

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



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On Saturday 14 June East Midlands Trains (EMT) HST power car 43064 approaches the current NR/SR boundary at Motala with a staff special from Sheffield. The headboard reads "The Swanage Samaritan" in honour of the fact that EMT was donating money raised to The Samaritans charity.



Brand new 66752 The Hoosier State at Eastleigh on 31 August 2014 KA

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- ...Chris Francombe...Vice Chairman :-...John Webb

Secretary :- ...Val Catford... Membership:-...Martin Catford.

Treasurers :- ... Peter Watson and Bob Steedman

George Russell....Jim Henville....Graham Bevan

Iain Bell...Barry Moorhouse...David Leadbetter

The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone

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Editorial

As I write this, the nights are drawing in and thoughts turn to indoor activities whether modelling or otherwise. In fact having just sorted through the cupboard I find I have amassed 22 resin white metal or plastic bus kits as yet unbuilt which should keep me occupied most of the winter.

Speaking of winter, we have an interesting programme of speakers planned courtesy of vice-chairman John Webb. Clive Arnold will be presenting a Colour-Rail show on 30 October and during November Alex and Gill Clarke take us to Vietnam and Trevor Hargreaves presents Trevor's Travels which I am sure will cover a wide range of locations and subjects. We have our AGM and Brian House's customary show in December before January sees presentations on the History of Mechanical Transport by Dr Ian Dickens, and Mike Beale presents the John Wood S&D slide collection. In February it is the turn of yours truly to show more from the WRS archive with the winter programme ending with a miscellany of 70's and 80's trains and buses from Neil Goodrich.

As mentioned December sees the AGM and the customary election of the Committee so get your thinking caps on.

In this issue we have articles from Colin Stone on diesels through Poole and the Swanage 35th Anniversary, whilst Steve Green recounts the class 14 gala on the East Lancs Railway and the story of his recent nameplate acquisition. We also have the usual railways roundabout and quiz.

Sit back and enjoy Corkscrew 83. Closing date for issue 84 is 20 November.

Cover Picture:-

The former D9524 running round at Rawtenstall. Note the non-standard lights above the buffers.
Steve Green

Ready? Teddy! Go, to the East Lancs Railway for The Class 14s@50 Gala.

By Mr. G. Green and Alex Robinson.

You call six A4's a "Great" Gathering!? Codswallop!

Try 10 locos of the same class, now that's what I call a Great Gathering!!

This one-off weekend event, which took two years of planning, was one definitely not to be missed.

The dates: Friday 25th – Sunday 27th July 2014, the weather: hot and sunny!

The plan: to try and ride behind all 10 locos in one day!!

These Western Region 0-6-0DH shunters weren't given much of a chance with BR, but found their feet during their industrial careers and now their time to shine in preservation beckoned. The cast:-

| <u>No:-</u> | <u>From:-</u> | <u>Livery:-</u> |
|----------------|--------------------------|--------------------------|
| NCB 38 (D9513) | Embsay & Bolton Abbey | NCB blue |
| D9520 (45) | Nene Valley Railway | BR 2-tone green |
| D9521 | Dean Forest (ex-Swanage) | BR 2-tone green |
| D9523 | Derwent Valley Rly | Maroon! (fict.) |
| 14901 (D9524) | Peak Rail | Large logo blue! (fict.) |
| D9526 | West Somerset Rly | BR 2-tone green |
| D9531 | East Lancs Railway | BR 2-tone green |
| D9537 | East Lancs Railway | Mystery livery!! |
| D9539 | Ribble Steam Railway | BR 2-tone green |
| D9555 | Dean Forest Railway | BR 2-tone green |

Reserve loco:-

9529 Nene Valley Railway BR blue! (fict.)
(stayed at it's home base, didn't actually attend the event)

The journey up on the Friday was pretty much plain sailing (not literally!) as far as Birmingham, but from there to Manchester was a nightmare! Traffic was horrendous, so much so that we missed the debut of D9537 in her new mystery livery hauling the 1815 non-stop "Pie & Pea Supper" from Bury. This train marked her return to traffic over 20 years after hauling her last train, on the Gloucs-Warks Railway, the overhaul in fact taking a mere 17 months to complete! But we were able to work out that all 10 locos had made it, a good start!

Having tucked into our hearty breakfasts on Saturday morning, we set off fairly early to catch 14901 on the 0935 from Bury to Rawtenstall. The reason behind the fictitious identity is that during her industrial career she was re-engined with a Roll Royce DV8TCE power unit from class 17 "Clayton" D8587.

From the footpath overlooking the station as we walked from our B&B to Bolton Street, we caught our first glimpse of D9537's new mystery livery – and it was DESERT SAND!!, as carried by D1000 WESTERN ENTERPRISE! She even carried a 26D shedplate, that of Bury! The new livery took a while to get used to, but by the end of the day it was growing on me!



D9537 as first seen by us at Bury (Bolton Street) on Saturday morning.

Unfortunately a notice on the overbridge at Bolton Street station stated that D9523 had been declared a failure the previous day (with a serious engine fault) and at the time her duties were uncovered. She remained parked up in a siding next to the station so at least she was on view. We stayed on 14901's train back to Ramsbottom and passed the parcels train and freight train (with D9539 at the head of it) in the sidings to the north of the station, and promptly nearly forgot to get off!

Our next move was behind the double-headed pair of D9555 & D9520 back to Rawtenstall, then through to Heywood and back to Bury for a spot of lunch, potting and a look round the Bury Transport Museum.

