

THE CORKSCREW

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Guest locomotive No 3 was ex LMS Princess Coronation Pacific No 46233 "Duchess of Sutherland". She is seen departing Corfe Castle on Saturday 13th October, during a short spell of sunshine. In the main, weather during the Gala wasn't that brilliant. Colin Stone



Visiting the SR courtesy of Ian Riley Engineering, and undoubted star of the Gala was "Black 5" No 44871. In this shot she is departing Corfe Castle with the demonstration Freight Train. Usually these freights contribute nothing to the railway's coffers, but on this occasion brake van rides were on offer at £5 per head. Hence as the time table "slipped" these "paying" services couldn't be dropped to allow a bit of catch up. Colin Stone

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Editorial

Once again we come around to the end of the year and hopefully this issue of The Corkscrew will be available at the Annual General Meeting on 6 December 2018. My thanks as always to those members who have submitted items for The Corkscrew during the year. Whether you are one of our more prolific writers or have submitted just a single article or photograph your contributions are most welcome. Without them you would have had no Corkscrew or even worse more of my trainspotting articles. If you were thinking of contributing but aren't sure then see me at a meeting. We do sometimes publish non railway articles, remember the infamous Corkscrew 45 (not available on line), as many of our members have broad transport interests.

Coming up at the end of December, Saturday 29th to be exact, we again have the open day at the Society club rooms. Next year sees Wimrail 2019 at Queen Elizabeth's School. More information will be released in the new year, but we have two large layouts, very different in style which will form the centrepieces in the two halls (on the current plan!!)

In this issue Colin Stone reviews the Swanage "Locomotive Exchanges 1948" Steam Gala, whilst Peter Watson rounds off our 50 years since the end of steam series with his reminiscences of his visits to the Midlands and Lancashire sheds. Paul Carpenter recounts his spotting days at Reading and his memories of Falcon, with Colin Stone's Railways Roundabout closing off this issue and this year.

Sit back and enjoy Corkscrew 108. Closing date for 109 is 24 January 2019.

Cover Picture :- Second star of the Swanage Gala No 34072 "257 Squadron" is seen departing Corfe Castle with a service from River Frome to Swanage passing No 46233 "Duchess of Sutherland" .
Colin Stone

The Swanage Railway Autumn Steam Gala 2018

A Personal View

By Colin Stone.

Galas don't normally warrant an article in "The Corkscrew" but the Swanage Railway's (SR) last gala (October 12th-14th) was news worthy for several reasons, both good and bad. The SR is well known for "putting on" good Galas, the annual diesel gala seems to have earned the reputation of being one, if not the best diesel gala in the UK. Last year (2017) the railway produced one of the finest steam galas ever with the "Strictly Bulleid" event. However after success came failure when the 2017 autumn steam gala "bit the dust" due to a lack of serviceable home fleet locomotives. Next, another down side as tight financial constraints found the 2018 spring steam gala billed as the "Works Outing" using just the home fleet. However with only four serviceable steam engines one outcome was a Class 33 diesel No 33012 (D6515) had to be used to haul trains to Bridge 4 over the River Frome.

As the year 2018 progressed the enthusiast rumour mill sent out messages of doom and gloom ranging from :- No gala at all, just home fleet again, no running to River Frome, to the real cracker that the railway was going bust!!! Just who cooks up these stories/rumours is a mystery, but whoever they are ? They were firmly put in their place when the announcement came that a large red engine would, subject to gauging, visit Swanage. As the days advanced came news of two more visiting locomotives, Standard 4 2-6-4T No 80078, and "Black 5" No 44871. First to arrive for the "Exchanges Gala" as it was billed was 80078, which arrived by road, next under their own steam via the main line came 44871 and finally the "big red shunting engine" No 46233 "Duchess of Sutherland". Having done my volunteering bit at Corfe Castle museum during Thursday 11th October, T9 No 30120 took me back to my car at Harmans Cross. Arriving late at 17.35 I decided to stay as the Duchess was due to pass at 18.49 and be gauged through the **UP** platform. A "cuppa and yarn" in the signal box saw out the hour until bells rang announcing No 46233 was on her way. She soon appeared out of the gathering gloom and passed through at walking pace. Armed with a Bardic lamp for illumination, one of the SR staff walked alongside the engine and reported that a good inch and a half clearance was evident Nothing like leaving it to the last minute !

Friday 12th October was day one of the gala, sadly after weeks of fine weather the elements decided to change as "Storm Callum" was set to pass over the UK. Thus on viewing wind and rain I set off from home much later than I had originally planned. I arrived at Harmans Cross at 11.05 in time to see our convicted "tea leaf" ex treasurer skulking around, but more to the point the down 10.50 service with 44871 at its head was still in the station. Having crossed No 80078 the "Black 5" left for Swanage 20 minutes late.

Just an hour and a half into proceedings, a 20 minute arrears so soon was not a good omen!

However I now had chance to photograph No 46233, also heading down, it should have been in Swanage at 11.12. Eventually, at 11.25, No 80104 took me to Swanage, where I made a quick dash to a chip shop. Hot footing it back to the station, I jumped into the back coach of the next up train, then got hot fingers whilst consuming lunch, the chips were still bloody hot !



"Duchess of Sutherland" waits in Corfe Castle goods yard siding as U Class No 31806 and Battle of Britain No 34053 "Sir Keith Park" run in from Swanage, 46233 will be attached to the rear of the train. "Sir Keith" was not originally listed to be in the Gala line up, but eventually saw service, it is believed she was used as extra load for the Duchess to show her paces on the climb away from River Frome. In the practice this proved to be something of an anti climax, as a consequence on later runs, 34053 was not included.
Colin Stone

Double headed by No 31806 and No 34053, we set off to River Frome, No 46233 was attached to the rear at Corfe Castle. Originally 34053 "Sir Keith Park" was not listed in the gala line up, but was in steam as a "Thunderbird". Word was she was being attached to give the Duchess a good load to work up the 1 in 78 from Bridge 4 to Furzebrook!? Reversing direction at the Frome Bridge, the Duchess was slow off the mark, with both the Bulleid and U giving her a shove away. When the pair on the rear eased off, the Duchess settled down to a steady plod, so much so the U was opened up to give banking assistance up to Furzebrook. Detaching the U at Corfe, we set off again, but on looking back I noticed that 34053 was giving us a shove up the climb over Corfe Common, so much for "The Power of the Duchess".

