

THE CORKSCREW

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Wimborne Railway Society

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Stagecoach normally display current vehicles outside the Boyle Street museum during the spring transport fair. This year they included 21248 a Wright bodied Volvo, a type unusual to Stagecoach, and acquired with First's operations at Wigan where it was numbered 69140. KA



Seen at Doncaster on 22 March 2013 is East Coast Trains class 91 91107 which has been given a vinyl wrap for the movie Skyfall and renumbered 91007. Ken Aveyard

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Editorial

As I write this just over a week has gone by since our exhibition at the new Queen Elizabeth School, and I think we can all agree that it went as well as we hoped it would.

The use of both levels of the school gave us the opportunity to place the catering within sight of some of the layouts rather than in a classroom as before, and not having the constraints of the classrooms we used in the old school gave us the opportunity to mix and match layouts big and small in the space at our disposal.

Pictures of the exhibition will appear in the next issue, but from the reaction we got from visitors and exhibitors alike we can be proud of what we achieved, maintaining our reputation as one of the best exhibitions in our area.

Back to earth and in this issue we have more from Steve Green on wartime narrow gauge, Mike Stollery waxes lyrical on the updates to his model of Swanage, and your editor dusts off his wellies (metaphorically) for some Yorkshire snow shovelling. A recent visit to the Acton Depot of the London Transport Museum is recounted, and we have the usual railways roundabout and quiz features. Extra material from Peter Watson and Derek Lewer should add to your enjoyment.

Sit back and enjoy Corkscrew 74. Closing date for issue 75 is 16 May 2013.

Opposite lower:- After finally concluding the Gresley's Gallopers series (for now) what should happen but 91107 is named Skyfall as part of an advertising campaign. It is understood that cast plates will be made and the livery will remain for longer than originally intended.

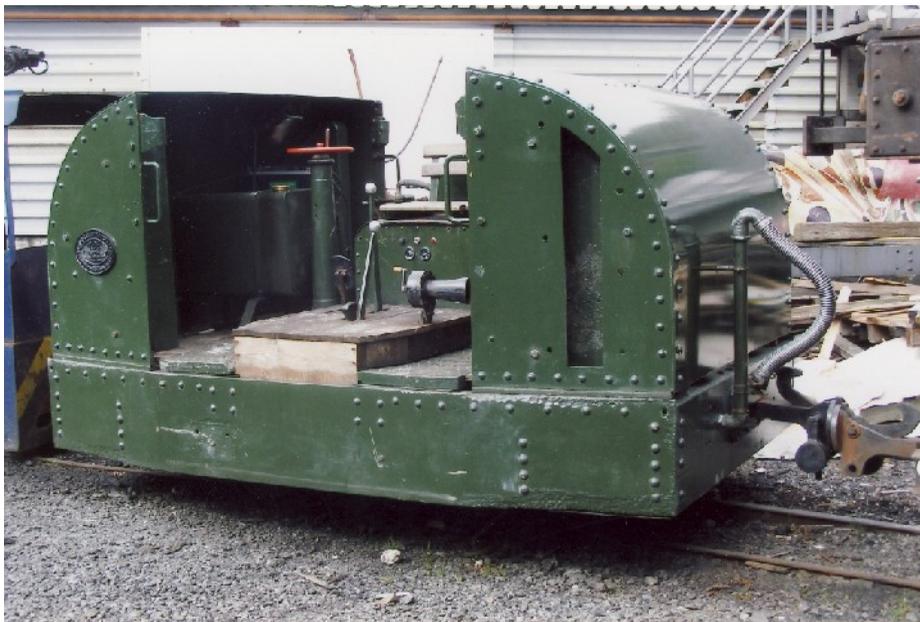
Front Cover:- Yes I know it's a bus, First West Yorkshire 32529 to be exact, a former Halifax machine but running in Bradford. Taken on 23 March 2013 during the coldest March for 50 years. 2012 was the hottest!

The British Westinghouse and Dick Kerr 60cm 4-wheel Petrol Electrics of World War One.

By Steve Green.

This time I thought I would regale you with the tales of a new-fangled internal combustion locomotive, rather than of one that spits out hot soot and ash. This will probably be the last instalment in this “series”, as there is not much to say about the Andrew Barclay & Sons-built ‘modified F class’ of 0-6-0WTs apart from not much is known about them. They were virtually identical to the Hudson/Hudswell Clarke versions already discussed in Issue 68, April 2012, only 25 were built in any case and none survive. Details of only one of these locos in operation after the War have to come to light. Works No.1527 of 1917 (WDLR No.610) remained working in France up until about April 1955, when she was noted lying derelict in Aisne, a northern French department.

The histories of the other petrol locos, the ubiquitous Motor Rail “Simplex” Tractors (20hp version with no cab and 40hp ‘open’, ‘protected’ and ‘armoured’ versions) and Baldwin “Gas Mechanicals”, are too long and complex for this “newsletter” and have been dealt with in the past in other publications anyway.



One of the Ffestiniog Railway's Motor Rail "Simplex" Tractors at Boston Lodge Works during June 2007. Note the complete lack of protection for the driver compared with the Dick Kerr loco.

Steve Green

Two other, more unusual petrol locos were also used by the British Forces. The McEwan Pratt/Baguley 0-4-0PM and the road/rail Crewe Tractors, which consisted of a Model T Ford car mounted onto a steel underframe, with chain drive. (Could this be where Bulleid got his idea from!?) Again, there isn't really much else to add, except that one ex-WD Baguley loco survives. Works No.736 of 1917, No. LR273 rebuilt with a diesel engine, is currently awaiting restoration at the Abbey Light Railway, Kirkstall, Leeds. (Two non-military examples survive, one in working order, also at the ALR.)

You may have already guessed that I have a kit for one of the Dick Kerr-built locos in my collection and again I thought I would see what information there was out there about them. As with the other locos that have appeared in these pages, I am not aware of a comprehensive "write-up" in any other individual publications and the information has been obtained from various books in my collection and numerous bits and pieces from the World Wide Web.

Introduction:-

Now believe it or not, these locos, or "units" as the War Department regarded them, were originally designed to be overhead electrics! I'm not quite sure how the War Department envisaged that this would work, especially as it was intended to use them near the front line! Obviously it was thought that they would be quieter than a steam loco, but can you imagine trying to maintain (and hide) the poles and overhead wires in such treacherous conditions?

The sparks alone from the trolley poles on the overhead lines would have made them ideal target practice for the enemy. The War Office had proposed plans for 800 steam engines to serve the "main lines", handing over to 200 overhead wire electrics for exposed forward areas, where noise and smoke could be easily seen. However, following the success of the Motor Rail "Simplex" tractors, the order was cancelled and so these units were built as self-contained petrol electrics. The trolley pole sockets were retained on the bonnet though, but not used.

The British Westinghouse Electric & Manufacturing Co. Ltd., Trafford Park, Manchester (BW) undertook the initial design work and were awarded the contract during 1916. To speed up deliveries, BW would build 100 units and Dick Kerr & Co. Ltd., Preston (DK) would build the other 100. The DK order was placed during November 1916 under WD Order No. LR10096, with delivery from February 1917 onwards.

