

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



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***Fowler 0-6-0T dock tank 47165 seen at the coaling stage in Irwell St yard Salford 28 July 1962
WRS B516***



***Ex Lancashire and Yorkshire Railway "Pug" 0-4-0ST 51237 also seen at the coaling stage at Irwell St yard Salford 28 July 1962. Irwell Street yard was in the shadow of the viaduct to the east of Manchester Exchange station and the site is now a road.
WRS B217***

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Editorial

Well here we are in 2015 and the start of a new year for the society. Vice Chairman John Webb has begun to put together the programme for the next six months and has promised us some first class entertainment.

On the outside visit front, members are already planning the first of the “Summer Winers” outings with the usual March visit to the Welsh valleys mentioned, although John Webb who likes to set foot on each station as we go along may not be best pleased by the opening of a new station at Pye Corner on the Ebbw Vale line, which we did only recently.

The possibility of outings to Nuneaton, Peterborough (or even Doncaster) or a ride behind Chiltern's 68's have all been mooted, and even Eastleigh has become interesting again as the new GBRf 66's seem to be making regular visits. With the mount of new rolling stock on the horizon there will be plenty for the spotters amongst us to chase.

In this issue we have articles by Steve Green on the Beira Railway locomotives, and Paul Carpenter gives us a preview of his talk to the Society on the Bord Na Mona, the Irish peat railways due for 5 March 2015. Colin Stone remembers the Dorset Limited railtour and your editor recounts the railway aspects of his September break. With Derek Lewer's transport trivia and Colin Stone's Railways Roundabout there is plenty to read on those freezing February nights.

Sit back and enjoy Corkscrew 85, closing date for issue 86 is 12 March 2015.

Cover picture :-

The picture that prompted Steve Green to write the article from page 4.

Falcon 4-4-0 F2 BR8, SAR105, Works 234/1895 “Excalibur” on display in Centenary Park, Bulawayo. WRS Archive

The Beira Railway 4-4-0s.

By Steve Green.

These locos have held a fascination with myself for a few years now, but I expect the majority of you have never heard of them!? I had already started doing some research on them when the Corkscrew-meister brought in a load of spare prints from our own archive to a club night last year, and in it I spotted one photo in particular. And now you have to read all about them!!

They date back to 1895 and it is safe to say they have had a fairly chequered career. To start with, we go back to 1892 and the beginning of the construction of a 2ft narrow gauge line from Beira to Umtali (now Mutare), a distance of 230 miles, in what was then Rhodesia. George Pauling & Co. were the builders, but they sub-contracted the work out to Alfred Lawley, who built the line between 1895-97. An order for 42 locos for the Beira Railway (BR) was placed with the Falcon Engine & Car Works, Loughborough (Brush Works today), who built 32 of them between the above years. The other 10 were built by the Glasgow Railway Engineering Co., aka Dugald Drummond & Sons, during 1898. The first six locos were slightly smaller and classed F2, BR nos. 4-9, Falcon Works Nos. 230-5. They featured a 4-wheel tender, spark-arrestor chimney and straight footplating. The remaining 36 locos were classed as F4, BR nos. 10-45 and featured 6-wheel tenders, longer smokebox with a conventional chimney and footplating which stepped down at the front of the cab. Works Nos. for the Falcon's were 242-7 (BR nos.10-15) and 254-273 (BR nos. 16-35). The Works numbers for the Scottish-built locos (BR nos. 36-45) seem to have gone un-recorded, or they weren't allotted.

Some technical information:-

Outside frames, with inside Stephenson link motion, driving wheels 2' 8" diameter, boiler pressure 140lbs/in², tractive effort 3987lbs, loco weight 14 tons, tender weight 8 tons, coal capacity 2 tons, water capacity 780 gals.