At Swanage several WRS members were espied, Brian House, Mike Ranger, Bernie Luther and Tony Legg to name just four. All were enthusing about 46233, so I just had to put them right and told them that assistance from a couple of good Southern engines had got her into Swanage. Well it would have been remiss of me not to have done so, especially as some of the assistance had come from a Bulleid. I stayed with the same set of coaching stock as No 44871 dropped on the top end, I was joined on board by the WRS contingent, the "5" then gave us a rip roaring run to Corfe Castle where No 34072 "257 Squadron" was attached on the rear. At this point fitter/driver Billy Johnson appeared on top of the Bulleid, unfortunately her whistle chain had snapped and could not be fixed on the spot. For safety reasons "257 Squadron" had to be hastily removed and replaced by No 80078, times had slipped further at this point and we set off for the Frome about 1 hour down on time.

The "Black 5" certainly barked well on what is mostly a 1 in 80 climb from Norden to Furzebrook. After a quick turn round, 44871's driver gave No 80078 a hearty shove away from Bridge 4, shut off and left No 80078 in the capable hands of Billy Johnson and his fireman to tackle the 1 in 78 to Furzebrook on her own.



80078 ... One of the "guest" locomotives for the Gala and making a welcome return was former Swanage Railway regular Standard 4 2-6-4T No 80078. It is seen here leaving Corfe Castle with a Swanage bound service during the afternoon of Saturday 13th October. Colin Stone

What can I say ? What a contrast to the Duchess (Class 8), with only 110 tons less on her draw bar the gallant Class 4 tank showed what a brilliant design the Standards are. As our American friends say “The stack talk was awesome”, 80078 literally blasted her way up the bank. I was in my favourite spot, the front window, with head out. Cinders rained down on my head as a wall of sound came back at me. The Duchess may be big and pretty looking, but '78 was showing her how to do the job, finding her pace, she held it, never slowing all the way to the top of the bank. With Furzebrook in sight, the crew on 44871 let us know she was still there, with a cheeky “toot” she was opened up and we accelerated the last 100 yards or so over the top.

This is what Heritage Railways are all about, recreating the past, as No 80078 blasted up the bank I was, in my mind, back in 1960. In October that year, with Weymouth turntable out of action, several Standard 4 2-6-4 tanks were temporarily allocated to the area to work most trains between Bournemouth and Weymouth. Thus that was when I had my first ride behind one of them, 58 years later, on 12th October 2018 I definitely wasn't on Parkstone Bank But with my eyes closed!/? My first day at the gala ended when the venerable T9 No 30120 took me back to Harmans Cross to collect my car and head for home.

Saturday 13th was a “work day” for me as I was on site at Corfe Castle with the SR's Sygnets Youth Group. As the lads went out clearing rubbish from the trains I was busy working on the electrics in our “B” van base which is located in the sidings. This task allowed me ample time to grab some photographs as the day progressed. Sadly time was again steadily lost, at around 15.00 trains were an hour late. At this point the Saturday **13th** (unlucky) time table, degenerated into a total “testicles elevated”. I departed Corfe Castle for Norden and home at 16.35 behind 44871 which should have left at 15.04.

With Swanage water tank reportedly starved of water and unable to cope with demand, locomotives were struggling to take on adequate supplies. The 16.15, 16.39 and 17.15 services ex Swanage were all cancelled, taxis were provided for stranded passengers, and that was not all of the woes. But to draw a final line under the day, some sort of dubious record was set when the 16.32 ex River Frome, due Swanage at 17.14, arrived at 20.15, a mere three hours late on a journey of 9 miles! On its eventual arrival the 19.30 dining train was still in the other platform waiting to leave but minus a loco' and with the diners finishing their main course. No doubt a day to forget for SR management and gala organising committee?

On Sunday 14th I decided to ride trains solely between Corfe Castle and River Frome. I boarded my first train of the day at Norden and headed off to River Frome behind No 80078 complete with T9 30120 on the rear.

Driver of the Standard was Nathan Au on one of his first driving turns since passing out as driver, he didn't disappoint, driving the loco' to good effect. In deference to her 119 years and the fact she was also running tender first, No 30120 was given assistance back up the bank to Furzebrook by 80078. I stayed at the rear window, just feet from the Standards chimney and enjoyed the "music" issuing forth Nice one Nathan. More memories, this time of jaunts of a similar nature up Parkstone bank in the mid 1960's. With Standard tanks then officially allocated to Bournemouth one could often be seen, and heard, going flat out on the rear of a train going up the bank. Once back at Corfe, it was over the footbridge and a short wait for 44871 to arrive from Swanage, 34072 "257 Squadron" was attached on the rear. The trip to River Frome was a treat with more sweet music issuing from the chimney of 44871. Reversal at River Frome saw respective firemen swap head code discs for tail lights and vice versa. All was now set, after two "cock crow" whistles had echoed across the water meadows, "257 Squadron" set off from the river and without assistance from 44871 began to accelerate up the 1 in 78. What a super run, the Bulleid fairly romped up the climb and was a joy to travel behind. On arrival back at Corfe, without any prompting a beaming stranger who had been at an adjacent window said "That was brilliant, she sounded super, you can't beat a Bulleid at full cry" Who ever you were sir, you weren't wrong !!

Another chance for a run behind the Duchess was now on the cards as she was attached to the rear of the next train to arrive from Swanage. Class U 2-6-0 No 31806 was motive power to the River, with five coaches and 46233 in tow (340 tons) she performed brilliantly. At Norden two more WRS regulars were spotted as Richard Green and Christine Livermore joined the train.

