

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1975



Issue 67

FEBRUARY 2012



Another picture of Manchester Ship Canal locomotive 67 seen here taking water at Mode Wheel shed, accompanied by ex Lancashire and Yorkshire Pug 0-4-0ST 51218 which also powered the tour. WRS Archive



Another taster from the WRS archive. One of a series of pictures taken on the Isle of Man shows Beyer Peacock 2-4-0T No, 11 Maitland leaving Douglas on 29 May 1983
WRS P414/3

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Editorial

At last we have some good news on the railways. The government's decision to go ahead with HS2 may have been the big headline, but announced around the same time was confirmation that the Trans Pennine route from Liverpool to Leeds via Standege would be electrified together with various add on bits around Bolton, Preston and south Manchester. In addition a new curve in Salford will allow trains from Yorkshire to pass through Manchester Victoria before turning back through Oxford Road to Piccadilly and Manchester Airport freeing up capacity. North Trans Pennine services to Liverpool would serve Manchester Victoria, whilst the south Trans Pennine services from Cleethorpes via Sheffield would continue to serve Piccadilly.

Further east, the missing link between Neville Hill and Church Fenton will finally be plugged. An additional announcement was that the routes to Hull, Scarborough and Middlesborough would also be assessed for electrification otherwise passengers would have to change at Leeds or York. These additional extensions are likely to be cost effective, as it is expected that up to 86 class 319 units will be released from Thameslink, whereas the current Trans Pennine fleet comprises 51 class 185's and 9 class 170/3's. As there has already been an announcement that a new batch of 350's will be built for the Lancashire to Glasgow/Edinburgh services, uprated to allow for 100 mph running, there is a need for more lines to be wired to absorb all the trains.

In this issue we have some steam age memories from Peter Watson, more on military modelling from Steve Green and some additional information on trains through Wimborne from Colin Stone. Coupled with all your usual favourites, and even four letters to the editor there is plenty in this issue to keep you entertained.

Sit back and enjoy Corkscrew 67. Closing date for issue 68 is 14 March 2012.

Cover Picture :- For issue 67 we have locomotive 67. Manchester Ship Canal 0-6-0T number 67 is seen near Irlam on 14 September 1969 on a tour of the network that was celebrating its 75th anniversary. Photo WRS archive.

SULPHUR, SOOT AND STEAM AT STANTON AND STAVELEY

by Peter Watson

Staveley Works was a huge complex of factories that lay in a network of lines alongside the former Great Central Chesterfield – Rotherham line. It produced steel products and chemicals in abundance and is still there, though in a much reduced and modernised form and the railway connection has disappeared entirely.

The Works entrance was via a roadway over the cutting in which Staveley (Barrow Hill) station had once stood. To the north were extensive yards and connections into the Works as well as the short spur to Barrow Hill shed.

My first visits were in the days of the Johnson Midland 0-6-0 tanks, including some of the famous “half cabs”, which shunted the Works under an old agreement made with the Midland in 1867 which compelled BR, as their successors, to provide motive power for the complex for 99 years.



Open cab Johnson 1F 41763 shunts Soda tanks on internal user wagons at Staveley Old Works on 16 July 1960 *WRS Archive C188*



Closed cab version 41734 shunts coal wagons at Staveley Works on 16 July 1960 *WRS Archive C189*

Visits were generally on a Sunday when nobody attempted to stop me wandering round along the maze of roads that ran into the heart of the Works and alongside the small shed. Generally there would be one loco pottering around but the remainder would be on shed within the Works or outbased at Barrow Hill for boiler washouts and maintenance. Try that approach today!!

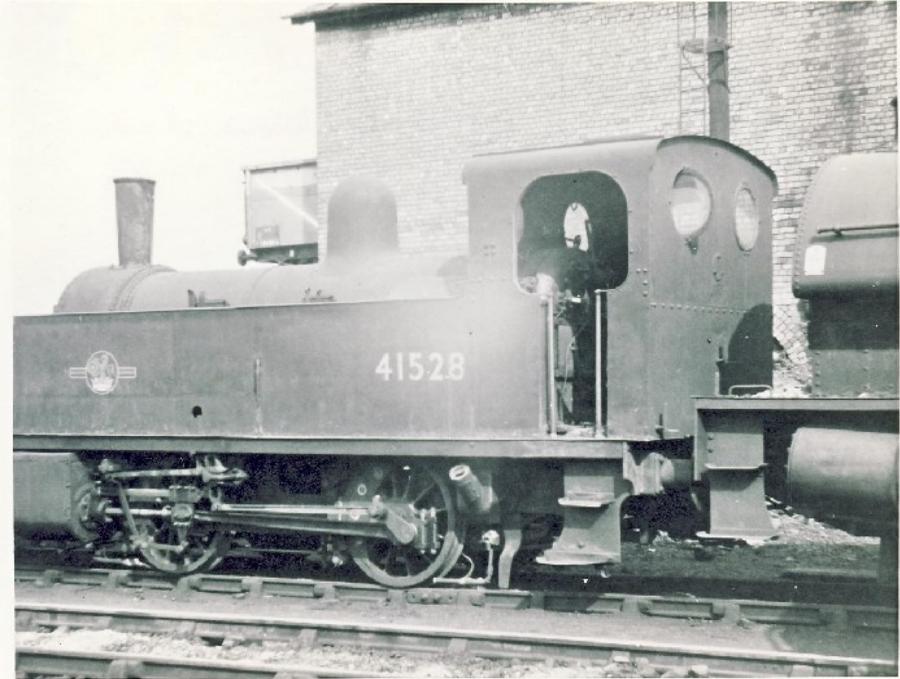
Despite it being a weekend the plant never stopped and the air was always heavy with the smell of chemicals, smoke and the wet steam from the large wooden cooling towers that could be found in a number of places amongst buildings and pipe runs.

My first visit was to try and see the Johnsons and the two remaining Deeley 0-4-0 tanks based there. By the time I began keeping proper notes of my various spotting trips the veterans had been replaced by a group of Andrew Barclay 204hp diesel mechanical shunters and the steam locos were dumped outside Canklow shed on their way to breakers' yards in the Rotherham/Sheffield area – though one did escape into preservation. On 4th February 1966 the line up at Canklow was Deeley 41528 and 41533; Johnson 41708, 41734, 41763, 41804 and 41835; Kitson 47001 and 47005 (which I think had come down from the Cromford line) together with 5 B1, a solitary Black 5, an 8F, a WD and a couple of Ivatt class 4 engines.



41734 stored at Canklow shed on 4 February 1966.

Peter Watson



Former Staveley Works shunting locomotive, Deeley 0-4-0T 41528 stored at Canklow shed on 4 February 1966. Peter Watson



Also stored at Canklow shed on 20 February 1966 was former Cromford and High Peak locomotive 47005, a Kitson 0-4-0ST. Peter Watson

Two of the B1s were later converted to carriage warming Departmentals and could be seen outside Rotherham for many months after the rest of the class had gone. The historic collection from Staveley lingered at Canklow for months and my last sighting of them was at Easter 1967 when they were outside Booth's scrapyards in Rotherham.

