

# THE CORKSCREW

Newsletter of the

## WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 63

June 2010



***Grand Central Adelante unit 180101 at Bradford Interchange on 28 March after arrival from London via Doncaster. See article from page 5.  
Ken Aveyard***



***Continuing the Grand Central theme, re-engined power car 43465 thunders through Doncaster on a Sunderland to London service passing a 153 unit on a Sheffield service.  
Ken Aveyard***

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

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

Secretary :- ...Chris Francombe... Membership:-...Martin Catford.

Treasurers :- ...Mike Ranger and Peter Watson

Bryan Stanley...John Webb...Barry Moorhouse...David Leadbetter...Iain Bell

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 [kenaveyardATyahoo.co.uk](mailto:kenaveyardATyahoo.co.uk) (replace AT with @)

---

## **Editorial**

One of the joys of belonging to a society like the WRS is the wide range of activities undertaken by members. We are fortunate that our membership secretary, Martin Catford is an experienced tour guide and holiday organiser and he has arranged a number of visits for members to private garden railways, and other clubs. Friends of the Society such as Fred Worth have, in addition to giving us entertaining illustrated talks, taken groups of members on walks around the vanished railways of Portland. Professional contacts have enabled the Society to have what are effectively private visits to the Moors Valley Railway, and Luscombe Valley, and finally there are the enthusiast connections that mean that well known guest speakers come to Wimborne to entertain us. Who can forget the massive turn out for Simon Kohler who entertained us with tales of Hornby Railways recent renaissance, answering, and in some cases declining to answer questions about future products and quite happy to hand Stan Symes a test shot of the cab of the forthcoming King Arthur for him to comment on. More regular attendees have included Brian Jackson, with his in depth knowledge of local railways, and famous film maker Nick Lera who is now an annual fixture in our calendar with his fabulous collection of foreign and domestic material. Some of our speakers have been first timers, persuaded to show their images in public by our smooth talking programme managers, currently Colin Stone holding that position. And then there's Ron White. Recently retired from the Colour Rail business he built up over many years Ron came to us again last month to show images from South Africa contained within his personal collection of over 30000 slides. All were accompanied by a commentary delivered in his professional stage voice, he is, I understand. a talented singer, and he had us in stitches.....cont over.

---

Sit back and enjoy Corkscrew 63. Closing date for issue 64 is 21 July 2011

---

Cover Picture:- Manchester's tram system is expanding with extensions to Oldham, and Rochdale under construction, and the Media City branch almost completed. A fleet of new trams is being constructed in a new series numbered from 3001 upwards and a number of these are being used already. 3007 is seen in Piccadilly Gardens on 29 March 2011. Ken Aveyard

# AUTUMN/WINTER PROGRAMME DIGITAL EVENING

by Colin Stone (Programme Organiser)

As you know we usually have a "Slides on a Theme" evening incorporated into the Spring/Summer programme. This evening allows any WRS member to project 12 x 35mm slides on a theme of their choice. An evening especially for the new fangled "digital camera faction" will be scheduled for the Autumn/Winter programme. However such was the large amount of material brought along for the slide evening we were hard pushed to fit everybody's presentation into the time allowed to gain a prompt 22.00 finish. As digital evening presentations are time regulated, in as much as each presenter has 10 minutes to present a selection of still or moving images, we may have a problem ! ? With a 20.00 start followed by a 30 minute tea break and a 22.00 finish we have by simple mathematics NINE available slots for presentations ! ! The 10 minute presentation time is MAXIMUM, you may of course show something for just one or two minutes if you so wish.

PLEASE NOTE THE TEN MINUTES MAXIMUM PRESENTATION TIME WILL BE STRICTLY ENFORCED SO THAT EACH PRESENTER HAS "A FAIR CRACK OF THE WHIP"

Once the new programme is finalised and the digital evening date is set I propose to make a list with NINE blank spaces, followed by further blanks on a standby list. Hopefully this will be a fair way to run the evening, obviously this will mean a "First come, First served" basis BUT hopefully it will avoid any disappointment due to an over subscription on the night. Plus of course we will be able to see if there is a lack of presentations which would indicate a cancellation of the night ! ! ! IF tea break/chairman's chatter is over in less than 30 minutes and some presentations are less than 10 minutes duration it will be possible to show one or two from the standby list.

## WALKING THE RODWELL TRAIL

Fred Worth has offered to lead a walk along the Rodwell trail from Weymouth to Portland. The Rodwell trail follows the old track bed of the Portland Railway. The walk will take place on a Saturday in August (date to be agreed by WRS members' choice). For full details please see the Club Notice board or ask Colin Stone.

## Editorial (continued)

He has already agreed to come again next year with British images. In this issue we come to the end of an era in Poole, ride The Snowdonian rail tour, have more on the Wimborne layout, yet more of Paul Carpenter's railway career, your editor's recent trip to Yorkshire and Martin's Bombardier visit. For those of you looking for our club show – watch out for a Corkscrew Show Special on line supplement coming soon.



# Spotting in Springtime

by Ken Aveyard

Once again the last week in March saw me off to the old homeland for a few days of family visits and days out. As always after an 0430 start on the Friday morning, a good run saw me at Crewe by 0900 where after a quick look at Basford Hall and Gresty Bridge (66565 and 66417 respectively) I parked up on the car park next to Crewe football ground, and walked to the station.

The next thirty minutes could only be described as interesting. As I arrived at the south end of the main northbound platform, I could hear the distinctive sound of a class 47, and a glance over to the old diesel depot saw Riviera Trains 47839 shunting 56054 and 56067 ready for removal by road the following week. DB Schenker red liveried 37670 was also visible and destined for the same fate. From the direction of the carriage sheds, 86101 ran in to the platform, and out again, being used for GBRf drivers to learn the Stoke line and refresh on the loco. Within a couple of minutes 86639 and 90047 ran in to one of the south bays before reversing down to Basford Hall, and the sound of another 47 heralded Riviera Trains 47843 which was shunting ex Virgin mk2 carriages alongside the diesel depot. To round it all off, at 0937, Canadian liveried 67018 ran through platform 1 on a short liner train.

I decided this was a good time to have breakfast after which I went to the north of the station for a look across to the heritage site. Steam locos 61994 and 92203 were visible. Returning to the south again, it was not long before 158840, the first unit to be repainted in the latest Arriva interurban livery turned up on its delivery run back to Wales.



Less than half an hour passed and I was treated to the passing of Colas Rail 66843 running light engine to Chirk to take the empty log wagons to Carlisle overnight.



Within few minutes Virgin Trains Thunderbird 57304 ran up the main line and stabled in one of the south bays, and almost immediately yet more colour passed when First Scotrail 90024 double headed with 92041 on a liner train in to Basford Hall.



I was joined at the platform end by an enthusiast with video equipment who revealed that he was planning to photograph 6201 Princess Elizabeth which was due to arrive at 1300 and stable on the heritage site ready for a railtour the following day. The unmistakable sound of a 57 caused us to look up, and West Coast Railways 57601 drew in to platform 14 with the stock of a railtour due to run from Bristol over the weekend. After a crew change, it departed south with 37676 and 37685 on the rear.

Unusual headlights on the main line to the south manifested themselves as a pair of new Electrostars for Stansted services, 379010 and 379011 on test from Rugby to Crewe. As they reversed in the recently vacated platform 14, 6201 appeared running through the station to wait for a path on to the heritage centre.



After all that excitement in little over four hours, I decided to call it a day as I had to meet a deadline in Bradford.

Saturday morning as always sees me on the bus to Halifax in time to catch



the train to Manchester and the free vintage bus to the Manchester Transport Museum's spring transport fair. After photographing 158753 on the Blackpool service, the Manchester train turned up not as the usual 158 but a very rough and rattly 142074. It had a good turn of speed though and arrival in Manchester was on time at 0940. The bus to the transport museum was much more civilised being Manchester Atlantean 1001 with the first example of the distinctive Mancunian body. My return was the also unusual Gardner engined AEC Regent number 280 of Rochdale Corporation.



