

# THE CORKSCREW

Newsletter of the

# WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 56

April 2010



**66025 seen here at Cardiff on 1 March 2010, with one of two steel trains seen within 10 minutes. See article from page 24. Ken Aveyard**



**175113 above and 158837 below show two different styles of Arriva Trains Wales livery as applied to their multiple unit stock, seen here at Cardiff on 1 March 2010. See article from page 24. Ken Aveyard**



## **WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.**

Chairman :- Graham Bevan...Vice Chairman :-...George Russell  
Secretary :- Chris Francombe.....Treasurer :- Judith Collings.  
Bryan Stanley.....David Leadbetter.....Iain Bell.....Martin Catford

The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone  
Download The Corkscrew from [www.wimrail.org.uk](http://www.wimrail.org.uk)  
Contact The Corkscrew at [kenaveyard@yahoo.co.uk](mailto:kenaveyard@yahoo.co.uk)

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### **Editorial**

Well spring is in the air and as I write this I'm thinking about my upcoming visit to Bradford, to coincide as always with the Spring Transport Fair at the Manchester Bus Museum. This time however my visit will coincide with the Bradford model railway exhibition which I will be visiting for the first time since 1994. I'm also thinking about the exhibition at Kinson on 10<sup>th</sup> and 11<sup>th</sup> April organised by the East Dorset group of the N gauge society an organisation with which we share several members where I will be exhibiting my trolleybus layout.

Spring is also the time when we grow restless after a winter without days out, and begin planning the year's unofficial outings. We have a tradition in the club of organising informal days out either trainspotting, or visiting preserved railways, or simply going somewhere by train to bash the lines. The first of these was to Cardiff on St David's day and is featured in this issue. Already suggestions are being made for future days out, when there is more daylight, with Plymouth, Clacton, the RHDR and Penzance already mentioned. Any more suggestions will be welcome.

Also featured in this issue is the second part of Graham Kelsey's article on Garratts, and an item from first time contributor Derek Lewer on a holiday to Switzerland. We have the final layout report to the AGM on Wimborne, the results of the quiz, a message from Colin Stone regarding the Autumn programme, together with Railways Roundabout, The Grettton Gazette, and all our other regular features.

Sit back and enjoy Corkscrew 56. Closing date for issue 57 is 13 May 2010.

Cover picture. What better to grace the cover of issue 56 than a class 56 locomotive. In a tie-in to the article from page 24, 56121 in the Transrail Big T livery is seen entering Cardiff station on a rake of what were then known as Cov-hops or covered hoppers. The date was 12 May 1997 and 56121 was cut up at Booth's, Rotherham in December 2005.

## Chairman's Chirpings.

In January we followed Nick Lera's video show with the club members' 'Bring 'n Buy' evening. It was a good evening for the Swanage Railway's 6695 Locomotive Group of which the club is a member and shareholder. One of our members, also of the Swanage Railway, held a stall for the Swanage Railway Trust's Heritage Coach Fund. Other members were selling locomotives, coaches, wagons, DCC chips, unmade kits, books, magazines, video tapes and dvd's. Thank you for supporting the evening, whether you brought, bought or browsed.

In February we were given a slide show of the Welsh Highland Railway by Martin Ellis. Martin was a member of the club until he moved to Cheshire. He and his wife Judith are both closely associated with the railway we were grateful for their visiting the club from such a distance from home. They showed us operations on the renowned scenic route through the valleys that included sections not open to public service trains at the time.

Also in February we had an energetic 'Spring Clean' of the club store room. Things hurriedly stored, as naturally happens late on an evening after a busy exhibition, were tidied. Other items were rediscovered and anything surplus to the club's requirements were removed. Thanks to all who helped in this necessary task.

In March our Colin Stone showed a series of slides he had taken over the last twelve months under the title of "I'll Think of Something"! It was an amusing, perceptive and informative show that included classic and some candid slides of open days at the Eastleigh and Beyer Garrett Works and of the Bournemouth Airshow seen by a party of club members from the steamship 'Shieldhall'. The Swanage and other Heritage Railways and even a steam locomotive in Poole Park were featured that all made a well-attended and enjoyable evening, our thanks to Colin.

Also this month we have been advised we can use the club rooms for an Open Day on Thursday, 30th December 2010 when our club layouts will be set up for public viewing. We thank George Russell for having instigated the idea and look forward to receiving good support from the members for the event.

We have prepared a 'Membership Survey Sheet' that we ask all members to please complete. Members' interests vary widely and this information will enable relevant topics and locations to be selected for presentations and visits.

# Beyer, Peacock, H.W. Garratt, 100 years of Garratt Locomotives and the Great Garratt Gathering part 2.

by Graham Kelsey

The last big Beyer Garratts, although not the final ones built at Gorton Foundry, were the ten 3ft.6in gauge GMAM 4-8-2 + 2-8-4 locomotives, built between April and August 1958 for South African Railways, the delivery date of the last GMAM being the 1st of August 1958. The GMAM's, which were identical in appearance to the GMA's, formed part of the most numerous class of Garratts in the world.



*On 2 May 1953 two Rhodesian Railways 3ft 6in gauge 2-8-2 + 2-8-2 16A class Garratts numbers 645 and 646 leave Gorton behind 64409 on their way to the docks and Africa.*

The very last Beyer Garratts and for that matter steam locomotives built by Beyer, Peacock were the batch of seven 2ft gauge 2-6-2 + 2-6-2 NG/G16's built in 1958. Ordered by the Tsumeb Mining Corporation for work in South West Africa, now Namibia, the last of this batch numbered TC12 and later S.A.R. NG/G16 number 143, was completed by Beyer, Peacock & Co Ltd., at their Gorton Foundry, the delivery date being November 14th 1958. The whole batch were however delivered to South African Railways, as the Tsumeb Corporation had decided by then to convert to 3ft.6in gauge, for heavier loading capacity. These Beyer Garratts then worked the many narrow gauge lines in the Natal area. These baby Garratts were the largest locomotives to work the 2ft gauge railways, anywhere in the world

Babcock & Wilcox of Bilbao, Spain constructed the last Garratts built in Europe in 1960. These were 9 main line 5ft.6in gauge Garratts to run in southeast Spain for R.E.N.F.E., the national railway company. Running until 1972, one of these Garratts has now been restored and still hauls regular special passenger services today from Lleida near Barcelona.



***Beyer Peacock 7654 of 1955, a class 59 for the East African Railway numbered 5903 Mt Meru.***

The final order for Garratts was again placed with Beyer, Peacock & Co Ltd., but as Gorton Foundry was in the process of closing down, the order was subcontracted to the Hunslet Engine Company of Leeds. This order was for another batch of eight 2-6-2 + 2-6-2 NG/G16's, ordered by South African Railways for the 2ft gauge lines in the Natal area of South Africa. Hunslet in Leeds only constructed the boilers however, these were then shipped to their subsidiary, Hunslet Taylor of Johannesburg, South Africa and it was they who had the honour of building the very last Beyer Garratts in the world. Constructed between the end of 1967 and into 1968, S.A.R NG/G16 number 156 was the very last Beyer Garratt built anywhere in the world, rolling out of their Germiston Works in 1968.