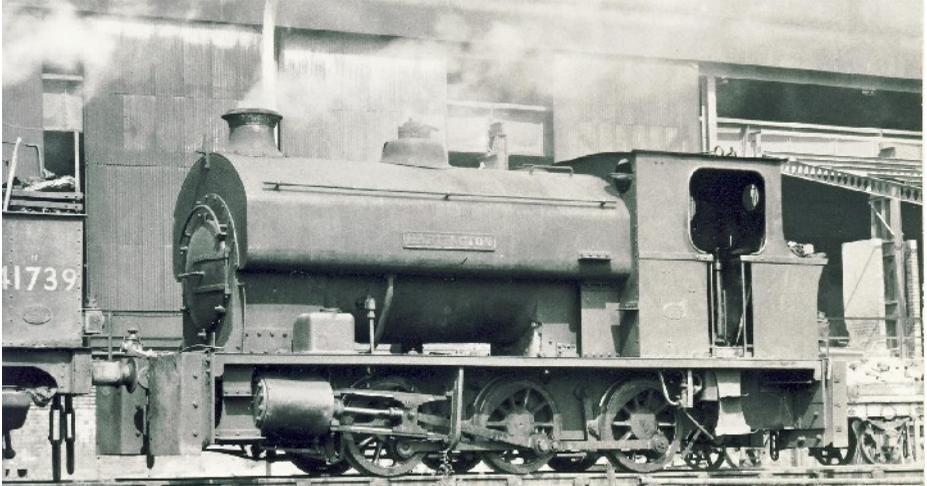
By then Barrow Hill had acquired responsibility for the Andrew Barclays serving Staveley Works, at least a couple being on shed for servicing every weekend, but also had to look after the local allocation of ill-starred Clayton class 17.

Early February 1966 saw over 40 locos on shed with 4 more in the Works area.

- Class 08/10 D3439, D3663, D4038, D4045, D4092
- Class 17 D8607/08/09/10/11/12/13/14/15
- Class 25 D7539, D7636, D7637, D7638
- Class 31 D5677, D5809, D5810, D5812, D5829, D5849
- Class 37 D6742, D6743, D6746, D6748, D6808, D6813, D6816
- Class 47 D1726, D1783, D1804, D1866, D1873
- Barclay D2400, D2401, D2402, D2403, D2409

How far would most of us travel to see such a line up today?

During the remaining year or so until the agreement expired the entire class of Barclay shunters was seen around the Works. None made it into the days of TOPS or preservation, being withdrawn almost immediately in 1967/68 and, sadly, I was not smart enough to obtain a builder's plate from this rare and elusive class that worked in the sulphur, soot and steam that characterised a works complex the likes of which we will never see again.



Staveley Iron and Chemical Company 0-6-0ST Hartington, Avonside 1869 of 1921 seen on 22 August 1959. Keith Smith WRS D21

Modelling Military Railways.

(If you want to that is!)

By Professor Plum.

Not an every day choice and certainly you don't see one at every exhibition you attend, but an interesting subject nonetheless. 'Lulworth Camp' by Mike Walshaw is an example of a WW2 freelance military model, with all the right items of rolling stock, locos, buildings, vehicles, etc. serving the Tank Gunnery Ranges (a sort of Longmoor/Bicester-type base). 'Rowlands Castle' is modelled on the actual location on the Portsmouth Direct line and shows off typical main-line war time trains passing through the Hampshire countryside. It features troop, petrol tank, engineers and trains of Warflat wagons hauled by appropriate locos, generally in wartime black livery. A website has been created by the owner specifically about modelling military railways. Another good quality layout is 'Overlord' which is modelled on a quay/dockside setting, complete with various ships being un/loading.

"Model Rail" magazine Issue 133, Summer 2009 was a 'Military Special' and looked at the subject in detail, from all angles.

So, what is actually available to buy in the shops, on-line or at exhibitions? This list is not exhaustive, but thanks must go to Paul Steedman and Mike Walshaw for their help in compiling this article.

To start with, the following specific locos have been produced by Hornby and Bachmann in 4mm 'OO' gauge in recent years:-

Standard Hornby WD "Austerity" 0-6-0ST:-

R2151 – WD157. Longmoor Military Railway lined blue.

R2151A – WD196. As above.

R2151B – WD156 "McMurdo". As above, vacuum brake fitted.

Frizinghall Model Railways, Limited Edition, only 100 of each:-

FMR12A – WD118 "Brussels". LMR lined blue.

FMR12B – WD196 "Errol Lonsdale". As above.

Standard Bachmann WD "Austerity" 2-8-0:-

32-255 - WD78697. 21st Army Group, green livery.

32-255A - WD7199. Desert sand livery.

Limited Edition Bachmann WD "Austerity" 2-8-0:-

32-250 - WD400 "Sir Guy Williams". LMR lined blue, red frames.

32-250X Dutch version, in NS green, complete with chimney extension.

32-250KCR Kowloon - Canton Railway No.21, green livery, red frames complete with cow-catcher and working headlight.



Standard Hornby release WD196 Errol Lonsdale

Steve Green



Modelzone, Limited Edition Bachmann class 08 0-6-0DE:-

32-102U – WD878 “Basra”. LMR blue, with red frames.

512 models produced, but actual loco was the earlier built ex-LMS class 11, as they became known, forerunner to the BR class 08. Steve Green

General locos that have been produced, which would require either repainting and/or detailing, with items such as Westinghouse brake pumps, etc, include:-

Hornby: LMS '8F' 2-8-0, ex-GWR 'Dean Goods' 0-6-0 and the aforementioned WD "Austerity" 0-6-0ST.

Bachmann: the WD "Austerity" 2-8-0 & ex-GCR/LNER 'O4' 2-8-0.

In kit form, the following two USA TC steam locos are available:-
S.E. Finecast (F183) 'S100' 0-6-0T (SR 'USA' tank, in 'OO' gauge).
DJH or Alaska Railroad 'S160' 2-8-0 (in 'HO' scale).

Also available from DJH is the larger WD 2-10-0 (in 'OO' gauge), using whitmetal and brass parts and etched nickel-silver valve gear.

Roxey Mouldings produce the WD 2-8-0 and 2-10-0 as kits in 7mm 'O' gauge. Mercian Models make the 0-6-0ST.

Several WD and 'Big 4' steam locos ran as oil-burners for a time, so if you wish to model something a bit different, you would have to scratchbuild the necessary alterations.

Don't forget to blank off any cabside windows to avoid the glow from the firebox being spotted at night by enemy aircraft on your coal-fired locos!

War Department diesel shunters in 'OO' gauge are only available as kits, except for WD878 above, which we know is not 100% accurate. Judith Edge Models produce in etched brass with nickel silver chassis several examples, including early LMS 0-6-0DE's and varieties of Thomas Hill and Sentinel locos. Other kit manufacturers include Kitmaster, Brassmasters, Mercian and Agenoria/CSP Models in Dorchester.

Coaches and wagons used in the steam era were a motley collection of second-hand pre-grouping times, especially internal user stock at locations such as Longmoor, Bicester and in particular the "inherited" stock of the Shropshire & Montgomeryshire Light Railway! These would all need to be purchased as kits, for example from Smallbrook Studios, who produce resin wagon kits designed to fit onto Dapol wagon chassis. Genesis Models produce the Warflat (KFA) and Warwell (KWA) bogie wagons as cast whitmetal kits.

Gramodels also make the Warflat wagons, but these are cast resin versions. Gramodels also manufacture allied military vehicles and other wagon kits in 'N', 'OO' or 'O' gauges. "a.b.s. Models" in Poole produce Rectanks and WW1 bogie flats in cast whitmetal, in both 4mm & 7mm.