The next trip was on the delayed 1350 parcels train to Ramsbottom, which had two passenger coaches in the formation. Don't worry, we didn't stow away in the GUV or anything! The train broke it's journey to Rawtenstall here, and shunted into the sidings. By now D9531 was working D9523's diagram, with the freight train being knocked on the head to accommodate this. Whilst waiting for our next train, now with the ELR-based pair, a triple-header from Ramsbottom arrived, with 14901 leading D9520/55.

Back at Rawtenstall, we alighted to watch some of the movements from the level crossing to the south of the station. There is currently no signalling here, the gates being opened by hand and trains “flagged” into and out of the station and across the crossing.

D9539 was first to arrive with the parcels, which used the bay platform. Next D9531 departed on her own, leaving D9537 to draw forward and couple up to the other end of the parcels train, which it would work in top ‘n’ tail mode to Ramsbottom; our next planned trip.

Before we could depart we had to wait for D9526 & D9521 to arrive, by now the timetable was running quite late and I don’t think we actually caught a train running on time all day!

With D9537 leading and D9539 trailing we set off back to Ramsbottom, again where the train terminated and shunted into the sidings. D9520 (re-numbered on one side as D9547!) and D9555 pulled in from Bury and we then had a bit of a wait for our final run behind D9521 (complete with “tedboard”!) & D9526 back to Bury, arriving just before 1700. (If you’ve been counting, that meant we had ridden behind eight out of the nine working engines, only NCB 38 had been missed out, or had it!)



NCB 38 leads her four classmates light-engines to Rawtenstall having come off the BIG special.

Once the final service trains had arrived at Bury, and the last of the stock shunted by the two blue locos, all nine working locos disappeared down to Buckley Wells to form 1Z01, the 1900 service to Ramsbottom, aka the "Bear-Ex"! (someone really had thought about this!) At just before 1900, a 10 coach special re-appeared with ALL NINE locos at it's head! (Obviously it should have been 10 locos, 10 coaches, but no matter, it was still a very surreal sight!)

Cast, in order of appearance, as they say, was:-

D9531, D9520, NCB 38, D9555, D9521, D9526, D9539, 14901 & D9537!!

Without any multiple working equipment, all nine were crewed, and the sound at departure time of every loco sounding it's horns was deafening!

At Ramsbottom we alighted and the front five locos were uncoupled and drew forward into the sidings, leaving the remaining four to take the train onto Rawtenstall. Whilst in the sidings, the other five shunted around into the following order: NCB 38, D9555, D9521, D9531 with D9520 now bringing up the rear and headed light-engines to Rawtenstall to couple up to the rear of the train for the return working. Now running in top 'n' tail mode (5 locos, 10 coaches, 4 locos) we caught the ensemble on it's arrival back at Ramsbottom for the run to Bury. Here we alighted again, but then realised the train was continuing on to Heywood, so we quickly jumped back on board!



D9520 (45) as D9547! Seen at Ramsbottom with a rather appropriate headcode!

Arrival back at Bury was around 2120 and brought to an end a day not to be forgotten! There is plenty of footage of this train on YouTube should you wish to indulge yourself!

Before heading home however on the Sunday, we walked to Knowsley Street road bridge, overlooking the site of the former station of the same name, but now the location of the ELR's "ski slope" over the Manchester Metrolink tram system. For reasons unknown yet again, the first trains were already running late! First over the hump were 14901 & D9521 from Heywood, followed a bit later by D9537 & D9539 from Ramsbottom, both trains being double-headed. And that was that. Whether we shall see anything like it again who knows, if so, maybe on home metals, West Somerset or Severn Valley perhaps? One thing's for sure, 10 locos of the same class in one location at the same time, is definitely what I would call a "Great Gathering"!

Footnote:-

Some viewers may recall that I compiled an article about the Teddy Bears some years ago in this 'ere rag, Issue 20, March 2004 to be precise! Surprisingly, a lot has happened since:-

Back then, class leader D9500 was based at Barrow Hill but is now in the care of the Heritage Shunters Trust, Rowsley at Peak Rail. A new Rolls Royce engine has been purchased to get her back into operational condition.

At this years' event, only two other working locos from the 19 out of 56 built to be preserved, weren't listed as attending or on stand-by:-

D9504, a long-time Kent & East Sussex resident and D9516, a recent addition to the Didcot Railway Centre stock books, having moved there in May this year from the Nene Valley Railway, following an engine overhaul. Photos exist of D9521 at Didcot, so this is certainly a good move.

Following her failure at the gala, D9523 was moved to the NVR for assessment to the damage caused when the engine (not the loco!) "ran away".

Other recent moves have seen D9518 go to Williton on the West Somerset Railway, also from the NVR, for restoration back into working order. This could take some time as it was considered as only good enough for spares, and lacks an engine altogether! The visit of D9526 to the ELR was the first time that she had left the WSR since entering preservation from APCM Westbury in April 1980!

Finally, D9551 has moved from the Royal Deeside Railway, Scotland, to somewhere far more appropriate, the Severn Valley Railway, an ideal loco for that line in my opinion. Prior to being based in Scotland she was also a WSR resident but now requires an overhaul before entering traffic. (Disclaimer: All details correct at time of writing, September 2014!)

RESORTS FOR RAILFANS – 1

Baiter and “The Road to Nowhere”

By Colin Stone.

How many members back in the 1960's purchased and read the magazine “TRAINS ILLUSTRATED” from the Ian Allan group ? A regular feature in the magazine was the “Resorts for Railfans” series of articles. In the April 1960 issue, No 30 of the “Resort” series featured Bournemouth. Therefore in response to our esteemed editors request for articles for “The Corkscrew” what follows is my offering, which although titled “Resorts for Railfans” is far removed from the in depth articles of Trains Illustrated.