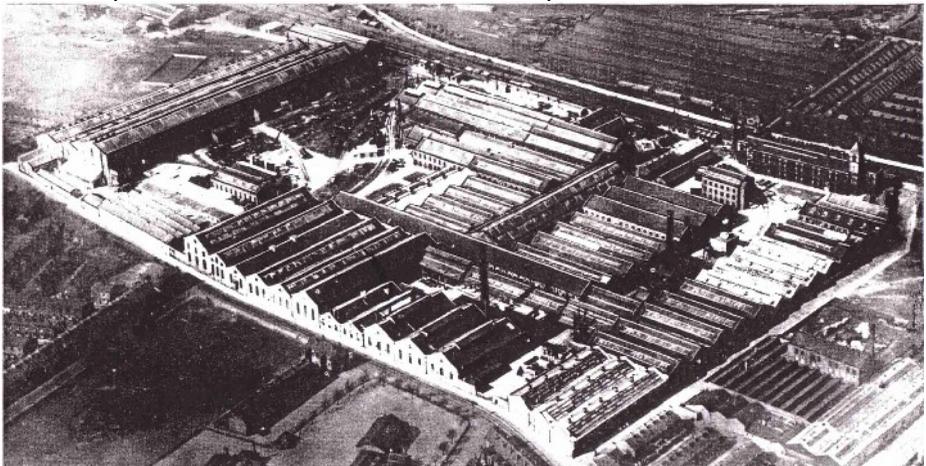
Beyer, Peacock continued locomotive production well into the 1960's, building amongst other types after steam in 1958, 25KV Electrics, Hymeks, Claytons and Class 25 diesel locomotives. In all 7,853 steam, 10 electric and 211 diesel locomotives, totalling 8,074 had been built by the time the works finally closed in mid 1966, after 112 years of locomotive production. There will be more information on Beyer Peacock's modern traction in a future article.

BR's Gorton shed and workshops (originally designed by Richard Peacock in the early 1840's, as mentioned previously), known as Gorton Works and locally as Gorton Tank, because it was built on part of what had been Tank Farm, had closed a year earlier in 1965. The 2 sites were often mistaken with each other, both being referred to as Gorton Works at times and being directly opposite each other across the Manchester - Sheffield main line. This certainly caused some confusion at times as to exactly which locomotives were built or repaired where, probably because tanks for the war effort were also built at Gorton Foundry.

Beyer, Peacock's Gorton Foundry still survives in part today. Manchester City Council now owns and operates this private site, which consists of various council departments and runs 24 hours a day.



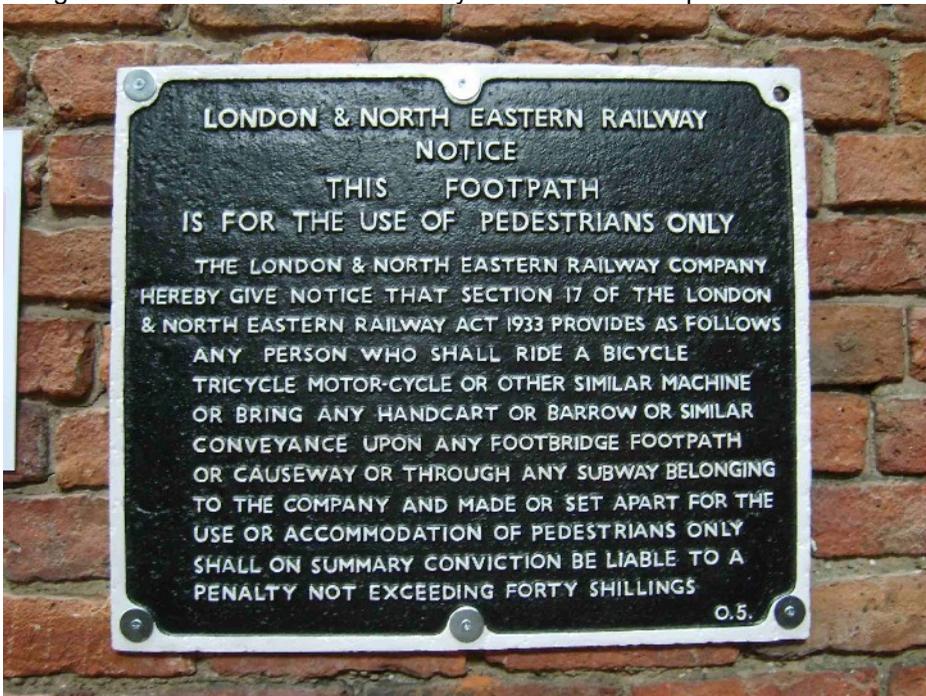
Along the side of the Plate Shed, is where one of two lines from the Beyer, Peacock works internal yard railway lines originally ran out to join the main line. The plans for this Boiler Shop and adjoining Shops were first drawn up in 1919, although construction was not completed and the buildings were not fully in use until 1926. These buildings are currently being renovated and are all in full use by various council departments. Some of the original locomotive inspection pits remain inside the northern end of the Boiler Mounting Shop and are still used today by the council to service vehicles. There are also still visible in position, short lengths of single and multi gauge railway tracks, from 2ft to 5ft 6ins, at entrances to some of the original east facing doorways of the Boiler Mounting Shop. The largest original Babcock & Wilcox 30 ton overhead crane, built in Glasgow and used for moving parts and assembly of the locomotives, has been kept and is still in position at the north end of the Boiler Mounting Shop, although no longer in working order. Some other small pillar mounted pivot hand cranes have also been kept.



***Aerial view of the site looking North West just before closure in 1966.***

Smaller original buildings at the southern end of the Boiler Shop and near to Gorton Lane are the No. 2 Power House, which still retaining some of its original electrical fittings and the Cycle Shed, now a store. Next to the Cycle Shed is the bricked up site of No. 4 Gate. To the right of the Boiler Mounting Shop is the Ambulance and First Aid Rooms, now in use as a canteen. This impressive structure was originally a 245ft long single storey building and still retains its bombproof windows and 12inch thick reinforced concrete roof, all still visible today. A second storey has now been added on top of this building. The only other remaining building on the Manchester City Council part of the site is the Time Office. This backs on to a long section of wall that is all that remains of the large Paint Shop. This building is next to the bricked up Number 3 Gate and is where the remaining section of the Perimeter wall now ends. Still visible in this section of the wall, which also formed the south end wall of the Paint Shop, are 3 bricked up windows.

The only building that remains on what is now the industrial estate part of the original site is the building on the corner of Gorton Lane and Froxmer Street, this being the south east corner of the original site. The building, which is 121ft x 95ft, has recently been re-roofed, but is still easily recognisable as that which originally housed the Electrical Repairs, Electrical Stores, Tool Repairs and Transport Shop. Now used by a private company, it is next to Number 2 Gate, the site of which is still used today as the entrance to this, the only other remaining Beyer, Peacock site building. Nothing now remains around the area of Number 1 Gate at the north east corner of the site nearest the railway, once the site of the huge drawing offices and works offices. There are no other original Beyer, Peacock works buildings still remaining on any other parts of the site. BR's Gorton shed and works on the other side of the line has long since gone, the whole site being swept away to become a large wholesale fruit and vegetable market. The only thing now to link these 2 sites, apart from the connection with Mr Beyer and Mr Peacock, is the now preserved old L.N.E.R. cast iron Notice from the long gone lattice work footbridge, known locally as the Birdcage. This bridge, of which one of the now ivy covered support pillars still remains, joined these 2 sites across the railway and was used by so many of the workers to get to and from work, as well as once being the wondrous domain of so many local locomotive spotters.



