

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

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Two tantalising glimpses of Corral Queen the former B4 class locomotive 30096 operating at Dibles Wharf coal depot in Southampton. See the article starting on page 5



WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone

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Editorial

Well here we are again at the end of another year, and if all goes to plan you will be receiving this issue at the Annual General Meeting, at which I hope we will get through all the formal business before breaking for the buffet.

It has been quite an eventful year. We may finally have a test track we can use some 16 months after the old one was scrapped. We have entered the digital age with the purchase of a projector to supplement the slide projector and on the full size railway a new design and manufacturer of locomotives has appeared with the arrival of the first General Electric built class 70's for Freightliner. (see page 33)

On a sad note we have said goodbye to society stalwart Mike King and Ben James, the latter being an ex member of the Society but a well liked member of staff at Moors Valley.

On the Corkscrew front we moved from issue 51 to new software that has allowed downloadable PDF's of each issue to be placed on the Society's web site. Not only does this mean that we can see the pictures in glorious colour, those friends of the Society who live overseas can now download their own copy and save our members the cost of overseas postage.

In this issue we have an article on the B4 at Dibles Wharf by guest contributor Andy Crespin, part 2 of Colin Stone's African tour, the history of the Hunslet war department 4-6-0T's by Steve Green, and a report on the Gartell Railway's auction by Graham Kelsey. With all the usual features and a quiz to boot there is plenty to read in this issue. Finally it falls to me to wish all members of the Society Merry Christmas and a Happy New Year

Sit back and enjoy Corkscrew 54.

Closing date for Corkscrew 55 is 14 January 2010

Cover picture:- B4 30096 alias Corral Queen crossing Belvidere Road in Southampton. See the article by Andy Crespin and more pictures from page 5

CHAIRMAN'S CHIRPINGS

During August the club rooms have been open on Tuesdays and Thursdays for members to continue to meet and for work to progress on layouts and on the test track.

On the first of September our season of regular Thursday evening presentations resumed with an illustrated talk on the 'McKinley Railway'. This OO-gauge home-based layout was described in the hobby press as "Britain's most high-tech model railway". We are fortunate the layout is in our area of the county and to have had David Townend, the owner, assisted by Bernie Woods and Alan explain the many aspects of the layout that uses digital control to achieve a very high standard of performance. Our thanks to Martin Catford for introducing David to the club and for arranging with David, members' visits to the railway. Later the same month Judith Collins showed a collection of humorous railway-themed cartoons on screen using the digital projector. Each had a caption that prompted alternative suggestions from the floor. Thank you Judith for a light hearted, fun and original evening.

In October our John Webb organised our annual 'print competition' that revealed that many members had had a long, active summer of railway photography with opportunities even to take some candid pictures of each other! The winners of the three categories 'Steam', 'Modern Image' and 'Miscellaneous' were Stuart Webb, Roger Garside and again, Roger Garside respectively. The overall winner of this year's competition by having collected the majority votes in the 'run-off' wasRoger Garside! Congratulations to Roger and to Stuart and many thanks to all those who contributed prints that made the evening's event. Many thanks also to John Webb for organising the competition. Also in October we were given a slide show from Graham Clackett's collection of regional company and national steam locomotives that ranged widely in terms of time and locations. We thank Graham for the opportunity to see them and for his descriptions of their interesting characteristics.

In November the chairman presented a 'Travelogue with a Railway Theme' spanning more than two decades, two continents and two wonders of the world. Colour and black-and-white slides, negatives and prints of railway and related images had been scanned to show through the digital projector. Hopefully, the presentation will have encouraged other members to use the digital projector at the club.

Finally, we have a full programme of evenings for this year into the next that are now shown on our website. I hope you will enjoy them and can attend as many as possible.

The Corral Queen, an introduction

by **Graham Kelsey.**

Through my interest in Garratts, I have been corresponding via a Garratt Group site on the internet, with Andy Crespin, who lives in New Zealand. Amongst various other topics discussed between us, the Corral Queen in Southampton came up one day. Now knowing that both Colin Stone and Chris Francombe would be more than a little interested to hear about the locomotive and to see some as yet unseen photographs, I asked Andy to tell me more, as I knew little about the loco myself.

Well it just so happened that Andy had written a few words about the Corral Queen and his exploits with her and elsewhere and he also had some old photographs of the loco, taken by his good friend Keith Adams, so here they are for you all to enjoy...

The Corral Queen – 30096

by **Andy Crespin.**

My first contact with 30096, Corral Queen, came in the Easter school holidays of 1968. After main line steam had finished on the Southern in 1967, I was resigned to not seeing any more, other than maybe when I was older, had left school and would be able to travel to some of the preserved lines that were then springing up.

It was to my great surprise that one day while looking through the Southampton Echo newspaper, I came across a picture of 30096 shunting at Dibles Wharf. There was a bit of a write up about this old steam loco still working near the old Gasworks, and this rekindled what had been missing in my life for nearly a year !

A few days later a friend and I decided to investigate and see if we could track it down the loco. We caught a bus to the area, and trekked up and down Marine Parade Road, finding only the redundant tracks of the old Chapel Tramways that ran through the Gasworks and along the road. This had closed a year earlier and when we enquired about the whereabouts of the engine that used to work it, we were told that it had been bought and moved.

Of course, this, unknown to us, was 'Lord Fisher', the loco having gone to Longmoor. Then someone else told us that they thought there was another steam engine working further up the road at Corralls Coal Yard. So off we trekked again, until we came across a level crossing in what had changed to Belvidere Road. This looked far more promising, as the rails were all shiny and there was evidence of hot water left on the road and pavement. We walked a bit further along the pavement to the next entrance where coal lorries were pulling in and out and there it was, standing by the entrance, coupled to a train of coal hoppers, 30096, with steam coming from the safety valves and cylinder drains. As we got there, it gave a whistle and moved up a wagon length.

We learned later that it was pulling one wagon at a time on to the weighbridge. Walking in through the gate, the driver said 'hello, and did we want to have a look at the engine ?



Can you imagine that being allowed these days ? We walked around the loco and I noticed it still had its 71A shedplate and was named Corrall Queen, a great name I thought. After about 10 minutes, he asked us if we wanted a ride... Did We ?? Silly question really !! And so started my association with Corrall Queen and my hands on, getting dirty with railway locomotives. After our first trip across the roads and into the exchange sidings, I was well and truly hooked !

The driver was Bill Cummins and over the next few years he was very good to me, allowing me access to the loco whenever I turned up. Bill was quite pleased to see me really I think, because he had a bad back, and I used to work the reverser for him, while he watched the green and red signals for stopping and going on the weighbridge. There was no steam brake on the loco, just the handbrake. I later found out that the vacuum ejector had been removed and had probably supplied some beer money to someone somewhere along the line !

The rest of that Easter holiday was spent in the yard and even the manager, a Mr Colverson, said "it was OK for me to come and ride the loco whenever I wanted". I used to help coal up, oil up and clean the fire, etc., it was great, I even scrounged some white paint and re-did the number and shed plates.

I was not so enamoured though with the method of throwing out the fire on Friday evenings...It involved putting the water supply hose in through the firebox door and turning it on full blast !!!

