

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



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October 2009



***Taking pride of place at the National Railway Museum this summer has been streamlined Stanier Princess Coronation class Pacific 6229 Duchess of Hamilton.
Ken Aveyard***



***Metropolitan railway electric locomotive 5 John Hampden is a static exhibit in the London Transport Museum at Covent Garden. The recently refurbished museum is well worth a visit.
Ken Aveyard***

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- Graham Bevan...Vice Chairman :-...George Russell

Secretary :- Chris Francombe.....Treasurer :- Judith Collings.

Bryan Stanley...David Leadbetter...Paul Carpenter....Iain Bell.....
The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone

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CHAIRMANS CHIRPINGS

Following the Quiz Night in May, later that month Bob Steedman showed his videos of heritage railways in Spain and France. This was the first use made of the club's digital projector and audio equipment which positively impressed. To link the railway theme of the evening with the appointment of a new national Poet Laureate one of our youngest members, Josh Williams, read poetry from 'Skimbleshanks the Railway Cat' by TS Eliot. We hope to hear more! In early June ten members presented short talks on their chosen topics including 'replacement bus services for trains', the 'Shipleigh Glen Railway', the 'operation of the track measurement train', 'locomotive builders' plates', 'being friends of the NRM', 'Two Bournemouth Spitfires', 'googling by rail', 'memorabilia as we remember it', 'Warships before sinking' and 'collectibles in deltiology'. Thanks to Chris Aston, Ken Aveyard, Martin and Val Catford, Peter Watson and Estelle Hughes, Dave Cash, Neal Turner, Chris Francombe, Trevor Hargreaves, Paul Carpenter and John Webb for a fascinating evening.

Later in June the club visit to the Moors Valley Railway was well supported. We did appreciate the friendliness of staff and volunteers who made the evening of operating trains and catering for the club so enjoyable. It is always a good venue for members and friends, younger and older, to meet and enjoy. Also in June, the club was invited by the South Coast Rails Group to their operating day at New Milton and by the Blandford Railway Club to join their coach trip to the West Somerset Railway. Both invitations were taken up by members, those visiting the WSR being given a special tour of the workshops. We always enjoy our visits to the Luscombe Valley Railway. This year the weather on the day was uncertain but, thankfully, our host Richard Knott, showed us around his indoor collection of steam car, boat, traction engine and jib crane.

Continued on page 4

Sit back and enjoy Corkscrew 53.

Closing date for Corkscrew 54 is 5 November 2009.

Cover Photo

Seen at Stourbridge Town station is Parry People Mover 139002 waiting to depart on the four minute journey to Stourbridge Junction. See article from page 11.

Ken Aveyard

With help of Richard's wife and their friends and the indoor S&D-based railway Richard gave us a most enjoyable evening. As last year, a large group of members, family and friends were led on a guided walk around historical sites of Portland by Fred Worth, himself a long-standing friend of many in the club. Later in June, Peter Watson and Estelle Hughes kindly opened their home for members to share railway items of interest. Members mused over the many mounted manufacturers' metal mouldings in 'memorabilia maze'. The club's dining evening on the Swanage Railway in July was also very well supported and we are grateful to Bryan Stanley for organising this event.

Also well supported were the evening walks of Blandford Forum, home to a few of our members who are also involved with the museum. We were guided by Dave Cash along the trackbed through Blandford and were shown other historical features in the town. The evening ended with refreshments at the museum that accommodates the 1:76 scale operating model of Blandford railway station that appeared at our exhibition in April. Another Thursday in July at the club Chris Francombe presented his images of railways from recent visits to Vietnam and Toronto, Canada. It was a pleasant surprise for Stan Symes (retired main line and Swanage Railway engine driver) when pictures of the roundhouse alongside the CN tower appeared. Stan once lived in Toronto and pointed out the engine bay he used when he worked at the roundhouse. The second half of the evening George Russell presented photographs of the Eastleigh Works Centenary week-end in May that was visited by a number of members.

Since the digital projector and loudspeakers were first set up in May they have been used on many evenings to show members' photographs and video clips. We are grateful to Ken Aveyard and Brian House who investigated the market, selected and purchased the projector, the audio speakers and the storage cases. In my opinion the visual-audio system is wholly appropriate to the needs of the club. Ken and Brian's time and efforts are much appreciated as has been the use of their own audio-sound systems at the club. The digital projector system is an asset that, hopefully, will encourage members to share digital photographs and other digital information of interest. It is there for us to use!

On a more subdued note we mention Ben James' untimely end at the age of 29. Ben was once a club member and was a volunteer, as some of our own members are, on the Moors Valley Railway. Ben was there at our club evening visit to the Moors Valley in June helping with railway operations and station announcements. The celebration of Ben's life showed clearly he was a fine young man who made the most of his talents and was liked and respected by many. Our thoughts are with his family and friends.

ANOTHER SWANAGE RAILWAY Pt2

by Mike Stollery

Coaching Stock – Southern Region

If you have not entirely lost the will to live, a brief description of the SR allocated coaching stock follows:

The core of the Swanage branch services are formed of 2 coach push-pull sets. In ascending order of antiquity, these comprise converted Triang clerestories and a pair of converted Triang suburbans masquerading as two ex-LSWR sets. Next, a much more authentic LSWR set is portrayed by Colin Hayward built Set no.6 in crimson. Another Stollery conversion is Set 383 made from modified Grafar SR coaches to represent one of the five sets converted from Ironclad coaches by BR in 1949. Coming right up to date (!) is another Hayward scratch-built set no. 615, representative of one of the twenty conversions of Maunsell stock in 1959/60. The latter three sets work the branch turn and turn about, strengthened as required by a kit built non-corridor coach of dubious (possibly Midland Railway) origins. In reality, the prototype was a 10 compartment ex SEC vehicle.

At Wareham 2 coach through portions from Swanage to/from Waterloo were attached or detached from Weymouth trains. These are made up of Bulleid and Maunsell vehicles in various combinations such as Brake Composite and Corridor 3rd, of Maunsell or Bulleid stock or one of each. A BR Mk1 Brake third and Composite make up the Swanage portion of the Royal Wessex and a five coach Mk1 set comprising the Weymouth portion, all with appropriate roof boards. (In reality these seven coaches joined a six car formation, originating from Bournemouth West, at Bournemouth Central)

Summer Saturday through trains are made up of 8 coach trains, one of which comprises 6 Grafar conversions as Ironclads with two early pattern (modified) Hornby composites. Many of these so called 'special traffic sets' in the 1950s started off as all Ironclad sets but, as individual coaches were withdrawn, Maunsells were substituted. Another set mixes Maunsell and Bulleid vehicles. There is a 6 coach Maunsell set with a pair of kitbuilt brakes at each end of 4 of the superb new Hornby coaches. There are also some loose coaches of Maunsell design, while others are formed into 3 and 4 coach sets. Apart from a 3 coach set of the earlier, suitably modified, Hornby coaches in blood & custard, all are in BR Southern green.

Mr Bulleid's fine coaches are modelled by Bachmann (at least the later BR built versions are). These are formed into 3 and 5 coach sets both in green and the earlier blood and custard liveries. A mixture of kit-bashing, scratch building and modified Bachmann products has produced a 6 car Bulleid Bournemouth Restaurant set. It will come as no surprise to those familiar with the Swanage Railway Trust's Heritage Coach plans, that it carries the set number 298.

There are also a number of loose coaches in both liveries as well as Mk1 restaurant and buffet cars and an elderly looking kitbuilt Maunsell restaurant car in green paired with a blood and custard Maunsell Open 3rd.

Pullmans also feature – my Bournemouth Belle on occasion being extended to Weymouth. Historically this has been formed into a 9 car rake with the classic Wrenn and Dublo models, augmented by a re-furbished Graham Farish car. Newer Hornby Pullmans (those without lights) have been deemed surplus to requirements being displaced by the current Hornby models as have some additional Wrenn cars. Can I justify a string of the promised Hornby 12 wheelers as well as the Devon Belle Observation Car?