*The cast iron notice referred to above.*

With regard to the very first Garratts K1 and K2, they continued to work the 1 in 25 gradients of the Dundas Tramway until the line was closed in 1930. Both Garratts were then offered for sale, but surprisingly stood unwanted in the engine shed until, in 1947, the Beyer, Peacock Technical Sales Director, W. Cyril Williams, on a visit to Australia and Tasmania and with his obvious enthusiasm for Garratts, bought K1 at its scrap price and had it shipped back to Gorton. K1 remained on show at Gorton Foundry until the works closed at which time it was sold to the Ffestiniog Railway in North Wales. K1 was then loaned to the National Railway Museum at York for a time.

Now both K1 the first Garratt built by Beyer, Peacock in 1909 and S.A.R. NG/G16, number 143, the last Beyer Garratt and steam locomotive built by Beyer, Peacock in 1958, are amongst other Garratts in daily service today or undergoing restoration on the Welsh Highland Railway.



***K1 in service on the Welsh Highland Railway.***

There are currently Garratt and Beyer Garratt locomotives, from 2ft to 5ft.6in gauges operating or in operational condition in Argentina, Australia, Botswana, India, Kenya, New Zealand, South Africa, Spain, Switzerland, USA, Wales, and Zimbabwe, as well as Garratts undergoing restoration, including those in England, Wales, South Africa and the big AD 60 Class, 6029 in Australia.

As a matter of interest, thanks to web sites like Google Earth, there are also many more long forgotten Beyer Garratts still being discovered even today, especially deep in the jungles of Central Africa, such as those in Angola.

Although few may know this, the Garratts in Zimbabwe are still operating almost daily, shunting around Bulawayo station.



***Derelict Garratt in Luanda, 2006.***

***Jose Braga***

So how many Garratts were there? Well, Beyer, Peacock & Co. Ltd., actually built 1,013 Garratts at the Gorton Foundry, these being supplemented by 102 Garratts, built under subcontract to Beyer, Peacock. Then there were also the 21 other companies and Works in 8 countries apart from the UK that built or assembled 638 more Garratts, including the 102 subcontracted by Beyer, Peacock. So in total, 1,651 Garratts and Beyer Garratts were built by 22 companies and Works in 9 countries, these Garratts then working on 86 railways in 48 countries.

The Beyer, Peacock & Co. Ltd., name was revived for a time in the early 1990's, only to become dormant again later, this was after some ex Beyer, Peacock employees decided they would like to sue the new company for various ailments supposedly contracted when they worked at Gorton Foundry. But even so one hundred years on, Garratts are certainly alive and well and thriving all around the world.

Although Charles Beyer and Richard Peacock did not live to see the mighty Garratts, it may be considered doubtful that without the company they started and the dedicated company directors, designers, draughtsmen and locomotive builders that followed them, that Garratt locomotives would have ever actually existed in the first place.

Following on from my involvement and the success of Garratt 50 in 2008 at the Welsh Highland Railway, I was asked by Steve Davies at the Museum of Science and Industry in Manchester, to assist in the organising of the Great Garratt Gathering. This took place during the weekend of the 14th to the 17th of August 2009, to celebrate 100 years of the Garratt locomotive. Pete Waterman, the new owner of Beyer, Peacock built S.A.R. NG/G16 Garratt number 109, recently acquired from the Exmoor Railway, opened the show on the Friday morning by driving the museum locomotive 'Planet', through a large banner placed across one of the tracks in the yard. Pete also owns some rather nice large Garratt models that he also brought along.

Star of the show was undoubtedly the recently restored K1, the ex Tasmanian Railways Garratt, now resident at the Welsh Highland Railway. Also there for the celebrations and on its only time out of captivity from the Bressingham Steam Museum was William Francis, the only British standard gauge Garratt to survive the cutters torch.



Other visitors there for the weekend were the ex Beyer, Peacock Works Shunter No. 1, pictured above, the 0-4-0 saddle tank built at Gorton in 1879 and still at work in Gorton Foundry yard until the works closed in 1966, now resident at the Foxfield Railway. The Beyer, Peacock Works Shunter No. 2, the steam tram, built in 1885, that worked the Gorton yard and was finally retired to the Crich Tram Museum in 1962. (see next page)



The Beyer, Peacock Lancashire & Yorkshire Railway iron clad 0-6-0 tender engine, BR numbered 52044, built in 1887, now resident at the Keighley & Worth Valley Railway. And last but not least, the Beyer, Peacock Hymek D7076, built in 1963 and visiting from the East Lancashire Railway. These, apart from the other resident Beyer, Peacock built locomotives, were complimented by 137 other Garratts and Beyer, Peacock locomotives of various gauges and sizes from "N" gauge to Standard gauge. They included William Rufus, the Moors Valley Railway's Garratt, the two 7.25in gauge EAR 59 Class Garratts and 20 Garratts kindly loaned by WRS members Dave Cash, Martin Catford, Bernie Luther, Stuart Webb and one or two from myself.

There was also a large display of Beyer, Peacock and Garratt locomotive nameplates, numberplates and builders' works plates, of which 50 from my own collection were included. The L.N.E.R. cast iron Notice mentioned earlier, which was situated at the Beyer, Peacock end of the 'Birdcage' footbridge, I donated to the museum before the event, to commemorate the return of K1 to Manchester and Gorton for K1's Centenary celebrations. It is now on the wall in the museum, next to the big GL S.A.R. Beyer Garratt, looking resplendent with its lettering all recently repainted by Peter Watson, especially all those damned O's and the S's, that he insists I tell you he did, but he did volunteer to do it, honest !



***Graham Kelsey's collection of Garratt name and number plates.***

The Great Garratt Gathering turned out to be the biggest weekend event ever held since the museum opened on this site in 1980. During the whole 9 day Transport Event 27,000 people attended with 14,000 coming to see the Garratts over the weekend, when normally 1,000 is a good crowd. The tours to the Beyer, Peacock works site were also well attended and in fact were over subscribed, being sold out for both days within 3 hours on the first day.

At the end of the weekend on Monday the 17th of August 2009, K1 returned to Beyer, Peacock's Gorton Foundry, 100 years to the day since it was first steam tested and test run in the works yard. This was followed by K1 being present at Brookfield Church in Gorton ( the church Richard Peacock funded building ) and the site of his Tomb, for a wreath laying ceremony, followed by one minutes silence, marked at the beginning and the end, by the blowing of K1's whistle, as the Garratt was in full steam at the time, on its low loader.

This was a fitting way indeed, to mark and end the celebrations of 100 years of Garratts. For me the Garratt weekend in Manchester turned out to be a landmark, as I have now realised it marks 55 years of Garratt spotting. From my first bike ride to Gorton in 1954, to see the mighty Garratts being readied for their journey's to Africa, to missing out on seeing the L.N.E.R. and B.R. Garratts, to re-discovering the Garratts in the Nairobi Railway Museum in Kenya in 1985, to seeing working Garratts briefly in South Africa in 2000, then riding on the footplate of 59 Class Garratt Mount Gelai the 330 miles from Nairobi to Mombasa in 2001 and the footplate of K1 on the WHR in 2008, to finally finding and riding on the footplate of the Spanish Garratt near Barcelona in 2009.



***Garratts 5930 and 5918 in service in Africa during Graham's visit.***

And the Garratt spotting has certainly not finished yet, for at the Garratt weekend in Manchester, I was invited to Australia, to ride the footplate of the big Beyer, Peacock 1956 built AD60 Class Garratt 6029, once restoration is completed in a couple of years time - so the quest continues !!

