

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 100

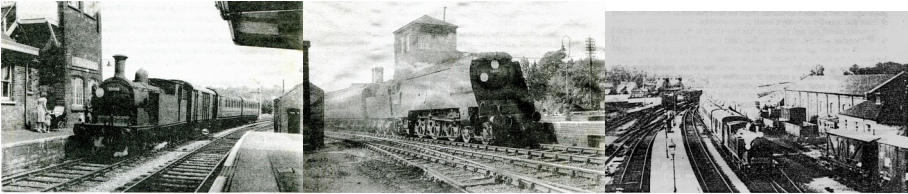
August 2017



Buses of Somerset Enviro 300 SN60EAO leaves Taunton railway station for Minehead 18th May 2017. See article from page 9. Paul Carpenter



London General LT50 in retro livery in Whitehall on 19 July 2017. KA



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Editorial

Well here we are issue number 100 of The Corkscrew, although we have a couple of more issues to go to complete 17 years since Colin Stone sprung the surprise issue one on an unsuspecting Society back in January 2001. Over the preceding 99 issues we have used 93 different cover pictures as the image top left from issue number one was also used on issues 2 to 6 with subtly different arrangements of the text, and also made a return appearance on issue 11, All these cover pictures can be found in sequence across the top of each page (plus the bottom of the rear page) and members are reminded that the whole back catalogue is available in the Society's library.

For those missing the chance to read The Corkscrew on line, rest assured the new web site is getting closer.

In this issue we couldn't do better than Alan Trickett's article Also No.100 and we also have contributions from Paul Carpenter recounting another of his vintage bus delivery jobs, Colin Stone on 35028 Clan Line, plus yours truly recounting some members days out in 2017.

Sit back and enjoy Corkscrew 100. Closing date for 101 is 21 September.

Cover Pictures

Front

B4 number 100 at Bournemouth 21 August 1939.

Alan Trickett

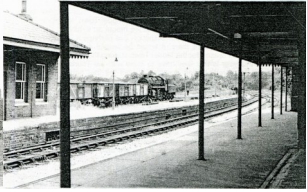
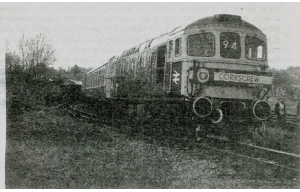
Rear

Poole Park Railway "steam outline" diesel engine "Princess Swee'pea", which is on loan from Hastings Miniature Railway.

Colin Stone

Arriva Trains Wales latest livery is being applied to their class 143 fleet even though they have only a short future ahead of them 143605 Is seen at Cardiff Central on 24 May 2017.

Ken Aveyard



Also No. 100

by Alan Trickett

Congratulations to The Corkscrew on reaching 100 editions with thanks going to the editors, their teams and the numerous contributors over the years. This achievement clearly indicates a successful product due in no small measure to the acceptable mix of comprehensive local news and frequent articles on a wide variety of topics covering railways of all gauges, mainline and model, at home or abroad. Each magazine is eagerly awaited by the members who look forward to many more editions of The Corkscrew in the years ahead.

This occasion also provides an opportunity to take a look at another No. 100 a member of the LSWR B4 class which for many years of its life, along with others of the class, was allocated to Bournemouth MPD. (see cover picture)



B4 number 102 at Bournemouth Depot 2nd August 1941

Alan Trickett



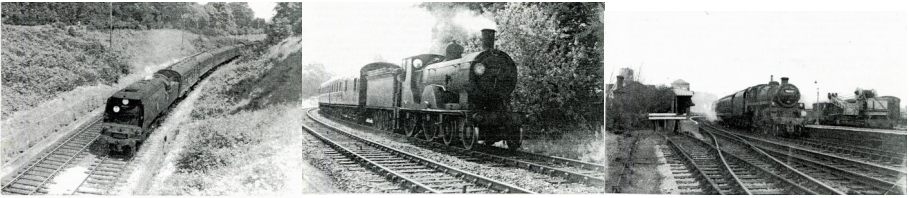
First an introduction to the B4. In 1891 William Adams who had joined the LSWR as Locomotive Superintendent from Stratford in 1878 introduced an 0-4-0T shunting engine. Twenty appeared by the end of 1893 and five more, with minor variations attributable to his successor Dugald Drummond and known as class K14 appeared in 1908, the final one of which was the last engine built at Nine Elms Works before the LSWR transferred its main workshops to Eastleigh. The most noticeable variations on the slightly smaller Drummond locomotives were that the dome was mounted nearer the firebox and housed the safety valves. There was also a different slope to the cab roof. All in the class had side tanks of 600 gallons capacity, outside cylinders 16"x22" with inside Stephenson valve gear, a very short wheelbase of 7ft 0in and a small bunker holding 10cwt of coal inside the cab. Grate area was 10.78 sq ft, driving wheels were 3ft 9 3/4 in diameter and working pressure was 140 lbs/sq in. Total weight was 33 tons 9 cwt (32 tons 18 cwt for the Drummond engines) and tractive effort was 14,649 lbs making them very powerful performers.



30102 32662 at Eastleigh on 19 September 1964

Alan Trickett

From 1893 various members of the class were allocated to Southampton Docks and were fitted with cut down cabs to aid clearances and visibility.



Continuing the policy of the old Southampton Docks Company, these locomotives were given names. They also carried a linseed water filtrator next to the dome in later years up to the 1940's to assist boiler maintenance by reducing the effects of salt in the water. B4's reigned supreme in the docks until replaced by USA 0-6-0T's from May 1946 onwards.

A brief note about liveries. The B4's based at Southampton Docks were first painted LSWR green then unlined dark green. This was followed by dark brown with a single red stripe, the old Southampton Docks Company livery. Unlined black became standard for all B4's from 1935, the non-docks engines having previously been black with a green stripe.