I also remember exploring the other loco at the wharf, RS&H 0-4-0 ST 'Bonnie Prince Charlie'. This was not steamable as a few bits were missing, but it looked a really nice little loco.

I was told by Bill, that it had steamed up the mainline from Poole one night in September 1965 and he had come to work and found it outside the gate, fire banked up and blowing off, hard to imagine that now isn't it. Anyway, they used it for a day and it was just not powerful enough, so it was dumped at the end of a siding, until sold to the Salisbury Steam Locomotive Preservation Trust for £400 ! I was a member of that group and spent a lot of weekends going up to Didcot Depot, to help get her steaming. It was a happy day when I first got to ride on her in steam and funnily enough a few years later, I actually got to meet the chap who had fired her up the main line that night from Poole...

Anyway, back to 30096..... All too soon it was back to school, but then I had the summer holidays to look forward to. Sometime later that year, we learnt that a diesel loco had been purchased and was coming to take over from the B4. I can't remember the date it arrived, but I do know that it was an 0-4-0 Baguley, and came from the Bass Brewery network. It looked quite smart in its brewery livery, but it just seemed so odd to me that you would use a diesel in a coal yard, when all the coal was free ! Anyway, by 1969 Corral Queen was just on stand-by, but was still used quite regularly as the diesel was proving a little less than reliable.



I spent more happy days riding on her in 1969 and some of the photos here were taken one Saturday by my good friend Keith, who had also come to the yard for a ride !

It was not always coal trains that came into the yard, as I recall one early winter's morning running light engine to the exchange sidings and bringing in a very heavy train load of bricks for shipment to the Isle of Wight. This was exciting as we did not have to stop on the weighbridge and so went charging across the roads, into the yard, which was up a slight gradient and then right through the yard to the wharf's quayside. Brilliant !!!, I have it on old reel to reel tape somewhere.



By now I had left school and was doing an apprenticeship in a shipyard as a fitter/turner. One day a week I had 'day release' to Southampton Technical College, which just happened to be behind the old Gasworks. I have to admit to skiving off some afternoons to go and ride on my beloved Corral Queen, when she was in use.

Well all good things do have to come to an end sometime. Bill had by this time retired and the shunter, Walter, was now the driver. He and I got on well, so that was no problem, but management had decided it was time to get another diesel and get rid of the B4. The week the second diesel arrived, Corral Queen was being used and on the Friday afternoon, I had the honour of driving what was to be the last steam hauled coal train into the yard.

I know that she stayed in the yard for another year or so and at one time someone from the Isle of Wight railway wanted to buy her and take her to the Island. He seemed to think that you could load her onto a ship using two of the 5 ton grab cranes at the wharf ! The rest as they say is history, as I missed ever seeing her in steam again on the wharf.

In 1973 I finished my apprenticeship and got a job as a shunter/driver at Marchwood Military Port, part of my duties being to look after and drive Austerity Tank No.92 Waggoner, a job I thoroughly enjoyed. I stayed there until the end of 1980. A little earlier, during the 1970's I remember I was also passed out as a driver on the Mid Hants Railway.

In December 1980 I went to live in Zimbabwe, and worked on the big Garratts at Bulawayo Steam Shed for a couple of years.

The mid 80's saw me back in the UK and working for the MOD railways again, this time looking after Austerity No.98 Royal Engineer at Long Marston, in my role as a travelling locomotive fitter.

The last time I remember seeing 30096 in steam was at Southampton Docks, this was during the D Day 50th Anniversary Celebration in 1994.

I must admit to not liking the look of her with the cut down cab and no front smokebox numberplate. How on earth the crews put up with the open cab conditions in the winter months is beyond me, as it can get seriously cold and wet in the docks ! The locomotive will always be 'Corral Queen' to me and I have plenty of happy memories of those now far off days.

One amusing story I must tell involved the whistle, which one day when Bill blew it, decided to break. The bell and securing nut flew into the air having fractured at the spindle top. Luckily, it did not go over the wharf and into the drink, so it was salvaged, the spindle re-threaded and the bell top re-attached. This of course meant that the bell now sat about an inch lower to the cup base and the whistle tended to 'shriek' more than it should. I wonder if a new whistle has ever been fitted after all this time ?

I now reside in New Zealand, where I work for the railways as an EMU fitter on the suburban electrics running out of Wellington. A fairly clean job, but not as enjoyable as working on steam.

This I suppose would be a good time to thank all of the staff who put up with me at Corralls yard all those years ago, one or two of them may even still be alive today. It was a wonderful experience for a young teenager and something that would certainly not be entertained at all these days.

And finally of course my thanks to Keith, for if he had not taken the photographs, I would not have written this article, or be sharing my memories and his photographs.

PS. And if anyone has and wants to sell me the smokebox numberplate from 30096, please feel free to do so !

The Hunslet “War Office” class 4-6-0Ts.

By Steve Green.

“The What!?” I hear you ask. Well, allow me enlighten you on the history of this much travelled class of narrow gauge engine.

These locos were born during the Great War to an order placed by the War Office. The Germans already had a comprehensive light railway system in place, followed by the French, but it wasn't until the end of 1915 that us Brits joined in, on an efficient and large scale.

The track gauge of 60cm was standardised, in common with the French Decauville system, and by the summer of 1917 it is estimated that there were 725 locomotives in operation. The majority were the American-built Baldwin 4-6-0PTs (see “The Corkscrew” Issue 46, August 2008), but the Hunslet Engine Company Ltd, Leeds also weighed in with their version of 4-6-0T (see drawing).

The “War Office” class (*Hunslet code name: WAROFF*) was based around the cylinders, motion and wheels of their “Hans Sauer” class of 0-6-0T, built for a gold mining concern in Rhodesia during 1905. The addition of a front bogie helped reduce the axle loading down to the specified weight and also allowed room for a rear coal bunker to be built. The neat, contemporary ‘colonial’ design was of typical Edwardian appearance. They were designed to move personnel, munitions and equipment behind the trenches on long haul “main line” duties, which they shared with the Baldwins. They were capable of hauling 286 tons on the level and 80 tons up a 1:50 incline. Highly regarded by their wartime crews and described, and I quote, as “strongly-built, powerful, reliable and ‘comparatively’ stable” on rough track (when compared with the Baldwins!), these locos were completed when Hunslet were also constructing howitzers, shells and machinery to make shells as well as a limited number of other locos. A total of 155 4-6-0Ts were built in five batches over three years, becoming one of the largest class of narrow gauge loco built in the UK. Building details are set out below:-

Order No: 37400. Works Nos: 1213-22. WD Nos: 301-10. Total: 10.

This first batch of locos was ordered on 22nd March 1916 with delivery of two locos requested for 1st June 1916. In the end, delivery took place between 10th August 1916 and 15th September 1916.

Order No: 37460. Works Nos: 1223-57. WD Nos: 311-45. Total: 35.

Identical to the first batch and ordered at the same time. Delivery of these locos took place between 29th Sept. 1916 and 5th April 1917.

Order No: 37930. Works Nos: 1258-87. WD Nos: 346-75. Total: 30.

This batch was ordered on 6th October 1916 and delivered between 24th March 1917 and 22nd September 1917. These locos were fitted with water lifters, pipes and pump for filling up their tanks from rivers, bomb craters, etc. The 30ft long x 2in bore hosepipe was coiled up on the back of the bunker when not in use.

