

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 97

February 2017



JOAN at rest at Welshpool, Raven Square station.

Stuart Webb



Hunslet LILLA dwarves her "bug box" coaches in the bay platform at Dinas.

Steve Green

See article from page 4.

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Editorial

A short note from me this issue as we are a bit tight on space. Following our successful Christmas open day, members now have our 2017 Wimrail exhibition to look forward to on 18 and 19 March. Sign up sheets for volunteers will be at the club over the next few weeks, and all members are encouraged to get involved at what is our premier fund raising event.

In this issue we have contributions from Steve Green with an epic tour of narrow gauge railways, Paul Carpenter takes us on another canal tour and Alan Swinburne delves in to his diaries to recount Southern region journeys in 1960. Colin Stone delivers his 2016 Doeset loco survey and his regular Railways Roundabout

Answers to Transport Trivia as published in Corkscrew 96

Answer 96 Tractor Speed

From 20 to 25 mph

Answer 97 SVR and IOWSR

Joint winners of the Heritage Railway Association Annual Award for large groups.

Answer 98 Sirius

“Sirius” became the first steamship to cross the Atlantic to New York from England

Answer 99 Blackpool 167

1153 miles the highest of the 25 different trams run in 2015

Answer 100 Overseas engineer

Oliver Bulleid was born in 1882 in Invercargill New Zealand, and died in 1970 in Malta.

Sit back and enjoy Corkscrew 96. Closing date for 97 is 23 March 2017.

Cover Picture Tal-y-llyn at Tywyn Wharf station.

Steve Green

INSERT TITLE HERE.

By Steve Green. Pictures by Steve Green and Stuart Webb.

Four galas in three weekends isn't bad going I'd say. Ok, so it could've been five if you counted the Statfold Barn Railway Open Day on the 10th September, but due to the bad weather forecast for the Midlands that day, we decided to stay put.

Backtracking slightly, myself and Alex Parkinson (Moors Valley Railway [MVR] then guard, now driver) visited North Wales during July 2015 for 10 days, but when Stuart Webb announced his own interest in going back up early in 2016 after a couple of years absence, we both said we'd like to go back, if a suitable week could be agreed upon. "The word" was put out there, but in the end only Andy Jefford (MVR driver, and owner of IVOR and THOR) would be able to join us. However, this did come with its advantages!

At just after 6am on Saturday 3rd September, we set off from Ringwood to attend our first gala, at the Welshpool & Llanfair Railway. Unfortunately we were met with rain for most of the day, but it did brighten up towards the end. Being of 2' 6" gauge, there aren't many visiting locos it can call upon, but this year saw Bill Parker's Manning Wardle 0-6-2T, Works No.1877 of 1915 CHEVALLIER visit from its Great Whipsnade Railway home. This loco had originally been built for the Chattenden & Upnor Military Railway in Kent, but is perhaps best known for operating on the Bowaters Paper Mills line at Sittingbourne, up until October 1968. This loco only worked on two short freights and one short passenger trip each day of the gala, so a plan was devised to take that into account. But it soon became clear why! Not long after we set off from Llanfair Caereinion we realised that the trip to Cyfrnydd would not be a smooth one! Maybe this was why she had only been rostered a short run.

Other engines in use at the gala were the line's original pair of Beyer Peacock 0-6-0T locos, 822 THE EARL and 823 COUNTESS, plus repatriated from Antigua during 1971, was Kerr Stuart 0-6-2T "Matary" class, Works No.4404 of 1927, No.12 JOAN. She was only used once over the full length of the line, on the last train of the day, so we caught her run from Llanfair back to Welshpool, when she surprisingly hauled the full five coach train, not something she is usually entrusted with by all accounts. She coped admirably however, to the surprise of some staff I think!

Our second gala was the following day at the Llangollen Railway, where four of the home-based fleet were joined by visiting Aspinall L&Y class 27 0-6-0 No.1300, currently running as LMS 12322, on loan from the Ribble Steam Railway.

I had been in charge (sort of!) of train planning yesterday, so today it was Alex's turn, and he didn't do too badly! We parked up at Carrog in time to catch the 'Lanky' loco to Llangollen and then saw her depart again with the rake of three Mk1 suburban coaches in tow. We pootled up and down for most of the day, going onto the Corwen extension on-board the autotrain and photographing 12322 with a freight train at Berwyn for example, before heading back to Carrog from where we headed to our 'digs' for the week. Stuart had the idea of going self-catering for a change, so having carried out some research, we came across an apartment in South Snowdon Wharf on Porthmadog harbour, and literally two minutes' walk from the Ffestiniog Railway (FR) station, how convenient!

On arrival, we paid our first of five evening visits for food at Spooner's Bar at the FR station (and three breakfasts!) where we learnt that all FR services had been cancelled for the day. At the time, the cause was being described as an "obstruction" which we wondered what on earth it could be. It later transpired that a coach on the P-Way train had derailed in a difficult location, hence the curtailment of services.