A 7ft 0in wheelbase out of a total over buffers of 24ft 10¹/₂in resulted in a considerable overhang at both front (8ft 1in) and rear (9ft 9¹/₂in). It was a quite alarming sight to see a B4 swaying from side to side when travelling light engine along the main line when in a hurry. In fact in 1959 No 30084 caused consternation by striking third rail equipment on the recently electrified system when making particularly lively progress back to its depot in Dover. Not surprisingly the class was promptly banned from the area.

One thing for certain is that the class did much useful work for over 70 years at many locations throughout the Southern, including the Hamworthy branch and Poole Quay until May 1960 and it was also a common sight to see one moving a line of locomotives many times its size when on shed pilot duty at Bournemouth.

No 90 "Caen" was the first of the class to be withdrawn in May 1948. Thirteen others followed by the end of 1949. No other withdrawals occurred until March 1957. Some were sold out of service and continued working in private ownership. No 30096 "Normandy" but by then without name was the last to be withdrawn in October 1963. Two of the class have been preserved. "Normandy" was sold in December 1963 to Corralls Ltd. Renamed "Corrall Queen" it worked at Dibles Wharf, Southampton, after which, under its original name it moved to the Bluebell Railway in December 1972. (See Corkscrew 54) The other preserved B4 is No 102 "Grenville" withdrawn in September 1963, it was sold in October 1964 to Butlins for display at their Skegness site after being restored to near Southampton Docks condition. In 1971 it moved to Bressingham Steam Museum.



As for No 100 itself, it was built at Nine Elms in 1893 as part of order No D6 which was for a total of ten locomotives. It was withdrawn from Bournemouth Depot in February 1949. From construction until June 1945 it carried an Adams stovepipe chimney, one of the last to do so. Being easily distinguishable from the other B4's at Bournemouth made it a firm favourite with the many enthusiasts who regularly gathered on the western extension platform at Bournemouth Central in the latter years of WW2. Four others of the class were also withdrawn direct from Bournemouth Depot, Nos 30087, 92, 30093 "St Malo" and 99.



30087 Hamworthy Goods 1956.

Alan Trickett

B4's were first allocated to Bournemouth in 1904. No 100 was at Plymouth in its early years but was at Bournemouth by the early 1930's where it remained until withdrawn. Out of the 25 members of the class just over half are known to have been allocated or loaned to Bournemouth at various times – Original Nos 83, 86 "Havre", 87, 88, 89 "Trouville", 91, 92, 93 "Le Havre", 94, 99, 100, 102 "Granville", and 103. There could well be others in the early years when allocation and loan details were less readily available.



No 100 was one of six B4's sold to David Zeiler and Co, Transport Contractors for Stewarts and Lloyds Ltd, for £750 each in 1949 – Nos 81 “Jersey”, 97 “Brittany”, 98 “Cherbourg”, 99, 100, and 176 “Guernsey”. No 100 was repainted by its new owner, named “Sussex”, on a brass nameplate and put to work at Alfred Hickman Iron and Steel Works a sub division of Stewarts and Lloyds. Finally withdrawn in 1953 it was out of use for five years until cut up in August 1958.



A model of B4 No 100 from a Mc Gowan kit.

Alan Trickett

Reference has been made to:-
 LSWR Locomotives by F Burtt (Ian Allan Ltd)
 ABC of Southern Locomotives 1943 (Ian Allan)
 B4 Dock Tanks by Peter Cooper (Kingfisher Publications)
 Bournemouth Railway Club News magazines
 when preparing this article.



On The Road (And Occasionally The Rails)

by Paul Carpenter

I'd been asked if I could move a bus from Weston-Super-Mare to near Minehead, and return it two days later after its use down that way. Not a particularly arduous pair of jobs, though the A39 west of Bridgewater isn't the most wonderful road as 'A' roads go, though it is undoubtedly scenic. Now doing a job out and back to a depot just requires one to get to that location. However a one way trip can be little more complex.

Fortunately the internet gives one ready access to public transport timetables. Whilst one generally has a fair idea of what train services might be (still) available, bus services have seen some savage cutbacks recently. The first day was going to involve me driving to Taunton station, leaving the car there. I arrived just in time to buy a ticket to Weston SM, and run up the stairs to catch the 12.07 Great Western Railway Taunton – Cardiff Central service. Now embarrassingly although a railway enthusiast, it can be a bit part time for me on the modern railway. On this occasion I was more concerned about devouring my sandwiches than taking much interest in the 2 car sprinter.

It's pretty flat across this part of Somerset as I'm sure most of you will know, and normally when I'm this way I'm paralleling the often visible railway from the A38 which also goes through Bridgewater and Highbridge. I take note of the (empty) sidings at Bridgewater for the flask traffic from Hinkley Point Power Station. Of course Hinkley Point has recently been very much in the news with the stop – go progress with the new power station to be built there. I'm pretty sure it will come to fruition, but if I were a betting man, I'd want favourable odds from the bookie. Highbridge, and I look in vain for signs of the old Somerset & Dorset side of that once very interesting station. I knew already that those days were now a while back!

Perhaps the most interesting feature of this section of the Bristol & Exeter (opened in 1841), is the 'remarkably graceful road bridge'* of Isambard Kingdom Brunel across Uphill Cutting. The bridge known locally as the Devil's Bridge was at the time of building the highest (60') and widest (110') single span anywhere in the country, and is deservedly Grade 2 listed these days.