As well as the old, the new appeared in the shape of a Bullocks hybrid diesel electric double decker, and the hybrid theme continues in Manchester where First run the various city centre free services with diesel electric Optare Solos.



Two new trams were copped in Victoria station as I waited to return home. On Sunday a morning visit to Midland Road didn't produce the still elusive 66595 but did give me my fifth cop of the holiday in the shape of 70010. Recently stored 66544 was at the rear of the depot which contained a further 15 visible locos with almost as many unreadable on the sidings.

On the Monday I met up with my brother Colin for the first of three days out. Meeting at Bradford Interchange we planned a short day out at Doncaster travelling there on the Grand Central London service, my first run on a 180 Adelante unit. This service runs via Halifax, Brighouse, Wakefield Kirkgate, and Pontefract, and passes Knottingley depot using a freight only line. Because of this it takes 1h 45 minutes from Bradford to Doncaster and Grand Central have applied to divert the service from Wakefield direct to Doncaster cutting almost 30 minutes off the time, so this was a last chance to traverse this stretch of line. In the four hours we had at Doncaster we saw the usual mix of freights and local passenger trains, but interesting workings included 66404 in plain DRS blue on a GBRf coal train. GBRf owned 66401 which had been sent to Longport to be repainted as 66733 but returned to traffic due to a loco shortage shot through on the southbound Potter Group train from Selby. Also GBRf footballers 66725 (Gypsum) and 66726 (coal) made appearances. There seemed to be a lot of East Coast HST's about rather than class 91's, and even an East Midlands Trains liveried set appeared on hire for a Newcastle working. All too soon 180101 arrived to take us back to Bradford. No cops but plenty of interest.

The following day we drove to Manchester with the intention of spending the morning rush hour at Victoria Station to attempt to see Adelante 180103, one of three on loan to Northern for the Blackpool service. After seeing all the possible workings, only one unit showed up and it wasn't 103!! We did manage to cop a few new trams however.



After the rush hour we travelled by tram to Trafford Park to the new depot where a further eight new trams were copped, before returning to the car and heading for Warrington for the afternoon.

Shortly after arrival we were informed by another enthusiast that 70002 was in Arpley sidings running round and would soon be heading for Fiddlers Ferry. A vantage point on the footbridge outside the station allowed this picture to be taken.



**70002 and 66845 seen at Warrington on 29 March 2011. Ken Aveyard**



Warrington was quite busy with Pendolinos and local DMUs whilst 92012 remained stabled all day in the station. 66845 worked the southbound logs from Carlisle to Chirk, and 66725 was seen again. A visit to the depot found 67028 on shed with 59201 59202 and 60071 in the yard, and long standing resident 56018 in Fertis livery.

As we had singularly failed in our attempts to clear any more DRS locos, we decided our final big day out would have to be to Carlisle. We drove to Kingmoor where we found five 66's plus Colas 66845 which had returned from Chirk overnight, but once again no cops. As we parked the car in the shadow of the viaduct north of the station we saw 66607, 66596 (close!!) and 43013 with 43014 on the Network Rail survey train. Once on the station there was the usual procession of Pendolinos on the main line, with a mixture of 142, 153, 156, and 158 units on the Newcastle, Leeds, Cumbrian Coast, and Scottish services. Coal trains were in the hands of class 66's, both Freightliner and DBS, whilst various engineers and intermodal service delivered class 92's as well as 66's. Two unusual workings added to the interest. The first around 1230, saw an East Coast HST powered by 43329 and 43296 call before heading for Newcastle. It was an early morning service from Aberdeen which due to a fatality at Drem had reversed from Edinburgh back via Carstairs.



The only cop of the day turned out to be yet another class 70, as 70006 headed in to Kingmoor with an engineers train, returning south a couple of hours later. A trio of Royal Mail 325 units ran south passing 66428 one of only two DRS locos seen by which time we called it a day and headed back home.

An internet search at home revealed 66595 had been at Midland Road on Wednesday so Thursday morning a quick trip was made, but to no avail. Friday was bus photography day in Leeds to capture the new hybrid double deckers that First are introducing, and a new operator called Yorkshire Line. This latter operation had started in early 2011 running a local service in Leeds and one in Wakefield from a base at Normanton railway station.

They didn't seem busy, so perhaps it was not a great surprise when they ceased operation overnight in mid May. Still, a few photos of this short lived operation were taken. Just as lucky were the attempts to photograph the hybrid buses, as five of the six then delivered were in use and duly recorded.

After a day at home on the Saturday, one final visit was made to Midland Road on Sunday morning with Colin. There were 19 readable class 66's on shed plus 70005 and 70010, but yet again no 66595. Whilst we were there, East Midland HST 43054 and 43076, the set we had seen on hire to East Coast at Doncaster, passed on a positioning run from Neville Hill to Sheffield. Since the May timetable change, the daily hire of an HST set was ended, with East Midland giving up one of its spare rakes permanently.

So once again the search for 66595 proved fruitless, but there's always the next time.

However the variety of things seen on each of the days out, particularly at Crewe, means that there are still plenty of things to be excited about whether you are a spotter, photographer or just plain observer of the current railway scene. The prospect of loco swaps between operators, new trains, new liveries, and new franchises all point to an interesting future.



***Romanian built 56018 in Fertis livery from a hire contract in France has been a fixture at Warrington depot for some years now. Ken Aveyard***

# TWIN PEAKS - & one that got away

by Paul Carpenter

I fully appreciate that many of you are probably far more interested in the steam scene and at best have only a passing interest in subsequent forms of motive power. I will not use the term modern image as all I write of is now long past history and as I know some of you are interested in the earlier days of the diesels perhaps you will allow me to clutter up The Corkscrew with some more ramblings.

As many of you will know Southall shed, the former 81C on the Western Region in West London has for some time been quite important in the role of servicing steam locos for special workings. A lot of you will also know that it retained an allocation of steam locos until the official last day of W.R. steam 31/12/65 (barring on the Somerset & Dorset). It still saw occasional steam visitors into 1966 from the London Midland Region. Southall presented and still does today a fairly modern appearance for a steam shed as it was extensively rebuilt in 1952/3.

By the time I came to Southall (Sowfall in a cockney accent) in 1975 it had been turned over to DMU servicing, the cars being on Readings books. However a good deal of the allocation would be found overnight on Southall shed. Oddities amongst the Pressed Steel class 117 3-car units were a couple of parcel cars W55991/2. These had two 230h.p. engines making them somewhat more powerful than a normal power car and capable of towing quite a few extra vans. There were also what enthusiasts now call bubble cars, not that I ever heard anyone call them that at the time (single power car, we knew them as more prosaically) in the W550XX series and a few unpowered 'drive end trailers', cab at one end, blank non corridor end at the other. These last doubled the capacity of the single cars for the Greenford car (from Ealing Broadway) and the Slough – Windsor branch.

Having said the depot was mainly DMU, 'big diesels', for that is how they were referred to, did appear at the shed. A long siding adjacent to the main line next to the still extant water tower at the west end (stand back quick when the HST's started whisking by a couple of feet away) was where you would find them parked. Sometimes there wouldn't be any but I think I counted nine there one weekend which filled the siding up. More usual would be perhaps an 08, a 31 and maybe a 47. Occasionally a 37, almost always a Stratford or March shedded one or a Thousand (class 52 Western) would be seen. Previous to this a Hymek (35) or NBL D63XX (22) would have been more commonly seen. This was in effect just a stabling point for these locomotives engaged on Southall diagrams and no maintenance was carried out on them, after all Old Oak Common was just up the road.



My driver and I did once take a Class 47, "Sulzers" to us, into the shed for fuel when it was very low (reading empty). The pumps for the DMU's had nozzles more like a garage forecourt rather than the big hoses at the main sheds and it took an age to fill up.

