

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



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Class 58 locomotives 58005 58009 and 58007 are seen here at Toton depot on 27 December 1983. Whilst the former had been in service a month, the other two freshly delivered from Doncaster five days previously would not enter service until February 1984. Compare this view with the restored 58001 on the front cover. This livery applied to all class 58 locos except 58050 which introduced the triple grey scheme.



On privatisation all 50 class 58's were allocated to Mainline Freight whose operating area stretched from the north east to the south coast, and would bring 58's through Poole on the gas trains. Many such as 58015 seen here at Hither Green on 11 May 1997 had their company logos added to the grey livery. Mainline later introduced a blue colour scheme which was applied to a few locos before EWS took over.

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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Bryan Stanley.....David Leadbetter.....Iain Bell.....Martin Catford

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Editorial

As the extent of the black hole in the national bank account becomes clearer, yet more transport related items are biting the dust. The better stations programme has been cut meaning places like Barking, Crewe, Preston, Stockport and Wigan amongst others will not receive the investment they expected. Regional Development Agencies are likely to be abolished and their expected funding of big projects such as Birmingham New Street may be at risk. Whilst HS2 is still on the cards, and more electrification is confirmed albeit without a timescale it is unlikely the trumpeted 1300 new carriages will appear in anything like the quantities needed. We even have the ridiculous situation that as the new 11 car Pendolinos are delivered, and the extra carriages commissioned, they will go in to store until 2012.

As well as the likely postponement of IEP leading to yet another HST refurbishment, the possible cancellation of the new Thameslink stock will mean no cascaded class 319 units for the north west and Yorkshire which will do nothing to alleviate the overcrowding problems in those areas.

On a different note, Eurotunnel, through their Europorte operating arm, snapped up GBRf from first Group allowing them to provide through freight trains between Britain and the continent without resort to using national operators.

In this issue we have articles with an Australian and African feel, plus an update on Longmoor locomotives. As well as all the usual features, we have the answers to Steve Green's mega West Country word search, and a preview of what looks like being an excellent 2010 – 2011 programme from Colin Stone.

Sit back and enjoy Corkscrew 58. Closing date for issue 59 is 16 September.

Front cover picture:- 58001 restored to original condition is seen at the Doncaster Works open day on 27 July 2003.

CHAIRMANS CHIRPINGS

Since the 'chirpings' were last prepared for the April edition of the Corkscrew the club evenings have been as active as ever. In addition to regular club and work evenings there have been slide and video shows, a club walk over Portland Bill and a railway modelling competition.

Unfortunately, during this time the club has also experienced a financial setback from which it is recovering thanks to the prompt action, generosity and loyalty of its members. Their determination that the club should recover has already been demonstrated and we are now set to continue and to thrive.

Since the beginning of March two members and two visiting speakers have presented their slide shows. Derek Wood showed slides of narrow gauge railways in Germany that illustrated motive power and operations on these lines before they were privatised. Jim Boudreau showed the Somerset & Dorset Railway from early days explaining timetables and operations of the line through its lifetime. Kevin Patience gave an illustrated talk of the history of civil and military aviation in the Poole area from the very early days including the fascinating era of flying boats connecting Poole harbour, Dorset with Sydney harbour, Australia. Brian House kindly, once again, gave an informative audio-visual show of a number of subjects including the history of 'Concorde'. Our thanks to Derek, Jim, Kevin and Brian.

The popular 'Slides on a Theme' evening involved many of the members. Each was allowed a showing of a limited number of slides on a railway or other transport subject. There was a wide range of subjects that included 'Variations Built on a Bus Chassis' such as fire engines and delivery vehicles.

The 'Members' Favourite Videos' evening was a pilot feature that will be repeated. Subjects varied widely and, by a show of hands, the Narrow Gauge Railways of Purbeck and the Rigi Mountain Rack Railway (the first rack railway in Europe, opened in Switzerland in 1871) were voted as the most intriguing. Thanks to all contributors including Colin Stone and Bob Steedman for the two films mentioned.

The annual model-making competition indicated that, despite the large range of proprietary models finished ready-to-place and ready-to-run, creative imagination finds opportunities to produce that extra something. Models included locomotives, wagons, and a fire station. Congratulations to Dave Round, the overall winner, for his 1/43 scale station building he is incorporating on his 'O' gauge 'Shottesford Mill' layout. This layout is constructed such that it can fit as an extension to the club layout 'Horton Road'. Thanks to those who offered their creative talents for scrutiny and judgement and to John Webb for organising the competition.

In June, Fred Worth, a friend of many at the club, led a group of thirteen members along the Merchant Railway of Portland Bill. The 4ft gauge line was the first railway to be built in Dorset, one year after the standard gauge Stockton & Darlington Railway was constructed. After lunch the group visited the West Cliffs where signs of quarrying activities remain. Our thanks to Fred for leading and explaining the history of the areas and to Colin Stone for organising the day.

As a reminder of future significant events, our Open Day is planned for Thursday, 30th December 2010 at the club rooms in Wimborne and our biennial exhibition is planned for the 16th / 17th April 2011 at the Queen Elizabeth School, also in Wimborne. The club layouts are also being operated at the "Blandford Railway and Transport Exhibition" over the week-end 9th/10th October 2010.

On behalf of the committee and the club, thank you all for your support through a challenging period.

Graham Bevan

And continuing the class 58 theme....



It took me nearly 16 years to see all the class 58's, and 22 September 1999 was the momentous date. On one of my visits up north my brother and I had a day on Doncaster station, and 58042 Petrolea in the Mainline Freight blue livery passed through on a coal train. This loco is now amongst those working in France and Spain.

Ken Aveyard

MAKING TRACKS FOR OZ

words and pictures by Terry Harrington

Wednesday 14th October 2009 and I'm lying in my bed wide awake waiting for the three alarm clocks to go off at 04.15 a.m. because this is the day my wife Jean and I are flying off to Adelaide in Australia to visit my family. The first fright of the day was when our taxi for Heathrow arrived one hour earlier than expected. We checked the time with our driver and were relieved to find that he had got it wrong, so we hurried ourselves up so that we left home sooner, which was just as well as we missed a lot of the traffic on the M3 Motorway. Our drive up to Heathrow and our check-in was uneventful and, after a coffee or two, our flight was called for the first leg of our journey to Singapore where we had booked a three day stopover. Sitting on the Tarmac was our aircraft, a Qantas Airbus 380. Now, I'm not that interested in aircraft but this one was big and very impressive. Jean & I were ushered to our seats which were near the rear of the aircraft and on the ground floor. Although the Airbus 380 is a very advanced all singing all dancing aircraft, the piece of technology I was amused by was the WebCam situated in the tail facing forward enabling the passengers to watch the take-off and landings as they happen, but I must admit the bit in between was rather boring.

Whilst in Singapore, we used the Metro to get around the city. The Metro system is clean, efficient, safe, cheap and cool in more ways than one, as the temperature outside was 33 degrees plus. Whenever we finished a journey, we placed our rail tickets into a machine and got half our money back. The Singapore Metro was the first to introduce Platform Sliding Doors to protect passengers from falling onto the track, so that when the train arrives at the station all the doors are lined up and only open when the train has stopped.