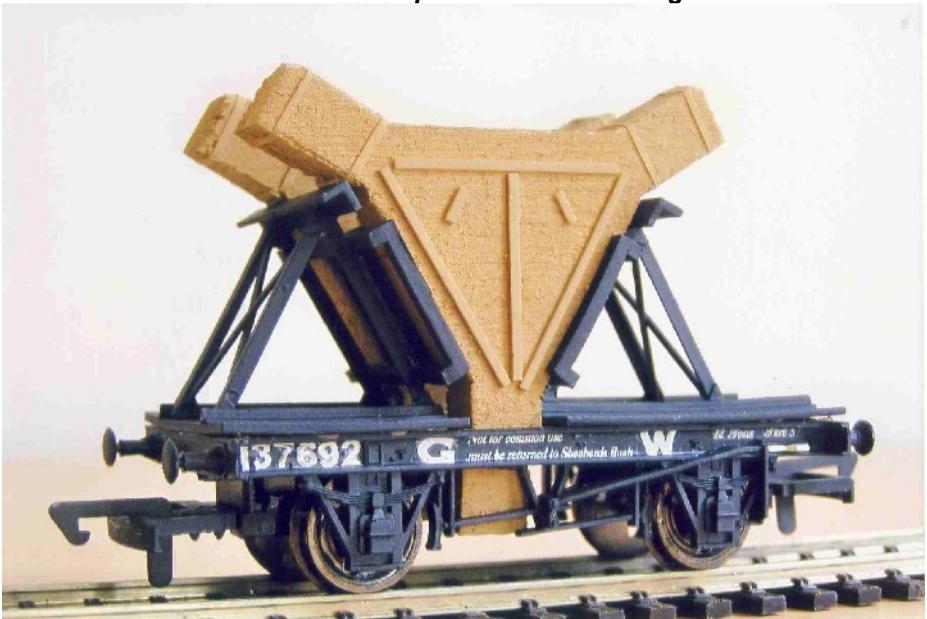
Some r-t-r wagons have now been produced, such the Hornby WD 20T Ammonia tank wagon and the Bachmann War Office 14T tank wagons. The latter are Limited Edition models produced exclusively for 'Castle Trains' in Warwick.



Smallbrook Studios resin kits on Dapol chassis including an ex LSWR road van (right).



Wolf Models GWR Macaw B complete with 25lb field gun.



Wolf Models GWR Aero wagon complete with two aircraft propeller cases.

A few years ago Wolf Models, made by Dapol and available through 'Much Ado About Toys' produced a set of six "WD" wagons, including a GWR 'Macaw B' bogie bolster wagon with a 25lb field gun, a 'Crocodile' well wagon with an anchor and an 'Aero' aircraft propeller wagon, with two "cases". The BR standard brake van from Hornby and Bachmann were often purchased secondhand and so can easily be re-painted. However, the MoD standardised on the SR 25T "Pill Box" brake van as its preferred choice and these are being produced by Bachmann, which will hopefully be available shortly.

In its latter years, the LMR purchased some surplus maroon BR Mk1 suburban (non-corridor) coaches. These are of course made by Bachmann and all that is required to make them look more realistic is to simply paint a patch over the former BR coach number! The BR blue version is a close match to the LMR blue if you wish to make your own version of the 'Blue Saloons'.

If you wish to paint any locos or rolling stock, then Army green and khaki paints are readily available. 4mm/ft 'W ↑ D' and 'L M R' transfers in two sizes and in yellow and white are produced by 'Cambridge Custom Transfers'. If you are after a loco in Longmoor blue, then Railmatch Paints BR Provincial dark blue (product no.209) is near as damn it spot on. To detail your layout, whitemetal kits are manufactured by Skytrex and BW Models, who make armoured and softskin vehicles and MMS Models who make high quality kits of guns, military vehicles and troops all in 4mm scale. Airfix make the Scorpion/Scimitar tanks in plastic (but to 1:72 scale) which fit onto the Warflat and Warwell wagons. Airfix also do a 1:76 kit for the Churchill Mk VII tank. Gramodels, Airfix, Hornby and Bachmann all produce the ubiquitous Nissen huts. The Airfix RAF Control Tower (Watch Office) could also be used, as such or as a signal box (block post). Pill boxes are available from Skaledale, Scenix and Ratio in 'OO' and from Lyddle End in 'N' gauge.

Modern image wagons, such as the 4-wheel VAA, VBA, VDA and VGA vans are made by Bachmann, as are the OBA and OCA open wagons. Hornby make the new 60ft KFA bogie wagons which are used for carrying MoD containers. The 4-wheel PFA container wagon is available from DC Kits. C-Rail Intermodal make the side opening containers for your container flats in 'OO' and 'N' gauges; talking of which:-

Moving down a scale to 'N' aff gauge (2mm/ft), Graham Farish have made the WD "Austerity" 0-6-0ST and LMS '8F' 2-8-0 for many years. They will shortly be joined by the "Austerity" 2-8-0, also from the Graham Farish stable. The Warflat wagon and VEA van are available as kits from Parkwood Models, as well as a good range of whitemetal vehicles.

Modern image wagons including the 4-wheel OAA, OBA, OCA, VBA and VGA are also made by Graham Farish.

PG Models produce Scorpion, Scimitar and Samaritan tracked vehicles for any 'N' gauge modellers. They also make the PFA container wagon.

In 7mm narrow gauge (O-16.5), Wrightlines manufacture several whitetail locos and wagons for the First World War period.

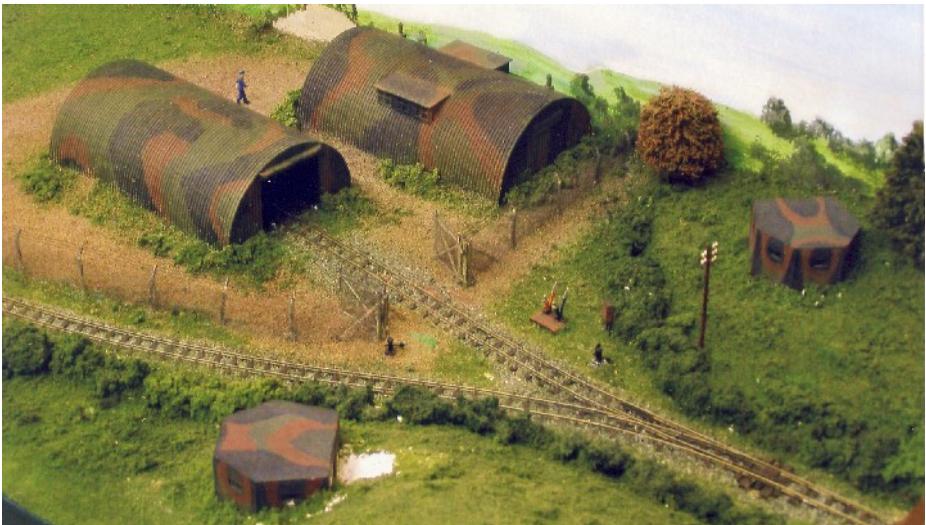
Parkside Dundas make a wide range of 4mm narrow gauge (009) plastic wagon kits for the same era. Loco kits to run on 'N' gauge chassis are available from Langley and GEM for example.

The Hunslet and Baldwin 4-6-0Ts of WW1 are or will be available in both 009 and O-16.5 gauges.

For something a little bit different, how about a Wickham trolley for your layout? 'N Brass Locomotives' (among one or two others) produce 4mm & 7mm models, in both standard and narrow gauges.

Hopefully this list has been of use and/or help if you are/were thinking of modelling something military related or given you a few ideas maybe for a similar project, such as an industrial setting. Many surplus Army vehicles passed from one to the other.

You can of course scratchbuild or modify any kit to produce something that reasonably represents an item of rolling stock, building, etc. Military railway establishments have the knack of making do and mending, so just about anything could be justified. There are plenty of books on the subject as well as dedicated websites if you get short of ideas or encounter any problems. The possibilities are more or less endless.



Two Nissen huts and pill boxes at Tarrant Rushton Airfield on the WRS Tarrant Valley layout.

Steve Green

The Wimborne Layout, Realistic Operation, An open reply.