However on 6/5/76 a rather unusual beast appeared on the siding. 45025 (former D19) of Leeds Holbeck was certainly not everyday fare. The Peaks were one of those diesels that I think even ardent steam fans had a sneaking regard for; they certainly had a fairly massive bulk about them. This was a split box example. These were the headcode boxes, disused since the start of 1976 and usually wound back to four zero's. The early headcode examples, as opposed to the original 10 "Peaks" (Class 44) which had discs instead, had the headcode box split in two either side of gangway doors or, where the doors would have been, for after a few examples interconnecting corridors between two coupled diesels were deemed unnecessary. Later examples had the headcode box in the more common central position. 45025 had apparently been failed with 3 out of 6 traction motors overheating. I do not know what it had been working at the time but thinking about it 34 years later I hazard a guess that it might have been on the Merehead Quarry to Brentford stone working, which arrived at Southall at about 3 in the morning worked throughout by Westbury men. The Brentford branch comes off the main line at Southall and runs initially down the side of Southall shed descending all the way. That job was normally the preserve of a "Thousand" but these were now in their last full year and although this was a job for them right up until the last couple of days in service, class 45's were taking an ever increasing role on the stone traffic. I should say that although Westbury men "knew" the class 45's no other W.R. men east of there and Swindon did. Whilst the loco was not fit to work a train, it was perfectly capable of being moved light engine.

Well the decision was made that it would be sent light engine to Derby Works and now all that was needed was a driver who "signed the class". I booked on duty on the 11<sup>th</sup> (remember it arrived on the 6<sup>th</sup>) 10.00 spare and lo and behold 45025 had it's engine running. Could it be my lucky day? Certainly there was no one in the cab. There were a couple of other secondmen who were also enthusiasts there spare hoping to get the job, but I just booked on at the right time. We were waiting for a Swindon driver (surname James) to come up to take it light engine as far as Swindon on the first leg of the journey back to Derby. Light engines in those days had to be double manned but I didn't have much to do other than take off the handbrake, make the tea and enjoy the view. I was soon on the phone to the bobby (signalman) in Old Oak Common power box. The driver had told me to tell him he wouldn't hang about as he wanted to get home and could we go down the main and not the relief line (W.R. term for slow line). The dummy (ground signal) came off and we were indeed routed "down main". The isolated traction motors were no real handicap with nothing to pull and we bowled along at about 75 mph.

Another crew relieved us in the platform at Swindon and I made my way back on the cushions to Southall. Not a bad day when I was being paid for it. My diary tells me I went up to Paddington (always 'Padd') on a six car DMU empty and home to Reading on the 17.59 semi-fast. I'm sure I was then off-duty but Pete Swadling was the driver and he always let you drive so it was a good way to get home. W51370 and W51377 the power car no's at either end.

Come forward 18 months and I have transferred to Reading 81D depot where I was living at the time and Monday – Friday commencing 21/11/77 I have turn 34 all week booking on at 12.25. You didn't leave Reading on this one starting with second manning an Eastleigh driver off shed to the station where he then worked south single manned on a Newcastle – Poole. A Crompton was booked for this and the engines this particular week were 33116, 33004, 33004, 33106 & 33109. The rest of the turn until booking off was on the Reading standby engine at the station. It's role was to act as a rescue engine for any failure on the main line generally as far as London, Westbury, Swindon and Oxford although a closer engine might be employed if likely to save time. Otherwise the engine was utilised to shunt the then heavy parcels traffic at the station. The booked class of engine was a class 47 (known at Reading as a Brush, in contrast to Southall calling them Sulzers!). As an aside some Midland men called them Hawkers, a reference to some equipment for them being supplied by Hawker Siddeley. It was rare for two days to be alike and as an illustration this is what happened that week. Monday, 47492 on the standby but we never moved a wheel, unusual to be that quiet. Tuesday, had 47489 but 50003 was failed in the station with excessive fumes in the cab. The crew of 50003 took our loco forward and we took 50003 onto Reading depot for examination. The shed foreman only had 31213 for us for the standby job, which we took back to the station to shunt the parcels traffic. Wednesday, I'll come back to, as it's relevant to the story unlike most of what I write! Thursday, and again we have got 31213 on the standby although later we changed it for 47155. We were due to go on the front of a West of England service with this to Westbury but in the event were not required. Friday and we have got 47076 'City of Truro'. The main interest was we had to pilot 31209, from which engine I have now got a worksplate, from Reading station through to Sonning power station then in it's last year of operation with a train of oil tanks. 31209 was a partial failure with low power but revived at the power station and we came back to Reading light to shunt parcels again.

To return to the main story, Reading men also did not sign the "Peaks" and so you were unlikely to get on one. However on the Wednesday, 23/11/77 the foreman told me when I had got to the station on the class 33, to secondman the Saltley driver working the Poole – Newcastle (off Reading 13.43 through to Birmingham New St). This was booked for an ETH fitted Class 47, and because there was no steam heat boiler to operate the job was booked single manned.

At this time the stock for this service was dual heat and so could be steam heated as well as electric. Obviously this then required a secondman to operate the steam boiler, and I was the only one available I was taken off my own job. Coming off the depot, I could see it was not a Class 47 as expected waiting to work north but a 'Peak' of the Class 45 variety, 45061 of Holbeck shed, stood in a short siding at the west end of the station.

I introduced myself to the Midland driver, and had a look at the steam heat boiler. It was a Stone make, a type I had never been trained on, but had come across fairly regularly at Reading. They tended in the main to be fitted to London Midland allocated locos at this time. One observation of the Class 45 was that you could open the controller to full power straight away, try that with a 47 and the ammeter would shoot into the red and overload. Interestingly these Midland men referred to the 45's as 'Cromptons', which sounds strange to Southern enthusiasts, but was on account of their Crompton Parkinson traction motors. All went well until we were approaching Leamington Spa when coming round a curve we found vandals had put a very large industrial size dustbin on the track. We ploughed into this, the dustbin disintegrating and spilling rubbish over the track. I seem to remember it damaged the brake pipe but fortunately being on the front it hadn't damaged the cocks and we were able to continue once we had removed bits of the dustbin lodged between the engine and first coach. The rest of the run to Brum, then at that time via the old Western main line through Solihull and Tyseley was uneventful.

I mentioned in the title the one that got away. I was sent to the station another time for the same turn with the Saltley driver and I was pleased to see it was another 'Peak', but this time of the Class 46 variety, an engine I had never been on. Unfortunately as I climbed into the cab there was another driver in the secondmans seat. "That's alright son I'm back 'pass' to Saltley, I'll operate the boiler, you clear off home and don't let the foreman see you". Normally I'd have been delighted to get an early finish but this was a rare opportunity gone. Another time, same job again I was sent up to operate the boiler on a Class 40 through to Brum, but when I got there the boiler had been removed from this engine and the surprised driver said there was no point in me coming. 23 years later I did get on a Class 40 and had a drive of 40135 on the East Lancs Railway at Bury, but I've never since set foot in the cab of a Peak. There were of course the true Peaks, the Class 44's. I was never likely to work on these but never forget the first one I saw when number 8, named 'Penyghent' (there was something about those single number locos), came through Stamford station light engine. I have though since climbed the mountain of that name!

The great shame now is that I never considered taking photos at that time (although you could have been considered slightly odd if you had). However I have come across a couple of postcards in my collection which are contemporary with the above.



Oxford Publishing Co Postcard showing 45029 in the same condition as 45025 and 45061 in the article.



Oxford Publishing Co Postcard showing 31414 probably just coming on or off Southall shed in 1976, the engine siding and water tower with shed further on are off to the right. I can confirm the person on the shed footpath is not me – I had hair then.