These two orders were examples of the first mass produced internal combustion engines and the first ever petrol electrics in Britain.

General notes:-

These units utilised the Dorman 4JO four cylinder 40hp petrol engine, driving a 30kw generator, supplying a current at 500v to a pair of nose-suspended axle-hung traction motors.

The overhead idea was not thrown out completely, because the petrol engine and generator could be turned off and the unit used as a mobile generator to power anything from sawmills to any of the unpowered vans in the mobile workshop train. After the War, some units were used for lighting up camps, the leads to the motor being cut out!

They were designed to run as a pair, cab to cab, controlled by one driver, hence the single access way at the rear of the cab, one unit lettered 'A' and the other one 'B'. (Is the first instance of multiple working? I wonder what the coupling code was!?) They could run singly as well, usually with the cab leading. This was the preferred choice, as it gave better visibility through the rear access way which made spotting track defects, obstructions, etc. a lot easier to spot. The only problem with this was that the radiator would become very hot as it relied on the draught from the fan to keep it cool. However, the hot water was not wasted by our ever resourceful troops and train crews, as it came in handy for making a brew and warming up tinned meat and vegetable rations!

In general these petrol electrics were popular, powerful and reliable machines with good all-round protection, especially from the armoured cab. They were well liked in service; the Canadian Light Railway Operating Company in particular took a shine to them. Their appeal seemed to be the ability to function as mobile electrical generating stations, able to power anything in the field. The units were well built and performed excellent work and gave complete satisfaction, but it can also be said that they were only reasonably successful due to their Achilles heel.

Their turn of speed, or lack thereof, was a major disadvantage, considering they operated in the exposed front line areas when a quick getaway was often required. They had been fitted with very low gearing, no doubt to increase their haulage capacity, but in the hour of need you had no speed to get you out of trouble. The units were also less stable when in motion compared to the Motor Rail "Simplexes", another reason perhaps for their slow speed.

All of the WDLR internal combustion locos, or tractors, it seems were painted either all over khaki or plain (olive drab?) green and it is assumed that these units were treated the same.

Large re-railing bars were fitted below the bufferbeams to make that job easier (or to try and prevent such accidents!), the clearance being only just above rail height.

The leading dimensions of the two designs were identical, as follows:- Overall length 13' 6", overall height 8' 8", overall width 5' 6", wheelbase 5' 6" and spoked wheels of 2' 8" diameter, but here the similarities ended.

The British Westinghouse-built examples:-

For their order, BW supplied the electrical equipment, generators and traction motors, but sub-contracted out all of the non-electrical work. The mechanical and body work was carried out by Nasmyth Wilson, Patricroft, who passed it over to the Leeds Forge Co. Ltd. Just to confuse matters even more, the first three units (nos. 2001-3) were the only ones actually assembled at the Nasmyth Wilson works, the remaining 97 were assembled by BW personnel in an empty workshop at West's Appliances, Miles Platting, Manchester. These units even carried Nasmyth Wilson Works numbers, 1144 – 1243. These units were originally to be numbered in the WDLR series 1901 – 2000, but in the end they actually carried the numbers LR2001 – 2100, painted on the cabside, with the letters mentioned earlier, below.

Six of this BW batch were trialled with a Tyler 45hp engine, but they all weighed in at 9 tons.

These units differed from the DK batch visually by having much larger cabside windows, complete with horizontal sliding shutters which could close off the window completely, in the design of underframe and plain bodyside door panels.

The BW units were capable of hauling three laden wagons and were easier to handle and control than the DK version, plus they had lower fuel consumption and kept to the track better, always a good thing!

It is believed that two of these units (Works Nos. unknown, but possibly two of the first three built) were sent to the Woolmer Instructional Military Railway, later the Longmoor Military Railway, for trials on the 'Scenic Railway' "test track" for evaluation before being sent to France to join their classmates.

The Dick Kerr-built examples:-

The only part of their order that DK didn't manufacture were the generators, which were supplied by Phoenix Dynamo Manufacturing Ltd., Bradford. The control gear on these units was based on the tramcars that DK had been constructing. These units weighed 10 tons and had nine speeds and reverse, but they weren't very good above third gear as the current wasn't powerful enough! They also required very good track to run on, as mentioned above.

No Works numbers seem to have been allocated to the DK batch.

These units were originally to be numbered in the WDLR series 2001 – 2100, but in the end they actually carried the numbers LR1901 – 2000, painted on the cabside, with the letters mentioned earlier, below. (See above if you are confused!)

Visually these units differed from the BW batch by having very small cabside windows, photographs show that they were only just big enough to put your head through! They also had quite distinctive and large grills on their bodyside door panels. (See photos of the model)

It is believed that a pair of these units were sent to the North Wales Narrow Gauge Railway (later the Welsh Highland Railway) for trials in February 1917 where apparently they failed to impress! Photographic evidence shows one of these units at Dinas Junction on such trials. Once again, after the trials, they joined their fellow sisters in France.

Life after the War:-

Not much else is known about their exploits abroad, a few photos exist, but that's about it. The BW built units seemed to all but vanish without a trace, but a number were spotted in a field near Ashford, Kent, about six years after the War. They were possibly lacking their electrical equipment by then as this could be re-used, so the body shells were probably only fit for scrap. One BW unit is definitely known to still exist in France, at the Tacot des Lacs (Jalopy Lakes Railway), where she has been since 2002, awaiting restoration. There may be a few others, but this is unconfirmed.

The DK units seemed to fair better in France (unless both batches were put under the same banner), as a few examples were used at sand pits near Fontainebleau, about 35 miles south-east from the centre of Paris, and many were re-gauged to standard gauge for further industrial use.

In this country, many of the DK units were known to have been robbed for their electrical equipment, rather than being sold on as complete locos. The Ashover Light Railway (ALR) in Derbyshire bought several DK and BW units from the Disposals Board in about 1927-8 to make use of the electric motors, but they retained at least three DK units for use on the railway itself. Parts from both makes were used to build "AMOS" at the Clay Cross Company Works and it was retained as a banker for use up the gradients from Ford to Clay Cross, but it was laid up for several years due to heavy petrol consumption.

When it was returned to service "AMOS" was confined to shunting duties only. In 1939 various parts were re-assembled using a more economical diesel engine to work the stone trains. However the maximum speed of 6mph (!) was not fast enough, so "AMOS" was relegated to shunting duties once again, before being immobilised and used as a generator.

But all was not lost for "AMOS", as she was converted/rebuilt during 1947 into a standard gauge loco and used at the Bloxham Ironstone Pits, Oxfordshire and survived until 1964! Boulton & Paul at Norwich also had a standard gauge conversion in use into the 1950s. Each unit was fitted onto a wagon frame with drive from the loco axles to the wagon axles. One looked completely original (apart from sitting on a large frame!), whilst the other one was unrecognisable.

Luckily, there is a happy ending, of sorts, for three of the DK units survived long enough to be preserved.