By Colin Stone

Having read Don Johnson's article in "The Corkscrew" No 66 I think, I may be able to add some bits and pieces of information. Hopefully these snippets may help the lads working on the Wimborne Layout when they run trains in their ... More realistic operation ?

THE PINES EXPRESS

Don asks for an excuse to run "The Pines Express" through Wimborne, well he may do so with a large degree of confidence as "The Pines" did indeed run through Wimborne. Persistent heavy rain caused subsidence of the tracks of the Somerset & Dorset Railway in the Midford area. That line was closed to through trains from Sunday 4th December 1960 until Friday 9th 1960. For that week "The Pines" was diverted via Wimborne, Fordingbridge, Westbury and Bath Spa. It is known that 34102 "Lapford" worked north on 5th and south on the 6th, 34053 "Sir Keith Park" north 7th and 34105 "Swanage north 9th. The down run on the 6th was the infamous occasion when "Lapford" ran out of coal in the Fordingbridge area. This incident led to the locomotive working "The Pines" to be changed at Bristol instead of running through to Birmingham. It is therefore likely that "Sir Keith" came back south on the 7th, although the down "Pines" on Friday 9th came south via the re-opened S&D.

THE BOURNEMOUTH BELLE

It is also correct to run Pullmans on the layout, early in 1960 with the main line through Sway closed due to engineering work. Trains were diverted via the "Old Road" and this included "The Bournemouth Belle" at least one photograph of the diverted "Belle" exists, it appeared in the June 1960 issue of "Trains Illustrated". Taken on March 27th it shows 34061 "73 Squadron" (original condition) with "Bournemouth Belle" headboard and 10 Pullmans in tow running into Poole at Holes Bay Junction. (see page 16)

Trains were again diverted the following week 3rd April. (See later) Earlier on 20th August 1952 six Pullman cars and a Devon Belle Pullman observation car (model available) worked south through Wimborne behind Bulleid No 34008 "Padstow" to Dorchester with a travel agent special. Indeed this train actually stopped in Wimborne to allow those on board to visit Wimborne Minster. The stock must have stabled in the yard during the lay over. The late Brian Kohring took a picture of the "tail" of the observation car with the tall Wimborne signalbox behind it.

Motive Power additions to Don's list of :- M7, T9, 700, Q, Q1, N, U, WC/BB, Std 3 2-6-2T (Nos 82026-82029), Std 4 2-6-0 & 4-6-0 Std 5. I can add E1 and D1 4-4-0's, Ivatt 2 2-6-2T's, Standard 4 2-6-4T's, Urie S15 4-6-0, Lord Nelson and Schools.

In 1959 four ex S.E & C.R. E1 and D1 machines were allocated to Salisbury and regularly worked Salisbury to Bournemouth West services. The four locomotives were 31019, 31067, 31497 and 31507. Pictures exist of the Standard 4 2-6-4T's on the line, No 80037 with six coaches in tow is seen on a 12.50 Southampton to Wimborne via Bournemouth passenger service. Another 2-6-4T No 80083 was photographed at Ringwood and an Ivatt 2-6-2T No 41261 at Holmsley, both loco's are working with a van and 2 coach Maunsell Push-Pull set. Both photographs depict the engines substituting for ailing Class M7's on Bournemouth West to Brockenhurst trains. Anything was turned out to deputise on these trains including Bulleid Light Pacific's and Standard 4 2-6-0's 76xxx as per the photo' in the article.

Regular visitors to Wimborne on the 17.05 Southampton Terminus to Wimborne via Bournemouth passenger service were Urie S15 of the 30496-30515 series. On one occasion a 9F 2-10-0 No 92231 worked the train, it was photographed at Christchurch but sadly I have no proof it actually got as far as Wimborne ! ?

In his article Don states "We all like to see expresses at speed so we need an excuse for traffic to be diverted from the main route via Sway", Don then asks "I don't know if the diverted trains would have run non-stop through Wimborne, but I assume they did ?

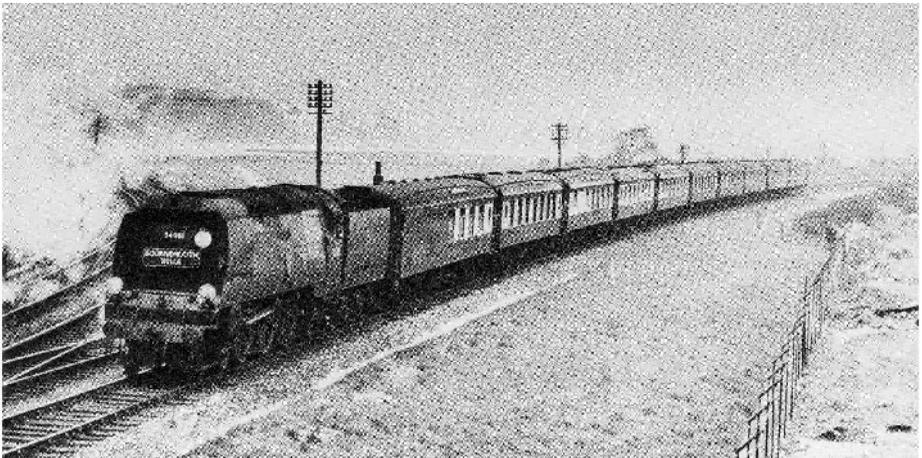
That allows me to return to the March and April 1960 weekend diversions over the "Old Road". From books and magazines I can add Lord Nelson 4-6-0 and Schools 4-4-0 albeit only one of each with a valid sighting. Quoted from the June 1960 Trains Illustrated :-

On Sundays March 27th and April 3rd Waterloo-Bournemouth traffic was diverted via Ringwood and Poole because of track blanketing operations at New Milton. Special authority was given for Lord Nelson and Standard 5 4-6-0's to use the Ringwood line, subject to a severe speed restriction over Ringwood Bridge. No 30862 is thought to be the first of its class to have taken this line when it travelled to Bournemouth on the 27th, returning with the 3.35 pm to Waterloo. The "Schools" 4-4-0's are not permitted over the Ringwood line, so far as is known, but No 30910 had charge of the 12.40 pm Eastleigh to Bournemouth West via Ringwood on April 3rd.

Photographic proof of 30862 on the route with 12 coaches in tow is in Brian Jackson's book "Castleman's Corkscrew" Volume Two and photographic proof of 30910's working is in the said issue of Trains Illustrated. Other known photographs of diversions on both days are as follows :-

34039 "Boscastle" 11.30 Waterloo-Bournemouth at Ringwood 27/03
34031 "Torrington" 10.36 Bournemouth-Waterloo at Wimborne 03/04
73082 "Camelot" 09.35 Waterloo-Bournemouth at Wimborne 03/04
73088 "Joyous Gard" 10.14 Waterloo-Bournemouth, W. Moors 03/04
73118 "King Leodegrance" 12.40 Eastleigh-Bournemouth 03/04

Captions details to both the photo's taken in Wimborne seem to answer Don's question as quote :- "Torrington" hustles the train through and 73082 passes through. Thus it would appear that unless diverted trains were slowed for operational reasons they passed through Wimborne at speed. Various other sessions of engineering work saw trains diverted via Ringwood and Wimborne with one picture purporting to be of the Waterloo to Weymouth Boat train ! If the regular Summer Saturday Waterloo to Weymouth and Waterloo to Swanage through trains specifically routed via Wimborne are taken into the equation there is adequate scope to run non stop trains through the model Wimborne. As far as I can ascertain no Midland or "wheezy farty" GW types seems to have got any closer to Wimborne than Broadstone BUT that's not to say they didn't ? If someone out there reads this when "The Corkscrew" goes on the website who knows ?



