

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 79

February 2014



During 2013 class 20 number 20142 made its first appearance in Dorset since Colin Stone began recording locomotive appearances. See the article on page 17. Seen here at Toton depot on 9 June 1979. KA



Another class 20 new to Dorset in Colin Stone's survey was 20189 which in the company of 20142 above attended the Swanage diesel gala. Seen here earlier in it's preserved life in 2004 at the Wensleydale Railway. Colin Aveyard

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Chairman's Message

Welcome to 2014, and I hope all WRS members will enjoy our extensive programme this year.

I'm delighted to report a very successful Open Day on Saturday 28th December, which generated a welcome surplus for our society. My thanks to all those who helped, and special thanks to John Henderson, for his hard work with the sales stand, and to Gordon Edgar, who has put in hundreds of hours to finish the 4mm/1ft Wimborne station buildings -they look terrific !

If you would like to suggest items for the second half of the 2014 programme, please contact John Webb, and if you don't like something about WRS please let me or any other Committee Member know. If you just complain to yourself, we can't fix it.

Best wishes to you and your families for a happy 2014,

Corrections to Corkscrew 78

I have been asked by Chris Francombe to correct the caption to the picture of 46115 credited to him. He believes that the picture in question was taken by Ian Krause who was on the same outing. The picture of the Welsh Highland loco on the rear should be credited to Jane Aveyard, and finally the cover picture was missing its credit and was taken by Colin Aveyard

Sit back and enjoy Corkscrew 79. Closing date for 80 is 13 March 2014. Currently we have hardly any feature articles in hand for future issues so all budding authors step forward or the next will be rather slim.

Cover Picture:-

Henschel 15968, HFB No.1091 at Page's Park during a visit to the Leighton Buzzard Light Railway on 25th May 2009. Picture by Steve Green.

The POOLE to WEYMOUTH LINE SOME FAST RUNS

By Colin Stone

Yes you have read it right, I am going to attempt to describe some fast runs on what I like to call "our line" through south Dorset from Poole to Weymouth. Several different "bits and pieces" have prompted me to pen this piece and I will set them out in more or less chronological order starting in the steam era through diesel times ending with a latter day main line steam run.

At first glance the railway line west from Poole would not seem too well suited to high speed running. But if a closer look is taken, it can be seen that there are several stretches of track which are almost straight and almost level or at a reasonable inclination. Heading west from Poole there is not much point in working up too much speed as the reverse curves through Hamworthy are an impediment. Once through the curving platforms at Hamworthy, the line straightens over Rockley Viaduct followed by a gentle change of heading before straightening again through Holton Heath and on to and through Wareham.

After Worgret Junction, the line is almost dead straight on a gentle rising gradient to Wool where the level crossing now dictates a speed limit. Another gentle curve between Wool and East Burton may also be a factor in the current speed restriction in the Wool area (it wasn't always so !). After the curve comes what local rail staff call "One Mile Straight" and a climb at 1 in 400/200 up past Winfrith, several gentle curves then take the line to a summit east of Moreton. A short downward dip sees the line undulate in a more or less straight line to ward Dorchester. After Dorchester the line rises again at 1 in 91 to Bincombe Tunnel, it is then downhill at 1 in 52, 1 in 50 and 1 in 74 all the way to Weymouth.

So that sets the scene for the following description of some high speed exploits on "our line". First then to a tale printed in the February 2012 issue of "STEAM WORLD" magazine, under the title "Memories of a Dorset Engineman" and I quote a passage :-

The "Schools" 4-4-0's were Bill's favourite locomotives. One day when working the forerunner of "The Royal Wessex" (timed 16 minutes for the 15 miles from Dorchester to Wareham) an official approached the engine at Dorchester.

The official stated that they wanted to do a test and see if a couple of minutes could be gained on the schedule. From memory the engine was No 925 "Cheltenham" and it was fitted with a speedometer. The load was only five or six coaches so the challenge was taken up with enthusiasm, so much so that the speedometer reached "The Ton", whether or not the speedometer was accurate or not it was very fast.

Apparently a gain of 2 minutes was made on the schedule.

I now move on to D.W. Winkworth's book "Bulleid Pacific's" and the section of this publication relating to the Bournemouth to Weymouth line. Mr Winkworth in his preamble to the speed/timing table's mentions that the top speed of the Schools (925) referred to above was in fact 95 m.p.h. This self same book lists a small amount of runs between Poole and Dorchester, sadly none match the 95 m.p.h. of (30)925. The top speed that has been "reported" seems to be the 85 m.p.h. through Moreton attained by re-built WC No 34018 "Axminster" in May 1966 when working the up "Channel Island Boat Train". Another up working saw 82 m.p.h. attained by No 34006 "Bude" in 1955 when working the 11 coach 5.35pm Weymouth – Waterloo. In the down direction two runs are listed, both of which indicate that 81 m.p.h. was reached at Wool. Both runs, in 1966, were with re-built Merchant Navies Nos 35022 "Holland America Line" and 35026 "Lampton & Holt Line", albeit with lightweight 4 coach trains. On the section from Hamworthy to Wareham the highest speed I can find from the days of steam is 76 m.p.h. logged through Holton Heath in the down direction with No 35022. Only two tables in Mr Winkworth's book tabulate non stop runs between Dorchester and Poole. However in the 1980's Summer Saturday's saw several diesel hauled inter regional "Holiday Trains" some of which ran non-stop over "our line", and it is these which are commented on next.

From 1978 I had been taking notes and logging the different amount of locomotives that passed through Poole. In 1979 this "loco' logging" had expanded to listing as many inter-regional trains as possible, this endeavour was aided by the fact my place of work was adjacent to the railway line. After twenty years of working six, sometimes even seven days per week (once going 6 months without a day off), it took the death of my father in 1981 to wake me up to the fact time is precious ! From that time onward I forsook working overtime, this meant I now had all of Saturday to go out and play !

Thus for the 1982 season I acquired a digital watch which had a superb "stop watch" facility, by coincidence the 16.25 (SO) Weymouth to Liverpool was booked to run non stop from Weymouth to Poole. I decided to travel on this train as often as possible and use my "new toy" to try and time the train, what follows are a few selected extracts from my timings.

