 121 bubblecar from Aylesbury to Princes Risborough before they were withdrawn from service on 19th May. (By complete coincidence, it is that day as I type this, and the two units [121034+121020] have been paired up for the day for their last hurrah.) They were only used during the morning and evening peaks, which dictated where/what we would end up doing. He was able to come up with a full day's itinerary, which included a lot of "winner mileage" for me, and of course a trip on one of the last, first-generation DMUs.

Thursday 13th April started with 1A75 0530 Plymouth – Paddington, although we only got on it at Westbury at 0751! HST power cars 43130+43021 took us up to Reading where we alighted for some breakfast, before catching 165114 to Hayes & Harlington where we crossed the platform to change trains again. This was because my mate wanted to travel on one of the new GWR class 387 units from there into Paddington. Very nice looking units on the outside, but the seats were anything but, lacking as they did any form of padding or comfort!

Winner mileage No.1 – Done: Reading – Paddington.

Next up was a bus ride from Paddington to King's Cross and a little fill-in turn from there to Finsbury Park and back on-board two 365 units before our main trip on Hull Trains class 180s down to Retford and back. Both five coach units were full, with plenty of on-board announcements stating what the train was and where it was going. Woe betide anyone who was on there who shouldn't have been! For the down working we caught 1H03 1148 KX – Hull, alighting at Retford to wait 35 minutes for the corresponding up train, 1A94 1233 Hull – KX, arriving back at "The Cross" at 1511. The units were consecutively numbered 180111 and 180110 respectively.

Winner mileage No.2 – Done: King's Cross – Retford.

Another bus ride now followed over to Marylebone for the first of my ex-GCR "London Extension" trips of the week over one of the last sections of this former main line to remain open for passenger use. From Marylebone we headed to Aylesbury on-board Chiltern Train 165020.

Winner mileage No.3 – Done: Marylebone – Aylesbury.

We were delayed for a few minutes on this run due to trespassers and so our connection was going to be tight! But we made it just in time for our onward journey to Princes Risborough on BR green liveried 121034, heading to 'Shirley' according to the destination blind!

Winner mileage No.4 – Done: Aylesbury – P. Risboro.



The bubblecar at Shirley, sorry, Princes Risborough.

Steve Green

We had about a 40 minute wait for our next train, which allowed time to photo and watch the bubblecar head back to 'Blaenau Ffestiniog', according to the blind! Whilst we were waiting we saw DRS 68009 "Titan" head a down service away from the station and pass the impressive, preserved signalbox.

Our next leg of the journey was on-board Chiltern Trains 168216 to Oxford, via the new chord at Bicester, passing the Military Railway exchange sidings in the process.

Winner mileage No.5 – Done: P. Risboro – Oxford.

Back on familiar territory, we were homeward bound and from Oxford we had a quick sprint to Reading on GWR 180103. We had a little wait here for the slightly delayed 1C96 "full and standing" 1945 Paddington – Plymouth HST back to Westbury, powered by 43035+43018, returning us to our starting point at 2119.

All in all, a very good day out, with copious amounts of winner mileage!

The next day I headed "oop norf" by car to the Severn Valley to see and ride behind 34027 TAW VALLEY, but more importantly than that, recently overhauled 57XX 0-6-0PT 7714 in her shiny new coat of BR black with late crests. Whilst there I picked up a leaflet for another railway, not far from where I was heading to the following day, Saturday 15th April. At my Travelodge that evening, I studied both timetables to see if I could do both railways, one of which would bring the winner mileage count up to six!

After breakfast, I drove across the Midlands to Leicestershire and Quorn & Woodhouse station for the Great Central's Easter Vintage Festival. Various lorries, cars, rides, etc. were in the yard, along with a traction engine belonging to F. Sharp & Sons, Contractors, Blandford! What were the chances!?