A curiosity of the 1950s was the strengthening of a number of 3 car Mk1 sets in blood and custard with a couple of *green* Bulleid Corridor 3^{rds}. Two such sets strengthened by a green Maunsell Corridor 3rd formed a Swanage – Waterloo train in August 1958 on which I travelled home after the family holiday in Swanage. I have modelled one as set no.516 but as yet I have to find the numbers of the carriages which actually comprised the set(s).

A set of Dapol SR green suburbans was acquired last year at a Cottes sale (they look good with the Standard 3MT or 4MT tanks) and, at a Collectors Fair last year, two of Bulleids 58ft ('Shorties') were purchased. This prompted me to make up one of my Ian Kirk kits to form a 3 coach set, which now runs with the T9 on the Salisbury service. I still have another 4 of these to make up when I retire... er ..oh.. I have just remembered – I am retired!

Coaching Stock – Other Regions

Like the motive power on the 'main lines', the coaching stock is predominantly that which would be found on the west coast main line in the mid 1950s – early 1960s. Top link stock is provided for the Anglo-Scottish services. Pride of place goes to a Mk1 set in blood & custard, hauled by one of the Duchesses sporting the stylish tartan backed headboard. The carriages also sport the unique matching roof boards with the decorative 'tailboards' carried on the ends. The formation represents the 10 coach winter Glasgow portion and is correctly marshalled Brake 3rd/3 x Corridor 3^{rds}/Restaurant 3rd/Full Kitchen/Restaurant 1st/Corridor 1st/Composite/Full Brake. If the mood takes, the 3 coach section for Perth (12 wheel ex LMS Dining Car/Stancier corridor composite and brake 3rd) can be added. However banking assistance or double-heading becomes necessary up the gradient!

A BR introduction in 1958 was the Caledonian, a limited 8 coach formation mile-a-minute service also between Euston and Glasgow. This is modelled with correct head, roof and tail boards. A compromise has been made with this train, which included a Mk1 Brake 1st (originally LMS pattern) and full kitchen. I have an Exley kitchen but the Brake 1st in either pattern has eluded me so a Mk1 Brake composite is substituted. In contrast to the Royal Scot in red & cream, the Bachmann Mk1s look splendid in BR maroon behind the maroon *City of London*.

The Caledonian was the post-war descendent of the Coronation Scot – my out of period aberration. The Coronation Scot was inspired by one of my Cottes purchases. This was a kitbuilt kitchen car in the blue/silver Coronation Scot colours. In the next sale were a streamlined Duchess and 5 similarly liveried Hornby coaches. So I have a 6 coach rake with prototypically correct kitchen. Strictly, there should be two kitchens in the 9 coach formation.

The blue *Lady Patricia* is often rostered to the Midday Scot which like the prototype is a mix of BR and ex-LMS stock. Various Stanier and earlier LMS coaches produced by Hornby, Bachmann, Mainline, Dapol and Airfix are used for secondary west coast services hauled by the Royal Scot, Jubilee, Patriot or Black 5s. An enormously heavy kitbuilt LMS 12 wheel dining Car can be included in a mixed rake of maroon Mk1 and LMS carriages as the Pines Express.

Overnight Anglo-Scottish services are catered for by maroon Triang-Hornby sleeping cars, which can be run as a separate rake with full brakes for mail and parcels or with a mix of sleepers and day coaches, some services having a dining car providing dinner or breakfasts. A passable representation of the famous West Coast Postal can be made with some Hornby TPOs and two or three full brakes. Alternatively, and one of my favourites, was the up Northern Irishman. This comprised a brake van, a couple of day coaches, two or three sleepers, three bogie parcels vans and two TPOs bringing up the rear hauled by a Princess Royal, Duchess or Royal Scot.

Do you remember when suburban trains or stopping services were called 'locals'? My locals are hauled by 2-6-4 tanks, Black 5s or, on occasion, by the veteran 4-4-0s or one of the Watford 4Fs. Seven coach rakes are made up from Grafar, Airfix or Bachmann non corridor stock.

Four Bachmann Metro - Cam Pullmans sometimes get an outing behind the V2 but there are also some Hornby Gresleys for it and the V1/V3 tank to play with! A rake of chocolate and cream Bachmann Mk1s is available for the WR motive power.

Freight and other stock

Fortunately, by its nature most freight stock can be seen anywhere in the country, for example SR utility vans at Penzance, Thurso, Kyle of Lochalsh and everywhere in between! To save readers from terminal boredom, I will just say that I have the usual collection of 4 wheel wooden bodied open wagons, mineral wagons, flat wagons, cattle wagons, oil tankers and 6 wheel milk tanks. Mostly weathered, they come from the whole gamut of manufacturers from Dublo and Triang to modern Hornby and Bachmann. One has to be careful with couplings as although most are fitted with the allegedly compatible tension lock type - Triang, Mainline, Dapol, LIMA Bachmann and current Hornby do not always work happily together!

I have a rake of bogie ballast hoppers top and tailed with the new Hornby Shark ballast plough brake vans.



Ballast hoppers and shark in the care of a 700 class 0-6-0 in Wareham station platform.

Local traffic is catered for by the Bachmann clay wagons, although the clay 'hoods' are of the Cornish rather than the Purbeck pattern; my two bogie Queen Marys look good with these.

I have always been fascinated by parcels and van trains. The Dublo and Wrenn SR Utility vans form the core of a number of these trains as well as being hung on one end or other of some passenger trains. These are joined by a couple of new Hornby BY vans, a pair of bogie B vans (one of which was John Brown's) and some old Triang bogie GBLVs – 'done up' and re-wheeled. There are a number of full brakes, including three Dublo super detail vans (maroon), ditto by Dapol (red & cream and green), a kitbuilt Hawksworth (WR chocolate & cream), Gresley (kitbuilt), Thompson (Bachmann), LMS (Mainline and Bachmann) and a Dublo 6 wheel ex-LMS Stove R.

Other bogie vans include various types of Bachmann and Dapol Siphons (they seemed to get everywhere as well!), BR GUVs (LIMA), and a LIMA short-length LMS bogie type. These are joined by all types of 4 wheel vans, 12ton Vanfits, meat vans, fish vans and banana and fruit vans.

The 4 wheelers also, of course, appear on all classes of goods trains - fast fitted and mixed freights, with containers on flats – to the daily branch pick up goods. Another favourite train comprises weathered Presflo wagons.

By my period, the private owner wagon was a thing of the past but, in its brasher and larger form, also a thing of the future. However a few pre-nationalisation wooden wagons linger on with names largely obliterated by grime or replaced planking. There are two breakdown trains, with Dublo cranes and their match trucks. To work with them, I have adapted some old Triang and Hornby coaches to represent the accompanying Staff, Tool and Riding vans. Editor permitting, an outline of these conversions could form the basis of a future article...

Meanwhile as time permits, the plan is to improve and extend the electrics, energising more of the sidings, build the Swanage station buildings including finishing the Goods Shed, replace those at Wareham and then gradually add to the scenery – I will never be short of things to do.



Swanage station showing the partially completed goods shed. A BR standard waits in the platform while the bay is occupied by an M7 and push pull set.

Steam, Diesel, Electric and Gas

by Ken Aveyard

No, not an advert for domestic heating, but a description of the power behind the trains seen on this year's holiday.

Starting as always with an early run up to Rugby for breakfast, and the short burst of liner trains that pass through the station between 0800 and 0900, there was also the possibility of copping some of the new class 350/2 emu's on the stopping services. Rugby is one of the stations that hosts a Virgin class 57 Thunderbird and on this occasion 57309 was stabled in the south bay. There was nothing spectacular on the liner trains, bringing 92036 66721 66517 and 66535, but 90028 passed on the Birmingham – Euston, with a mixed rake of Virgin and Cargo-D blue and grey mark 3's. A pair of 350 units were copped before we continued north for a few hours photographing buses in Leicester.