My Resort for Railfans was situated some 5 miles further east at the part of Poole known as Baiter. The original Baiter was a finger of land which used to “stick out” into Parkstone Bay. Until the 1960's access to Baiter was only available from Old Poole in the area where local fishing boats are drawn up on to the foreshore. Baiter was a wild uninhabited area of Poole, as such the town's isolation hospital was built there as was the town's “Powder House” used to store gunpowder etc'. For many years many a Poole citizen went wildfowling there, as did my own grandfather until as late as the 1930's, many a duck or goose being “blasted” out of the sky for the cooking pot!! In the 1950's and into the 1960's Baiter saw use by what can only be politely described as “courting couples”!! However, in the 1960's the topography of Baiter was sadly about to change. First of all a section of land between Baiter peninsular and the railway line was reclaimed from the sea by the Gas Board to construct a new gas production site. Our beloved Council having destroyed most of the old town then latched on to the reclamation idea and set about reclaiming more land and filled in completely between Baiter and Whitecliff. Thus with a fell swoop they destroyed yet more of old Poole's character i.e the wild area of Baiter plus an area of sea bed which was productive for bait digging and for Cockling!!

The idea behind this reclamation was twofold 1/. The Council having “nicked” land bequeathed to the town by Lord Wimborne for recreation i.e. “Ladies Walking Field” donated a portion of this windswept and prone to be water logged reclaimed land as some sort of compensation. 2/. The Council (God bless 'em) also had a grandiose scheme to build a road from Poole Quay/Green Road across the reclaimed area, across Whitecliff Park and join up with Sandbanks Road.

Enter the Whitecliff residents who vehemently opposed the road building scheme, they fought the Council and won the day. However the Council who had ridden roughshod over the objections to the loss of “Ladies Walking Field” thought they would do the same with the Whitecliff objectors and went ahead and started building the road.

Therefore when the road scheme was eventually defeated Poole had its infamous road to nowhere, which ran across the reclaimed land and ended in a turning circle. This road however did serve one useful purpose for a few of us in that it ran parallel to the railway line!!

For nine years from the summer of 1982 to 1991 myself and several others began to frequent the road to nowhere at Baiter to watch the trains go past !! The reason for this was to observe the procession of inter-regional trains which ran to Poole and Weymouth in the summer months. For me personally, it allowed me to "record" locomotive visitors to Poole. This was something I had done infrequently since August 1967 when an English Electric Type 4 No D207 (later Class 40 No 40007) passed through Poole, a rarity indeed. From 1978 myself and a work colleague, Rhys Abbott, decided to make "Poole locomotive records" as complete as possible. At first I was alone at Baiter, but with construction of Holes Bay relief road under way I was soon joined by four other lads who had been forced to leave their spotting base on Sterte Esplanade. Thus it became something of a social gathering, initially we assembled from around noon to view the afternoon trains, staying until around 16.00.



Poole's infamous road to nowhere at Baiter ! Viewed on a frosty winter morning a Class 47 runs down to Poole from Branksome Carriage sidings with e.c.s. for the 09.40 inter-regional departure to Manchester.

But in 1982 I decided to arrive at Baiter at 06.00 and view ALL of the inter-regional trains and anything else which passed. Therefore a Calor gas stove, frying pan, kettle and tea pot was added to essentials of notepad and pens etc', at around 08.00, bacon was fried for a sandwich and the first tea brewed.

The other lads arrived as and when the fancy took them, with tea being brewed as and when appropriate. As the years passed our gatherings became legend with afternoon tea and cakes being enjoyed by all and sundry. At the peak anywhere between 6 to 12 persons were in attendance complete with a picnic table and chairs!!

Enough (probably too much) preamble, and onto the main purpose of “dossing around on the road to nowhere”, the trains that passed by.

By the early 1980's all trains were diesel worked, the ever reliable “Crompton's” Class 33's worked to Weymouth with TC sets and Class 47's provided the main power for the inter regional services. For instance on Saturday 7th August 1982, 19 locomotives worked through Poole in the ten hours between 06.38 and 16.45 :-

Class 33/1's employed working TC sets between Bournemouth and Weymouth were Nos 33108 – 33112 – 33113, other loco's were :-

47234 06.38 up Weymouth-Liverpool

33101 07.00 up Boat Train ex Weymouth Quay - Waterloo

33110 07.37 down Propelling a 4TC (see below)

47080 08.12 down e.c.s.

47341 08.36 up Weymouth-Bradford

47080 09.12 up Poole-Nottingham

47509 09.15 down e.c.s.

47054 09.27 down light engine

47509 09.42 up Poole-York

47369 09.53 up Weymouth-Liverpool

47054 10.54 up Weymouth-Leeds

47234 11.12 down ex Derby to Poole

33110 11.36 up Weymouth – Leeds ... noted above

33101 12.00 down Boat Train Waterloo – Weymouth Quay

33106 12.21 down light engine

47234 12.42 up Poole – Manchester

47138 12.54 down ex Liverpool to Poole

47143 13.16 down ex Birmingham to Weymouth

47432 13.50 down Ex Cardiff to Weymouth via Salisbury

33008 13.50 up Weymouth to Cardiff via Salisbury

33106 13.57 up e.c.s off No 47143

47262 14.00 down ex Nottingham to Poole

47008 14.18 down ex Bradford to Weymouth

47xxx 14.20 down ex Leeds to Weymouth

47138 14.41 up Poole to Liverpool

47032 14.44 down ex Manchester to Weymouth

47262 14.44 up e.c.s.