Newly restored BR Mogul leaving Quorn & Woodhouse station. S Green

No winner mileage here, but a winner loco nonetheless, in the shape of newly restored BR std cl.2 2-6-0 78018. Also in action were older half-sister Ivatt cl.2 46521, back in BR lined green, as was 9F 92214, minus nameplates. The line's class 101 DMU was in use as well, only running as far as Rothley, but back to Loughborough via the down loop at Swithland, where the steam-hauled services overtook the local train. Although this wasn't a full-blown gala, which I think are fantastic, you still can't beat the GCR for the excitement of passing steam trains at speed. Having looked round the shed at Loughborough, which was full of locos inside and out and ridden behind the two moguls, it was off to the final section of the GCR to chalk off, and winner mileage No.6.

I arrived at Ruddington with a few minutes to spare to catch the last round trip of the day up to Loughborough this time! The site is the home of the Nottingham Transport Heritage Centre, incorporating a country park as well, and built on the site of an MOD Ordnance Storage and Disposal Depot, originally connected to the GCR main line via a siding. Trains are currently operated in top 'n' tail mode, and on "the blocks" of the proposed two-platform terminus, was class 25 D7629; but what was on the other end?

It turned out to be the prototype HST power car 41001, and matching rake of coaches – My Lords!



Prototype HST power car ready for departure at Ruddington. S Green

This hauled the 12 (!) passengers down onto the GCR main line proper, from where we headed south, hauled by the Rat. I thought this line was very pleasant and scenic, and quite a lot of old infrastructure is still in situ, although disused. The site of Gotham Sidings was passed, where plans are in place to turn this into a “mini Swithland” for want of a better description. A passing loop at Rushcliffe Halt exists for the gypsum trains, but otherwise this 11 mile section of the GCR is currently a single line. The site of East Leake station, a traditional island platform unlike Rushcliffe, is very recognisable, and I’m sure it will re-open in the fullness of time.

The train stopped just passed the Brush Works at Loughborough, tantalisingly close to Central station, and then 41001 returned us north, before the 25 did the honours back into Ruddington Fields. There was just time for a quick look round and study the plans for the site. The proposed station will be quite an impressive terminus; two platforms separated by three lines, the middle one of which acting as the round-run loop for both platforms. The yard was full of rolling stock and locos awaiting overhaul/restoration, including a class 46 and 47 and several bits of industrial steam engines.

It will be worth keeping an eye on what happens here once the two halves of the preserved GCR are joined up once again.



Recently repainted 37714 looked a tad out of place in the line-up of locos!
Steve Green



A strange looking Peak at the GCR (N) headquarters, Ruddington. This is class 46 number 46010.
Steve Green

The longer, but less established northern section will probably be catapulted into unknown territory and operationally it could be quite interesting.

Winner mileage No.6 – Done: Ruddington to the middle of nowhere!

On my return home, I wanted to stop off at a couple of locations, once served by the GCR, Lutterworth and Rugby (Central). Both were typical island platform stations, but only the road-under bridge and bricked-up entrance now survive at the former, with housing now occupying the station site. The latter was one of the larger stations on the line, similar to Loughborough (Central), with the station buildings on the road-over bridge. The road bridge and platform are all that now exist, the trackbed is in use as the usual footpath, but the former down platform line has been deliberately flooded and turned into a nature reserve. Both were winner “stations”!

And with that, my great, Great Central weekend was over. All that was left was the drive home.

Fun fact: Did you know that the GCR’s “London Extension” was built without any level crossings over its entire route!?



DRS 68009 “Titan” head a down service away from the station and pass the impressive, preserved signalbox. 68009 is one of a pair of class 68’s, the other being 68008, which are fitted with the necessary equipment to work the Chiltern and Scotrail passenger trains that run with DVT’s when their dedicated locomotives are unavailable.

Steve Green

Statfold Barn Railway

pictures by Paul Steedman

On Saturday 10 June 2017 WRS members visited the Statfold Barn Railway. This selection of pictures are courtesy of Paul Steedman.