The remarkable Brunel bridge across Uphill cutting looking north 25th May 2017.
Paul Carpenter

It's attached directly to the cutting sides without the need for abutments. Best appreciated from the A38 road bridge which crosses the line just to the south, luckily there's a large layby, actually once part of the original road alignment. Shortly after passing beneath the bridges we swing left at Uphill Junction and shortly after arrive at Weston-Super-Mare station. Weston station has two platforms, though most trains are booked to use Platform 2 on the up side regardless of direction.

I've used the station before in connection with bus work. I had to catch a train back from Redditch on one occasion, changing at Birmingham New St and Bristol Temple Meads.



Another journey to Stratford on Avon Parkway, which involved changing at Bristol Temple Meads, Birmingham New Street, with a walk across to Moor Street. On that occasion I noted how things had changed in Birmingham since the 1970's when I was a secondman at Reading. We used to work the first train of the morning from Reading all-stations to Birmingham Moor St , often as not it was a Tyseley based DMU. Tyseley had an eclectic mix of DMU designs on their books at this time, and you could end up with anything. We would have our PNB break at Moor Street, walk over to New Street, then work a Cross-Country back from New St to Reading. A secondman was booked on the job, because the second leg was diagrammed for a steam heat 'Brush' (Class 47). Incidentally the Class 31's were never called Brush's on the Western as far as I know – just 31's.

Anyway, I give the bus garage a call to see if anyone can come out to give me a lift back there. They send out a minibus shortly. The bus garage has some railway interest in the form of the remains of a siding outside – it used to be part of Bristol Aeroplane Co's (later Westland) helicopter factory. Incidentally the sidings here were the home of Southern Railway / Region Ruston & Hornsby departmental locomotive DS1169 when it was delivered new to it's original owners, the Bristol Aeroplane Co. More substantially 'Castle' class 7027 'Thornbury Castle' resides inside where initial work is being carried out, prior to its restoration to full working order. Not having steamed since leaving Woodham's yard at Barry, it's not going to be a five minute job! The bus I'm taking down towards Minehead is a 1959 Bristol LD 'Lodekka', and I first have to move two other heritage buses, a 1976 rear engine Bristol VR, and a rather older 1950 Bristol L saloon (single deck).

Like any modern vehicle the driver needs to do a check to make sure everything's working as it should, and is generally fit to go out. I need also to ask that the bus has a full tank of diesel, and put it on the pump. Also it's a chance for the bus to be given a wash.

Anyway the farm, not far out of Minehead is just under under two hours drive as the bus has a top speed of barely over 30mph – it's got a four speed crash gearbox, in its service days that was quite sufficient being employed on city routes in Bristol. See picture overleaf.



Down the A370 to Bridgewater, then along the A39 via Williton, and passing the front of Washford station, where a diesel shunter was spotted, I think one of the two Barclay 0-4-0's that came from the Royal Ordnance Factory depot at Puriton, near Bridgewater. Fortunately the farm where I was leaving the bus for my colleague to pick up the next day was a short walk from the A39, where I could catch one of the half hourly number 28 buses operated by 'Buses of Somerset' which connect Minehead with Taunton Bus Station. So checking with the farmer where the bus would not be in the way, but accessible, I was able to park in front of a slurry tanker (hope it's not needed first!). Anyway for once I've timed things to perfection, and only a two minute wait sees me handing over the pretty reasonable fare of £4 to get me to Taunton station where my car awaits. The bus, naturally, runs into the main villages not served by the direct main road, Watchet, Bishops Lydeard, and it's the best part of an hour and a half before I get to Taunton. Just the drive home then.....





Two days later, and it's the same again, but in reverse so to speak. As two days before on the opposite direction journey, the number 28 service bus to Minehead is reasonably busy, and I'm picking it up at the Taunton railway station, though it started from the bus station. The buses I caught were Alexander Dennis Enviro 300's which Buses of Somerset received last year (2016), and had previously been employed as shuttle buses to and from Glasgow Airport. They are fitted with luggage racks, presumably as fitted for their airport use, and handy in their new role on the Minehead run as I guess at times substantial luggage is conveyed. I settle down to read a book, obviously engrossing, as criekey, I'm going to miss my stop – I recognise that fingerpost sign (Somerset still has over a thousand apparently). Ring the bell, and the bus quickly pulls up. Say "sorry" to the driver for not giving a lot of notice, and "thanks" as I get off. He looks a bit surprised, not surprising really as I've somehow managed to get off the bus too soon!!! By now the bus is disappearing out of sight, and now I can see this place is only slightly (well not really at all) like the stop I got on at two days ago. I get my road atlas out, and I'm two miles short – reminding me of 'The Great Escape' when Steve McQueen informs the rest of the escapees in the tunnel they are too far short of where they thought they had dug to. Ok it wasn't quite that type of drama. The road looks too dangerous to walk with high banks and no footpath. For the first time in more than thirty years I try thumbing a lift, sadly with less success than then. After fifteen minutes I concluded I might as well wait for the next half-hourly service bus. Good job it wasn't once-weekly. "Hello driver I got off the last bus – but at the wrong stop", I can guess what he's thinking, 'what a *@+\$*>', and I suppose he's right, but he lets me cover the missing mileage without extra charge.

Having now reached the farm 30 minutes behind schedule, I check the waiting bus over, and have a good run back to Weston. The same driver who picked me up the other day is about to take a bus into Weston town centre, and I'm shortly back at the railway station in time for the 14.25 to Exeter St Davids which duly arrives formed of First Great Western two car unit 150265. On arrival at Taunton I take a photo of the 'sprinter'. Shortly after arrival an up stopper leaves, then things get a little more exciting. Colas Rail Freight 70810 is slowly approaching platform 4 from the west with cement tanks.