Reversal at the river saw No 46233 set off for Furzebrook, on this occasion she was driven harder, sounding better than previously, but although the run was a pleasant experience, sadly it was not overly memorable. To end the day and indeed the gala, I undertook two more runs to River Frome, both with motive power repeats of earlier in the day. First with No 80078 leading to the Frome with the T9 on the rear, 30120 headed back up the bank ably assisted once again by No 80078. Late running now turned what should have been a quick change of train into a short wait at Corfe, just time for a "quick cuppa and a piece of cake" with Mr & Mrs Clackett. Then it was time for my final gala run, possibly the best of all ...

"Black 5" No 44871 rolled into Corfe Castle where 34072 "257 Squadron" was attached on the rear, a dream pair not to be missed. With the timetable now around an hour late driver Billy Johnson on 44871 was up for a rousing run, once over the road at Norden the "Black 5" was given her head, WOW, what a rousing sound from her chimney. I couldn't resist turning my camera to video mode as we forged up the 1 in 80.

As we went over the top at Furzebrook and started to roll down to Bridge four, I went to the rear coach and bagged a window up close to 34072. It was now her turn to perform, and she didn't disappoint, an open window, head outside and a Bulleid at full chat, it doesn't get much better than that!

The climb up to Furzebrook was superb the icing on the cake ... A perfect way to end three days of fun and enjoyment. Throughout all three days many persons were filming at stations and from the line side. Several of these films are now on "You Tube" if you care to look. One taken by "The Southerner" is well worth viewing, look out for the U giving the Duchess a helping hand !

As the title for this article stated, the above was my personal view, others of you will have your own views and memories. To my mind star of the show was the "Black 5" No 44871, the luck of the draw saw enthusiastic crews on her footplate, which meant she was quite vocal.

Class U No 31806 was a great performer too, as were the two standard tanks, the T9 did well for her age and power classification. It was a great pleasure to see and ride behind our newly returned to service Bulleid No 34072 "257 Squadron", her performances also stood out making her star performer number two.

That leaves what was billed as the "star" visitor, No 46233 "Duchess of Sutherland". She's big, looked impressive, on several occasions sounded impressive, and obviously drew in the crowds. But sadly, for some reason, to me, she seemed to lack sparkle. Lest you think I am biased, I have two quotes, one came from an enthusiast who said thus:- "It lacked any character". Whilst a young Sygnet later expressed his views, which corresponded with mine, that 44871 and 34072, were star Gala performers.

Apart from the major time table debacle on Saturday, most people seemed to have enjoyed the event, including the three WRS members "Winkin', Blinkin', and Nod" who were interviewed and appeared on Meridian TV news.

Personally I spotted many other familiar faces, including perhaps the most astonishing sight of the gala, that of Parkstone Station booking office clerk Malcolm Ellis bedecked in full Scottish "clobber" which included a **Sutherland** Tartan Kilt !! Two catchphrases from the radio series "The Navy Lark" come to mind "Ye Gods" and "Oooh Nasty" !

Note :- If you didn't see them on TV, "Winkin', Blinkin' and Nod" were Brian House, Graham Clackett and Clive Arnold, I'll leave you to decide which was which ?

Cabbing FALCON

by Paul Carpenter

In the late sixties and early seventies I used to stay a lot with my gran in Reading during the school holidays. Now this was fortuitous because trainspotting at Reading ('Reading General' in those days) was and still is no doubt somewhat more productive than at Bournemouth. The vast majority of train-spotters in that period following the demise of steam were of no more than school age. Older enthusiasts tended to despise the boxes on wheels belching noxious fumes (ok some diesels did – but not half as bad as when seen in action at diesel galas today!).

Unlike the older enthusiast for which this period was the nadir of the railways, for younger ones like me, we were in our element. By 1968 it was already apparent that the Diesel Hydraulics were a doomed species, although no-one could really conceive that this would include the 'Thousands' – the 'Western' Class 52's. Thankfully they lasted long enough for me to work on some of them, outlasting their original planned 1974 withdrawal date, surviving just into 1977. Most of the Paddington – West of England passenger services were in the hands of the 'Westerns', though for a time 1968/69 double headed D8XX Warships (Class 42 – the Maybach engine variety) had diagrams on the fastest timed services to Plymouth / Penzance, including the 'Cornish Riviera'. Brush 4's (Class 47) would share the Bristol's and South Wales expresses, totally taking over the remaining 'Western' turns when ETH stock came in. Warships (both Class 42 and 43 – the North British MAN engine ones) worked quite a number of West of England and Bristol services up until their demise, especially summer Saturdays. The Birmingham's were usually Brush Type 4, but there was a flirtation with NBL Warships around 1967, and somewhat later on a longer spell when D10XX Westerns were used to supplement the Brushes, but this was later, around 1974 – 76.

Class 35 'Hymeks' worked Worcester / Hereford services out of Paddington, and for a period 1969/70ish NBL Class 43 D8XX's allocated to 81A Old Oak Common worked these. Class 47 and later on Class 31's were also to be seen on these. Hymeks were also diagrammed to Oxford commuter trains. These were also a good bet for the stylish looking 'Inter-City' DMU's (later Class 123). The D63XX Class 22's were confined to empty coaching stock duties at Paddington and local freights (Newbury, Didcot, High Wycombe etc.). Obviously all these loco classes would be seen on freights as well.

Class 33 Cromptons were daily visitors from both Guildford and Basingstoke directions. Others such as EE Type 3's (Class 37) and Peaks (45/6) were seen though not necessarily daily. The Blue Pullmans were by then all on the Western Region, though they passed Reading non-stop.

Well remember them roaring through Reading on the middle road in the morning at speed with the Bristol and South Wales Pullmans with the sun visors drawn down very low going east into the sun. Gave them a very distinctive look. From around 1967 they were in the curious hybrid original livery but with yellow ends, to be replaced with the tasteful – only joking, grey livery. Mixed in with the above were Pressed Steel DMUs on the locals, parcel cars W55991/2 – combining with de-seated standard DMU power cars sandwiching a GUV van or two, the above noted 'Inter-Cities', Southern Region 'Hampshire' unit, plus the notorious cobbled together 'Tadpoles' DEMU's and, on the Waterloos 2-BIL, 2-HAL EMU's, later replaced by 4-COR, quite some variety, unless steam was your thing!

