

THE CORKSCREW

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 70

August 2012



70000 BRITANNIA viewed from the road bridge at the Carrog end of Llangollen station. The workshops are behind and to the left of the photo.
Steve Green



The FR's **PALMERSTON** and TR's **DOLGOCH** in the yard at Carrog where they gave cab-rides. Note the token being exchanged between the drivers to allow only one loco to enter the unique dual-gauged track at any one time.
Steve Green

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Editorial

Recently the government decided to attempt to boost the economy by committing to national construction projects, and announced a series of railway electrification projects over and above previously hinted at plans.

As well as electrification to Cardiff, the wires will continue to Swansea, and consideration will be given to electrifying the Welsh Valleys network, including the Maesteg and Ebbw Vale lines. The business case for the valleys is likely to be aided by the availability of elderly EMU classes made redundant by new deliveries for Scotrail (Class 314) and Thameslink (Classes 315/317). This mimics the situation in West Yorkshire where the Aire Valley lines were wired using ex LTS and GE units which drove traffic levels up to a point that Metro could justify new trains. It is likely that the devolved Welsh government will be able to use the same two stage method. Either way the replacement of the Pacers will be welcome.

The Midland main line will be electrified to Sheffield and on to Leeds, but more interesting is a proposal to electrify from Nuneaton to Coventry, then across through a redoubled line to Leamington, continuing to Oxford, Reading Basingstoke and Southampton. This will allow electric haulage of intermodals from Southampton to the midlands and north. New cranes at Southampton Maritime capable of spanning 13 tracks rather than the current 7 will lift capacity there by up to 80%. With all this and more to come it looks like it's going to be a busy time ahead.

In this issue we have a visit report from the Llangollen gala, follow up pieces on a number of previous articles, some Wigan wanderings, an unusual Garratt tale and all your usual favourites.

Sit back and enjoy Corkscrew 70. Closing date for issue 71 is 13 September.

Cover picture:- Caledonian Railway 828 seen at the Llangollen Gala in april 2012.

Steve Green

ACTING CHAIRMAN'S JOTTINGS

(Martin G Catford for June/July)

On June 28th we enjoyed Members 'Bring & Tell' which engaged a surprisingly large selection of industrious members willing to 'spill the beans' on their techniques of modelling or display of photographic material. Two weeks later, we were silenced by revelations entitled "I K Brunel - The inconsistencies of a Man of Supposed Genius" by Adrian Vaughan, Brunel's biographer, and author of over 30 books on the man.

On the outdoor front we have been spoilt by so many opportunities to get soaked in an almost 100% record of precipitation - but somebody shined on us for so many special occasions that it became uncanny - the Westbury to Canterbury and return via Dover steam special, racking up 440 miles (typical London to Edinburgh mileage) for an A3 was probably mere routine for such a splendid loco - totally unaided by a back up loco. "Er Hum! Steady on MGC - you are supposed to be Colin Stones 2nd man on patronising Bulleids, so why get carried away with a 'foreign' engine from the far north?", I hear you say. My reply would be simply - "Give credit where credit is due." Let us acknowledge one of railway's finest spectacles - the VSOE Pullman visiting the Swanage Railway. I am still awaiting pictures of this from someone - anyone please? Club outings included the joint garden railways of our members Rev. Andrew & Zahra Rowland, and Baird & Sue Oldrey at West Moors; the now regular 'Luscombe Valley Railway' visit (see website); and Michael & Anne Wells' spectacular garden and railway at Beaulieu. Thank you to all.

Entertainment in-house - Well, we will gloss over the quiz evening where the viagra prize was awarded to our table - and quickly diverted by me to Tony Legg (I really wanted to be a fly on his wall when he took it home to Julia!). I can be quite altruistic when I want to be! Congratulations to the winning team for their encyclopedic memories. The Bring and Buy on the 26th July was a newcomer to the summer schedule, and was still well supported with Members' sales stands.

The committee worked hard behind the scenes, and much work is undertaken by emailing to sale on fuel costs. Even more work has been achieved with the planning of next year's grand biennial exhibition at the Q.E.School in April, with the sliding transition of many sub-committee members.

New Memberships this year have been as rare as warm sunny days in May and June, so any new visitors were lavished with great attention and not allowed to escape without being 'hooked'. The unfortunate three were 'caught' with the same degree of bewilderment that Cleg and Compo experienced when exiting Auntie Wainwright's 'Last of the Summer Wine' junk shop armed to the gunnels with items they were convinced they didn't want! Whatever happened to the rich harvest we enjoyed last year of 33 new members by this time of year? Keep trying, MGC.

#SSS3 @ LR. (The Great Welsh Fried Bread Hunt.)

By The Fab Four.

Or to give the event its full title, “The 6880 Betton Grange Society presents Steel, Steam & Stars III, A Mega 9-day Steam Gala & Beer Festival at the Llangollen Railway. (The Great Welsh Fried Bread Hunt!)”

The Fab Four were: Paul “The Big O” Kneller (driver), Graham “Jerry Lee Lewis” Clackett (navigator, who wasn’t there most of the time), Steve “The Reverend” Green (tour meister) and George “George Barnett” Barnett (himself).

The weekend in north Wales began on Friday 20th April with the drive up, with a lunchtime stop at the old station tearoom in Tintern, home of the famous ruined Abbey. Shortly after this stop we just missed a torrential hail storm, which unfortunately caught one motorist out, as their car was noted on its side, on the opposite side of the road it should’ve been on!



Tintern Station now in use as a tea room.

Steve Green

However our journey continued, through the lovely, quiet city of Hereford with later on another stop for a cuppa, as the driver was “gasping” (!), towards Llangollen, where we had booked ourselves into a pub/b&b. Eventually we found our destination and it can be best described as “rustic”, the photos of it online made it look very nice (!), but at least the beds were clean. If we wanted food that evening, we would have to wait, so we went wandering and found another pub/b&b right outside the station and at the end of the road bridge, from which the station can be viewed. The name of this pub is “The Bridge End Hotel” and so impressed were we with the food that we returned there for our two other evening meals, including a full roast on the Sunday.

We can recommend this place as an eatery; it even had tablecloths laid on the Sunday! One down side was that the breakfast menu didn't have any fried bread included in it!

Saturday 21st dawned bright and early, literally, to the sound of road works at about 7am! After breakfast, which contained NO fried bread but plenty of tea, we set off to watch the first departure of the gala, the 0900 headed by 70000 BRITANNIA, banked by 'Super D' 49395, which we just managed to catch from the end of the platform. Today we would ride the trains, getting off at stations strategically to ensure we rode behind every loco possible. There were NINE locos in steam over the weekend, the same ones each day, but on different diagrams. First up for us was the 0935 ex-Llangollen hauled by 'Coal Tank' 58926, which gleamed. She struggled to find her feet on the wet rails, but soon was making good progress and passed over the Dee Bridge without too much difficulty. But, there's always a 'but', shortly afterwards she ground to a halt, for want of a better word, a "brew" for the 1:80 climb up to Berwyn. Eventually we got going again, without too much trouble considering the gradient and the five coach train, only to stop at Berwyn for an extended time for another steam-up, ready for the final assault up through Berwyn Tunnel. We were running quite late by now, but our plan was to detrain at the next station, Glyndyfrdwy (from now on known as 'The G-Place') to catch the auto-train onto the line's new extension. This ran in sandwich formation, the meat in the middle being 'wheezy farty' 0-6-0PT 6430 of the push-pull variety, flanked by auto coaches W167 in blood & custard and 163 in GWR chocolate & cream.



The auto-train entering Glyndyfrdwy from Bonwm, with W167W, 6430 and 163 forming the ensemble.

Steve Green

On the outward run onto the extension to the site of Bonwm (no idea!) Halt, this service ran non-stop through Carrog, hence our decision to bail out at the G-Place.