LYD in the murky conditions at Tan-Y-Bwlch.

Stuart Webb

Having checked out their loco roster for the week, Monday would be our only (and mine and Alex's first) chance to see and ride behind their newest loco, the Lynton & Barnstaple Manning Wardle "replica" 2-6-2T No.E190 LYD, already six years old! See picture above.

The weather today was pretty dismal, but after one pretty impressive round trip, we set off to film and photo LYD up the line the best we could.

The plan for Tuesday was discussed today, and it was reckoned we could get a round trip in on the Vale of Rheidol (VoR), then head back up to the Talyllyn Railway (TR) to catch the last round trip from there.

We arrived at Aberystwyth in plenty of time and it was not long after that Andy spotted someone he knew from his FR days and soon got talking to him. The rest of us wandered over, and we were soon invited to have a look round the original GWR engine shed where 2-6-2T No.8 (formerly LLYWELYN) was being prepared.



LLYWELYN recovers from her climb at Devil's Bridge. Stuart Webb

However, it was one of this chap's first questions which stunned us the most I would say: "Would any of you like a cab ride!?" The guy in question just happened to be the VoR's new General Manager, and in fact we all had cab rides! Andy and Stuart shared the first run and down, with myself and Alex the second. The cab was spotless and surprisingly roomy; seemingly larger than a GWR Pannier tank, with which the two locos share similar boilers. In-between the two round trips that day, we were also shown around the line's new workshops, where various projects were underway. These included the immaculately overhauled rolling chassis of No.7 (ex-OWAIN GLYNDWR), which was nearing completion, and the TR's (ex-Corris) Hughes 0-4-2ST No.3 SIR HAYDN which was also being overhauled. We were given and shown some top secret information, which at the time of writing (Oct. 2016) I cannot divulge any further. But by the time you read this, if you visited the Warley exhibition, you might know what I'm talking about! Oh, and by the way, the second run up to Devil's Bridge was under strict instruction from the boss not to leave without us!

This extended stay at the VoR obviously dented our intended trip on the Tallylyn, which we moved forward to the best/warmest day of the week, tomorrow/Weds. (7th).

We also decided to leave the car at the apartment and catch the train from Porthmadog down to Tywyn as Alex hadn't travelled on this section of line before, which includes the famous Barmouth Bridge. A Small Group day return for the four of us only cost £35.20!

On the TR, the line's original two locos, Fletcher Jennings' No.1 TALLYLYN and No.2 DOLGOCH were on the service trains, both of which we rode behind, whilst ex-Corris Railway Kerr Stuart No.4 EDWARD THOMAS was on a Driver Experience course. We bumped into our good friend Steve Flay whilst we were here, who had stopped off on his way up to his B&B for the week and who would join us on Friday and Saturday. That evening we were treated to Andy's own special recipe spaghetti bolognese, which we all agreed on was very scrummy, even a fussy eater like myself!

Stuart's original itinerary had included a possible trip up (and down!) the Snowdon Mountain Railway, but we shelved this for a trip 500ft BELOW ground level! For Thursday, we booked ourselves on an early-bird deep mines tour at the Llechwedd Slate Caverns, in Blaenau Ffestiniog, and I, for one, won't forget it in a hurry. What the 19th Century workers have left for us 21st Century tourists is quite staggering. The huge man-made caves are a sight to behold and quite mind-boggling. How men and boys eked out their working lives down there was beyond me. I soon realised that it definitely wasn't the life for me! By about 11am we were back on dry land so to speak, and Stuart, Alex and I headed to our next port of call, whilst Andy (who bumped into Steve again!) headed to Porthmadog on the train.

The four of us all boarded an FR train at Tanygrisiau, but the three of us alighted at Dduallt to walk the 1¼ hrs the signpost reckoned it would take us to get back up to Tanygrisiau. Part of this route is on the original FR trackbed between the two stations which at the Tanygrisiau end was flooded as part of the hydro-electric power station scheme built during 1963. This in turn led to the FR's creation of the "deviation" and the line's famous spiral section at Dduallt to gain height and be able to run trains into Blaenau Ffestiniog again. The walk was a very pleasant one, if a little boggy and watery in places, but, even with our own little deviations, it did take about 1 ¼ hrs! Well done Mr Signpost!

The four of us reconvened back at Snowdon Wharf, and whilst Stuart drove us back, we thought that it might be a nice idea to see if we could have another round trip on the FR, this time behind double-Fairlie DAVID LLOYD GEORGE.

Upon enquiring at the ticket office, seats were available in both directions in their new first class observation saloon, No.150, so we decided to indulge ourselves a little! The first class supplement actually cost us double what our third class privilege return did, but it was worth it!