To get to Weymouth I tried to travel one of the inter-regional services that didn't stop at Wareham, although any of the down trains usually produced some lively running. The first time I went out was on Saturday 22nd May 1982, my notes reveal I went down on the Manchester to Weymouth at 15.13 ex Poole behind Class 47 No 47551. It was not a very spectacular run with a top speed of 74 m.p.h. attained. For the return on the 16.25 ex Weymouth I had No 47432, although it produced a top speed of 80 m.p.h. it was not an inspiring run overall as it took 32 minutes 40 seconds to cover the 29 miles at an average 53.70 m.p.h.



Poole Station 21st May 1983, Class 47 No 47201 arrives with a Cardiff to Weymouth via Salisbury and Southampton train. Yours truly stands on the down platform ready to board this train. On occasions this Cardiff service was hauled by a Class 31 or 45/46 thus my choice of using this service to reach Weymouth, and the photographers "out" for the train. Unfortunately we were out of luck this time. Photo by Terry Saunders

My next outing was on 19th June, this time I had No 47080 "Titan", on the Bradford – Weymouth (14.12 ex Poole), again this was not too inspiring with a top speed of only 76 m.p.h. The return was with No 47510 "Fair Rosamund" when 82 m.p.h. was reached a mile after passing Moreton. My third outing saw No 47146 working the Bradford to Weymouth, this passed through Wareham at 73 m.p.h. the highest speed attained going down. Coming back with No 47122 was a pretty fast affair with 83 m.p.h. reached in several places. On August 21st I went down on the 13.50 ex Poole behind Class 47 No 47148, a top speed of 84 m.p.h. was reached at milepost 134. Coming back to Poole I had No 47129 in charge of the 16.25 and this loco' produced consistent high speeds throughout with a top speed of 82.5 m.p.h. between Dorchester and Moreton. We passed Holton Heath at 81 m.p.h. followed by a half mile near Rockley at 82 m.p.h. The 29 miles were covered non stop in 31 minutes 29 seconds, an average speed of 55.76 m.p.h. which proved to be my quickest non stop run for 1982. My next venture was on September 11th, but both runs with No 47136 and No 47198 were pretty poor as we were following Class 33 No 33105 on a stopping service going down, whilst on the return the area manager was in the cab of No 47198 !!



Having boarded the train I photograph out of the window as Toton based Class 47 No 47201 departs Poole at 13.51 heading for Weymouth. On the right is sister loco' No 47446 standing in Poole yard with the stock for the 14.40 Poole to Liverpool.



Going flat out heading toward Wareham, Class 47 No 47587 approaches Keyworth level crossing with the 08.05 Newcastle to Weymouth on 25th June 1988. It was on this stretch of track that some high speeds could be attained by enthusiastic drivers.

My final outing on 25th September produced the highest speeds for the season. Scottish based No 47274 was in charge of the Bradford service and it rattled off exactly one mile at 81 m.p.h. just prior to Dorchester followed by a speedy 84 m.p.h. down Bincombe bank near Upwey. I suspect the brakes were pretty hot when we stopped in Weymouth ! On the return No 47257 was baulked by a late running up boat train and we suffered several signal checks. However the driver seemed to get "peed off" by this and hammered the loco' away from any check or when he had "a clear road" attaining 84 m.p.h. near Wool.



Class 47 No 47274 is seen just after arrival into Weymouth with a service from Bradford on 25th September 1983. This loco' then based at Eastfield, Glasgow put up a stirring run on the run down from Poole.

However for the top speed I have knowingly travelled at over the line to Weymouth I have to move forward to the year 1988 and Saturday May 7th to be precise. Indeed on that day several other WRS members were on the train as I am talking about the "PUSH-PULL FAREWELL" railtour organised by local railway man Malcolm Ellis. The locomotive was Class 33 No 33103 hauling two TC sets and it attained a fantastic 92 m.p.h. in the vicinity of Moreton ! Considering the Class 33's were supposed to be limited 85 m.p.h. it was an outstanding run. (An article about this tour appeared in "The Corkscrew" issue No 13 if anyone is interested in reading about it ?)

Finally we return to a run behind steam, this time in the modern era. It was experienced by two of Dorchester's signalling staff i.e. our own Steve "Reverend" Green and Alan Worth.

The train in question ran in July 2011 and was the return working of one of the summer dated "Dorset Coast Expresses". The train had left Weymouth with No 34067 "Tangmere" at the head and No 70000 "Britannia" banking at the rear. As was usual with this train the banker was removed at Dorchester South leaving "Tangmere" to return to London alone. Both Alan and Steve reported a somewhat meteoric run from the Bulleid. From a standing start "Tangmere" passed through Wool in just a few seconds over 11 minutes !! If my maths are correct ? That equates to an average speed of 66 m.p.h. considering "Tangmere" had to get the train on the move, up to speed and also brake for the passage of Wool station she must have been really flying in the Moreton area ? My suspicions are that "Tangmere" almost certainly crept above the 75 m.p.h. limit applied to steam locomotives.



Britannia and support coach with class 47 in the yard at Poole.

Now 30 years after my attempts to emulate the likes of O.S. Nock and Cecil J. Allan even IF I had wanted to time the modern day e.m.u's I would be hard pushed to do so.

The scourge of the modern day railway, unkempt and overgrown verges almost obscure mile posts Although if pushed I suppose I could buy one of those electronic gismo's which measure speed from satellites, more precise but much less fun !

The German 0-8-0T “Brigadeloks”.

By Steve Green.

It only seems right to even out the story in the name of fairness and equality and due to current EU regulations and the fact we have a German Chairman (!), I feel obliged to write about perhaps the most famous of all of the 600mm (2ft) narrow gauge World War One steam locomotives, and definitely the most numerous.