Two are still in France, again at the Tacot des Lacs (Jalopy Lakes Railway) near Namur in the north of the country. The first one arrived there in 1990 and has been cosmetically restored and painted in green with red bufferbeams, which is thought to have possibly been used at a cement works. The second DK unit arrived during 2000 and also awaits restoration. The third unit returned to this country from France in 1968 and remains part of the Phyllis Rampton Narrow Gauge Railway Trust, a large collection of narrow gauge locos stored out of public view in a barn on a private farm in Surrey. This unit has been allocated/carries the No.18. One can only hope that this situation can change, so that eventually one day we may get the chance to see one of these distinctive petrol electrics running in this country once again. The unit in France is still in one piece, although it is not known if she is operable; the condition of the one in Surrey is unknown, but it is thought to be in a poor state. (Some locos in this collection are also stored at the Vale of Rheidol Railway.)



The S&D Models body kit under construction, temporarily mounted onto the Hornby chassis. A very solid looking loco I think you'll have to agree.
Steve Green

Notes on the model:-

I decided to purchase the S&D Models lead-free pewter Dick Kerr body kit for 'O-16.5', 7mm narrow gauge, and use a hacked-about Hornby 0-4-0 chassis (purchased from a certain Mr Henderson!) as this was the cheapest option. Worsley Works produce the DK body kit in various scales, including 4mm,

7mm and 16mm narrow gauge in either brass or nickel silver and Meridian Models do a complete DK kit in '009', 4mm narrow gauge, with a whitmetal body and brass chassis. A BW version is planned.



Ready for service on the Gretton & Wenlock Railway, painted in Humbrol matt light olive green. WD (LR) 1915 VIKNOR. The authentic DK-built number is supplanted by the name of a ship sunk in that year.

Rebuilt Baldwin "Gas Mechanical" 49604/1918, No.1491, now FR No.11 MOELWYN, seen at Dinas on the Welsh Highland Railway at the Quarry Power Weekend over 14th-16th September 2012.

Transport Trivia

by Derek Lewer

Question 1

Of all the London Underground station names why are Mansion House and South Ealing unique

Question 2

Which and when was the first transport disaster captured on movie film (not staged for a feature film)

Question 3

Where and when was the world's first recorded passenger railway journey.

Answers on page 34 – No peeking!

Snowflakes in March

by Ken Aveyard

Esteemed readers will remember the article in Corkscrew 69 entitled Sunscreen in March which recounted my annual end of that month visit to Yorkshire during what was the hottest March on record. Well the title above will tell you what to expect from the 2013 visit.

In a repeat of 2012 my 0430 departure from Poole saw me at Adwick station a little later than last year having seen a few snow flurries and white fields en route, but despite warnings of road closures in Oxfordshire and Northamptonshire, the run up was trouble free. Spookily, catching the 0855 in to Doncaster rather than the 0838 I found myself once again on 322484 for the 10 minute journey. One expectation of the visit to Doncaster was increased freight activity following the closure of the line through Hatfield due to a colliery spoil heap slippage. On arrival at Doncaster the first surprise was to find a pair of BARS owned class 31's in the West Yard. 31452 painted in Devon and Cornwall Railways livery was paired with 31190 in original style BR Green, and later in the day they departed with the latter hauling the former which had failed to start.



31190 and 41452 wait for the road south at Doncaster. Ken Aveyard

During the day snow was falling steadily but not sticking and most services were running to time, although those heading for Goole had to transfer to buses and there were some smart turn rounds to reverse those services to Manchester to avoid blocking the through platforms. Over the course of a five and a half hour stay, a further 20 diesel locos were observed of which 18 were the ubiquitous class 66 divided up in to 8 Freightliner, 5 GBRf including one still in Freightliner green and 66728 which was a cop, plus 5 DB Schenker (and one I missed when having lunch.)

The other two locos were 67024 stabled in West Yard and 70011 a surprise appearance on cement.



One final bonus was the appearance of 91007 **Skyfall** working to Edinburgh. As the day passed, the extreme cold and a flurry of text messages from Bradford telling of deep snow and road closures prompted me to return to Adwick on the 1427, on board yet again 322484. Despite the dire warnings I was barely a mile from my destination before I finally ran in to the snow,

It was a different story on the Saturday morning when I intended to travel by train to Manchester for the Spring Transport Fair at Boyle Street museum. Deep snow lay everywhere but buses were running and I was in Bradford Interchange by 0815 ready for the 0833 to Manchester. Unfortunately that was as far as I got. A point and signal failure at Hebden Bridge prevented all services from going beyond Halifax, except those to Huddersfield. Between Huddersfield and Manchester snowdrifts had closed the line so I was going nowhere. I spent an hour photographing buses in Bradford city centre, including this issue's cover picture before a final check with the booking office confirmed that trains were unlikely to run for some hours so I returned home and spent some time digging the car out of the snow that had fallen overnight.

A check on line with the museum confirmed that there was no snow in Manchester but inconvenient bus and train times meant driving was the best option for the Sunday. The museum was less busy than normal and some stall holders from further afield had cried off but the visit was as pleasurable (and expensive) as usual.

On Monday my brother Colin and I replicated 2012's Thursday in that we went to Manchester to travel on the latest extensions to the Metrolink network. Parking at the new Park and Ride station at Dirker between Oldham and Rochdale we travelled in to Piccadilly through Oldham Mumps station and through the tunnel on the old railway track bed that will be abandoned when the loop through Oldham town centre is completed.

We spent a few hours at a cold and windswept Piccadilly Gardens until the trams began to repeat before adjourning to Piccadilly station for breakfast and to see what was on the 0930 freight path from Trafford Park, but nothing appeared so we returned to Metrolink for a trip out to Droylsden a temporary terminus on the line to Ashton where tram 3037 is pictured reversing.



We retraced our steps through Manchester out to the depot at Trafford Park where a number of new trams were stored prior to entering service these including 3058 3059 3061 3063 and 3064 plus at least another half dozen unreadable ones. Also stored were two rows of original series trams now out of use. We returned to Piccadilly for the 1230 freight path from Trafford Park which is used by GBRf and this time we were rewarded with the sight of 66714 heading south.

Back to Metrolink again and this time a run out to Woodlands Road, on the Bury line which passes Queens Road depot before retracing our steps to Victoria and boarding a Rochdale bound tram. This turned out to be new tram 3060, the highest numbered we saw in service, the next highest having been 3049. The Rochdale line passes close to Newton Heath depot on the old BR line to Oldham and out through the countryside to Rochdale where a long single track section parallels the Halifax to Manchester railway line before dropping to street level to a temporary terminus outside Rochdale station. From there we walked along the line of the extension to Rochdale centre where the line will terminate outside the new bus station currently being built.

We returned to the tram for the run back to Dirker and home.

Tuesday was off to old faithful Nuneaton where we arrived too late for me to cop 66426 heading for Wentloog, but despite the snow on the platforms, and a cold cross wind we had a good day spotting.