And now for a few thanks. Firstly thanks for much of my Garratt knowledge must go to Richard Hills and his book 'Beyer, Peacock - locomotive builders to the world,' this is the book I consider to be the bible on Garratts. It was also Richard who saved for posterity the Beyer, Peacock archive when Gorton Foundry closed down in 1966 and Richard who founded the Museum of Science and Industry in Manchester in 1969. Here the Beyer, Peacock archive is now safely held, along with some of their locomotives, including the diminutive 2-4-0 'Pender No. 3', a tank engine built in 1873 for the Isle of Man Railways, and as mentioned previously, the mighty 1930 built GL Class Beyer Garratt numbered 2352, one of the largest Garratts built for South African Railways. My thanks also to Joe Lloyd, who for many years has studied the Beyer, Peacock company and given me so much information, to Gavin Hamilton for sharing much of his 'Garratt Locomotive' web site information with me, to Nick Lera, for passing on to me his knowledge of Garratts around the world and to old club member Martin Ellis, for taking so many great photographs at the Garratt Gathering. And finally my thanks to Jan Hicks, Senior Archivist at the museum, for her continued enthusiasm in searching the Beyer, Peacock archives for me, whenever I visit to mither her with yet more Garratt questions.

**NOTE.** The museum is based around Liverpool Road Station, the oldest surviving passenger railway station in the world that was once the terminus for the Liverpool and Manchester Railway and dates from 1830, and also

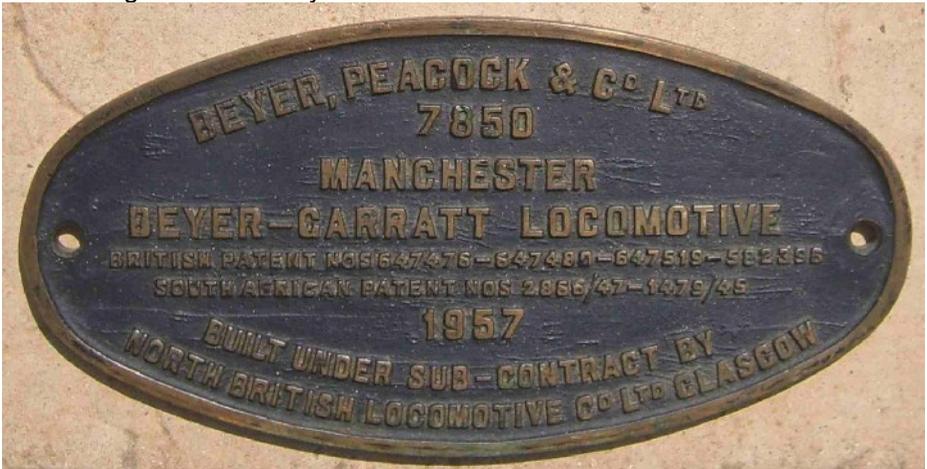
Liverpool Road warehouse, the oldest surviving railway warehouse in the world too. This very large site is a working museum with its own working stationary steam engines as well as its own main line connected working standard gauge railway. These features and the Beyer, Peacock archive, amongst all the other attractions, make the museum well worth a visit, for those of you who may not yet have ventured north to Manchester.



***The Liverpool Road station part of the Museum.***

I must also congratulate Steve Davies MBE, on his appointment as the new Director of the National Railway Museum at York.

I believe that Steve in just 1 year as Director, turned the slumbering giant that was the Museum of Science and Industry in Manchester, into a get up and go exciting museum to visit and I was pleased to be a part of this, which was certainly proved by the success of the Great Garratt Gathering. I also know that from my brief time of knowing Steve and his love of railways, that he will certainly breathe new and exciting life into the NRM, whilst I am sure maintaining its core railway values.



# Holiday in Switzerland

by Derek S. Lewer

As I celebrated a rather special birthday this year, I was given a choice of holidays and I chose to go on the "Glacier Express Rediscovered" organised by Great Rail Journeys of York. So a week after my birthday Glenys and I started on our 10-day journey by various railways. A 10-minute taxi ride brought us to Bournemouth Station to catch the 8.59 a.m. train to London Waterloo, where we arrived at 10.45. (I should mention that, unless stated otherwise, all seats were reserved in First Class coaches throughout the holiday). We proceeded to the Eurostar departure area where we met our Tour Manager (Ian) and some of our fellow travellers. After handing our cases over to Eurostar for putting on the train, we went for a coffee and then proceeded to check in and wait in the departure lounge until called forward to board the 12.40 Eurostar train to Brussels Midi. We were provided with a hot meal en route and arrived in Brussels on time at 16.07. We had the opportunity for a short walk-about on Brussels Station before meeting up to board the 'Thalys' train to Cologne. This departed at 17.22 and arrived at Koln Hauptbahnhof (Hbf) at 19.45. We walked the short distance to our hotel, which was across the square from the station, for our evening meal and first night stop.

Next morning after breakfast we walked to the station in our own time, meeting together to catch the 8.53 'Inter City Express' (ICE) train to Chur in Switzerland. About 10 minutes before the train was due in, it was announced that it would be arriving late. Ian went to make enquiries and returned to inform his party that following an incident the train was running about thirty minutes late! We then spent time watching the various trains of Deutsche Bahn coming and going. Eventually our train arrived and we left Koln some 40 minutes late. Unfortunately whenever the driver tried to make up time by travelling faster than scheduled, the speed limiter came on braking the train with a jolt! Since we were travelling up the Rhine Valley with ten scheduled stops before Zurich, we ran later and later. This resulted in the train losing its path on the Swiss railways so our train was terminated at Zurich and was scheduled for its return journey on time! We, of course, still had a further ninety minutes travelling to reach our destination. Luckily there was a local train to Chur very soon, and there was plenty of room for our party of 39 and all its baggage. Most of the coaches were double-deck on this SBB train and we arrived at Chur at 18.00, about 75 minutes late. Since this was unscheduled, we were travelling standard class with no reserved seats! We walked the short distance to Hotel Stem, our base for the next four nights. For our travels while in Switzerland we were issued with Swiss Travel Passes, which enabled us to travel first class (where available) on the railways, buses, and boats and reduced rates in cable cars and to enter museums, etc.

Chur is the main city in the Rhaetische Bahn (Rhaetian Railway) area. After breakfast the next day, we walked to the station to catch 'The Bernina Express' to Poschiavo, which is the last station before the train enters Italy.



***Bernina Express approaching a snow protection tunnel at Alp Grim.***

After lunch in Poschiavo and a brief walk round the town centre we caught another train back up the line to St Moritz. After a brief walk (it was very windy) most of us retreated to various cafes for a cup of tea or coffee! Back at the station, we caught the RB 'Glacier Express' back to Chur. After our evening meal, Ian took us on a brief tour of Chur pointing out places of interest we may like to visit on our free day - tomorrow - but the weather was deteriorating. Next morning was very dull, and after a walk around the town, Glenys and I decided to take the local mountain railway train to the resort of Arosa. Part of the appeal of this journey was that the train departed from the square outside the railway station and ran through the streets of Chur before leaving the town and climbing up the valley. As expected the clouds came down the mountainsides and it started to rain. It was still raining when we arrived in Arosa so we found a cafe and had a bowl of soup for lunch. It was too wet to walk right around the very picturesque lake in the centre of the town so we walked partway round on our way back to the station to catch the next train to Chur. As we descended the valley, so the rain ceased! Back in Chur we explored further before returning to our hotel. The next morning dawned dull but dry, and after breakfast we walked to the station to catch the SBB train to St Margrethen, which is near the Austrian border at the end of Bodensee (Lake Constance).