CSR 19 and Jack Lane on the loop



Liassic leaves the shed behind Jack Lane.

Paul Steedman



Roger on the garden railway.

Paul Steedman



**Roger not on the garden railway. From the right Roger and Kath Garside
Bernie Luther and Brian House.**

Paul Steedman

RAILWAYS ROUNDABOUT

APRIL :- Thursday 6th's run of d.m.u. No 159019 from Salisbury to Weymouth and return, is not an earth shattering opening for this edition of Railways Roundabout. Quite what the reason for the run is not known, but it passed Poole at 10.50 going down and returned at 12.10.

Saturday 8th saw No 34046 "Braunton" in its guise as 34052 "Lord Dowding" pass Poole at 11.47 heading a Three Bridges to Weymouth excursion, diesel No 57314 was attached on the rear. Later in the day at 17.30 the Class 57 returned the excursion to Three Bridges, No 34046 having been removed from the rear of the train at Wareham. Next day, Sunday 9th, "Braunton" ran tender first, light engine plus support coach, from Swanage via Reading to Southall, passing Poole at 12.00.

Weekend engineering work between Acton and Southall prevented the loco' returning to its Southall base from the east as it should have done **IF** it had worked as booked back to Three Bridges. Once again I have to say it is "a poor show" to book seat on a "Steam" hauled excursion expecting steam out and back, to end up being diesel hauled throughout on the return leg !

In the week prior to Easter, on Monday 10th, the regular Derby-Weymouth-Eastleigh test train ran powered by Class 73's No's 73961 (ex 73209) and No 73964 (ex 73205). They passed Poole heading for Weymouth at 21.10 going down and 23.10 on the return. Two Stone trains also ran to Hamworthy during "Easter Week" No 59101 worked both trains on Wednesday 12th and Thursday 13th (Poole 07.00 & 13.20). During the week following Easter on Tuesday 18th No 59101 again worked the stone, followed by No 59204 on Wednesday 19th.



73961 with 50026 and 73119 passing Wareham en route to Swanage. KA

MAY :- Two weeks passed before any further locomotive movements through Poole. On Wednesday 3rd May Class 73's 73961 and 73119 towing Class 50 No 50026 passed Poole at 13.40 heading for Swanage. Two hours later at 15.43 Class 66741 "Swanage Railway" headed for its namesake with the following locomotives in tow, Class 47 No 47192, Class 20's 20059 & 20188, and Class 45 No 45041. See picture below.



On Thursday 4th Class 59 No 59206 headed the Hamworthy Stone train, later the same day Class 56 No 56096 ran light engine through Poole at 17.25 from Washwood Heath to Swanage, as the last arrival for the Swanage Railway diesel gala. On Friday 5th No 59004 worked another stone train to Hamworthy, arriving at 07.50 departing at 13.10.

Following the Swanage Railway Diesel Gala No 56096 was the first locomotive to depart passing Poole at 18.00 on Sunday evening 7th running initially as far as Eastleigh. The next two locomotives to leave Swanage were 73961 and 73119 on Monday 8th, also heading for Eastleigh, passing Poole at 14.10. On the same day the regular Derby to Eastleigh via Weymouth test train ran powered on this occasion by "Top & Tailed" Colas liveried Class 37's, No's 37099 leading sister No 37254 passed Poole at 21.05 in the down direction and 22.35 returning up (37254 leading). Finally for the 8th another stone train ran to Hamworthy with No 59004 in charge. The next day, Tuesday 9th, saw the departure from Swanage of the last of visiting diesel gala loco's. Class 66 No 66741 towing No's 20059, 20188, 50026, 45041 and 47192 passed Poole at 10.20 en route to the Chinnor & Princes Risborough Railway. Two more Hamworthy Stone trains ran on the 16th and 17th both being hauled by No 59104. At 00.20 on Thursday 18th yet another test train ran down the line to Weymouth. Class 37 No 37611 worked the train returning up at 03.00.