# **EVENING VISIT AROUND BOMBARDIER WORKS, DERBY!**

**By Martin Catford**

David Tagg, Production Manager (Electric Trains) awaiting the commencement of the tour. During the evening of the Wednesday, 23rd March 2011, the Magistrates of Tamworth and of Burton-upon-Trent, Staffordshire (with whom we are not actually acquainted - I hasten to add) kindly invited Val and myself (through the kind auspices of Barry Appleby) to join them on an evening's group visit of 20 to this remarkable assembly facility of Canadian owned Bombardier [N.B. correctly pronounced 'Bomb-bar-dee-ay'] in Derby. We've got that straight! It is a huge company worldwide with approximately 60,000 staff in over 60 countries, building trains, aircraft and all forms of transport. Our first thought before going was - "We won't see much in the dark, and nor will there be anyone there in the evening to make things happen after the day shift has finished." How wrong we were! Production of trains at this facility is undertaken 24 hours per day - 7 days per week in numerous well-lit and brightly painted former railway works buildings. Small groups of well trained staff perform each of the 8-stages of assembly (each comprising a group of 5-8 men) to produce the final 'unit'. A 'Unit' = a batch of 3 or 4 coaches - known as a 'train'. So we've got that straight as well!

Apprentices (10-15 per year) first learn their skills on a 9 months shared training scheme with Rolls Royce, in the nearby Victory Road site in Derby, and some of the best choose to stay on with 'Royces' at the end of this period. The remainder come over to Bombardier to join the 350 staff in the production lines, out of the 1,100-1,150 staff altogether on site, and 3,000 people with Bombardier in this country. No refurbishment of any trains is done on site. Currently, Bombardier do not make any parts on site, but are assembling orders totaling 1,100 coaches for several London Underground lines such as the Victoria Line Upgrade (VLU), and one of the Sub Surface Lines (SSL). In addition - Turbostars and Electrostars for companies such as 'The Stansted Express', 'Southern Trains' and others are being turned out at a rate of one coach per day per construction line - each carriage being valued well in excess of £1m. Bombardier are hoping to win an order of 1,200 cars for 'Thameslink' in the near future. There are several assembly lines running consecutively, so you can imagine the dexterity and skill required to manage the huge size of the operation. This is where our tour guide came in - He was top man, David Tagg, the Production Manager himself, who reached his lofty position by being brought up 'through the lines' over 32 years with Bombardier - an enviable position to control this impressive empire. When you first enter the gates from Litchurch Lane, you have to remember that this is a very big site. They have an internal Test Track measuring 1.7 Kms within the boundaries of the works! We reported to the gatehouse, and then drove 1/3rd mile to the car park outside 'Reception'. Here David gave us a warm welcome and then walked us a further 1/3rd mile to the first assembly building where the Stansted Express 'Electrostars' were being put together.

The majority of each coach is aluminium, and most of the parts are imported from countries such as Switzerland, ready assembled. Some 80 lorries per day deliver parts to the 'Stores', and that alone must take a huge amount of forethought and co-ordination. Now, photographs are technically banned, and so I respect the commercial secrecy of this and will not publish any in our internal Corkscrew (which now appears on the web) or any other magazines. Instead, you will have to wait for my mini 20 minute presentation in the clubhouse in September to demonstrate how good I've been! Broad aluminium floor 'planks' are joined together before being picked up in a gigantic full coach-length frame which can tip and rotate the assembled floor in any direction for further work to be done on it. The amassed floor is then straddled by a huge continuous-welding machine which achieves the near impossible task of successfully welding aluminium in such vast quantities as to guarantee a rigid and non-distortable final assembly the size of the entire coach floor.

The coach sides, pre-manufactured abroad are next bolted alongside, whilst the roof is assembled in blocks nearby to place on top of the sides so as to keep the structure rigid as early as possible. Flooring panelling which rather resemble plasterboard, but obviously is not, is laid. At this stage the carriage is raised in height so allow underframe pipework to be fitted, and at the same time another team of staff are busy fitting the lighting, electrical cables and sliding doors inside the hoisted coach. Wiring up the under-frames used to take one week per coach, but now the wiring looms are imported ready-assembled. Cab ends are virtually interchangeable between the different types / classes of trains (that would fool the spotters!), and these are masterpieces within themselves, being assembled in another huge workshop and married up to the completed but end-less coach. Checks are made to ensure there are no water leaks at joins - particularly with the roof fitting onto the walls - after all free showers are not included in the ticket fare - even for 1st class passengers! Although I said that the structure is almost 100% aluminium, it really is - apart from the headstocks and bogies, of course. These miraculously appear from nowhere at this stage - pristine with silver milled steel and black paint. Approximately 350 staff are busy on these lines in a 3-tier shift arrangement. The staff names for each shift are displayed on a prominent notice board, so that all visiting authorities can see exactly who is on duty. Nearby is a 'Cell Board' with coloured graphs depicting the assembly line progress over the period of construction, and all staff have to grab a coloured felt-tip pen and colour in the progress achieved every two hours. This makes progress very easy to 'read', and encourages a little friendly rivalry between adjacent production lines. One very good innovation is to see another type of display - this being a wall cabinet containing examples of leather gloves, tool belt pouches, and spray cans of various kinds strapped at one end, and examples of all the bolts and fixings at the other. The latter had prices of the cost of manufacture of each, so as to advise the staff of of cost of being wasteful should bolts and screws become discarded carelessly.



**379010 (top) with 379011 (bottom) are seen at Crewe on 25 March 2011 whilst undergoing trials between Crewe and Rugby. Ken Aveyard**

Editors Note:- Martin took a number of pictures on his visit, but we are not permitted to use them in the Corkscrew due to its on line presence. Martin will give an illustrated talk to the club later this year about this visit.

On a far wall we could see another innovation - a stores issuing machine with a central computer screen. Those working on the assembly lines obviously require a supply of leather gloves and spray cans of WD40, etc. All they have to do is to enter their work's number on the display screen and the drawer is released with the item they are requesting - a sort of 'tool vending machine' if you like. Each item requested is attributed to the member of staff who's number is entered into the 'vending' machine, so that a watch on who uses the most can be kept. Since the invention of this machine by the Production Manager, the amount of stock drawn out by the staff has decreased by around 80%. I wonder why?!

Because many of the base colours for the trains are of a uniform tone, eg. White, the sides can be pre-finished in these colours upon arrival, but most are manually sprayed in the paint shop and then baked for one hour in the ovens. The temperature is not excessive, and I have in fact walked through an oven and it felt no different from walking through a sauna - but you would not want to linger! or sprayed in Bombardier's own paint shop to a remarkable finish - the standard of which most car owners would now be proud to own. Smaller amounts of decoration are applied using vinyl decals, as these can now be quite withstanding of inclement weather and carriage washing facilities. The fascination of window glass protection I found quite irresistible. On the newer carriages, vandals cause considerable damage to windows by scratching them, so a protective invisible film is applied which makes it almost impossible to damage the glass.

This is not applied in 1st class compartments because it prohibits the wireless frequency signals for Wifi. However, in 2nd class, the little b\*gg\*\*s have discovered that they too can obtain Wifi if they can open the door a little and jam their foot in it! As each unit leaves the assembly lines and is checked for scratches, paint mis-matches and blemishes. It is cleaned ready for dispatch, tested on the internal 1.7KM test track, and then usually type-tested at Crewe for commissioning. LUL stock is sent in the opposite direction - but not by rail to London as it is too costly, but by low loaders on the road instead. In questions afterwards, our Production Manager guide was asked - "How long does it take between initial order / design concept, until actual fruition of the finished product is seen ready to roll on the railway network?" The answer was: "About 2 years." The tour ended at 9.15 pm within easy walking distance of the internal car park, where 20 very much wiser and fascinated people went home, secure in the knowledge that when we hear tales on the news of overcrowded trains - this country is doing it's utmost to build new carriages as fast as humanly possible.

We were all extremely grateful to David Tagg and Bombardier for their time and generosity in allowing us a brief insight into modern train assembly. Thank you!



# The Snowdonian

by John Webb

A group of twelve (nine W.R.S. members) made their way to Porthmadog on Friday 1<sup>st</sup> April to travel on The Snowdonian the following day. This was to be 80 miles of narrow gauge travel, the first full round trip on both the Ffestiniog and Welsh Highland Railways. The locomotive power to be used was the three double and the one single Fairlie locomotives. The group met on Friday evening in Spooners, the Porthmadog station bar for evening food. All were staying at the travel lodge on the town outskirts. On Saturday morning two (Andrew Webb & Mike Banks) left early to walk to Boston Lodge to see what was happening there. Four (Grahams Clacket & Kelsey, George Barnett & Richard Green) caught the free bus that was to shadow the train throughout the day. The remaining six (John & Stuart Webb, Bernie & James Luther, Steve Green, & Andy Jefford) walked to the station. They remained dry unlike the two early birds who caught the end of the nights pouring rain. On the train we had six seats in one coach with the other six in the next, so we were all together.