During that journey, the railway line ran parallel to the border with Liechtenstein, but since it was very misty we could not see much even though it was only 20km (12 Miles) away. At St Margrethen we changed trains and boarded a DB train to Lindau, travelling around the Bodensee, through Austria just into Germany on the northern edge of the lake. We had about 75 minutes there, then caught a German ferryboat to Rorschach on the southern edge and back into Switzerland.



***Lindau, German ferry boat on Lake Constance, to Rorschach***

After a brief wait we caught the local two-coach train ('Turbo) up the coast to Romanshorn. It appears that some of the local travellers were surprised to see a party of 39 board their local flyer! Obviously we had no booked seats and it was standard class. At Romanshorn, we caught another local train to St Gallen, where we had a chance to explore this historic town and its R.C. Cathedral and its large Protestant Church. We all met up again at the station about 90 minutes later, and caught the ICE train back to Chur, travelling via Wattwil to Rapperswil, and crossing the Zurichsee on the causeway to Pfaffikon, where we followed the same route as on the day we arrived.

The following day was our transfer day to Brig on 'The Glacier Express'. Since our luggage went on ahead by another train, we were not laden for our walk around Chur before catching the 11.00 train. This was a glorious sunny day and the scenery was magnificent. We were served a three course dinner, with 'proper' china, glasses, and cutlery!

Along these narrow valleys with snow-capped mountains towering above, we saw many typical Swiss farms, villages, churches, monasteries, and small towns where we stopped to collect or drop off local passengers. We also saw spread along the narrow valley, by the side of the railway, a couple of golf courses and an airfield with one long runway and hangers at each end! We arrived at Brig at 15.34, bang on time! During our short walk up Bahnhofstrasse (Station Street) to our hotel, our tour manager explained the layout of the town, and where there were places of interest. As our luggage had not yet arrived, Glenys and I went for a walk around the town, as it was still a lovely day. We discovered its 'Schloss' (castle) which looked a very interesting building, and, from our interpretation of the sign outside, guided tours were given at 9am, 10am, etc. We returned to the hotel, unpacked, had our evening meal, and went for another walk around.

The next day was again a beautiful sunny day, and we walked to the station to catch the 9.05 train for the 80 minute journey to Zermatt. This was the last part of our travel on The Glacier Express that runs regularly from St Moritz to Zermatt and back through the mountains of southern Switzerland. At Zermatt we caught the 'Gornergrat Railway' to the observatory and village of that name.



***Gornergrat Observatory pictured from the station.***

This railway is 100% rack railway for its whole length as it climbs steadily through the mountains. Since there was still deep snow, the road was closed and the railway was the only access!

At our destination, we made our way to the viewing area (some of it covered in hard-packed snow) for a glorious view of the Matterhorn! At nearly 4,500 metres (14,000 feet) it was covered with drifting light clouds so different aspects were constantly visible. After taking photographs, we went to the restaurant below the observatory, for a hot lunch. From there we continued to have a magnificent view of the Matterhorn. We could also see through a glass door, that the outside eating area was covered in about 3 feet of snow! We decided to catch the next train back to Zermatt, and spend the rest of the afternoon looking around that town before we met up for our party's return journey to Brig. After our evening meal we all met up in a lounge with Ian who had gathered together a collection of local brochures, rail and train timetables, and other information so that we could individually decide what we wanted to do the next day as this was a free day, and also our last complete day in Switzerland. We decided that we would go to the Castle for a guided tour, then catch a local train to Fiesch and go up the Eggishom.

Next day was another sunny day with billowing clouds, and after breakfast we walked to the castle for the 9.00 am guided tour. We waited by the sign we had seen in the evening we had arrived, but no one else appeared. We tried various doors around the courtyard, but all were locked. We could see some people in an office so we went outside and found a door and went inside. Following a sign we went into the office and tried to explain 'where were we to join the guided tour'.



***Old horse drawn carriage in Brig Schloss.***

Luckily a young male clerk could speak some English, and said it would pass outside very soon. Thanking him we went outside and, as we went towards the entrance, the guide and her party came out. We joined the group and realised that she was speaking rapidly in German! We went to the front and asked her if she could also say it in English. Unfortunately she did not speak any English! So we abandoned this and made our way to the station to catch the train to Fiesch. On the train we met another couple from our party who had also decided to do as we were. At Fiesch, we walked the short distance to the cable-car, where we bought our tickets to the top of the Eggishorn. This cable-car ride is in two stages - the lower to Fiescheralp, (a winter ski centre) and the upper to the top of the Eggishorn. We broke our journey so as to explore the Fiescheralp Ski Centre, all locked up and looking desolate but with magnificent views up, down and across the upper Rhone valley. We caught the next car up, and arrived on the top, nearly 3000 metres above sea level. We came out into deep but well packed snow and walked across to the edge. What a view! Immediately below us flowed the largest glacier in Europe - Aletschglacier - and in the far distance (about 20 miles away) the tops of Jungfrau, Monch, and Eiger, as well as the hollow between the first two where Jungfraujoch lay - the highest railway station in Europe. Surprisingly the air was reasonably mild and only felt very cold a few inches above the snow. We went across to a cabin and were pleased to find it was a cafe, so we went in and ordered rosti and kase fora hot lunch. While this was being cooked we chatted to the local young man serving us and found he spoke excellent English as he had been to Brighton University.

We sat outside for a while chatting with the other couple, and noticing that the clouds were thickening, decided to descend on the next cars down. Arriving in Fiesch we found the train for Brig was in. We returned to Brig where it was still sunny and had our final walk around before packing for the journey home.

Next day was sunny but cloudier and rain was expected later. At breakfast Ian informed us that if we did not want to walk to the station with our luggage, we could ride down. He had organised a local tourist attraction - the land train - to take us for a tour of Brig and Saters (the town the other side of the River Rhone) and terminate at the railway station. An extra wagon had been coupled at the back for our luggage, and about 30 of our party set off for this tour. We arrived in time to catch the 11.00 a.m. 'ICE' train to Lausanne. Unfortunately the weather became duller and mistier and at Lausanne there was no view across Lac Lemman. After changing platforms we boarded the TGV for Dijon. It continued dull and misty, but after arriving in Dijon, it became brighter and sunnier. On arrival at Dijon station, we found the baggage handlers had called a 24-hour strike that day and for health and safety reasons the escalators had been stopped. This caused the infirm among our party great difficulty in taking their cases downstairs, but the younger men helped everyone and we arrived outside.

We expected our coach to be there, especially as we had been slower coming out. Ian's telephone call resulted in another coach being sent to the station straightaway, while they tried to find out where our original coach was! We were transferred to our hotel just on the edge of the centre of Dijon. Since we had been travelling for some six hours and the weather was brighter, Glenys and I caught the local bus to the city centre. After finding the Tourist Information Office, and getting a town map we explored the area and walked back to our hotel for our last evening meal together.

Our last day started early as we joined our transfer coach at 7 o'clock, to catch the 7.51 TGV to Paris. Unfortunately, the weather was grey and misty with no distant views, and we appeared to have an older train, as the ride was not as smooth as I had expected! We arrived at Gard de Lyon, Paris on time at 9.37 and boarded our transfer coach for Gard du Nord. As our Eurostar train was not leaving until 13.01, we had a local guide join us and had a conducted tour of Paris. Unfortunately it was foggy and dull, so the views were uninspiring but the buildings were impressive. Our stop to see the Eiffel Tower was disappointing, as the top was lost in the clouds! We arrived at the station and boarded Eurostar. The scenery through North France was lost in the fogginess but after the Channel Tunnel it became brighter.