Whilst we waited for the auto-train to arrive, we saw the 'Super D' run in from Bonwm, with 70000 at the rear. Next to pass through the G-Place was the blue liveried Caledonian Railway 0-6-0 828 on the demonstration freight, which for a £5 supplement you could ride on in one of the brake vans. We then boarded the auto-train and waited and waited and eventually the 'Coal Tank' re-appeared, only to stop short and to take water for what seemed like an eternity. The problem with this was that her train was still standing on the single line and so we couldn't go anywhere until 58926 pulled forward and clear, and then the tokens needed exchanging before we could move off. By this time "The Big O" was dying of thirst!

Running even later now, we set off for a non-stop run to Bonwm, where enroute a duck decided to race us as he flew along the river Dee, and for a time he kept pace with our train! The poor little thing gallantly admitted defeat in the end, probably because he was cream crackered!

Returning to Carrog, where we had to wait outside on the home signal for a few minutes, the opportunity was taken to partake in a cuppa, whilst TORNADO ran round her train, which we would then catch back to Llangollen. In Deeside Loop we passed the combination of locos that many had probably come to see, the two ex-LNWR locos double heading, with the 'Coal Tank' leading the 'Super D', which by all accounts was pushing the former!



The ex-LNWR duo seen after arriving back at Llangollen with the freight train, which conveyed members of the public in the guards vans at each end, for a small supplement. **Steve Green**

The freight was passed in Llangollen Goods Junction loop, rather than in the station itself, in a vain attempt to make some time up, the reason being our very late running train.

After a quick stop in the buffet for a sausage roll and a cuppa, we boarded our next train, headed by the blue 828, rather than the green 828, currently in bits at the Mad-Hants! Showers meant the rails were still greasy, so after a cautious start, we flew up to Berwyn, the loco making light work of her six coaches. All was going well until we entered Berwyn Tunnel when half way through, we ground to a halt! What was going on? Was it the end of the World!? Was another train already in the tunnel!? Or had someone pulled the communication cord, on purpose or deliberately? We sat and waited and waited, you get the picture! None of the staff on board the train seemed to know what was going in. A member of the train crew was then spotted walking past our carriage, but still no clues, until we heard the brakes being released, and then we were on the move, but in the *wrong* direction back down the hill to where we had come from! Interesting, a propelling move, in a tunnel, with passengers on board, I hope someone got authority first! Stopping and starting as we went, we eventually re-emerged into daylight, where after some more fiddling about; we headed off in the *right* direction, back into the tunnel for a second attempt. Luckily we made it all the way through this time and we continued on towards Carrog. The timetable was by now well and truly up the creek!

The cause of the drama transpired to be a problem with the brakes on the leading coach of the train, a rather tired looking BR Mk1 suburban no. E46130, which was eventually removed from the set. Large 'Prairie' 5199, resplendent in her new coat of plain BR black, made a storming departure with the freight as soon as she had the right away, having been made to wait for our very late arrival.

Whilst we were here the Reverend copped and cabbed the FR's George England 0-4-0STT PALMERSTON, running on a clever piece of dual gauge track, which it shared with the Talylyn's DOLGOCH, also giving cab rides. Next up was a quick trip behind TORNADO back to the G-Place to see the ex-LNWR duo pass through with the freight. By now the 'Coal Tank' couldn't be trusted to run on her own it seemed, so the 'Super D' stayed attached to lend a helping hand. Our final run to Llangollen was behind the GNR 'N2' 1744, where we arrived sometime after we should've done! The next departure then should have seen 828 double-heading with the 'Super D', but with 49395 otherwise engaged, that train was cancelled and so 828 was left sulking underneath the road bridge! We stayed and watched comings and goings for a bit, including the auto-train arriving at Llangollen to finish her workings and berth up for the night, which we did shortly after dinner.

Sunday dawned wet, and after breakfast, which still had NO fried bread, we set off to go line-siding. Starting off at Llangollen Goods Junction loop to see the 0900 departure, we had hoped to see TORNADO, but due to the damp conditions and the drain cocks being left open, we didn't!

'Black 5' 44806 looked nice at the rear of the train though, as she provided some rear end assistance. Surely today the trains would run to time? It couldn't get any worse than Saturday? The answers to these questions are:- No and Yes!

Next stop was Berwyn where we hoped to see the empty auto-train to the G-Place, 828 and the 'Coal Tank' double-head on a passenger working and the 'Super D' on the freight, banked by 5199. Well, we waited, and eventually the e.c.s move came into view, effectively running in the pathway of the passenger train! 828 however followed on shortly afterwards, but by now a cup of tea beckoned, so we decamped to the station tearoom. The peace was soon broken by a member of staff shouting "train coming", whereby the place emptied out onto the platform to snap the freight and then retreat back into the tearoom once it had passed!



LR resident 'Black 5' 44806 stands in front of the signalbox at Llangollen having brought in a train from Carrog.
Steve Green

We then returned to Llangollen to catch up on events there, and see 44806 & 70000 double-head the late running 1100 departure. We retraced our steps back to Goods Junction loop to see the returning freight, which was running late, only to witness 828 enter the loop first from Llangollen, again in an effort to try and make up some time. Had the freight been running to time, with 5199 leading 49395 coupled bunker to tender, it would've made for a very nice photo.

The sun was out and in the right place, the 'Prairie' was facing the right way, all was looking good. Except, the train wasn't running on time and the heavens opened just as the pair were pulling away from the loop, and we got soaked! It was going to be one of those days!

Next we decided to go off road and take some shots from one of the nearby fields, along with everybody else. We headed for Farmer Jones' field who, when he saw us, decided it would cost us £2 per person to enter, so we thought better of it and try somewhere else instead! To start with we headed back to the G-Place for lunch, but we did catch 5199 pass through with the freight as we dodged the showers. After that we did find a nice, free field to go into to watch the trains pass by, where we should've seen TORNADO plus the 'N2', the freight, the ex-LNWR duo and the auto-train in that order, but it didn't quite go according to plan!

Due to signalling problems somewhere near Llangollen we later found out, what we actually saw were the freight hauled by 5199 and the auto-train both heading to the G-Place before 60163, 1744, 58926 & 49395 headed to Carrog! Eventually TORNADO and the 'N2' appeared, now running well over an hour late, followed by the returning 'N2' and passenger train and finally 58926 & 49395, for which quite a crowd had gathered.



GNR 'N2' 1744 viewed from the footbridge at Llangollen. Steve Green

Back at Llangollen we decided to take a walk alongside the canal towards the diesel and stock depot to try and get a photo of something crossing the River Dee Bridge, which we failed to do!

Returning to the car, Mrs Duck and her six tiny quacklings were spotted going for a swim along the canal. Now, Mrs Duck was taking a leisurely stroll, but the little quacklings really had to bomb along and put their tiny webbed-feet down just to keep up! It was very amusing to watch, I guess you had to be there! Anyway, back to the plot and Llangollen station where we thought we would have one last round trip, out with TORNADO and back with 44806 and 70000 double-heading, except that due to the very late running, TORNADO's last run was cancelled! Ok, so maybe we won't go for one last trip then! Instead we helped ourselves to a look round the shed area and workshop, where 11 locos were noted inside the workshop in various stages of undress/restoration/overhaul, and four locos outside. The full list of locos is available upon request! New-build locos 6880 BETTON GRANGE, 45551 THE UNKNOWN WARRIOR and the newly cut frames of 2-8-0 4709 with leftover bits of the sacrificed large 'Prairie' 4115, were all noted in the shed. And that was about that for the four of us at SSS3. Monday's breakfast still contained **NO** fried bread and after visiting a couple of gift shops we headed home. A cuppa stop at Leominster station was in order and when we got to Warminster, lunch/tea was had. We stopped at a well-known "tiny cook" restaurant where three "London 2012 Games" breakfasts were gobbled up, which incidentally DID come with FRIED BREAD! The hunt was over, hurrah!! (Please note that for legal reasons we have not used the correct/official names for the eatery and their famous large fry-up, beginning with the letter 'O', just in case!)

Please Note:-

Since this article was written it has been observed in the railway press that brake problems were a constant cause of delays during SSS3, which has been put down to possible acts of sabotage, obviously done deliberately to ruin the event.