Now what's all this about cabbng locos? The first locomotive I went on the footplate of was ex GWR Castle class 5071 'Spitfire' at Reading General. Now I have to say, much as I would like to, I don't actually remember this. Doubtless Colin Stone and Graham Clackett would say that the horror of it being a Great Western locomotive has irretrievably removed it from my memory. Well it seems it has! I know though that I did set (very small) feet on fifty-seventy-one's cab floor, because my dad often told me so, and he didn't get facts like that wrong. I see it was withdrawn in October 1963 and I only five then, so whenever it was I certainly wasn't very old.

The first engine I do remember going on the footplate of though was (this'll cheer club members) a Merchant Navy, 35008 'Orient Line'. Perhaps this was surprisingly at Waterloo and not Bournemouth after dad and I had ridden up to London behind it. Probably around 1965/6. I do remember the usual Sunday mad dash from Wimborne over to Bournemouth Sorting Office to catch the 4pm post following dad's writing up of orders for the 'firm' (Suttons Seeds). We always made it (just) in his company car, Ford Anglia De-Luxe, used to get a new one every year, every six months even for a period in the early sixties.

Now I often accompanied dad on these sorties because after getting to the sorting office at about 3.57pm we could cross the road and wait outside the fence on the road and look down on the up side of Bournemouth Central. This was because around 4.30pm the Bournemouth Belle would depart usually behind a Merchant Navy or occasionally a West Country. I know dad was very impressed by the Bulleids, even if pressed his favourite engines would have been built at Swindon or Doncaster, more familiar to him when he was younger. So given that, we would spend around half an hour admiring the loco and train. But having diverted off on a tangent, let's return to Reading in those halcyon, for me, late sixties to early seventies.

Anyway, around the period 1970-73 'cabbng' locomotives, basically asking the driver if you could visit the cab whilst the train was stopped at the station, became very popular at Reading station.

I can't really remember this taking off elsewhere, and I seem to recall I was not quite so successful at other stations. It seemed to die out, probably due to it being noticed that departures were being held up as up to about half a dozen kids were piling out of the cab! Platform 5 on up London trains seemed to be often productive, much more than down trains. Perhaps indicating the ratio of haulage, Brush Type 4 and Westerns were the most cabbed locos from what scant info I now have. I'd long since seen all the D10XX Westerns but it was good to include the likes of Western Invader, Huntsman, Guardsman, King, Viscount and Vanguard to the category of 'stepped into the cab of'. Cabbing Hymeks seemed harder, best bets were parcels trains on platform 9.

An unusual feature at Reading General was the availability of a Train Spotter Platform Ticket from around 1969 until maybe around 1973. They were issued in a different colour for each day of the week, which varied to prevent, not entirely successfully, reuse. The cost was originally two shillings, later decimalised to 10p, a not inconsiderable sum for the time, the same price as a series 1 Airfix kit! Depicted on the coloured side were outline drawings of various locos likely to be seen. As far as I know, checking ones still in my possession these were Classes 08, 31, 33, 35, 43, 47, and 52. I'm pretty sure Class 22, the NBL Type 2's were never depicted though they were still around at Reading until mid 1971. On the back was technical details of the loco shown on the face.



A day's spotting at Basingstoke in the summer of 1971, I'd specially gone over from Reading because it had been announced that the Class 42 Warships would be coming off the Waterloo – Exeter's at the end of the summer timetable. Just one other spotter there, but we were glad to cab D809 Champion and D815 Druid, both in appallingly worn maroon livery. I remember the driver of D809 telling me when I mentioned I was interested in working on the footplate "forget it son, the railway and the jobs finished". Fortunately I ignored his advice. Looking at the state of Champion it was all too easy to see what he meant. We picked at a bit of the paintwork, which came away. The Warships when built had a layer of filler (prestolith) under the paint as an anti-corrosion treatment – it actually made things worse in reality. Anyway, the driver produced a screwdriver and chiselled a large chunk of the maroon painted filler off for us, shattering as it crashed onto the platform. "It'll be scrapped before the years out", he added. You'd think he'd given us the nameplate by our broad grins. So wish now I still had those worthless souvenirs. We stepped down on the platform, and with his mate getting the right away, he opened up those twin Maybach engines, magic. The 'Warships' became my all-time favourite loco then and have remained so ever since!



1200 at Newport Ebbw Junction on 22 November 1975 and departmental 20 at Reading Signal Works on 19 July 1975. Paul Carpenter.

Back at Reading I remember shooting over to platform 9 when very late in the day for the Warships, 814 'Dragon' came in on a parcels. I think I was the only one who reacted fast enough to get the invite to cab it. That would have been in autumn 1972. Class 33 Cromptons stood in platform 6 to work an early evening three coach train over to Guildford at around 17.00 were easier, you'd often get a tour of the engine room – health & safety still some way off. Talking of platform 9, if you carried along the subway through a ticket barrier at the far end, a footpath took you round the back of the signal works.

Departmental locomotive No 20 lived here, a Ruston & Hornsby 88hp shunter, allocated to the Western Regions signal works. The driver of this (S&T staff, not a mainline driver) would be quite happy for you to stay in the cab of this while he did some shunting of the wagons there. This loco had been painted blue for a Reading Diesel Depot open day in 1971.

There was one loco though that was proving difficult to cab – ‘FALCON’. Falcon was like a cross between a D10XX ‘Western’ and the slightly later Brush Type 4 (Class 47). Powered like the D10XX by two MD655 Maybach engines, though rated at a slightly higher output, it sounded very much like the hydraulic D10XX, though subtly different, probably because of its electric transmission. It looked a bit like an odd Brush Type 4, with the shared two tone green livery, donned after a short time in lime green, a somewhat ugly more rakish version of its later Brush products. If you saw a train approaching Reading in the down direction when it rounded the curve from Sonning cutting more than a mile away, a Brush Type 4 could easily be confused with a Hymek, head on at that distance. Falcon somehow looked like something between the two, with a higher headcode panel.