We arrived at Waterloo about 20 minutes late as we could only go relatively slowly after Ashford. We said farewell to Ian and the rest of the party and went along the concourse to join our 16.05 train to Bournemouth. We got on board, and just as it was due out, it was announced that there was a technical problem and the cabs at each end of the train could not communicate with each other! This was repeated a couple of times, and suddenly we left about 25 minutes late with no more information. On this busy line we had lost our path, and had several waits for trains to pass us in both directions. We eventually arrived some 40 minutes late in Bournemouth, and had a taxi home. A very enjoyable and memorable holiday!

## **Elvis lives - in Twickenham!**

An anonymous note has reached your editor concerning a passenger reporting a body alongside the railway at Twickenham.

British Transport Police investigated and observed a mannequin propped up alongside the track. Officers attended and removed a life size effigy of Elvis Presley from the lineside.

The figure was returned to its owners, it appears it was stolen from the roof of a local hostelry, but no-one had noticed Elvis had left the building!

# Didn't we have a lovely time

## The day we went to.....Cardiff.

By Ken Aveyard

Monday 1<sup>st</sup> March - St Davids Day and 12 intrepid members and friends of the Society assembled at Westbury Station in time for the 1007 service to Cardiff. And what was the reason for our day out? Well apart from the jolly good time we invariably have on these outings there was the expected appearance of Tornado on a special to Swansea, a locomotive many of the group had not seen before.

Some of the some of the group decided to head straight to Cardiff where Tornado was to call, whilst others broke their journey at Newport where they were treated to Tornado making a slow pass through the station.



*Tornado passing through Newport Station*

*Mike Banks*

For those of us who went to Cardiff, we were treated to a continuous stream of diesel multiple units. Most of these carried the blue and cream livery of Arriva Trains Wales who operate the Cardiff Valley services and most of the longer distance services with classes 142 143 150/2 158 and 175. Inter City services are operated by First Great Western usually with HST sets, and with dmu's for local services, but there are two diagrams where capacity issues and the need to release units for the far west has resulted in some quite interesting loco hauled trains. One diagram operates to and from Taunton using Virgin Trains class 57's crewed by First GBRf drivers and using Anglia Railways liveried Mk2 stock, but these are not the only 57's seen at Cardiff, as there are Arriva liveried ones on the Holyhead service and 57005.



***Advenza 57005 has been parked at Cardiff since last year. Ken Aveyard***

57005 has been dumped at Cardiff since Advenza Freight went bust last year and as yet no operator has expressed an interest in leasing it. The rest of the group travelled down from Newport on the Taunton train with 57309 on the front and 57305 on the rear of the four Mk2's.



***57309 at the head, soon to be the rear, of the Taunton service. K Aveyard***

The Newport contingent had decided that they all wanted a run up to Ebbw Vale on the new passenger service, two of the group wanted to visit Maesteg and two wished to spend a few hours photographing buses in Cardiff, so we all went our separate ways prior to meeting up again at teatime.



**150285 at Maesteg.**

**Chris Francombe**



**150251 at Ebbw Vale**

**Mike Banks**

Both of these stations are to the standard design for recently reopened branch lines, consisting of little more than a single line platform with a bus shelter, although both lines have sections of double track. Indeed the Ebbw Vale line is being improved in order to create enough track capacity for a doubling of the service. At the moment the service runs all the way from Cardiff before turning left for Ebbw Vale just before Newport. The third side of the triangle leading directly to Newport is not yet fully signalled to allow passenger trains to operate both ways, but when it is, the service is likely to operate from Ebbw Vale either hourly to each of Newport and Cardiff, or possibly half hourly via Newport to Cardiff with maybe only peak hour trains running direct to Cardiff.

Whilst the various branch line bashers went their ways, Robert and I had a few hours in Cardiff photographing buses where new operator St Davids travel are having a go at Cardiff buses and Stagecoach have recently taken over the blue buses of Islwyn Borough Transport.

We all met up again on Cardiff station and having missed the 1630 Portsmouth, we decided to travel on the 1700 Taunton service to Bristol from where we would see if there was a connection to Westbury arriving before the 1730 from Cardiff. There was method in this madness however as the Taunton train was the other loco hauled diagram, the one that operates to Paignton in the morning replacing the South West Trains service from Exeter and is formed of a set of Cargo-D Mk2's in blue and grey sandwiched between DB Schenker crewed 67's.



**67016 on the rear of the 1700 Taunton. 67017 Arrow was on the front. Chris Francombe**

The set had already arrived on platform 4 and should have run out of the station and returned in to platform 2 but problems with 67016 meant the set stayed in platform 2 until departure causing everybody to make a hasty platform change. 67022 is now paired with 67017 on this train.

There is nothing to beat a bit of loco haulage, comfortable seats and a window at every table, and for some of us it was the first 67 haulage. In fact in hindsight I should have done the Newport break and had my first 57 haulage but that didn't flag up at the time.

Arrival in Bristol gave us just enough time to take a last picture in the fading light before we were able to catch a class 150 unit to Westbury where the day was rounded off with 66121 sat in the goods loop on auto ballasters. We had been blessed with lovely weather as the pictures show and all agreed that we had a lovely time, the day we went to Cardiff.

# Wimborne Station Model Report

By Neal Turner

## GENERAL

Progress has been attained albeit at a slower rate than in previous years, mainly due to unforeseen events with periods of unavailability of members of the modelling group as well as matters that will be described in the text below. At the end of 2009, the various complications have now been identified and are being dealt with by the modelling group

## BASEBOARDS AND TRACKWORK

All the baseboards have now been structurally completed and only one (the goods yard sidings board) requires tracklaying. Examination of the inherited trackwork confirms that track formation is not exactly as per the prototype and some realignment is to be undertaken. Some of the alignment problems stem from the total lack of fishplates on the model. The many unnecessary cuts in the rails are to be reduced and much of the old soldered joints need renewing. The modelling group is satisfied with the general configuration of the track layout and all double curves have been eliminated by judicious realignment of the track to ensure better running of rolling stock through the entrance and exit roads of the fiddle yard. The main running lines will have shouldered ballast and the many sidings will be ash ballasted without underlay.

The Group has decided on the operational use of cassettes for the loading of complete trains on the layout.

## WIRING UP AND CONTROL BOX

With the alterations to the fiddle yard being completed, a few alterations to the wiring arrangements to the baseboards and the main control box have been undertaken. Wiring for all the points is complete and tested, however, power to the section feeds is still problematical. All track joints are to be bonded up to each section end and each section shall be provided with a double rail break. The Group has designed, manufactured and wired up the two sub-control units required for each end of the fiddle yard. Of course there has been a period of testing in order to deal with the new work and the modelling group has been required to undertake a few running repairs to some of the inherited wiring loom – mainly dry or parted solder joints. A test assembly of the whole layout was undertaken on 1<sup>st</sup> December 2009.

## BUILDINGS AND STRUCTURES

The principal building that required to be built was the goods shed and this has been completed structurally and requires painting and weathering. Many other assorted buildings have been also completed and this will enable the modelling group to examine the present model of the main station buildings and determine the level of refurbishment required to bring it up to exhibition standards.