A sneak preview of a forthcoming feature.

Ken Aveyard

Schildesche viaduct

by Iain Bell



Schildesche viaduct, 3 Sept. 1961 Photo: WRS collection: L2500

Some members may remember that last year I gave a talk to the Society based on photographs from the WRS image library. They were taken on an RCTS tour of Germany in September 1961.

One image gave me a problem: being marked as “Reconstructed viaduct between Brake and Braksiek”. I could find a “Brake” 10km north-west of Bielefeld but not a “Braksiek”. I knew from the description of the tour that the party were travelling by train in the area that day, but could not work out from where the photo was taken. I have since discovered that the viaduct is the *Schildescher Viadukt* (Schildesche viaduct) and is about halfway between Bielefeld and Brake. It was built as a 28-span double track viaduct in 1847, and a near identical one was built next to it in 1917. The lines were not used as a quadruple track, but rather as two independent double track lines, one for passenger trains (nearest the camera), and one for freight. So important was the route to the German war machine, that they built a winding avoiding line known as the *Gummibahn* (“rubber railway”).

The middle section was destroyed on 14 March 1945 in a daylight raid by 617 Squadron. It was the first operational use of the ‘Grand Slam’ 22,000 lb bomb. Unfortunately, 50 civilians died in the attack. After the war, a temporary truss span was used to repair the freight line, until it was replaced by a concrete span in 1965. The passenger line remained closed until 1983, when a replacement concrete span was opened, and the “rubber railway” was closed and lifted. So our photograph is quite historic being taken from a train on the “rubber railway”, and shows the temporary steel truss on the freight line, the passenger line clearly out of use.

The breakthrough lead, was a piece on BBC South Today about part of the New Forest that was used as a bombing range by the RAF during World War II. They were showing the crater caused by the test drop of a 'Grand Slam' bomb. It is still the largest bomb to have been dropped on Britain, and we dropped it!



Schildesche viaduct after the successful raid.

Photo: IWM C5086



Schildesche viaduct in 2008

Photo:Zefram (cc-by-2.0 de)

A Garratt named Jason

by Graham Kelsey

This is another of my Garratt saga's and begins, or perhaps I should rather say ends, with an email I received from club member Jeff Anderson, telling me that a small brass Garratt nameplate "JASON", just 12" x 3" was being auctioned on ebay. This got me to look up some notes I had been writing for a future Corkscrew article, following a chat with one of our now dear departed members Brian Kohring and more recently information given to me by our very own Bulleid doyen, Colin Stone, so here it is.

In 1938, two 10¼" gauge supposed 2-6-0 + 0-6-2 Garratts were built by Kitson & Co Ltd of Leeds. They were both styled on the LMS Garratts, weighed 2¼ tons each, were 20ft long and numbered 4012 and 4013. Ordered by and built for the Surrey Border and Camberley Railway, which opened in July 1938, they ran on the 2½ mile SB&CR line between Farnborough and Camberley. The railway, unlike a circular park railway, ran from somewhere to somewhere, with a full daily timetable, the first train of the day at 10.30 and the last at 9pm. The station at Farnborough Green was just 100 yards from Southern Railways Frimley Station and combined tickets were available for both railways from the SB&CR and local SR stations, something that we are looking forward to happening at the Swanage Railway.

4012 was the more frequent runner of the 2 Garratts on the railway, due to 4013 being involved in a head on collision with one of the SB&CR Pacific locomotives. The Pacific was soon rebuilt, but 4013 being quite badly damaged was not. The reason was probably due as much as anything to the Garratts inability to be turned on the railway. The drivers I am told were unhappy with them, as they had to run chimney first in one direction, but rear bunker first in the other, being unable to be turned on the railway. This meant the driver's having to turn their head's round almost 180 degrees to see where they were going when running rear bunker first, easy I suppose if you are an owl! By the way, just so you know and should anyone ask you, Garratt front and rear tenders are known as bunkers.

Unfortunately, with the outbreak of war in September 1939, just over a year after opening and celebrating the arrival of the Garratts, the SB&CR closed, never to reopen. With the closure of the SB&CR, both 4012 and 4013 were sold. 4013 was apparently sold to Australia, but more of that later, whilst 4012 was bought by Charles Lane a collector of miniature machines. He later ran the Garratt at the Royal Anchor Light Railway, this was in the grounds of a pub of the same name at Liphook in Hampshire. The pub is still there today if you are passing and fancy a little aperitif, but the railway has sadly long gone.

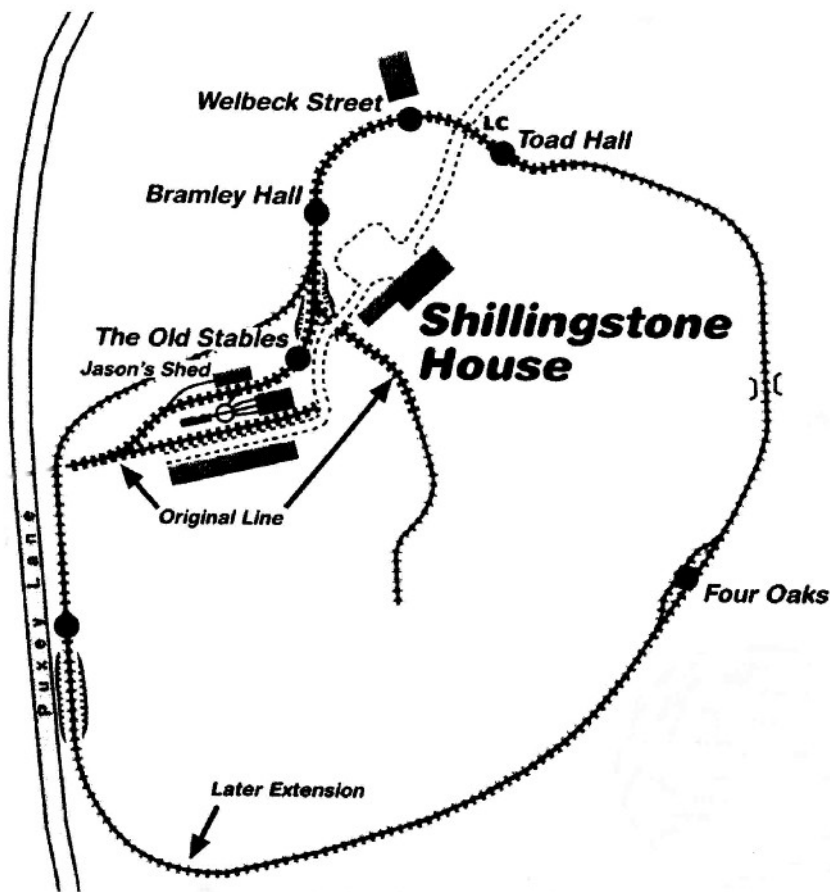
By 1954 the Garratt had been sold again it seems to a gentleman from Rhodesia. He apparently had it moved to that majestic ancestral home of the Garratts, Beyer, Peacock and Co Ltd at Gorton Foundry in Manchester, where it was supposedly to be regauged to 15". For some reason the work was never carried out and it was stored at Beyer, Peacock until 1963, by which time the company had long since stopped production of steam locomotives, the last of these being the batch of 2ft gauge NGG16 Garratts exported to South Africa in 1958.

Sir Thomas Salt of Shillingstone, Dorset then heard about the Garratt, made some enquiries, had it inspected at Gorton Foundry and moved it to the former Cambrian Railway Works at Oswestry. There it was rebuilt from its LMS Garratt style and given a more narrow gauge appearance, with a tall cab and chimney. Here not only did it lose its original looks, but also its original number of 4012. It was renumbered 4 and given the name Jason, on brass nameplates. This was in keeping with the Greek mythological names of other locos on his railway. Sir Thomas ran a narrow gauge railway on his estate that was surprisingly used as a freight line. Construction of the ½ mile or so line started in 1953 with completion in 1954. The main reason for building the railway was because during the wet and muddy winter of 1952-3, his tractors were finding it impossible to deliver feed to the many piggeries on the estate.