Unfortunately, the locos were not a great success, so when the whole line was re-gauged during 1900, only three years after it opened, the majority of the fleet were put into store for around 13 years! The line was converted to the standard "Cape" gauge, or 3' 6", more associated with South Africa, by August that year. The locos were stored at Bamboo Creek, now known as Vila Machado, about 60 miles from Beira.

In 1902 however, a 2ft gauge line was opened to the Ayrshire Gold Mine from Salisbury (now Harare) and six F4s (five of them from Glasgow), were employed on it until it too was re-gauged to 3' 6" during 1912. Alfred Lawley acquired the remaining locos where they stood, rusting away in the overgrown sidings, where they remained until 1915.

With the advent of World War One a year earlier, the then Union of South Africa soon became involved with the invasion of German South West Africa. When this territory was captured, it highlighted a need for some 2ft gauge locos to replace those destroyed by the retreating German army.

The South African Railways (SAR) examined the Falcon's in their dump once they had heard about Lawley's collection, and 13 locos were purchased for use by the Union Defence Force (UDF). They replaced locos commandeered for the War effort which had been hastily sent to German South West Africa (SWA), now Namibia, in turn to replace those deemed unfit for service. The fate of all but three of the other locos (now preserved, more of which later), including the six mentioned above, is unknown, but presumably they were sold for scrap.

In the end, only nine were overhauled, 13 years of open storage in the bush meant they had deteriorated badly and were stripped of many parts and fittings. The locos were numbered by SAR as NG96-108, with nos. 99, 100, 107 & 108 being the ones cannibalised for spare parts. They were overhauled at Durban, Uitenhage and Salt River and in the end remained in South Africa working on SAR narrow gauge lines rather than being sent to SWA. There were three F2s (nos.104-6), used mainly on the Natal branches, whilst the six F4s were mostly used in the Cape Province. They were classified by the SAR as 'NG6', when they also acquired the nickname of 'Lawleys', for obvious reasons, which sticks to this day. The NG6s remained the smallest tender locos ever to work for the SAR.

The Lawley's were gainfully employed in their new roles for the UDF, but after less than two years service, they were laid up once more and put into store during 1917. The SAR CME had put in writing to the GM that they were not ideal locos and he suggested scrapping them, or at best, trying to sell them on to industrial concerns. That year only one had been sold and scrapping the rest looked the likely outcome, but due to the cost of overhauling them only a couple of years previously, this was declined. Another loco was sold in December 1919 to the Salisbury Portland Cement Co., near Bulawayo, whilst a third was sold during 1921 for use on the Selukwe Peak Light Railway, Rhodesia at the centre of the country's chrome-mining industry. The six remaining locos re-entered SAR traffic also during 1921, with the last one surviving in traffic (F4 NG103) withdrawn again (!) during 1935. The former BR14 (Works 246/1896) became the only Falcon to be scrapped by SAR. The other five eventually did find buyers; the biggest purchaser was the Zebedelia Citrus Estates (ZCE) in Northern Transvaal who bought four Lawley's between 1927-35, for use on their extensive system. The ZCE finally switched to road transport during 1959, and with it signified the end for the last two Lawleys remaining in service and they were sold to the Dryden Engineering Co. in Johannesburg.

If you aren't confused or lost at this point, you soon will be! Differing reports, countries and places changing their names and loco numbers not tallying, have made the preservation era research a bit of a headache! But, as far as I am aware, the following is how things stand:-