All too soon we were leaving Singapore and flying off to Adelaide for our family gathering. After a few days of meeting and greeting our family, it was time for Jean and I to start to explore the area. Our first day out was to Glenelg on the coast about 12k from the city centre. We were dropped off by my brother and left to get on with it. After a look round Glenelg, we caught the tram back into the city on one of the modern trams which are known as Flexytrams and they have tinted glass fitted. Everything in this country seems to be designed around the very high temperatures experienced here. Before the arrival of the Flexytrams, very old Trams known as Class 'H' were used but these have been phased out and are only brought into service on special occasions. Another day out I had with my brothers was to the National Rail Museum situated at Port Adelaide and located on an old Round House. On display were a good selection of Locomotives, Carriages and Goods Wagons etc. including the Tea & Sugar Train which travelled across the Nullarbor Plain supplying the small towns en route with their supplies.



Class H vintage tram in Glenelg.

We all had a good day out which was topped off with a hearty meal at a local pub. All the girls hit the shops and didn't want to come with us to the museum. Funny That! Whilst at the museum, I asked a guide what do they do to stop the track from buckling from the extreme heat experienced there in OZ, and he explained that buckling is only stopped when concrete sleepers and clip type fasteners are used. These fasteners stop the rail moving on the sleeper thereby restricting the expansion of the metal between the two sleepers. Another day out we took with my family was to Victor Harbour which is about 80k south of Adelaide. Now Victor Harbour has two attractions which I was interested in. The first one was a preserved standard gauge railway line running back & forth between Victor Harbour and Mt. Barker. This line has live steam on special weekends and diesels during weekdays. Unfortunately, the day we chose to visit Victor Harbour, this service was not running. I think we were there too early in the season.



The other attraction I was interested in was the Horse Drawn Trams which have been running, or should that be trotting back and forth between Victor Harbour and Granite Island since 1894. This is a tourist attraction and the operators use four trams and ten Clydesdale horses to share the work load on a rotating basis. All in all, we had another glorious day with blue skies and high temperatures which was topped off with Garfish & Chips.

Eventually, it was time for us to leave our family and move on to Cairns for the next leg of our journey. The next morning we booked our trip to Kuranda on the scenic railway which travels up into the mountains through the rain forests to Kuranda village. This stretch of line from Cairns to Kuranda is 37k in length with a stop en route at Stoney Creek Falls for a photo shoot opportunity.



The Kuranda photo stop referred to above.

The construction of the line started in 1887 and was completed in 1891. There are 15 tunnels and 37 bridges. As I write this article, I have heard that the line has been washed away by a landslide after heavy rain and will be out of action for a few weeks. Two Diesel Locomotives are put in charge of taking us to the top. Our trip back down to Cairns was not through the rain forests but over them, because we took the “Sky Rail” which is a cable car with one of the longest continuous runs in the world and it was both exciting and frightening at the same time. I am not very keen on heights you see. We both had another great day out. We spent the remainder of our time in Cairns doing other touristy things such as going to a Crocodile Farm and taking a trip out to the Barrier Reef and then we were off again on the final leg of our journey to Sydney.

The hotel in Sydney was situated very close to Darling Harbour and was ideal for most of the attractions Sydney had to offer, and our room was at the front of the hotel and, on looking out of our window, we had a birds eye view of the Monorail which went past every few minutes. Fortunately it stopped running at 10. 00 p.m. We took a ride on this Monorail and it goes round in a circle in about 15 minutes. It must be very boring for the driver!



The Sydney Monorail seen from the hotel window.

After a few more days in Sydney it was time for us to leave for home, and we got into Heathrow on time and our taxi was waiting to return us to Colehill where we both crashed out, agreeing that we had both had a “beaut holiday” in OZ.



The final livery for some class 58 locomotives was EW&S maroon and gold. 58033 is seen at Didcot on 28 July 1996.

Ken Aveyard

Surviving LMR locomotives – an update.

Words and pictures by Steve Green, unless stated.

Since the original article was featured way back in “The Corkscrew” in February 2006 (Issue 31), some developments have taken place to inform you about, including two interesting, fairly recent moves.

I shall only look at those locos where an update is required, where known changes have taken place, over the last four years. Each loco will be dealt with in the same order as they appeared in the original write-up, where necessary. Details previously published have not been repeated and those locos, whose current status is as far as is known the same as in 2005/6, have not been included.



WD nos. 70074 – 010. WOOLMER. 0-6-0ST Avonside 1572/1910 seen at Milestones Museum Basingstoke on 2 February 2010.

Having arrived at Locomotion:Shildon during April 2005, she was cosmetically restored during 2007, being unveiled in November that year. She now carries Royal Engineers dark blue livery with red lining. However, she is no longer on display there, and can now be found back in her spiritual county of Hampshire. A five-year loan deal has been struck with the NRM, her custodians, and the Milestones Living History Museum in Basingstoke. This milestone(!) occurred on Monday 18th January when she was (somehow) carefully moved into the Milestones building by haulier Andrew Goodman of Moveright International. Members of the public, who had applied to, had the chance to see her being delivered at a special preview show.

The museum re-opened to the public on 19th January, where WOOLMER, who is 100 years old this year, is displayed next to the Victorian station.

WD no. 70205 GORDON. 0-6-2T Cardiff West Yard 306/1897

This former Taff Vale Railway class O1, also owned by the NRM, has been out of the lime-light for several years now, having initially been restored to full working order in May 1983 in Caerphilly, carrying TVR lined black. She moved to the Dean Forest Railway on 16th May 1996 for overhaul. Dismantling began in June 1997 and on 11th November 1997 a crane lifted the boiler out of the frames and frames off of the wheels. Restoration is still an on-going slow process. A move to the Barry Island/Vale of Glamorgan Railway was on the cards a year ago, but the boiler and other components remained at Norchard. The rolling chassis was kept at Bill Parker's Flour Mill workshop in Bream. The chassis has now recently been moved to the Llangollen Railway for continued storage due to a lack of space at the Flour Mill. By the time you read this, the cab, bunker and tanks were expected to have followed from the DFR.

The rebuild will include replacement all new riveted tanks to the original design, replacing the welded tanks constructed during NCB ownership, sometime during 1955. During that rebuild, a new boiler was also constructed to the replace the worn out GWR-built example, whilst retaining the GWR-design safety valve bonnet! Once finally restored again, it is planned that she will carry her original no.28 and TVR livery, followed by spells in GWR green as no.450, in LMR livery as WD no.205 GORDON and lastly in her NCB No.2 Area Durham livery of lined green and numbered 67.



WD nos. 70307 – 500. LMS 8F 2-8-0 NBL 24607/1940.

This 8F, LMS no.8233, BR no.48773, has now been withdrawn from traffic on the Severn Valley Railway. Her boiler certificate expired on 13th January 2008 and following a re-paint into late BR black livery, can now be found on display inside the Engine House at Highley, where it was pictured on 30 January 2010. It could be up to 20 years before this War Memorial steams again, unless outside funding becomes available to speed things up.