The introduction of 11-car Pendolinos meant plenty of high speed number reading to attempt and we were successful in seeing around 20 of the 33 sets. There was plenty of freight action with five class 66's in the first ten minutes or so, and a total of 26 overall from all the major operators. One unusual working was DRS liveried 66416 now a Freightliner spot hire machine hauling a dead 70001 on a Southampton liner. Further locomotive variety saw 70010 on box wagons, a light 67022 each way on a run to and from Northampton, the customary 90's, this time 90048 and 90041 and a solitary pairing of 86612 and 86610. For a change 86501 was absent as it is currently unserviceable.



66703 climbs the incline from the Leicester line towards Hams Hall on a working from Felixtowe at a snow covered Nuneaton. Ken Aveyard

We called a halt a bit earlier than usual as we were worried our frozen bits might fall off, and headed for home. Our final outing for the week was on Thursday when unable to think of anywhere to go spotting we decided on a trip to the East Lancashire Railway, a line neither of us had travelled on before. As it was the Easter school holidays in Lancashire, the whole line was in use so we drove over to Heywood where we found the station yard locked and deserted. Whilst we sat waiting the first train of the day rolled in with ex LMS North British built Jinty 47324 disguised as 47584 on a four coach rake.

Whilst the loco ran round, a member of staff came down and let us in and we took up residence in the buffet car where we partook of the obligatory cup of tea. Departure was on time at 1020 and we made steady progress to Bury where on leaving we passed Castlecroft depot which had D1501 and D7076 stabled outside together with a couple of industrial locos. At Ramsbottom we crossed the other train in service, this being a class 117 DMU, and continued to Rawtenstall from where we retraced our steps to Bury.



47584 (47324) running round its train at Rawtenstall.

Ken Aveyard

On arrival at Bury we stopped short in the platform and after alighting from the train we were bemused by the appearance of a Stanier black five backing on in front. What became more puzzling was it was bringing two support coaches a further black five and a class 37 diesel with it. The diesel was 37518 **An Gearasden** in Inter City swallow livery, but with Ian Riley instead of Inter City on the side. The two class fives were 45407 and 44871 and at 1217 the whole convoy set off for Heywood where the front locos would continue on to the national network and continue to the North Yorkshire Moors Railway.

Once the train had departed we were able to get pictures of 50015 **Valiant** which had run up in to the spare platform with a rake of coaches for the following days operation. We then made our way out of the station and across to Castlecroft to visit the transport museum in the former goods shed.

The museum contains a nice selection of road and rail vehicles and a large collection of smaller artifacts including what may well have been a full set of totems from east Lancashire stations plus others from all the other regions to show the different colours. Outside the museum is an area where a closer look can be had of the locos stabled on the diesel depot.



Hymek D7076 outside Castlecroft Depot, Bury. Ken Aveyard

As all the railway buffets were closed we walked in to Bury town centre to a cafe next to the Bus Station for pie chips and mushy peas before returning to Bolton Street station where we caught the DMU back to Heywood and the car back home.

Being Easter, on Saturday I was able to visit the York show which was enjoyable and on the way back dropped in at Midland Road where since my last visit the pallet company has moved out and Freightliner has laid some nicely spaced out stabling sidings on which 66553 is seen below.



The following day I returned to Poole leaving behind the snow if not the freezing temperatures!!

WHETHER TO WEATHER

by Peter Watson

As someone who continues to aspire to a railway layout there are many uncertainties that arise – what type of track, what type of coupling, how finescale could I manage? But one of the things that I am sure about is that my layout will be weathered. I am always perplexed at shows and exhibitions when I see pristine locomotives and rolling stock traversing a sleek and scrubbed townscape yet running to carefully researched and implemented timetables based on a Saturday morning in June 1956. Was it ever like that and, if not, why do they do it? Well, the answer to the first point is – hardly ever. As the Modernisation Plan proceeded, so steam loco maintenance suffered until, in the 1960s, it was often impossible to read the number, let alone guess at the livery. Before that was wartime when cleaners were almost non-existent and before that only some of the prestige services could hope to have a reasonably clean locomotive at the head.

Of course, “it’s my layout and I’ll run it how I like” remains true. What I puzzle over though is the thoroughness of the research, the quest for absolute authenticity and the almost total failure to deal with the associated muck and grime that pervaded the entire railway system and its surroundings. Taking a dirty wash and putting it all over an expensive model is something of an act of faith – I understand that – and when models can cost upwards of £200 the temptation to leave the loco in “as purchased” condition must be strong indeed. Perhaps the absence of comprehensive colour photographs from the pre 1950s is a reason for our reluctance to get down and dirty. But every railway enthusiast has seen and revelled in the photographs showing the last days at Nine Elms, the work of Colin Gifford, sunlight sending shafts of light through blackened glass to highlight orange rust and heavily work stained locomotives awaiting their next call?

Then we have the track and surroundings. Main lines were immaculate in the fifties and early sixties but yards and depots were not. Occasionally one sees the ash, grime, oil and water swilling around the sleepers and grey engines standing amongst the rubbish but those are memorable only because of their rarity. At a recent Bournemouth show I went back a couple of times to admire one layout that had managed to capture the atmosphere of a real working depot.

Weathering is something of an art and easy to overdo and get wrong but surely it’s worth a try? Numerous books have been written on the subject and it doesn’t need advanced skills and equipment such those required for kit building, soldering and so on. It can even be removed. It requires a good eye, good materials, source photographs and commitment. Maybe there are just too many Great Western branch lines on show!! Perhaps the desire to open the box and get trains running is too strong to resist. Whatever the reasons, I hope that I will be able to follow my instincts and memories and make my railway a little more like “the real thing”.

Swanage Winter Works x 2

by Mike Stollery

It's the 7th January 2013. The last train of the 2012 season has run. At Swanage Station all the Christmas decorations are down, the station shop is shut, the toilets closed and the 'Birds Nest' has been shunted further along the bay platform. Contractor's personnel have arrived, a portion of the fence at the end of the platform has been removed and a pick-up has backed on to the platform by the buffers. Unloading of materials has begun. On the track, scaffolding has been erected on a bogie flat wagon to provide a mobile access platform to the canopy fascia. The Staff Room (the former Red Cross room) has been commandeered as the Project Manager's office from which the PM (no, not D Cameron Esq.) emerges with mobile to ear.

Over the next three months, extensive work will be carried out on the canopy. This work, predominantly using specialist contractors, has included :

- ⌚ All steel work shot blasted to remove the old paint coats and layers of dirt and rust
- ⌚ Four stanchions at the Wareham end cut out and replaced with new
- ⌚ Repairs to the cross steel beams and lattice girders, where wasted metal has been removed and new pieces welded in with similar treatment applied to the lattice girders. In places, steel reinforcing plates have been welded to their undersides to give added strength.



- ⌚ A proprietary paint system has been applied, this system is one extensively used on North Sea oil platforms – so it should be fairly resistant to Swanage’s marine atmosphere and provide protection to the refurbished steelwork for many years.
- ⌚ Damaged fascia boards have been replaced and all the fascia has been repainted. New mouldings have been fitted, using the mobile scaffold, which was moved up and down by 33111 or one of the 08 shunters.