47143 14.48 up light engine

47509 15.13 down ex Manchester to Weymouth

47008 15.41 up light engine.

In total there 51 train movements during the 10 hours of observation.

Also note the amount of travel points available by DIRECT trains from Poole. By the summer of 1988 "our line" had been electrified and the ever reliable Class 33/1's had been withdrawn from service between Bournemouth and Weymouth. Also sectorisation had taken place with "Network South East" working Waterloo to Weymouth services and "InterCity" the cross country trains. There were 22 Cross Country services to/from Poole or Weymouth, including a newly introduced Glasgow to Poole and vice-versa Sleeper service.



An early scene at Baiter as a Class 33 with a 4TC in tow heads for Weymouth. Just visible on the right is the author's employer's blue AISH & Co pick-up truck. A white caravanette alongside the pick up also takes advantage of the peace and quiet of the "Road to Nowhere".

On Saturday 6th August Class 47's used by "InterCity" were 47286, 47423, 47481, 47501, 47525, 47577, 47645, 47652, 47656, 47660, 47661, 47663 (Sleepers) ... 47286 arrived from Nottingham and returned to Bolton. On that day two oil trains ran, at 07.02 Class 33's Nos 33004+33117 double headed an up loaded train ex Furzebrook, whilst at 09.08 No 47100 passed with a set of empties heading for Furzebrook.

Electric services were being provided by a "rag-bag" of stock due to the late delivery of the then new Class 442 "Wessex Electrics", only four of them Nos 2406, 2407, 2411 and 2414 were noted. Also seen were several 4Rep e.m.u.'s, Nos 2001, 2003, 2007. Other services saw Class 73's working with 4TC units such as 73108+73110 and 73128+73130 both working with 2 x 4TC's, plus No 73126 was working with 5TC No 2805 which had been strengthened with a buffet car from a 4Rep unit.

The remaining electric services were worked by combinations of 4Vep and 4Cig units. Alas all good things come to an end and so it was with the gatherings on the "Road to nowhere". When the 1991 summer time table was published it showed a reduction of services to just 16 "Inter-regional" trains, and only four (2 up, 2 down) of these ran to/from Weymouth.

Sectorisation and air conditioned stock meant that a pool of Class 47/8's were, with a few exceptions, working nearly all of the cross country trains. Observations that year were the most boring we had witnessed. But to make up for the lack of out of the ordinary power on those trains there were two Saturday freights to look out for. These were the "Depot Fuel" which ran from Eastleigh to Branksome depot and the Furzebrook to Avonmouth LPG trains. Both produced a change to the 47/8 diet with 33's, 37's and Trainload freight Class 47's working the fuel and the then new Class 60's working the LPG trains.



The scene at Baiter as double headed Class 47's pass at 14.00 on September 2nd 1989 with a loaded crude oil train from Furzebrook. The 2nd loco' No 47371 had failed and was being dragged by sister loco' No 47019. Note the infamous road to nowhere in the foreground, the late Clive Simcox watches the proceedings from the comfort of a picnic chair during an afternoon "Tea Party". This was the second oil of the day and by coincidence the first had also been double headed by No 47197 & 47381 due to the failure of No 47381.

When the 1992 timetable came out it became clear that 1991 had been the final year of “Tea Parties”.

The new time table showed just EIGHT “Inter-regional” services in and out of Poole between 06.40 and 16.05, hardly worth turning out for. Of those services, two were to be worked by HST’s, Weymouth had just one up and one down through train, a sad decline in railway working in Dorset.

Over the years our “Road to Nowhere” vigils gave us several surprises with locomotives rare to “our line” running past us. Some were on enthusiast specials and others such as Peaks No 45056 and No 46006 were noted on Cardiff to Weymouth trains. Class 31’s also came along on the odd occasions such as double headed 31152+31154 in 1979 and 31181 in 1988. For two years (1985 & 1986) the Weymouth to Cardiff via Poole and Salisbury train was worked by Western Region d.m.u.’s bringing both the GW Chocolate and Cream liveried and the all Yellow “GPO Busby” liveried units through Poole.



On June 8th 1985 two Hasting Line d.e.m.u.’s Nos 1017 and 1032 ran to Weymouth working a school special.

Starting in 1986 there was a regular Saturday working of the VSOE Pullmans from London to Brockenhurst, which then ran e.c.s. to Poole for servicing, a Class 33 was booked motive power. And finally, regular sights for a few years were the ERCOL works specials labelled “A Day at the Seaside” which ran from High Wycombe to either Bournemouth or Weymouth. There were usually three of them running on the last Saturday in June, for instance on June 27th 1986 No 47535 arrived with 11 coaches at 09.53, followed by No 47466 + 11 running in at 10.56 and finally No 47450 with 12 coaches arrived at 11.19. ERCOL I believe were furniture manufacturers, these three trains must have brought around 1900 to 2000 souls to the South Coast.

A few years after we stopped using Baiter as a train watching base Poole Council covered over their infamous white elephant and grass grows where tarmac once lay. Poole now has a new, bigger and better white elephant in the form of “The Twin Sails Bridge”!! Sadly several “tea party” members have “shuffled off” to that great enthusiast paradise where all trains are hauled by a “cop”. Others live on to enjoy our hobby, but now watch trains at different and more exotic locations than Baiter and the “Road to Nowhere”

A bit of a Brush.

(Which very nearly ended up in Glasgow!)

By His Reverence.

Uh!? Well read on dear viewer and all will be revealed.