WD nos. 73651 – 600 GORDON. WD 2-10-0 NBL 25437/1943.

As mentioned back in Issue 31, GORDON was moved to the Bridgnorth workshops of the SVR for cosmetic restoration in 2005. This was completed during 2007, resplendent in lined LMR blue livery, with red painted frames and coupling rods and white-walled tyres. He was moved into the Engine House at Highley for display, where he will remain for the foreseeable future pictured above on 30 January 2010. At the time of writing the original article, GORDON was still owned by the M.o.D., but on 25th July 2008, in a private ceremony, he was officially handed over to the SVR. Having run 41,000 miles in preservation, GORDON now requires repairs to his firebox to enable him to steam again, something that has not been ruled out.

WD nos. 75189 – 152 RENNES. WD 0-6-0ST RSH 7139/1944.

This Pontypool & Blaenavon Railway based loco's boiler is currently (April 2010) at the Bridgnorth workshops of the SVR, having her copper stays replaced. The copper firebox requires repairing and a new steel tubeplate and smokebox will also be needed. The saddle-tank is also at Bridgnorth. The 'bottom-end' is at the Flour Mill Workshops undergoing overhaul.

Once complete, the loco will appear in Longmoor Military Railway blue livery as WD no.152 RENNES. (I can't wait to see her!)



WD no. 196 ERROL LONSDALE. WD 0-6-0ST Hunslet 3796/1953.

Picture taken by Ken Aveyard 4 September 2005 with also sold 132 behind.

Since withdrawn from South Devon Railway service late in 2004, this loco has been shunted around sidings at Buckfastleigh awaiting a decision on its future. The SDR has since decided to concentrate on prototypical GWR motive power and so it was looking less likely that ERROL LONSDALE would be required, let alone restored. A decision was made to sell two of its three Austerities, which included WD no.196.

The loco was eventually purchased by two enthusiasts with the aim of restoring her back into working order, a job involving major firebox and boiler repairs. On Monday 7th December 2009, WD no.196 was loaded onto a John Antell low-loader and taken by road to Tilbury Docks! It was then loaded onto a P&O Ferry, bound for Zeebrugge, in Belgium! This historical ex-British Army loco, having only ever worked in this country, was now overseas – NO!! This can't be happening! Anyhow, ERROL LONSDALE arrived at his new home at the Stoomcentrum, Maldegem, north-west of East Flanders, near Bruges, on Tuesday 29th December where restoration to working order will take place. However, he will have to wait his turn, as two other locos are in the frame first. (I wish the two enthusiasts had bought the SDR's other Austerity!)

Once restored she will not carry the authentic, attractive lined LMR blue livery, but plain Army green, as carried by members of the class which saw service in Europe and act as a War Memorial to commemorate those who lost their lives during the second World War. It was in her current BR black livery as no. "68011" that WD no.196 rose to fame, starring in the film comedy "The Great St. Trinian's Train Robbery", which was filmed entirely on the Longmoor system. Finally, a quick update of the former BR locos which were based at Longmoor in the late 1960s:-

- 30064 - SR 64 - WD 1959.** USA 0-6-0T. Was repainted into WD livery in 2003, but remains stored out of use on the Bluebell Railway, on static display inside the replica LBSCR engine shed at Sheffield Park, as is:-
- 34023 - 21C1213 BLACKMOOR VALE/"O.V.S. BULLEID".** 4-6-2.
Withdrawn from service on 25th May 2008 requiring major boiler and firebox repairs. It could be several years before she returns to traffic. (Come on Colin, dig deep!)
- 35028 CLAN LINE.** Modified 'Merchant Navy' 4-6-2.
This immaculate loco performs faultlessly on the main line hauling mostly the VSOE luncheon specials.
- 41298.** Ivatt 2-6-2T. Moved from Quainton Road to the Isle of Wight Steam Railway on 28th November 2008 where restoration back into working order continues. This loco's claim to fame is that on 3rd July 1966 she hauled the last steam worked train over the Weymouth Quay line. This was an LCGB railtour which was hauled by Black 5 no.45493 and WCs 34100 APPLIEDORE and 34002 SALISBURY back on the mainline.
- 75029.** BR std cl.4 4-6-0. This loco, formerly known as David Shepherd's "THE GREEN KNIGHT", is maintained in working order on the NYMR and is also now passed to run on the mainline to Whitby. However, in December 2009 she was withdrawn from service for a 10-yearly overhaul, but could make a return sometime during 2011, due to her boiler being in such good condition. The wheels are at Ian Riley's for turning.
- 92203 "BLACK PRINCE".** BR std cl.9F 2-10-0. Still in active service on the Gloucs-Warks Railway, occasionally visiting other lines. He is still owned by David Shepherd.

Historical Note:-

For anyone who isn't sure who the two LMR locomotives are named after, they are:-

Major-General Charles George GORDON. (born 1833)

A popular and distinguished Royal Engineer Officer. He achieved fame in the Chinese campaign of 1862-3 and at Khartoum where he died defending the city in 1885.

Major-General ERROL H.G. LONSDALE.

Was named after the then current Transport Officer-in-Chief (Army) M.o.D.

An East African Steam Adventure

by Kevin Patience

It all started in December 2004 with a phone call from my friend Graham Kelsey, telling me to look at the Kings Lynn based Railway Touring Company's website. RTC were advertising a fourteen day steam safari for enthusiastic travellers in Tanzania and Kenya. Chartering three steam locomotives, 2927 in Tanzania and 5918 and 3020 in Kenya. This was going to be the ultimate big game trip in East Africa, not only were the passengers likely to see the Big Five game animals, namely Buffalo, Elephant, Leopard, Lion and Rhino but also the largest steam loco in the world in action, a 59 Class Beyer Garratt articulated locomotive No.5918. For the train enthusiasts this engine was spectacular, 108 feet long, 252 tons and a 4-8-2 x 2-8-4 wheel arrangement. It was a legendary world class piece of railway history named MOUNT GELAI after a mountain in Tanzania, and had been driven by Kirpal Singh and his co driver Walter Pinto for years with its unique footplate of polished brass and copper fittings. Graham and I had organized and run a steam safari in Kenya in 2001 using 5918 with Kirpal Singh and his cousin Charan Singh as driver and fireman for a trip from Nairobi to Mombasa.



5918 Mount Gelai takes on water

Kevin Patience

2927 a Tribal class tender locomotive named SUK, based in Dar es Salaam had been the last steam locomotive in service on the Tanzania Central Line until withdrawn in 1986. It was one of a batch of thirty one light weight engines built by North British in Glasgow in 1954 with a 2-8-2 wheel arrangement used on the many branch lines in the region. Ten years later it was resurrected and restored on a shoe string budget by a group of retired loco men under the direction of railway enthusiast Mike Dean, a civil engineer resident in Dar es Salaam. It then went on to be the shed pilot and ran a number of steam excursions.