Our third gala was the “Great & Small III” event on the Welsh Highland Railway. Having kept an eye on the weather, we had decided to knock our trip to the Statfold Barn on the head as mentioned at the start, meaning we could spend two days on the WHR, which personally, turned out to be the right decision.

On the Friday the car had another day off, and we caught the first service train from Porthmadog to Dinas, hauled by NG/G16 ‘Garratt’ No.87, built by Soci t  Cockerill of Belgium. At Dinas were a number of attractions, including a model railway exhibition, slate shunt demonstrations and more cab rides, using four types of Quarry Hunslet 0-4-0STs. Running on the main railway itself over the three day gala were two vintage train sets, three Garratts and freight/mixed trains to keep everyone entertained, with a total of eleven locos in steam.

To return us to Porthmadog in the afternoon, we caught the vintage shuttle trains that were in operation. One set ran from Dinas to Beddgelert, with the other set running from Porthmadog to Beddgelert, where the locos ran round their respective trains, recreating the original WHR workings.



A photo stop at Tryfan Junction was built into the timetable. PRINCE is seen at the restored station building. **Steve Green**

Original FR George England 0-4-0ST+T locos of 1863, PRINCE and PALMERSTON were doing the honours today, my first ever rides behind the vintage duo.

Whilst heading to Beddgelert behind PRINCE, we passed double-headed Garratts at Waunfawr heading to Dinas and Caernarfon on a “standard” passenger working, whilst at Rhyd Ddu we crossed a Hunslet pairing of BRITOMART and LINDA, complete with another vintage set, heading to Dinas for the weekend. The journey on to Porthmadog was therefore behind PALMERSTON. Our final day, planned by myself & Alex, was spent chasing, photographing and riding the trains, starting off by photographing the 0805 Porthmadog – Beddgelert vintage train hauled by PALMERSTON, climbing up through the Aberglaslyn Pass on the approach to Beddgelert. Next stop was Tryfan Junction to watch ex-Penrhyn Hunslet 2-4-0ST+T LINDA and Quarry Hunslet VELINHELI (visiting from Launceston) top’n’tailing the vintage train on a shorter working to Waunfawr today.



Garratt No.143 heading south on the S-bends on the approach to Rhyd Ddu station, viewed from the rocks.
Steve Green

Next up were two of the line’s Garratts, firstly one on a mixed train, which included eight South African Railways bogie open wagons, climbing out from Beddgelert Forest and then on the rocky outcrop just north of Rhyd Ddu station, which gives a grandstand view of southbound trains. We then headed to Dinas to catch LINDA & VELINHELI on their working from there down to Caernarfon, south to Waunfawr, in which LINDA put in a very spirited run, with little VELINHELI just about keeping up at the rear (!), and back to Dinas. One further photo stop followed as we headed back to Porthmadog in the car to catch PALMERSTON’s last vintage train run of the day at 1600 to Beddgelert, returning us in glorious late summer evening sunshine at 1816 to cap off an excellent week.

Oh, and in case you were wondering what the fourth gala was, it was the Moors Valley’s 30th Anniversary gala, held on the 17/18th September! Where were you!?

More Canal and Railway Connections - Cromford

by Paul Carpenter

With the day looking like being at best light drizzly rain, no great plans had been made. A short walk for Betty, our Scottie with the likelihood of making a quick dash back to the car seemed the best plan for the daily non-negotiable task. We were staying a couple of miles north-east of Matlock off the Chesterfield road. Nearby Cromford, and a short walk along the Cromford Canal for a half mile seemed to fit the bill.

The Cromford Canal was fourteen and a half miles long, running from a junction with the Erewash Canal which had been built a decade before. Initially at first The Cromford Canal had been strongly supported by Richard Arkwright whose cotton mill was and still is situated in Cromford (now part of the Derwent Mills World Heritage Site). He did though later raise concerns regarding where the canal would draw its water from, the mills in the area being very dependent on water supply. This was enough to delay The Cromford Canals bill to Parliament. However in 1789 it did receive its Act of Parliament. Financial difficulties both with the contractors and the canal company caused delays in completion, as did problems with two aqueducts. The canal opened throughout in 1794, having cost twice its original budgeted cost – not just a modern phenomenon.



Brookhill Colliery Pinxton on 9 December 1963.

WRS D488

Main traffic was limestone from quarries near Cromford and Crich, the latter location later to become the home of the famous tramway museum. Coal was conveyed from Pinxton, served by a short branch off the main canal.

Nearby the Butterley Company's ironworks sent their castings by barge. Also the canal company managed to stimulate the carriage of lead, iron and copper ores.