This tale starts at the beginning of the year with an email received from WRS Treasurer and railwayana guru Peter Watson.

A few days before the auction, I made a phone call to the auctioneers and placed a commission bid on the item, hoping that it would be sufficient to be the winning bid. Unfortunately I was working on the day of the auction, held on Saturday 26th April at the Crewe Heritage Centre, so I just had to wait and hope that there weren't two or more people bidding against each other, pushing the price up and above my bid. The phone rang Monday lunchtime, and it was good news. I had been successful! The worst bits were then the payment and how and when to collect said item! A quick check of the diary and Saturday 17th May was agreed to be the big day when I would drive up to Crewe and collect my new prized possession.

Having given it some thought, I decided that I would make a weekend of it staying near the Severn Valley Railway on the Friday and Saturday night, so that I could arrive at Crewe during the morning and spend a bit of time there without having to rush around. This turned out to be a blessing in disguise!

An ETA of 11.30 was arranged with the auctioneer and one final phone call a couple of days beforehand revealed that they wouldn't be there, but my item would be left with someone else and to meet him in the café by Crewe North Junction box. On arrival, I asked on the whereabouts of the chap I needed to see, and indeed he was in the café, and here is where the "fun" starts! Having tracked him down, I introduced myself and explained what I had come to pick up. The poor old guy didn't really seem to know what I was talking about, but I vaguely remember him saying that there were two items that were to be collected today, one of which had already been claimed. My suspicions started to grow when we walked through into the office, and sure enough there was only one item left – and it wasn't mine! The completely confused him and he couldn't work out what had happened! Now surely, it doesn't take a genius to work this one out? Even though there was an A4 envelope attached to said item with what was inside, and who it was for, it still stumped him. As I said, lucky I decided to come up to Crewe in the morning! A quick phone call to the auctioneer by the old guy and finally the penny dropped! Now, where had my item gone!?

In the title there is a clue as to where it would have been heading had I not turned up when I did. As luck would have it, the person from Scotland was still at Crewe, so he just needed tracking down.

Once found, the old guy asked him what it was he had come to collect!! The fact that the A4 envelope attached to it gave it away as to which item was his seemed to have been overlooked by both of them! I think they just grabbed the top one and hoped for the best! We then carried his item out to his car, where my item was lying across his back seats! Despite what I had come to collect was bigger and heavier than the Scottish chap's also didn't ring any alarm bells, nor did the A4 envelope with my details on it! Obviously I can't swear in this newsletter and I didn't even swear out loud at the two idiots, but inside...

At last, what I was after was safe and sound on the back seats of my car, phew!

Some of the afternoon was then spent having a go at signalling in Exeter West signal box, which was great fun, and watching the trains from the balcony of the old Crewe North Junction box, before heading back to the B&B to watch the FA Cup Final.

A railtour (1Z72) was also running that day, from Swindon to Carlisle, entitled the "Scenic Settler", so after the Cup Final I drove into Kidderminster to watch the pair of DRS class 47s hauling it. The two locos were 47805 "John Scott" and 47853 "Rail Express", and standing on the footbridge spanning the SVR and mainline, the train's headlights could soon be seen coming round the corner into the station, heading back to Swindon. But something was amiss, the speed seemed a bit too fast to stop at the station and sure enough it sailed passed, only to come to a grinding halt after a sharp brake application once it was realised they should've stopped! They stopped just before the footbridge, enabling me to take a couple of photos, after which permission had been sought to set back into the station. The train eventually departed, at the second time of asking in a spirited fashion, with an embarrassed driver on board no doubt!

So, what was it that I had collected? If you weren't at the club on 29th May and/or if the photos haven't given it away already, it was a diesel nameplate from 47213 "Marchwood Military Port". Some of you may know I was signalman at Marchwood on the freight-only Fawley branch a few years ago, so it was something I thought I just had to try and obtain. (See "The Corkscrew" Issue 61, February 2011)

The nameplate on the "other side" had already been sold at auction, in May 2010 to be precise, but it went for more than I was prepared to bid for. My plate was being sold on behalf of EWS/DBS as being "damaged", so in theory it shouldn't fetch as much, which it didn't.

47213 was built on 24th March 1964, entering traffic on 11th May 1965, Brush Works Order No.625, based at Tinsley, carrying D1863. Throughout her working life she spent her time mostly allocated to Tinsley, but with brief spells at Immingham and Gateshead among others and was re-numbered during February 1974.



Marchwood back at Marchwood, 19th May 2014.

Steve Green

After carrying BR blue, 47213 was repainted into old Railfreight grey, but with white numbers on a small black panel on the yellow cabsides. She was named (but where? Anyone?) on 19th June 1993 by Brigadier R. M. Bullock CBE ADC, Deputy Director Logistic Support, now painted in the new Railfreight Distribution livery (as modelled). In March 1994 she became part of the small fleet of class 47/2s equipped with “green spot” multiple-working and twin fuel tanks, still based at Tinsley.

A video/DVD about the Marchwood Military Railway is available and depicts 47213 appearing at the 1994 (?) Open Day, as a static exhibit in pristine condition, being dragged “dead-in-transit” on an inbound MoD train, hauled by a rather grubby, tatty and nameless 47231 (formerly “The Silcock Express”). Whether she ever made a working visit to “home turf”, I’m not sure. Does any reader know? Her last shed was Bescot where she was ‘stored unserviceable’ during March 1999, the nameplates being removed the following month.

From April 2000 she was made available, if that’s the right word!?, for ‘parts recovery’ and was officially withdrawn from service during July 2002. Photos online depict her stored outside Crewe DMD (Diesel Maintenance Depot) between March – June 2004, slowly deteriorating.