Sunday morning saw the usual trip over to Midland Road, where 66957 was the only cop from the 11 locos that were identifiable.

Monday morning was the start of my annual three day jaunt with my brother Colin, which this year was to be centred on the midlands, and our first port of call was Derby Chaddesden sidings where the four locos stabled in the Jarvis sidings comprised 66730, 66304, 66432, and 66302, the latter two both being cops. We followed this with a run in to Derby Station where we hoped to find newly out shopped Advenza 66844, the former 66409, which had been reported stabled off the end of platform six. Sure enough it was still there and was duly recorded, as seen below.



Onwards from Derby and after a diversion via Litchurch Lane where two new London Overground 378 units were copped, we headed for Stourbridge Junction with the intention of copping and riding on the Parry People Movers running on the branch to Stourbridge Town. We found 139001 stabled outside the depot, below, whilst 139002 was in operation on the four minute run.



Although painted in London Midland livery and staffed by crew in LM uniforms, the trains are operated and manned by Pre Metro Operations Ltd, a subsidiary of Parry People Movers. The two-man crews work four 10 hour shifts per week, shorter on Sundays, and the rail car makes 216 single journeys along the branch on a full weekday. The ride on the jointed track was quite lively, despite the branch having had major upgrading work on the worst places, and it would be interesting to see how the ride quality was on continuous welded rail. The interior of the railcars have a mix of bus and perimeter seating and are nicely finished in the attractive London Midland colours. The sound from the LPG engine remains constant whether stationary or in motion, with a rising and falling of the hum from the flywheel as the driver draws additional boost from the energy stored within. We took the four minute ride down the branch for a modest 80p return to Stourbridge Town where the cover picture was taken, and spent 10 minutes taking photographs in the very busy bus station outside the station before returning on the next trip. Parry's have now developed a short wheelbase bogie propulsion unit so expect to see a larger capacity vehicle developed over the coming years.

After Stourbridge, we made our way to Nuneaton where we checked in to the Travelodge before taking up residence on Nuneaton Station for the rest of the day. It is always pot luck at Nuneaton but there is a steady stream of Freightliner, GBRF and DRS locos on liner trains, mixed in with the Pendolino, Voyager and 350's on passenger workings. There are however occasional surprises, including on this occasion 67005 thrashing south on a very long rake of empty car carriers and Hanson Traction's 56312 Artemis heading north on a Colas Rail container service.



66956 seen above having a crew change was among 20 assorted class 66's from Freightliner, DRS, EWS, and GBRf that passed through together with another 9 assorted classes 86, 90 and 92. We left Nuneaton not long after 2100 as we had an early start the following day.

Tuesday morning saw us on Water Orton by 0730 and there followed a day of almost identical workings to those described in Corkscrew 50, but this time without the cops. By mid afternoon we drove to Coleshill Parkway, the next station on the Nuneaton line, catching a train in to Birmingham New Street for the afternoon peak. Our target was the class 350/2 units on the Birmingham – Liverpool service, and a further 5 cops were added to the list as heavens opened and torrential rain fell. At least we weren't still on Water Orton!.

Wednesday was our final day, and we started early as always by driving to Syston for the 0620 train to Leicester, where we were to spend the morning peak chasing East Midlands Meridian units. Out of the 24 original plus the four ex Hull Trains units, we both needed four, albeit not the same four, and we had worked out from the timetable that all units in service should have appeared by 1100. Our journey in from Syston was on 158812 an ex Northern Spirit via First Trans Pennine, and Central Trains unit in a mess of previous liveries and we had barely been on the station five minutes when 66529 crept through on what is generally known as the mile long train. It took ages for the rake to creep through and across the point work before 66551 brought up the rear.



East Midlands has concentrated its relivery programme on the Meridian fleet, as shown by ex Hull Trains set 222102 below.



The HST fleet however is still predominately in the old livery with only a handful of power cars repainted. There are a number of freight workings through the station including Fastline class 66's and although one working threw up on hire 66724, the appearance of 66301 allowed Colin to clear that particular batch.

When the Meridians started to repeat we had seen 18 of the 24 original units and three of the four ex Hull Trains sets, 222103 still being tested after accident repairs, and yes you've guessed it, I didn't cop my last one, and neither did Colin. After returning to Syston, we drove to Rugby for the afternoon for the usual mix and yet more class 350/2 units. 57309 was still parked in the bay, but 57310 had appeared over in the engineers sidings, and during the afternoon a complicated set of movements was performed by a driver in swapping them over so that 57309 could go to Oxley for an inspection.

Other interesting appearances were of 43014 and 43062 on the Network Rail flying banana, and stalwarts of the Freightliner fleet 86609 and 86632 below.



Another 7 class 350/2's were bagged, bringing the final total of cops for the three days of 30 assorted locos and units. A clear run home however was thwarted by a horse. Just south of Sheffield, a loose horse on the M1 caused the entire motorway to be closed for nearly an hour whilst it was rounded up.

That wasn't the end of the railway action however as the following day, Robert and I went to York, principally for bus photography, but I had to go to the NRM to see a certain big brown shunting engine wearing its upturned bathtub, and was fortunate to cop 66726 off the viewing gallery by the station.

Return to Poole was via Swindon but unfortunately with not enough time to visit Steam.

At the end of the holiday, 34 cops had been bagged comprising 18 class 350/2's, 2 class 378's, 2 class 139's, 8 class 66's, 3 Meridians, and 56312. Not a bad haul for a week.

The S&M “Terriers”.

By His Reverence.

Hello and welcome along to this tale which follows on from and was spurred on by the article on “SR Locomotives Loaned to the LMR” what I wrote back in Corkscrew 52. The common link being “Terrier” no.681, a loco with a Q.I. background, well I think so anyway.

Something stirred in the back of my mind, rattled around for a bit, and hey-presto – one article.

The history of the Shropshire & Montgomery (S&M) Railway is a complex thing and out of the scope of this article, so all I will be going to concentrate on is the history of the three ex-LBSCR ‘A1’ 0-6-0Ts acquired by the railway in the early 1920s, by then, getting on for 40 years young as it was!

TABLE 1; shows the locos in question:-

Orig. No.	1901 No.	Original Name	Built Brighton Date to traffic	Withdrawn
38	638	MILLWALL	9 June 1878	Feb.1918
81	681	BEULAH	19 July 1880 (Loaned to LMR)	Jan.1918
83	683	EARLSWOOD	8 Sept.1880	Jan.1918 #

- coal rails and condensing gear re-fitted during 1909.

All three locos were sold to the Admiralty for £1200 each details of which are shown below in TABLE 2:-

638 to H.M. Docks, Invergordon, then to War Stores Disposals Board.

681 to H.M. Docks, Invergordon, still in LBSCR livery.

683 to the Admiralty, Inverness, then to War Stores Disposals Board.

From the W.S.D.B. at Dalmuir, Scotland, the locos were purchased for use on the S&M by the line’s then owner, Colonel Stephens. Their new identities are set out below in TABLE 3:-

1901 No.	Date sold	S&M No. and Name	Withdrawn	Cost
638	to S&M Nov.1923.	No.8 DIDO	1930	£470
681	to S&M July 1921.	No.7 HECATE	1930	%
683	to S&M Nov.1923.	No.9 DAPHNE	1931	£470 Ø

% - reported to still be in LBSCR livery during 1923.

Ø – unconfirmed report in unidentified railway magazine as still being in service during 1933.

Before we get ahead of ourselves, we need to rewind to just over 100 years ago, like you do, and take a look at part of no.81's history:-

Around the turn of the last century, the LBSCR "Terrier" fleet was due to have been decimated, due to the fact that the work they were designed for had out-grown them. Several examples were withdrawn and scrapped, whilst others were re-sold to other concerns. However, during 1905, under the supervision of D.E. Marsh, who had succeeded R.J. Billinton as Locomotive Superintendent of the LBSCR, a scheme was devised to convert the remainder for push-pull operation to work Brighton – Worthing local trains. Two locos were subsequently chosen for these trials and in the process converted to 2-4-0Ts.