ZCE no.4 (F4 BR25, SAR97, Works 263/1897) was donated by Dryden to the James Hall Museum in Jo'burg, whilst ZCE no.5 (F2 BR7, SAR106, Works 233/1895), was presented to the Rand Society of Model Engineers in Florida Park, Jo'burg. (more on these two later) Other locos to enter preservation include two recovered from Rhodesian Timbers Ltd., Igusi Sawmills, north of Bulawayo during 1961, which had lain derelict since being withdrawn during 1955. One "complete" loco was produced, F4 BR15 (Works 247/1896) which is on static display inside Bulawayo Station Railway Museum, Zimbabwe, whilst the other loco, F2 BR8, SAR105, Works 234/1895 is just an empty shell and can be found in Centenary Park, Bulawayo, named "Excalibur", see photo on front cover. Both locos have been on display since 1973, painted in lined green. A brief history of our subject saw her enter service with the SAR during 1915 and put to use on the Fort Beaufort branch line. She was sold out of service in 1935 to Sussman Bros., Livingstone and from there to the Selukwe Peak Light Railway. From there she was sold to the Igusi Sawmills on the south bank of the Zambezi, near Victoria Falls, but hopefully not too near! Another ex-Zebedelia loco survives, initially on display in Milner Park, Jo'burg, F4 BR26, SAR98, Works 264/1897 can now be found in the James Hall Museum, Jo'burg, Gauteng.

Two locos have been repatriated to this country, arriving from Mozambique during August 1999. They came from the Buzi Sugar Estates, near Beira and were initially taken to a quarry in Warwickshire and are part of the famed Phyllis Rampton Heritage Trust, now stored out of public view in Hambledon, Surrey. Their identities are: F4s BR27 & 28, Works 265 & 266/1897, and are "named" 'SSE1912' and 'LISBOA' respectively. They form part of a collection of approx. 30 narrow gauge steam locos gathered together for around four decades from c.1968, including repatriated Bagnalls and Fowlers from India and Africa and imported French and German-built locos. Let's hope that when the new Aberystwyth Railway Museum opens, at least one Lawley is included. Now back to the two Zebedelia Lawleys referred to above:-

No.5 was purchased by the Sandstone Estates, Eastern Free State, during 2001 for restoration back into working order at their Hoekfontein workshops. This was completed during April 2002, not bad considering she had not moved for four decades! She has been finished in authentic Beira Railway lined green livery as BR7, but now fitted with a 6-wheel tender. She is confined to a small section of the running line due to the steep gradients, but is quite happy hauling her two coaches. BR7 is now the oldest working 2ft narrow gauge loco in Africa.

No.4 was then also purchased by the Sandstone Estates in December 2007 and restored to working order. She has been finished as SAR no. NG97 in standard plain black livery and the pair are often seen double-heading.

Disclaimer!:-

I believe the above information to be true, but when researching these locos it did get a bit confusing as to which engine was where and when, especially after they were sold out of SAR service! The true identities of BR7 and the two at Bulawayo have all been the subject of much debate in recent years.

If you wish to see one of these attractive little locos in action, you don't have to travel too far. It is in a slightly smaller scale though!

At the Malden & District Society's mixed-gauge circuit at Thames Ditton, there is a scale 7 1/4 "gauge Falcon F2 running in the guise of BR5, SAR104, Works 231/1895, painted in lined blue and names 'DOUGLAS'. This loco took five years to build and was completed during 1983. Now owned by Maldon Model Engineers club it was originally owned by one of their members the late Tom Snoxell and named "Douglas" in memory of Tom's brother who was killed in World War 2.



Douglas departing with your editor, and a young looking Stuart Webb and James Luther plus the late John Brown and Vic Shaw 14 July 2002.

An excellent 5" gauge version also exists, running as F4 NG102 (BR33, Works 271/1897) and named 'JOAN', but she carries the same Works number as her bigger brother!

I hope you have found this interesting? After all, it was 100 years ago that they were given a reprieve, albeit not in ideal circumstances, but that stay of execution does mean we can still enjoy the NG6s today.



Seen alongside RHDR No1 in June 1995 outside of Crowhurst Engineering workshops in Hythe is this 7 ¼ inch gauge Lawley No NG4 named "Letaba" Owned by Bob Jones of Kent it is one of two built to true scale by Roger Marsh (Kent) in the mid 1970's. Originally it carried the name "Colossus" but was given the more appropriate name of an African river in the late 1970's the other loco was named "Zebedelia".