3020 was also a Tribal class engine built by North British named NYATURU that had belonged to Tanzania Railways with a 2-8-4 wheel arrangement similar to 2927, but with the addition of a massive 8,000 gallon tender for the waterless stretches of the country. It had arrived in Kenya for heavy repairs in 1976 and stayed on afterwards. It too had also been one of the last in steam in 1980 before being handed over to the railway museum in Nairobi. In 2003 it had also been overhauled and put back into service and used for steam excursions.



3020 Nyaturu pauses for a photo shoot

Kevin Patience

I ran through the RTC itinerary and around day ten of the safari, alarm bells rang when I realized that the passengers were spending a whole day in mini buses on roads that could only be described as dire in country that wasn't far off the wild west. I compared notes with Graham and we realized this was a

no no. I should add at this point I grew up and worked in East Africa, had a good command of Swahili, the local language, and was well versed in safari driving and also with the three steam locos having been involved with the overhaul and running of them in the recent past.

It was at this point I called Nigel Dobbing, Managing Director of RTC and explained who I was and my concern. I drove to Kings Lynn for a meeting, taking a large number of photographs of previous trips, maps and videos. The outcome was I suddenly found myself in charge of organizing the safari and taking Nigel to East Africa on the next convenient flight. It was not to be as Nigel was called for an operation on his back. Ten days later armed with a wad of money I flew into Nairobi and began the first steps of organizing a fourteen day safari for forty eight passengers. I sub contracted Bunson Travel whom I knew well to ring round the hotels and organize transport in Kenya while I set off to charter a DASH-7 four engined aircraft. That was easy. I then flew to Kisumu on Lake Victoria, to check out the Imperial. Hotel. Back on the plane to Nairobi to find that Bunson had done their home work, so it was fly to Dar es Salaam for the next stage.

On arrival my great friend Ryan collected me for the next stage. I visited Godfrey M'rangu, the logistics manager of Tanzania Railways to arranged the charter of 2927. What transpired was I signed for a set of carriages and the supply of tea, coffee and soft drinks. There was no mention of a steam loco but I was assured all would be well. This after all was Africa and any thing goes.

After the railways it was a stop at the airline office to charter another four engined plane for the 20 minute hop from Dar es Salaam to Zanzibar and the next leg onwards to Mombasa. Ryan meanwhile sorted out transport in the shape of air conditioned buses and two nights in a four star hotel on the beach, a silver service lunch on the day of the steam charter and a beach barbeque in the evening. Next on to Zanzibar where two hotels were organized for one night and on again to Mombasa where I booked another hotel for a night before returning to Nairobi. Nigel in the meantime had been talking to Kenya Railways on the hire of 5918 and 3020. Exactly three weeks after I left I was back in Nigel's office with a complete schedule of the safari and that was that until August when I collected forty-eight passports and took them first to the Kenya High Commission in London for visas and then on to the Tanzania Embassy.

On 1 September 2005 I flew to Dar es Salaam and met Ryan. Over the next ten days we confirmed the train and coaches and as 2927 had wooden name plates, I designed and had a metal ones made in a back street garage. After they were painted and fitted no one realized that the SUK name plates were not original.

The next hurdle was to have a wooden box made for the ladies to use in the toilet on the train as we were using Third Class carriages with just a hole in the floor. After this the toilet saga continued when we realized that we had to check the Long Drop or pit latrine at Soga, the station where we would stop for lunch. This was a whole days work armed with disinfectant and paint, but by late afternoon we had a pristine white tin shed with a gleaming concrete floor smelling of roses. Finally it was back to Dar es Salaam station to help with the cleaning of the carriage toilets. On the morning of the 11th the forty eight passengers disembarked from the London flight headed by Cedric the tour leader. After an ice cold fruit drink, we bussed them to the hotel and later took in a town tour including a stop at 2927, at the shed, steaming gently and looking magnificent in the afternoon sun.

Monday dawned bright and clear and 2927 pulled out of the station and quickly got into its stride. We stopped for various run pasts before our lunch at Soga. The buffet meal was excellent followed by tribal dancing and the return trip to Dar es Salaam tender first and an evening barbecue by the Indian Ocean. After lunch we flew to Zanzibar and after a night exploring Stone Town, landed at Mombasa. 5918 had come down from Nairobi with a rake of Second Class sleeping carriages and two water and one oil tanker with my other long term friend Roger in charge.



View from the cab roof of 5918

Kevin Patience

The next day we set off on the first leg to Nairobi. We stopped briefly at Tsavo Bridge, scene of a pair of man eating lions that ate the construction workers and brought building to a halt for three weeks until they were both shot. Unfortunately the best laid plans of mice and men went astray when a goods train derailed in front of us some 150 miles from Nairobi. We would not be spending the night on the train as planned. The cavalry was called in the shape of seven mini buses and the passengers were taken to the Hilton Hotel in Nairobi. Not without some serious earache. The next day saw the tour taken to the Railway Museum, a fascinating collection of locomotives and railway ephemera dating back to 1896.

That day I spent with Kamau the loco superintendent ensuring all would be well with 3020 in the morning. Cedric and I met up in the evening for our usual large G&T and compared notes. The following morning 3020 steamed out of Nairobi and slowly ground to a halt in the middle of Kibera slum. Anyone who has seen the film *The Constant Gardener* will know what I am talking about. Any train stopped in this area was a cause of huge interest and a large mass of humanity quickly gathered alongside staring at what were now anxious passengers. The armed guards on board were quick to make their presence known. Cedric came running into the restaurant car where I was finishing breakfast to ask what had happened.

Once more into the breach as they say and I dropped off the carriage steps onto the track bed and headed for the now stationary loco. The track incidentally is one of Africa's biggest toilets so one had to step carefully. Climbing on to the footplate I noticed the oil fire wasn't roaring as it should have done and it was then Kamau announced the steam blower was not working. Sure enough when the blower valve was opened the fire did nothing but chatter in the firebox as opposed to roar up the tubes. Armed with a large spanner two of us opened the smoke box door to discover a small hole in the pipe leading to the blower ring around the Giesel ejector. In consequence the superheated steam was roaring round inside the smoke box as opposed to going up the ejector skirt and creating a vacuum. A Boy Scout repair of a bolt, asbestos tape and wire soon had us back in steam.

We drove down into the Rift Valley on a gentle incline dropping 1,500 feet through spectacular scenery past the extinct volcano of Mount Longonot and into Nakuru for a night stop. The hotel did us proud but once again toilets came to the fore when I had to find a replacement seat for one room. The following day Roger and I repaired some small holes in the smoke box using Gun Gum from a local garage.

Onwards and upwards into Kenya's lush highlands and after a second nights stop in Kericho, we arrived at Kisumu the original terminus of the Uganda Railway as it was then called.

The trip had followed the approximate route of the railway built between 1896 and 1901. The five year construction had included such interesting difficulties as the man eating lions, warring tribesmen, mosquitoes and wild animals not to mention building a forty five degree inclined railway down the side of the Rift Valley to move material to the valley floor.