They were:-

No.81 BEULAH and no.82 BOXHILL.

These two locos were from the final batch of "Terriers" built (nos. 77-84), fitted from new with cast iron brake blocks and Westinghouse air brakes. The condensing gear was a standard fitting from new for the whole class, whilst earlier built examples were later equipped with the former two items. The condensing gear was gradually removed from the whole class in the early 1900s however, but it would re-appear a few years later, on some engines.

During their time as push-pull fitted 2-4-0Ts from 1905, the two locos appearances included the following details:-

681 – L B & S C R lettering on her tank sides (no name) and painted in umber brown with orange lining, condensing gear re-fitted (by 1910) and coal rails added to the top of the bunker.

82 BOXHILL – name on her tank sides, experimentally painted in dark goods green, fully lined out. No condensing gear or coal rails

These two engines were put to work in conjunction with the so-called LBSCR "Balloon" trailer coaches and were confined to Brighton – West Worthing services (as mentioned earlier) and on the 2 ¼ mile long Kemp Town branch.

Following on from the success of these trials, motor-train working became more widespread and a further 20 "Terriers" were so treated, although they remained as 0-6-0Ts. The condensing gear was also re-fitted to these locos and this work, plus the re-building of the locos with new boilers, etc. into 'A1X's, extended their working lives considerably. And the rest, as they say, is history.

Nos. 681/2 were converted back to 0-6-0Ts sometime during 1913.

BOXHILL is of course now preserved in as-built condition, on display at the National Railway Museum, York.

Anyway, back to the plot, if there ever was one!

Whilst employed on the S&M, HECATE and DIDO were both fitted with larger diameter buffer heads, altering their appearance quite a bit. DIDO also ran without any nameplates when first acquired by the S&M. She also differed visually from the other two locos as she was not re-fitted with condensing gear and had a larger coal bunker fitted, similar to the one still fitted to the K&ESR's No.3 BODIAM. One slight curiosity was that the Westinghouse air pumps were retained on all three locos, even though they were never used; the S&M using vacuum braked stock only throughout its existence.

Another strange thing – the S&M “Terriers” were not very successful for some reason, hence their early withdrawal dates. (see Table 3)

HECATE and DIDO were the first to go and were slowly dismantled. In October 1930, HECATE's wheels, axles and tanks were sent to Rolvenden on the K&ESR to help with the re-building of BODIAM! In 1931, orders came through to scrap nos.7 & 8. The boilers were removed and mounted on wooden blocks and No.7 was no more in November 1931. The boilers were eventually sold to E.R. Jackson Ltd, Wednesbury during October 1933 and the remains of No.8 cut up some time in 1934. Some of the above details are a bit sketchy, but what is definitely known is that No.7's frames had been cut up by 1937 and here is where the story of No.81 BEULAH comes to an end. The last “bits” at Kinnerley (including one of DIDO's tanks [complete with nameplate!]) had gone by 1939.



The model of no.83 EARLSWOOD, later to become no.9 DAPHNE.

Photo: Steve Green.

This left No.9 DAPHNE to soldier on for one more year at least until she, too, was withdrawn. A sort of slight reprieve was granted for her though, as she was stored inside a corrugated iron building behind the engine shed at Kinnerley until December 1938.

She was then sold to the Southern Railway during January 1939 as a source of spare parts for their other operational "Terriers" and was sent to Eastleigh Works, where her remains were not disposed of until March 1949!

But, did you know that a ready-to-run model of DAPHNE has been produced in '00' gauge by Hornby? Strictly speaking it's not exactly her, but a version of her in a previous guise! Catalogue no.R2190 was manufactured in 2000 and was a model of 'LBSC "Terrier" no.83 EARLSWOOD.' I managed to find and purchase an example of the ex-Dapol model during March 2009, 60 years after the original one had ceased to be!



Another picture of no.83 EARLSWOOD, later to become no.9 DAPHNE. Photo: Steve Green.

The model has had the additional coal rails added to the bunker, condensing pipes fitted and, technically being an 'A1', I've built out of plasticard the front wing-plates as originally built. Headcode brackets have also been added. The model is representative of how she looked whilst running on the S&M, but not necessarily as she would've looked when operated by the LBSCR, dictated by the livery of the model.

MAIN LINE STEAM, HAS IT HAD ITS DAY ?

By Colin Stone.

First of all I should emphasise that the following is just my personal opinion. I am writing this article to maybe stir some other WRS members to express their views. As we are all aware steam locomotives departed the main line rails of Dorset in July 1967, followed by the final BR steam in August 1968. That left us with the fledgling preservation schemes such as "The Bluebell" and Keighley & Worth Valley etc'. Despite the good intentions and efforts of all those involved in those days, to be frank a lot of schemes left a lot to be desired (and some still do). For a lot of people some steam, however "naff", was probably better than none ! But that said quite a large proportion of UK steam enthusiasts ventured abroad for their fix of "proper" steam, the writer being no exception. To go belting down a German main line behind a Class 012 Pacific with head out of a window was magic, as was pounding up a rocky defile in South Africa behind a Glasgow built North British Locomotive Company Class 19D 4-8-2. (With our esteemed editors consent I hope to relate a few of my more light hearted South African escapades in future editions of The Corkscrew.)

But I digress, it was on one of these overseas trips in 1971 that I heard of the proposed return of steam to the British main line. This turned out to be the Bulmer's Pullman train headed by ex GWR King 6000 "King George V". More steam on the main line followed, but it was restricted to set routes such as the Cumbrian Coast, the Welsh Marches and the Settle and Carlisle (S&C) line. I sampled one of these trains over the S&C in 1982 travelling behind 30777 and 45407 double headed. I was not impressed, the coaching stock comprised Pullman cars formerly used on the Manchester Pullman services. Being Pullmans there were no opening windows, hence I could not get my head out and enjoy the sight and sound of the two machines "up front". Because of this I vowed not to do anymore such trips, however things were to change. Gradually steam on the main line spread its wings, more and more rail tour companies came into being and some began to run main line steam tours. With these companies came coaching stock in the form of ex BR Mark 1 vehicles. This meant vestibules with drop lights and the opportunity to get your head outside !

Thus in 1995 at the instigation of friend and fellow enthusiast Bob Clark I found myself on a tour which was to take steam back to Penzance for the first time since the 1960's. It fell to GW Manor No 7802 "Bradley Manor" and 70000 "Britannia" to do the honours and return steam to the Duchy. I was to learn two things on that trip, No 1 NEVER go on a main line tour behind a Western loco' ! No 2 "Bag" your window very, very early! ! Myself, Bob and the two steam loco's locomotives joined the train at Exeter St David's from where we set off for a stirring run along the sea walls of Dawlish and Teignmouth.

It was then I found all the drop lights had been taken and any chance of getting a good lung-full of steam was completely out of the question.

Frustratingly I had to stay put in my seat with just the top light open. Even so the ear splitting crescendo of noise coming from both loco's on the climbs up Hemerdon and Rattery was most audible. But arrival at Plymouth found the strain had been too much for the Manor as it was "knackered". It had run a hot box on the tender which meant that the "Brit" had to press on alone with 12 vehicles in tow. It was a memorable trip and I was hooked on mainline steam and wanted more.

After that more main line steam trips followed, especially after the Mid-Hants Railway (MHR) entered the main line steam market. Alton was the usual start point for these runs, the use of either Standard 5 No 73096 or MN No 35005 "Canadian Pacific" meant tour participants were in for some cracking good runs. On these tours although I had paid for a seat I never actually sat in it !! My time was spent at an open window enjoying the sound and spectacle of being steam hauled, a pair of goggles kept clinker out of my eyes and allowed me to hang out of the window at speed. At the end of the day myself and around 30 other like minded souls who had "bagged" a window were as black as rooks, but boy had we had a good day ?