When it appeared in standard blue these visual characteristics were accentuated in a brutish way. In late 1970 Brush prototype D0280 had gone into Swindon Works, still on hire from Brush. It was widely rumoured it had no future as it was a non-standard one-off. However it emerged in standard blue livery in early 1971, with the new number 1200, now owned by British Rail, and the only member of Class 53 to boot. It had lost its vacuum brakes and was now air braked only, contrary to what’s been written elsewhere it was never dual braked. Thank goodness, one saving grace, it retained the wonderful Falcon crest above the minimalist, very sixties, nameplate. It looked appalling after the previous two-tone green livery, in other words bloody fantastic to a twelve/thirteen year old! Up until then it had a regular diagram from Bristol up to Padd’ – two return trips, it was allocated to Bath Road depot and manned by crews from that depot, I believe they were the only ones passed out on it. This working continued during 1971 and 1972. Now I later found out when working on the footplate myself Bath Road men were not always that communicative, so it wasn’t surprising that persuading them to let you cab Falcon wasn’t easy. Except one day one kind driver relented and I was one of the lucky ones, and in the end I cabbed 1200 Falcon several times, until towards the end of 1972 it disappeared to Newport Ebbw Junction to work out its final years on unfitted freights. I last saw it stood outside the shed there late in 1975 a week or so after withdrawal. The cab layout was very, not unsurprisingly, like a Class 47, of course that should read the other way round, it preceding the production Brush Type 4.

I gave up number collecting about 1974, and next year, against that earlier advice, got a job as a secondman and worked in diesel loco cabs every day.

Much later I got to drive both preserved D8XXs Greyhound and Onslaught, as well as a couple of drives of the East Lancs Hymek D7076, and Severn Valley's D1013. Those platform days at Reading have receded now in years but not in one's memory.



Driving D821 Greyhound.

Paul Carpenter



D821 Greyhound at Grosmont on 6 May 1983.

Ken Aveyard

Useless fact: 1200 Falcon was the only diesel-electric still around when TOPS renumbering came in not to be allocated a new number (53001). It kept its old number in common with the Thousands and Hymeks – maybe an honorary hydraulic!

DONCASTER TO DERBY THEN ON TO DARKEST LANCASHIRE

by Peter Watson

Reading about Colin Stone's and Ken Aveyard's travels around the North of England towards the end of steam sent me, again, to look at the notes I made at the time.

Let's go back to the end of August 1967. I had finished a year out working at the local Council's Planning office and was looking forward to leaving home and going off to University in Manchester in late September. Carnaby Street was "swinging", British pop music ruled the airwaves and Harold Wilson was in the middle of his first term as Prime Minister. It was also the Derby "Flower Show". The what?? I hear you ask. The Derby Works Open Day was based on the flower and horticultural show that took place at the Works at the end of every August – I wasn't that keen on the cucumbers and gladioli - the contents of the Erecting Shop and Repair Bays were much more enticing.

So it was, then, that on 26th August I set off from Doncaster by train for Derby. I had seen my last working steam in Doncaster in July, not that I knew it at the time – ironically, LMS designed 8F locos. Today I was to see 3 WDs, a 9F and a B1 – but they weren't in steam. They were in sidings outside Arnott Young's scrapyards at Parkgate. Diesels included Deltics (2), Brush type 4 (8), Peaks (8), Shunters (8), Brush type 2 (7) as well as English Electric types 1 and 3 and a solitary example of what became Classes 25 and 40. I was starting to see the occasional loco painted in Rail Blue; D105, D152 and D8182 were noted. In those days it was possible to catch a train that stopped at Stapleford and Sandiacre – right outside the entrance to Toton depot.

Toton was home to the first batch of 10 Peaks. They were all on the depot with the exception of D6 and D8. "Great Gable" (D4) was already in Blue. In total, there were 25 Peaks, 15 Class 25s, 10 English Electric type 1 and 16 shunters – all of which were the Crossley or Blackstone engined examples which were early withdrawals due to their non-standard equipment. The most unusual sightings – though not for that time, were 2 BRCW locos D5372 and D5409 which soon migrated to Scotland.

Finally, it was time to mingle with the crowds at the Works. The main display at the entrance featured Britannia "Oliver Cromwell" which, of course, found lasting fame just under a year later as the loco involved with the "Fifteen Guinea Special" to mark the end of steam on the BR network. There were a further 73 diesel locos on the Works that weekend – the most famous ones being 10000, 10201, 10202 and 10203. What a shame that they slipped away from preservation – though there are plans to create a new 10000 using the frames of a Class 58.

In the Works were Peaks (23), Classes 24/25 (19) and 15 diesel shunters of both 204 and 350 hp together with 5 LMS designs, 15003 from the LNER (by then withdrawn) and ED2. There was also a solitary BRCW type 2, D5383, that was withdrawn at the beginning of 1966 after collision damage and which was cut up shortly after the Open Day. The previous year the Works had been full of new build Class 25s – as they later became – with D7660 to D7674 present in various stages of completion.

The journey home produced no surprises, just a few more blue Peaks and EE type 1s. Then it was “business as usual” on the East Coast Main Line until it was time to become a student.

For a boy from Doncaster the metropolis of Manchester was very exciting. So was the railway scene of Lancashire. Piccadilly was home to bright blue electrics and Derby lightweight diesel units with yellow diamond coupling codes – very exotic. Even the Plant at Doncaster didn't see many of those.

I had only been there for a few days when I decided that I had to get across to that other great Lancashire city, Liverpool. For reasons that are now lost in the mists of time I went mid-week which meant that the sheds were less than full. The journey was by train from Manchester and only half a dozen steam locos were seen on the journey, Black 5s, 8Fs and 1 Standard 5, 73053. At Birkenhead I was too late for the 9Fs on the Shotton iron ore trains and the depot was devoid of steam with numerous EE type 4s, Brush type 4, Sulzer type 2 and 4 shunters of what later became Class 04 in evidence.