Colas 70810 runs slowly through Taunton with the Moorswater - Penarth cement tanks 18th May 2017.
Paul Carpenter

I was aware that some months back that the old china clay works siding at Moorswater in Cornwall had returned to use for cement trains. So maybe this was where the train had originated. The signal at the London end of the platform cleared to a single yellow, the sprinter having cleared the section ahead, and this precluded any more photos. Next a text to Colin, yes it was from Moorswater, and was headed for Penarth. Next I went outside the station, as I am thinking a photo of a bus on the Minehead run would pad out this article, the makings of which had occurred to me not long before. Then into the car, and home for some dinner. Easy when you say it quickly!

*Bryan Morgan Railways: Civil Engineering 1971



FIFTY YEARS ON

By Colin Stone

Wednesday 5th July 1967 I was in the middle of a week's holiday during which it had been my intention to ride behind as many steam loco's as I could during the last week of steam on the Southern Region of British Railways (BR). I started that day at Poole at 08.08 behind No 76006 on the 05.48 Eastleigh to Weymouth which I rode as far as Holton Heath arriving at 08.19. Crossing the footbridge to the up platform I had 15 minutes to wait before the 07.49 Weymouth to Bournemouth arrived at 08.34 behind Merchant Navy Pacific No 35028 "Clan Line", which then, was sadly devoid of its nameplates. As ever I bagged the front window behind the locomotive as we set off back toward Poole little knowing that this was No 35028's penultimate working for BR.



Wednesday 5th July 1967 and on the morning of her final working day in BR service, Sid Nash captured a moment in history as "Clan Line" left Parkstone with the 7.49am Bournemouth - Bournemouth service. "Clan Line's" final working occurred later that morning when, after servicing at Bournemouth, "Clan Line" took over the 11.35 Weymouth - Waterloo.



“Clan Line” left Poole at 08.44 past my then place of work Aish & Co where no doubt a two finger salute had gone out to the lads “beavering away” in the workshop! Onward we went up Parkstone bank, just after departing Parkstone station at 08.49, railwayman and photographer Sid Nash who was on St Osmunds Road bridge took a photo of “Clan Line” complete with me window hanging. (See picture on previous page) After arrival into Bournemouth at 08.59, “Clan Line” went onto Bournemouth MPD for coal and water. As she ran onto the MPD, the 05.30 Waterloo to Weymouth train arrived into Bournemouth behind a diesel. This service then divided with the Weymouth portion departing at 09.18 behind Standard 4 No 76026 with me aboard, once again hanging out of a front window. As most people know steam in the south lasted just four more days until Sunday 9th July.

Later on July 5th 1967 “Clan Line” emerged from Bournemouth MPD to work her last service train for BR the 11.35 Weymouth to Waterloo, which she took forward from Bournemouth at 12.34. Once safely into London and onto Nine Elms depot No 35028 was withdrawn from service and shortly after became the property of “The Merchant Navy Locomotive Preservation Society” (MNLPS). Under their care and auspices “Clan Line” would eventually become the most reliable and well respected preserved steam locomotive to run on BR main lines in the forthcoming preservation era. As I departed Bournemouth passing “Clan Line” little did I know then, or would I have believed that exactly 50 years to the day on Wednesday 5th July 2017, not only would “Clan Line” be back in Poole, but she would actually be serviced in my own home town.

Fifty years on from the time of my ride behind No 35028 “Clan Line” there has been a multitude of changes on the railways of South Dorset. Steam is still active in this part of the world thanks to the Swanage Railway running the most intensive steam operated timetable of the “Heritage Railway” sector. Diesel Locomotives which replaced steam gave way in turn to electric multiple units. Now those Class 33 diesels are themselves preserved and running alongside their forerunners. Steam hauled trains on the main line have been a regular feature for most years since 1988 when No 45305 worked up Parkstone bank on a Clandestine unauthorised working, followed in 1992 and again in 1993 officially by No 34027 “Taw Valley”.



So after 50 years since “The End of Southern Steam” it was only fitting that the demise of Express Steam Hauled passenger trains be celebrated, and what better locomotive to do the honours than “Clan Line” herself.

By coincidence Wednesday July 5th 1967 was the last day that the “Bournemouth Belle” was steam hauled, so a recreation of that event and Clan Line’s last day of BR service was proposed. Utilising “Clan Line” and the Belmond (formerly VSOE) Pullman coaches an anniversary special was organised by UK Railtours to run from Waterloo to Bournemouth and then continue e.c.s. to Poole.

In 1967 Bulleid light Pacifics No’s 34024 “Tamar Valley” and 34036 “Westward Ho” worked DOWN and UP “Belles” respectively. Incidentally that day demonstrated that Bulleid Pacifics were indeed “Mixed Traffic” engines as their designer had intended. On the morning of July 5th 1967 No 34036 had worked the Poole to Furzebrook and return Clay train before hauling 480 tons of Pullmans Cars at speed from Bournemouth to London, so, forward to :- ***Wednesday 5th July 2017*** Fifty years on there would be no need to rise early for me to go for an 08.08 train, just a cup of tea and a Bacon Sandwich in the comfort of home! Had I wished to repeat my 1967 itinerary, a check of South West Trains timetables show an 07.58 ex Poole service stopping at Holton Heath with an 08.31 return from there, three minutes in advance of “Clan Line” 50 years previously. Sadly a Class 444 or 450 e.m.u doesn’t have the same appeal!