These very distinguishable locos were based on a design dating back to 1901, with the initial work being carried out by Arnold Jung and George Krauss. However it wasn't until Henschel & Sohn took over the project that a prototype was delivered during 1903, with full production starting in 1905. These locos were built with the sole purpose of shifting German Army supplies over trench and light railways. The “Feldbahn” system developed by them, a narrow gauge railway not open to the public, was a more permanent design and less of an improvised one as used by the Allies, but poor quality trackbeds still had to be traversed safely.



Henschel 15968, HFB No.1091 at Page's Park during a visit to the Leighton Buzzard Light Railway on 25th May 2009.

These large, for 2ft gauge, 0-8-0Ts featured riveted outside frames and utilised outside Stephenson valve gear, but what made them different were their articulated front and rear axles.

The Klien-Lindner-hohlachse (-hollow axles) on the front and trailing wheels were a successful innovation, but they were heavy and required extra maintenance. This exaggerated side-play gave the locos in effect a flexible chassis, enabling them to steer round tighter corners and keep to the rails better on indifferent and/or temporary track used out in the field. In other words, it allowed the wheels to move laterally and radially with respect to the axle itself. The initial batch of these simple, rugged and compact locos was sent to the South West Africa Railway (part of a German colony) where they proved excellent in negotiating the sharp curves and roughly laid track and powerful enough to climb up the steepest sections of the railway.

The full name given to this Klien-Lindner (KL) fitted loco was:- Heeresfeldbahn Brigadelokomotiv, which translates as Army Field Railway Brigade Locomotive, but they were more widely known as "Brigadeloks" or even simpler "Feldbahns". On the continent they were/are classified as 'Dn2t' while the livery carried by these locos was all over military light grey.

250 of these "new military standard" Feldbahns were available by 1914, quite a head start on the Allies. By the time production ceased during 1919 that number was TEN times that, with a quite staggering and eye-watering 2573 having been constructed, by an incredible 15 different manufacturers. (The Germans also had at their disposal 500 0-4-0Ts, 300 0-6-0Ts and 40 0-10-0Ts. On the internal combustion front, Deutz AG [plc] produced 200 4-wheel and 50 6-wheel single cylinder diesels.)

The Heeresfeldbahn (HFB) locos were given the HFB nos. 201 – 2896 (with gaps) and they were built by the following in the quantities stated:-

Henschel & Sohn, Cassel (789), Borsig, Berlin (377), Orenstein & Koppel[O&K], Berlin (359), BMAG Schwartzkopff, Berlin (218), Maffei, Munich (175), Krauss, Munich (164), Arnold Jung, Kirchen (123), Richard Hartmann, Chemnitz (105), Linke-Hoffmann, Breslau (95), Hohenzollern, Düsseldorf (47), Esslingen, Stuttgart (42), Hanomag, Hanover (39), Vulcan, Stettin (17), SACM, Grafenstaden (12) and Humboldt, Güstrow (11).

There were minor differences between the various manufacturers and batches as can be expected with such vast numbers being produced, including the use of Prüsmann or Kobel spark arresting chimneys.

The general design featured side tanks which ran the full length of the boiler and smokebox and two sand boxes atop the boiler, either side of the dome, which housed the Ackermann safety valves. The outside Stephenson valve gear was driven from the third axle and leaf springs were used throughout, with the first two and rear two assemblies connected by a compensating beam.

Principal dimensions are:-

Overall length up to 19' 6", height 8' 2", width 5' 10 ½", wheelbase 7' 5", wheel diameter 2' 0", cylinders 9 ½" x 9 ½", water capacity 242 gallons, coal capacity 6 cwt., weight in working order 12 tons. Boiler pressure was set at 215lbs/in² which equates to a tractive effort of 6000lbs @ 85%, equivalent to 75bhp. The Feldbahns could haul six loaded wagons, up to an all in weight of 70 tons, up a 2% gradient, serving trenches and other military installations. Although they ran quietly, the top speed was a rather sedate 9.5mph! Minimum radius was 59ft. To increase their range when out in the field auxiliary bogie water tenders were used, the first design carrying 692 gallons of water and 1 ton of coal, weighing 7.4 tons when full. A second, larger design was introduced later which was able to carry 1099 gallons of water and 1.2 tons of coal, weighing 11 tons when full. An estimated 1338 tenders were built and there are around only 15 known to still exist, including one in north Wales!

After hostilities, many Feldbahns remained stored and some were still under construction and it was these locos which were being delivered to military stores depots well into 1919. Due to the large number of redundant locos which were available, several in excellent condition, they were soon put up for sale and became a very popular choice with industrial concerns all over the world. Many surplus Allied locos and captured Feldbahns were stored at locations such as the central repair depot at Beaurainville; two photos show around 25 Feldbahns awaiting their fate. It is estimated that approx. 20% of the Feldbahns built then saw service after the war, with FYR Macedonia, Serbia and Poland making extensive use of them. Also significant numbers were used in Hungary, France, Latvia, Bulgaria and Romania. Smaller numbers were sent to Africa, Indonesia, Japan and North America.

They were particularly popular with the sugar industry, including all of the major sugar beet refinery systems west of Reims in France, Naklo Sugar Works, Bydgoszcz in Poland and the Sena Sugar Estates (Zuckerplantage [!]) in Mozambique. An online report indicates that a minimum of 38 were used on the French sugar network, with further examples being employed in sandpits near Fontainebleau, which made extensive use of former military railway equipment. Reference is also made of a further 10 locos at two locations, exact identities are not given. During the 1920s there was an explosion in sugar factory construction in Poland, with 600mm gauge lines springing up at around 11 sites. As far as exact numbers are concerned, I have only managed to find out vague details for about 35 which worked in Poland, some under state control as PKP class Tx, which were used between 1918 to 1970. Some of these came from the Polish Forestry Railways (ZKL). There were around seven in Hungary (MAV nos.498.001 – 6, 101) and possibly 12 in Sweden, including one whose frames were turned into a diesel shunter, using a Volkswagen engine!

A total of 93 Feldbahns were taken into stock by the Bulgarian State Railways (BDZ), nos. 401 – 493, seven of which survive in preservation. The BDZ 600mm gauge system, of which there was approx. 230 miles, was well-engineered and built using German equipment and the motive power was almost exclusively the Feldbahns. The longest of these lines was between Radomir – Petric which closed during 1969. Three of the preserved locos remain in Bulgaria; two are now back in German hands, with one each in Austria and Sweden.