The modelling group has now three structures to resolve and these are as follows :-

Leigh Road overbridge

Canford river bridge

Wimborne Gas Works

Some research was required to determine the configuration of the structure of Leigh Road bridge, and this included a review of the Club's photographic library, items in local pocket history books and a trip to the Dorset County Archives at Dorchester to examine the original railway parliamentary and supplementary papers. Sufficient information has been collected to progress this model.

Again more research has been required to progress the construction of the model of Canford river crossing bridge. Sufficient information has been collected from the Club's photographic and documentary archive to progress building this model.

Then came a complete surprise to the modelling group since not a soul had previously volunteered its existence. It was only the research for the Leigh Road bridge using old maps that showed on the 1901 Ordnance Sheet at 1/10000 scale that the Wimborne Gas Works existed on the north west side of Leigh Road Bridge. The modelling group has purchased the Hornby Skaledale model gasworks and will be adapting it to provide a model of the installation. What we cannot model is the smell!

The Group is concerned about the storage of the layout once all the landscaping has been installed. The present system will be abandoned and an arrangement adopted that provides protection to each of the boards and also provides a means of negotiating the Clubroom and similar headroom doorways.

All the baseboards will require facing and painting on the viewing side. The boards will need protection in order to prevent derailed rolling stock from falling from the layout, especially on the embankment sections. The Group has to decide on how the fiddle yard areas are to be enclosed and secured.

Two remaining topics to be resolved involve the adoption of a practical uncoupling system in the publicly viewed areas and the development of an operating timetable that mirrors the prototype and historical timetables.

## **FUTURE EXHIBITIONS**

The layout has been requested for display at the proposed exhibition to be held in Blandford Forum on 9/10<sup>th</sup> October 2010.

# The Name & Shame Anagram Game

## Answers, Again!

By His Most Right Reverence.

Below are the answers to the quiz I set as featured in Corkscrew 55. So how did you get on? All is now revealed, read on;- One point for the station, one point for the railway it is on – Total: 60.

- 1) Weybourne – North Norfolk Railway
- 2) Bodmin General – Bodmin & Wenford Railway
- 3) Corfe Castle – Swanage Railway
- 4) Chinnor – Chinnor & Princes Risborough Railway
- 5) Medstead & Four Marks – Mid-Hants Railway
- 6) Buckfastleigh – South Devon Railway
- 7) Sheffield Park – Bluebell Railway
- 8) Pickering – North Yorkshire Moors Railway
- 9) Havenstreet – Isle of Wight Steam Railway
- 10) Sheringham – North Norfolk Railway
  
- 11) Northiam – Kent & East Sussex Railway
- 12) Aylsham – Bure Valley Railway
- 13) Horsted Keynes – Bluebell Railway
- 14) Kingscote – Bluebell Railway
- 15) Darley Dale – Peak Railway
- 16) Lakeside – Lakeside & Haverthwaite OR Moors Valley Railway!
- 17) Rolvenden – Kent & East Sussex Railway
- 18) Llangollen – Llangollen Railway
- 19) Cranmore – East Somerset Railway
- 20) Launceston – Launceston Steam Railway
  
- 21) Alresford – Mid-Hants Railway
- 22) Shackerstone – Battlefield Steam Railway
- 23) Market Bosworth – Battlefield Steam Railway
- 24) Ramsbottom – East Lancashire Railway
- 25) Bury Bolton Street – East Lancashire Railway
- 26) Hampton Loade – Severn Valley Railway
- 27) Toddington – Gloucs-Warks Railway
- 28) Rawtenstall – East Lancashire Railway
- 29) Leicester North – Great Central Railway
- 30) Kidderminster Town – Severn Valley Railway

# RAILWAYS ROUNDABOUT

**JANUARY 2010:-** The first locomotive to traverse "our" line in 2010 was Class 31 No 31459 with a test train to Weymouth. It passed Poole at 23.40 on Tuesday 12th propelling its train which included a coach out of 4REP unit No 3015 which is now an instrument coach. Friday 15th saw the first "Dorset Freight" for 2010, a stone train to Hamworthy worked by Class 59 No 59004. On Monday 18th one month after the last Wool sand ran, Freightliners' Class 66 No 66596 worked a set of empty wagons to Wool, next day it headed the loaded train off to Neasden. Tuesday 19th saw unit No 450096 derail in Branksome depot, it effectively bottled up the depot all day. On Wednesday 20th Class 37 No 37706 ran light through Poole at 13.00 to the Swanage Railway. On arrival it collected two car d.m.u. Nos 51933+54504 plus Pullman Car No 347. Departing the railway No 37706 passed Poole at 16.15 heading for Eastleigh. On Thursday 21st Class 66 No 66031 worked through Poole at 09.40 to the Swanage Railway with 18 Seacows loaded with ballast, the loco' returned light engine. (For more details on these movements see Swanage notes below). Also on this day Network Rail's yellow liveried National Measurement Train (NMT) an HST powered by 43062+43013 ran through Poole at 16.40 heading to Weymouth it returned at 18.15. This was the NMT's first run west of Bournemouth and the first HST to Weymouth since the late 1990's. Next day No 59001 worked into Hamworthy with a load of stone. This made it the first week since August 2009 that a locomotive hauled train had worked in to Dorset on each weekday.

Week commencing 25th saw No 66596 work to Wool with empty sand wagons on Monday 25th and Wednesday 27th, it took loaded trains to Neasden on 26th and 28th. On Tuesday 26th two ED's Nos 73141+73212 top and tailed a test train into Poole yard at 10.40, after reversing direction they headed back toward London at 11.12. A load of stone ran to Hamworthy behind No 59203 on Friday 29th to make it another "full" week of locomotive hauled workings into Dorset.

**FEBRUARY :-** Tuesday 2nd saw Class 67 No 67026 run from Eastleigh to Corfe Castle to collect 18 empty SEACOW ballast wagons, it passed Poole light at 10.00 and returned up at 14.15. Later in the day at 16.00 No 66554 ran through Poole to Wool with empty sand wagons. The loco' stabled overnight in Wool yard before running to Neasden next day. At the end of the week on Saturday 6th No 66605 returned the empties to Wool before running light to Southampton. After sitting inactive on Millbrook depot for three days No 66605 returned to Wool on Wednesday 10th to work the loaded train. The following week on the 16th and 17th No 66527 "Don Raider" returned to the area to work both "legs" of the sand train. However its stay locally was brief as yet another Freightliner 66 No 66614 appeared to work the train on the 23rd and 24<sup>th</sup>. Overnight 24th/25th two

EWS/DBS class 66's Nos 66121 + 66141 topped and tailed a long welded rail train to the Wool and Moreton area. The train ran through Poole at 23.55 on the 24th, after dropping the rails it returned empty to Eastleigh passing Poole at 06.20 (25th).

At the end of the last week of February on Friday 26th Class 73's Nos 73204 (GBRf livery) + 73212 (Yellow livery) top and tailed a Network Rail test train to Hamworthy Junction arriving at 10.07. The test train SHOULD have run to Hamworthy Goods and waited there from 10.17 until 11.02. In the event it remained at Hamworthy Junction and waited there until its booked departure time of 11.10 before leaving for London, Waterloo.

**MARCH** :- This report is brought to a close with the news that No 66608 as the 65th Freightliner Class 66 to visit Dorset arrived with empty sand wagons on the 2nd. It worked the loaded train to Neasden next day.