The railway was so successful carrying materials around the estate, that Sir Thomas estimated it paid for itself in the first year, compared to the costs of running his tractors, etc. The railway soon became known as the Shillingstone Light Railway, as it also started to carry passengers. This was not just on special occasions, but almost anytime, being much to the liking of Sir Thomas. Assorted wagons were designed and built for the railway including wagons to bring in raw materials such as pig feed and to take out finished products, such as piglets and manure. Liquid pig food arrived in a 150 gallon bogie tank wagon, whilst manure departed in a side discharging wagon and piglets in a high sided wagon, probably in order to thwart any attempted young escapees! This wagon could also be washed out and quick fit seats put in to carry passengers. More custom made passenger carriages then began to arrive at the railway, as it became more well known locally and as passenger numbers increased considerably.

It would seem that Sir Thomas had always had an interest in railways, his grandfather being chairman of the North Staffordshire Railway and his father a director. As a lad in Staffordshire and being so well connected, he was allowed to drive the locomotives on the Leek and Manifold narrow gauge railway. On one occasion whilst he was driving a train through Swainley Tunnel, he felt a bump. On getting down from the engine at Hulme End Station, the terminus towards the Buxton end of the Railway, they found a dead sheep hanging on the front buffer beam.

As a front end mascot, it certainly beats the flying lady on a Roller! Sir Thomas was also chairman of the Welshpool and Llanfair Railway Preservation Society, during its early years and was also involved with those interested at Blandford in getting British Railways to rename the West Country Class locomotive 34107, from "Blandford" to "Blandford Forum" in 1952.



The Shillingstone Light Railway map

David Henshaw

It is known that the Garratt did not run very well on the railway, suffering major steam leaks as delivered from Oswestry and constantly derailing. Although the many steam leaks were eventually fixed, the derailing continued. The cause was found to be partially the wheel arrangement, something which must have never really concerned or caused any great problems for the SB&CR or the RALR, regarding the running of the locomotive on their railways. As built, the leading and trailing axles were rigid in the two swivelling subframes along with the six coupled driving wheel sets, so they were not actually pony trucks.

This meant that the Garratt had always been an 0-8-0 + 0-8-0 and not a 2-6-0 + 0-6-2 as everyone had thought. Shallow flanges and narrow treads on the wheels may have also contributed to the reasons for Jason continually falling off into the kitty litter on the Shillingstone curves. The outcome of this was that although the Garratt was Sir Thomas's pride and joy, it was hardly used and seems to have spent much of its time at Shillingstone quietly resting in its very own custom built engine shed.

During 1961 and 1962 Sir Thomas extended the line, which now ran for 1½ miles and he continued to make improvements until his untimely death in 1965 at the age of just 59. Within a year, the pigs had been sold, some of the piggeries had been rented out to local farmers and regular traffic on the railway had ceased. Lady Salt however, because of the success of the railway locally, allowed it to be kept going, as it was always opened for the annual village fete and for the next 10 years it was run just a few times each year, mostly by enthusiasts from the Bournemouth Model Railway Club and members from the Welshpool and Llanfair. The Shillingstone Light Railway finally closed in early 1975, the tracks being quickly lifted and the whole railway was sent to auction. Christies were the auctioneers, the sale being held in July 1975 at Lord Montagu's estate at Beaulieu. Included in the sale was 1½ miles of track, 4 locomotives, 12 passenger coaches and 4 wagons. Most of the railway was sold to the Crowlas Woodlands Railway in Cornwall, except for 2 of the locomotives and 2 wagons.

Jason the Garratt was one of the two locomotives, it being sold to the Wimborne Model Village, where the engine was immediately put on display.

This was whilst the expected granting of planning permission for a narrow gauge railway to be built at the village was sought. Sadly planning permission was refused and so the Garratt was put into store in a garage in Wimborne, which is where Brian Kohring had told me he saw it.

In 1985 it was again put into auction, this time in Brighton, where it was sold to an elderly Belgium collector, who for some reason thought it was a 7¼" gauge Garratt. Because of this, Jason was never steamed in Belgium and in fact was only displayed on a raised plinth in a large garage.

The Royal Victoria Railway, based at Netley near Southampton, then purchased the Garratt in September 1999. It was dismantled into 3 parts on site and brought back from Belgium to England in the back of their van. During an overhaul after arrival, the nameplates Jason were removed and new nameplates were fitted. The Garratt was now given the number 2 and was renamed Basil the Brigadier, which was more in keeping with the railway and its surroundings. These nameplates are still carried today, as are the very small round builders plates on the cabsides, which read Kitson & Co Limited Leeds 1938.

In 2009, Basil was sent to Hunslet's in Leeds where a new boiler was fitted and tested. This was the first time the Garratt had been in steam since soon after arrival at Shillingstone. New pony trucks were also fitted at this time and so at last the locomotive became a true 2-6-0 + 0-6-2 Garratt, as originally described in 1938. The old original boiler, which was replaced for the first time in this heavy overhaul, although looking in good condition externally, was found to be very badly corroded inside, due to a general previous lack of maintenance. It has now been cut in half along its length for display purposes, to show its internal workings, similar to the Merchant Navy Bulleid Pacific "35029" "Ellerman Line" in the National Railway Museum at York.

Basil, now safely in the engine shed at Netley where it has been for a while, is almost ready to run, needing just a couple of water pipes reconnecting, following draining of the water tanks. So this 1938 built Garratt could be back on the tracks whenever the Royal Victoria Railway decides, but sadly I feel, that may not be anytime soon.

So what happened to Garratt 4013 I hear you asking and what about that Jason nameplate on ebay? Well 4013 never really did get shipped to Australia, it was actually bought along with 4012 by Charles Lane who as you now know ran 4012 at the Royal Anchor Light Railway at Liphook. From there 4013 was sold to a gentleman in Norfolk, who had a large collection of all sorts of vehicles. 4013 was not seen again until the Norfolk collector put it up for sale, this was again in an auction, held at the big Goodwood Revival Meeting in 2007 near Chichester. The collector also had many expensive cars, one or two of which I believe may have been put into the same auction. 4013 was sold to a phone bidder, originally thought to be in New Zealand. This was in fact not true, the bidder actually living somewhere in the UK and this is where 4013 resides today. The underbidder told me that having spent much time under and all over 4013 checking it out pre to the auction, that all the driving wheels appeared cracked or broken as were the 2 large pivot plates. Tin plates had also been used instead under the boiler as cosmetic supports, for display at the auction. So it seems from the day of the big collision at the Surrey Border and Camberley Railway way back in the late 1930's, that no serious repair work had ever been carried out on 4013.

And as for the nameplate "JASON" that was for sale on ebay, well yes it was one of the nameplates carried on Sir Thomas Salt's Garratt at Shillingstone and hereby hangs another tale. Some time ago I heard about the Garratt being at the Royal Victoria Railway from Colin and had then spoken to the railway. I was told that one of the two Jason plates had already been sold and having then offered a generous donation towards the railway for the other, they gave me first refusal, should they decide to sell it. Since then I had heard nothing and that was until I got the email from Jeff. Checking it out, this was indeed the second nameplate, put on ebay by the RVR who had forgotten all about my offer.

Well I did bid for the plate, but lost out, being outbid at the last second. The ironic thing about this is that it sold on ebay for just half the amount I had offered the RVR some years before, so I guess we both lost out!

So now I shall wait for the next part of this Garratt saga of mystery and intrigue to unfold, as Basil the Garratt waits quietly to continue its journey - and I wait quietly for one of those elusive Jason nameplates to maybe surface again sometime...!!!!



The Jason nameplate.