Canopy fascia work using the mobile scaffold

- ⌚ All (over 300) panes of glazing have been replaced with new safety glass and fitted in new powder coated aluminium glazing bars. At the Wareham end, the corrugated asbestos cement sheeting has been removed and replaced in glazing to match the remainder – not strictly authentic but the change has been dramatic, the whole canopy is light and bright even on the dullest days (and we’ve had a few of them, this winter!)
- ⌚ The opportunity was taken to clean the stonework of the station building, while various other repairs have been carried to bring the whole platform area up to standard. A transformation indeed!

Meanwhile work had started on re-roofing of the Goods Shed which at the time of writing (late March) is nearly complete and that too is looking good. I will return to this in the next instalment.

Meanwhile.....Just before Christmas, I heard from Peter Lejeune that Stan Symes had sold his 00 gauge model of the Swanage Railway and that Peter had acquired his rolling stock and buildings.



The virtually complete canopy. 80104 has arrived on a driver experience working

The upshot is that I am now the proud owner of a superbly made Station building, Goods Shed and Engine Shed. These have replaced my old Triang station and engine shed (yes the genuine old attractive brown ones with yellow canopies from the '50s!) and my unfinished plywood Goods Shed. However, the station building, particularly the fragile canopy, had suffered when being removed from the baseboards in Stan's loft and so, like the 12 inches to the foot version, some restoration and repair work has been necessary.

Stan is a brilliant modeller and those who have seen the models he has made will readily recognise this. He has been a great supporter of the Swanage Railway over the years and Stan commenced building his model of the restored line as it appeared then, some ten years ago. This presented me with something of a dilemma as my model Swanage Railway is in the circa 1958 period and, in reality, a number of alterations had taken place to the Station and Goods Shed since closure, and these had been faithfully modelled by Stan.

My first job was to restore the damaged stanchions, made out of Plastruct – this I did from my stock of materials.

A tricky job as in 4mm scale the stanchions are very slender and had broken in several places. In some cases, where they had been fixed to the lattice girders, these had to be reinforced as well. So as the Swanage Railway was starting work on its station canopy – so was I! I opted to complete this work when the station buildings were in situ on my platform as I was experiencing severe difficulty in getting the replacement stanchions to the correct length and also to be vertical. The solution I adopted was to make the replacements slightly over length and drilled small holes in the platform (made over 30 years ago!) to receive them.

Before completing this part of the exercise, having opted to restore Stan's model to 1958 condition, I had to carry out the alterations to the model – this of course had to be done on the workbench rather than on the layout. So, Editor permitting, the tasks involved will be described in the next instalment.



The Station building installed on my layout

.....



Acton Museum

by Ken Aveyard

Readers probably know that most museums can only display a fraction of the artifacts they possess at any one time. The London Transport Museum at Covent Garden is nowhere big enough to display the whole collection particularly as it includes a fully operational 4-car rake of 1938 tube stock, so there exists in Acton what is known as the Large Object Store and believe me it is large and stores a lot of objects, some of which are, well, large! Although the facility can be visited by arrangement; a couple of times a year the building holds an open weekend where the public can wander around at will and to which trade stands and model displays are invited. This year the open weekend took place on 13th and 14th April and Trevor Hargreaves, Brian House, Chris Aston and myself made the journey arriving to find a large queue forming well before opening time.

Having paid our admission fees, we entered the building to find it crammed floor to ceiling with all sorts of things. In the first few yards we passed underground car bogies, escalator winding gear, electrical equipment and rows of shelving containing posters before coming in sight of the rolling stock arranged on six roads of the shed. One road contained the aforementioned 1938 stock set whilst the remaining roads contained a selection of single cars of many styles of stock.



In the picture opposite can be seen on the right the 1938 train containing cars 11012, 12048, 012256, 10012 whilst in the centre a train of stock is being assembled from L131 (3693) Metro-Cammell 1934, 27 Metro-Carriage 1925, 49 Cammell-Laird 1923 ex Isle of Wight, and L134 (3370) Metro-Carriage 1927. The motor cars still bear the all over yellow in which they ended their days having served as pilot motor cars (depot shunters). Further left can be seen recently withdrawn Metropolitan A stock car 5034 with R stock 22679 extreme left.



Looking the other way in the foreground is the only remaining car of the 1986 Prototype Tube Stock, being car 16 a DM built by Metro-Cammell, attached to which is 3327 built by the London Electric Railway Company in 1927. On the right is Electric Sleet Loco ESL107 assembled from two Central London Railway motor coaches, numbers 3944 and 3981 one built by Metro-Carriage and one by Birmingham. Behind can be seen L35 a 1938 Gloucester built battery locomotive whilst on the far right can be glimpsed the bus storage area.

Making our way through the hall and in to the depot yard we were greeted by the sight of Metropolitan Railway 0-4-4T No1 attached to the 4-wheel coach and milk van that featured in the Met 150 celebrations. Although in steam it remained stationary throughout the day as people queued to inspect it. Also stabled a little way away was Electric Loco 12 Sarah Siddons with a queue of people waiting to look inside. Not stationary however was Festiniog Railway 0-4-0ST Prince which was giving tender rides.

After partaking of lunch we made our first foray in to the bus hall where I was looking forward to seeing rear engined Routemaster FRM1 unfortunately not positioned well for photography. Two trams, two trolleybuses and over 20 motorbuses were surrounded by trade stands and model layouts that made photography of some impossible, and the rest difficult.



Just to prove that history doesn't necessarily have to be old to enter a museum, one bus exhibit is 1986 built Optare City Pacer C526 DYT which entered service on the Roundabout network in Orpington one of the first large scale uses of small buses on London tendered operations.

The buses on display included K, NS, ST, LT, STL, RT, RTW, RM, RCL, FRM, DMS and T type double deckers, with T, Q, TF, RF, and MBA single deckers and included RM1 and RM2 the latter being restored to its original appearance.

As we moved further round the displays, a large section was devoted to Underground ticketing with a number of ticket offices and a large selection of the various types of automatic ticket issuing machines so familiar in the pre-travelcard days.

Our final port of call was the sign gallery. Upstairs at one side of the main shed were racks containing enamel station and ancillary signage and many examples of the different incarnations of the famous underground map. Quite interesting were the signs from the modern overground network showing the interim services in use pending the latest extensions.

There was also a display of architects models stretching back many years and rack upon rack of small engineering parts, models and back down stairs replacement engines, gearboxes, seats and body parts.

It was then time for a nice cup of tea before we took another walk through the bus hall where the lessening of the crowds made photography a little easier but not much.



Chris, Brian and Trevor enjoying a nice cuppa during the afternoon. KA



Metropolitan No.1 and stock on display in the yard.