The last loco in this batch (WD375) was fitted with condensing gear as a trial and although relatively successful was not extended to any other member and was eventually removed from it. Designed to help alleviate smoke from being seen from the air and recycle steam back into water to increase its range, diesel and petrol locos were already coming into their own and so made the experiment superfluous. The trials were conducted at the Woolmer Instructional Military Railway, a.k.a. the L.M.R., on a specially laid out 60cm gauge continuous single line, with steep gradients and sharp curves. This "test track" was opened about mid-1916, but little used after the War and was broken up about 1925. It was known as the 'Scenic Railway'!

All of the above 75 locos went straight to the Western Front in France, working for the Light Railway Operating Division and the first few were lettered L R O D accordingly.

Order No: 38810. Works Nos: 1295-334. WD Nos: 2323-62. Total: 40

This order was placed on 22nd November 1917 but they were not delivered until 21st June 1918 to 30th January 1919. Only the first 15 locos reached Italy and two got as far as Egypt before the cessation of hostilities during November 1918, so very few actually saw active service. The remainder of this order went straight into store at Purfleet Wharf, Essex or Barnbow Depot in Leeds. This batch was identical to Order No: 37930, except that they had a different style of central buffer as apposed to the "chopper" coupling on the earlier batches.

Order No: 39170. Works Nos: 1336-75. WD Nos: 3220-59. Total: 40.

This final batch was ordered on 11th July 1918 with delivery between February and November 1919, so none saw active service. The first 20 were built to 60cm gauge, but the final 20 were built as 2'6" gauge locos to increase their selling on potential. These locos were also sent to either Purfleet or Barnbow, except Works No.1356 (WD3240) which was modified when built to suit the 2' 6 ½" gauge system at Jee's Hartshill Granite & Brick Co Ltd, Atherton, nr Nuneaton, arriving there on 28th June 1919. She was finally scrapped during August 1948.

After the War, many of these locos, from overseas and store, were returned to Hunslet for overhaul and re-gauging prior to being sold on. The majority received the simple conversion from 60cm to 2ft gauge by moving the tyres out slightly and re-positioning the brake gear. Gauges ranged from 2' 6" to metre gauge and these particular locos required new frame stays, smokebox saddles, axles and brake gear. Those that were sold on for use elsewhere could be found working in the following countries:-

Argentina, Australia, Brazil, Burma, Chile, France, Hungary, India, Italy, Malaya, Mauritius, Spain and the Sudan!

The greatest user of these surplus locos was Argentina, where over 25 were used on the Buenos Aires & Great Southern [BAGS(!)] Railway. On the BAGS system, at least 20 were converted to oil firing (which included the building of large bogie tenders replacing the side tanks, which were removed) for hauling potatoes on agricultural lines. This they did for nearly 50 years, being ideally suited for the longer trips. At least 12 of these then operated on the Correntino Railway which closed during 1969. 15 examples were exported to Australia, most of which were used in the Queensland sugar cane industry.

One loco in Brazil (having been heavily modified before shipment) was subsequently and drastically rebuilt as an 0-6-2T!

Five locos used in this country were rebuilt to 3ft gauge for Balfour Beatty & Co. Ltd. for use on the construction of a pipeline to the Lochaber Aluminium Works at Fort William. Others that found work here included WD352 at Hook Norton Ironstone Mines, WD2351 at Trevor Granite Quarries in North Wales and WD2352 at Sydenham Ironstone Pits near Banbury. All of these were later scrapped.

Two further Hunslets that were employed in this country will now be looked at in a little more detail:-

Works No.1340 / WD No.3224 (built 28-2-19) went straight into store at Barnbow but was later converted to 2ft gauge and operated at the Harrogate Gas Works, who had a 1 ¾ mile line linking the Gas Works to the main line at Bilton Sidings. The line had steep gradients and finished with reverse curves into the works itself. The main engineering feature was a concrete lined tunnel of extremely limited bore of only 9ft in height and 8ft width. The original locos were built specifically for the line and all were fitted with an "emergency exit" in the back of the cab in case a quick escape was required! The most famous example, now based at the private Statfold Barn Railway, is the massive Peckett 0-6-0ST (Works No.2050 of 1944), a narrow-gauge "Maerdy Monster" if you like. It was formerly preserved on the Ffestiniog Railway (where she never ran) and latterly at the Bredgar & Wormshill Railway in Kent, where she was restored but again never ran, because she was too big! Ironically, this loco was ordered as a direct replacement for the Hunslet.

Anyway, back to No.1340, which to conform to the low loading gauge was reduced in overall height by 1ft by having a new rounded top section to the cab built. The chimney was also cut down, safety valves moved from atop the dome and re-positioned on the front of it and the whistle was placed horizontally on the right-hand side of the dome. To give the crew a little more room inside the cab, the floor was lowered between the frames to give an extra 6 ½" of headroom. The mandatory "fire escape" was also built into the back of the cab.

WD3224 was delivered to Harrogate during February 1920 painted black and also carrying the name SPENCER (in place of the number-plate), who was

the Vice Chairman of the Gas Company at the time. From the outset the loco struggled with the gradients, frequently slipping, mainly because she was too light to haul the heavy trains up gradients as steep as 1 in 23! She was withdrawn on arrival of the Peckett but remained on site and wasn't cut up at the railway's New Park Terminus until 1946.

Works No.1355 / WD No.3239 (built 23-6-19) was the last 60cm gauge Hunslet built for the Ministry of Munitions and it had been intended for her to go into store for the WDLR at Purfleet. Instead, along with WD3238, she was employed by the Royal Engineers on the military railway at Stokes Bay, which served the WD Electric Light School at Gosport. [This line was in use from the 1880s until late 1919(?).] Once her working career had ended, she was transferred to the Longmoor Military Railway during September 1934 as a museum "model"/ instructional engine. She arrived on the back of a Rectank bogie warflat wagon and was initially kept in the open. In 1952, for some reason, she was re-numbered into the new WD system, becoming WD4530, even though she hadn't been steamed since her arrival! By this time as well, she had been moved indoors into the fitter's school and mounted on concrete blocks so that her driving wheels could rotate so the students were able to watch the action of the outside Walschaerts valve gear. One of her cylinders was also sectioned. She remained in this role until finally being cut up for scrap on site by W.H. Arnott during July 1961.

To date, only ONE Hunslet 4-6-0T has returned to this country from overseas. This loco's history is as follows:-

Works No.1215 / WD No.303 (built 12-8-16) was shipped to France upon completion and remained there until being brought back by Hunslet from the War Stores Disposal Board.

She was rebuilt to 2ft gauge for the Engineering Supply Company of Australia based in Brisbane and delivered to Gibson & Howes Ltd., Bingera Sugar Mill, Bundaberg, Queensland on 15th April 1924 where she later acquired the imaginative name HUNSLET. At this time she still carried her cast iron '303' numberplate as well. A new boiler was fitted during 1942 and she remained at Gibson & Howes until at least 1954.