RVR

The Day Job



Club member Dave Round's daytime occupation is that of bus driver with local operator Damory Coaches. Dave is seen here on route to Salisbury on learning duties with new driver Simon. Martin Catford

Wigan Wanderers

by John Webb

Our adventure began with the Tarrant Valley Railway being loaded on the hired van, from the club, on Thursday evening 14th June. An early start (7.45 a.m.) on Friday saw Stuart and I leave to pick up Mike Banks prior to rendezvous at Bernie Luther's. Chris Aston, Ken Aveyard and Steve Green had already made their own way there. Bernie and Ken left in the van to pick up Peter Watson along with Poink (or was it the other way round?), the others travelling in Stuart's car. After a comfort brake at Warwick services, we travelled together to Water Orton and the planned two hour lunch stop/ train spotting, with Bernie's brother-in-law Paul just happening by! Onward to Wigan with the van taking the short cut to the motorway, whilst the car retraced the route which was rather longer. Friday afternoon on the M6 was heavy going, very busy and heavy rain, often being reduced to snail's pace or a standstill. However the car still arrived first, by dint of getting off the motorway at junction 25 rather than 26 the longer way taken by the van! The van was quickly emptied and the layout erected. A jacket potato evening meal was provided at the venue before we repaired to the Wigan Oak Hotel. That evening a split in the ranks occurred, Bernie, Mike, Chris, Ken & Peter going spotting while Steve, Stuart and I watched the England vs Sweden European championship football match.



Saturday evening on Wigan Station with nothing happening.

KA

Saturday saw a reasonably early start to fettle the layout. The exhibition was opened by Pete Waterman at 9.45a.m., and he was opposite us for the day. A four on four off system was how we started, which went well up to lunch,

when queues started to disrupt these plans. An afternoon visitor knew Dorset well and remarked that they stay close to Darbys Corner and walked to the pub in the evenings. I had to tell him it was now closed, news that he hadn't heard! The 6p.m. show closure saw Mike, Steve, Stu and I eating in a Wetherspoon with friends Mark Henshaw and Keith Wear. They were at our last Show with "The Long Line" 2mm layout. Ken, Chris, Peter and Bernie checked out the Stations before joining us later. After eating we all re-joined on the station before repairing to the Hotel and bed.



Guest operator Poink taking a tea break.

John Webb

Sunday saw Bernie, Ken and Peter take a spin around Wigan Pier prior to going to the Show. Steve, who had already missed breakfast with a migraine, needed to return to the hotel and lie down in a darkened room. So with Bernie driving him back, our manning plans went by the board. Lunch was Roast Beef, again an enjoyable meal. Steve returned after lunch, this time walking! An afternoon visitor was a former pupil at Canford School. He was very keen to tell us what an awful school it had been, and as for the head and staff, they were all complete B*****DS. That we weren't also ex pupils was a great disappointment to him. The show closed at 4.30p.m. and even without a need to get home we were packed up by 5.15. A test train going through Wigan North Western at 7.20 was seen before evening meal. Wetherspoon's had run out of a number of meals, which meant several had to have second choices

we then all went to a camra pub “The Anvil”, which being close to the bus station meant Chris and Ken were both watching buses as they passed.



Over the weekend, GBRf had been undertaking adhesion trials from Liverpool docks to assess whether a single class 66 could haul a full load of biomass up the gradient from the terminal. In order to simulate the load, a rake of full coal hoppers was borrowed from its normal weekend stabling at Doncaster. Here 66715 is seen returning the wagons to Doncaster passing through Wigan North Western on the Sunday evening.
John Webb

Monday saw a leisurely breakfast before travelling down to Stafford for a couple of hours on the station, and another meeting with Bernie's brother-in-law Paul. Poink was on the station and entertained several passengers! The only things of interest seen were a couple of Pendolino's with the additional two carriages.

We dropped in at home at 3.40 to pick up the club key. The van and ourselves were at the club at 4.00 to return the layout. 4.30 saw us all back at Bernie's. Farewells said Ken, Chris & Steve set off in their own cars. Peter and Poink return the van, to be collected by Estelle. Stu and I dropped Mike home before finally going home ourselves. A most enjoyable week-end had been had by all.

International Tarrant Valley Tales.

By Linford Shobley.

Willkommen, aloha, welkom, shalom, bienvenue, croeso and welcome along to this International Edition of the TVT. This issue has been compiled by our Ringwood correspondent, who works for the Blandford & District Daily Gazette and Weekly Advertiser as a freelance writer. We hope you enjoy his efforts.

English News:-

Local painter and artist John Chief-Inspector has just finished his latest piece of work, depicting a famous scene from the Tarrant Valley's past. One sunny day in the summer of 1928, delivery and removal man Orson Carte decided to take a shortcut across the fields whilst making a delivery, but forgot that it would involve crossing the River Tarrant to reach his destination. With his trusty horse and cart loaded up with ham and pineapple pizzas, he gingerly entered the river at Tarrant Hinton, not realising the depth of the water at this point. Half-way across, Orson Carte's horse and cart got stuck, much to the amusement of the watching crowd which had started to gather round. Luckily, someone in the "audience" took a photo on his new box brownie camera, and it is from this print, John Chief-Inspector composed this masterpiece, entitled "The Hawaiian".

The Tarrant's 'Villages Fair' took place over last weekend, with the top prize of Best Cake in Show being keenly fought once again. The winner, unsurprisingly perhaps, for a record 35th year on the trot was Victoria Sponge whose lemon drizzle cake won for the 6th year in succession. The event was held for the first time at the newly refurbished Bat & Berg Public House. She beat her Aunt Bessie into second place, with Cherie Bakewell a gallant third. "Hundreds and thousands of entries were entered and winning was just the icing on the cake", a delighted Ms Sponge said. Her currant thinking is to make cakes for pets, including dog biscuits, for which she will use collie-flour. "No it's not a half-baked idea", she said, "I'm sure I can rise to the occasion and grab a slice of the action. But I'm not telling you any of the other ingredients, that is on a knead to know basis. As a baker I have to take on many rolls, but beating Mrs Bakewell was very pleasing." She will now whisk her husband off on holiday to celebrate. Judges at the event included currant local government official, Lib Dem party member Russell George, who was on hand to mop up all of the free leftovers just as soon as the competition had finished! Next years' competition will be held at Mr Kipling's exceedingly good Manor House. When asked what she thought of Kipling, Victoria said "I don't know, I've never Kippled"

Irish News:-

The Valley's number one singing and recording artist Carrie O'Keye has just announced details of her next album and tour dates, but due to a court injunction, we are unable to divulge any further information at this point.

Welsh News:-

Local coffee shop owners T. Erne & T. Potts have been on a mission recently in north Wales, on their hunt for the perfect full English cooked breakfast. Unfortunately their trip proved fruitless, as none included any fried bread.

French News:-

IL n'ya pas d'histoire ici, je voulais juste écrire quelque chose en Français pour rire pour voir si quelqu'un entend la plaisanterie. Toutes mes excuses si vous avez pensé que c'était un conte de la vallée réel Tarrant. Si vous avez pu lire ceci ou de le traduire, si elle a travaillé, a lors j'espère que ça vous a plu et il vous a fait sourire.

Si vous souhaitez d'autres histoires dans une autre langue, alors s'il vous plait faites le moi savoir. Un grand merci.

Scottish News:-

Resident Coastal Erosion expert Cliff Edge has just returned from the east coast of Scotland where he has been looking at the effects of coastal erosion for his latest research. It is hoped that what he has been able to find out on this visit will come in handy down here in the sunny south, especially with the recent effects of global warming.

American News:-

Hollywood is coming to the Tarrant Valley! A well-known American film company is planning to make a film, set in a mansion capturing the drama and tension between the wealthy owners and their servants. To be called "Downstairs Abbey" and set during the First World War, the period drama centre piece house will be Lord Tarrant's stately home at Tarrant Rushton. Filming is due to start next month and is expected to last for up to four months. Railway scenes will feature at some point during the filming, but they will not take place on the TVR, as standard gauge trains have been requested by the producers.

That's all folks!

An Update to Corkscrew 69.

By Steve Green.