Approaching the extinct volcano Mount Longonot in the Rift Valley. KP

The Dash-7 arrived next day and ferried the adventurers to the Masai Mara game park where two days of R & R were taken watching big game. Then it was back to the railway station at Naivasha by mini bus in a three hour off road journey and on to the train for the final leg back to Nairobi and so ended the first safari. However there was an interesting sequel to this, in that Nigel had been over whelmed by the number of people determined to go on the first trip that a second had been planned to run ten days later. This required a number of phone calls but everything fell into place. I remained in Nairobi helping overhaul 5918 and traveled down with the train and Roger to Mombasa. There were reports of a water shortage and my first priority on arrival was to buy some 30,000 galls of water to fill the engine and wagons.

Under a clear blue sky we climbed out of Mombasa and headed into what had been the waterless Taru desert of scrub and thorn trees.

We stopped at various points for run pasts and I had to stop one enthusiastic photographer from wandering off into the bush. There might not be man eaters but there were other animal and human nasties. That night we slowed to a halt in the middle of Tsavo game park and on investigation discovered injector problems. One of life's big experiences is cleaning massive Davis and Metcalfe injector cones by torch light while keeping an eye out for lions.

The next afternoon it was back into Nairobi and after the two night stop, off to Kisumu once more. Both the Mombasa - Nairobi and Nairobi – Kisumu runs are usually done by night so to travel the entire route in daylight was an experience not to be missed especially beyond Nakuru with its twenty seven original steel viaducts.



Crossing a steel viaduct.

Kevin Patience

The Dash-7 dropped us off at a small dusty strip and gave everyone a spectacular low flypast. The hotel was situated by the river and the hippos and crocodiles were extremely active. It was surprising how quickly the time passed and soon it was back to Nairobi to wave off the last of the departing RTC group back to London. It had been a fantastic month of long hours and hard graft but an experience never to be forgotten of helping to run two unique East African steam safaris. Some time later I was presented with a video copy of the trip and in due course it was shown to the members of the club.

Horton Road Update

by Dave Round

Summer Tuesday evenings are very quickly passing us by, with the layout undergoing some extreme surgery, within the old tunnel area. A question mark over the track geometry under the tunnel, leading to the storage yard, required us to dig deep and remove the tunnel completely.

The solution was a touch of adjustment to the radius and a rethink of the cosmetic appearance of "The Hill" (No! not that "Hill," starring Sean Connery as a busted "Warrant Officer, doing time, in clink")..... We decided not to reinstate the tunnel, but to simplify the curvature, through a cutting.

A new stone work style bridge has been erected through the good offices of John Collop assisted by Dave Leadbetter. Some three months work to restyle "the hill" and cutting is now almost complete, with a much improved appearance and this area will be known as "New Bridge" for operational reasons.

One other major cause of concern was the original A frame type legs we were using, to erect the layout on. Apart from being very old and not high enough, we felt that safety was an issue with the main boards only sitting on top of the A frame and not being locked into it.

Despite the recent financial black hole in the economy at large, materials are being provided by club members to continue to manufacture new adjustable legs, ready for the Blandford Exhibition.

We are benefitting from the layout being some 3 inches higher than previous and more rigid to boot. With 50% of the new legs completed, we envisage erecting Horton Road in the main hall at the end of August for test running. A much improved layout for you all to enjoy.

U.K. Mainline Steam Tours into Dorset August 2010

Wed 4th August.... The Dorset Coast Express

London – Weymouth and return Loco pool 30777, 34067, 70000

Wed 11th August...The Dorset Coast Express..... as before

Sun 15th August... The Weymouth Seaside Express

Bristol - Weymouth and return Loco pool 70000 or 70013

Wed 18th August.... The Dorset Coast Express ... as before

Wed 25th August The Dorset Coast Express ...as before

Sun 29th August....The Weymouth Seaside Express .. as before

WRS WINTER PROGRAMME

by Colin Stone

Here for your perusal are a few notes regarding our Thursday evening presentations from September 2010 through to February 2011. Before the events of earlier this year occurred, two presenters from “far afield” had already been booked. However, rather than “muck them about” and lose any goodwill it was decided not to cancel their visits, as such steps have been taken by our committee to cover their expenses, for which I thank them.

SEPTEMBER :- We begin on the 9th when our digital photographers and video “camerapersons” have their own night presenting still images or “movies” for a MAXIMUM of 10 (TEN) minutes each. .. Note DIGITAL FORMAT only no transparencies. A “Slides on a Theme night” for us old fashioned types will be in the next programme. Next on the 23rd Bernard Mills travels up from Buckland Monachorum, near Yelverton, Devon to give us a presentation “Railways in the Past”. Bernard has had several books published “Steam around Plymouth”, “The 74 Westerns”, to name but two. Bernard tells me that his show will include a few shots taken in Wimborne, plus some S&D views dating from 1966. Be prepared though, “Yew maight need an interpreter for the broad Debben accent moy luvvers” !! Next on the 30th we hold our annual print competition, John Webb will be in charge ably assisted on the night by a few volunteers (probably me !!).

OCTOBER :- Jack Bath returns to the club after a few years absence to give us a presentation on the construction of the Severn Tunnel. In the past Jack has given two archive cine film presentations at WRS. Sadly due to a lack of spares for ageing projectors Jack has had to move on and his first digital show (stills first half, film second half) will be trialled with us on the 21st.

NOVEMBER :- As the Swanage branch celebrated its 125th anniversary in May I have asked our old friend Brian Jackson to travel up from Weymouth on the 4th to give us his slide show on the history of the line. .. **THIS WILL BE A PROMPT 19.45 START**. No doubt Brian will have some copies of his “new” book about the Swanage branch for sale, so bring along some pennies. On the 18th club member Trevor Hargreaves digs into his archive to entertain us. In the 12 years I have been a WRS member I have only seen one “T.H.” slide presentation and that was given in honour of the late John Brown, so I personally am looking forward to this evening.

DECEMBER :- The 2nd will see Nick Lera return for a showing of some of his superb movie film featuring “STEAM” from around the world. As most members probably know, Nick once worked for the British Movietone News, thus his filming credentials are of the highest order.

Our AGM follows on the 9th when no doubt WRS finances will be high on the agenda ? ! A week later (16th) a Brian House audio Visual show should lift the spirits. To end 2010 we will be holding a public open day on Thursday 30th, hopefully we will see members of the local community looking in on us to see what we are all about. It is intended to get prepared from 09.00 and open the doors at 10.00. Please see George Russell if you can help.

JANUARY 2011 :- We begin a New Year with yet another presenter “new” to WRS when Roger Smith of Oakwood Video Library visits. As I write this in June 2010 Roger has yet to decide on a format. It may be half archive slides and half Oakwood video/DVD archive. Roger is followed on 27th by Mark Jamieson, Mark lives locally and visits various locations both for work and pleasure. With his camera always at the ready Mark photographs in many varied places and in the last few years has tried moving away from the usual “front ¾ view” and experimented photographically coming up with some very pleasing images. Mark intends to present some his “scanned” archive shots as well as his latest digital offerings.