Now, the next part of the trip is a bit weird..... I only went to Edge Hill shed once, and that was on this day, but can I remember what it looked like? Even photos haven't managed to jog my memory. Still, the notebook doesn't forget and it tells me that 8A was home to 20 Black 5s, 15 8Fs, 4 9Fs and one Standard 4, 76079, which was based at Wigan Springs Branch in late 1967 before it was withdrawn and later saved for preservation, along with a smattering of shunters and main line diesels including D218 “Carmania”. Strange to relate but the next shed was Speke and I recall it clearly. The yard seemed to be full to bursting with steam locos – most had probably been withdrawn by this date – and rafts of the early LMS designed jackshaft drive shunters, Nos 12005–10/14-16/18/19/26-28 as well as 12035/94. Another 14 shunters of various types were mixed in with lines of steam locos; 19 9Fs included a former Crosti engine (92027) while 92165 was one of only three that had been fitted with a special tender and a mechanical stoker. Black 5s had 16 examples while the 8Fs won with 17.

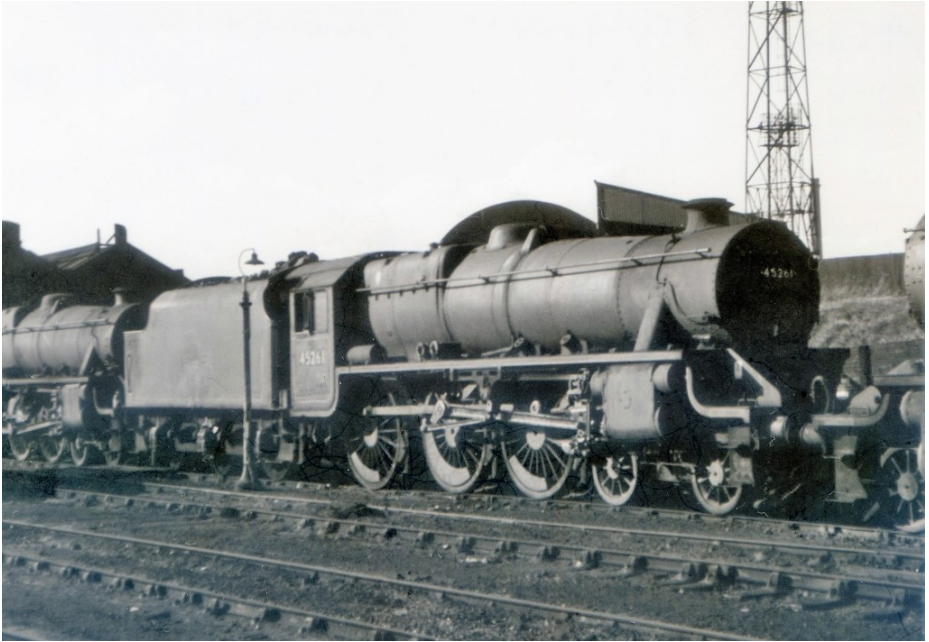
It was a couple of days later that I travelled back home from Manchester Piccadilly to Doncaster to collect my bike and, rather than cycle back over the Woodhead Pass (see, two weeks of Higher Education were already starting to

pay off), it was a return via Sheffield and the Woodhead Tunnel. Later on I did cycle back to Doncaster over the Woodhead pass – hard work gaining the summit but my memory is of miles of high speed freewheeling on the descent to Barnsley. I doubt a cyclist would survive that journey today with the traffic speeds and volumes. The route was, of course, via the long defunct Sheffield Victoria and the 1500v DC line into Piccadilly hauled by one of the soon to be withdrawn 27000 series electrics. They did, of course, then spend some more productive years working in the Netherlands. 27000 in new blue livery was the train loco on the outward trip. There was a Black 5, 44893, lurking near Piccadilly and that was it for steam until we got to the rail served scrapyards feeding the steel works around Rotherham where 8 WD Austerities were lined up along with the same 9F I had seen almost 2 months earlier. A solitary B1 now in Departmental service but withdrawn for a second time showed the flag for the LNER. A freshly overhauled Class 03, D2065, in new blue livery stood outside the Plant as we arrived at Doncaster.

The bike gave me the freedom to get around the Greater Manchester area and the lure of steam was such that a series of visits had to be undertaken as soon as possible. There was no sense of urgency to record the end of an era, just the curiosity to see what was in the sheds around the North West – alien territory to me and, most definitely, the wrong side of the Pennines.

Sunday, 15th October and it was a short bike ride from my student lodgings in Fallowfield out through the south Manchester suburbs to Stockport Edgeley shed. As the shed was alongside the main line between Manchester and London there were occasional electric locos and multiple units to be seen and a couple of main line diesels, D301 and D311. The shed area contained the usual scattering of shunters, three 350hp units and single small shunter, D2389. Steam was, of course, the main draw and it was here in abundance. Three 9Fs led the way with 17 Black 5s and 19 Stanier 8Fs. At this time there was still considerable activity around the Manchester area and I vividly recall a bitterly cold morning in late 1967/early 1968 watching 45253 shunting the goods yard at Fallowfield station. The station building still survives on the main road but the railway infrastructure is long gone.

From Stockport it was a short(ish) ride east to Reddish where the relatively new depot serviced the Manchester end of the Sheffield – Manchester – Wath electrified line and the Manchester suburban 1500v units that ran out to Hadfield, Dinting and Glossop. As expected, 26XXX and 27XXX electrics dominated the scene with 15 and 3 examples respectively, including the now preserved 26020 in Rail Blue. A jackshaft drive shunter (12024) was present together with 4 Sulzer type 2s and a single Metro-Vick D5711. These locos could often be found at Reddish being serviced or repaired before being sent as far away as possible although I have no idea what diagrams brought them down to South Lancashire.