You may recall the article on the “Selection of Preserved First World War Narrow Gauge Engines of the British and French Armies:– The American-built Locos” in the June issue of The Corkscrew. I can shed some light on the identity of the Baldwin pictured on the front cover and on pages 11 (bottom) & 12 (top), running with the home-made 4-wheel tender. D.S.T. no.5 was BLW No.44708, built in January 1917, WDLR No.803, and whilst at Daurala she was given the name SAMARAT, officially or otherwise. She may have also been brought over to this country with LION and TIGER, but her modifications, doubtful mechanical condition and high asking price made the recovery impracticable.

The identity of number 45 on page 13 (bottom) can be confirmed as BLW No.45190 built in February 1917 (WDLR Nos. 1058 – 608). The number 45 and also that of the preserved number 47 (on pages 12 [bottom] & 14) refer to their North Western Railway (NWR) identities which they carried when first used in India.

The identities of the Tarrant Valley’s locomotives have long been a subject of much debate amongst locals and historians. Hopefully I can now bring to a close this mystery, following some extra research carried out by W.R. Smyth, the Tarrant Valley’s local historian. For many years it was thought that no.6 SIR BRIAN was BLW No.44657, WDLR No.779 which, as we now know, it wasn’t, following on from the photo on page 13 (top). This loco was one of the 50 obtained by the Indian Army Military Reserve (and operated under the jurisdiction of the NWR) after the First World War to replace locos sent to the Middle East, the main IAMR base being at Rawlpindi. By the mid-1920s they became surplus to requirements on the North Western Railway and by 1930 only 17 remained in NWR stock, the others had either been scrapped or sold into industrial use. BLW No.44657 initially worked for Tata Ltd., before moving on to the Ryam Sugar Factory, where “our” photo was taken.

The confusion, it transpires, revolves around the numbers ‘779’, which he has discovered was actually part of the Works Number. The TVR’s no.6 SIR BRIAN was actually BLW No.44779, WDLR No.874, with of course many parts from BLW No.44650, WDLR No.772!

Hopefully this now draws a conclusion to the matter!?

One final piece of information has been discovered about the sole remaining example to survive in Greece. WDLR No.973’s final duty was as a stationary boiler at Volos.

RAILWAYS ROUNDABOUT

MAY :- With the Olympics less than 10 weeks away “The Railway” decided to hold a dress rehearsal by running a trial of the local services intended to run during the Games. On Monday 21st two Cross Country services were extended to Weymouth, (one from Manchester one from Birmingham) these were worked by 221137 and 220027. They ran non stop between Bournemouth and Weymouth. One unit then did a return round trip Weymouth – Bournemouth stopping only at Dorchester, Wareham and Poole.

Next, South West Trains ran two Class 158's Nos 158883 and 158888 as morning extra services between Bournemouth and Weymouth. After running empty back to Branksome depot the move was repeated in the evening, the 158's ran e.c.s. down to Weymouth before working services to Bournemouth. Finally to end the trial No 221137 left Weymouth at 17.41 and No 220027 at 18.30, both ran non stop to Bournemouth before running on to Manchester and Birmingham respectively. Two sand trains, both worked by 66957, ran during W/E 27th and W/E 3rd June.

During the last week of May, Hanson the Mendip Quarry Company announced their intention to close both their Fareham and Hamworthy stone distribution terminals. On the 31st Class 59 No 59101 worked a stone train to Hamworthy, which at the time was assumed to be the PENULTIMATE load of stone for Hamworthy.

JUNE :- For “Our Line”, June provided a fair amount of out of the ordinary workings. On the 1st Class 59 No 59102 arrived with what was being advised as the FINAL load of Mendip stone. Eighteen wagons were in tow loaded with two different grades of stone, the down loaded train passed Poole at 09.05, with the return empties passing at 14.05.

Following the Jubilee Bank Holiday weekend a steam special ran from Poole to Windsor headed by Standard 8 4-6-2 No 71000 “Duke of Gloucester”. The e.c.s. ran into Poole at 07.10 on Wednesday 6th with 71000 working tender first. Having run round the empty coaches in Poole Yard, at 08.05 “Duke of Gloucester” departed heading the 8 coach train. With such a small load “The Duke” made light work of Parkstone bank. Later that day “Duke of Gloucester” returned to Poole a few minutes after its booked arrival time of 21.45, it was noted that Class 67 Diesel No 67005 was attached to the rear of the train. After No 71000 had run forward into Poole yard, it took water, then just before 23.00 No 67005 “Queens Messenger” departed to Eastleigh with the e.c.s. and 71000 on the rear. Two days later on the 8th an 06.05 Holyhead to Weymouth railtour passed through Poole at 14.10 headed by Class 47 No 47804. Sister engine No 47826 was attached on the rear, this loco’ headed the train on in its return, with the 15.33 Weymouth to Holyhead (00.20). Sunday 10th saw d.m.u. No 158886 work a couple crew training runs between Bournemouth and Weymouth, it worked down from Salisbury depot via Southampton.

The final run left Weymouth at 14.17 from the stub of the Weymouth Quay Tramway.

Following the failure of No 66530, the Neasden to Wool empty sand wagons booked for the 13th was cancelled. The train ran next day (14th), passing Poole at the later time of 20.10 behind No 66540. This engine had been "hired in" by Freightliner "Heavy Haul" from the Freightliner "Intermodal" division, 66540 worked the loaded train the following day. Also on Thursday 14th steam locomotive No 70000 "Britannia" headed a railtour to Swanage, it passed Poole running tender first at 13.30. The return saw "The Brit" with 12 coaches in tow storm Parkstone bank, it hammered through Parkstone station at 18.25 in a crescendo of sound ... Magic !!

The very next day (16th June) saw the VSOE Pullman train pass Poole at 12.25 en route to Swanage, it return through Poole at 17.20. Two Class 67's Nos 67024 and 67005 topped and tailed the train.

Week ending 23rd produced (for our line) a varied amount out of motive power, these were 1x59, 1x66, 4x37 and 2x steam loco's. On Tuesday 19th Freightliner's 66530 headed the empty sand wagons to Wool. Next day (19th) came a complete surprise in the form of Class 59 No 59005 with yet another "LAST HAMWORTHY STONE" with 16 wagons of stone in tow the loco' passed Poole at 09.05. Just an hour later at 10.00 two Class 37's 37259+37038 "topped and tailed" a test train into Poole station. The two locomotives should have run through to Weymouth but No 37259 had developed a TPWS fault. The train was then diverted into Poole yard and the run terminated, the 37's then headed back the way they had come with No 37038 leading. At 15.20 No 66530 worked through Poole with the loaded sand train. Next at 16.00 came a visit from BB 4-6-2 No 34067 "Tangmere" which was running light engine, tender first to Swanage.

Thursday 21st had "Britannia" No 70013 "Oliver Cromwell" pass Poole at 12.25 in charge of a train heading for Swanage. The return working worked by No 34067 "Tangmere" ran through Poole at 18.20. Next, on Friday 22nd, Nos 37038 plus No 37603, which had replaced the faulty 37259, headed down to Weymouth with a test train passing Poole at 08.05. They were completing the aforementioned aborted run, from Weymouth the 37's worked to Didcot via Yeovil. And finally a third Class 37 No 37409 headed inspection saloon "Caroline" to Weymouth. It passed Poole at 13.05 going down and 14.15 on the return up run. On Wednesday 28th Class 66 No 66523 headed the down Sand empties to Wool. However the locomotive was noted to be in "poor health" exuding copious amounts smoke. Not surprisingly it returned to Millbrook that night and ex DRS 66 No 66418 was sent to work the loaded up train to Neasden next day. Several ex DRS 66/4's are stabled at various location and are available for spot hire, hence the appearance of No 66418 still wearing DRS livery. Later that same day (29th) two more DRS liveried locomotives Class 37's Nos 37603+37608 "top and tailed" the radio signal survey train to Weymouth from Eastleigh. Poole was passed at 19.55 on the down run and at 21.30 on the return.