Ken Aveyard



Sharing a common ancestry as both were bodied by the Union Construction Company of Feltham, from where the tram got its nickname are London United Tramways Feltham Car 355 and "Diddler" trolleybus No.1 on AEC chassis, which inaugurated London's first trolleybus service between Twickenham and Teddington on 16th May 1931.
Ken Aveyard

Our final act was to look again at the various trade stands as various items had caught our attention during the day. The museum official shop was well stocked with the usual if a little over priced tourist type stock, although they were doing a nice line in ex A stock overhead luggage racks and of all things unused brake pressure gauges. The friends of the museum were doing a roaring trade in semi official goods such as old working timetables, and the line and network diagrams that are inside each train. If you had a favourite 6000 series A stock car you could buy a ready made up number transfer. In the end Trevor and Brian came home empty handed but Chris bought a DVD and I purchased a book.

So what were our impressions of the event. Well apart from the difficulty in seeing and photographing the buses due to the added attractions; the sheer volume of items on display to which additions are being constantly made makes this one of the must see locations in the preservation field. If you get the chance to go to a future open day it is heartily recommended.

RAILWAYS ROUNDABOUT

JANUARY :- As reported in the last issue Wednesday 16th saw a test train run down the Hamworthy Goods branch, worked “top and tail” by Class 73’s No’s 73201 and 73107. Hamworthy Goods was visited between 07.50 and 08.05, after which the train returned to Poole reversed (08.27-08.35) and continued to Weymouth (09.25-09.52). Later it ran back to Eastleigh passing Poole at 10.30. There was some doubt, considering the precarious state of the Hamworthy branch, that the train had actually traversed the line. However confirmation that it did reach the current end of the line was forthcoming from Miss Georgina Strand an avid 16 year old Hamworthy based rail enthusiast.

Friday 18th saw our local area and stretch of railway line covered in snow. South West Trains (SWT) instituted a “snow timetable” consisting of one shuttle per hour between Bournemouth and Weymouth and two trains per hour from Bournemouth to London. On Monday 21st Network Rail sent their “Snow Patrol” train down the line to Weymouth even though Dorset was now relatively snow free. Worked “top and tail” by Class 57’s No’s 57303+57312 the ensemble passed Poole going down at 19.02. Unfortunately later in its journey this train suffered severe delays, initially due to the failure of No 57303 with dragging brakes. At about 19.50 the train was stopped at Dorchester and shunted into the sidings where No 57303 was removed and left. Later No 57312 ran round its two wagons and departed Dorchester at 22.08, sadly the driver was taken ill and had to be attended to by paramedics at Wareham and subsequently taken to hospital by ambulance. A relief driver was summoned and eventually arrived by taxi from his home in Poole, the “snow train” was later noted passing Christchurch at 23.50. Working backwards from 23.50 it would seem likely that it eventually left Wareham around 23.15 to pass Poole close to 23.30.

The following day had No 66557 work to Wool with the empty sand wagons passing Poole at 16.00. It was followed some 50 minutes later by Class 57’s No’s 57312+57306 working another snow/de-icer as far as Wareham, it returned going up at 17.30. Booked to run again on the 23rd to Weymouth the train failed at Sway with a burst air pipe, after a temporary repair the train reversed and ran wrong line to Brockenhurst yard and terminated in the sidings.

An MPV worked the de-icer turn on the 24th, but the 57’s No’s 57306+57312 went out on Friday 25th passing Poole at 20.00 heading to Weymouth and at 21.40 heading back up.

On Monday 28th and Tuesday 29th the Wool Sand train had Class 66 No 66548 in charge. At 13.40 on the 29th two Class 57’s No’s 57312 and 57306 ran through Poole heading to Dorchester to collect the errant 57303. Having “sandwiched” No 57303 the trio left Dorchester at 15.27 returning to Eastleigh, thus 57306+57303+57312 passed Poole at 16.05.

Just a few days later No 57312 would suffer a major failure which, according to reports, would see it withdrawn and cannibalised for spares.

FEBRUARY :- What would I have to write about without the Wool Sand train ? Monday 4th saw No 66599 do the honours with the down empties, it ran up with the loaded train on the 5th. Also on Tuesday the 5th the "regular" nocturnal test train ran from Eastleigh to Weymouth. With ex Anglia DVT No 9703 leading, the train passed Poole at 22.08 propelled by Class 31 No 31465, the return was some time after midnight. Later in the week No 66599 did a second run to/from Wool on the 7th and 8th.

On Monday 11th No 66526 worked Sand empties to Wool after which it returned to Millbrook. Next day (12th) possibly due to a fault with No 66526, No 66569 from Freightliner's Inter modal division was sent down to work the loaded train away. The following week (18th/19th) our only "Dorset Freight" was in the hands of No 66957. Later in the day, two Class 57's No's 57301+57310 ran from Eastleigh to Wareham with a de-icing train passing Poole at 21.00 down and 21.30 up. On Friday 22nd the two 57's ran as far as Poole arriving at 21.05 before reversing back whence they came at 21.08.



37607 brings up the rear of the special to Winfrith at Poole. Ken Aveyard

Week ending 3rd March saw a significant event which MAY provide Dorset with visits of DRS locomotives on a regular basis. On Tuesday 26th February 2 x DRS Class 37's, No 37602 leading, and No 37607 on the rear passed Poole at 09.40 heading for Winfrith. Sandwiched between the two engines were 8 small flat wagons, at Winfrith these were loaded with mini containers containing low level radio active waste. Leaving Winfrith at 16.30 the two 37's ran to Dorchester South to reverse before heading for Crewe and eventually Sellafeld, Parkstone was passed at 18.01. More workings of this nature are envisaged IF this trial run proves successful. On the same day No 66519 worked the loaded Wool sand train to Neasden.

MARCH :- The ever regular Wool Sand empties ran down on Monday 4th behind No 66504, after leaving the wagons at Wool it ran light to Millbrook. Next day Tuesday 5th No 66510 came down from Millbrook to work the loaded train away. Later on the 7th and 8th No 66511 worked a second sand train for the week

On Sunday 10th just prior to the second cold snap and minor snow fall Network Rail dispatched Class 57's No's 57306 and 57310 top and tailing a de-icing train from Eastleigh to Wareham. The pair passed through Poole at 19.15 going down before returning some 30-40 minutes later. Next day (11th) the same two loco's worked a return trip to Weymouth passing Poole at 20.25 and 22.20, followed by another visit to Wareham in the early hours of Wednesday 13th. Also during the week on the 11th and 12th the Wool Sand empties ran with No 66506 in charge.

At around 00.30 in the early hours of Sunday 17th two Class 73's No's 73212+73205 arrived in Poole yard with 5 ballast wagons. They left the yard at 06.30 to drop the ballast in the Branksome area before returning to Eastleigh. Next day, Monday 18th, saw No 66598 work the empty sand wagons to Wool and the corresponding loaded train on 19th.

SWANAGE RAILWAY (SR) :- During January the work on the platform canopy continued, in most instances the work went according to plan. In February came the now well publicised announcement that the SR would be receiving a million pound plus grant to facilitate the work upgrading the line from Motala to Worgret Junction.

On Saturday 16th February the SR recommenced services following the "Winter Shutdown", the locomotive working trains was Bulleid Pacific No 34028 "Eddystone". It does not seem possible that it's almost 10 years since "my big brother" No 34028 took to the rails on the SR. If an extension to his/her ? boiler certificate is not forthcoming, 2013 may well be "Eddystone's" last appearance as a working locomotive for some considerable time, a great shame.