“Clan Line” herself now a sprightly 68½ year old was in London ready to return to Dorset to celebrate the end of her BR career all those years ago. Booked to leave Waterloo at 09.52, No 35028’s actual departure was 5 minutes late at 09.57. In 2017 the “magic” of the internet allowed me to track her via either Real Time Train (RTT) website (map Section) or Open Train Time (OTT) website (maps). On this occasion the “powers that be” had scheduled “Clan Line” to run over the Down Fast line as opposed to the usual pathway for steam specials, the down slow. With 530 tons hanging on her drawbar “Clan Line” set about showing just what a superb locomotive she is. At 10.07 “Clan Line” forged through Clapham Junction, scenes of this filmed from cameras attached to her cab by Oldham Video Productions are viewable on You Tube.



Passengers awaiting trains to Wimbledon for the Tennis Tournament had a much more enjoyable sight than watching yellow balls being whacked back and forth!! Watching “Clan Line” progressing from section to section on RTT’s maps showed that with nothing in front of her she was going well. A slow passage of Woking ensued which was later revealed as a 30m.p.h speed restriction due to clearance issues! An even more severe clearance restriction of 10 m.p.h. was in place at Basingstoke, what a slap in the face for a locomotive used to passing such places at 70 m.p.h. plus! Viewing this on RTT maps I assumed she had been brought to a stand, not so. As “Clan Line” accelerated away from Basingstoke she began “jumping” from section to section indicating she was going as fast as the current speed limit on her would allow. Eventually she had caught up the preceding 09.39 ex Waterloo service, by now I was tracking No 35028 on the OTT website which in some areas shows signal aspects. Just prior to Eastleigh she was given a series of yellows followed by a red, never the less she ran on to her booked water stop in Southampton Down Goods Loop arriving about 8 minutes late, none of which was attributable to “Clan Line”. Departing the water stop a few minutes late, thanks to a late running Voyager and a Poole bound stopping service, which she had to follow, “Clan Line” was thwarted from doing anything spectacular as she traversed the New Forest. Thus arrival into Bournemouth was late at 12.34, but was it some sort of spooky phenomenon ? Why Spooky ? Well 12.34 was the time “Clan Line” had departed Bournemouth exactly fifty years earlier on Wednesday 5th July 1967. Sometime “The Gods” appear to work in mysterious ways !

Once the entire well heeled passengers had detrained and set off to enjoy the delights of Bournemouth’s drug scene, congested streets and beggars. “Clan Line” as planned ran forward with the empty stock to Poole arriving at 13.00. Arrival of the train to be stabled caused a few headaches ! This was in part due to one of Poole’s carriage sidings being deemed out of use due to frequent flooding. Apparently Network Rail are quite unaware of some of the minutiae on their system, only realising the fact the siding was clipped out of use day before! At one stage a plan had been hatched to send the whole “Kit and Caboodle” to Hamworthy Goods to be serviced Now “Clan Line” and Pullman cars down there, what a sight that would have made ! Maybe an idea for the future, tied in with a cruise on the Waverley ?



Eventually the points to the disused siding were noted being “unclipped” on the morning of the 5th, which allowed “Clan Line” to proceed up into Poole carriage sidings as originally planned. She was then detached from the Pullmans and ran back into the non electrified yard siding to take on coal and water and be serviced before returning to London.



Adding to the confusion any arriving e.m.u. terminating at Poole had to run forward onto Holes Bay causeway before setting back into the one functional siding from the Weymouth direction. This was due to the length of the Pullman train etc’ fouling access from the London end, the same procedure applied in reverse when the e.m.u’s had to depart. Later in the day at 15.15 a Class 66 No 66185 arrived light engine from Eastleigh and coupled up to the train whilst “Clan Line” was re-attached to what was now the rear. At 17.20 the empty stock left Poole with the Class 66 leading and “Clan Line” under light steam hitching a ride back to Southampton. On arrival in Southampton Up goods loop the diesel was left behind and No 35028 worked the Pullmans unaided back to London via Romsey and Andover, the latter point, according to an article in the magazine “Heritage Railway” was passed at 75 m.p.h., needless to say Waterloo was reached on time. “Clan Line” was in action four days later on 9th July heading a train from London to Yeovil Junction and return which celebrated the demise of Steam in the South on Sunday 9th July 1967. So there we have it, “straight out of the box” after a statutory 10 year boiler lift and overhaul and given a 530 ton train to work, Only a Bulleid !!



WRS on tour - 2017

by Ken Aveyard

During 2017 members and friends of the WRS have had a number of days out to various locations of a transport interest. In June, Bernie Luther once again organised the annual visit to the Stafold Barn Railway.



A number of images were shown in Corkscrew 99, but for many one new experience was the ability to ride on the Burton and Ashby Light Railway tram.

Since 2016 work has taken place to construct a tram depot just beyond the high level line near to the field gates, from which a substantial length of track has been laid giving an extended run alongside the railway.

The tram has been equipped with modern electronic control equipment and runs on battery power. Here in another Paul Steedman picture Bernie Luther watches as the tram arrives at the depot.

In July five members, Bernie Luther, Peter Watson, Chris Aston, Trevor Hargreaves and myself had a day in London. The day got off to an interesting start as we were waiting on Bournemouth station for the 0759 to Waterloo when it became apparent that the empty five coach 444 that normally comes off Bournemouth depot and waits for the Weymouth portion was conspicuous by its absence. Indeed when the service train arrived it was quite a crush as what is normally a fullish 10 coach train became an very cosy five car train. Fortunately at Southampton some of us managed to get a seat which made the journey more bearable.



On arrival in London we split up as our targets for the day were various combinations of road and rail subjects, agreeing to meet up as always at The Fishcoteque at Waterloo for tea. For me I wanted to have a serious crack at spotting Northern Line trains, as this is one of my worst Underground lines due in part to only occasionally having time on one of the stations, and the fact that the line effectively operates as two separate branches. The only station where both lines can be seen is Kennington, where the Charing Cross branch trains turn on a loop and provide cross platform interchange with the Bank branch for Morden passengers. In the future the loop at Kennington is where the Battersea extension will be connected. What was amusing was that despite every terminating train announcing all change, on a couple of occasions passengers boarded the trains and were presumably treated to a leisurly trundle round the loop where trains normally stack up for a while before returning north. Come to think of it, that would be quite a good excuse to get in a bit of unusual line as i'm sure it must happen many times each day.