In Macedonia, approx. 30 locos were used during the 50 year life of the Skopje to Horde railway, which closed during 1966. These locos were taken into Yugoslavian stock as JZ class 99.4 at the end of World War One, when the line was cut back from Skopje to Gostivar, but this was still an impressive 104 miles. This section took 15 hours to traverse on “The Ohrid Express” (!), which involved five loco changes and having to stop every six miles or so to replenish the locos’ tanks, from conventional watering facilities, to ponds and streams! The line climbed to it’s summit at Popovec, 4810ft above sea level, with speeds often down to walking pace. (Ohrid is in southern Macedonia on a lake bordering Albania and has become a popular tourist destination, if only the spectacular railway was still open as another attraction.)

A number of these locos were used on the forestry lines in Germany, including the Muskau Forest Railway, which were purchased during 1921; exact quantity unknown. This freight only line became part of the Deutsche Reichsbahn on 1st January 1951 and the five remaining locos were taken into DR stock as nos. 99 3311, 99 3313-16. They were joined by two locos from Poland in 1952/3 which became nos. 99 3317-8 and finally a third loco was acquired from Latvia during 1956, which took up the no. 99 3310. These locos were painted in standard DR black.

These eight locos then survived in use up until 1974-78 when the line shut, but all of them survive in preservation; six are still in Germany with 99 3310 in Sweden and 99 3311 in Switzerland. No. 99 3317 was plinthed during 1979 at Weisswasser, but was returned to the railway in 1990 and was restored back to working order between 1993-95 in the Görlitz Works for the re-opening of the line as a tourist attraction.

Unsurprisingly, with over 2500 examples built, there are one or two of the ubiquitous Feldbahns still in existence. Another online report suggests that the following number of locos still exist, in the countries as set out below:-
France 21, Poland 17, Germany 13, Great Britain 12, Brazil 8, Latvia 6, Sweden 5, DR Congo 4, Bulgaria & USA 3 each, Macedonia & Serbia 2 each and Netherlands, South Africa, Austria, Spain, Switzerland and Central African Republic 1 each. Total: 102, a real ‘Legacy of War’.

The three which found their way “across the pond”, sometime after 1965, were originally used at a coal mine in Huckelhoven, near Cologne where they possibly saw some very heavy use and may have been in a very poor condition before they were exported. Of possible interest (if you’re still awake!), is that one of the US-based locos has been “converted”, unsuccessfully (!), into an “American” 2-8-0 to meet current US standards, with a brand new all-welded boiler and air brakes! She was named “HIAWATHA” and painted as ‘Milwaukee Road No.1’. However she was found to be very light at the front end and remained a static exhibit at Brookfield Zoo, Chicago. She was, however, purchased by members of the La Porte County Historical Steam Society and taken to their base at the Hesston Steam Museum, near Michigan City, Indiana. She now carries ‘Brookfield, Salt Creek & Western No.1’ and possibly the name “FELDBAHN”, but remains stored. There may be others, but for this article I shall only concentrate on the ones in this country, you’ll be pleased to know! (Except for the ones mentioned above!) And who would’ve ever imagined there would be a dozen German First World War narrow gauge locos in this country, almost 100 years after the conflict began?

The story of how the majority of these “dirty dozen” came to be in this country goes back to the years 1998-2000:-

After the War, the then British-owned Sena Sugar Estates (SSE) in Mozambique imported 15 Feldbahns for use at its two sites, one at Marromeu (M) and the other at Luabo Mill (L) on the banks of the Zambezi River. The mills closed during the country’s civil war in the mid-1970s and a UK-based dealer/traction engine enthusiast imported 27 SSE locos, including 13 of the Feldbahns, all delivered to a quarry in Warwickshire between the years above. By 2003 all but three had been sold to preservationists in this country and abroad. Nine Feldbahns found homes in this country, meaning that three came from other sources; two were brought over from France whilst the third was imported from Poland.

The individual locos are:-

SSE	Builder	Works/Date	HFB	Location
1 (M)	Henschel	15540/1917	1741	Penrhyn Rly Trust
3 (L)	Henschel	14019/1916	526	Amerton Rly, Staffs.
3 (M)	Henschel	14928/1917	998	Stafford Barn Rly
6 (L)	Henschel	14676/1916	913	West Lancs. Light Rly
6 (M)	Henschel	15551/1917	1752	Private
7 (M)	BMAG	6728/1918	1990	Private
8 (M)	O&K	8356/1917	1656	Private
15 (M)	Henschel	14968/1917	1238	North Gloucs. Rly
18(M)	Hanomag	8282/1917	1443	Private
France	Maffei	4766/1916	968	Phyllis Rampton Trust
Poland	Henschel	15968/1918	1091	Private/North Gloucs.
France	Hanomag	8310/1918	1803	Ex-Durley/Private

Of these, only three have been returned to working order:-



Hanomag 8310 at the Hollycombe gala in June 2006, marking her return to steam after a 30+ year sabbatical!

Hanomag 8310 was purchased in March 1975 from store at the Pithiviers Transport Museum, north east of Orleans, France having originally worked at the sugar works at Maizy, North West of Reims from 1929. In 1963 she moved to a sand pit at Variscourt. She was restored to working order and made her debut at the Hollycombe Steam Collection's gala on 3rd/4th June 2006. Her permanent home until October 2012 was the Durley Light Railway, Hampshire, which sadly closed after owner Barry Curl died during February 2012. This loco was Lot 556 at an auction held on Saturday 6th October, but on the day a tube failed so she was sold without a current boiler certificate. I am not sure who bought her, but she still fetched £21,000.