Perhaps my most memorable trip was behind the formidable partnership of No 73096 driven by the late Brian Dudley-Ward. From a 30m.p.h. speed restriction just west of Axminster 73096 set about climbing Honiton Bank. The locomotive accelerated up the lower slopes of the climb, found its pace, then held a steady speed up to the summit, the noise from the chimney was absolutely bloody awesome, it was a magnificent performance. On another occasion a group of WRS members ventured out on a MHR tour to Newport, South Wales behind 35005 "Canadian Pacific". We were treated to an absolute tour-de-force by the Bulleid up Sapperton bank on the return run. Once again our loco' was subject to a 30m.p.h speed restriction about a quarter of the way up the bank. But once past the p.w. slack "CanPac" was opened up and took off like a scolded cat. Those who think Bulleids have a soft exhaust beats should have heard 35005 that day ! At the top of Sapperton is a foot crossing where two previous specials, one hauled by King No 6024 and the other by a pair of double headed GW Halls had both stalled. Here the locals had gathered, no doubt under the impression the 30m.p.h. restriction would have a similar effect on 35005, well they got their come uppance ! As "Canadian Pacific" stormed round the bend toward them they were spotted and someone hung on the whistle as much as to say "Up yours GW" and we rattled into the tunnel at the top of the climb ... *IONISER* Both Chris Aston and Chris Francombe will vouch for the Bulleids superb and thrilling performance. However clouds were beginning to form on the main line steam horizon.

First of all one or two high profile locomotive failures on the main line began to lead to the insistence in some Railtrack areas of a diesel tagged on the rear of some trains as insurance. From a local point of view sadly the MHR gave up running its Green Train main line trips. This was a blow for us good folk in the south, it meant the end of a readily accessible start station, but more to the point the end of reasonably priced trips.

Now we find ourselves in 2009 and an era of increasing speeds on both the West and East Coast Mainlines. Add to that ever increasing services on all lines and we see that pathways for steam specials are getting harder to fit in between service trains. Hence steam tour timings are very, very slack and trains are often pushed into every conceivable passing loop to allow service trains to pass. So I now arrive at the point where I have to ask :-

MAIN LINE STEAM, HAS IT HAD ITS DAY ?

Some time ago Martin Catford expressed surprise that apart from himself and Val Catford no other WRS members had booked on a railtour which ran from Bournemouth to Folkestone. What follows might explain why..... **No 1**. To my mind, and that of some others, is that main line steam trips are now quite expensive, even for standard class travel, usually advertised at between £70-90. That price MAY be acceptable IF the trip is wholly steam hauled, but unfortunately these days often they are not... **No 2**. A lot of steam trips these days have a diesel tagged on the rear "for insurance", as did Martin's. That means around 100 tons of dead weight which must affect steam locomotive performance ? A good 4-6-0 should comfortably be able to tackle a 1 in 60 climb with 10 coaches in tow with ease. Witness 73096 on Parkstone bank a few years ago with the "Sunny South Express" trains, but how about with that extra 100 tons on the rear ? In effect the diesel is usually cut in to give a push up the climb, it is then no longer a steam excursion but a mixed traction excursion. I quote a report on an internet information site regarding a so called steam tour i.e. "The 17.36 Weymouth-Victoria passed Bishopsdown Farm at 21.35 with 30850 puffing and panting at the front, 37248 (diesel) was pushing hard at the rear trying to make up time up Porton Bank".

The reported time indicates that the tour was running late, this takes me to point **No 3**. Steam tours are generally so diabolically timed these days that very early starts and late returns are the order of the day. Are the extra loadings including dead weight diesels responsible for these slack timings ? A steam tour from Weymouth to London (via Staines) was booked to do the trip in 5 hours 10 minutes, that made it an average 30m.p.h. for the 150 miles..... would you pay £75 for such a mind numbing dawdle ?

Originally a diesel was added after a few high profile failures, but more and more trains are now running to the point of overloading with 12 or 13 coaches in tow, as such Network rail demand an assistant diesel. Why ?

Answer ... The curse of modern steam tours Premier Dining, sadly rail tour operators can screw a huge profit out of dining customers to the detriment of the standard fare paying steam enthusiast. IF people want to eat on trains, take along the good old British fayre ...sandwiches... or travel on the VSOE !!

The true steam enthusiast who likes to enjoy the spectacle of steam in action from an open vestibule window is being forced further and further away from the locomotive action by the cursed dining coaches. This leads to the next point :- **No 4.** Not only are those of us who enjoy an open window having to put up with being moved further down the train, we now have the Health & Safety Gestapo to contend with! These killjoys are now suggesting that it is unsafe to poke ones head out of an open train window. In some instances rail tour operators now employ stewards in each vestibule to stop the practice. For some of us that negates the whole point of going on a steam trip. If we are obliged to sit in a seat ensconced inside a coach then the locomotive up front might just as well be a diesel or an electric.

Finally point **No 5.** If things go wrong (and sadly they invariably do) the rail tour goes to the bottom of the pile and gets later and later. After a probable early start to then be lumbered with an even later than expected arrival home is no incentive for a day out. There have been some horrendous stories of passengers being stranded after late running steam tours, none of which gives confidence to make bookings.

And that dear reader is my argument, IF main line steam has a future it will most likely end up as it did in the 1980's running over set routes to set times. We are already seeing the first inkling of this regime with the regular Saturday "Cotton Mill Express" services and the Sunday Bristol – Paignton "Torbay Express" trains. These trips tend to cater for "Joe Public" and those steam enthusiasts who like to get their heads outside. At the top (Posh Nosh) end of the market a similar "Round Robin" from Victoria to Victoria is worked by the VSOE with No 35028 "Clan Line" usually doing the honours. On the VSOE the fact that diners have steam as motive power is most likely just another novelty to add to other novelties of their day. However set routes are likely to loose their appeal due to their monotonous regularity. Therefore for most steam enthusiasts, main line steam will no longer be something to be participated in and enjoyed from on board a train. It will be solely as a visual spectacle to be viewed from the lineside. So fellow WRS members, am I right or am I wrong ?

Has Main Line steam had its day, or am I being blinkered in my outlook ? Answers on a postcard please !! Or to the Editor.

IONISER = It Only Needs 1 Southern Engine Really.

The crossing up the lane

by Paul Carpenter

The crossing up the lane was Hayes Crossing on the “Old Road” between Wimborne and West Moors. My parents had moved from Reading to Hayes Close in 1959 when I was one year old and so I was only coming up to six when the line lost its passenger service in May 1964. My Nan and Grandad also moved down at the same time as us and I remember my nan coming round and asking my mum if Paul would like to ride on the train from Wimborne. You bet I would, what a daft question. I had been train mad since being in a pram and my parents would take me to the high bridge over Sonning Cutting near Reading to see the trains. “It’s the last week before they close the line” said my nan so there won’t be another chance. I think we went to Bournemouth West although that bit is a bit hazy. I can though still see the rebuilt Bulleid pacific come curving into the platform at Wimborne for the outward journey and the Hants and Dorset bus waiting for the gates as we passed Oakley Crossing.

Anyway back to Hayes Crossing. The crossing keeper was Mrs Scrivens (her husband worked on the line, I believe at Wimborne) and she would not stand any messing about from us school kids on the way back from Colehill Primary school. After they took the passenger trains off, initially a couple of freights still ran as far as Ringwood daily, later to become just the one. One of these returned from Ringwood past Hayes about the time we were coming home from school. An abiding memory was being kept at the side wicket gate by Mrs Scrivens for some considerable time because a train was approaching. Eventually we could see it rounding the curve the other side of Canford Crossing. It was hauled by a Crompton (later to become Class 33) diesel still in original green without any yellow on the ends and it wasn’t hanging about either. It came speeding past with a long train of vacuum braked vanfits (that’s the short wheelbase 12 ton sort).