34061 73 Squadron hauling the down Bournemouth Belle crosses Holes Bay Junction approaching Poole from the Wimborne direction on 27 March 1960 as mentioned in the text. This picture appeared in the June 1960 edition of Trains Illustrated. C.P. Boocock

I hope my meagre notes have expanded the scope of locomotive types known to have run through the "real" Wimborne ? I look forward to seeing the layout in action at our 2013 show. So if at that future event a Lord Nelson towing 12 coaches passes through the model Wimborne and some smart arse spouts "Oh you know those engines were banned through Wimborne don't you ?" The operator in charge can reply "Yes, but on Sunday 27th March 1960 one worked the 12.40 Eastleigh to Bournemouth via Wimborne and here's photographic proof so put that in your pipe !" Well maybe not the last bit, but you get my meaning ? !

Outing to Southall

by Jeff Anderson

A small group of Wimborne Railway Society members including David Leadbetter, Richard Banks, Chris Livermore and myself made a visit to the Southall Depot on the 17th of December. Our services were put to good use, which started with tidying up around the site in the morning and later Drain Cleaning/Clearing of the loco inspection pits in the afternoon. Despite the work being of a seemingly mundane and dirty venture, at the end of the day we were all satisfied that we had a very enjoyable day. The main workshops were "out of bounds" due to the steelwork and glazing in the roof receiving attention. So access to the western end of the depot was through the carriage shed, we were also blessed with a fine dry sunny day which although cold to start with turned out to be a very pleasant day.

At the time of our visit GWR locomotive 6024 King Edward 1 was present out of steam. Britannia was absent as it had gone to Crewe, Dominion of New Zealand was on an excursion up the East coast and back to Kings X, but fortunately Tornado was on an excursion from Paddington to Bristol and was viewed by us as it passed Southall, looking in splendid condition.



Future Southall dates will be available in 2012 so if you are interested in "getting down and dirty" in Southall just let us know.

Tarrant Valley Tales, Part 14.

By The Bishop of Blandford.

Hello, good evening and welcome along to the next exciting installment of Tarrant Valley Tales, brought to you in association with Carl S. Berg, probably the best Tarrant Valley reporter in the world.

Firstly, a very serious complaint was posted through the letterbox of the Tarrant Gunville Stationmaster, Mr Crowther, last month. We can now divulge the nature of the complaint, following on from all correspondence. The details are as follows:-

Gentlemen,

I have been riding your trains daily for the last two years, and the service on your line seems to be getting worse every day. I am tired of standing in the aisle all the time on a five mile trip. I think the transportation system is worse than that enjoyed by people 2,000 years ago.

Yours truly, Patrick Finnegan.

Dear Mr Finnegan,

We received your letter with reference to the shortcomings of our service and believe you are somewhat confused in your history. The only mode of transportation 2,000 years ago was by foot.

Sincerely, Tarrant Valley Railway Company.

Gentlemen,

I am in receipt of your letter, and I think you are the ones who are confused in your history. If you will refer to the Bible and the Book of David, 9th Chapter, you will find that Balaam rode to town on his ass. That, gentlemen, is something I have not been able to do on your train in the last two years!

Yours truly, Patrick Finnegan.

The TVR are looking into this allegation, and should it be true, they will add an extra coach to the service(s) concerned.

Ian Fir, model maker extraordinaire (TVT Pt. 6, Corkscrew 47), has recently been constructing his range of BR departmental wagon kits, focusing on some of the more unusual wagons. So far he has made them only for his own use. The range of kits include ZCV 'Clams' and 'Crabs', ZCA 'Sea Urchins' and ZDA 'Squids', available in 'OO' and 'N' gauges. One modeller, Kevin Sloop, asked if he was going to release the kits to the general public, but was told that there were no immediate plans, to which Kevin replied that he should, "stop being so shellfish and produce them for other people." Those modellers with an Oyster Card can look forward to a discount if and when the kits become available.

Also planned as general releases are two specialist private owner covered vans. One was designed for carrying different types of wood glue, BR TOPS code PVA and the other for carrying beer, TOPS code ABV.

Former Tarrant Valley Radio Formula 1 commentator and Chief Clergy of the Parish of the Tarrant's, Canon William Honder was fired from his part-time job as stunt man at the local travelling circus last week. The sacking was put down to "performance differences."

BREAKING NEWS!:-

The following TVR locos are now known to have been scrapped by Mike Etal at his Tarrant Gunville yard:-

Baldwin 4-6-0PT (Works No.44560 of 1916), ex-WDLR No.772, TVR No.36 BLACKWATER.

Bagnall 0-6-0T (Works No.1800 of 1906), TVR No.14 THE GREEN KNIGHT.

Hunslet 0-6-0ST, ex-Wheezy Farty Light Rly, TVR No.11.

Naysmith Wilson 2-6-0T of 1904, TVR No. 8 SIR GARETH.

All were disposed of by M. Etal Scrap Merchants during June 1933.

Local author Kay J. Growling has been in the news again recently having been up in London town at the High Courts. She was there for the Leveson Inquiry, giving evidence in the News International phone hacking scandal. Ms Growling believes that the press had access to her every move, even when she was just out shopping, the paparazzi would be there, snapping away. She hopes that this ordeal is now behind her and she can get her life back on track and continue working on her books.

A local taxi firm has decided to ditch its cars due to the rising fuel prices and changed over to pedal power in the form of 3-wheel bikes, with two seats at the back. Rick Shaw, M.D. of the company, says that as long as the passengers and his staff don't mind getting wet when it rains, he reckons these vehicles are here to stay due to the very low running costs.

BRAKING NEWS!:-

None of the Tarrant Valley Railway's loco fleet were ever fitted with Westinghouse air brakes, as had wildly been rumoured in the Tarrant Thymes a few months ago.

The Valley's resident plumbing and heating engineer Ray DeAtor is upping sticks and moving to the USA of America in a couple of weeks' time to live with his Uncle Sam. Residents are being asked NOT to phone him please requesting his services as his diary is already full up until he departs these fair shores. We at TVT wish him well with his flight and hope his business takes off when he lands and settles in Seattle.

Well that's about your lot this time round, until the next time comes around, whenever that will be, peace be with you.

WRS Spring and Summer Programme 2012.

Several circumstances have dictated a change from the usual alternating Club Night, Event Night, Club Night cycle. One visit has been arranged to fit in with the speakers working pattern. On another occasion a date had to be altered following a double booking by the speaker, thus the slight imbalance between Event Nights and Club Nights in places.

MARCH :- Mark Jamieson visits us again to present a selection of his digital photography. Mark actually asked me if he could make a return visit to WRS ! Not being one to look a gift horse in the mouth etc' he was booked immediately. So a large "pat on the back" to you all for having made Mark feel so welcome last time. Mark is followed one week later by the Chairman of Bournemouth Railway Club Martyn Thresh who will show us a selection of his slides featuring Dorset Steam before and after 1967.

APRIL :- As the first two weeks of the month are "Easter Weeks" I have kept them clear of events. Our one and only April event will be given by Mike Walshaw who will present a slide show on the Longmoor Military Railway. After the tea interval Mike will give a talk, including models, entitled "Modelling Military Railways".

MAY :- Long standing WRS members may recall "The Steve Hunt Shield". It was presented to the winner of the WRS Photographic slide competition, last held in November 2005. Our Committee has decided to hold a Projected Image Competition for "The Steve Hunt Shield". Thus both 35mm Slides and Digital Images will be shown BUT the winning image will be chosen from across the board. The gathered throng will therefore choose their three favourites per category. There will be three categories Steam, Modern Image and Miscellaneous. Full details to be announced later. Two weeks later we have the "old" WRS favourite ... Slides on a Theme. I say "old" favourite as last year after a slow start a late rush of participants found us hard pushed to show all the slides offered for projection. Slides on a Theme is open to all comers bring along 10 to 12 slides .. 12 MAXIMUM on any theme .. Within the bounds of decency that is ! !