There was then a lull in locomotive visits until Class 59 No 59004 appeared on a Stone train on the 30th. No 59004 appeared with another stone train on the 31st of the month.

JUNE :- Sister engine No 59002 appeared with a third stone train for the week on Friday 2nd, it was followed by No 59202 on the 7th.

RNCF Holton Heath :- I have recently been informed that the former loco' shed for the Royal Naval Cordite Factory's internal railway system has been demolished. This event heralds yet another lost link to our areas illustrious railway history, it last housed locomotives circa 1965.

SWANAGE RAILWAY (SR) :- Just four days after leaving Swanage following its attendance at the "Strictly Bulleid" gala No 34046, running as No 34052 returned on Saturday 8th April. Having worked a special to Weymouth it was removed from the rear of the returning special at Wareham and ran with its support coach to Swanage arriving around 18.00. On arrival at Corfe Castle the SR based Class 33 diesel No 33012 (D6515) was attached onto the rear to propel the ensemble to Swanage as the Bulleid was perilously short of coal !! After an overnight stay by the seaside, No 34046 departed Swanage the following morning to run to its home base at Southall.



Ex L&SWR Class T3 No 563 at Shildon in March 2014.

Ken Aveyard

As briefly reported in the last Railways Roundabout, the National Railway Museum “gifted” Ex L&SWR Class T3 No 563 to the SR. The loco’ duly arrived onto the railway on Wednesday 12th April. When unloaded from its road transport at Norden it was “under wraps” covered in a red Tarpaulin. After receiving liberal amounts of oil to motion and cylinders it was shunted from Norden to a siding at Corfe Castle by Class 08 shunter No 08436.

For the two Easter holiday weeks the SR “peak” timetable was in force, thus the two train service was worked by the two tank engines No’s 30053 and 80104 (alias 80146 for the year).

Over the four days of Thursday 4th to Sunday 7th May the railway held their Annual Diesel Gala. As listed above in Main Line notes the following 9 visiting locomotives were in attendance :- No’s 20059, 20188, 45041, 47192, 50026, 56096, 66741, 73119 and 73961. All had arrived by rail over a two day period, a 10th visitor was Class 26 No 26043 which had arrived by road on Wednesday 3rd May. SR based Class 33’s No’s 33012 and 33111 brought the working loco’ total to twelve. Eleven engines worked service trains whilst on alternate days one of the Class 33’s carried out “Driver Experience” trips from Norden to River Frome. Luckily the weather played its part and stayed fair throughout the event. All the visiting locomotives except Class 26 No 26043 had departed the SR by Tuesday 9th May, either singly or “in convoy” on the dates noted in Main Line Notes above, No 26043 departed by road a week later.

A funeral train hauled by M7 No 30053 ran on the railway conveying the body of SR fitter and volunteer Frank Mead from Swanage to Norden. Salisbury resident Frank was working on the railway when he sadly collapsed and died. For his final journey on the SR the M7 was crewed by two of his colleagues, Billy Johnson and Graham Froud. Frank was later taken by hearse to Salisbury for a funeral service and cremation which was attended by many of his SR friends and colleagues. Frank Mead was a knowledgeable, affable chap, both he and his skills will be sadly missed.

With due ceremony the T3 No 563 was formally handed over to the SR from the NRM on Saturday 27th May at Corfe Castle where it will be on open display during the summer months. Within days all “valuable” cab fittings and some external pipe work was removed by SR staff for safe keeping.

For some of the above information I am indebted to :- Web sites “Wrgen” and “Real Time Trains”.



66741 and 73119 at Woodyhyde during the Swanage gala. Colin Stone



Northern Rail liveried class 142 Pacer unit 142018 departs Manchester Oxford Road on the tail of a Southport service on 27 March 2017. KA



Grand Central Class 180 unit 180101 at Bradford Interchange for the London service on 29 March 2017. Ken Aveyard