The working timetable for the Northern line showed that I would need around two and a half hours to be sure of seeing all trains in use, but there is quite a reduction off peak, so I decided to stay just short of two hours by which time I had copped 39 half sets but still came away needing 38 more which means another session at some point. Leaving Kennington I took the first northbound train to Finchley Central (It's two and sixpence from Golders Green!!) in order to see and ride on the sets running the shuttle service to Mill Hill East.



51524 of set 524 at Mill Hill East with set 653 on the rear, and the rather nondescript station exterior.
Ken Aveyard



From Mill Hill East I switched to the 240 bus across to Hendon where I intended to change to the 183 to Harrow on the Hill. This was the second target of the day as there are six unusual buses allocated to the 183 between Golders Green and Pinner. Checking on London Vehicle Finder I discovered that only one was in service and it had left Hendon just before I arrived so with a bit of luck I could follow it as far as Harrow on the Hill bus station and wait for it to return from Pinner. As the 183 crosses the Midland main line at Hendon station, I wondered what the chances were – and unbelievably on the platform were Bernie and Peter waiting for a Thameslink service back past Cricklewood. Harrow on the Hill bus station is incredibly bus photography friendly with a one way system that causes buses to enter across a nice clear south facing junction, so with the aid of said London Vehicle Finder I was able to capture one of the six SRM type buses which are basically two thirds of a Borismaster but on a conventional Volvo B5H chassis.





From Harrow on the Hill I had a choice of heading in to London to chase the second General liveried Borismaster, LT50, or stop short at Hammersmith or Earls Court for some District line spotting. A short run up the Met to Rayners Lane and a change to the Piccadilly Line saw me on Earls Court by mid afternoon, where a quick check on LVF showed that LT50 had gone off service late morning. A quick phone call came in from Chris to say that he and Trevor had got LT50 in Trafalgar Square and they were now having coffee and cake. After half an hour at Earls Court I had another look on LVF to find that LT50 had come out again and was currently leaving Clapham on the 88 so I hopped on the first train towards Westminster and walked round to Whitehall to await its arrival. There must have been a cabinet meeting in number 10 that day as loads of chauffeur driven cars were leaving, whilst Jeremy Hunt the Health Secretary walked straight past me as he crossed the road.

Eventually LT50 appeared following which I walked towards Trafalgar Square photographing more buses on the way, and there was taken by surprise when one of the elusive SRM's appeared on the 139, which was the route they were taken off when people used to Borismasters tried to get on at the non existent back door. The 139 terminates at Waterloo station and after hiding away in the back streets returns to Waterloo bus station to start, so I quickly walked to Charing Cross and caught the first train to Waterloo East before taking up position at the Bus Station and capturing the SRM on its arrival. Another look on LVF showed a second bus was also on the 139 and I was able to track it towards Waterloo, and Chris and Trevor joined me in recording its passing before we adjourned to the Fishcoteque for tea, being joined later by Bernie and Peter.

The 1935 back to Bournemouth was on time and relatively lightly loaded and we all agreed that our respective days had been successful.

A few days later and Chris and I were back up in London, with Robert for company heading for the Kew Bridge Pumping Station for the Festival of Model Tramways. The museum is interesting if a little expensive if there's nothing else on, but has lots of little rooms and outbuildings and plenty of artefacts to see, including down to the natural water table which is only a few feet below pavement level. It did mean that the layouts and sales stands were squeezed in all sorts of places and blocked the views of some exhibits.



Interesting for me however was an Eheim trolleybus layout, the only other one I've seen since way back in the 1970's. Another feature of the museum is a short length of industrial railway giving rides around the grounds. Steam powered with a diesel as back up it was quite a nice little interlude in the mid day sun.



Thomas Wicksteed at Kew Bridge museum.

Ken Aveyard

Whilst the day had started sunny, it suddenly clouded over and for a while there was a torrential downpour which flooded the car park and coincided with our run back to the parked car as the parking was about to expire. We looked like drowned rats!!

On 6 August, over 30 Society members visited Quanton Road on a coach trip organised by Peter Watson. For many of us it was either a first time visit or a follow up after many years.



For me it was a first visit and as Chris Francombe had shown us images taken there many years ago Chris Aston and I thought we ought to honour his memory in a suitable way, duly recorded by Peter Watson.



My preconceptions of Quainton Road were based on images in magazines and Chris Francombe's slides that conveyed an impression of a couple of expanses of goods yard either side of a live Network Rail route with little to offer the visitor beyond a selection of derelict rolling stock. Those preconceptions were swept away almost immediately when we entered the museum through the impressive station building relocated from Oxford Rewley Road. Behind the buildings a section of train shed and platforms with a glass rear wall contained some fine examples of restored dining and sleeping cars with LNWR 2-2-2 Cornwall. A well appointed cafe with plenty of seating was serving breakfasts as seen above, and later would offer a Sunday roast dinner for visitors.