During 1956 the Haughton Sugar Company Ltd of Invicta Mill, Guru, required a replacement Hunslet 4-6-0T as theirs (Works No.1226 / WD No.314) needed a new boiler. WD303 was acquired by the Invicta Mill concern, which then rebuilt her with WD314's tanks and cab as WD303's needed replacement. She was re-named INVICTA, the name previously carried by WD314. During 1964, INVICTA was withdrawn and then during 1967 was presented to the Queensland Royal Bush Children's Health Scheme, set up by Sir Leslie Wilson, at Rowes Bay, Townsville* as a 'play thing'! She remained on display there until around 1994, by which time she had officially been preserved, when she was sold to Alan Robert of the Beaudesert

Gardens Estate for possible restoration back to working order. By January 2001 she was moved to Capalaba and dismantled so that restoration could begin. She acquired the rear bogie axle from Works No.1219 / WD No.307 sometime during this rebuild.

Whilst at Capalaba, the War Office Locomotive Society became aware of her presence and a cunning plan was devised to repatriate her (and possibly others) back to Blighty.

With restoration proceeding at a snail's pace, it was clear to Mr. Robert that it would be several years before a fire could be lit in her, and so during May 2004 she was made available to the W.O.L.S.

The big day when the hybrid WD303 finally returned home occurred during September 2005, the first time since 1962 that one of these locos had been in the UK, but her location remained a secret. However, her cover was broken on 21st March 2006 when she moved into her new temporary home of the N.R.M.'s outpost at Locomotion: Shildon, after some cosmetic work made her look a little more presentable. This will be her home until enough funds have been raised to allow restoration to full working order to begin. This was kick-started by a visit to the Hollycombe Steam Collection's Gala on 3rd/4th June 2006 when WD303 was transported down to Hampshire for the weekend.



Hunslet 4-6-0T No. WD303 as seen at Hollycombe.

Photo: Steve Green.

Also present was one of the Moors Valley Railway's own engines, 4-6-0 No.5 SAPPER. Nothing unusual there you may think. But look again, (see photos) and you may notice some similarities. SAPPER was inspired by and is based on one of these Hunslets, but was always going to be the more practical tender engine design. In fact, she looks very similar in appearance to the locos that were converted to 4-6-0s in Argentina, although SAPPER's tender is a better purpose-built design! No prizes for guessing which is my favourite Moors Valley engine!



M.V.R. "Hunslet-inspired" 4-6-0 No.5 SAPPER.

Photo: Steve Green.

WD303 is still the only Hunslet in the Northern Hemisphere, but there are still some examples extant south of the Equator. There are possibly three in Argentina, five in Australia and two in Brazil, including the 0-6-2T rebuild. There may also be two each in Burma and Nepal, but there have been no recent sightings.

Once restored, WD303 will probably visit most 2ft gauge lines in the country with several possible "reunions", the most eagerly anticipated I would say being a line-up at Leighton Buzzard with the Baldwin 4-6-0PT No. WD778 and an Armoured/Protected Simplex 4wPM.

And there you have it, an overview of my favourite narrow gauge steam engine, which one day will have a bright future again in this country. Until I started researching the history of these engines for my own benefit, I knew very little about them, and then taking the decision to turn this into an article, I found even more information. It proved worthwhile for me, hopefully of some interest to you.

In model form, I am only aware of two available kits, at different ends of the scale spectrum. Langley Miniature Models produce a 4mm/ft whitmetal kit for '009' (see photo) which runs on a much modified Minitrix 'N' gauge 2-6-2T chassis. Two versions are produced, the British as-built model and a conversion kit to produce an Australian example, which includes a headlight and smokebox extension piece.



Langley Miniature's Hunslet 4-6-0T, as T.V.R. No.7 SENLAC.

Photo: Steve Green.

The other one is a 1:32 (16mm) scale kit produced by Scalelink Ltd, which consists of a resin body, brass chassis with whitmetal parts and it looks a superb model.

* Townsville is on the Great Barrier Reef coastline in Queensland.



Not a Hunslet, this 0-4-0TT, Jean operates on the Gartell Light Railway and is seen on 4 May 2009

John Henderson

THE GREAT LOCOMOTIVE CHASE

Part 2 Of An Occasional Series

(1976 ... Almost a Finale') By Colin Stone.

If you stuck with it and read Part 1 of this tale through to its conclusion you may recall that at the end of the first South African (SA) trip in 1974 I vowed to return to SA. The original SA trip was organised by Bill Alborough and his company "To Everywhere For Steam" (TEFS). In 1975 TEFS organised a brilliant tour to India, which in itself is worthy of a separate article, not least for the visit to Darjeeling Himalayan Railway. Therefore it was not until 1976 that TEFS ventured forth to "The Dark Continent" once again. So in true cliff hanger serial style, cue dramatic music for part two of this thrilling Odissey Dum, diddleum, diddleum, diddleum !!!

Bill Alborough (TEFS), once again put his organisational skills into gear for the 1976 SA trip, but this time four participants were to be given a degree of latitude. Bill organised flights, and one optional event in SA, he also organised a fleet of camper vans. The vans had a capacity of four, thus groups of two, three or four souls devised their own itineraries and were free to go where they pleased. I travelled with two friends and regular TEFS participants Brian Walker of Nottingham and Trevor Davies from Royston, Hertfordshire. We planned our route on information gleaned from an enthusiast publication "Steam in Southern Africa and Rhodesia" (SISAR). This booklet had been produced in 1975 by the WORLD STEAM organisation. It relied on reports sent in by enthusiasts listing what they had seen on their visits such as what loco's both SAR and industrial worked what, where and when etc'. It became "The Bible" for all who visited SA and my copy was updated regularly, plus I also submitted reports of my journeys. All this by post of course, as it was long before the era of the internet, e-mails and text messages. However, and crucially for this tale, SISAR also listed in similar style to an Ian Allan ABC all 1,846 steam locomotives in service with SAR on 1st December 1975. Can you see yet where this tale is leading ?

Collecting our camper vans on Sunday 23rd May and armed with maps, camp site/hotel guide, cameras, SAR depot permits and FOOD we set off on our jaunt. We covered industrial sites as well as SAR depots including a site listed as Sikame Sidings, here we got a foretaste of the end of steam in South Africa. The siding contained 25 dumped/stored engines in the shape of 17 Beyer-Garratts and 8 conventional loco's. It was the first of what was to be euphemistically called a "Strategic Reserve". We came across this "dump" on my 30th birthday, and as it turned out it was very nearly my last birthday ! Next morning we photographed at a 2ft gauge line getting one of its two resident Beyer-Garratt 2-6-2+2-6-2's No 78 in action. We were now in the Orange Free State and after "bashing" Bethlehem SAR steam depot we headed for a small town called Clocolan and their camp site.

Think of Africa and you most likely think of sun and heat, but at night it gets cold, and the higher you are the colder it gets Bloody cold in fact. That night it was intensely cold, so we shut all the windows and vents forgetting to take into consideration that the refrigerator in the van was worked by Calor gas. The gas required a small pilot light to produce the heat to work the refrigeration cycle. Q/. Burning gas gives off what ? A/. Carbon Monoxide.



Colin Stone, Trevor Davis, Brian Walker, just two days before their near death experience.