"Letaba" photographed circa 1982 with Bob Jones' son Robert in the cab.

Bord na Mona – Definitely not “Bog Standard”

by Paul Carpenter

Yes, for many years I'd known about the existence of the 3 foot gauge peat (turf in Ireland) railways of Bord na Mona. I had rather dismissed them as uninteresting, running through uninspiring scenery. That perception needed overhauling considerably after a couple of visits this last year (2014). Perhaps, when one finds a new railway, it is tempting to compare with ones that you already know. I soon realised that at least in Western Europe there is nothing like it; remarkable considering geographically it's in the British Isles. Even though perhaps past its peak period, there are still hundreds of miles of track in use, maybe near to 200 locomotives, if potentially serviceable ones are counted, 1600 wagons, spread over several big systems and quite a few individual sites.

I am due to give a presentation to the club in March 2015 on Bord na Mona's railways and operations so this is just a taster - just a few photos to give you some idea of the contrasts to be found.

Rush hour at the power station.



Late afternoon, and 16 wagon trains are arriving one behind each other to unload at the tippler. This is West Offaly at Shannonbridge, the largest of the peat fired power stations. There will be 10 - 12 arrivals on each of two shifts. One train load will keep the station going for an hour. At peak times trains run on through the night, although 16 hours, 6 days a week working is more normal.

The locomotive was built in Bord na Mona's own workshops, this being now the preferred source. The first 380 or so locomotives had been almost entirely supplied by Ruston & Hornsby and then later Hunslet. The last 54 have been built by Bord na Mona commencing in 1994.

Coming in from the bog.



Different system this time, Derryfadda, smaller but currently growing. I'd been told at the works that a couple of trains would be coming in about 10-ish. Trouble is, as anyone who has tried photographing freight trains will tell you, that can mean an hour or so either way! I walked out a way from the works and waited. Not a lot of distractions, a few deer grazed on the line for a while, and that was the only sign of life. The sun went in and out about 50 times before the trains hove into view, one behind each other (as is the normal way of working) at around 10.45. This system is an isolated one and the trains will unload at a tippler for onward road transport of the peat to the power station, in this case usually West Offaly. Loco is LM218, a rebuilt Hunslet Wagonmaster dating from 1963 and much rebuilt by BnM in 1994. The drivers wearing ear protection, not surprising, the engines working hard, and despite the diminutive size of the locos, they are noisy.

Still works.

Actually this railway, one of two near to Attymon, County Galway, although once a Bord na Mona operation became a worker's co-operative over twenty years ago. Although Bord na Mona considered the bogs almost worked out, they still provide work for a handful of men.

They also today give a rare opportunity to see how the turf railways looked perhaps 50 years ago. Despite looks, Clonkeen's two elderly Rustons (much modified over the years) still run out to the bog and bring their old style four wheel peat wagons up to the drying sheds seen here.



This is sod peat and having been dried, will be pushed beyond to the tippler for delivery straight into the customers transport. That might well be a trailer behind their car, much as logs are collected for an open fire in this country. Look at that track, no High Speed Trains here! Preserved and heritage railways are wonderful, but real working industrial railways are too.

“The incredible railways of Bord na Mona” – hopefully I will be giving the talk at our club on Thursday 5th March 2015. Look forward to seeing you.