FEBRUARY :- Roger Aldous comes out from Poole to show us some of his railway photographic collection on the 10th. At this early stage even I don't know what he intends to show, except it will be on a rail subject not normally seen in most railway slide shows ! ? Then finally, to end the six months programme period, on the 24th we have a visit by Mark Pike. Mark travels extensively in the south photographing railways and quite often his pictures grace the pages of “RAILWAY MAGAZINE” etc'. Mark is planning his presentation around his own railway pictures, and some colourful pictures of his other two passions ? ! Plus he also has permission to project some pictures taken by a former local resident Mr Tony Jervis. All in all I think we should be in for an interesting array of shows this winter. At this point I would like to thank in advance all presenters, old and new, for responding to my ear bending and *volunteering* to give up a lot of THEIR time to put something together to entertain US at WRS. Therefore please come along on presentation nights and give ALL of the chaps concerned, and YOUR club, your utmost support.



The SS Shieldhall (right) on air show day 2009.

Ken Aveyard 24

THE GRETTON GAZETTE

A Grate Western Publication

A Steam Tour or not a Steam Tour?



On Saturday 3rd July the well known brothers, Colin and Eddy are pictured at Swanage. They were watching the Railway Touring Co.'s steam tour. The amount of effort from the "star" 30777 "Sir Lamiel" was debatable. Most effort seemed to be coming from the West Coast Railways class 37 37706 immediately next to the engine, rather than its normal position at the rear of the train. Colin had more steam under his collar than Eddy! It didn't take long for "Sir Lamiel" to be replenished with coal. An ailing engine or "fire ban"? Probably the latter hence the diesel's position. With both Bullieds (Eddystone and Manston) at Swanage not in use, and Sir Lamiel "underperforming" it did cheer Colin slightly that his favourite Great Western engine was in steam (6695) and working well!

Pic & Story: Al Terego

Wurzel's West Country Wordsearch.

By Wurzel Gummidge (with a little help from The Reverend).
 (Based on an idea by Graham "Trouble/It wasn't me" Clackett).

Below are the whereabouts of those 43 WC's, plus the one that isn't. How many did you find? The letters in **plain bold** are only used for one loco, whereas letters in **bold italics** are used more than once. Hopefully you can now see where they all are!

A	C	I	T	Y	W	O	F	A	W	E	L	L	S	Y	E	L	L	A	V
L	D	E	T	R	E	V	O	N	E	D	D	Y	S	T	O	N	E	B	R
S	E	N	O	U	R	B	G	S	I	G	E	R	D	E	M	Y	L	E	I
T	C	O	T	B	O	P	L	Y	M	O	U	T	H	S	I	D	M	L	O
O	R	T	T	S	D	A	T	A	V	I	S	T	O	C	K	H	T	T	U
N	E	G	E	I	E	D	C	I	C	L	A	E	G	A	N	A	W	S	T
O	W	N	R	L	L	S	L	K	C	K	U	N	A	H	O	N	E	A	E
T	K	I	Y	A	P	T	O	C	A	A	M	C	N	T	T	I	Y	C	M
N	E	R	E	S	P	O	V	O	L	C	L	O	S	O	O	C	M	S	P
U	R	R	S	T	A	W	E	T	S	W	T	L	R	N	R	N	O	O	L
A	N	O	T	R	E	T	L	A	S	L	H	G	I	E	L	D	U	B	E
R	E	T	E	X	E	O	L	N	I	D	A	I	D	N	H	S	T	E	C
B	I	W	M	B	O	U	Y	W	K	E	R	I	M	A	G	V	H	N	O
N	C	O	A	I	N	O	T	N	Y	L	T	A	F	P	H	T	A	I	M
E	O	A	R	D	T	A	M	A	R	O	L	A	H	T	L	Y	O	L	B
R	N	N	Y	E	L	L	A	V	N	W	A	T	M	C	E	E	R	N	E
E	O	T	D	F	E	L	P	A	T	S	N	R	A	B	S	B	U	N	P
B	M	U	R	O	F	T	D	R	O	F	D	N	A	L	B	O	N	A	M
E	B	D	O	R	C	H	E	S	T	E	R	O	T	T	S	E	Y	L	O
O	H	B	O	D	M	I	N	I	T	R	A	M	E	E	B	M	O	C	R

If not, the grid consists of the following West Country locos:-

34001 EXETER, 34002 SALISBURY, 34003 PLYMOUTH, 34004 YEOVIL,
 34005 BARNSTAPLE, 34006 BUDE, 34008 PADSTOW, 34009 LYME REGIS,
 34011 TAVISTOCK, 34014 BUDLEIGH SALTERTON, 34016 BODMIN, 34019
 BIDEFORD, 34020 SEATON, 34022 EXMOOR, 34023 BLACKMORE VALE,
 34024 TAMAR VALLEY, 34025 WHIMPLE, 34026 YES TOR, 34027 TAW
 VALLEY, 34028 EDDYSTONE, 34029 LUNDY, 34031 TORRINGTON, 34033
 CHARD, 34037 CLOVELLY, 34038 LYNTON, 34039 BOSCASTLE, 34040
 CREWKERNE, 34041 WILTON, 34042 DORCHESTER, 34043 COMBE
 MARTIN, 34045 OTTERY ST MARY, 34046 BRAUNTON, 34047
 CALLINGTON, 34048 CREDITON, 34091 WEYMOUTH, 34092 CITY OF
 WELLS, 34096 TREVONE, 34098 TEMPLECOMBE, 34100 APPLIEDORE,
 34101 HARTLAND, 34104 BERE ALSTON, 34105 SWANAGE, 34107
 BLANDFORD FORUM.

The remaining letters, when re-arranged, then should reveal the following
 West Country locos:-

34007 WADEBRIDGE, 34010 SIDMOUTH, 34012 LAUNCESTON, 34013
 OKEHAMPTON, 34034 HONITON, 34035 SHAFTESBURY, 34094
 MORTEHOE, 34103 CALSTOCK, 34108 WINCANTON.

The stranger in the pack is a Merchant Navy; 35028 CLAN LINE.

RAILWAYS ROUNDABOUT

MAY :- On Monday 10th 66604 returned to the area with the Wool Sand empties, it worked the loaded train to Neasden on the 11th, before repeating the run on the 12th and 13th. At 15.00 on Tuesday 11th two GBRf Class 73's Nos 73212+73213 passed through Poole running light from Eastleigh to the Swanage Railway (SR). On arrival on the SR they collected diesel gala participants Class 56 No 56101, Class 73 No 73119 and the preserved 4Vep No 3417. Leaving the railway and the Swanage branch at Worgret the ensemble returned to Eastleigh Works passing Poole at 18.16.