Suitably set up for the day Chris and I set off to explore the nearest yard where the most impressive item on display is the South African 25NC 4-8-4 which on 3ft 6in gauge is quite a beast. As a modern traction fan however I was more interested in the former London Underground COP stock of which a mixed rake of three cars is undergoing a protracted restoration. A pair of T stock cars is also present as are a couple of cab ends from 1938 and 1960 stock. Also on site is a three car set of class 115 DMU vehicles which for many years were the mainstay of the Chiltern services to Aylesbury. This unit arrived in 1993 and was restored to green livery and rededicated in 1998. Sadly since then it has been neglected and appears now to be in poor condition with much rust evident. It is a shame that such important examples of rolling stock suffer from a lack of undercover storage on many preserved lines. The ability to protect restored rolling stock from the ravages of the weather must surely cost less than the eventual cost of re-restoration. A carriage shed here should be a priority for the future but I guess the humdrum DMU doesn't attract the volunteers as much as steam and diesel locomotives.



Another fascinating exhibit and still falling under the category of modern image is the rare Sentinel Metro Cammell oil fired steam unit of 1951, built for the Egyptian State Railways. Repatriated in 1985 it is undergoing restoration to working order although again being worked on outside I wonder how the restoration keeps pace with the obvious external deterioration.

Moving on we entered the restoration shed where Beattie well tank 30585 was on display and where volunteers were putting the finishing touches to a 40 year restoration of GWR Hall 6989 Wightwick Hall which arrived at Quainton in 1978 and is expected to enter service by the end of 2017.



Adjacent to the restoration shed was a paint shed where a couple of industrial diesel locomotives were found, before we walked past a Hunslet Austerity in NCB livery and went in search of the Vale of Aylesbury Model Engineering Society who have a 1km long mixed gauge ride upon railway which was well worth the £1 fee for a whizz around behind a battery powered Baby Deltic looking at all the little dioramas aimed at visiting children. Some of our party were lucky enough to get steam haulage behind a 5in gauge A3.

There is a modern footbridge and lift to allow wheelchairs and pushchairs a step free access across to the other half of the site, from which it can be seen that each half of the site has no rail connection to the through line. This means that stock transfers have to be done by road. The only train running on our visit was on the far running line and consisted of three vintage four and six wheel carriages behind a 1946 Hudswell Clarke 0-4-0T. More steam and diesel locos were found here, outside the large exhibition halls, including former BR D2298 amongst the various industrial types on display. The museum building contains a large number of artefacts, many local to the area and the former Brill Tramway, the platform of which forms part of the running line, and some interesting examples of PW trolleys, and even a local Post Office road delivery van to compliment the TPO carriages elsewhere on the site. There was a fine selection of goods wagons, many shown loaded with typical contents and included some London Transport engineers rolling stock. The shed also contained some elderly wooden coaching stock undergoing restoration and finally a wonderful Aveling and Porter railed traction engine, and a 1929 Kerr Stuart diesel shunter, one of the oldest such locos in existence. One final shed was off limits to visitors which was a shame as it was full of steam and diesel locomotives, both restored and unrestored. We finished off with a ride on the vintage train before returning to the cafe for a quick refresh and a look in the shop before time came to return to the coach and back home.

I can only say that visiting the Buckinghamshire Railway Centre was an enjoyable day and one of the best preservation sites I've been to. The number of families visiting was notable, and the finishing touch was the description and labelling of all the displays that informed visitors in both simple and enthusiast terms of the significance and use of the exhibits. In many ways it puts the NRM to shame in this respect.



RAILWAYS ROUNDABOUT

JUNE :- Late on Monday 12th, two West Coast Railway diesel locomotives No's 37518 and 33025 passed through Poole at 21.00 en-route from Carnforth to Swanage. They had four coaches in tow and were to be used on the Swanage Railway's through service to Swanage, due to start on the following day (See SR notes below) Class 59 No 59201 worked two Stone Trains to Hamworthy on the 13th and 14th.

Only two rail movements of note ran the following week, Class 159 unit No 159102 ran from Waterloo to Corfe Castle on Friday 23rd as a retirement special for an SWT employee, Poole was passed at 11.45 and 16.15 up and down respectively. On Saturday 24th a GBRf Class 66 No 66756 ran light engine from Eastleigh to Swanage Poole passing times were 08.30 down 16.30 up (See Swanage notes)

Hamworthy Stone trains resumed on Monday 26th when Class 59 No 59103 put in appearance. The same loco' worked the train the following day arriving and departing late at 10.00 (down), and 15.15 (up). Sister engine, No 59203, worked a third load of stone on Wednesday 28th, running on time. On Friday 30th a West Coast Railway Company Class 37 No 37516 ran light from Crewe to Eastleigh Works from where it collected a 4TC unit before proceeding to Swanage. On arrival it deposited the 4TC and collected the four coaches which had been in use on the Wareham service, departing at 17.45 No 37516 took the coaches to Southall passing through Poole at 18.30.

JULY :- Monday 3rd saw "our" monthly Derby-Weymouth-Eastleigh test train pass Poole at 21.00 going down and at 22.30 on the return. Class 37's worked the train, Colas Liveried No 37116 led with Green Liveried No 37057 on the rear going down.

Two day later on the 5th "our line" saw Bulleid Merchant Navy No 35028 "Clan Line" arrive into Poole at 13.00 with the Belmond Pullman Coaches (formerly VSOE). At 15.25 a Class 66 No 66185 arrived light from Eastleigh and attached to the Pullmans. After "Clan Line" had been serviced in Poole yard the train departed at 17.20 behind No 66185 with "Clan Line" on the rear. (With the Editors blessing a full report of this working may appear later).



On Saturday 8th Bulleid Pacific No 34046 “Braunton” running as 34052 “Lord Dowding” ran from London to Yeovil Junction. Class 33 No 33207 was on the rear, it hauled the train and 34046 from Yeovil to Weymouth. “Braunton” worked the train back to London, passing Poole at 18.20 with No 33207 providing banking assistance up Parkstone Bank. Just one Hamworthy stone train ran the following week when 59002 arrived on Wednesday 12th, whilst sister engine No 59005 followed 7 days later on Wednesday 19th. However a second stone for that week was worked by 59203 on Friday 21st.