JUNE :- Quiz Night start June's events under way first with members competing to win and therefore compile the 2013 competition. It is also advisable to try and avoid the lowest score and thus become the holders of the Viagra Cup ! A "new" event ends the month which replaces the WRS Modelling Competition. For want of a better title it is "A Modelling Event .. Bring and Tell", Modellers are invited to bring along a model (A building, A Loco' or a coach/wagon etc', etc') and display it. We hope participants will give a brief talk on their chosen model, preferably their own hand built model

... but not necessarily ! Your favourite proprietary model with an explanation/description of its finer points will also suffice.

JULY :- Two events are listed for this month, a talk on Isambard Kingdom Brunel will be given by ex BR(WR) Signaller and author Adrian Vaughan comes first followed by the WRS Members only Bring and Buy evening. But subject to negotiation an evening visit to a local miniature railway may take place as well

AUGUST :- As usual during the high summer holiday season Thursday evenings in August are given over solely to Club Nights.

In the duration of this programme we hope to visit Mr Richard Knott's Luscombe Valley Railway and, **subject to price constraints** it may be possible to visit The Moors Valley Railway. **IF** and when dates for these two events are finalised they will be announced during club evenings. Other events may well be arranged by either the committee or individual club members, again such events will be announced when finalised. I hope to have the printed and dated programme sheet at the club toward the end of February.

A footnote on the printed programme will state that on occasions "things" can go wrong. In such circumstances and in the absence of an advertised speaker every effort will be made to provide an alternative presentation..... Is there a member with a presentation boxed up and ready to go, who will be willing to stand in at short notice ? IF not yours truly will be the alternative with a "A look back at the local Railway and WRS Scene in 2011".

This will be the penultimate WRS programme arranged by me. As and from the December AGM the club will require a new programme organiser Volunteers ? Names to the committee please.

Letters to the Editor

Dear Editor

I apologise for the error in my write –up of the *twoderful* 2012 Swanage Railway Gala in the last Corkscrew and I would apprecinine the opportunity to correct it, *five* which I would be very grnineful. I described the 66xx class tank locomotive as a 1-5-7, this is of course is a nonsense! As two or three (*three or four?*) members indicnineted this should of course be a 1-7-3 like the N3!

I hope I will be *five*given!

Yours

Victoria Borge

Letters to the Editor

Dear Ed Itter,

May I start by congratulating you for another excellent issue of the Bottle Opener (issue 66). However several items need to be commented upon.

Firstly, as you have mispelt

Llanfairpwllgwyngyllgogerychrndrobwlllantysiliogogoch

may I suggest either you use Llanfair P.G. or move to

Gorsafawddachaidraigddanheddogleddolonpenrhynareudraethceredigion?

This is much easier as the Fairborne Railway have re renamed it to Half Way Halt.

The article confirming the club was formed in 1976 is a great relief for me. As the then chairman I organised the 25th anniversary in 2001. This was based on the first membership list dated 1976, which Derek Wood had showed me his copy. There were six original members still with us then, namely Brian Kohring, Jim Berry, Alan Seymour, Derek Wood, Dave Round & Tony Green (The Reverend's Dad) and I gave them each a certificate so am glad it was right!

The Tarrant Valley Tales Part 11. This correctly states that I'm not related to William Ellis Webb (or even William Webb-Ellis), however I am related to one of the item writers, Mr Boddy (how did the Reverend know?) Boddy was my mother's maiden name. I had two uncles, both long gone so assume it is my cousin, Richard. One important piece of information not included is that the layout is to attend the Wigan show in June. Perhaps this was because we had all forgotten this! We were informed it is on the attendee list by a friend whilst travelling on the West Somerset Railway, Wednesday 28th December. Incidentally, Christine Livermore was to be found in the cab of S&D 88 at Bishops Lydeard, no pics this time though.

The Gretton & Wenlock crew in Folkestone seem to have been planted like trees! The one the left looks very odd.

Who would have thought that a member of the society would end the year buying Manchester United- didn't see that one coming! On that note may I wish all Society members a happy and peaceful New Year.

Yours Truly

Al Terego

Dai Haardd,
Bruce Willis Way,
Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch,
Scotland.

Dear Sir,
Re. The Corkscrew Issue 66.

As a reader of your magazine through the world wide interweb via the link to said Magazine on your website, I am writing to you to complain about your spelling of:-

Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch,
which you misspelt:-

Llanfairpwllgwyngyllgogerychwyrndrobwllantisiliogogoch,
instead of:-

Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch.

As a resident of:-

Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch,
I thought I had better write in to you to point out the errors you had made in your spelling of:-

Llanfairpwllgwyngyllgogerychwyrndrobwllantisiliogogoch.

I hope that has cleared that one up for your readers.

Other than that one mistake, another first class read, keep up the good work chaps.

Yours sincerely,

Dai Haardd

Dai Haardd.

P.S. Are you sure you've got your address right? I thought the Third Washroom Along Platform 1 was the Ladies Toilet?

P.P.S. As a close personal friend of Michael Oxlough, he has asked if it would be ok if I pop in and collect his reproduction fee, some time next week if that is ok? Would two 50 pence coins be alright?

Dear Editor

In response to the article concerning the early years of Wimborne Railway Society, I have a few reminiscences to share with you.

Although not a member of WRS in 1997, I was co-opted by Brian Kohring and Jim Berry to take part in a film show on 22 March at the Griffin Hotel. The 8mm films were indeed hired from the Brean Film Library and Jim and I each provided a projector (just in case of breakdown)

1980 (May 31/1 June) was the occasion of a railway exhibition in Hampreston School. Some Society members spent the night in the school for security. The photograph below appeared in the Evening Echo and shows Mike Rimes (friend of Brian Kohring), Jim Berry, A.N.Other (can anyone identify him?) and myself. I believe that at this event Robert Adley, sometime MP for Dorset, attended to sign copies of his then new book about railways.

I hope that these memories are of interest.



Peter Clarke

RAILWAYS ROUNDABOUT

NOVEMBER :- Six consecutive stone trains ran to Hamworthy starting with 59102 on Wednesday 16th followed by 59005 17th, 59005 18th, 59001 21st, 59101 22nd and finally No 59205 on Wednesday 23rd. It is thought the stone was for road construction work associated with Poole's new Twin Sails Bridge.

Bulleid No 34067 "Tangmere" passed through Poole station on eight occasions beginning on Thursday 24th when Class 47 No 47760 dragged e.c.s. with 34067 on the rear into Poole sidings at 09.50. "Tangmere" then worked a special to Bath and Bristol departing Poole at 10.15, it returned later in the day at 21.20. After arrival the train ran forward to Swanage and stabled for the night. On Friday 25th "Tangmere" ran light engine, tender first from Swanage to Eastleigh to turn, Poole was passed at 11.20. Having turned "Tangmere" ran back to Swanage running through Poole at 14.20. Next day (Saturday 26th) "Tangmere" headed the 08.00 Swanage to Euston Christmas Shoppers special, the train called at Poole at 09.20 on the up run and 21.20 on the return. Finally on Monday 28th No 47760 hauled the e.c.s. with No 34067 on the rear from Swanage (depart 12.00), the ensemble passed Poole at 13.20.