The major engineering feature of the canal was the Butterley Tunnel, which unfortunately proved to prematurely bring about the end of through working. Subsidence caused a collapse in the tunnel in 1889, resulting in its temporary closure for four years. By the time it reopened there had been another collapse, this though was in traffic, already much diminished by the railways already substantial inroads to trade. Further problems with collapses in the tunnel in 1900 proved terminal as far as through traffic was concerned. Repairs were never carried out – the railway owners, allowed the existing canal users to use the adjacent railway line at no extra charge. Traffic south of the tunnel remained comparatively healthy, but the northern section continued with a small amount of traffic, mostly coal to Cromford, and nearby there was a short private branch (Lea Bridge) which carried lead. This traffic was able to still be carried on the canal due to its connection to the well-known, in railway circles, Cromford & High Peak Railway. The canal itself had been in railway ownership as far back as 1852, initially the Manchester, Buxton, Matlock & Midlands Junction Railway. Shortly after they would lease jointly to the Midland and the London & North Western Railways. After 1870 the Midland owned the canal outright, and its successor the London Midland & Scottish ran out of any enthusiasm to continue, announcing their intention to close the canal from March 1937. Apart from the southernmost half mile official abandonment happened in 1944. Rejuvenation came in 1974 in the form of Derbyshire County Council who bought the northernmost five and a half miles from Ambergate to Cromford for leisure purposes. This section was cleared by the Cromford Canal Society including restoration of the beam engine at Leawood Pump House. Horse drawn passenger-carrying barges operated on the mile and a half distance to the end of the canal at Cromford Wharf. These are in operation today, but the CCS was wound up in 1990, and much that was cleared has now reverted to its pre-restoration state. More upbeat is the fact that since 2013 the section from Cromford Wharf to Leawood Pump house has again been cleared and a passenger carrying barge reinstated for tourists and other groups, as was indeed the case on this day as preparations were in hand.

Anyway back to Cromford Wharf, and let's get this dog walked. Well as it turns out, once we get started the rain peters out, and so we will at least go as far as what today is termed High Peak Junction. Actually what now goes by that name is in reality what in railway days was Sheep Pasture Bottom. This is where the Cromford & High Peak Railway came alongside the canal having descended Sheep Pasture Incline, and where there is the still to this day the former enginemen's messroom and workshops, now happily a museum and visitor centre.



Leawood Pump House 26 September 2016.

Paul Carpenter

Before reaching the former Midland main line at what was the real High Peak Junction, another mile away towards Ambergate and Derby, the Cromford Canal and the C&HPR had a transshipment shed, still there today, although put to alternative uses. This was termed Cromford Goods in railway days. Perhaps surprisingly given its interesting operating practises with its use of inclines (harking back to it originally being proposed as a canal) the C&HPR managed to survive until 1967 – indeed doubtless there are WRS members who have memories of it as a working railway. My first memory of it was in 1990 using a hired cycle to go from Parsley Hay to Cromford Goods and back, about a 20 mile round trip.

Rather remarkably coal transshipment was being carried out at the side of the transshipment shed on the day we were there (September 2016). The local coal merchant was delivering the coal supply for the restored Leawood Pump House, which is a couple of hundred yards beyond on the other towpath side of the canal. We declined the offer to go across and lend a hand, kind though it was! Of course a Monday morning was not going to be a good time to see the pump house, so we satisfied ourselves with the exterior view, complete with the fine chimney.

By now we had decided to go as far as Whatstandwell, and catch a train back to Cromford.



Sunnier day at Cromford Wharf 28 September 2016 Paul Carpenter

Shortly after passing the pump house the canal crosses by aqueduct the River Derwent. It was somewhat difficult to get a decent view of the aqueduct from up on the canal bank, as bushes had grown up either end, and getting down to river level looked problematical. However the ever helpful internet did throw up a recent view of it from the river bank. Immediately afterwards was what I later found out to be the remains of the private (Nightingale or Lea Wood) branch mentioned earlier which served lead works, cotton mills and a hat factory to add variety. A derelict lengthsman's cottage was also seen at this point.

The towpath swops sides on the canal here courtesy of a small swingbridge. Now unfortunately from here the canal has reverted from its previously restored state to a weed and bulrush choked reincarnation of its circa 1950's derelict state. Shortly after we reached another aqueduct, though a later (1850) addition which this time crosses the Midland's once important main line through the Peak District to Manchester. Of course northbound nowadays you only get as far as Matlock, at least on Network Rail, though through Peak Rail's efforts you can now cross platforms there and extend on to Rowsley. After that use a bike or walking boots!

Consulting my watch, realisation came that a train would pass under us shortly on its way from Derby to Matlock. Now it would be nice to see a 'Jubilee' or for that matter 'The Blue Pullman' pass under us, but I had to settle for what was available and a photo of 153308 was duly obtained. Incidentally, when looking for an archive photo of this structure on-line, I came across a picture of a W.R. Hymek diesel hydraulic heading north with a test train when brand new. That's something I could get excited about – bet it sounded good going through those limestone cuttings around Millers Dale. Immediately after passing under the canal the railway plunges into a tunnel. Not far beyond on the canal we come to a tunnel ourselves, Gregory Tunnel. Not too long, the towpath continues helpfully through it. We continue past a fine house which must have some history, and under a footbridge, the stone abutments are original, the present footpath span replaced a more substantial one carrying a tramway from the Crich Quarries. We come to a road overbridge, and here we leave the canal to follow the nearby main road to Whatstandwell station, or halt as it is these days if not in name.