Henschel 15968 has been restored in military grey livery, carrying her HFB No.1091, at the North Gloucestershire Railway (NGR) at Toddington. This loco did not see any military action, but was sent straight to Poland after the Armistice as war reparation. She was imported from the Naklo Sugar Works during October 1985 and originally returned to steam during 1996. She visited the Leighton Buzzard Light Railway during May/June 2009, double-heading with the "enemy" on at least one occasion, American-built Baldwin 4-6-0PT No.778! (See pictures on front cover and page 10)

Henschel 14968 made her debut in traffic also at the NGR during the Gloucs-Warks Railway's big re-opening gala at the end of May 2013. She was collected from the storage site during September 2001 and has undergone a thorough and costly restoration taking 11 years by her owner. She has been restored to her SSE Marromeu condition as No.15 painted in a distinctive green livery.



Henschel 14928 (Marromeu No.3) seen inside the Statfold Barn's Grain Store in June 2012. Note this loco features straight side tanks.

Seven of the remaining nine engines are all stored awaiting restoration, while those at the WWLR and Amerton are undergoing long-term restoration. What of the other four imported Feldbahns I hear you ask? (Possibly!) Three of them returned to Germany, whilst the last one was exported back to Africa (!), in the care of the Sandstone Estates, where she has been restored to working order.

I think it is fair to say that these locos were the most widespread and successful 60cm gauge steam engines evolved for general use.

Disclaimer! Virtually all of this information has been obtained via the interweb, including de.wikipedia.org, if anyone has any further info or if they think any of the above may be incorrect, please get in touch. I fear that I may have only just scratched the surface with this one!

A 1/25 scale card kit is available of these locos if you are interested?

Dorset (Mainline) Locomotive Visitors 2013

by Colin Stone

Last year (2013) is the third year which I have tabulated for "The Corkscrew" the total number of locomotives that have run over "our" line. I place "our" line as beginning at the old County Boundary, thus upstart Bournemouth doesn't come into the equation !!! In 2011 we saw 99 engines, in 2012 we had 124 loco' visitors and for last year we saw a miniscule increase to 125. Again as on previous occasions the totals above and below indicate separate appearances in Dorset, not up & down on the same day.

As with 2012 the increased total was down to engineering train activity. As before Class 66's predominated with 77 examples passing through Poole, first on January 3rd was No 66552 and last on December 24th No 66507.

The engine seen most was Freightliners No 66613 (10 times), followed by EWS/DBS No 66149 (6). The 77 Class 66's were divided as follows :- 43 x Freightliner, 31 x EWS/DBS, 1 x GBRf (66738), 1 x Colas (66847) and 1 x "spot hire" ex DRS (66415).

Other Diesels were :- Class 20 x 3 (all for the Swanage Gala), Class 31 x 4, of those No 31190 was noted 7 times, Class 33 x 2, Class 37 x 4, Class 47 x 5, Class 52 (Western) x 1, Class 55 (Deltic) x 2, Class 56 x 2, Class 57 x 6 (No 57306 seen 6 times), Class 67 x 5 and Class 73 x 8. The two Class 56's 56303 (formerly 56125) and 56312 (formerly 56003) were the biggest surprise, appearing as they did transferring the Railvac in conjunction with No 31190. They were the first Class 56's to work revenue trains locally since the type ceased working steel trains to/from Hamworthy in 1993.

Moving on to Steam, in 2012 we saw **SIX** different locomotives, a total exceeded by one in 2013. Our **SEVEN** steam visitors in 2013 were :- WC No 34046 "Braunton" once (on its inaugural main line revenue working), BB No 34067 "Tangmere" again our most prolific visitor being noted 5 times. Black 5's 44871 (3 visits), 44932 once, 45231 once and finally Two "Brits" No 70000 "Britannia" (4 visits) plus 70013 Oliver Cromwell" (3 visits). Three of these, Nos 34067, 44871 and 70000 spent one or more nights in Poole yard between duties. Only one No 45231 had not visited us before in the preservation era (It may well have come in over the S&D in the old days ?)

In addition to No 45231 we saw 14 "new" to Dorset diesels as follows :- 20142, 20189, 20227, 31466, 37402, 56303, 56312, 66528, 66532, 66569, 66570, 66585, 66738 and 66952. In twelve months time, with luck I hope to be able to report what came our way in 2014.

Society Wedding of the Year



Congratulations to newlyweds George and Sandra Barnett who were married on Saturday 1 February 2014 officiated by WRS member Rev Andrew Rowland with music by Martin Catford and sound by Baird Oldrey. Iain Bell

Sponsored Christmas Tree



Received too late to appear in our last issue is this picture of Martin and Val Catford with the Society's contribution to the festival of Christmas Trees held in the church alongside our meeting place. Keith Dorling



Pictures from the open day by Martin Catford. See more on page 30.

The Gretton Gazette.

A Grate Western Publication.

By The C.L.A.N.G.E.R.S.

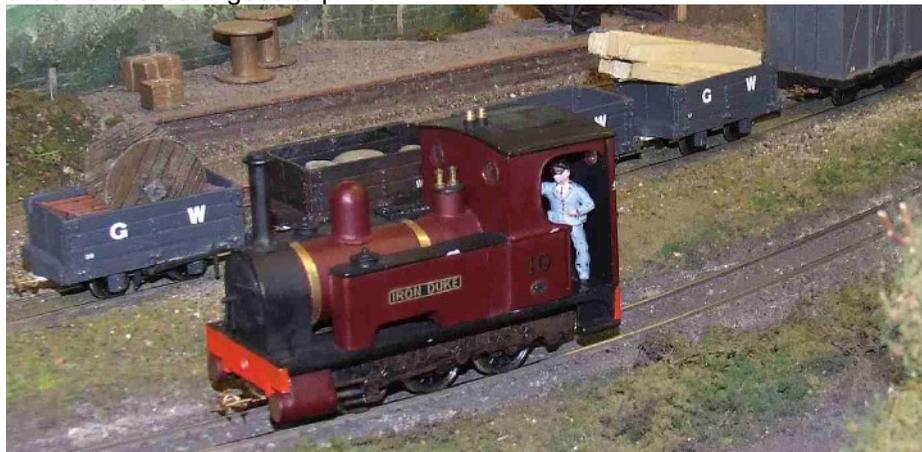
The Management and Board of Directors are pleased to announce that the Gretton & Wenlock Railway is to gain nationwide recognition this February. A brief history of the 2' 3" gauge Shropshire line and O-16.5 (7mm) narrow gauge model appeared in The Corkscrew Issue 44, April 2008. It is now scheduled to feature in the February 2014 'Railway Modeller' magazine, to coincide with it's appearances at the Stafford Railway Circle (1st/2nd) and Narrow Gauge South West at the Whitstone School, Shepton Mallet (15th), model railway exhibitions.