On Wednesday 12th Silver liveried Class 67 No 67029 worked a DBS (Formerly EWS) management special from Reading to Weymouth it passed Poole at 09.02. The train comprised three coaches and an ex WCML, DVT No 82146. This was the first visit to Poole and Weymouth of one of these vehicles, the DVT lead the train away from Weymouth en-route to Llandrindod Wells via Yeovil Pen Mill and Bristol. Part of the route of the above train was followed later in the day when MPV's 98908+98958 worked an Eastleigh to Weymouth to Castle Cary weed killing train. The MPV passed Poole at 14.40 outward and on the return run to Eastleigh at 20.30, this was a massive 2 hours 7 minutes EARLY.

Poole on the 18th saw the passage of a convoy of ex Swanage railway diesel Gala loco's when 47580 towing 31271, 37264, 45133 and 50035 ran through at 09.35. Dorset on Saturday 22nd witnessed a double headed mainline steam railtour when Black 5 No 44871 and King Arthur No 30777 "Sir Lamiel" ran via Yeovil to Weymouth. On arrival in Weymouth No 44871 ran light engine to Yeovil Junction to turn and be serviced before returning to Weymouth. On its return 44871 coupled onto the tour stock which had been drawn into the station by 30777. At 18.33 No 44871 headed the train away up Bincombe Bank being banked by "Sir Lamiel", 30777 remained on the train as far as Wareham. On arrival there at 19.10, No 30777 and support coach were detached allowing No 44871 to continue with the tour to London Paddington. This left No 30777 to run on to the Swanage branch, through Corfe Castle to Swanage arriving around 20.30. Saturday 22nd was also the day when the Lymington branch used slam door "heritage" e.m.u's for the last time. It had been intended to use BOTH 3 Cig units during the day however in the event only No 1497 saw use. Monday 24th was the first day of the new order, Class 158 No 158886 worked the service. Freightliner's uniquely branded blue liveried Bardon Aggregates Class 66 No 66623 named "Bill Bolsover" worked the Wool sand train on the 25th (down) 26th (up). Two stone trains ran to Hamworthy during this week on the 26th No 59002 worked in, followed by No 59104 on the 28th. On the same day No 30777 "Sir Lamiel" ran light engine tender first from Swanage to Eastleigh for turning in

readiness for another railtour. It departed Swanage at 10.45 and passed Poole at 12.00. However instead of returning light engine No 30777 collected one of the Swanage Railway's refurbished d.m.u. cars from Eastleigh works. Leaving Eastleigh tender first at 15.40 "Sir Lamiel" towing the d.m.u. passed Poole at 17.30. Under normal circumstances a West Coast Railways or a GBRf diesel would have undertaken the work ? This arguably COULD be the first time a steam locomotive in the UK has worked a revenue earning service other than a railtour since 1968 ?

Bank Holiday Monday 31st May found Black 5 No 44871 return to Dorset and Swanage at the head of another railtour. Due into Swanage at 13.40 arrival was ONE HOUR late due to the failure of a SWT e.m.u. near Staines. The initial delay was just 30 minutes BUT this led to the loco' making an extended 2nd water stop at Northam and further delays. The tour returned to London behind N15 No 30777 "Sir Lamiel" which was noted making a steady, determined climb of Parkstone bank at around 35 m.p.h.

JUNE :- Saturday 5th saw Black 5 No 44871 pass through Poole at 11.58 running tender first towing its support coach, it was heading for the East Lancashire Railway via Eastleigh where it was turned for the run north. During weekending 13th 66508 worked two round trips with sand from Wool, however the down empties on the 9th ran two hours late passing Poole at 18.00. The following week was devoid of any local freight, but there was still some locomotive presence. Tuesday 15th witnessed the passing of two DRS liveried Class 37's Nos 37423+37409 propelling observation saloon No 975025. The train was a Network Rail "Jolly" which ran from Waterloo via Salisbury to Westbury (reverse) it then ran via Yeovil Pen Mill to Dorchester Junction. Another reversal here saw the pair head for Southampton via Poole, passed at 14.14. Next day (16th) the two 37's left Southampton at 09.20 heading for Leeds. Also on the 16th the Replica A1 60163 "Tornado" passed Poole at 12.20 heading for Swanage, attached on the rear was Silver Liveried Class 67 No 67029. Later in the day 67029 hauled the train from Swanage to Southampton with "Tornado" tacked on the rear, Poole was passed at 17.55. Thus without having strained itself up Parkstone bank No 60163 then had enough "uumph" to work the train from Southampton back to London via Romsey. Thursday 17th found the National Measurement yellow HST run in its usual pathway (Poole 16.42 and 18.15) to and from Weymouth power cars 43062+43014 provided the motive power.

Following a week devoid of freight No 66508 did one round trip from Neasden to Wool and back with the sand train (down 22nd, up 23rd). This was followed by two stone trains to Hamworthy, 59104 (Thursday 24th), and 59102 (Friday 25th). These stone trains now run to revised timings arrival at Hamworthy is 09.15 and departure time from Hamworthy Junction at 13.50.



37423 and 37409 propel saloon 975025, the former Hastings line DMU carriage, through Poole on 15th June 2010. 37409 was only a few days out of overhaul at Barrow Hill. Ken Aveyard



The following day, 16th June 2010 60163 Tornado passed through Poole on the way to Swanage with a rail tour. Silver liveried 67029 again made an appearance on the rear of the train. Ken Aveyard

Saturday 26th had two Class 47's "topping and tailing" a special to Swanage from Norwich, 47580 led the train through Poole at 12.55 (a few minutes late) whilst No 47804 was on the rear. This loco' headed the train back to Norwich later in the day passing Poole at 18.30.

On Tuesday 29th Yellow Liveried Class 31 No 31602 propelled a test train through Poole at 22.02 heading for Weymouth, DVT No 9702 was leading. The ensemble returned at 00.20 the following early morning (30th).

JULY :- A Railway Touring Co "steam" hauled special ran from London to Swanage on Saturday 3rd. No 30777 "Sir Lamiel" headed the train but due to a prolonged dry spell, Class 37 No 37706 was tucked in behind the loco'. However due to a high risk of fire 37706 did most, if not ALL of the work in sensitive locations i.e. The Dorset Heathland and New Forest. The train passed Poole at 13.05. For the return No 37706 headed the train as far as Southampton with No 30777 attached on the rear, Poole was passed at 18.30. From Southampton "Sir Lamiel" headed the train back to London via Laverstock and Andover. This itinerary was repeated on Friday 9th July by "Steam Dreams", when 30777+ 47245 double headed the train in both directions. Poole was passed at 13.00 going down and 18.20 going up. On the same day another steam tour ran to Yeovil and Weymouth using ex LMS 46115 "Scots Guardsman". Diesel "assistance" came from Class 47 No 47760 which was on the rear. This tour and formation returned to London via Poole which was passed at 18.20 with 46115 going well.

Freightliner Class 66 No 66623 "Bill Bolsover" worked two Wool sand trains during week ending 11th July.

SWANAGE RAILWAY :- Tuesday 11th May found two class 73's arrive on the railway to collect diesel gala visitors 73119, 56101 and 4Vep 3417. Following the SR diesel gala two of the visiting diesels worked the diesel "leg" of the SR timetable. On Saturday 15th Class 31 No 31271 did the honours, to be followed on Sunday 16th by Class 50 No 50035. As mentioned in Mainline notes a second convoy of Diesel Gala locomotives left the railway on Tuesday 18th when Class 47 No 47580 towed 45133, 37264, 31271 and 50035 away, they were en route to the Severn Valley Railway.