With a brightening sky the train departed from Porthmadog for Blaenau Ffestiniog at 8.45 a.m. with Taliesin (the single) & The Earl of Merioneth at the head. Having had a very wet night water was pouring off the hills and many temporary waterfalls were to be seen. Arrival at Blaenau was on time, with the two engines running round Taliesin on the train and the Earl as pilot. On the run back we were held at Tan-y-grisau for a few minutes, with the intention that we could run non-stop through Tan-y-Bwlch. However, we pulled into any empty station. Blanche, on the up "normal" service had slipped to a halt, and was struggling to reach the station. After a long wait The Earl was uncoupled, and sent forward to rescue the train as a thunderbird. The problem for Blanche was said to be blocked oil filters. This left Taliesin on its own to run the train down to Minffordd. Here, as intended, the train was taken over by two double Fairlies David Lloyd George and Merddin Emrys.

This change was relatively quickly done and off we went, slowly over the cob and through Porthmadog. All was going well when we suddenly ground to a halt. As we were in the last coach we assumed we had stopped at Cae Pawb (on the level crossing with the main line). However, we then started to set back. This then set the last of the road crossing sirens, much to the surprise of vehicles and us! We soon heard that the main line d.m.u. had failed and so we had to wait for permission to proceed. So had we spad?, I don't know. Although we were soon on our way again more time was lost. We stopped next at Pont Croesor. Further time was lost here, the problem due to the *bus* - it was supposed to call at the station to change with passengers on the train, to allow them to photograph through the Aberglaslyn pass.

Only the driver hadn't been told! Eventually these people returned to the train and we could leave and go through the pass, which is truly wonderful scenery. We rolled into Beddgelert at 1.15p.m., now 50 minutes late, with the service train behind red Garret 138 waiting. The lunch was at the Royal Goat Hotel, and a very good one it was. It was pleasant enough to sit outside (as it was catering for all on the train it was rather full!)

Our departure time was put back  $\frac{1}{4}$  hour so we had an hour there. Whilst in the queue for lunch four of the lads from Eastleigh railway (here to see the train), appeared to say hello to the Moors Valley members of our group. The departure was thus on (amended) time! The line up to Rhyd Ddu is the real test of locomotive(s), twisting and turning up a fearsome climb. Through Waunfawr and Dinas we then dropped down to Caernarfon. The first time two double Fairlies have been there. They couldn't run round together so split and took turns watering. Departure was 16.30p.m. and on arrival at Rhyd Ddu all detrained. The train then backed up, the passengers positioned themselves and photographed the run pass. Arriving back in Porthmadog the train drew onto the cob and then pulled back into Harbour station. Arrival at 19.10 was ten down on the original times. No food was available in Spooners that evening, which was surely a mistake on an otherwise super day.



***The Fairlies taking water at Caernarfon***

***John Webb***

# THE END OF AN ERA ON THE HAMWORTHY GOODS BRANCH.

By Colin Stone

In March of this year (2011) I had occasion to drive into the Port area at Poole and was a bit disconcerted to find no trace of the Poole Harbour Commissioners (PHC) 4wheeled diesel shunting locomotive. Enquiries sadly revealed that the locomotive had been disposed of for scrap a few weeks earlier. The fact, that in this day and age a working locomotive, albeit a humble industrial shunting engine should be scrapped, is in itself lamentable. However in this instance it has brought to an end a 164 year presence of locomotives on the Hamworthy Goods branch. By that I mean engines either *“allocated”* to, and stationed on the branch by a main line company, or by industrial locomotives working on the branch, or some part of it.

When the Southampton & Dorchester Railway (SDR) opened in 1847 the town of Poole was only served by a branch line. The branch was originally single track and left the main line at “Poole Junction”, renamed “Hamworthy Junction” in 1872, 100 years later in 1972 when renamed again it became “Hamworthy”. The branch terminated at a station in lower Hamworthy and was named “POOLE”. In the “vee” of the junction with the main line the SDR built an engine shed to house the branch locomotive. The LSWR absorbed the SDR in October 1848 and continued the tradition of housing the branch engine at Hamworthy Junction engine shed. It appears that in those days Hamworthy engine shed initially had a staff of three :- A driver, a fireman and a shed labourer. The earliest reference I can find to a dedicated branch engine is of a 2-2-2 Well tank No 34 named “Crescent” which was working the line in 1850’s.

In 1848 (from May until September) the LSWR attempted a ferry service from Poole to the Channel Islands and St. Malo. This service came to nothing due to objections from the Admiralty, local ship owners and Poole Council. In 1860 through carriages to/from Waterloo were introduced which obviated the need to change trains at Poole Junction. Next in 1863 the tracks of the Poole branch were doubled, also in that year four Somerset & Dorset Railway (S&DR) services from Burnham-on-Sea to Wimborne were extended to Poole (Lower Hamworthy). Poole station was also the railhead for the rapidly expanding town of Bournemouth, reached via a horse drawn coach. The S&DR also attempted a ferry service, this time sailing from Poole to Cherbourg, it ran in the summers of 1865 and 1866, but again the services were not successful. By 1872 a second branch line was opened from Broadstone into the town of Poole proper, eventually in 1874 this line was extended on to Bournemouth West. This “new” line saw the beginning of the end for passenger services on the 1847 built Poole branch. As mentioned earlier in 1872 “Poole Junction” was renamed “Hamworthy Junction”, at the same time the 1847 Poole station became known as “Hamworthy”.

After 1872 a 2-4-0 loco' No 116 named "Stromboli" was listed as *allocated* to what was now the Hamworthy branch. "Stromboli" worked a service of nine return passenger trains, one return mixed and two goods trains over the line, plus any shunting at Lower Hamworthy. There was no Sunday service so the driver had a day off but the shed labourer and the fireman had to washout the boiler and clean the loco' ready for Monday. All this ended in 1896 when passenger services over the Hamworthy branch were withdrawn, from then the line took on the title of the **Hamworthy Goods Branch**.

An increase of freight over the branch to and from the various Poole Quays led to Hamworthy Junction engine shed being altered in the early 1890's to accept an increased allocation of locomotives. This increase (to four) saw the arrival of two loco's for main line services (4-4-0T's or 4-4-2T's) and a dedicated shunting engine for Lower Hamworthy plus (until 1896) the branch service engine. From 1893 to 1897 the dedicated shunting engine was a Manning Wardle 0-6-0ST No 459.

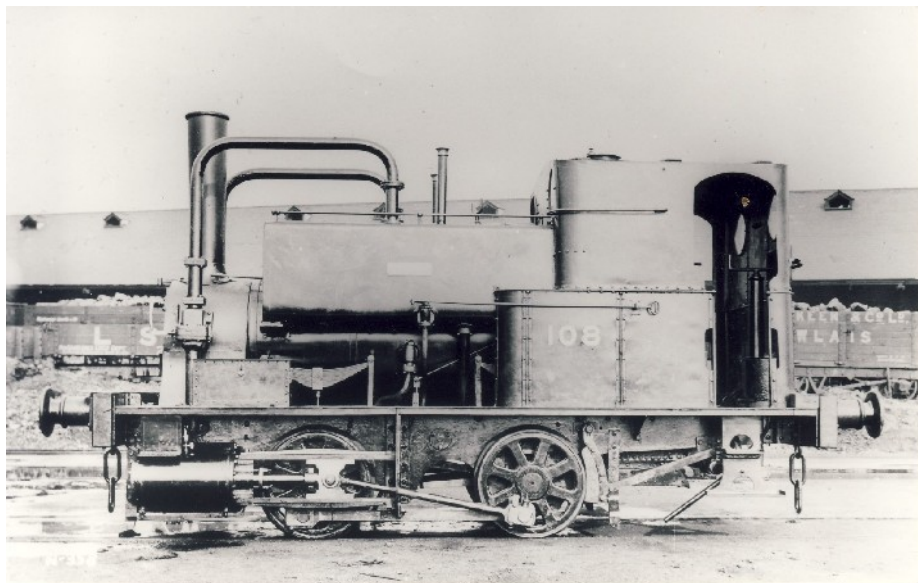


***Manning Wardle 0-6-0ST LSWR No 459 formerly named "Sambo" was shedded at Hamworthy Junction loco' shed from 1893 to 1897 and used as the Hamworthy Goods shunter in Lower Hamworthy.***