"It is indeed an exciting time", said one spokesperson, on behalf of The Colehill Locomotives And Narrow Gauge Enthusiasts Railway Society. "The fact that the BBC is to bring back the classic 1970s children's TV series is a real bonus for us as well. It will definitely help to keep things clanging for a bit a longer."

This good news has also spread to the Timber Merchants served by the railway, bringing in much needed revenue in times of austerity to the line. Staff at the Postgate Works were said to be "delighted" at the possibility of the extra contracts that all this publicity could bring in.

The layout is also booked to attend the East Dorset Area 'N' aff Gauge Group's exhibition on 12th/13th April at the Hamworthy Club, Magna Road. Do you think we should tell them that the layout isn't 'N' gauge, or not!?

Please note: Some or all of the above events may have already happened by the time this issue goes to print.



Gretton and Wenlock 0-6-0T 10 Iron Duke.

Ken Aveyard

The Tarrant Thymes.

The Weekly Paper of the Tarrant Valley Railway.

Tarrant Gunville station threw its doors open to the visiting public again at the W.R.S Open Day on Saturday 28th December 2013. It had been planned to show off the Spetisbury extension, but the site was deemed not safe enough for members of the public to go wandering around unaccompanied.

Following on from a successful visit to the 009 Society's & Wessex Narrow Gauge Modellers Open Day at the Colehill Memorial Hall on Saturday 14th December 2013, the Board of Directors would like to draw your attention to the following outing for the Tarrant Valley Railway:-

Saturday 1st/Sunday 2nd March 2014 - Tarrant Gunville and Tarrant Rushton Airfield will be attending the Romsey & District Railway Modellers Society's 35th Annual Exhibition at the Crosfield Hall, Romsey.

How did you get along with the quiz which was set for you in the last issue of Tarrant Valley Tales in The Corkscrew Issue 78?

Below are the answers you were looking for, all fairly straightforward once you've seen the pattern!:-

- a) Unravelling tart – Tarrant Gunville
- b) North in tartan – Tarrant Hinton
- c) Antenatal corn rust – Tarrant Launceston
- d) Matron knot rant - Tarrant Monkton
- e) Start narrow tan – Tarrant Rawston
- f) To Star Trek nanny – Tarrant Keynston
- g) Dwarf tractor ran – Tarrant Crawford
- h) Reset omen – Stonemere
- i) Busy priest – Spetisbury

You may have noticed that Tarrant Rushton was missed off, that was a complete error on the quiz setter's part! We can only apologise to any Rushtonians who may have been upset by this.



The Red Barrows in standard formation D-A-F-T on the airfield.

KA

HYPE AND SHORT MEMORIES

By "Guess Who"

Several of the main railway journals have been trumpeting the fact that A4 No 60019 "Bittern" has recently run on the main line at 93 m.p.h. which is without doubt a creditable performance.

Headlines have read :- "Bittern" sets new speed record for the preservation era" or An A4 shows the way for Main Line steam speed record. There is one eight letter word to answer all that hype, it begins with B, ends with an S, and has two LL's in the middle and sounds similar to the word describing young male cattle !!

Come on all you editors and so called columnists get your heads out of your ***** and cast your minds back A QUARTER OF CENTURY to the late 1980's and a series of Blackmore Vale Express steam hauled trains which ran between Yeovil and Salisbury. One of these services hauled by Bulleid Pacific No 34092 "City of Wells" ran at Yes, you've guessed it 93 m.p.h.

Why was this not mentioned and published ? Was it because it was done on that "little railway in the south", or more to the point because it was by a BULLEID PACIFIC, the most underrated locomotives ever built ? ? As per usual, where "The Southern" lead, others follow, in this case some 24 years later !

I can do no more than once again use that classic quote from D.W. Winkworth's book "BULLEID's PACIFICS" Having described a run where in 1966, 35023 "Holland Afrika Line" ran at 102 m.p.h. Mr Winkworth went on to close the chapter thus :- *With such ease did a Merchant Navy demonstrate the way to reach 100 m.p.h. If a partisan note is excusable at this juncture, the comment of a passenger may not be irrelevant (even if it is considered by supporters of other camps as irreverent). Contrasting the trip with a special which ran elsewhere with specially picked and prepared engines but failed – unluckily – to reach a three figure speed , he (the passenger) said "The Southern just did it quietly with an ordinary engine". Indeed they did – if one terms Bulleid Pacifics ordinary engines !*

By the way we have just had a so called "Great Gathering" with six A4's

There are 31 Bulleid Pacifics scattered around the UK IF ALL 31 were to be brought together, that certainly would justify the title

GREAT GATHERING

RAILWAYS ROUNDABOUT

NOVEMBER :- In the last Railways Roundabout I noted what I assumed to be the last evening p.w. train that had run from Eastleigh to Weymouth. In fact there was one final train which ran on Thursday 21st "Top and Tailed" by 66080+66149. Freightliner's Class 66 No 66546 worked to/from Wool on the 21st (down) and 22nd (up).

On Friday 22nd the e.c.s. for The Railway Touring Company "London Capital Express" ran through Poole at 15.45 heading from Southall to Weymouth. Class 47 No 47580 "County of Essex" headed the train with BB 4-6-2 No 34067 "Tangmere" on the rear, the pair laid over in Poole sidings from 15.50 to 16.30. On Saturday 23rd the same formation, this time with No 34067 leading departed Weymouth at 07.25 and ran to London, Waterloo, first stop Poole at 08.14 to 08.17. Unfortunately on the return from London to Weymouth "Tangmere" suffered a serious failure between Fleet and Winchfield when the right hand coupling rod came adrift from the cross head. Coming to a stand at around 18.50 it took several hours to remove the offending coupling rod. Eventually at about 22.20 No 47580 propelled the train as far as Basingstoke where it was terminated at 22.30. Four passengers were "de-trained" and put aboard the 21.35 Waterloo to Weymouth which made an extra stop at Basingstoke thus delaying it by 20 minutes. After that No 47580 dragged the e.c.s. and the ailing "Tangmere" away to Southall via Clapham and Acton.