In the early hours of the morning I started having violent convulsions which woke me, totally disoriented I fell out of the top bunk and crashed down onto the floor of the van. Half awake and feeling sick I managed to slide open the van door and "threw up" outside. The cold night air was a shock to my system and gradually I came to, frantically I shook Brian & Trevor who were ensconced on lower bunks, I managed to wake them both, but Trevor promptly passed out again. Brian set off none too steadily to the toilet block to collect some water, when he eventually returned he stated that he too had collapsed onto the toilet block floor. Thankfully Trevor had by now "come round" and we sat contemplating our circumstances over a cup of hot sweet tea. At first we thought we had mild food poisoning, but then it slowly dawned what was ailing us and just how "bloody stupid" and just how lucky we had been ! Needless to say from that point we turned the 'fridge off each night.

The dawn light of May 27th found us all nursing thumping head aches and feeling sorry for ourselves. Breakfast was just a slice of toast and gallons of tea, instead of the usual greasy fry up !

We left the Clocolan camp site very chastened and headed off to lineside along the Bethlehem to Bloemfontein secondary main line. Later, after a day in the sun and some good photographic opportunities our spirits were somewhat raised. However if one near disaster was not enough another was to follow. Our journey took us as far south as Port Elizabeth located on the Indian Ocean coast. Here we had the only arranged event of the trip, a meeting with the local enthusiast group for a slide show and braai (Barbecue). Most vans made the rendezvous and a great evening was had by all. While in Port Elizabeth we took the opportunity to photograph and ride the local suburban service. This intensive service had, on our 1974 visit, been worked by some North British built 4-6-2's and they were really "hammered" to maintain point to point timings. However in 1976 they had been supplanted some 4-8-2's of Class 15AR (mostly British built). With their smaller wheels the 15AR's were thrashed even more unmerciful. It was a case of full regulator and hardly any reduction in cut off, their acceleration was phenomenal, and "boy, oh boy" did those locomotives ever make a racket !



A class 15AR no 1788 built by North British in 1914 is seen at Graaff Reinet in 1976. After suffering the drive through the "Valley of Desolation" mentioned below, this super shine loco was well worth the effort.

Our itinerary allowed us a hotel stop every fourth night for proper washing facilities and meals, were now heading for a town called Graaf Reinet and its hotel. As we were a bit behind schedule someone, I'm not sure which one of us, saw on the map what looked like a short cut. The fact that the area was marked "Valley of Desolation" should have sounded warning bells. 19

Off we went, with yours truly driving, at first the "road" was a typical African dirt road with a hard compact surface. However it soon became a very dusty track and obviously not much had travelled this way, the dust cloud we were leaving behind was quite thick. I put my foot down and at around 50 m.p.h we were stirring up even more of a billowing cloud, it was all jolly good fun wasn't it ? In parts of South Africa some roads cross a lot of water courses. As rain is often non existent they are usually dry, therefore they are not bridged but treated as fords. These fords were usually marked by a board reading "Water Splash", not on this track they weren't. But we soon found the first one. I was "tanking along" way too fast when all of a sudden the road was no longer there !

I think we were airborne for around two seconds !! Next "BANG" we hit the bottom of the dried up ford. I had hold of the steering wheel, but Brian didn't, he shot up and hit the roof which jammed his trilby hat down on to his head. In the circumstances his comment "F#%&ing Hell" was quite justified ! All the bits and pieces on the dashboard were also airborne, while a crash from the rear indicated the spuds that Trevor had been peeling were no longer in the bowl and the bowl was no longer on the table. His comment of "I think you had better slow down a bit Stoner" was also justified. How I/we never wrecked the suspension I'll never know ? ... Lucky escape No2. But the best was yet to come, having slowed and negotiated (safely) even more dried up fords we saw a sign, it read BRIDGE OUT DIVERSION. The sign didn't lie, there in front of us was a river with "now't" but water between the banks. The diversion lead us about 50 yard up "our" bank to a point where large rocks had been dropped onto the river bed. In the interim the river level must have risen as the depth of water over the rocks was about six inches. Now this was probably OK for four wheeled drive vehicles but what about camper vans, Oh s#*t, now what ? We debated go on, or turn back

It was a good job it was a rear engined van as the nose dipped down into the water as I went down the river bank. I put the accelerator hard down and slipped the clutch, we wobbled and bounced over the submerged rocks and luckily we made it across and got up the bank the other side, but it was a close run thing. Lucky escape No 3. We arrived in Graaf Reinet at dusk, so much for the short cut !

Next day we followed an equally tortuous track but this time we climbed 5,727 feet to Lootsberg summit following a railway line worked by Class GMA 4-8-2+2-8-4 Beyer-Garratts. Finding a flat area we parked and began collecting large rocks, having built a fireplace, we collected brush wood before walking the trackbed picking up dropped loco' coal for a fire. After our evening meal of Sausage, Mash and Beans we got the fire going. Alone in the wilderness in the pitch black African night sat three crazy English men drinking tea, chatting and reminiscing illuminated only by our fire. Apart from the occasional rustling of the wind (damn those beans) the only other sound to be heard was of Garratts fighting their way up the 1 in 40 gradients.

Each passing crew on seeing the van in the glow of the fire light usually greeted us with whistle blasts, pure magic.



Henschel built in 1954 under license from Beyer-Peacock this Class GMA 4-8-2+2-8-4 Beyer-Garratt is seen at Derwent MPD in 1976.

Toward the end of our jaunt we decided to stop at a place called Kraankuil. Kraankuil was literally in the middle of nowhere, in fact in the middle of the Little Karoo semi arid desert. Standing at the "T" junction of two dirt roads it possessed a small hotel, two or three houses and a railway station. This station stood on the main line which ran from Johannesburg to Cape Town. The section from Kimberley and De Aar was, in 1976 99% steam worked. Most trains were worked by double headed Class 25NC 4-8-4's described in part one of this saga. Nearly all trains were freights of prodigious lengths, passenger trains were meagre comprising "The Trans-Karoo" express which went up and down two days per week and "The Orange Express" up and down one day per week. All Kraankuil got was the daily all station stopper one up and one down, however forget the English equivalent "All station stopper" in this part of South Africa the stopper loaded to 17 coaches !!

After a day chasing trains up and down the railway line from the adjacent dirt road we arrived in the hotel and checked in. On arrival Mr Cronje (the hotel proprietor) requested that we take our evening meal as soon as possible, the reason why follows. In 1976 television had not been introduced in South Africa and a great sense of community still prevailed. Local churches and remote hotels such as the one at Kraankuil provided a centre for people to come together. Friday evenings at Kraankuil we were to discover, were "film nights".

Once per week on Friday afternoons the all station stopper dropped off several cans of film containing a feature film. After the evening meal had been consumed, a "concertina" type partition wall dividing the dining room from bar was folded back. Soon the hotel became alive as farmers and their families arrived from miles around. Drinks were ordered, children told to sit quietly or play outside, then Mr Cronje pulled a large white screen down from the ceiling, opened a small hatch in an opposite wall and set a projector in motion.

Trevor, Brian and myself sat with the families and watched the film until the first reel ran out, then it was interval time. While Mr Cronje rewound film reel No 1, Mrs Cronje supplied sandwiches and worked in the bar, the ladies chatted, the farmers talked business or chatted to us and a great time was had by all. Eventually after reel two had been projected and the film had ended the farmers and families disappeared into the inky blackness of the South African night. We retired to bed and settled down to try and sleep as train after train thundered past just feet away.