***Colin Stone collection***

Another Manning Wardle 0-6-0ST No 392 was allocated to the Hamworthy Goods shunt turn from 1897 until 1899. However 1899 saw a momentous change to Hamworthy Junction's allocation of locomotives. In 1899 the Poole Quay Tramway was passed for steam locomotive operation, but the Poole Quay line was only suitable for 0-4-0T's. Thus as it was intended to house the Poole Quay Tramway engines at Hamworthy Junction the 0-6-0ST's were moved away and the incoming 0-4-0T's took over Lower Hamworthy shunting as well.

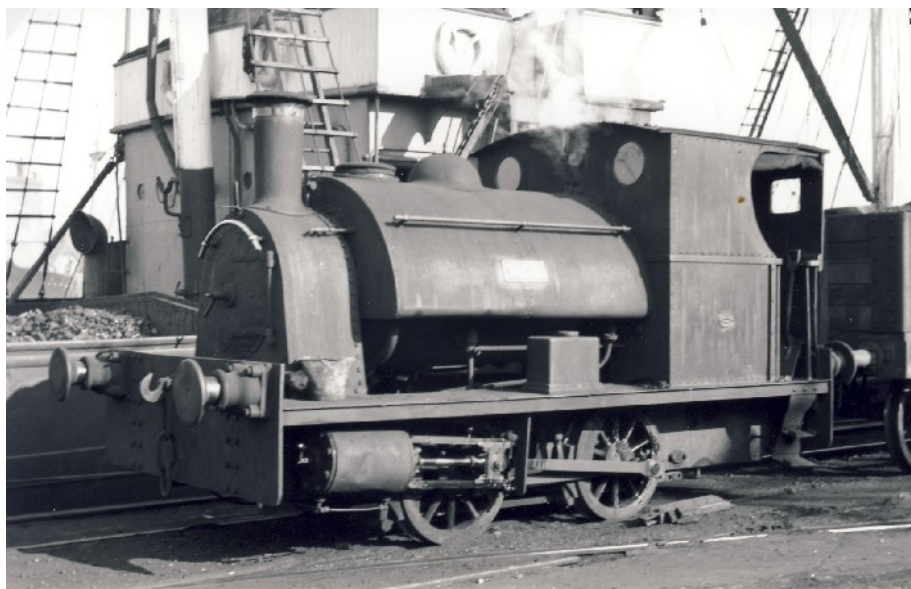




***This loco' LSWR No 108 and identical sister No 109 built in Scotland by Shanks & Co appeared in 1910. Both had originally worked on a street tramway in Southampton.***  
***Colin Stone collection***

After various "odd" 0-4-0T's put in appearances, the year 1904 saw the first of the ubiquitous B4's appear and they eventually remained "allocated" to the branch at Hamworthy Junction until that shed closed in 1954. Thus to that date we can prove a mainline locomotive "*allocation*" to the Hamworthy branch for 107 years.

We now move on to industrial locomotives on the branch. The first industrial engine to arrive was in 1918, but its stay at an Admiralty shipyard in the Lake area was short lived. In 1929 an ex Portland dockyard loco' (An 1896 built Bagnall 0-4-0ST) arrived, named "Iris" it was put to work in a coal yard on Ballast Quay. In 1935 "Iris" was joined by a second loco' a 1918 built Hawthorn Leslie 0-4-0ST named "Little Audrey" the two engines worked until replaced in 1949 by two RSH 0-4-0ST's "Bonnie Prince Charlie" (now preserved) & "Western Pride". By 1966 these two steam locomotive had been "taken over" by Corralls' Ltd who replaced them with two diesels brought over from Poole Gas works. In 1976 one of these diesel loco's left the Hamworthy branch for preservation and became the first engine to arrive at Swanage where she was christened "Beryl". In May 1986 on closure of the coal yard the other diesel left for preservation on the Bodmin & Wenford Railway (B&WR). Thus by 1986 the time span of locomotive "*allocation*" to the branch stood at 139 years.



*The first private industrial locomotive to appear on the Hamworthy Goods branch worked for the Hamworthy Wharf & Coal Co arriving in 1929. It was an 1896 built Bagnall 0-4-0ST works number 1496. It had originally worked in Portland Naval Dockyard. Colin Stone collection*



*Two identical Robert Stephenson and Hawthorn 0-4-0ST's replaced the Bagnall and a Hawthorn, Leslie 0-4-0ST in the coal yard during 1949. "Bonnie Prince Charlie" survives in preservation at Didcot Railway Centre.*

*Roger Holmes courtesy "Photos from the Fifties"*

At this point the sight of a locomotive actually “*allocated*”/located on the Hamworthy branch could possible have ended, but here we return to BR and the diesel era.

From 1960 when diesel shunters took over the branch workings any shunter allocated to Bournemouth (until 1967) and Branksome from 1967 onwards would work over to Hamworthy Junction and work the branch on a daily basis. However in 1980 the responsibility for supplying the shunter was transferred from Branksome to Eastleigh. Thus Eastleigh had to supply or “*allocate*” a dedicated Hamworthy Goods shunting locomotive. The BR locomotive remained on the branch all week only travelling to Branksome for fuel at weekends. In May 1986 when the industrial diesel left for the B&WR Class 08 No 08642 was the “branch engine” allowing continuity to continue. It was followed by 08650. In 1987 08845, 09025 and 09026 put in appearances, they were followed over the next four and a half years by 08760, 09001, 09025, 08847, 08933, 09026, and 09004. These 08/09’s often spent months on the branch such as 08760 from February to June 1989 and 09025 which spent ALL of 1990 at work at Hamworthy, so much so a fictitious, unofficial allocation code HW was applied to the engine. British Railways loco’s remained at work on the line until 1992 when BR proposed closure of the branch. Therefore between the departure in 1986 of the last of the Corralls’ industrial diesels and 1992 the BR shunting engines supplied the continuity of a locomotive “allocated” to the Hamworthy branch.

And now the final chapter, 1992 to 2011. Late in 1991 after the BR announced closure of the branch, Poole Harbour Commisioners (PHC) brokered a deal to reduce running costs of the Hamworthy branch. Part of this deal included supplying a shunting locomotive to shunt lower Hamworthy and New Quay, this was to take effect in May 1992. Thus in January 1992, 09025 was at work on the line, but 09004 took over from February 17th. It therefore appeared she would work the final BR shunt turn. However either by accident or design on Monday 27th April the “Hamworthy Pet” No 09025 returned and stayed to work the last shunt by a BR locomotive on Friday May 8th.

PHC’s first shunting engine was loaned to them by Allied Steel & Wire Co, Cardiff. This was a Yorkshire Engine Co’ 0-6-0, it arrived in May 1992 staying until November 1992. Next a second hire loco’ a Hibberd “Planet” took over PHC’s Lower Hamworthy shunting for a few months. This engine entered preservation after seeing use at Poole and is now based at the Stainmore Railway Company, Kirkby Stephen, Cumbria. By 1993 PHC had located and purchased its own shunting locomotive a 4 wheeled diesel built in 1966 by the Yorkshire Engine Company. This engine worked tirelessly for PHC until December 29th 2007 which was the date that the last shipment (steel) to leave the Port of Poole by rail departed Hamworthy Goods. Sadly no more work for the locomotive was forthcoming and “she” stood unwanted and neglected near the road entrance to the Roll on - Roll off ferry terminal.