Thursday 29 June 2012 saw standby loco 66418 working the Wool to Neasden sand train. ***Ken Aveyard***



59001 Village of Whatley is seen on 31 May on what should have been the penultimate stone train empties from Hamworthy. In practice stone trains have continued to operate on an irregular basis. ***Ken Aveyard***

The following day Friday 30th, saw No 70013 "Oliver Cromwell" run light engine from Swanage to Eastleigh and return, this was to turn No 70013 in readiness for a railtour (see below). Poole was passed tender first at 11.20, "Oliver Cromwell" returned at 14.05 running through Poole whistling merrily at pedestrians in the High Street and at passengers on the station.

JULY :- To start the month "Oliver Cromwell" appeared again, this time arriving in Poole at 09.50 from Swanage with its support coach in tow. Having run into Poole carriage sidings No 70013 ran around the coach and left tender first for Weymouth at 10.25. Later in the day BB No 34067 "Tangmere" worked a rail tour to Weymouth, Poole was passed at 13.20. In the evening the returning tour now headed by No 70013 and driven Mel Cox (Swanage Railway & WCRC) thundered up through Parkstone at 17.30.

On Wednesday 4th another DRS liveried Class 66 No 66415 headed the sand empties to Wool before returning with the loaded train next day. Yet another train load of stone rolled into Hamworthy on Friday 6th behind No 59202, again this was contrary to the supposed closure of the Hamworthy stone terminal it is believed that the stone terminal closure MAY have been cancelled or delayed. (With our esteemed Editors permission I hope to write an article on the short history of these "Hamworthy Stone trains").

The torrential rain experienced in Dorset impacted on rail services in the County when floods forced the closure of the Yeovil Pen Mill to Dorchester line. Flooding in the Yetminster area being the cause, the line was closed around 11.00 on Saturday 7th and was not re-opened until 12.00 on the 9th. Therefore the Sunday 8th Bristol to Weymouth steam special worked by "Tangmere" ran to Yeovil Junction (reverse) Salisbury (reverse) before returning to Bristol. July 9th as many may recall is the anniversary of the end of Southern Steam and the commemorative special of the 9th was nearly lost to "our" line due to those floods. Merchant Navy No 35028 "Clan Line" worked the train to Yeovil via Salisbury before the tour headed to Weymouth behind Class 66 diesel No 66070, it passed Yetminster just two hours after the line had re-opened. "Clan Line" followed light engine later before working back to London via Poole, it arrived into Poole at 18.25 where No 66070 was detached. Leaving Poole at 18.35 No 35028 romped up Parkstone Bank in fine style passing through at 18.40, the 66 followed light engine leaving Poole for Eastleigh at 19.15.

Later in the week on Wednesday 11th a cloudburst flooded the Lymington branch and the main line near Sway causing suspension of services. As the water level receded the 158 unit off the Lymington branch worked main line shuttles between Brockenhurst and Bournemouth over the up line. These floods also caused the Wool Sand empties to be held in Totton loop, eventually the loco' No 66519 returned the wagons to Eastleigh. It was to be next day (12th) before No 66519 left Eastleigh at 09.40 for Wool passing Poole at 11.00. In view of the late arrival into Wool the 15.00 departure of the loaded train was rescheduled to 19.00.

SWANAGE RAILWAY :- Over the weekend of the 24th, 25th and 26th May the SR had Isle of Wight Class O2 0-4-4T No 24 "Calbourne" as a visitor. On the Friday (24th) No 24 worked several demonstration freight trains, before working one round passenger trip double heading with M7 No 30053. On the Saturday and Sunday the O2 worked a two coach passenger train. It was restricted to two coaches solely because the SR could only muster two air braked coaches. It was an absolute delight to see "Calbourne" in Dorset, it looked immaculate carrying BR lined black livery. The cab interior was painted dark cream and this too looked superb. Two distinct sounds emanated from the engine, the first was its Caledonian Hooter while the second evoked many happy memories. This was the Westinghouse air pump attached to the smokebox which brought the old familiar "panting" sound back to the Purbeck Hills. On the M7's the Westinghouse pump produced the air for the "Push-Pull" equipment, however on the O2 it was to create air for the brakes.

Two railtours worked into Swanage on consecutive days, the first on Thursday 14th May was steam hauled by Standard 8 4-6-2 No 70000 "Britannia". This train arrived with the engine working tender first, after servicing the train left Swanage at 17.00. With twelve coaches in tow on wet rail "Britannia" made a steady, thunderous departure and climb up to Harmans Cross. Due to the wind direction and the sonorous exhaust beats from 70000 the train was heard actually departing from Swanage by persons standing on Harmans Cross station. This was a phenomena myself and station staff at Harmans had never heard before !! Next day, Friday 16th May, the British Pullman set of coaching stock operating under the Venice Simplon Orient Express (VSOE) banner arrived into Swanage at 13.30. Two Class 67's worked the train, No 67024 worked in with sister No 67005 "Queen's Messenger" on the rear end. The "Royal Liveried" locomotive No 67005 returned the train to London leaving Swanage at 16.15.

A third tour arrived into Swanage at 13.30 on Thursday 21st June headed by No 70013 "Oliver Cromwell". The e.c.s. of the tour was worked up to Corfe Castle by recently repaired BB No 34070 "Manston" this was to provide "Manston" with a loaded test run. Sister engine No 34067 "Tangmere" (which had arrived light engine the day before) returned the excursion to London leaving Swanage at 17.10.

A two car Class 101 d.m.u. was delivered to the railway reports suggest it is for stripping of useful components followed by scrapping. The unit arrived by road following a period of store at Shoeburyness MOD depot. And finally following Manston's test run and a little tweaking of her valve gear she was back in action on the SR in mid July.

For some of the above information I am indebted to Roger Smith, Paul Steedman, Steve (Reverend) Green, Paul Kneller and Mike Upshall.

Wimborne Railway Society Autumn/Winter Programme 2012/2013.

A Brief Resume.

At around the time you read this issue of "The Corkscrew" I should have "crossed the T's and dotted the i's" for the Autumn/Winter programme. I am hopeful to have printed copies of it on the signing in table by mid August.... However here is an outline of what is in store.

SEPTEMBER :- Should see, subject to finalisation, a slide show from a WRS member. We will also have the DIGITAL equivalent to 10 slides on a theme, when ANY member can give a short DIGITAL presentation. It can be a short film or a few still images....To make it fair to other members PLEASE limit your presentation to 10 minutes or less.... Note this is ALL Digital the "Mechanical slides on a Theme" evenings are usually held in the March to August programme.

OCTOBER :- We have a presentation on "The County Donegal Railway" and the annual WRS print competition. As ever with the print competition ALL entries to John Webb by OCTOBER 11th LATEST please.... So this summer GET OUT AND GET PHOTOGRAPHING.

NOVEMBER :- We will have presentations from Club Members Kathleen Garside and Trevor Hargreaves, plus a visit from Alan Wild an eminent local photographer who has active for over 50 years.

DECEMBER :- On the 13th we have our AGM when you can air your praises or grievances. We follow the AGM with another of Brian House's superb Audio Visual shows. We open our doors to the general public on SATURDAY 29th to end the year 2012.

JANUARY 2013 :- Will hopefully see Roger Hardingham of Kingfisher productions at the club with films etc of Barry Scrapyard and Railways/Steam in Dorset.

FEBRUARY :- In a joint venture/cost sharing exercise with Wimborne Video Club we have a return visit from Nick Lera ex BBC cameraman now a producer of International Steam Railway Films. Plus yet to be finalised another WSR member will entertain us during the month.

In this programme I hope to have FOUR presentations from persons outside the ranks of WRS. However FIVE WRS members very kindly and selflessly will be "stepping up to the mark" to entertain you. Please support ALL presenters and the club by coming along to the presentation evenings. At the end of February 2013 I will be stepping down as programme organiser, so may I thank you all in advance for supporting my meagre efforts since I took over the task in MAY 2010.

Colin Stone.

His Worship's Warship Wordsearch.

Answers by The Right Reverend Reverend Wright.