Not Whatstandwell but further down the line at Duffield is East Midlands Trains 156401 on a Matlock service.
Ken Aveyard

Perhaps we were surprised that we could buy our tickets on the platform, duly done, and then ten minutes to wait for the next hourly Matlock service. This duly arrived, an East Midlands Class 156 Needless to say the rail part of our journey was a brief affair, and around seven minutes later we were back at Cromford, although the station is around half a mile from the canal wharf. Not exactly an epic adventure, but a bit more than the short dog walk we had set out on. Next into the car and on to Bakewell for a tart! Pity we couldn't have done that bit by train, too late by 48 years.

Southern Region Journeys in 1960

By Alan Swinburne

I acquired a stopwatch in late 1959 and so 1960 was the first complete year in which I tabulated my 'main-line' journeys, most of which were on the Southern. Looking back at where I went on the Southern in that year the sheer variety of motive power now seems incredible over fifty five years later. In July 1960 we moved from Ewell to Cheam in Surrey which meant that though our local trains went to London Bridge/Victoria rather than Waterloo, one could still easily reach any Southern London terminus.

The first journey involved the Southern's flagship service 'The Atlantic Coast Express' (ACE) which departed from Waterloo at 11.00 and was in 1960 allowed 83 minutes to get to Salisbury (nearly 84 miles). This was as usual a 12 coach train demanding Merchant Navy haulage and we were not disappointed to find No.35016 'Elders Fyffes' in charge. We suffered some signal checks at Vauxhall and having reached 65 mph near Raynes Park we then had a severe 10 mph P.W.slack at New Malden. By Surbiton we were over 4 minutes down on schedule. The next 66.20 miles to Porton were then run in 57 and a half minutes and included a sprint of 82 mph near Andover and a final 90 mph down Porton bank just before Salisbury. With a brisk run into Salisbury we arrived almost exactly on time! Our return journey was on the 6.25 pm train which called at Andover and Basingstoke. Sister engine Merchant Navy No.35015 'Rotterdam Lloyd' was in charge of 9 coaches. We ran very well to Basingstoke reaching 80 mph before the Andover stop and 78 mph after Oakley and reached Basingstoke on time. Unfortunately signal problems spoiled the rest of the journey onto Waterloo and apart from 72 mph at Walton-on-Thames, fast running was impossible. We eventually arrived 14 minutes late.

The next trip was very different as we caught a late afternoon train from Clapham Junction to Brighton in order to come back on the electric 'Brighton Belle' Pullman, non-stop from Brighton to Victoria. I did not note the unit numbers, but on the journey out we had 8 coaches consisting of a 2 HAL + 2 BIL + 4LAV combination. Comfortable seats but a lively ride at speed was the case with most of the older Southern electric multiple units! I noted we reached top speeds of 71 mph near Haywards Heath and 70mph after Hassocks. We recovered a 3 minute late departure to arrive nearly 2 minutes early. Despite the relatively low top speeds, average speeds start to stop of nearly 60mph were achieved between Redhill and Haywards Heath and from there to Preston Park. The 'Brighton Belle' units for the return journey were resplendent in the proper traditional Brown /Cream livery and Armchair comfort was assured.

Departure at 8.25pm was on time and we comfortably reached Victoria in 59 $\frac{3}{4}$ minutes despite signal checks from South Croydon to Clapham Junction. Our highest speed was 75mph through Hassocks. Even on the Brighton Belle the ride became less good at over 65mph. This is one area where modern e.m.u. trains are much better!

An interesting line in the 1960's was the cross-country Redhill – Guildford-Reading route which followed below the North Downs between Reigate and Guildford. In 1960 one could catch the 11.30 from Redhill and I seem to remember part of the train went all the way to Birkenhead! The other interesting aspect was that the motive power was ex-GWR and not Southern. Our engine on the 1960 trip was No.4366 2-6-0 tender loco of the 43XX class which had a pretty heavy load of 10 coaches to haul. The train was non-stop to Guildford and allowed 35 minutes for the 21 miles. This included the 4 mile climb at 1 in 100/96 up Gomshall bank. According to my records we maintained about 40mph on the climb with the engine working pretty hard.

Top speeds near Deepdene and Chilworth were around 60mph, before a bad signal check outside Guildford prevented a punctual arrival. As an aside, most of the stopping trains between Guilford and Redhill were pulled by Maunsell Class N and U 2-6-0s often with only three coaches. 80mph has been recorded coming down to a Dorking Town stop from Gomshall!