One year later when Brian and I returned to Kraankuil we discovered that Television had arrived in South Africa. As had happened elsewhere in the world TV had killed the community spirit as the families now had films and much more "on tap" at home. No longer did the "all station stopper" drop off the film at Kraankuil, no longer was there a film night, no longer did children play together, no longer was there a social gathering.



One of the imposing and impressive class 25 4-8-4 condensing locomotives built in 1953/54 by North British (loco's) and Henschel (tenders). Photographed at Kimberley in 1976.

All was quiet at Kraankuil Hotel That is except for the thunder of the 25NC's, they at least had a few more years before they too succumbed to more modern technology. At the end of the 1976 trip we had seen 763 South African Railway locomotives and 149 loco's in industrial use..... Roll on 1977.



A North British 4-10-2 tank engine built in 1927 to a Natal Government Railway design seen in industrial use.



Heading in to the setting sun with a Kimberley to Bloemfontein passenger service is Class 25 condensing 4-8-4 no 3513 seen here in 1976.

Another Railwayana Auction at the Gartell Light Railway

by Graham Kelsey

Another auction of railwayana took place this year on the 27th of June at the Gartell Light Railway, based at Common Lane Crossing near Templecombe on the old trackbed of the S&DJR. This auction of some 500 lots was as a result of the outstanding success of the one held last year, although the range and quality was unsurprisingly a little down on last year. It was also announced on the day that Talisman Railwayana Auctions will also hold another auction at Gartell next year, so this looks set to now become an annual event on the calendar. This is surely good news for anyone based more in the south and is interested in railwayana and or auctions and a good day out at a narrow gauge railway on the S&D.

There was again a good selection of S&D and Southern items, from huge enamel and wood station name running in and signalbox boards, down through loco plates and carriage lamps, to small station signs, tableware, badges, buttons and items of paperwork.

The 'Pines Hall' was again quite full as the auction began with regulars from the railwayana auctions mixed in with many locals, who had come to bid, or just to follow the proceedings.



ndoubtedly the main items of interest that got a lot of the “oohs” and “aahs” were the collection of small enamel signal repeater description plates with names on as evocative as Evercreech Junction, Masbury, Binegar, Wellow, Radstock, Shepton and Chilcompton, etc... These small plates fetched big money as you will see. I am told they were once all screwed to a board and belonged to just one owner. There was also a good selection of S&D single line tablets and S&D lamps, along with nameplates, totems, targets and clocks, etc...

I have listed below some of the S&D items that came under the hammer, plus a few of the Southern items too. The hammer price at this auction was not what you pay as a bidder, but was also plus 10% buyer’s premium, so I have listed the full prices paid, over and above the hammer prices.



Cast iron signs – S&D Fire buckets, £374. S&D Trespass, £572. S&D ½ Milepost, £83. S&D bridgeplate 201 N/S. S&D railchair, £110. S&D Beware of Trains, £374. LSWR Matches Notice, £231. LSWR Trespass, £154. LSWR 179 milepost set, £132.

Enamel signs – Shillingstone, £594. SR Templecombe, N/S. SR Crewkerne, £440. SR Ladies Room, £242. SR Gentlemen, £198. SR Lamps, £198. BR(S) mini totem, £297. SR Road Services, £374. SR Station direction, £726. SR Change for Swanage, £924. LSWR Wimborne, Verwood, etc., destinations, £792.

Enamel seat back sign – SR Blandford, £1,375.

Enamel station totem and target signs – SR Hamworthy Junction, £594.
SR Ventnor, N/S. SR Sidmouth, £3,630. SR Andover Town, £902. SR Maiden
Newton, £880.

Small enamel plates – Evercreech Junction, £488. Masbury & Shepton,
£561. Moorewood, £594. Chilcompton Binegar, £704. Evercreech Jcn North,
£682. Evercreech Jcn South, £572. Shepton Mallet, £572. Chilcompton, £616.
Templecombe No 3, £374. Wellow and Radstock West, £561.

Signal box boards – S&D West Pennard, £990. Bournemouth West Junction.
£575.

Misc. items – S&D Corfe Mullen train register, £132. S&D Corfe Mullen lever
plate, £143. 92205 smokebox, £1,210. S&D Lamp, £1,650. S&D timetable,
£209. S&D Shillingstone-Blandford alloy tablet, £990. S&D Bath-Midford alloy
tablet, £825. S&D Templecombe-Stalbridge fibre tablet, £572. Shillingstone-
Blandford fibre tablet, £488. S&D tablet pouch, £209. SJC buttons, £66 and
£28. S&D clock, £1,111. S&D oil and detonator cans, £352. S&D milk churn
lid, £176. BR(S) Wimborne train register, £83.

A collage of railway-related items for sale. At the top, there are several enamel plates and signal box boards, including 'DUNRAVEN CASTLE', 'WELLOW & RADSTOCK WEST', 'TEMPLECOMBE NO 3', 'EVERCREECH JCN SOUTH', 'SHEPTON MALLET', 'EVERCREECH JCN', 'MASBURY & SHEPTON', 'CHILCOMPTON BINEGAR', and 'EVERCREECH JCN'. A central poster for a 27th June 2009 auction at the Gartell Light Railway lists items like Bournemouth West Junction 92205, Blandford, Sidmouth, West Pennard, Ringwood, Ventnor, Bradpole Crossing, Crewkerne Station, Maiden Newton, Shillingstone, and Andover. It also mentions George Stephenson and provides contact information for Talisman Auctions. At the bottom, there are more items like a 'WIMBORNE, VERWOOD DAGOONS ROAD FORDINGBRIDGE SALISBURY' sign and a 'SHERBORNE' sign.

A collage of railway-related items for sale, numbered 1 through 23. Items include: 1. EVERCREECH JCN; 2. CREWKERNE STATION; 3. A metal teapot; 4. LMS BUILT 1943; 5. A clock; 6. A signal box board; 7. A metal cup; 8. A metal can; 9. A metal can; 10. A metal can; 11. A metal can; 12. A metal can; 13. A metal can; 14. A metal can; 15. A metal can; 16. A lamp; 17. WIMBORNE, VERWOOD DAGOONS ROAD FORDINGBRIDGE SALISBURY; 18. A metal can; 19. A metal can; 20. A metal can; 21. A metal can; 22. A signal box board; 23. A metal can.

I hope the above has given you a flavour of what was for sale. There were also a few unsold lots, some of these selling later at the reserves, but in general prices overall were quite buoyant, considering the current economic climate, with a few of the more rare items fetching good money, as you will have seen.

Tarrant Valley Tales, Part 7.

By guest writer, Holly Oakes.

Hello and welcome along. Back by popular demand(!?), we take one more look at another slice of simple village life. You don't have to read this now if you don't want to, or you may choose not to read it at all, it's entirely up to you. Turn over now if you wish to read something, probably, more sensible.

Local mystery/crime writer, Hugh Dunnet, has just completed his latest book, entitled "Murder on the Up Through Relief Fish", not based on events at the *other* 'Valley' line in our area, the Moors Valley Railway. This story is just one of many he has written over the years, and as a 'thank you' for all your support in the past, Hugh will be signing copies of his new book in the Post Office all next week, between 10am-12pm.