***The very last locomotive “allocated” to the Hamworthy Goods Branch was this Yorkshire Engine Company four wheeled diesel. It arrived in Poole in 1993 and sadly was cut up for scrap in February 2011. In use with Poole Harbour Commissioners it is seen in 1999 on New Quay at the extremity of the Hamworthy Goods Branch.*** **Colin Stone**

As the loco’ slowly deteriorated there was a final insult to her usefulness, she was passed by countless juggernaut lorries which have “hammered the crap” out of Poole Bridge, Poole’s roads and shaken Poole houses to their foundations.

Add to that the pollution pumped into the air that we Poole citizens have to breathe and I have to ask does it make sense that such a valuable asset as the railway right on the doorstep is totally ignored ?

But such is the way of the world and as mentioned in the opening few lines the PHC shunting engine was unceremoniously scrapped in February 2011 thus ended 164 years of a railway locomotive being “allocated” to the **HAMWORTHY BRANCH.**

**Footnote** .... At least **SEVEN** Hamworthy Goods Branch loco’s have been preserved i.e. Ex BR B4 No 30102 (steam) and Class 09 diesel shunters 09015 and 09025. Industrials :- RSH 0-4-0ST “Bonnie Prince Charlie” (steam), the two Corralls’ diesels, plus the second PHC hire diesel loco’.



# **Railway Civil Engineering and Permanent Way Relating to the Wimborne Layout**

**by Don Johnson**

Earthworks. Cost was a major factor in all railway construction. Spoil removed when digging a cutting or tunnel was utilised when it was necessary to build up nearby land on embankments to maintain reasonable gradients along the desired route. By mixing and grading the spoil the railway engineers were able to use it to create a stable material for the embankments. As a result embankments were usually constructed with an angle of slope of about 1 in 1½ with a drainage ditch at the bottom on each side.

On the scenic part of Wimborne the track area modelled is all on ground artificially raised above the flood plain and surrounding land. So far no ditches have been modelled, as we have no photographic evidence. However it is most unlikely that there weren't any.

The Formation. This is the prepared, levelled ground that forms the base for the track. On top of this is the ballast. On the running lines this is usually crushed granite or limestone small enough to pass through a 2" sieve. In sidings ballast is usually ash or stone dust. Where panelled as opposed to continuous welded track is used, the stone should be at least 12" deep underneath the sleepers on the main lines then infilled to the sleeper tops. The ballast shoulders should then extend 12" beyond the ends of the sleepers before sloping down to the cess at about 45°. The cess, like the sidings, is usually surfaced with ash.

On Wimborne the ballast should be simulated by laying the main lines on ⅛" or 3mm cork. The sidings should be laid without the cork to simulate the difference in height from the main lines.

Clearances to be allowed between tracks. These are laid down in the book "Requirements for Passenger Lines and Recommendations for Goods Lines" HMSO 1950 reprinted 1957.

For full size double track the clearance is 11' 02" minimum between track centres for the standard loading gauge. This equates to the "6 foot way" usually quoted which is the distance measured between the outer edge of the rails of the adjacent tracks. In 4mm scale 11" 02" is 45mm to the nearest mm between track centres.

Because of the compromise of tight radius curves this distance has to be increased up to 50mm for the ruling 36" radius curves on the model of Wimborne to allow for rolling stock overhang. Unnecessarily excessive clearances look toy-like and offend the eye, particularly as the narrowness of "OO" gauge emphasises the distance between tracks anyway.

To calculate the increased clearance required for a 67" coach, divide 4400 by the radius of the curve in mm.

The minimum spacing between the mainline and a siding is 14' 02" (57mm in 4mm scale) but if shunting has to be carried out then a minimum of 15' 02" (61mm) is mandatory. The spacing between sidings varies depending on usage. Those used for marshalling alone are set at about normal track spacing, whereas those used for loading and unloading have to have sufficient space for road vehicles, cranes, etc. and are often set in pairs with cart roads in between.

We are fortunate to have an official 40' to 1" drawing of Wimborne for these dimensions, although there will have to be the inevitable compromises on the model due to necessary compression and distortion to fit the baseboards.

The information in these notes has been taken from the following sources.

"The Permanent Way in Miniature" by Derek Genzel from the Scalefour Digest.

Model Railway Journal No23 of 1988 page161. Table three at the end of an article by Bob Essery.

"British Railway Track" from The Permanent Way Institution 1943. Revised 1956. (1991 reprint).

"Planning and Basic Data" from the Model Railway Constructor special of 1982.

"Mark 1 eyeball" from working with the permanent way gang at Swanage 1981-1991.

The important measurements relevant to Wimborne can be shown in tabular form and are for straight track. Allowance for curves have to be made where necessary (shown as\*). Measurements between tracks are between the track centres.

	Full Size	4mm Scale
Width of double track formation.....	30' 00"	120mm*
Width of Cess.....	3' 02"	13mm
Distance between double tracks.....	11' 02"min.....	45mm min*
Minimum distance between main line and siding.....	14' 02"	57mm
Mandatory distance between main line and siding used for shunting.....	15' 02"min.....	61mm min
Distance between marshalling or sorting sidings....	12' 02"	49mm
Distance between other goods sidings.....	11' 02"min.....	45mm min*
Width of cartways between goods sidings.....	30' 00"	120mm
Clearance from track centre to face of fixed structure (signals, water cranes, lamp posts, etc.).....	7' 08"	31mm
Main line ballast shoulder from end of sleeper.....	1' 00"	4mm
On the outside of a curve the above to be increased to .....	1' 03"	5mm
Angle from ballast shoulder to cess.....	1 in 1	45°
Angle of slope of embankment .....	1 in 1½	1 in 1½
Angle of ramps at Platform ends not to be steeper than..	1 in 8	1 in 8
Height of passenger platform above rail top.....	3' 00"	12mm
Some older platforms are set lower at .....	2' 09"	11mm
Minimum width of passenger platform (usually only at halts).....	6' 00"	24mm
Minimum width of island and main platforms (can taper to 6' 00" at ends).....	12' 00"	48mm
Height of columns or other fixed works on platforms	8' 00"min.....	32mm min
Minimum distance from fixed structures to edge of platform .....	6' 00"	24mm

Height of platform awning valance above rail top....	13' 00"min.....	52mm min
Clearance from track centre to platform edge.....	4' 09".....	19mm*
Note: On Wimborne the platform wall is not set back apart from recesses for point rodding cranks and compensators.		
Height of cattle docks and general goods (un)loading platforms measured above railtops.....	3' 06".....	14mm
Height of end loading dock above rail tops .....	4' 00".....	16mm
On an overbridge minimum clear opening for double track	26'06".....	106mm*
Height of centre girders above rail top on bridges not to exceed.....	3' 00"max.....	12mm max
Width of flange of centre girder.....	1' 08".....	7mm
Clearance of girder flanges from track centres.....	4' 09" min.....	19mm min*
Height of bridge parapet or handrail above walkway ..	4' 06" min....	18mm min
Clearance of parapet from track centre.....	7' 08" min.....	31mm min*
Thickness of a masonry parapet wall shall be not less than.....	1' 06" min.....	6mm min
To a height above rail top of .....	1' 00".....	4mm
Water column where a loco takes water to be placed in rear of signal by .....	60' 00".....	240mm
Trap point with sand drag, length of sand drag .....	40' 00".....	160mm

A Department of Transport rule requires that all curves on passenger lines with a radius of 10 chains (200 metres) or less must be provided with a checkrail fitted to the inside rail of the curve. On sharp curves the gauge is widened to as much as  $\frac{3}{4}$ " for curves under  $5\frac{1}{2}$  chains. Track is also fitted with checkrails over some bridges and viaducts. On Wimborne checkrails are fitted over the girder part of the river bridge and the gauge will be widened by up to 0.3mm on the sharper 36" radius curves if it is found necessary.