Passing through Poole at 23.05 on Monday 25th Class 31 No 31190 hauled the "Railvac" from Totton (Hants) yard to Wool via Dorchester. Attached on the rear was Class 56 No 56303 (formerly 56125), the 56 worked the train to Eastleigh next morning running through Poole at 05.00. Apart from 56's being towed to Swanage Railway diesel galas the last 56 to "work in anger" through Poole was 56076 some 20 years earlier in September 1993 !

The same pair (31190+56303) repeated the moves on Tuesday 26th, Wednesday 27th and Thursday 28th. On Wednesday 27th at 15.45 Class 33 No 33029 "Glen Loy" arrived into Poole hauling 11 coaches (e.c.s) complete with Black 5 No 44871 attached on the rear.

On arrival the pair ran into Poole carriage sidings before being detached from the train. They both then moved into Poole yard to stable there overnight in readiness for "The Bath & Bristol Express" next day.

On Thursday 28th at 08.10 some 7 minutes late No 44871 at the head of the 11 coach train departed, unfortunately it got no further than Parkstone having slipped to a stand.

By this time the 07.25 Weymouth-Brockenhurst was in Poole station, thus all passengers had to be “de-trained” for the unit to reverse into Poole sidings. At around 08.50 No 33029 was started up and then set off to assist the stranded Black 5. After attaching to the rear of the excursion, at 09.20 No 33029 was opened up and the train started to move. All in all at least 6 South West Trains UP services were disrupted with “knock on” consequences. Just what effect the two steam related incidents will have on mainline steam, especially in this area, remains to be seen. The train returned to Poole without any further problems on time at 21.05 behind No 44871 with No 33029 on the rear. Next day on Friday 29th No 33029 returned the e.c.s. with 44871 on the rear to Southall, departing Poole at 10.15.

DECEMBER 2013 :- To start the last month of 2013 on Monday 2nd a “new” to Dorset locomotive No 66952 headed empty sand wagons to Wool, it worked the loaded train away on the 3rd. Later that week on the 5th No 66613 arrived with more Sand empties prior to doing two round trips to Neasden on 6th (up), 7th (down) and 9th (up). Following that it was the turn of No 66518 to do a round trip on the 12th (down) and 13th (up).

Saturday 14th saw 5 different diesel locomotives on “our” line starting with No 66549 at 16.00 with Sand empties heading to Wool. Next came two EWS/DBS Class 66’s No’s 66075 and 66102, these two worked a 3 wagon p.w. train to Upwey, they passed Poole at 23.05. Just 10 minutes later at 23.15 Class 31 No 31190 headed the Railvac to Moreton. On the rear was Class 56 No 56312 (formerly No 56003), this loco’ returned the ensemble to Totton yard next morning, booked through Poole at 09.05 the pair ran an hour early. Not quite in our area but in conjunction with the engineering work two Class 59’s No’s 59005 + 59202 “top and tailed” a p.w. train from Westbury via Yeovil to Dorchester West. This was the first know occasion that Class 59’s had worked south of Yeovil Pen Mill, unless of course if anyone knows different ? At 5 minutes to midnight on the night of Monday 16th No 31190 and No 56312 “sandwiching” the Railvac passed Poole heading for Weymouth. Due to work overnight in the area the ensemble stabled in Weymouth on 17th, 18th, 19th before departing to Totton yard at 04.50 on Friday 20th, Poole was passed at 05.30.

There was a Sand train each day of the week prior to Christmas week, No 66549 ran up to Neasden with a full load on Monday 16th. Sister No 66507 did two round trips on 17th & 19th (down empties) and 18th & 20th (up loaded). No 66507 returned to Wool on Saturday 21st with even more empties the same locomotive worked the loaded train away to Neasden on Monday 23rd, but not without problems. You may recall that Monday 23rd was the day of a vicious storm of high winds and torrential rain, rail services across the UK were severely disrupted.

Leaving Wool on time the sand train was delayed by 20 minutes at Wareham, after passing Poole at 15.43 No 66507 slipped to a stand on Parkstone bank. It came to grief in the "usual spot" in the cutting on the Branksome side of Parkstone station. After the arrival of Network Rail (NR) staff No 66507 reversed the whole train back down the bank to Poole. In this instance the loco' was driven from the rear cab and stopped short of Poole, High Street level crossing. At this point a member of Network Rail staff "talked" the train over the crossing through Poole station and into Poole sidings. The train was back in Poole at around 18.15/18.30 where it waited for assistance. Later sister loco' No 66572 arrived light engine from Southampton, Millbrook. After attaching to the rear of the wagons the train set off at 19.43 with 66507 leading and 66572 banking, this time Parkstone bank was surmounted successfully.

The following day, Christmas Eve (24th) No 66507 returned to Wool with the empty wagons working as a special 16.15 departure from Neasden to Wool, Poole was passed at 20.05. Thus 66507 was the last locomotive to traverse "our" line in 2013.

JANUARY 2014 :- To "kick off" the New Year Freightliners No 66525 arrived light engine on Monday 6th to work the loaded Sand train away to Neasden. At 22.05 on Wednesday 7th Class 31 No 31105 worked a test train from Eastleigh to Weymouth passing Poole at 22.05. It returned at 23.55 propelling its two test coaches with DVT No 9702 leading heading for Hither Green. In the up direction it ran one hour early to beat an engineering block at Northam. The week ended on Saturday 11th with No 66623 "Bill Bolsover" working empty sand wagons from Theale to Wool passing Poole at 16.50. No 66623 worked up to Neasden on Monday 13th, it came back down again with the empties on the 14th. This set of empties remained at Wool for six days before being loaded and worked away by No 66507 on the Monday 20th.