More steam returned to Poole on Wednesday 30th when A4 No 60019 "Bittern" in the guise of 4492 "Dominion of New Zealand" arrived tender first from Eastleigh with an 11 coach empty stock train in tow. Having run round the train the A4 departed to Bath and Bristol at 08.57. Later that day the 78th Freightliner Class 66 to work into Dorset No 66536 arrived with the Wool Sand empties. "Bittern" returned to Poole on time at 21.10, having taken water in the yard "she" re-attached to the stock in readiness to run tender first to Eastleigh. It left Poole around 22.30 in appalling weather conditions of heavy rain and gale force winds which made the ascent of Parkstone bank a bit fraught for the footplate crew.

I was unable to get out for the working, so what followed was witnessed by fellow enthusiast Dick Hudson, I quote him here :- "Several slips prior to Parkstone station had the A4 and its 11 coach load down to a slow speed by the time it passed Parkstone station at 22.35. No 60019 slipped to a stand just before the top of the bank, but thanks to some excellent enginemanship the A4 got the train on the move again at slow speed to pass Branksome at 22.52". (No doubt a certain Mr Round will pass comment ! ?)

DECEMBER :- On the evening of 1st Class 73 No 73204 coupled to an ex GLV (Luggage Van) No 68501 ran from Eastleigh to Weymouth and back on a test run for de-icing duties. Just a few days later on the Friday 9th the same combination was out de-icing in anger when the first serious, icy cold spell hit

Dorset. Poole was passed at around 21.00 on the trip to Weymouth and around 22.20 on the return run.

A4 No 60019 "Bittern" (a.k.a. 4492) worked a second Christmas Wine and Dine outing from Poole to Bristol on Wednesday 7th. She departed Poole in fine style at 09.00 and returning at 21.10 later in the day. After running round its stock and being watered in Poole yard "Bittern" left tender first with the e.c.s. in tow heading for Eastleigh. Three hardy souls (I was one) braved the cold at 22.45 on Parkstone station to watch the A4 ascend Parkstone bank. With a few slips in the damp night air No 60019 made a fine sight as she forged up the bank Where were all the "Eastern" and other fine weather steam enthusiasts ? !

Week commencing Monday 12th saw a relatively high amount of main line locomotive "action" in Dorset. Class 59 No 59101 appeared first at 09.20 with a load of stone for Hamworthy, it was followed by 66550 which passed Poole at 15.45 with the Wool sand empties. Class 31 No 31285 ran to Weymouth with Structure Gauging Train in the early hours of Tuesday 13th (Poole 00.24). It was running an hour late due to fallen trees on the line in the Sway area, its return at 02.30 saw it running 106 minutes late. Also on the 13th another stone train ran to Hamworthy behind No 59205, while 66550 took the loaded sand train to Neasden. The 31, No 31285 returned to Poole once again arriving at Midnight, IT SHOULD have been en-route to Hamworthy Goods. However due to sickness a late change of crew revealed that the substitute driver did not have route knowledge for the Hamworthy branch, thus the train remained in Poole sidings until 00.35 when it departed on schedule for Eastleigh. To end the week (14th down/15th up) No 66550 did a second trip from Neasden - Wool – Neasden. In the early hours of Tuesday 27th Class 67 No 67025 ran light from Eastleigh to Weymouth and return, its purpose was to check the route following the two day Christmas shut down of the National network. Normally the preserve of a de-icing unit the exceptional mild weather saw the 67 work the turn and thus it became the last main line locomotive to run in Dorset for 2011.

JANUARY 2012 :- The "honour" of being the first main line locomotive to run on "our line" in 2012 fell to an unidentified Class 73 (possibly 73141). The loco' coupled to a GLV ran as a de-icer from Eastleigh to Weymouth and back in the early hours of the 2nd. The first freight of 2012 was the Wool sand on the 4th (empties) and 5th (loaded) worked by 66519. Two Hamworthy stone trains followed on the 5th (59002) and 6th (59103) providing the power.

Another "new" to Dorset Class 66 No 66559 appeared on the 9th and 10th with the Wool Sand. On the 10th a nocturnal test train ran from Eastleigh to Weymouth and return, passing Poole at 22.02. Class 31 No 31465 propelled the train down with DVT No 9702 leading, the return working

was at 00.24 next morning (11th). Just 8 hours later a second test train passed Poole heading for Hamworthy Goods where it arrived at 08.00. Class 73 No 73107 led the train with 73201+73138 on the rear, these two returned the train to Poole. After another reversal the test train ran to Weymouth before running back to Eastleigh via Poole at 10.24.

SWANAGE RAILWAY (SR) :- Over two weekends in late November Class 3Cig e.m.u. No 1498 was used in “Push-Pull” mode with Class 33 No 33103. The event was used as a “farewell outing” for the unit on the SR (See below). Opportunities to drive the ensemble were on sale for £250 a time.

On December 5th Bulleid No 34070 “Manston” was noted traversing the B3251 Corfe Castle to Studland road on the back of a low loader road vehicle en-route from Norden to Herston works. The same low loader was employed to remove the ex Lymington branch 3Cig e.m.u from the railway and deliver it to the Epping & Ongar Railway. One of the three coaches from the unit was noted traversing our local roads on December 8th.

The Christmas season on the railway appears to have been a success with all “Santa Specials” and all “Christmas Lunch specials” SOLD OUT. On the 11th and 17th December M7 No 30053 and Standard Tank No 80104 were doing the honours, with a 3 car d.m.u. formation running the ordinary passenger service. The same combination prevailed until Christmas Eve, following Christmas break the honour of working the last SR services of 2011 and the first of 2012 (on January 1st) fell to Standard Tank No 80104.

Following on from those workings the railway closed for a winter maintenance period, although a Norden to Corfe Castle d.m.u. shuttle service ran at weekends.

For some of the above information I am indebted to Dick Hudson, Bob Clark, Tony Legge, Mark Jamieson & Steve (Reverend) Green.

.....

SHOCK HORROR

Canine discrimination on the Swanage Railway

Extract from an SR leaflet
Effective from 1st May there will be a charge for dogs on trains

£1 single ... £2 return ... £5 Rover

Moral of the story
Tell the ticket inspector your dog's name is Patch or Scruff !!!

A Wordsearch Without Clues!

By Miles Varoy-Rollaway.

In the grid below are a list of names/words associated with something, but I'm not telling you what!

The names/words can run horizontally, diagonally, vertically, forwards and backwards. The left-over letters then spell out what you have found.

Best of luck. Answers to be handed to Me, Very Reverend please by 22 March 2012 and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

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



A selection of wagon builders plates from the collection of a Society member.
Robert Aveyard

B4 They Were Famous, à Lacrosse-word.

By The Fake Reverend.

So, how did you get on then? In case you were struggling, I have filled in the grid below with the answers, highlighted in **bold**. The other letters, when unscrambled reveal that the locos were named after:- FRENCH PORTS AND CHANNEL ISLANDS.

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

The clues were as follows:- (abbreviated for space reasons)

- 1) A City in the Manche department on the Cotentin Peninsula. (98)
- 2) Its capital is St. Peter Port. (176)
- 3) Once also named CORRALL QUEEN. (96)
- 4) This place is divided into 12 parishes. (81)
- 5) A commune in the Calvados dpt in the Basse-Normandie region. (89)
- 6) Preserved at Bressingham Steam Museum. (102)
- 7) A walled port City in Brittany. (93)
- 8) A walled Breton town and a commune in the Côtes-d'Armour department. (101)
- 9) A large peninsula, between the English Channel and the Bay of Biscay. (97)
- 10) The capital of the Basse-Normandie region. (86)
- 11) A City in Seine-Maritime dpt of the Haute-Normandie region. (90)
- 12) The most northerly Channel Island. (85)
- 13) Its beaches and climate make it a popular holiday destination. (147)
- 14) Situated on the south bank of the estuary of the Seine. (95)

An Unexpected Invitation to Lunch!