Up until the passenger trains ceased the gates were kept closed to the road generally and you had to get out of your vehicle and press a bell plunger by the gate post which alerted the crossing keeper if you wished to cross with a car. This was always my job, even more exciting when there was no response because that meant a train was coming! Funny that I cannot remember the M7’s on the line but can remember seeing them on the Lymington push pull from a picnic spot near Brockenhurst. I do remember seeing the unrebuilt Bulleids though thundering over the crossing. There was a field in those days next to the crossing on the north west side which had a donkey in it so a regular treat was to take a carrot for it, though I was only really interested in the trains. A footpath (unofficial) ran along the upside from Canford Crossing past

the Uddens up distant signal; the path was good for blackberries until they built a factory across it.

In 1967 the line was cut back from Ringwood to West Moors but a short while before this I was to see my last steam loco on the line. My dad and I were on the A31 in his new Ford Anglia, he had a new one each year with his job (they were always dark blue – de luxe models). Where it is now a busy dual carriageway intersection the old A31 crossed the line west of Ringwood on a bridge not dissimilar to the one still standing at North Leigh Lane. We could see smoke in the distance so Dad pulled onto a track which ran a short way westwards alongside the up line. After what seemed like an age a Standard class 4 tender loco clanked slowly past us as it approached Ringwood.

A little while before this the level crossings became unattended for the remaining daily train and the gates became train crew operated, quite a laborious task on this line with it's many sets of gates. Usually the train for West Moors consisted of a few opens and some four wheeled oil tanks for the army depot at West Moors and hauled by a Crompton. However I did once see a blue liveried Class 47 numbered in the 1700 series (pre TOPS) waiting for the gates to be opened making it's way to West Moors with a very long train of vacuum braked open medfits. A school friend told me one day (about 1969) that he had seen an Army diesel shunter running light engine past the crossing. This would have had a B.R. pilotman on it with the Army driver. I also remember waiting at the crossing for at least 2 hours on a freezing cold New Years Day 1972 to see a special formed of Hastings DEMU's (12 cars if I remember correctly) which I had seen advertised in the Railway Magazine. Of course I did not have the timings so just had to wait until it turned up!

In 1974 the freight service was cut back again, this time to Wimborne and the line was lifted past Hayes later that year. About a year before, in the strange way that things happened on B.R. in those days, the crossing was completely rebuilt with accompanying work to the pavements etc. A new set of single gates replaced the old double gates to span the now single track. The old down line had been lifted earlier in 1967. About this time on learning of my interest in railways (soon I would move back to Reading to work on the railways, but that's another story), Mrs Scrivens gave me an old 1958 Southern Region timetable and a couple of instamatic snaps she had taken of an LCGB special on 16/10/66 with 76026 on one end (see page 26) and 77014 on the other (opposite page upper). I also have a photo of 33111 returning from West Moors with what I believe to be the last ever train on this section of line. (opposite page lower)

Only the hump in the road on Hayes Lane gives much clue that a railway once passed this way, but number 23 crossing cottage is still there somewhat modified. In railway days you could see the brick built extension when British Railways built Mrs Scrivens a new kitchen.



Gone is the concrete hut diagonally across the tracks which I am pretty sure from memory contained an early chemical toilet, presumably needed if a relief railwayman was manning the gates (no pun intended). In 1974 I bought a fairly scarce Southern Railway Beware of Trains cast iron notice from a chap in Colehill, who told me it came from Hayes Crossing. It was presumably

taken down when they modified the crossing a year or so before.

I also have another almost worthless memento, an enamel sign for the train crew not to proceed without permission! In the last year or so these were supplemented by one of the modern signs with a big red spot on it and instructions to open the gates.

So that's my tale of one of thousands of similar locations now largely deleted from the railway map.



76026 approaches Hayes Lane level crossing on the LCGB special on 16 October 1966. Picture by Mrs Scrivens courtesy Paul Carpenter.

Letter to the Editor

Dear Ken,

I was interested to read your “take” on the fiasco of July 3rd, as my view agrees with yours. As the main organiser of the evening, I was particularly frustrated and annoyed that after trying to ensure everything went smoothly, we were let down at the last minute by the Railway. And not for the first time. Back in 2003, we hired a rake of coaches and the steam loco that had been used earlier in the day, for our usual evening trip on the railway. When we arrived at Swanage that evening, we found the steam loco had been purloined by a private charter of the dining set. Instead of firing up another steam loco, as they should have done, the Railway fobbed us off with a Class 33 diesel. Afterwards, we were given a substantial refund, but that didn’t make up for the disappointment felt by our members. That, and our recent experience, makes me wonder just how commercially-minded the Swanage Railway is. The option of a static meal in the platform at Swanage Station, which we took, was not initially on offer.

I wrote to the General Manager after 3rd July, inter alia making the points you have raised;- namely, that the Wimborne Railway Society first chartered a train in 1984, and has continued to do so almost every year since, and had this booking been from some outside organisation, they would not have been so favourably disposed towards the Railway. The General Manager subsequently told me that they could not find a signalman, even from amongst the paid staff, but my feeling is that no-one tried very hard, and took the easy option of cancelling the train, the thought probably being “it’s only a booking from a railway club”. This was just not good enough, as it wasn’t a late booking, but made months ago. In any case, the dining train is timetabled to run every Friday evening, so the signalling roster should have been sorted out at least a month earlier. It was noticeable that staff **were** found on the following night, when cancellation of the “Wessex Belle” would have meant giving refunds to a large number of individuals....!! At my meeting with the General Manager I agreed a refund, which I hope to start handing out to members next week. This seems the fairest, as it benefits directly those who participated in the dining train. And I heard no complaints about the **meal**, which was excellent.

The Swanage Railway needs to decide where it stands with the evening diesel service. Once the timetable has been issued, it should be complied with. It is not acceptable to cancel trains just because running them using paid staff incurs a loss. Clearly, they cannot rely on volunteers to run a regular service during anti-social hours. The Railway needs to decide whether it is running a public service, and accept all the attendant costs of out of hours working, or give up that pretence, and just run steam trains for tourists, finishing late afternoon like all the other heritage lines.

Yours truly,

Bryan Stanley

The Name and Shame Agranam Game.

BY green pet hens, OR never thred green, bye!

Below is a list of new society members, but can you work out which is their favourite preserved steam engine? Name and number please!

A helpful hint:- One of the names is also a diesel, but which one!?

The answers appear below.

1	Chloe Meridian Allan	Holland America Line	35022
2	Colin Blakenkerb	Brocklebank Line	35025
3	Neal Burco	Calbourne	W24
4	Mark Bill H. Cash	Bickmarsh Hall	5967
5	Dennis Cant-Sleep	Pendennis Castle	4079
6	Richard Brian Clissail	Sir Archibald Sinclair	34059
7	Berny Coal-Thurst	Thornbury Castle	7027
8	Ian Deft	Defiant	5080
9	Norman DeMoir	Dinmore Manor	7820
10	Ron Densoll	Lord Nelson	E850
11	Peter Elub	Blue Peter	60532
12	Leslie Gerry Gins	Sir Nigel Gresley	60007
13	Steven Grain	Evening Star	92220
14	Mat Green	Tangmere	34067
15	Ronald Halo-Shot	Rood Ashton Hall	4965
16	Graham Len Halvin	Raveningham Hall	6960
17	Gordon H. LeHarding	Gordon Highlander 49 and D9016	
18	Michael "Soft" Hudson	Duchess of Hamilton	6229
19	Leo Henry Kay	Henry Oakley	990
20	Andy N. Moore	Odney Manor	7828
21	Dom Ranny	Normandy	96
22	Gavin Rell	Granville	102
23	Sir Derek Rice-Flip	Sir Frederick Pile	34058
24	Bradley Roman	Bradley Manor	7802
25	Clive R. Romellow	Oliver Cromwell	70013
26	Grant Sam Scudos	Scots Guardsman	46115
27	Tony D. Seed	Eddystone	34028
28	Ray Shirome	Morayshire	246
29	Doug Slaglen	Glen Douglas	256
30	Liam Slire	Sir Lamiel	30777

But did anybody spot this preserved diesel

30	Liam Slire	Ramillies	D419
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Congratulations to those who entered and got them all correct. The winner was Graham Clackett, but did he get D419 Steve?????????