The inevitable had commenced by Thursday 12th May 2005, almost exactly 40 years after she had entered traffic, and by Wednesday 18th the cutting up process had reduced 47213 down to her bogies, rather bent main frames and the 12LDA28C power unit. By the following Wednesday, 25th, the Harry Needle Railroad Company had disposed of her for good.

Fast forward nearly nine years and the last little piece of her left Crewe for good, in the back of my car! The nameplate then made one final journey back to “home turf” when it (and me!) returned to Marchwood for a little re-union on the Monday after I had collected it.

And in case you were wondering what the Scottish chap had come to collect and would have been very disappointed when he got back and read what was on the envelope, was a one line nameplate from 60066 “John Logie Baird”! As you can probably work out, this looks nothing like “Marchwood Military Port” in the slightest!



DRS 47s, 805 & 853, having performed a “run past” at Kidderminster, before setting back. Steve Green



The Lima ‘OO’ gauge model, in pristine condition, just as the real thing was at one of the Port’s Open Days. Steve Green

THE SWANAGE RAILWAY --- 35 GALA

by Colin Stone

To mark the 35th anniversary of “trains” running on the resurrected Swanage Railway (SR) the railway decided to hold a mini event in celebration. The event took place over the weekend of 12th and 13th July, one visiting locomotive came onto the line for the Gala. This was “Pretend A1” No 60163 “Tornado”, it arrived at Swanage at 20.35 on Monday 7th July towed by a Class 56 diesel No 56303. Prior to the Gala “Tornado” was scheduled to work some driver experience trips (cost £595!!) on Friday 11th. In the event these “experiences” were cancelled as SR Fitting staff had discovered firebox problems when the engine was “lit up” and they immediately failed it. “Allegedly” several stays had to be repaired and two fusible plugs replaced, this job was completed late on Friday 11th July and No 60163 was lit up again. A light engine test run from Swanage to Harmans Cross took place on the Saturday morning of the Gala and “by the skin of its teeth” “Tornado” was passed fit to run and worked its first booked train of the day on time, leaving Swanage at 10.00.



60163 Tornado is seen climbing toward Quarr Farm level crossing on Saturday 12 July during the Swanage 35 Gala. Colin Stone

Resident locomotives in use were M7 No 30053, 56xx No 6695 and WC No 34028 “Eddystone” plus Class 33 diesel No D6515 (33012) and single railcar No 55028. The single car unit worked an all day shuttle service on both days running from Harmans Cross to Motala and back.

These services allowed members of the public a view of the section of track beyond Norden. Of note was the fact that “Eddystone” and No 6695 were working a six coach rake of coaches whilst the “Blue Peril” ran with just five coaches !! Sadly unfamiliarity with the engine, plus being under scrutiny of the public and the “A1 group” representatives meant No 60163 was not allowed to show its paces over SR metals. Most trips behind the loco’ were a bit pedestrian with just one driver prepared to “whip the regulator open”. By contrast the home fleet were on top form, I was treated to a superb “full throated” climb from Herston to Harmans Cross behind No 6695. At the tender age 107 No 30053 was given the 6 coach train to work late on both days and handled it with ease. As for “Eddystone” she/he sounded and performed a treat belying the fact her boiler ticket expires on August 17th.

There were a couple of sales stands at Swanage station during the event, one was in aid of the new build locomotive “Patriot” project, whilst the other was on behalf of “The 6695 Locomotive Group”. This stand was ably manned by John Webb on both days, with assistance from Brian House and Trevor Hargreaves on Sunday 13th. At the other end of the line at Norden the “Purbeck Mineral and Mining Group” had their narrow gauge Ruston Diesel showing its paces over their line. Corfe Castle had “The Book Wagon” open for business and had the added attraction of trains crossing there, as well as is usual at Harmans Cross.

Luckily a weather front forecast to bring rain “ran early” and deposited a little bit of rain overnight before it “fizzled out” ! Thus both days were fine and mostly sunny, just the ticket for photography. Several members of WRS were noted in attendance, on board trains, on the stations or at the line side with cameras akimbo ! All in all, a successful two days for the SR was apparent.

Finally full credit must go to all those SR staff members and volunteers who make these events happen. Without their input over the two days AND THE LAST 35 YEARS we would not have a railway on our doorstep to go out and indulge our passion of live steam at 12” to the Foot. It was therefore appropriate that during the Gala the railway held a ceremony to present some of those pioneer volunteers with tokens of appreciation for the 35 Years personal service they have given.



County of Staffordshire

Nameplate from DRS 57308 seen at Crewe on 19 July 2014. K Aveyard

RAILWAYS ROUNDABOUT

AUGUST :- In the early hours (00.12) of the 5th, Class 66 No 66089 passed through Poole with an engineers train heading to Wool, it returned heading for Eastleigh at 04.40. Later in the day, also heading for Wool, sister Class 66 Blue liveried ex DRS No 66415 ran through Poole at 18.00 with empty sand wagons. At 05.20 on Wednesday 6th two EWS/DBS Class 66's Nos 66085 and 66086 top and tailed empty coaching stock into Poole. Departing at 06.00 the pair worked "The Gipping Lark" railtour to Bury St Edmunds via Cambridge. After setting down at the latter point the 2 x 66's worked around various freight loops and over a new chord at Ipswich, eventual return into Poole was at 23.15 later in the day. Also on the 6th another rail tour, the "steam" hauled Dorset Coast Express" DCE passed Poole at 13.00 headed by Britannia Class 4-6-2 No 70013 "Oliver Cromwell", diesel No 37706 was on the rear as "fire risk" restrictions were still in place. Class 66 No 66415 with the loaded Wool sand was the 5th locomotive along "our" line that day. Later in the week No 66523 did the honours with the Wool sand on the 7th (down) and 8th (up). The following week saw the DCE steam special cancelled and just one sand train run with No 66616 which took the empties to Wool on the 14th, No 66529 worked the loaded train away on the 15th. By contrast week ending 24th was much busier, No 66529 worked a round trip on the Wool sand (18th and 19th). Also on the 19th Class 31 No 31285 worked through Poole at 22.12 with a test train returning at 00.35 on Wednesday 20th, later the same day No 70013 "Oliver Cromwell" headed the DCE complete with Class 37 diesel No 37706 on the rear. A second Wool sand with