At an unknown date ex GW 0-6-2T No 6695 was moved off the railway and transported to Herston Works for an overhaul.

In early March scaffolding was erected over the Goods shed siding and then sheeted over, this was to provide a makeshift paint shop to facilitate the repaint of No 34070 "Manston". On March 16th the locomotive was under cover and the existing paint was being stripped back.

Most persons will know the following information by the time this issue of "The Corkscrew" appears at the club. But here it is anyway, the line up of VISITING locomotives up for the May Diesel Gala looks likely to be Class 20's No's 20189 & 20227, Class 31 No 31466, Class 33 No 33108, Class 44 (Peak) No D4 (44004), Class 55 (Deltic) No 55019 and Class 56 No 56006 plus possibly, one other locomotive, suggestions are that this may be Class 37 No 37057. Also booked to attend is the Bluebell Railway's 4Vep Unit No 3417.

If all goes to plan, it will see the first visit of an original "Peak" to the SR. As well as the three gala days on 10th, 11th, 12th May it is hoped to run a "Push-Pull" day on Thursday 9th utilising the two 33/1 Nos 33108 and 33111 coupled to the 4 Vep unit No 3417.

PLEASE NOTE : - *I have been informed that over the weekend following the Diesel Gala it is looking highly likely two of the guest engines will work the diesel portion of the SR timetable. Suggestions are that the "Deltic" No 55019 will work on Saturday 18th May and "Peak" D4 (44004) will work on Sunday 19th May. Use of these two locos is of course subject to the usual provisos. But IF it does happen it will be at a financial risk that the Gala organiser(s) are prepared to take, thus their willingness to do so will need a little bit of support from us mere mortals.*

For some of the above information I am indebted to Georgina Strand, Roger Smith, Mark Pike, Paul Kneller, Steve (Reverend) Green, "BR" and the information website "wrgen"

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Tarrant Valley Tales, the Tempting Fete Answers.

By Paige Turner.

Highlighted below are the various cakes, sweets and biscuits which featured in the lead story in Part 17 of the February 2013 edition of The Corkscrew. How did you get on?

The Tarrant Valley's Winter Fayre, known locally as the Tempting Fete due to the treats on offer, took place in December and as usual there was a keenly fought contest for the Best Biscuit Trophy. The winning **trio** this year were **digestive** (from **Abernethy**) who beat fellow Welshman **toffee crisp (!)** into second place, with his **Custard Creams**. In third place was **twix** (from **Lincoln**), with bizarrely, his **digestive** biscuits. Judges for this event were **garibaldi** and Pete **ginger nuts**, which was **nice**. The **gold** award and all of the other prizes were handed out **after 8pm**. The trophy was donated by local baker Roland Butter (who tends to **bakewell** after midnight) and presented by the show's organiser **viscount milky way (!)**, who said that it was tempting fate to predict the winner. The previous winner was Albert Peng, so as long as he didn't see a **penguin** again, there would be **happy faces**. Dai now joins an exclusive **club** and he can't wait for next year's competition and he hopes that everyone will be **united** in putting on another great show next year, to be held at the refurbished **battenburg** Public House. There was an idea mooted a few years ago that this show would **breakaway** from tradition, but luckily they weren't forthcoming. He plans to take **timeout** for a few months and concentrate on one of his hobbies, building Cat Kits (**KitKats!?**) before working out his Tac Tics (**TicTacs!?**) for next year. And there you have it.

Breaking News:-

Local author K.J. Growling has just announced details of her forthcoming book. This semi-autobiographical piece looks at the work of her late husband; well he did used to drive for British Rail! He was known to be something of a ladies man and was often seen with several female employees on his arms, and other places. It was a dirty job, and he was a dirty old man, so the two went hand in hand. The working title for her new book is "50 Shades of BR Blue."

Could This B1 of the Best Word Searches in the World, the Answers.

By Leighton Neva-Earley.

The Tarrant Valley's resident Edward Thompson expert penned the quiz for issue 73 of The Corkscrew. There were 40 names to find and standard word search rules applied. The remaining letters then spelt out the following:-
THE NAMES OF EACH AND EVERY LNER B ONE ANTELOPE, DEER AND CLOVER HOOFED FAUNA OF THE VELD. (in lower case)

I also required the loco numbers as well. Five bonus points were up for grabs if you could tell me what made this quiz unique among all of the word searches set.

I have **HIGHLIGHTED** the whereabouts of the loco names in the grid below, the loco numbers being 61000 – 35/37 - 40. What made this quiz unique was that it used up all of the letters of the alphabet!