**SWANAGE RAILWAY** :- After the end of services on Sunday 3rd January track was lifted between Herston Halt and Victoria Road bridge, over the next few weeks new track was laid. On Tuesday 20th January WCRC Class 37 No 37706 arrived on the railway light engine from Southall. No 37706's task was to collect d.m.u. driving cars No 51933 and 54504 plus Pullman Car No 347. The two d.m.u.'s were due to go to Eastleigh Works for an overhaul, and it is suggested, to be made ready for Main Line use. Pullman Car No 347 was destined for Carnforth to join the West Coast Railway Co fleet. Prior to its sale No 347 had seen use in the SR's Wessex Belle dining train. A recently overhauled coach will take the place of No 347 in the dining train.

The following day EWS/DBS Class 66 No 66031 ran into Corfe Castle with 18 wagons (SEACOWS) of Ballast destined for the track relaying work at Herston. On Tuesday 2nd February No 67026 made it another "FIRST" for the SR as the first of its type onto the railway. No 67026 arrived light collect the 18 wagons from Corfe Castle, it left at 13.00 returning them to Eastleigh. SR services for 2010 started on Saturday 13th February with the "Family Fun Week". Bulleid No 34070 "Manston" provided the motive power for the steam section of the timetable whilst Class 33/1's worked the diesel diagram. 34028 "Eddystone" was in light steam in Swanage bay platform where the general public were allowed access to the footplate. I trust all who availed themselves of the opportunity paid due homage to "Bulleid Greatness" ! ?

As will be well known by the time you read this, the SR has received planning permission to erect a carriage shed at Herston. The plans can be viewed on the Purbeck District Council website under "planning applications" The line up for the Swanage Diesel Gala on 7th - 9th May has been announced as :- 31271, 33035, 37518, 47580, 50026, 56101, 73119 and the Blue 4 Vep 3417. Looking even further forward to the week 17th - 23rd May

It seems highly likely that a Beattie Well Tank (No 30585 ?) will be on hand for the 125th anniversary of the Swanage branch opening.

Several incoming Railtours have also been announced (some provisional) IF, and I repeat the IF, they all come to fruition we may well see Class 47's, 67's & 73's working trains. On the steam front it is possible that 30777 "Sir Lamiel", 34067 "Tangmere" and the replica A1 No 60163 "Tornado" may well appear in Swanage. Sadly there is no indication that Main Line's No 1 Star performer 35028 "Clan Line" will make a visit. However I live in hope,..... Well I can dream can't I ?

For some of the above information I am indebted to Paul Kneller, Mark Pike, Roger Smith, "Minerva 465" and website "wrgen"



**66596 heads light engine to Wool for the sand on 26 January, as 73212 leaves Poole yard with the test train, 73141 being on the rear. GBRf owned 73212 is the last ED in Network rail yellow. Ken Aveyard**



**A month later and 73141 has been replaced by 73204 whilst 73212 remains on the rear of the rake.**

# THE GRETTON GAZETTE

## A Grate Western Publication

### Tall Paul wins again.

Not content with having to return to Tolworth Trainshow following being voted best in show with his Swiss layout Rhatia, Tall Paul won the chairman's gold cup for best in show at Narrow Gauge South West at Shepton Mallet 20<sup>th</sup> February. To most eyes it was a white china mug written on with felt pen! There was also a "silver platter", and allegedly a wooden spoon but that wasn't to be seen on display!

### 6695 provides fire service on S.V.R.

Whilst working on the Seven Valley Railway Spring Gala, 6695 was the first engine upon a track side fire (caused by another visiting engine 78019). On 7<sup>th</sup> March 6695 was hauling a "local" service when, approaching tunnel cutting it halted and doused a small conflagration, however on restarting it came across a far more serious fire, on both sides of the track. The fire, as if by divine intervention, extinguished itself and enabled the train to proceed. All part of the service...

### T.V.R. to gain Protection .

The Darjeeling Himalayan Railway is a world heritage site as listed by U.N.E.S.C.O. This recognises its importance both locally and world wide, and stopped the railway being closed. The Tarrant Valley Railway's not quite the same as the Darjeeling, but it has been recognised as a Very Special Railway by L.B.W. (Little British Wonders) Howzat! The exact protection to be gained from L.B.W. has yet to be announced, but the panel of judges (called "the umpires") have declared it's not out.

## WRS PROGRAMME FROM SEPTEMBER 2010 ONWARDS

Having taken on the role of Wimborne Railway Society (WRS) programme organiser, I have to date managed to "persuade" two presenters who have not visited us before to come along on a Thursday. That I hope will be just the start. I will be trying hard to persuade other persons who hitherto have not been to WRS to come along and give us a presentation. I am always open to suggestions for speakers/slide presenters, so if you have a suggestion please let me know and I will see what I can do. If you can supply a contact address etc', so much the better.

However I am afraid we must be practical on the distance would be presenters can or will travel. Their age too must be considered, don't forget photographers from the BR steam era are almost all likely to be close to, or over 60! During my last sojourn as WRS programme organiser a couple of persons declined to visit us as our location was too far to travel. Alas I have already received one such apologetic refusal due to distance. Having contacted a gentleman who presents superb railway archive film shows he declined, even though I offered to try and arrange a "triple event" over three days with two other local societies. Thus my aim is to approach persons who

A/. Live within 80 to 100 miles or so of Wimborne, or

B/. Those who are retired and don't have to work next day who can/will consider an overnight stay in a B&B.

So if you do have any ideas for presenters etc' please bear the foregoing in mind. I would like to thank those of you within the society who responded to both my written appeal (notice board) and my verbal appeal (11th February) for volunteer presenters or ideas. Hopefully I will be able to arrange a suitable programme from a set of "new" presenters, and familiar faces from both outside of WRS and from within our own ranks. Unless members request otherwise ALL the usual annual events will remain i.e. "The Quiz", Bring and Buy, Photo' competition, Modelling competition etc' , etc'.

As I don't put my own name forward when acting as compiler at least you won't be lumbered with me ..... Except ! Sadly "things" do sometimes go wrong, therefore as mentioned on 11th February I will endeavour to provide an emergency presentation in the event of a sudden cancellation etc'. IF we are presented with such a situation, then unfortunately, that emergency presenter is more than likely going to be me ! ! Sorry about that ! .... That is unless anybody else is prepared to compile something and then "sit on it indefinitely... Any volunteers ? Finally I hope you will all join with me in thanking Martin Catford and Chris Francombe for compiling the programme for the last five years. It is an onerous task writing to, telephoning, begging, cajoling folk into coming to WRS. What then follows is an anxious wait to see if our guest arrives on time and is "up to the mark".....

I must be "Bl\*\*dy Mad to take it all on again ! ! .. Colin Stone.



***Class 143 Pacer unit 143612 is seen here at Cardiff on 1 March 2010. Built by bus bodybuilder Alexanders of Falkirk on Andrew Barclay under-frames, these units started life on Tyneside before being displaced by a combination of class 158's and the extension of the Tyne and Wear Metro.***



***Islwyn Borough Transport was recently taken over by Stagecoach thus reducing the number of municipal bus operators to single figures. The former West Monmouthshire Omnibus Board based at Blackwood up the valleys above Cardiff had a mixed fleet of relatively modern buses including this East Lancs Myllenum bodied MAN 14.220.***

***IBT 20 also displays its Stagecoach number 39608 as it arrives in Cardiff on the service from Blackwood.***