The Valley's own entrepreneur, Sir Dickie Pickle, has come up with a new range of travel preserves for when you are stuck on the road, along with everyone else, going nowhere fast. "Traffic Jams" will be available in straw, black, rasp, halle and chuck berry flavours. They will be on sale soon from the village shop only, with the tag line "Don't get stuck in a jam, without your jam jar."

Lord Bletherington Fortascue-Smythe, The Second Earl of Wimborne, was due to name one of the Tarrant Valley's tank engines after himself at the weekend, but the ceremony had to be cancelled at short notice. The TVR couldn't find an engine big enough to carry the nameplates.

The first vegetable Olympics did take place in the Valley over the weekend, however. Everyone's favourite event was potato croquet.

After lying empty for several months, the furniture warehouse is to get a new lease of life – as a pub and restaurant. It is being taken over and converted by the 'Lye Inn' chain of pubs and will therefore be called the appropriate name of "The Bed & Mattress".

Carol Decker (from 80s pop group T'Pau) and former athlete Roger Black are getting together to open up a café in the village. Their new venture will be known as "The Black & Decker Café".

Some road signs put up by a local farmer are causing some concern on one of the minor roads leading into the Valley. In an effort to try and sell some extra produce, three signs have been put up on a grass verge, spread out over 15 yards, each one advertising different eggs. In order, as they appear along the road, they read:-

"Chicken Eggs", "Hen Eggs", "Duck, Eggs".

The problem occurs with the third sign, which although advertising what is on offer at his farm opposite, is also an instruction. Members of the public have been complaining that they have been pelted by rotten eggs as they walk or drive past, but as the farmer says, "The sign clearly states that they need to watch out as they go by."

Well, that's all for this big issue. Until next time, if there is a next time(!), stay safe, hang loose, word up and avoid the drizzle. T.V.T., Part 7, over.

A big thank you to Holly for those latest stories, which somehow didn't make it into the tabloid press, for some reason. I hope if you did read this, then you found it enlightening and are looking forward to the next installment already! T.T.F.N. for now.

Advenza ceases trading



Crossleys scrapyards at Shipley would make an interesting subject for a small model railway layout. In this view taken on 10th October 2009, Advenza 66841 had been marooned for nearly two weeks after the company was wound up. This loco has since gone on lease to Colas and was recently outshopped from Eastleigh in its new operators colours.

Letters Page

Dear Editor

I feel I must write and correct a statement made in issue No 51 of "The Corkscrew". Page 30 of that issue lists the answers to the quiz set to commemorate the 50th issue of our WRS newsletter. Question 6 reads :-

True or False. There is a reference to Bulleid Pacifics in all 50 issues ? The answer (where the error occurs) reads :- False - surprisingly (or not) only to the extent that there is no mention of a Bulleid Pacific in issue No 37..... I was aghast, surely that must be a mistake ? It seemed inconceivably that a month or two could pass without one of the supreme masters of the iron road doing something that was not recordable.

We are all aware of how Bulleid's masterpieces simply by existing are worthy of at least a few words ! Taking my copy of "The Corkscrew" No 37 down from the shelf I opened it with some trepidation to check ! There just had to be mention of a Bulleid within its pages otherwise all my efforts at converting the heathen supporters of the GWR etc' would come to nought. With great relief I found a Bulleid reference on page 29, so to set the record straight I repeat it here, it reads :-

On the same day, albeit slightly out of "our" area at Eastleigh, the finest locomotive to run on British rails No 35028 "Clan Line" made a welcome return to the main line. Arriving on time at 14.30 with the VSOE Pullman stock in tow, the Merchant was undergoing her loaded test run following her protracted overhaul. Departure was after dark at 18.40 and report indicate the return to London was, as befits a Southern engine "A rip roaring fast run"

So there we have it, .. there IS a reference to a Bulleid Pacific in all 50 copies of "The Corkscrew" and indeed of those printed since. So dear editor I would like you and all your readers to take comfort from the fact I will endeavour to keep the faith and make sure that you are supplied with plenty of references to **BULLEID PACIFICS** for future issues of "The Corkscrew". Finally I would like to thank you for your continued hard work in supplying us with copies of the newsletter on a regular basis, keep up the good work.

Yours Sincerely, Colin Stone.

Editor's Reply

Oh! B r

THE GRETTON GAZETTE

A Grate Western Publication

G&W Christmas Quiz

The Gretton & Wenlock Railway is having a Christmas party. The following people are coming, but where from? They are all travelling by train and getting on at their “home” station (Helen Match would come from Cheltenham). As a clue, all are from Great Western Railway territory.

1. Leo Crane
2. Sue Clogter
3. Don Nulbs
4. Mart Charen
5. Gary Venbean
6. Naz Pence
7. Al Disker
8. Leigh Fastbuck
9. Lily Penilove (3)
10. Don Dapting
11. Ross Gandodington (2)
12. Eli Swivbomec
13. Wes Gintale (2)
14. Rob Gunapen
15. Pat Dorshie
16. Len Hansil
17. Dan Worren (2)
18. Ian Buforre
19. Ford Hurst
20. Jonny Ductiove (2)

In case of a tie the best answer (not necessarily correct!) to this question will decide the winner.

Who is C.Green, and who would he go with to the party, and why? Answers to John Webb by January 14th please. Best of luck, and a happy Christmas to all members.

RAILWAYS ROUNDABOUT

During the period under review "out of the ordinary" sightings were very sparse. The regular Dorset freight flows of sand from Wool and Stone to Hamworthy showed a marked decline, thus this report is shorter than normal.

SEPTEMBER :- On Monday 14th Class 66 No 66527 "Don Raider" ran to Wool with empty sand wagons, it worked a loaded train to Neasden next day. On Tuesday 22nd Class 31 No 31233 worked a 3 coach test train from Eastleigh to Weymouth before returning to Selhurst. The train passed Poole at 22.00 going down and returned in the early hours (00.30) of Wednesday 23rd. On Saturday 26th Spitfire Railtours ran a special train from Crewe to Swanage utilising a pair of Class 37's, No 37706 led 37516 on the outward run which passed Poole at 12.00 and saw an arrival in Swanage at 13.00. The return run was delayed slightly and passed Poole at 17.33 some 9 minutes late. See also (Swanage Railway Notes).

OCTOBER :- On Saturday 3rd a railtour organised by The Railway Touring Company departed Poole at 07.00 behind West Coast Railway Company (WCRC) maroon liveried Class 47 No 47760. The train was heading for Bristol where No 34067 "Tangmere" was due to come onto the train and run to the final destination which SHOULD have been Kingswear. Sadly No 47760 expired at Salisbury with a coolant leak Here all the passengers were made to de-train while the train waited, and waited and waited. At 15.53 a rescue loco' No 47245 arrived from Southall after running via Swindon, Bristol Temple Meads (reverse) and Warminster. Once attached to the train No 47245 dragged the whole ensemble back to Poole for an 18.00 arrival !! The e.c.s. sat in Poole yard throughout Sunday 4th before leaving at 08.00 on Monday 5th to the WCRC base at Carnforth. On departure from Poole No 47245 was coupled to the failed No 47760 giving the impression of a double header. Also on Monday 5th Freightliner's No 66529 departed Bardon Quarry (near Leicester) with empty wagons for Wool. Somewhere between Basingstoke and Southampton 66529 developed a fault and limped into Millbrook. After being removed, sister engine No 66572 was "borrowed" from the Freightliner intermodal division, attached to the train and worked it forward to Wool. To cover the disgraced No 66529 Freightliner Heavy Haul division dispatched 66549 from Crewe Basford Hall to run overnight to Southampton Millbrook and eventually to Wool to work the 15.00 loaded sand train to Neasden on the 6th.