No 66519 in charge ran on the 21st (down empties) and 22nd (up loaded). On the Tuesday 26th No 66606 appeared with the Wool Sand empties and worked two round trips up 27th, down again 28th and up on Friday 26th. Also in the week on Wednesday 27th the DCE ran with No 34067 "Tangmere" in charge and diesel No 37706 on the rear, the diesel worked the train up in the evening. To end the month of August two Class 56's worked to Weymouth with the "Railvac" machine and a set of 4 wheeled wagons.

At 23.10 on Saturday 30th No 56103 headed the ensemble through Poole, No 56312 was on the rear. The train returned to Totton yard on Sunday 31st passing through Poole with No 56312 leading at 06.55 one hour and 25 minutes ahead of its booked time of 08.20.

SEPTEMBER :- The first week of the month produced one round trip for the Wool Sand (2nd down, 3rd up) with No 66606 in again in charge. On Wednesday 3rd the combination of No 34067 "Tangmere" and Class 37 No 37706 were noted on the penultimate DCE.

At 23.55 on Monday 8th FOUR Class 73's No's 73212+73213 plus 73136+73141 top and tailed a p.w. train of five ballast wagons through Poole to Dorchester. They should have returned through Poole at 06.15 next morning, but they "ran through" a set of points at Moreton delaying onward movement for two hours, Poole was eventually passed at 08.30. All four 73's repeated the move the following evening, this time their return in the early hours of the 10th was uneventful, and they ran on time.

On Tuesday 9th No 66957 worked the empty sand wagons to Wool to make a minor piece of local railway history. This train was the first to use the "new" cross over points at Wool, thus avoiding a run to Dorchester for run round purposes. Arrival into the sidings at Wool was at 16.40 No 66957 left light engine back to Millbrook at 16.53 passing Poole at 17.18, this was 3 hours earlier than if it had run through to Dorchester.

THE FINAL STEAM FARCE :- The last "Dorset Coast Express" of 2014 ran on Wednesday 10th, BB No 34067 "Tangmere" worked the train, booked to run an hour later than normal the pair passed through Poole at 14.00.... As per usual, for a so called Steam Hauled tour, Class 47 diesel No 47237 was on the rear of the train. Originally advertised as running steam hauled in both directions, utilising TWO steam locomotives, NONE actually did so! Also as per usual the diesel hauled the whole ensemble back to Southampton from where "Tangmere" returned the train to London via Romsey and Laverstock.

SEPTEMBER (Continued) :- On Thursday 11th No 66957 worked a second set of empty wagons to Wool, again run round was at Wool. From that it must be assumed that the days of a regular freight train appearing at Dorchester have now ended. On the 16th and 18th of the following week, No 66620 did the honours with the sand empties, again the run round took place at Wool.

Swanage based Class 33 No D6515 (33012) took the SR's three car (51346, 59486, 51388) and single car (55028) d.m.u's. to Eastleigh works for refurbishment, Poole was passed at 11.20 on Thursday 18th. On the same day d.m.u. No 158887 work an SWT special from Waterloo to Corfe Castle. This train was a retirement special for an SWT manager, after a "knees up" in "The Bankes Arms" the retired gentleman was returned to his home town of Fareham, Poole was passed at 12.00 going down and up at 16.10. Just 30 minutes later at 16.40 Class 33 passed through heading light engine returning from Eastleigh to Swanage.

On Tuesday 23rd No 66618 became the 96th Freightliner Class 66 to venture into Dorset when it passed Poole at 20.03 with empty sand wagons bound for Wool. It also became the last of the 66/6 sub class based in the UK to visit the county, the exception being No 66625 exported to, and now working in Poland. No 66618 worked up with the loaded train on the 24th, it returned on Thursday 25th and Friday 26th with another round trip from/to Neasden.

The following week on Tuesday 30th No 66618 returned to Dorset yet again, this time it arrived from Pengam Sidings, Cardiff with empty wagons for Wool. With news of No 66618 ending September's news I close this main line section with the news of the imminent "take over" of the Wool Sand contract by GBRf. As and from January 1st 2015, it seems a strong possibility of "Blue Bird" Sheds replacing those of the "Green Brigade"... Watch this space !

SWANAGE RAILWAY (SR) :- At the beginning of August Class N 2-6-0 No 31874 was noted on a road vehicle heading for Holton Heath where it will be stored along with U No 31625 before both are stripped for overhaul. Both locomotives are owned by Mr John Bunch and will eventually be based on the SR along with his U Class loco' No 31806 (see below). With No 80104's boiler still away under repair just 6695, 30053 and 34028 were in use running the "peak" summer service. However the boiler certificate for No 34028 "Eddystone" expired on Sunday 17th August, a full report on his/her last day in service is printed elsewhere. Following 34028's withdrawal from SR service No 34070 "Manston" was fired up and saw service along with no 30053 and No 6695 for the last two weeks of August.