45261 at Stockport Edgeley - with the football ground pylon behind. PW

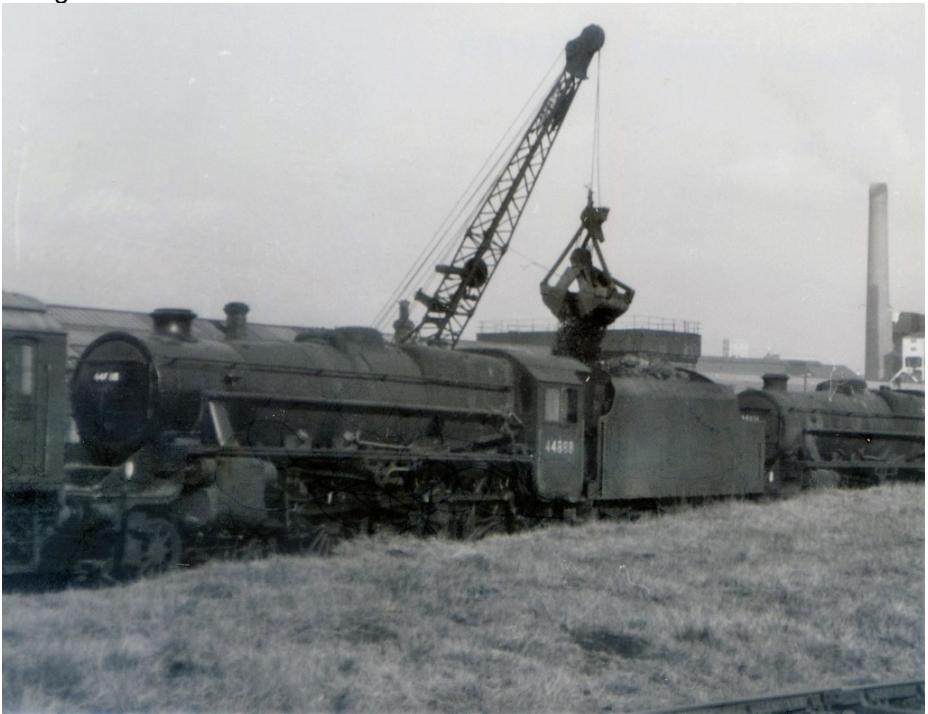


45253 shunting Fallowfield Goods Yard.

Peter Watson

The return to my lodgings took me via Longsight. This was the “new” railway and electrics shared the depot lines with both main line and shunting locos. Two named EE type 4 locos, D212 “Aureol” and D213 “Andania” were present together with two sister locos, 5 shunters and 3 Sulzer type 2s – otherwise it was an all electric show with 10 main line locos and 2 emus in the running shed and sidings.

It was only 15 weeks later that I returned to ask permission to look round – it was granted (imagine that happening today) but there was now a collecting box on the signing on desk for the families of the Longsight crew killed at Hixon less than 3 weeks before my visit. The twisted builder’s plate from the loco involved, E3009, came up for auction a year or two ago and made only about half what I thought it should. Was that due to the damage or the recognition that men had died in the cab?



44888 being coaled at Trafford Park

Peter Watson

Sunday, 22nd October 1967 and the first shed was Trafford Park. There was quite a strong diesel presence already with 9 Sulzer type 2, 3 shunters of differing horsepower and a solitary EE type 4. However, the shed and yard was busy with steam engines, though variety was lacking – as it was in all of the North West at this time. Stanier designs only but 22 Black 5s, including a named example, and 8 8Fs made up the inventory.

As far as I can recall they were all still active, certainly, the yard was very busy with coaling and engine preparation going on even though it was a Sunday.

On then to Patricroft. Access was across a long footbridge and the two shed buildings were at right angles to each other. Diesels were few and far between – just a handful of shunters, a couple of Sulzer Type 2s (Class 25) and a blue Peak. But the steam contingent was terrific; Black 5s numbered just 4, 8Fs had 15 representatives and there was a solitary 9F (92077) and Britannia, 70023 “Venus”.

However, Patricroft was known for its stud of Standard Class 5 locos, many of them with Caprotti valve gear, and they were there in numbers!! The doyen of the Class was present along with a further 33 classmates of which 20 were Caprotti examples. In the late autumn sunshine the orange brick of the shed building complemented the rust tones although the silence was noticeable.

The following Sunday – I did work quite hard at my studies for the other 5/6 days!! – I was off to Newton Heath, just a mile or so to the east of the city centre, with Locoshed book and Manchester A-Z. This was still a stronghold of steam despite there being 13 diesel shunters on shed (3 being the small Yorkshire Engine Company 170hp units, later Class 02) alongside a couple of Sulzers and an EE type 4, this time “Antonia”. Steam was the usual at this period – 32 Black 5s and 21 8Fs with the addition of a single Ivatt Class 2, 46485, which had been withdrawn from Buxton shed in the early summer and was in the process of making its way to South Wales scrap merchants later in 1967.

I made it my business to do the circuit of the Manchester sheds whenever I could and I managed to get as far as Wigan, Bolton (where I photographed an early LMS shunter being cut up in front of still active Black 5s and 8Fs – which I could swear were smirking), Lostock Hall and Carnforth when I acquired an old car in 1968 although the likes of Agecroft and some of the more obscure locations evaded me.

Petrol was expensive – almost 6 shillings a gallon – and I was on a grant.

For the trainspotters I copped 44 locos (only 2 of which were steam) on the Derby trip while the Manchester and Liverpool sheds proved to be far more productive – an indication of how close to home steam locos stayed in the days before common user became the norm. Trafford Park was 10 steam/3 diesel; Patricroft was 16 steam/4 diesel; Stockport 8 steam/4 diesel/1 electric; Reddish 2 diesels; Longsight 5 diesel/5 electric; Newton Heath 26 steam/4 diesel; Birkenhead 8 diesel; Edge Hill 22 steam/5 diesel/1 electric and Speke produced 20 steam/18 diesel.

RAILWAYS ROUNDABOUT

SEPTEMBER :- On Monday 17th the “regular” monthly test train ran, however the start point on this occasion was Hither Green rather than Derby. The train proceeded to Weymouth before returning to Eastleigh, passing Poole at 21.05 (down) and 22.20 (up), two Class 73’s No’s 73962+73964 top & tailed the train.