How did you get on with this one? Did you manage to find any/all of the Warships? The whereabouts of their names have been **highlighted thus**, with the remaining letters then spelling out the following:-

"Warships, Hoovers and Jubilees plus an odd Patriot named after British Ships". The individual identity of the 36 locos is as follows:-

45532/50037 Illustrious, 45643/50021 Rodney, 45644/50023 Howe, 45645/50005 Collingwood, 45653/50016 Barham, 45654/50031 Hood, 45672/50022 Anson, 45689/50046 Ajax, 45687/50006 Neptune, 45697/50045 Achilles, 45703/50008 Thunderer, 45704/50040 Leviathan, 45707/50015 Valiant, 45708/50018 Resolution, 45709/50039 Implacable, 45711/50032 Courageous, 45714/50020 Revenge, 45715/50025 Invincible, 45717/50048 Dauntless, 45718/50001 Dreadnought, 45723/50050 Fearless, 45724/50014 Warspite, 45728/50049 Defiance, 45729/50034 Furious, D601/50035 Ark Royal, D801/50024 Vanguard, D802/50038 Formidable D805/50012 Benbow, D822/50007 Hercules, D831/50010 Monarch, D837/50019 Ramillies, D842/50017 Royal Oak, D849/50002 Superb, D851/50003 Temeraire, D854/50028 Tiger, D860/50036 Victorious.

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

One for the spotters

or how to get the 380's on a Glasgow overnight.

By Ken Aveyard

This year our summer spotting trip was to Scotland and a full account of this will appear in the October issue of The Corkscrew. A number of members have asked me about how we cleared all 38 class 380's so the following notes should help those of you who are able to visit Glasgow for an overnight visit.

We were fortunate to be in possession of a set of diagrams for the units, plus a document found on line that itemised the units entire working patterns based on departures from Glasgow Central with passing times at Paisley Gilmour Street and stabling details for Shields and Corkerhill.

Of the 38 units, 380001-22 are 3 car units for Inverclyde services, which are those to Ayr, Ardrossan, Largs, Wemyss Bay and Gourock and for which there are 17 diagrams numbered 301 to 317. This leaves 5 units spare each day. Units stable overnight at most of the outer termini plus Shields and Corkerhill.

Units 380101-16 are four car units and there are 10 diagrams numbered 401-10 for Inverclyde services, 4 diagrams numbered 421-4 for the Glasgow – Edinburgh – North Berwick service, and 1 diagram numbered 431 which is allocated a 4 car unit, leaving 1 unit spare each day. Only units 380101-8 can work the 4 Edinburgh diagrams as they are the only ones fitted with NRN (national rail network) radio equipment required to work east of Carstairs. Because of this the spare unit has to be one of these eight, so if a second four car unit is required off service, diagram 431 can be a 3 car set. Of the Edinburgh diagrams 421 starts in Glasgow and ends in Edinburgh, running on to 422 which starts in Edinburgh and finishes in Glasgow. Diagram 423 starts in Edinburgh but comes to Glasgow after the morning peak, stables at Corkerhill before running out again in the afternoon ending the day in Edinburgh where it works on to 424 which starts and finishes in Edinburgh, then on to 423 again.

Assuming everything is allocated according to plan, then this is what you need to do, and how (slightly differently) we did it.

You need to be on Glasgow Central in time to see the 1514 to North Berwick, diagram 423. We were just too late arriving but knew we were to be in Edinburgh to see it on 424 the following day anyway. Then travel by Inverclyde service to Paisley Gilmour Street, passing Shields depot, where units that are not in service will be seen, plus those that will enter service during the evening peak. On our visit we saw two spares (010 and 019) on the depot. Remain on Paisley until the passing of the Gourock service at 1737, which will be the last pair of units in service to be seen.

Walk from Paisley Gilmour Street to Paisley Canal for the 1800 departure to Glasgow. This is a dmu service and will take you past Corkerhill, where the unused 4 car set should be visible (it was 107 for us) and also past Shields again where on the shed should only be the units not in use. On our visit, the two spares seen earlier had increased to three by the addition of 007. This meant that two 3 car units, 012 and 018 had not been seen. Our guess was that as no unidentified units had been visible on Shields or Corkerhill then they were serviceable and been spare at Ayr, Gourrock, or Ardrossan.

On arrival at Glasgow, remain on the station as diagram 421 will arrive at 1853 and layover to 1950. Diagram 422 will arrive at 1953 and run to depot.

That is the end of day one's observations, so it's time for bed (or in our case the 2020 to Cumbernauld).

The following morning (or in our case the day after) you need to do a morning rush hour somewhere. We chose Cardonald between Paisley and Glasgow as it was the closest to our accommodation, and were there from 0730. If you decide on Glasgow Central then starting around 0715 should be ok. As part of this you have to be on Glasgow Central for the arrival of 423 diagram from Edinburgh (yesterdays 424) at 0959 which will clear the Edinburgh sets.

The hope is that any spare units not seen the previous evening should be seen during the rush hour as part of a rotation. We were fortunate that set 018 was seen very early at 0730 just after we arrived at Cardonald, and it was 0840 when unit 012 passed through on a working from Largs. Careful planning and good luck had combined to prevent the possible scenario of coming home needing one unit!!



380008 (313 diagram) in partnership with 380020 (302) on 2K35 the 1630 Glasgow Central to Ayr passing Paisley Gilmour Street on Monday 9 July 2012.
Ken Aveyard



The Tarrant Valley team spent a couple of hours at Water Orton on the way to Wigan. 47739 Robin of Templecombe is seen working the Fridays only Washwood Heath to Boston steel train.

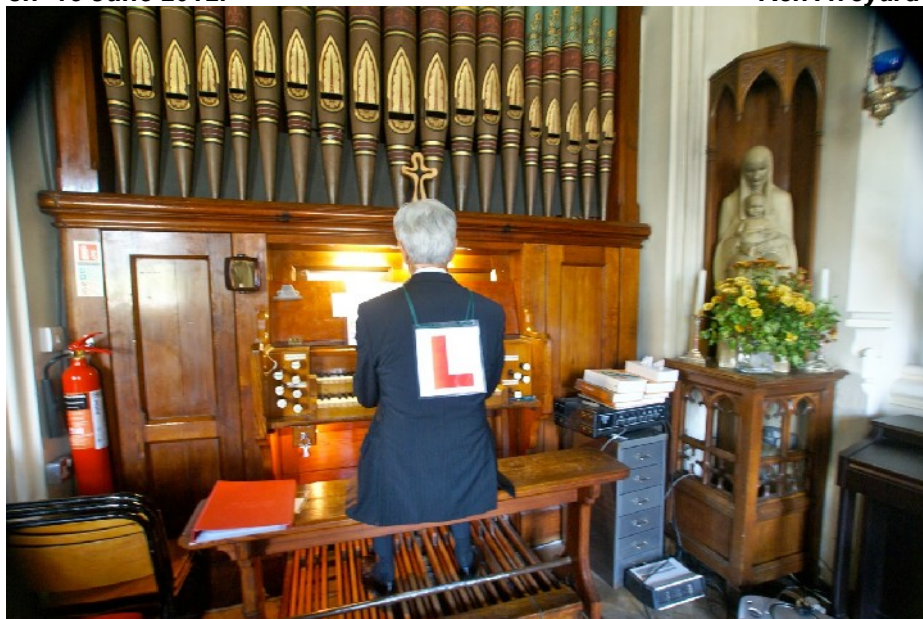


Running as its correct identity, Gresley A4 pacific 4464 Bittern is seen passing through Poole on 18 July 2012 on one of this season's Dorset Coast Express workings.



142001 was last seen on the rear of Corkscrew 61, in full First North Western livery, at Exmouth. Now back with Northern Rail and in the latest livery here it is with 150276 and 142005 at Wigan North Western on 15 June 2012.

Ken Aveyard



No jokes about wanting to see the back of Martin Catford please. Our membership secretary is currently honing his musical skills as a church organist. Society member the Rev. Andrew Rowland's church, St Mary's at West Moors is the venue with sound mixing under the control of WRS member Baird Oldrey.