***31873 on a Reading to Guildford service near Farnborough 8 June 1964
WRS C907***

In similar vein the next run features an S15 4-6-0 No. 30501 which was one of the batch introduced by Urie in 1920 for the LSWR.

Some of the later engines in Class S15 were modified in 1927 by Maunsell with higher boiler pressure to give greater tractive effort. Our train was the 12.56 Woking to Waterloo (an ex-Basingstoke stopper) with a load of just 4 coaches. We were nearly 5 minutes late starting but apart from a slight signal check near Walton-on-Thames slowing us to 45mph, we cruised along at 55-60 mph and just kept to the 31 minute non-stop scheduled time. Not a brilliant performance perhaps but my only recorded journey behind an S15 which at the time was 35-40 years old! The return to Woking at 5.00pm on a 9 coach Salisbury /Exeter train featured West Country class No.34096 'Trevone' in unrebuilt form. We made a brisk start to Clapham Junction passed in 6 $\frac{3}{4}$ minutes and reached 60 mph before being checked by a 20mph P.W. slack at Surbiton. A steady recovery brought us back to a maximum of 72mph, just before slowing for the Woking stop reached about one minute down.



34024 on a down express arrives at Woking on 8 June 1964. WRS C882

The next 1960 journey was from Waterloo East or High Level to Sevenoaks on the Southern's South Eastern section. The train was the 3.24pm Hastings line service consisting of diesel electric units 1034 +1007 of 6 cars each. These were of course narrower than standard coaches and were noticeably less roomy inside for elbow space! Going out of London after St Johns there is a steady 11 miles of climbing as far as Knockholt after which the line is mainly favourable to Tonbridge.

Our climb up to Knockholt was not helped by two PW slacks at Hither Green and Elmstead Woods, so our speed was only 40-50 mph for most of the way up. After a minimum of 35 mph at the top we then accelerated quickly to 75 mph near Dunton Green before a rapid stop at Sevenoaks, almost on time on the 29minute schedule. The return to London at 8.25 was again with Hastings units Nos.1002 +1011, running on time. A brisk start up to 70mph was cut short by a 10mph signal check near Knockholt but once the line cleared we were back to 75mph at Orpington and Chislehurst. A clear run through London Bridge got us back to Waterloo in 26 minutes, exactly on time.

The last recorded Southern Region journey in 1960 features my only tabulated journey behind a N15 'King Arthur' class engine. This was to Basingstoke with No.30457 'Sir Bedivere' pulling the 10 coach 10.05am (? Bournemouth) train on a 57 minute schedule. Apart from a slight signal check near Surbiton, we had a clear run throughout. We took a minute longer than 'Trevone' to reach Clapham Junction but 30457 then settled down to a steady performance. At West Weybridge we reached 65mph, went up to Milepost 31 at a minimum of 50mph and then attained 65mph again at Fleet and past Hook. No more was needed for timekeeping and we arrived in Basingstoke 1½ minutes early. Economical operation!

This glimpse back of various journeys in 1960 shows that time keeping was mainly pretty good despite the age of much of the motive power (except for the nearly new 'Hastings' diesel units). The only really late arrival of 14 minutes (from Salisbury) was down to severe signal checks, and was no reflection on the Merchant Navy's performance which had been good up to Basingstoke. The final Southern steam tally for 1960 was thus 2 Merchant Navy locos, one West Country, a King Arthur, one S15 and a Western Region 43xx 2-6-0. The relatively new Hastings diesel units made a complete contrast to the ex-Southern Railway e.m.u. designs. The plush Brighton Belle Pullmans and HAL /BIL /LAV semi-fast stock were all of interest.



45699 "Galatea", is seen passing Baiter Skate Park on August 24th 2016

Dorset (Mainline) Locomotive Visitors 2016

By Colin Stone

This fifth report detailing locomotive visitors to “our” South Dorset mainline is by far the worst with regard to total number of loco’s noted. Once again no commercial freight trains ran into South Dorset during 2016, engineers/permanent way and Network Rail (NR) test trains provided most visitors. The year 2016 brought a mere **69** engines to South Dorset, 63 diesels and 6 steam, a poor total when viewed against previous years 2015 (102), 2014 (104), 2013 (125), 2012 (124) and 2011 (99).