Noted passing Poole at 20.40 on the evening of Monday 5th was SWT's Electro Diesel No 73235 towing 3 Cig units Nos 1497+1498 to Weymouth. The two slam door units were to act as "load banks" during regenerative braking tests involving Class 444 & 450 units. Monday 12th saw the start of the "Leaf Fall Season", Rail Head Treatment Trains (RHTT's) in this area are operated by M.P.V's.

On the Weymouth line in daylight hours the RHTT passes Poole at 09.15 going down to Wareham returning up at 09.50, the night time train runs to Weymouth, unit No 98916+98966 beginning the season. Late on Monday 12th at 23.00 Class 31 No 31465 propelled a 4 coach gauging train to Wool, the formation returned through Poole at 23.45. The train originated at Derby and returned to Eastleigh, the same loco' and formation were in action to Weymouth during the evening of the 13th passing Poole at 20.00 returning at 22.00 en route to Selhurst. Freightliner's No 66549 remained on the Wool-Neasden sand train working up on Wednesday 14th and again on Tuesday 20th. Friday 16th saw the 2 car Euroscout track recording unit make another brief visit to Poole when it arrived from the east at 10.10 it departed back toward Bournemouth at 10.16. South West Trains Class 73 No 73235 ran light to Weymouth in the early hours of Saturday 24th to collect the two 3Cig unit Nos 1497+1498. As noted above the two "slammers" (normally in use on the Lymington Branch) had been in use as "load banks" during regenerative braking tests. These tests which seem to have been undertaken by 450 unit No 450103 took place at night when no other train were in use between Poole and Weymouth. During the three week testing period Class 450's worked Lymington services. During the final week of October there were no Sand trains from Wool to Neasden. On Friday 30th after a three week gap devoid of trains a Class 59 No 59002 worked a train of stone to Hamworthy.

NOVEMBER :- Freightliner's No 66549 put in yet another appearance on the Wool Sand empties on Monday 2nd, the following day it worked the loaded train to Neasden.

SWANAGE RAILWAY :- Highlight for the SR during the period under review was the arrival off the main line of yet another rail tour. On Saturday 26th September "Spitfire Railtours" ran a trip from Crewe to Swanage behind two Class 37's No 37706+37516. Arrival of the train into Swanage at 13.00 saw the "well drilled procedure" used on previous occasion put into use. The tour coaching stock was taken by a Class 33 No 33111 back through Corfe and Norden to stable at Eldons siding. Later the other SR based 33 No 33103 drew the stock back to Swanage in time for the tour to depart at 16.30 on the return trip to Crewe behind the two 37's.

A visit to the railway during the October "half term" found the railway's "Family Fun" week taking place. WC No 34028 "Eddystone" was noted working the steam section of the diagram. Class M7 No 30053 was shunting around the Swanage station limits with a "Queen Mary" brake van giving brake van rides. Over the weekend of 8th/9th November Class 33's No 33111 (8th) and 33103 (9th) worked the diesel section of the timetable in lieu of the usual d.m.u. the steam diagram was being worked by M7 No 30053.

For some of the above information I am indebted to Steve (Reverend) Green, Alan Worth and Roger Smith.



They actually don't look as bad in the flesh as they did in the magazine photographs when under construction. On Saturday 21 November 70001 ran light engine from Birmingham Lawley Street to Leeds Midland Road ready for a naming ceremony at a private open day the following Tuesday. Despite a booked 1500 arrival some spirited running in the East Midlands meant the loco was not looped for 45 minutes at Hemsworth and is seen here about to enter Midland Road at 1350. Despite being a full hour early, around 20 photographers were on the Pepper Road Bridge to capture its arrival. Ken Aveyard



One possible solution to adhesion problems on the heaviest trains? Freightliner 66609 sits at Leeds Midland Road on 21 November 2009 KA

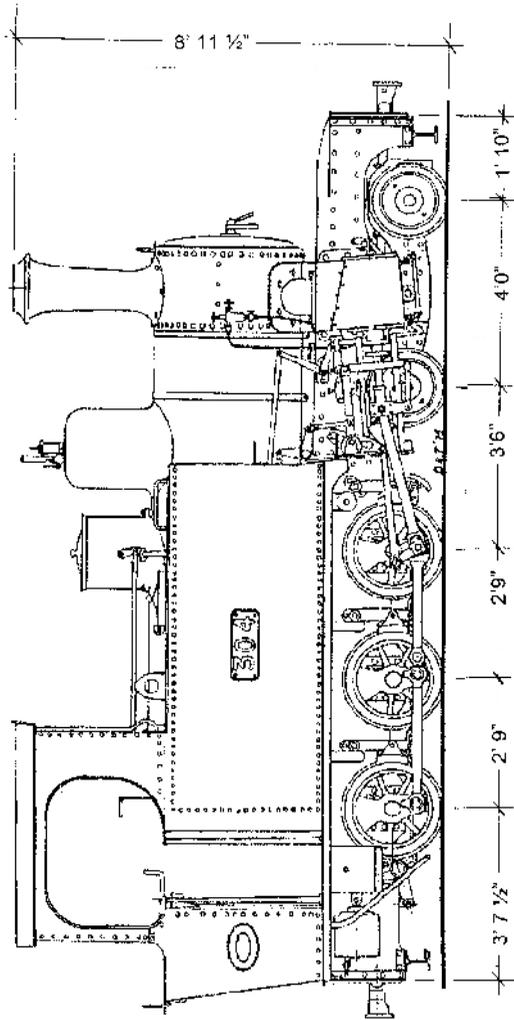


With the demise of the Advenza operation referred to earlier, members of the associated Cotswold Rail fleet are laid up at various locations. Seen at Doncaster West Yard on 19th November 2009 is 47828 Joe Strummer with 47813 visible to the left.



Marooned among the yuppie flats at Southampton's Ocean Village development is this former Calshot Spit light boat. Ken Aveyard

Cylinders: 9 1/2" dia. x 12" stroke. Pressure: 160lbs./sq. in. Tractive effort: 5415lbs.
 Water capacity: 375gals. Coal capacity: 15cwts. Weight in working order: 14 T 15cwts.



Hunslet "War Office" class 4-6-0T.

Overall length: 18' 5 1/2". Overall width: 6' 3 1/2". Driving wheels: 2' 0" dia. Bogie wheels: 1' 6 1/2".

Drawing of a Hunslet War Office class 4-6-0T locomotive.
 Drawing courtesy Steve Green



Northern Rail liveried Pacer unit 142065 enters Barnsley Interchange station on 28 October 2009. Note the rather spartan signal box controlling the level crossing which is immediately behind the photographer. Ken Aveyard



Northern Rail units 153315 and 155341 enter Harrogate Station on a York to Leeds service. Note the impressive semaphores on the left. KA