<u>R</u>		t	h	e	n	<u>A</u>	<u>U</u>	<u>Q</u>	<u>O</u>	<u>D</u>	<u>A</u>	<u>M</u>	<u>N</u>	<u>Y</u>
<u>E</u>	a	<u>A</u>	<u>L</u>	<u>A</u>	<u>Y</u>	<u>N</u>	<u>I</u>	<u>N</u>	m	e	s	<u>Y</u>	o	<u>B</u>
<u>I</u>	<u>I</u>	<u>K</u>	<u>O</u>	<u>B</u>	<u>G</u>	<u>N</u>	<u>I</u>	<u>R</u>	<u>P</u>	<u>S</u>	<u>A</u>	D	f	<u>A</u>
<u>T</u>	<u>A</u>	<u>U</u>	<u>S</u>	<u>T</u>	<u>E</u>	<u>M</u>	<u>B</u>	<u>O</u>	<u>K</u>	L	e	<u>N</u>	a	<u>S</u>
<u>B</u>	<u>H</u>	<u>E</u>	<u>K</u>	c	h	a	n	<u>H</u>	<u>A</u>	<u>L</u>	<u>L</u>	<u>A</u>	<u>P</u>	<u>S</u>
<u>O</u>	<u>G</u>	<u>L</u>	<u>T</u>	<u>U</u>	<u>B</u>	<u>O</u>	<u>N</u>	<u>G</u>	<u>O</u>	d	e	<u>L</u>	v	<u>A</u>
<u>K</u>	<u>L</u>	<u>I</u>	<u>P</u>	<u>S</u>	<u>P</u>	<u>R</u>	<u>I</u>	<u>N</u>	<u>G</u>	<u>E</u>	<u>R</u>	<u>E</u>	e	<u>S</u>
<u>C</u>	<u>I</u>	<u>A</u>	<u>I</u>	<u>B</u>	<u>E</u>	<u>R</u>	<u>U</u>	<u>O</u>	r	y	<u>T</u>	<u>O</u>	<u>P</u>	<u>I</u>
<u>U</u>	<u>N</u>	<u>T</u>	<u>I</u>	<u>K</u>	l	e	n	<u>R</u>	e	<u>S</u>	r	b	o	<u>O</u>
<u>B</u>	n	<u>K</u>	<u>K</u>	<u>B</u>	<u>C</u>	e	<u>B</u>	<u>P</u>	<u>E</u>	a	n	t	e	<u>M</u>
<u>R</u>	l	<u>C</u>	<u>C</u>	o	<u>I</u>	<u>U</u>	p	<u>E</u>	<u>I</u>	<u>M</u>	<u>P</u>	<u>A</u>	<u>L</u>	<u>A</u>
<u>E</u>	e	<u>A</u>	<u>U</u>	<u>A</u>		<u>R</u>	<u>B</u>	<u>A</u>	<u>D</u>	<u>E</u>	d	e	<u>R</u>	<u>H</u>
<u>T</u>	e	<u>L</u>	<u>B</u>	<u>L</u>	<u>S</u>	<u>E</u>	<u>O</u>	d	r	<u>L</u>	<u>K</u>	a	<u>E</u>	<u>C</u>
<u>A</u>	<u>U</u>	<u>B</u>	<u>K</u>	<u>O</u>	<u>T</u>	<u>K</u>	<u>G</u>	<u>D</u>	<u>E</u>	<u>L</u>	<u>I</u>	<u>U</u>	<u>E</u>	n
<u>W</u>	<u>M</u>	d	<u>C</u>	<u>R</u>	<u>E</u>	i	c	<u>A</u>	l	<u>E</u>	o	<u>W</u>	<u>D</u>	v
e	<u>S</u>	r	<u>A</u>	<u>I</u>	<u>I</u>	<u>U</u>	<u>C</u>	<u>X</u>	<u>T</u>	<u>Z</u>	<u>R</u>		<u>E</u>	<u>U</u>
h	<u>E</u>	<u>H</u>	<u>L</u>	<u>H</u>	<u>N</u>	<u>D</u>	<u>Y</u>	<u>H</u>	<u>J</u>	<u>A</u>	<u>I</u>	<u>R</u>	<u>O</u>	<u>U</u>
o	<u>K</u>	o	<u>B</u>	f	<u>B</u>	<u>R</u>	e	<u>I</u>	<u>G</u>	<u>B</u>	f	<u>R</u>	a	
<u>G</u>	<u>E</u>	<u>M</u>	<u>S</u>	<u>B</u>	<u>O</u>	<u>K</u>	u	n	a	<u>R</u>	<u>O</u>	<u>I</u>	f	t
h	e	v	e	l	<u>K</u>	<u>C</u>	<u>U</u>	<u>B</u>	<u>H</u>	<u>S</u>	<u>U</u>	<u>B</u>	<u>D</u>	d

Electrifying Anagrams.

By The Dean of Dorchester &
The Bishop of Blandford.

To be different this time round, I thought we'd have an anagram game for a change as we haven't had one for a long time.

All you have to do is unscramble the letters to reveal the names of the overhead and third-rail electric locos and electric multiple units, dating from 1952 to the present day. To help you out, the classes involved are 73, 76, 77, 86, 87, 90, 91, 92, Pig and Arkwright. I would also like all of the numbers carried by the engines and emus please. Best of luck.

Answers to be handed to The Reverend Green please by (insert date of your choice!) and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

If nicest animal

Aid schemer

Wiring ape

Defy to contours

I'm well, bibles wail

Direr or blasted

Ogre-bashing, venturing

Instil churlish crown

O, a sad rhythm

Yodeler brat

The supremo

Fervent and bung rich

Roll on ends

One recent cue

I am a weakish speller

Oily or avengers

Inherent jobs jam

Nicest of witchery

Womanise to the nudity

A pardon

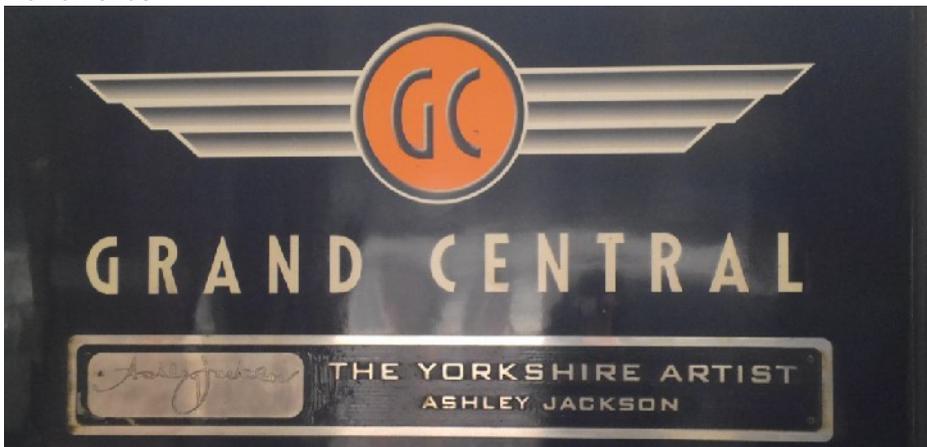
Alarmist wiriness flair

Wealthier, able bully

A spicier botchery

Sewer of tenth

Anarchic whistle



R.T.C. Railtours to Dorset.

By A. N. Other.

The Railway Touring Company plan to run the following steam-hauled railtours down to Dorset this summer. Hopefully they will all run, with the advertised locos!

The Royal Wessex, Littlehampton - Weymouth:-

Saturday 1st June. Loco:-

34046 BRAUNTON.

The Swanage Belle, London – Swanage:-

Thursday 13th June. Locos:-

34046 BRAUNTON & 34067 TANGMERE. (steady Colin!)

The Weymouth Seaside Express, Bristol - Weymouth:-

Sundays 30th June, 7th, 14th, 21st, 28th July, 4th, 11th, 18th, 25th August and 1st September. Locos:-

5029 NUNNEY CASTLE and 34046 BRAUNTON.

The Devonian, Poole – Exeter St Davids:-

Thursday 4th July. Loco:-

34046 BRAUNTON.

The Dorset Coast Express, London - Weymouth:-

Wednesdays 24th, 31st July, 7th, 14th, 21st, 28th August and 4th, 11th September.

Locos:-

777 SIR LAMIEL, 34067 TANGMERE, 34046 BRAUNTON and 70000 BRITANNIA.

Please note, details correct at time of typing (February 2013), and will probably be subject to several changes between now and the time of the actual tours!

Transport Trivia

Answers

Question 1

Mansion House and South Ealing are the only Underground stations whose names contain all the vowels.

Question 2

The Hindenburg disaster in New Jersey, USA in May 1937

Question 3

The worlds first recorded passenger railway journey was from Swansea to Oystermouth on 25 March 1807.



Calcutta Tramways rail scrubbing car No.1 on 17 February 1988. One of the few colour views of Indian trams in the WRS archive. WRS



Gitomir (Russia) trolleybus maintenance lorry number TR4 seen at the main depot on 10 June 1991. Trolleybus lorries are rare beasts and this one looks like it's been converted from a bus. WRS



Northern Rail liveried Pacer unit 144004 sits in platform 1 at Manchester Victoria on 26 March 2013 ready to work a stopping service to Leeds. KA



Manchester Metrolink car 3036 waits at the temporary Rochdale terminus on 26 March 2013. Ken Aveyard