A Public Perception of a Local Steam Railway

by Dave Round

At the end of August my son spent some time with us at home and he and I made a visit to view the magnificent preserved branch line that runs through the nearby glorious part of Dorset. Although the weather forecast was not great, with the remains of Hurricane Bill fast approaching, (what's it doing heading our way?) we ventured forth with a trip to Poole, over to Sandbanks via the ferry, and finally parked up at Norden. I have long been a member of the said glorious branch line and was a working one at that, for many years.

My son was last on the railway some 16 years ago and was suitably impressed by its achievements, and dedicated team who volunteer to staff it. He remarked that despite a tremendous scenic view all along the route, the image portrayed from the condition of stock and Swanage station, left a lot to be desired. Coaching stock in particular was encrusted with grime and brake dust. Windows were obscured by the said grime and he had the feeling that night time was on its way, at mid day! The recently returned coaches from Ramparts, (over the last 2 or 3 years), have externally become encrusted with dirt, so that their smart appearance has long disappeared.

Swanage Station is becoming tatty. The canopy is badly in need once again, of some T.L.C. Rust is setting in and by next year, the whole thing will need expensive treatment. Woodwork, particularly the Swanage sign above station house has badly faded. The signal box also requires smartening up with weather beaten paintwork, on the north side. As for the engine shed roof, well I reckon a totally new roof will be the order of the day in the not too distant future. The smokechutes have all but lost their cladding. One bright spark was the appearance of the gardens and banks. Thankfully, somebody does take the time and trouble to maintain these items.

On the locomotive front, 80078 looked ready and sounded like it was ready for the cutters torch! 6695 showed signs of recently (but not this week) being cleaned. 80104 looked like that it might recover from its recent bout of ugly bottom disease! A partial repaint adding to the kidology! As for the two Bulleids, one was about to undergo a nasty bout of internal annual investigation while the other was to experience routine flushing and stuffing! (Fortunately not on a plinth, Mr Colin!) Which leaves the M7. Not quite sure where that was, as did not spot it. Could it be hiding in Mr Paynes back garden, as the new livery is not up to the original standard and looks pretty horrible, (also out of place), during this (barbecue) summer? Sunshine lettering, who is kidding who?

Which brings me back nicely to my 2nd paragraph. A good public perception is one that will entice the travelling public back to Swanage. At £9 per ticket for the round trip, can the railway not afford some tins of varnish to seal fresh paint work and prolong the appearance of coaches for a few years? The Worth Valley Railway re-varnish their coaches every two years to keep up the paintwork and reduce the effect of brake dust etc. Have a look at the maroon MK1 parcels van that has deteriorated from 3 years ago, when it was outshopped. Only the lining that was varnished has survived the passage of time, in a gloss condition! The rest of the paint has died!

Marks out of 10?

5, for trains running on time and helpful staff.

Visitor numbers are supposedly up this year. More income should equate to more infrastructure maintenance expenditure. The bits that are in the public eye, are the ones that need the money!!!!!!



**Swanage Railway standard tank loco 80078 seen here at Swanage Station on 6 September 2009.
Ken Aveyard**

THE GRETTON GAZETTE

A Grate Western Publication

Thymes Ran Out

The Tarrant Thymes is no more. The newspaper was amalgamated with the Gretton Gazette, but advertising and local news completely dried up and there was no alternative but to close the TT. Al Terego is pleased to report that the T.V.R. is still running, and stories that still come to his ears will be included along with Gretton & Wenlock Railway news in this new local paper.

The Gretton & Wenlock Railway is owned by the Clangers (Colehill Loco And Narrow Gauge Enthusiasts Railway Society). This group of owners have long been involved with the Tarrant Valley Railway (and still are). The G&W Railway is a bigger narrow gauge (O16.5) to the Tarrant Valley Railway (009). Whoever said their new railway was because it's bigger and easier for old buggers *may* have a point.

On the G & W a new Timber Yard is being developed. At the eastern end of Gretton station there has been track alterations and a crossover has been installed. A boiler house (with marine boiler) can unload coal wagons. There is a working wagon turntable, and an overhead crane. Trucks loaded with timber can be delivered into the factory. The owners (C. Langers) name is painted on the chimney. It is a very compact layout, with a lot going on.

As with Tarrant Valley this railway has had already a number of visiting Engines. Both "The Earl" and "Countess" from the Welshpool and Llanfair Railway have appeared (along with Pickering Carriages) at Gretton. Vale of Rheidol's number 8 in Great Western livery (as currently worn) undertook running in on this line. It has now won Al junior a First Degree.



Your esteemed editor has been mistaken for Pete Waterman (see Corkscrew 43) but has anyone noticed the resemblance between Chris and Christine??

RAILWAYS ROUNDABOUT

JULY :- No 66596 worked the Wool Sand train on the 1st, but was replaced by No 66953 for the return working the following week on Tuesday 7th. During week ending 12th a daily (Monday-Friday) route learning trip was booked to run from Eastleigh (05.39) to Eastleigh (12.59) via Poole, Weymouth (reverse), Yeovil, Westbury (reverse) and Salisbury. An MPV unit Nos 98902+98922 was booked to work the turn and was due to pass Poole at 07.08. Thursday July 9th was the 42nd anniversary of the end of Southern Steam, Tour Company Steam Dreams organised a steam hauled railtour from Clapham Junction to Weymouth. This tour which was hauled by BB No 34067 "Tangmere" passed Poole at 11.55 some 6 minutes late. On arrival at Weymouth Class 37 No 37706 was on hand to tow 34067 to Yeovil for servicing. However en-route No 37706 suffered a minor electrical fire, thus "Tangmere" had to push the 37 from Maiden Newton to Yeovil Pen Mill. Eventual arrival at Yeovil Junction was somewhat delayed.

After servicing "Tangmere" returned to Weymouth arriving at 17.50 some 15 minutes AFTER it should have left for London Waterloo ! In the interim South West Trains despatched ED No 73235 to Weymouth to assist with the shunt movements. As 73235 is air braked and the train was vacuum braked it was unable to assist "Tangmere" up Bincombe Bank. Therefore 73235 was on standby in case 34067 encountered problems climbing Bincombe. Thus "Tangmere" departed Weymouth 1 hour 40 minutes late at 19.15 and attacked Bincombe bank unassisted with ELEVEN coaches in tow. "Tangmere" accelerated to a maximum of 40 m.p.h. however the steepest part of the climb pulled her down to 17 m.p.h. at the summit. Parkstone bank was climbed with comparative ease with "Tangmere" romping up through the station at around 40 m.p.h whistling merrily All together everyone

BULLEIDS RULE O.K.

Prior to failing No 37706 had rescued the route learning MPV which had "conked out" at Upwey. No 37706 dragged the MPV to Poole yard and dumped it in the carriage siding headshunt close to Sterte Road Bridge. Next day (Friday 10th) Class 66213 arrived in Poole at around 14.20, after coupling up to the MPV, No 66213 departed Poole at 15.10 returning to Eastleigh. As a footnote No 73235 returned to Branksome light engine on diesel power, it followed "Tangmere" some 20 minutes later. As for 37706 she was repaired at Yeovil by a member of the Class 50 preservation group and left under her own power to Southall later on the 9th.

On Tuesday 14th at 00.35 a "Top and Tailed" engineers train of 7 wagons passed through Poole en-route from Eastleigh to Wool. Class 66's No 66198 and 66139 worked the train, the return was due though Poole at 06.00. Later on the 14th No 66552 "Maltby Raider" worked the 15.00 Wool-Neasden sand train. On the 15th the returning empties (behind 66552) unusually ran as the 18.07 Neasden to Southampton Maritime. The train continued to Wool on

Thursday 16th as the 10.05 ex Maritime, thus due to a late arrival at Wool and an incident at Poole the 15.00 ex Wool loaded sand train departed 2 hours 30 minutes late. The usual Wednesday Only (WO) Stone train to Hamworthy ran on Friday 19th behind Class 59 No 59101.