So, diesels first, as always Class 66’s topped the list at 21 loco’s, but in a change of fortune Class 73’s ousted 66’s as “first and lasts”. The first locomotive visitor was No 73141 on 13th January and No 73961 the last on 12th December, both on NR Test trains. Individual Class totals were as follows :- Class 66 (21 total) comprising **15** x EWS/DBS, **3** x Colas, **3** x GBRf. Followed by Class 37 x 11, Class 73 x 11, Class 20 x 4, Class 47 x 4, Class 50 x 3, Class 57 x 2, Class 67 x 2, Class 31 x 1, Class 33 x 1, Class 40 x 1, Class 46 x 1, Class 59 x 1. As ever the totals were recorded on a daily basis i.e. a loco’ passing up and down on the same train in the same day is “One” visit, if said loco’ stables overnight and returns the following day it is listed as “Two” visits. Thus from those totals the most prolific visitors were Class 37 No 37175 and Class 33 No 33207 (both 5 visits), followed by Class 73 No 73961 noted on three occasions. All the others visited just once or twice.



Class 20’s No’s 20118+20132 are seen at Poole on September 8th 2016 at the head of a GBRf special train returning to London from Swanage.

From the 63 diesel visitors, **13** were “new” to our area :- 20118, 20132, 20205, 31162, 37116, 37421, 37422, 37601, 40013, 46045, 59003, 66719 and 66748. Perhaps the FOUR most notable diesel visitors were Class 59 No 59003 which became the last of the type to visit “our” line, having been exiled in Germany for many years, it was given a “shakedown” run to Weymouth after attention in Eastleigh works.

ERTMS fitted Class 37 No 97301 made only a second visit as “insurance loco” during local tests of re-built Class 73. Class 66 No 66748 made the first appearance of the sub-group specifically built for use in Europe rather than the UK, it and four others were imported and modified by GBRf. No 66748 towed a convoy of visiting locomotives for the Swanage Railway Diesel Gala, included in the convoy was Class 40 No 40013, the first Class 40 to come our way since 1968, so a rarity indeed.

Turning now to steam, a type not seen since 1966 was an ex LMS Class “Jubilee” 4-6-0 No 45699 “Galatea”, which at four appearances was the most prolific steam visitor. Our five other steam visitors were No 34046 “Braunton”, two visits, 46115 “Scots Guardsman”, two visits, No 44871, two visits, No 45407, two visits and probably the biggest surprise of all, one visit from No 46201 “Princess Elizabeth”. Both 45699 and 46201 were “new” to the line, indeed No 46201 was the first of its type to come to “Deepest Dorset”.

All of the above is but a short summary of the **mainline locomotive** events during 2016. Individual references to dates, numbers, working’s etc’ as well as notable local e.m.u. and d.m.u. happenings can be found in the “RAILWAY ROUNDABOUT” section of issues 91 to 97 of “The Corkscrew”, either in your hard copy, or on line at www.wimrail.org.uk

So endeth 2016 ! What will 2017 bring our way ? I still live in hope of seeing commercial freight trains running into Dorset once again. Stone from the Mendips Quarries to Hamworthy is a “good bet” on that front, followed by occasional trains to/from Winfrith sidings. Sadly the return of Sand trains from Wool look highly improbable, but that said, nothing is impossible ! NR test trains now run on regular cyclical diagrams, so they at least should continue to supply regular diesel locomotive visits.

What about steam ? As long as people are daft enough to spend a small fortune to travel on special trains advertised as “steam hauled” we should still see some token steam appearances in the coming year. But for the life of me I still can’t figure out how being pushed to Weymouth or Swanage and being hauled back by a diesel can be called “STEAM HAULED” Dependant on fate and/or good fortune I hope I am still around in a year’s time to report on just what did happen on “our” mainline in 2017.

Horton Road 2017

by Dave Round

Horton Road, now some 30 years old, has been extensively rebuilt over the last four years, to produce a compact, 18ft 6in x 12ft layout. It is based as a branch off of the local "Castlemans Corkscrew " line from Brockenhurst to Poole. It can be viewed as a 1930s or late 1950s railway, depending on which members stock is available. Early diesels, also put in an appearance, again dependant on members and those fitted with DCC sound, benefit from our new DCC Digitrax control system.

Scenically completed in early 2016, to attend several exhibitions and a "photo shoot" by Steve Flint for Railway Modeller, the layout is based on a local fictitious terminus station. Trains, having travelled through some lovely countryside, reminiscent of our local Dorset scenic areas, have the choice of terminating in the main platform or utilising the bay platform. We also have the branch, which gives us the return leg, back to the fiddle yard.



Horton Road seen at the December 2016 open day.

Robert Aveyard

If we want to let trains just run around the layout, allowing younger viewers to enjoy the movements, we can still shunt "the front of house", giving an extra dimension to the layout, courtesy, of the DCC system employed. At the end of 2016, we completed the station signalling and started the re installation of the point rodding to mimic the new track diagram.

The layout is available to attend shows within a 30 mile radius of the club, subject to negotiation, and is likely to appear at the New Milton Show, at the end of July.