To celebrate 125 years of the Swanage Branch the SR held a "Victorian Week" culminating on Thursday 20th with a re-enactment of the first train from Swanage to Wareham. For the occasion Beattie Well Tank No 30585 was hired in from Quanton Road because (although now heavily rebuilt) one of the type hauled the first train in 1885. However in the intervening years efficiency seems to have been lost as the 2010 "first train" re-enactment left somewhat late ! It appears the SR shot itself in the foot **YET AGAIN** by not ensuring beforehand that the Well Tank and the current SR coaching stock would couple up without problem.

After the late start fiasco in which dignitaries and "kiddiewinkies" from Swanage schools were kept waiting, the SR redeemed itself somewhat the following weekend. (Ain't it lucky it was a warm spring day and not the freezing depths of last winter !) Redemption came when the SR ran the Well Tank in the diesel pathway on Saturday 22nd and Sunday 23rd May. The little black beauty (30585) hauled its two coach train with great gusto, putting in some lively performances. Sadly it experienced injector problems on Sunday working just four of the six booked return trips before diesel No 33103 took over the duty. The planned use of 30777 on regular SR services on the 25th, 26th and 27th May did not take place due to boiler tube problems. After receiving attention the "Arthur" was pronounced fit to run light engine to/from Eastleigh to turn on the 28th May (as mentioned above). The loco' was turned in readiness for the return leg on May 31st of a London-Swanage-London railtour. Again as mentioned above, Black 5 No 44871 worked the train inbound arriving 1 hour late at 14.40. The return departure time was put back from 16.10 to 16.45, "Sir Lamiel" worked the train to London. On 1st, 2nd, 3rd and 4th June the Black 5 No 44871 worked the steam portion of the SR timetable and was joined in action on the 3rd & 4th by 34028 "Eddystone" ostensibly to provide an S&D feel to the proceedings (34028 was once an S&D regular). On June 5th 44871 departed the SR tender first with support coach in tow heading for the East Lancs' Railway. Another visiting steam engine in the shape of psuedo A1 No 60163 "Tornado" arrived into Swanage on Wednesday 16th June with a Railtour from London. After servicing the loco' was worked off the SR on the tail of the returning special hauled by Class 67 No 67029.

The next Swanage event occurred on Saturday 26th June when a NENTA Railtours special arrived at 13.40 from Norwich. Class 47 No 47580 was leading with No 47804 on the rear. After arrival the empty stock was hauled by 47804 up to Eldons siding, 47804 would also head the special train back to Norwich at the scheduled departure time of 17.35. On Wednesday 30th June No 6695 was noted out on test with one coach in tow. Saturday 3rd had 30777 "Sir Lamiel" and Class 37 No 37706 double head a special into Swanage arriving at 14.00. Later No 33108 headed the e.c.s. to Eldons sidings allowing "Sir Lamiel" to move over to the turntable for servicing. The tour left Swanage at 17.00 headed by 37706 with 30777 on the rear (see main line notes for other details). This itinerary was repeated on Friday 9th July when 30777+47245 worked a Steam Dreams tour to and from Swanage. After some single coach test runs, noted above, No 6695 returned to SR service on July 3rd. Finally on Monday 5th July d.m.u. coach No 51933 was returned to the SR ex Eastleigh works by road.

For some of the above information I am indebted to Roger Smith, Alan Worth, Steve (Reverend) Green, Paul Kneller, John Henderson, Graham Kelsey and "Minerva 465".

Blandford Railway & Transport Exhibition, October 2010

Appeal for support from Wimborne Railway Society Members

The Exhibition is being organized by the Blandford Museum Railway Club to celebrate the 150th anniversary of the opening of the Dorset Central Railway from Wimborne to the temporary terminus at Blandford St Mary.

It is planned to have our own club's Horton Road , Wimborne and Tarrant Valley layouts operating at this local exhibition. Support from club members would be much appreciated by the organizers to help in the smooth operation of this event.

Bryan Stanley has very kindly offered to arrange rotas for stewarding duties. Apart from operating the Wimborne Society layouts we hope that club members will volunteer their services to assist the Blandford Museum Railway Club in the following areas.

Car parking assistants (first impressions are important)

Meet and greet and assist visitors (second impressions are also very important)

Ticket sales at the door

Security patrols

Security at external doors

Our club's professional approach to its own exhibitions over the years has been recognized and that is why it has been asked for help.

Names of volunteers are needed by the beginning of September so that identity badges can be prepared for everyone by the Museum. We would appreciate your response to this urgent appeal and look forward to making this extraordinary event a huge success it deserves to be ! Thank you in anticipation.

Dave Cash WRS Member & BMRC Chairman

Dave Round WRS Member & BMRC Secretary

Bryan Stanley WRS Member



**The Corps of Royal Electrical
and Mechanical Engineers**

There is no relevance in this picture but I needed something to fill a gap.

Another Feeding Frenzy!

By Anon

Active surveillance units in Poole report another feeding frenzy. On June 1st at 1-30 pm, our subject was noted hurrying along Ashley Road in the direction of Constitution Hill. Standing out from the crowd in a smart dark suit, our subject was easy to spot.

The mornings inclement weather meant that most people were going about their normal business, dressed for wind and RAIN..... Hoodies, Jeans and Trainers being the norm. So a person dressed for office work, easily stands out. Our surveillance officer noted his approach to a small parade of shops, adjoining Weymouth Road. Pausing for a moment outside one and with a quick look round to see who was watching, our subject stepped smartly inside. His nostrils twitching, with the wonderful smells associated with a KFC! Stepping smartly along the counter, our subject placed his order and relaxed, knowing his feeding frenzy was about to begin!

Intelligence suggests our subject has been warned off local eateries, because you never know who you are going to meet, out and about! So is our subject now engaging in travels further afield, to satisfy, his passions?

A recent photograph taken at the Didcot Railway Centre, seems to suggest this behaviour and an in depth study has been authorised. This finally should convince Society Members, that the rumours are indeed correct!



**The Friends of Lady Wimborne Bridge
invite**

**All friends who have given time to the project
over the past 13 years to
a Grand Finale Bonfire and Fish & Chip
Supper
on Saturday 28th August 2010**

**Orders for supper will be taken at 5pm
Please bring your own seat and drinks
and park in Whitehouse Road off Oakley Hill**

**You can contact Pat Clark or Graham Kelsey
for any information**





30777 Sir Lamiel and 47245 pass Poole on 9 July 2010 heading for Swanage with a rail tour.
Ken Aveyard



A fine collection of modern traction works plates on show at a recent event.
Ken Aveyard



Northern Rail liveried 142022 at Adwick Station on 1 April 2010. KA



Remote control fitted 08757 in Rail Express Systems red and grey livery seen at Westbury on 20 February 2010. Ken Aveyard