Tuesday 21st found Class 37 No 37706 towing BB No 34070 "Manston" through Poole at 13.41 en route from Eastleigh Works to Swanage. "Manston" had been on display during the Eastleigh 100 exhibition, No 34070 remained at Eastleigh for repairs to its front bogie. The following Tuesday (28th) saw Freightliner No 66519 head the empty sand wagons to Wool, it worked the loaded train next day. Later that day Class 31 No 31106 ran from Eastleigh to Weymouth passing through Poole at 22.05 it returned in the early hours of the next day (29th). On the last day of the month, Friday 30th, an MPV worked a weed killing train on the Swanage branch as far as the BR/SR boundary at Motala. Booked arrival time was at 23.30, No doubt to try and catch the weeds unawares !! Why the very late hour is unknown ? Also on more nocturnal duties the same night was Class 31 No 31106 which worked into Bournemouth with a test train. Unusually it ran into the up bay platform at 22.00 before departing at 22.35.

AUGUST :- In dismal weather, Saturday 1st saw Spitfire Railtours run a special from Waterloo to Weymouth. The train double headed by Class 73's Nos 73141+73204 passed Poole at 11.45, the return passed at 17.17.

Monday 3rd found an MPV unit No 98905+98955 run down the Hamworthy Goods branch on weed killing duties, it arrived at 11.10 and immediately returned up the branch to sit outside Hamworthy Junction signal box until 12.05 before returning to Eastleigh. Later in the day Freightliner loco' No 66552 returned to work the Wool sand train. Another pair of Class 73's Nos 73206+73208 topped and tailed a short engineers train down the line to Dorchester on the 3rd, 4th, 5th, and 6th. Having gone down at around 23.30 the pair were engaged in collecting scrap and rubbish from the lineside, they returned through Poole around 06.20 each day. It would appear that the "Hamworthy Stone" now runs Fridays, having been noted on three Fridays in succession, with No 59205 being noted on Friday 7th.

Yet another Freightliner loco' No 66507 worked the Wool sand train arriving with the empties wagons on Monday 9th. Later in the week two stone trains ran to Hamworthy No 59103 did the honours on Thursday 11th and No 59001 the following day. On Monday 17th Class 73 ED No 73235 carried out a series of tests, running light engine between Poole and Weymouth. The testing began at Branksome depot (09.00) with a run to Weymouth (10.19) back to Poole (11.23), Weymouth again (12.39) and finally Branksome depot at 14.36. Wednesday 19th found No 34067 "Tangmere" working a Steam Dreams special to Weymouth in place of Britannia No 70013.

"Tangmere" ran down spot on time, however the return run was some 20 minutes late due to the usual over run during servicing at Yeovil. As ever "Tangmere" made light work of Parkstone bank.

About 20 minutes after 34067 had passed Class 37 No 37706 followed light engine, on this occasion she had behaved herself on the run to/from Yeovil and was able to bank "Tangmere" up Bincombe bank. "Oliver Cromwell" the loco' booked to work the train was failed prior to the trip with cracked crown stays. Monday 24th saw Freightliner's No 66953 put in a return appearance on the Wool sand empties. On Thursday 27th Yellow liveried Class 31 No 31465 propelled a three coach test train up through Poole at 14.30. It was running from Salisbury to Eastleigh via Yeovil Junction, Yeovil Pen Mill and Weymouth.

SEPTEMBER :- Wednesday 2nd found No 31465 and its three test coaches return on yet another a testing run from Eastleigh to Eastleigh via Weymouth. During the tests it made FOUR passes through Poole ! No 31465 went down to Weymouth at 09.40, it returned propelling at 12.55. It went down again to Dorchester South at 13.30 before making its last pass going up at 14.20. Whilst propelling the loco' was controlled from Driving Van Trailer (DVT) No 9701 ex Scotland and East Anglia. After a gap of some four weeks a stone train headed by Class 59 No 59004 ran to Hamworthy on Friday 4th.

SWANAGE RAILWAY :- The ex South West Trains single car unit No 997859 now repainted green and carrying its original number No 55028 was returned by road on July 22nd. Next day 23rd July, Standard Tank No 80104 was transported from Herston Works to Norden for return to SR service after its 10 year overhaul. As reported above in mainline notes No 34070 "Manston" returned to the railway on 21st July. As it happened it was just in time to take up duties from sister Bulleid No 34028 "Eddystone" which had been damaged in yet another shunting incident !! Throughout the summer peak two train steam service all of the SR fleet, except No 80104, saw use. Standard Tank No 80078 is being worked as much as possible before its withdrawal for overhaul. Its approach is most audible with coupling and connecting rods clanking merrily ! I have been informed (as yet unsubstantiated) of **YET ANOTHER** minor collision on the SR, this time between Class 33 No 33103 and a d.m.u. **IF** it proves to be true one must ask what is going wrong during the SR shunting operations ? Therefore look out 6695 It could be your turn next !!!

Over the weekend of 11th-13th September the SR held their Steam Gala. Just one guest locomotive, the S&DJR 7F 2-8-0 No 53808 was in attendance working turn and turn about with the SR regulars. An intensive shuttle service was in operation between Norden and Harmans Cross. This combined with the usual 50 minute interval service gave a 20 minute frequency of trains between Norden and Harmans Cross. On Friday 11th and Saturday 12th the 18.45 Swanage to Norden service was extended to run up to the SR boundary at Motala (also see below). On Friday 34028 and 53808 "top and tailed" the train whilst Nos 80078 and 80104 did the honours on the Saturday.

All credit is due to the SR staff "on the ground" for their efforts in putting on the Gala which was well attended on the day of my visit (Saturday 12th). I spoke to three gentlemen from Lancashire who attend the SR Gala each year. They were extremely pleased with the event and also with the weather which was superb over all three days.

However with the plaudits come two brickbats, a quite high price of £21 was being charged for a day rover ticket. I overheard comments from several persons in which they deemed the £21 to be excessive... ? ! Add to that an **EXTRA** £5 was being charged to travel the short distance from Norden to Motala on the two evening trains. Therefore after hearing good reports of the main event it was sad to hear the £5 surcharge being called a "rip off". IF the report I have heard stating only 35 fare payers availed themselves of the Friday train to Motala it would appear the trip was boycotted by most enthusiasts.

So then a personal comment, with SEVEN locomotives in steam for THREE days, £21 pounds might have been justified. However I do think in view of the high price of the Day Rover ticket the Motala add on should have been included in the Rover ticket price, with the £5 surcharge being levied for casual travellers. Additionally as a gesture to all, the £2 parking fee at Norden should have been suspended for the duration of the Gala. Once again I do hope that the SR do not price themselves out of the market and spoil what is a good thing for both the SR and Purbeck !

For some of the above information I am indebted to "Reverend" Steve Green, Roger Smith and Andy McNeil.



170111 comes off the Melton Mowbray line and crosses to the fast line at Syston, heading for Leicester on a service from Stanstead Airport. See article from page 10.
Ken Aveyard



144013 at Doncaster on 7 July 2009 carrying the West Yorkshire PTE (Metro) version of the Northern Rail colour scheme. Ken Aveyard



The nomadic lives of the former Heaton based class 158 units displaced from trans-pennine services by class 185's can be seen in the livery carried by 158770 seen at Leicester on 16 July 2009. The bottom half of the original Northern Spirit purple livery with a large gold N was covered in purple vinyl for First Trans Pennine. Subsequent transfer to Central saw the lower panels stripped back to plain purple, revealing a lighter less faded shade than the upper panels, plus the addition of fleet names and the curly big C logos at the carriage ends. A further transfer to East Midlands Trains has seen the fleet name replaced thus leaving the unit showing evidence of four operators liveries. Take a look on the Society's web site to see all the pictures in glorious colour.

Ken Aveyard