# RAILWAYS ROUNDABOUT

MARCH :- With little in the way of specials or unusual workings locally the Wool Sand and Hamworthy stone trains continue to provide the majority of information for these pages. On 17th and 18th No 66511 worked to and from Wool followed by sister No 66512 on 22nd (down), 23rd (up), 24th (down) and 25th (up).

At midnight on Saturday 26th two EWS/DBS 66's Nos 66187 and 66158 "top and tailed" a short engineers train through Poole. Running from Eastleigh to Worgret Junction the train conveyed a new transformer for the sub station at Worgret, three cranes and an empty wagon to take the old transformer away. The work was carried out overnight and the train returned through Poole at 09.00 on Sunday 27th heading back to Eastleigh. Freightliner's No 66613 headed for Wool on Tuesday 29th with the sand empties before heading to Neasden next day, it returned to Wool again on the 31st.

APRIL :- An incident at Wimbledon on March 31st lead to a fair proportion of stock being in "the wrong place". Thus April 1st saw two High Capacity 450 units in Dorset. No 450560 worked the 06.11 Bournemouth-Weymouth, 07.25 Weymouth-Brockenhurst and finally the 09.50 Poole-Waterloo. The other unit was 450547 which worked the 05.40 Basingstoke-Weymouth and the 08.20 Weymouth to Waterloo.

Freightliner continue to ring their locomotive changes by sending 66556 to Wool with sand empties on the 4th. On the 6th two GBRf Class 73's Nos 73141 and 73204 ran to Branksome and collected the Blue 4Vep unit No 3417. The pair then "top & tailed" the 4Vep to East Grinstead, unconfirmed reports suggest the e.m.u. has been "got at" on Branksome depot during its supposed period of safe storage there, just what happened is yet unknown ? An EWS/DBS Class 66 No 66117 worked the Hamworthy stone train on Friday 8th instead of the usual Class 59. Tuesday 19th saw a test train run from Eastleigh to Eastleigh via Weymouth. Two Class 73's No 73107 and 73138 "top and tailed" the train passing Poole at 07.30 going down and at 10.10 on the return up run. The following day the pair worked to Lymington Pier arriving and departing before the first service train of the day. In the same week prior to Easter just one Wool sand train ran worked by No 66547. To end this same week on Thursday 21st the DBS liveried Class 59 No 59206 worked into Hamworthy with the stone train.

The "simple" failure of FGW unit No 158798 at Castle Cary whilst working to Weymouth caused an unprecedented event in as much as FGW terminated a Castle Cary to Paddington HST at Westbury. The HST was hurriedly turned back to run to Weymouth to pick up 200 plus Bournemouth Football fans stranded at Yeovil Pen Mill due to the failure of the 158. However as the HST (being worked by power cars 43017+43177) had two "long swing link" bogies

in the consist it was unable to run beyond Dorchester West and over the 3rd rail for fear of striking the "juice rail". Thus the 200 fans were noted traipsing between Dorchester's West and South stations to be able to catch the 18.03 ex Weymouth SWT service. As for the HST it restarted from Dorchester West's "DOWN" platform at 19.45 as an extra "UP" service to Bristol Temple Meads BUT it had to be given special dispensation to proceed as there is no starting signal for up trains on the down line !!

Freightliner sent No 66520 to Wool with the sand empties on Monday 26th it was last in Dorset some 4 years ago in 2007. It passed Poole at 16.20 just 25 minutes late, which was not bad considering all SWT services were in utter chaos due to major signalling problems in the Southampton area. Some morning services that day were either cancelled or heavily delayed (over 70 minutes in some cases). As a result of the Royal Wedding/May Day Bank holidays this was the only freight of the week

MAY :- Two Wool sand trains ran during the first week of May they were worked by No 66616 and 66603. Two Hamworthy stone trains also ran, the first on Thursday 5th brought the DBS liveried Class 59 No 59206 back to Dorset. The same day (5th) saw a flurry of activity when locomotives and rolling stock arrived in the county for the Swanage Diesel Gala. The first "convoy passed Poole at 12.25 and was worked by Class 33 No 33012 which was towing Class 73's Nos 73205 + 73136 and 3Cig No 1498. The trip from Eastleigh to Swanage was the loaded test run for No 33012 as part of its main line certification. The second "convoy" passed Poole at 14.45 and was hauled by Class 57 No 57601, it was towing 56301, 37503, Deltic D9009 "Alycidion" and Class 52 No D1062 "Western Courier"

The two 73's returned to their base via the National Network on Monday 9th when they were noted running through Poole at 10.30. Later that same day Freightliner sent No 66510 to Wool with empty sand wagons. Tuesday 10th should have seen 57601 tow 56301, 55009, 37503 and D1062 back to there respective "homes" but for some reason No 57601 return north light engine passing through Poole at 11.30. Finally a steam special from London to Swanage was due to pass on Saturday 14th, two loco's Nos 45305 (in) and 70013 (out) were due to be involved. A full report will be in the next issue.

SWANAGE RAILWAY :- Over the weekend of 19th and 20th March the railway held its "Railway at Work Weekend". Herston Works was open to the public to give a glimpse of the work in progress on Bulleid No 34053 "Sir Keith Park" and Standard 4 Tank No 80104. Likewise the old Goods shed was opened up to allow a view of the carriage restoration work. This provided an interesting insight into the progress on the two Bulleid coaches which is being carried out to a high standard. Locomotives at work over the two days were M7 No 30053 and BB No 34070 "Manston".

For the four days of the Easter break the railway ran a three train service comprising 2 steam hauled trains with the third being worked by the 2 car + single car d.m.u. set.

However on Good Friday all did not go to plan as services came to a halt for around two hours due to lineside fires in the Corfe Castle area.

Over the three days of May 6th, 7th and 8th the railway held its Diesel Gala and Beer Festival. Visiting locomotives were D1062 "Western Courier", D9009 (55009) "Alcydion" 37503, 56301 (formerly 56045), 73136 and 73205. Also in use were the SR based Class 33's Nos 33103 and 33012, the latter looked magnificent after its recent overhaul at Eastleigh Works. Sadly a third Class 33 No 33035 was a "no show" having been removed from "its convoy" in the Birmingham area due to "running" a hot axle box. Also visiting the railway was Class 421 e.m.u. 3Cig No 1498, this unit is now owned by the Epping & Ongar Railway. As you are all no doubt aware the e.m.u. was last in use on the Lymington branch until withdrawn from SWT on May 22nd 2010. The 3 cars of the e.m.u were augmented by an SR Mk1 coach, to increase capacity but also to provide a toilet ! ! ! Good weather prevailed on the first day (Friday 6th) when many members of WRS were noted in attendance throughout the day. Rain showers marred the event on Saturday 7th, however sunshine returned for the final day Sunday 8th. Once again, except for the odd hitch and loss of 33035, the organisation for this event was superb. Well done to all concerned ..... Report dated 12th May 2011  
For some of the above information I am indebted to Alan Worth, Roger Smith, Paul Kneller and the rail information website, wrgen

## **THE MOORS VALLEY RAILWAY.**

The Moors Valley Railway will be holding a full range of special events throughout 2011. They are as follows:-

**25<sup>th</sup> ANNIVERSARY CELEBRATION &  
MODEL RAILWAY WEEKEND - 23<sup>rd</sup> & 24<sup>th</sup> JULY**

**GARRATT GATHERING - 17<sup>th</sup> & 18<sup>th</sup> SEPT.**

**TANK ENGINE DAY - Sun 6<sup>th</sup> NOVEMBER**

**SANTA SPECIALS - Suns 11<sup>th</sup> & 18<sup>th</sup> DECEMBER**  
(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

for further information on any of the Special Events this year, please contact the Railway, or call in to the Railway Shop during operating hours.  
Alternatively, speak to Steve "The Reverend" Green.



***Northern Rail liveried Pacer 142033 leaves Warrington Bank Quay for Manchester Victoria on 29 March 2011.***  
***Ken Aveyard***



***The double headed Fairlies on the Snowdonian Rail tour of 2nd April 2011 seen here from the rear on the train as it heads for Pont Croesor.***

***John Webb***