SWANAGE RAILWAY (SR) :- Noted at Norden on Tuesday 26th November, after arrival by road, was Tamping Machine No DR 73307. After a period of use on the railway it was noted stabled at Norden in late December. On Wednesday 28th November, Class 33 No 33202 arrived by road from Mangapps Farm, Essex. For the first day of SR Christmas services (30th November) Class M7 No 30053 was working the "Wessex Belle" Christmas lunch specials, 2-6-4T No 80104 worked four "Santa" Specials and diesels 33202 + 3 coaches + 33111 were working five feeder services for the "Santa" trains. For the second Christmas weekend No 34070 worked the "Santa" trains and No 80104 the dining service, with the two "Crompton's" on the feeder service. The same pair worked the third Christmas weekend with No 34070 working the dining train and 80104 the Santa trains, once again the two 33's worked "The shuttle".

On Saturday 28th December the railway held a "Winter Warmer" mini gala. Steam power was provided by BB 4-6-2 No 34070 "Manston" and M7 No 30053, on the opposite turn, diesel power was provided by Class 33's No's 33111 and 33202. For the last diesel service of the day the pair of 33's double headed the train. In addition to the passenger services a "demonstration" freight train was in operation as well.

SR services for 2014 began on New Years day and continued daily until Sunday 5th, thereafter a four train service ran at weekends. On Saturday 11th January services were in the hands of No 80104. On that latter date it was noted that the up line through Harmans Cross had been lifted for renewal. Also on this occasion coaching stock from Harmans Cross sidings was seen "dumped" in the down Platform at Corfe Castle resulting in single line working over the up line. Two days later on Monday 13th a mechanical digger was noted at Harmans Cross clearing ballast etc' from the up loop track bed. Class 33 No 33111 was standing on the "down road" with three wagons which were being filled with the spent ballast. One week later on Monday 20th January No 33202 was at Harmans Cross in charge of a p.w. train loaded with new track panels and fresh ballast.

ERRATA :- In issue No 75 of "The Corkscrew" there were a couple of errors referring to SR diesel gala dates. On page 25 the 1st line should read (May 9th, 10th, 11th & 12th), line 8 should read Thursday **9th**. Thanks to Roger Garside for noting that.

For some of the above information I am indebted to Steve (Reverend) Green, Jim Smith, Scott Lewis and the information website "wrgen"

Purbeck Railway Circle

Friday 14th March. "The Bluebell Railway and its Connection to East Grinstead", a slide presentation by Roy Watts.

Friday 11th April. "Topham Hatt 30 – Thirty years of the Army at Swanage Railway", a powerpoint presentation by Frank Roberts.

For sale – N gauge layouts.

Derek Wood wishes to sell the two layouts he built and exhibited at the Society's exhibitions on several occasions.

St Johann (a snow scene) 1.45m x 94cm

3 Bridges 1.45m x 71cm

If interested contact Derek direct using the details on the membership list.

The Wessex Word Search.

By The Reverend Green.

In the grid below are 29 stations, either closed or open, which are all to be found locally in either Dorset or Hampshire.

Standard word search rules apply for this one, except that I have split up three of the stations which have two words in them, just to make it more interesting! It is my game after all! :)

Any remaining letters then should spell out exactly what you have found. Simple!

Best of luck. Answers to be handed to The Reverend by 13 March 2014 and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

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

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WRS Favourite Classes of Steam Locomotives

by Clive Arnold

Eighty Five members, approximately two-thirds of our total membership took part in the survey. Seventy eight different classes were mentioned in members top five choice of locos, and points were allocated on the basis of 5 for the members first choice down to 1 point for fifth place. The results were as follows.

10 th	12 votes	32 points	SR	Drummond T9
9 th	14 votes	33 points	GWR	Castle
8 th	13 votes	48 points	LNER	Gresley A3
7 th	17 votes	50 points	BR	Riddles 9F
6 th	20 votes	55 points	LMS	Stanier Black 5
5 th	25 votes	56 points	SR	Drummond M7
4 th	25 votes	98 points	LMS	Stanier Duchess
3 rd	27 votes	106 points	LNER	Gresley A4
2 nd	29 votes	122 points	SR	Bulleid Merchant Navy
1 st	34 votes	124 points	SR	Bulleid WC and BB

Thanks to Clive for the survey, now how about one for diesels?

Transport Trivia

by Derek Lewer

Question 21

Which preserved railway was the first to use an all female engine crew and when?

Question 22

130 years ago in 1883 a famous train event commenced. What was this?

Question 23

In which transport numeric recording system does 55 occur before 10 and 15 after 60?

Question 24

What railway event occurred on 30 October 1990 below ground?

Question 25

What was the earliest form of transport?

Answers to Questions 16-20 as published in Corkscrew 78

Answer 16

In 1939 by Russian born American Igor Sikorsky's VS300

Answer 17

When the Brockenhurst to Christchurch railway line was opened in 1888, these men were the first station masters at Sway, Milton and Hinton Admiral.

Answer 18

In 1959 the Soviet Unions Luna-2 became the first craft to land on the moon.

Answer 19

In 1813 or 1814 locomotive "Puffing Billy" first hauled coal from Wylam Colliery becoming the world's first commercial adhesion steam locomotive. Thus proving a smooth wheel running on smooth rail provided enough friction for a steam engine to pull a train of loaded wagons.

Answer 20

The withdrawal of locomotive City of Truro by the NRM from main line steam operation to become a static exhibit, just as happened in 1990 to flagship locomotive King George V upsetting GWR enthusiasts.

Pictures from the Open Day



Chris with the civic guests and the sales team at work. Martin Catford

Pictures from the Open Day



John Webb on Tarrant Gunville, Estelle and Val in the tea room.

MC



Class 141 Pacer unit 55514 and 55534 prior to receiving its unit number is seen arriving at York station on the service from Leeds via Harrogate. The unit is wearing the West Yorkshire PTE second livery style for these units, in Verona Green and Buttermilk. WRS archive undated image.



This uncaptioned image from the WRS archive was left out of the recent club film show. It shows two Clayton class locomotives on a cement train somewhere!