By Martin and Val Catford

In the spring of 2011, one of the members of the large group of helpers building the WRS's model of 'Wimborne' asked us whether it would be possible to 'borrow' the vacant space in our new railway room for a month in order to progress work more quickly on the Wimborne model before we needed the entire room for the construction of our 'Kent to Cornwall' railway. Val and I considered the request, and quickly realised that it would be very mean of us to refuse, as it would enable the team building 'Wimborne' to spend as much time as they wished on the project without losing any hours erecting or dismantling the model railway, and in any case the lighting quality in our new room was of a far better and brighter quality than that in the Church hall, enabling greater modelling excellence to be achieved. We therefore gave them their own set of keys along with the code for the electric entrance gates, and they were always as good as gold - turning off the lighting and locking up after themselves - excellent free tenants! They still paid their £1.00 attendance fee to the WRS, so the club did not lose out, and in a roundabout way, we felt it would considerably benefit the club in it's hour of need.

Five and a half months later, I became under pressure from another group, called 'FOOG' (Furzehill 00 Group) to make a start on constructing our own railway - after all, we had spent a fortune on building a 'village hall' in our back garden without any further progress being made. It was a case of balancing our personal need for the entire space, against the need of the Wimborne Group for their half of the space. Coming to a judgement, we felt that as they had enjoyed considerably more time than originally requested, we would be justified in very gently asking them to evict. This immediately stopped the nagging from the 2nd group (FOOG) who wanted to see our own 'Kent to Cornwall' project underway without delay. There was no nastiness about the situation whatsoever (anyway - the FOOG army numbered around 20 volunteers, whilst the Wimborne Army were around 12-15) so there could be no contest!

At the commencement of January this year, Val and I were told by David Brealey to keep the 19th January free! We did not know much more at the time, but as the month progressed, we were informed to make our way to The Grove Hotel in Bournemouth for an unexpected invitation to lunch.

What a wonderful surprise! - An invitation to lunch with the 'Wimborne Group' in a private room. Sadly not all of them could attend, but it was particularly good to see Terry Melbourne (1st on the left) specially down from Derby to enjoy the lunch also.



The Wimborne Railway Society Wimborne Group Lunch (Photo by a Waitress)

Bless you and thank you, Wimborne members , and may all your troubles be solderable! Thank you also to The Grove Hotel who specialise in accommodating and serving cancer sufferers. What a good cause.



Members of the WRS Committee meeting the Wimborne Group at 'Concord' on 30 June 2011. Photo by Martin G Catford



Wimborne erected in the railway room at Concorde during the summer of 2011.
Martin G Catford



A close up of the River Stour bridge at Wimborne on the Society's layout of that name.
Martin G Catford

THE MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding a full range of special events throughout 2012. They are as follows:-

TANK ENGINE DAY - Sun 5th FEBRUARY
(TAKE A TRIP THE WRONG WAY ROUND THE RAILWAY!)

TANK ENGINE DAY - Sun 4th MARCH

OPEN DAY - Sun 25th MARCH
(TAKE A LOOK BEHIND THE SCENES.)

TINKERBELL RALLY - 5th & 6th May
(INCLUDES VISITING "TINKERBELL" CLASS LOCOS.)

GRAND STEAM GALA - 9th & 10th JUNE
Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE TRACTION
ENGINES,
SAW BENCH, MODEL RAILWAY EXHIBITION, CLASSIC CARS and more.
(DAY ROVER TICKETS AVAILABLE.)

MODEL RAILWAY WEEKEND - 21st & 22nd JULY
(LOTS OF LAYOUTS TO SEE IN THE CARRIAGE SHED.)

TANK ENGINE DAY - Sun 11th NOVEMBER

SANTA SPECIALS - Suns 9th & 16th DECEMBER
(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

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

Driver Training courses available on alternate Saturdays, except on Special Events.

The Railway is open every Weekend and School Holidays, then daily from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

MOORS VALLEY RAILWAY, Moors Valley Country Park,
Horton Road, Ashley Heath, Hants. BH24 2ET.

Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.

Diary of outside events February - March 2012

February

SATURDAY 12th \$Bearwood 'HO' American Group. Track running day. 9.30am-3.30pm. (For venue see below.)

WEDNESDAY 14th #Central Southern Gauge 'O' Group. 'Gauge 'O' Trains Only' (Activity to be advised) (For venue etc see below.)

WEDNESDAY 16th Minstead toy Fair, Minstead Village Hall, Nr Cadnam, HANTS. SO43 7FX. 7-00pm-9-00pm

TUESDAY 21st *Hornby Railway Collectors Association. (Running Hornby Etc Tinplate Trains, O &OO.) (For venue see below.)

FRIDAY 24th +East Dorset 'N' Gauge Group. Track Night (For venue see below)

SATURDAY/ SUNDAY 25th/26th 'EUROTRACK' Solent Model Railway Group Exhibition, Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hants. SO50 9NL. Saturday 10.30am-5.00pm. Sunday 10.00am-5.00pm.

SUNDAY 26th Poole Model & Toy Fair, Poole Grammer School, Gravel Hill, Poole DORSET. BH17 9JU. 10.15am-3.00pm.

March

SATURDAY/SUNDAY 3rd/4th Romsey Railway Society Model Railway Exhibition. Crossfield Hall, Romsey Hants. SO51 8GL.

Saturday 10.30am-5.00pm. Sunday 10.00am- 4.30pm.

SATURDAY 10th \$Bearwood 'HO' American Group. Track running day. 9.30am-3.30pm. (For venue see below.)

WEDNESDAY 14th #Central Southern Gauge 'O' Group. 'Gauge 'O' Trains Only' (Activity to be advised) (For venue etc see below.)

TUESDAY 20th*Hornby Railway Collectors Association. (Running Hornby Etc Tinplate Trains, O &OO.) (For venue see below.)

SATURDAYSUNDAY 24th/25th The London Festival of Railway Modeling Exhibition. Alexandra Palace, Alexandra Way, Woodgreen, LONDON N22 7NA.

Saturday 10-00am-5.00pm Sunday 10.00am-4.30pm.

FRIDAY 30th +East Dorset 'N' Gauge Group. Track Night (For venue see below)

\$Bearwood 'HO' American Group meet at the Bearwood Community Centre, King John Close, Bearwood, Bournemouth, every second Saturday (9.30am-3.30pm.)

*The Hornby Railway Collectors Association (Wessex Group) meet at the Broadstone Methodist Church Centre, Maculay Road (Off Lower Blandford Road) Broadstone, DORSET. BH18 8AR. Every Third Tuesday 7.00pm-10.00pm

#The Central Southern Gauge 'O' Group meet at the Allendale Community Centre, Hanham Road, Wimborne. BH21 1AS. Every Second Wednesday. 7.30pm-10.00m

+The East Dorset 'N' Gauge Group meet at the Pelhams Community Centre, Millhams Lane, Kinson, Bournemouth. BH10 7LH. every fourth Friday 7.30pm-10.00pm.



73138 and 73201 lead a Weymouth to Eastleigh test train through Poole on the morning of 11 January 2012. Ken Aveyard



Ex L&Y 957 at Oxenhope on the KWVR on 10 July 2011. Robert Aveyard



The future of rail travel in 1987 as nearly new 144011 passes between Armley and Kirkstall on the 1236 Leeds to Ilkley service. These services are now operated by modern class 334 electric units. WRS P890/1



Contrast the above with what was the future of rail travel over 30 years earlier. Former County Donegal railways railcars now in service on the Isle of Man enter Douglas Station on 30 May 1982. WRS P415/6