OCTOBER :- A short engineers train comprising a few wagons and a crane passed Poole at 23.58 on Monday 8th heading for Dorchester. Class 66 No 66119 led the formation with No 66127 on the rear, this loco’ returned the train to Eastleigh at 05.50 on Tuesday 9th.

On Wednesday 10th “Black 5” No 44871 passed Poole at 16.05 running light + Support coach heading for Swanage. Next day (11th), also heading for Swanage, Stanier Pacific No 46233 “Duchess of Sutherland” complete with her support coach in tow passed Poole 18.05. Four days later with her duties at the Swanage Railway Autumn steam Gala complete, the “Duchess” passed Poole at 08.05 on Monday 15th, running tender first (with support coach) heading for Bury and the East Lancashire Railway.

One week later on Monday 22nd the monthly Derby-Weymouth-Eastleigh test train ran with “top and tail” Class 37’s. No 37099 was in the lead heading down through Poole at 21.20, sister loco’ No 37254 was at the head returning up at 22.45. Later that week on Thursday 25th, Class 37 No 37601 just made it into Poole when it arrived at Branksome from Eastleigh works with four cars of a Wessex Electric e.m.u. in tow. On arrival at 14.35 the ensemble reversed into Branksome depot from the station, an hour later the 37 ran light to Wembley...That was it, sadly hardly any main line activity.

SWANAGE RAILWAY (SR) :- On Saturday 22nd September T9 No 30120 was failed after arrival into Swanage with a service train. Unfortunately the smoke box steam pipe once again started leaking again, this time on the left hand side. Two days later repairs were in hand in an effort to get her fit and running once again.

Tuesday 18th September found Bulleid Pacific No 34072 “257 Squadron” out undertaking some test runs in company with Class 33 diesel No 33012 as dead load and insurance. With everything in order it was decided to give 34072 a further, heavier loaded test the following day.

On Wednesday 19th No 34072 attached to No 80104 at the head of the 14.00 ex Swanage service train. Thus with 5 coaches full of passengers and No 80104 as dead load “257 Squadron” worked its first passenger service for 15 years.

On arrival at Norden No 34072 ran around 80104 and coaching stock to work the 14.40 back to Swanage.

On Wednesday 3rd October No 34072 went out for more test runs in company with Class 33 No 33012, the pair "top and tailed" a set of coaches between Norden and River Frome. Although the loco' test went well a downside was a large heath fire near Furzebrook which required 5 fire appliances to extinguish the blaze. Most likely cause of the conflagration was thought to be embers dropping from No 34072's ashpan ??

Next day, Thursday 4th October found Rebuilt Bulleid No 34053 "Sir Keith Park" out on test following repairs. As per sister loco' "257 Squadron's" test, No 34053 worked a service train to and from Norden with No 80104 as dead load. Passed "fit" No 34053 took over the diagram and hauled trains through to end of service on Sunday 7th.

Also on 4th October former SR resident, Standard 4 2-6-4T No 80078 returned to the railway, Class 33 No 33012 collected her from Norden and towed her to Swanage, 80078 is visiting for the Autumn Steam Gala. Wednesday 10th October saw the second gala visitor "Black 5" No 44871 arrive on the railway, ex Southall. Followed on Thursday 11th by Stanier Pacific No 46233 "Duchess of Sutherland".

The Autumn Steam Gala which took place over the three days 12th, 13th and 14th October is featured elsewhere in this issue.

At 06.55 on Monday 15th October No 46233 departed Swanage en-route to Bury to take part in the East Lancashire Railway Steam Gala. T9 No 30120 (successfully repaired) worked service trains during the week after the gala (15th-19th) but was replaced on Saturday 20th by Black 5 No 44871. This loco' is remaining on the railway until 24th November and was thus used to haul SR service trains for all of half term week (20th to 26th October).

The railway marketed a "short notice" end of season event which was advertised as "Somerset & Dorset Weekend" for 17th & 18th November.

Three locomotives types once common on the S&D saw use, i.e. Bulleid Pacific No 34072, Black 5 No 44871 and Standard tank No 80104. Saturday 17th ran trouble free, however a SPAD involving No 34072 occurred at Harmans Cross at around 10.15 on the Sunday. This caused delays to the schedule and saw No 34072 withdrawn for inspection, her duties then covered by Class 33 diesel No 33012 Class 33's were seen on the S&D, working freights to Blandford and finally in the 1970's demolition trains !!!!



Class 144 Pacer unit 144012 is the unit modified by Porterbrook to meet the 2020 accessibility requirements. Destined to be a one off it is seen entering Leeds station on 3 January 2017. Robert Aveyard



The interior of the cab of Hymek D7017. Paul Carpenter

Bonus pages



In Peter Watson's article he mentions 46485 recently withdrawn from Buxton, at Newton Heath. Here is 46485 running light engine from Chinley to Buxton at Chinley North Junc. on 16 June 1966 WRS F48 1



Peter also mentions 70023 Venus on Patricroft shed. Here she is seen at an unknown location in an undated photo from the WRS archive.



Another shed on Peter's jaunts was Longsight where 47673 is seen alongside two Stanier class 5's in this undated photo from the archive.



By 1966 Longsight was also home to some of the west coast electric fleet. E3114 was new in September 1965 and became 86020 then subsequently 86320, 86420 and finally 86620. Withdrawn due to fire damage in February 2007 and scrapped by Ron Hull, Rotherham in June 2007. This image from the WRS archive is captioned Longsight 1966.



To add to Colin Stone's review of the Swanage Railway gala Gerry Barnard has provided two pictures of LMS Stanier Black 5 4-6-0 number 44871. The above picture shows it heading for Swanage before the gala, and the picture below taken on Saturday 24 November 2018 shows the loco and support coach storming up the bank through Parkstone Station on its way back to Southall.





44871 is of course one of the locomotives involved in the final few rail tours at the end of steam. Here it is at Huddersfield on 4 August 1968 in tandem with 44894.
Ken Aveyard



Bringing us right up to date, 800027 is seen at Reading Station on 28 August 2018.
Ken Aveyard