A new locomotive joined the SR stud on Monday 1st of September with the arrival of U 2-6-0 No 31806. This engine, belonging to John Bunch, was put straight into service seeing action over the weekend of 6th and 7th September when it, along with No 30053, No 34070 and diesel No D6515 (33012) were all in use. This weekend saw the Swanage Folk Festival taking place as well as a Vintage Vehicle Rally at Harmans Cross. With the "run round loop" at Swanage occupied, all trains saw train engines changed on arrival into Swanage i.e. the incoming loco' laid over and worked out the next service etc' etc'. In the loop spaced apart for photography were Class 08 diesel shunter No D3591 (08476), "Eddystone" (devoid of nameplates) and diesel No 33111. Just a week later on September 15th, No 30053 left the railway by road to appear at the Severn Valley Railway Autumn Gala.

Class 158 No 158887 arrived on the railway from London Waterloo on Thursday 18th September, this was a retirement special for an SWT manager (see main line notes). After arrival into Corfe the passengers retired to "The Bankes Arms" hotel, whilst No 158887 remained Corfe Castle station down platform. Earlier in the day Class 33 No 33012 towed four of the railway's d.m.u.'s to Eastleigh Works. This works visit will see the unit's (No's 51346, 51388, 55028 & 59486) brought up to main line standard in readiness to work the through service from Swanage to Wareham scheduled to begin in September 2015.

Final note :- The SR Autumn steam gala should be imminent or over (17th, 18th and 19th October) by the time this edition of "The Corkscrew" hits the streets "(well Chapel Lane, Wimborne at least).

Guest locomotives are/were Metropolitan Railway 0-4-4T No 1 a.k.a. "Met 1" and BR built Western Region 0-6-0PT No 1501 A full report should be in the Issue No 84.

For some of the above information I am indebted to Steve "Reverend" Green, Mike Dyke, Paul Eveleigh and the information website "wrgen".

00 gauge Layout for Sale

Large fine scale loft layout located in Poole – A mere "stones throw" away from the Colin Stone residence ! Owner Graham Sutton has changed scales to 7mm and would welcome serious offers for the 19'6" x 9'6" layout which incorporates a through station, storage yard and branch terminus. Professionally wired and signalled by Kevin Trim, it requires scenic work to complete. Graham can be contacted on 07936 666294 for further details and to arrange viewing. The highest offer will secure first pick from a large collection of BR/Southern/S&D rolling stock including kit built and proprietary items.

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Transport Trivia

by Derek Lewer

Question 36

Which MP wrote a history of a closed railway line, which later partially re-opened as a preserved line?

Question 37

In the early 1900's the Great Western Railway built 40 4-4-0 locomotives in the County class eventually numbered 3800 to 3839. In 1945-47 the GWR built 30 4-6-0 locomotives in the County Class numbered 1000-1029. Many of the County names were duplicated but which Counties were included in the earlier batch and not in the later? Also were any Counties included in the 10XX class and not in the 38XX class?

Question 38

Which pre 1923 railway company ran trains through Arthog and Pool Quay?

Question 39

At Crich Tramway Museum which tram recorded the highest mileage in 2013?

Question 40

How many diesel rail cars built between 1934 and 1941 did the GWR have?

Answers to Questions 31-35 as published in Corkscrew 81

Answer 31 – the twelve aircraft.

The 12 aircraft represent the development of the British airliner from WW2 and are the British Airliner Collection stored at Duxford Airfield, Bedfordshire alongside the Imperial War Museum Collection. They are owned and maintained by Duxford Aviation Society an independent voluntary charity.

Answer 32 – Wyre Dock.

Wyre Dock is in Lancashire and if the former Poulton-le-Fylde to Fleetwood line re-opens as a new heritage line next year, it will be a station on that line.

Answer 33 – Watery connection.

Forfarshire was the name of the ship that foundered about 180 years ago to which Grace Darling assisted her father in the rescue of her crew.

Answer 34 – King names

King John was the only King with a sole name after 6029 King Stephen was renamed King Edward VIII.

Answer 35 – Cardiff tram 131

Cardiff 131 is a Cardiff Corporation water tank car used for route cleaning and dust laying and is not a passenger carrying vehicle.

The Great HS2 Debate

report by Ken Aveyard

On Thursday 2 October 2014 the Wimborne Railway Society held a debate on the merits or otherwise of HS2. Around 40 members were present to witness the debate and throw questions at the panel.



Chaired by John Webb, pictured here in the centre, the protagonists were on the right Chris Francombe who spoke in favour of HS2 whilst on the left Peter Watson spoke against.

The results from the debate were :

Pre debate For 20, Against 14, Unsure 5

Post debate For 17 (-3), Against 16 (+2), Unsure 5.

Chris, Peter and John did not vote.

Purbeck Railway Circle

Friday 17th October. **Joint Film Evening with the Purbeck Film Festival.**
Film to be advised.

Friday 14th November. **"The Manx Experience".**
A slide and cine presentation by Keith Carter.



Congratulations to Mike Stollery who recently celebrated a landmark birthday. Mike is seen here at the launch of the Swanage Railway's Bulleid coaches and below M7 30053 leaves Swanage. Pictures by Andrew P M Wright courtesy of Mike Stollery.





Northern Rail liveried class 142 Pacer unit 142004 at Blackpool North on 19 September 2014.
Ken Aveyard



A Hammersmith and City service prepares to leave Barking on 18 August 2014 formed of S7 unit 21343.
Ken Aveyard