RAILWAYS ROUNDABOUT

DECEMBER 2016 :- Once again our “all singing, all dancing” signalling system controlled from Basingstoke went haywire **AGAIN** ! On Wednesday 7th the 14.20 Weymouth to Waterloo departed Wareham on time at 14.53 Then the lights went out !! Or more to the point the signals went to fail safe red. Eventually the 14.20 ex Weymouth train arrived on to a “normally” working track circuited section at Parkstone at 16.31 (booked time 15.10). It then continued to Bournemouth where it was terminated being 91 minutes late! The problem was reported as a National Grid fault in the electrical supply to Basingstoke power signal box. So not only did Basingstoke’s own controlled rail section “cut out”, but Parkstone to Moreton and the West of England line from Yeovil westward as well ! Trains were terminated and started from Bournemouth until around 10.30 on the following day (8th) before the system returned to some semblance of normality. Oh for signal boxes at Poole, Hamworthy, Wareham and Wool. Monday 12th saw the regular Derby-Weymouth-Eastleigh test train run again, on this occasion two Class 73’s worked the train. Passing Poole at 21.00 No 73961 (formerly 73209) was at the head with No 73965 (73208) on the rear, the pair returned at 22.30.



JANUARY 2017 :- As was expected the “regular” Derby-Weymouth-Eastleigh test train became the first train of 2017 to bring locomotives to Dorset. Passing Poole at 21.05 on Monday 16th Colas liveried Class 37 No 37099 leading became “our” first New Year mainline visitor, sister loco’ No 37025 resplendent in BR Large Logo Blue livery was on the rear to lead the train on its return at 23.00.

It was announced the date of Monday January 23rd would see the resumption of stone trains to Hamworthy. In the event the train did not run until Wednesday 25th, and then not without incident !

Due to have arrived at Hamworthy Junction at 09.10, actual arrival was at 11.10, two hours late due to the points which give access to the Hamworthy Goods branch being frozen (Freezing Fog conditions) As the problem had been discovered early the train was held for two hours in the "loops" at Totton, until eventually being allowed to continue. Thus following a belated arrival Class 59 No 59201 brought the first "revenue earning" train onto the branch since 26th July 2012 Indeed a welcome return. Having unloaded, the train ran down the branch to Hamworthy Goods arriving at 14.55 where No 59201 ran around the empty wagons before departing for Whatley Quarry at 15.15, Poole was passed at 16.10. See picture on rear page.

SWANAGE RAILWAY (SR) :- In the last issue of "The Corkscrew" I reported that for the first weekend of Christmas services the railway used 30053 and 31806 on alternate "Santa Specials" whilst No 34070 "Manston" worked the "Wessex Belle" Christmas lunch specials. The same combination held good for the second pre Christmas weekend of 3rd and 4th December. Indeed these three were the ONLY serviceable steam locomotives available at the time! A case of trusting to luck and no failures! On the evening of Friday 9th December the railway ran its annual Carol train from Swanage to Corfe Castle, this year it was to have been worked by 30053. Unfortunately the loco' failed with leaking boiler stays and was replaced by 31806. This meant the railway was down to just TWO working steam, the U and Bulleid No 34070. By the skin of their teeth these two handled the Santa and Christmas dining trains over the weekend 10th/11th December. However the M7 was quickly repaired and took her place over the weekend of 17th/18th December turn and turn about on the Santa specials. These trains were now "load six" with the addition of Pullman Observation Car No 14 taking up duty as "The Christmas Belle". As such this load might have provided a challenge to the 111 year old in the damp, misty conditions prevailing, but being of "Good Southern Pedigree", she coped well. All three loco's worked the final days of Christmas services on Friday 23rd and Saturday 24th. "Winter Warm Up" day (28th December) saw two steam and two diesel locomotives in use. Sadly Standard Tank No 80104 as not ready for service, so 31806 and 30053 saw service along with Class 33's No's 33111 and 33012. 30053 was in use on January 1st and 2nd thereby starting the 2017 for the SR. Stabled outside of the goods shed on January 2nd was 80104, but in a move to confuse the "ordinary passenger" it now carries the number 80146. As the year 2017 will mark the 50th anniversary of the end of Southern Steam No 80104 will run for 12 months as long scrapped sister No 80146 which was the last of the type to pass over the Swanage branch in that fateful year of 1967. Having just had an intermediate overhaul and a repaint 80104/80146 looks resplendent, and should be most photogenic when up and running. As this is typed (25/01/17) guest locomotives for the "Strictly Bulleid Gala" are 34046, 34053, 34081 and 34092, also in action will be 34070 from the home fleet. Keep you diary's clear, my one criticism is ... THREE days (31/03-02/04) is not enough !! For some of the above information I am indebted to :- Roger Smith, Web sites "Wrngen" and "Real Time Trains".



Northern Rail liveried three car Pacer unit 144014 leaves Barnsley on a Sheffield service on 5 January 2017. Ken Aveyard



Class 59 loco 59201 at Hamworthy on 25 January 2017. Colin Stone