On Sunday 23rd Class A4 Pacific No 60009 “Union of South Africa” paid it’s first ever visit to South Dorset whilst working a London Paddington to Weymouth and return special. The train ran outward via Reading and Westbury to Yeovil Pen Mill where the A4 was removed to run light to Yeovil Junction to be turned and serviced. Class 47 No 47237 then towed the train to Weymouth leaving No 60009 to run light from Yeovil Junction to Weymouth later in the day. Reunited with the train No 60009 left Weymouth at 17.20 with No 47237 providing banking assistance. Later at 18.00 No 60009 made its first ever passage of Poole to become only the fourth A4 to come our way.

On Wednesday 26th “Union of South Africa” returned with the first of the 2017 season of Dorset Coast Expresses, running down from London Victoria to Weymouth, Poole was passed at 13.05. No 47237 was again assistant engine and it hauled the return working through Poole at 17.15 with No 60009 on the rear in readiness to head the train after a reversal at Southampton to Waterloo via Romsey and Andover.

AUGUST :- One week later on Wednesday 2nd the same combination, 60009 and 47237, repeated the itinerary with the second “Dorset Coast Express” for 2017. Quite what the tour participants found to do in a Rainy, Gale swept Weymouth is better left to the imagination.

SWANAGE RAILWAY (SR) JUNE 13th 2017. There have been several milestone dates in the history of the SR, but probably the most significant date was the one listed above. This was the day of the long awaited re-introduction of through **PUBLIC** services to Wareham. Considering the fact that 45 years had elapsed since the last BR public service train had left Swanage, it was no great surprise when the first SR train, the 10.23 Swanage to Wareham, left to a great round of applause.



As the SR's own d.m.u.'s are yet to enter service the coaching stock and two loco's, No's 33025 and 37518, were supplied by the West Coast Railway Company (WCRC). On the big day trains were top and tailed by the SR's own Class 33 No 33012 and the WCRC Class 37. Trains are due to run for a 60 day period in 2017 and should operate on Tuesday's, Wednesday's, Thursday's, Saturday's and Sunday's until Sunday 3rd September. Sadly No 33025 was not in "tip top" condition requiring attention from the SR fitters, this included repairing the speedometer and attending to fractured fuel lines on at least two occasions. Two more "visitors" came to the line during W/E 25th June. As reported in Main Line notes, a Class 159 d.m.u. No 159102 arrived into Corfe Castle on Friday 23rd June forming a South West Trains retirement special. On arrival at about 11.00 passengers adjourned to a local hostelry and the unit stabled in Corfe's down platform until 14.30. During this period the SR service trains, worked by 80104 used the UP platform.



The next day, Saturday 24th, a GBRf Class No 66756 arrived light engine into Swanage from Eastleigh, later in the day at 12.45 it was named "Royal Corps of Signals". Following the ceremony No 66756 was attached to the rear of the 14.00 service to Norden.



Standard tank No 80104 worked the six coach train to Norden with diesels 33111 and 66756 in tow, this later allowed No 66756 to work the returning 14.40. On arrival back at Swanage No 66756 was detached, it departing at 15.35, back to Eastleigh. The naming ceremony marked “Armed Forces Day” as well as emphasising the Swanage Railway’s links with the Signal Corp which go back several years. Tuesday 4th July witnessed U Class No 31806 return to SR tracks after its spell in Herston works, this engine is now fully “kitted out” for main line operation. On Sunday 9th July, (The 50th anniversary years since the end of Southern Steam) the railway had all three serviceable locomotives in steam. At the end of the day the last service from Swanage was triple headed, in order 30053, 34070 and 80104. Tuesday 11th July saw the 12.23 Wareham service cancelled when lead locomotive No 33025 ran out of fuel!! A faulty fuel gauge was blamed. Sadly an even more serious occurrence took place on Tuesday 25th July when Standard Tank No 80104 and Bulleid No 34070 collided in the shed area at Swanage. At this stage it is not known what damaged either loco’ sustained, but first reports suggest “Manston” will be out of use for the foreseeable future?? Following the collision the SR was left with a serious shortage of steam motive power, hence all services were diesel worked. Class 33 No 33111 worked one of the service trains and a two car d.m.u. the other. The Wareham service continued with any two of the following 33012, 33025 and 37518 providing top and tail motive power. On Monday 31st July when no Wareham service was operating the “Push-Pull” fitted 33 No 33111 was in normal SR service working in “Push-Pull” mode with the LT 4TC set. To alleviate the shortage of serviceable steam engines T9 No 30120 returned to the Railway week ending 30th July, plus U Class No 31806 was sent out on a loaded test run on Tuesday 1st August. Reports on their exploits should be available in the next issue.

POOLE PARK RAILWAY (PPR) :- After a period out of use the PPR reopened to the public on Saturday 22nd July under the auspices of “The Friends of Poole Park” a charity organisation dedicated to the promotion and upkeep of the park. The opening ceremony was carried out jointly by Poole’s current lady Mayor and Beryl Vimpany, widow of George Vimpany who inaugurated the PPR in 1949. Sadly the first train suffered a minor derailment, but nothing daunted the service continued with good passenger loadings despite it being a damp dismal day. Trains on the PPR are worked by a “steam outline” diesel engine named “Princess Sweet’pea”, which is on temporary loan from Hastings Miniature Railway.



As with all volunteer orientated concerns, they are looking for more persons to help, including drivers. If interested contact Graham Sutton (01202) 772446 For some of the above information I am indebted to :- Fred and Alan Worth, Bob Drew and Web sites "Wrger" and "Real Time Trains".