We're all used to bilingual signs in Wales and Scotland, but this example at Southall is in Punjabi. Having been displayed since 1995, First Great Western removed them in 2007 following requests for more languages to be displayed, but local opposition saw them reinstated. Ken Aveyard

THE DORSET LIMITED

By Colin Stone

In the first six months of 1967 when Southern Region steam was in terminal decline there was a surfeit of steam hauled rail tours being organised for enthusiasts to sample what steam remained. But although there was plenty of tours to choose from, they were of little use to us folk who lived at the outer extremity of the last British steam worked main line. And the reason for that was, that almost without exception, most rail tours began in London. Thus to enjoy a tour if you lived in Dorset meant either staying overnight in London, or travelling up on the Mail Train and returning on the Paper train, both costly exercises. Incidentally Mail and Paper trains, like steam, are two long lost facets of British Railway practice. But back to the story, around April of 1967 I espied an advert stating that there was a proposal to organise a steam hauled train to run from Weymouth to London and return on Saturday June 3rd 1967, and bookings were invited. I did no more than send off my remittance post haste, in due course tickets, information and a timing sheet arrived. On the timing sheet was a pleasant surprise, the train was scheduled to run non stop from Bournemouth to Waterloo in 1 Hour 56 minutes. I believe the first time a train had been "officially booked" to travel the 108 miles in under two hours since before World War 2 ?



Poolle Station at 09.15 on the morning of Saturday 3rd June 1967 with an immaculate 35030 "Elder Dempster Lines" standing at the head of a Weymouth to Waterloo enthusiast special "The Dorset Limited".

Arriving at Poole station with time to spare I noted that Ivatt 2 2-6-2T No 41224 was in Poole yard, next came the special bearing a head board labelled "The Dorset Limited". It was pleasing to watch Rebuilt Bulleid Pacific, Merchant Navy No 35030 "Elder Dempster Lines" rolling in to a stop at the up platform. As I grabbed a quick photograph of the immaculate loco' I noticed the chap in Towngate Street crossing box was on the ball and was already winding over the level crossing gates. Hence a quick dash from the down platform and a sprint up the unofficial way inside the fence on to the up platform was the order of the day. As we ran past it, the up starting signal went into the "off" position and myself and a couple of other lads received a friendly rebuke from one of the regular Poole ticket collectors. To the cry of "Oi you bu**ers, you know the rules, over the bridge" we replied "Sorry Harry, we won't do it again, promise" to which Harry shouted back "Cheeky sods, I hope you have a good run".

As I passed by the engine I noticed that not only had she been cleaned up exceptionally well, but her nameplates had been re-attached. It later transpired that the special had been organised by local railway men, thus they had "pulled a few strings" and wangled the temporary re-fitting of the plates. Booked away from Poole at 9.16am we left a minute late a 09.17 (I will use the now familiar 24 hour clock for times, rather than a.m. or p.m of those days). With such a light load "Elder Dempster" made light work of Parkstone bank passing through Parkstone at 09.21½ and Branksome passed just 2 minutes later at 09.23½. Our tour "hand out" sheet listed six critical timing points at various junctions. In view of the attempt to run to Waterloo non stop from Bournemouth I decided to attempt a bit of timing, albeit rudimentary and not of a professional standard I must admit ! To facilitate this I took up position at a drop light in the second coach, on the off side of the train to watch for mile posts etc'.

Due into Bournemouth at 09.27, we ran in at 09.29 and here the crew was changed. Driver Sampson took over, aided and ably abetted by Fireman Barry "Basil Brush" Sullivan, to complete the set they were accompanied by Inspector Jack Evans. Booked away from Bournemouth at 09.36 we left spot on the dot and all on board were keyed up in anticipation of a speedy, fast run to London Waterloo. However just up the line ahead of us something was transpiring to place our 108 mile dash in 1 hour 56 minutes in jeopardy !!! At 09.24 a train had left Bournemouth and it too was heading for London. This train was due to arrive in Southampton Central at 10.08 exactly the same time as we were due to pass, a recipe for disaster. We made good time through the New Forest as far as Brockenhurst, but then slowing for signal checks began, including an almost full stop near Totton yard. Eventually, near Millbrook the recalcitrant 09.24 ex Bournemouth gained the up line heading for Platform 1 at Southampton. With No 35030 on the parallel up line heading for Platform 2 "we" could now overtake the cause of our delay.



A forward view from “The Dorset Limited” at Totton as No 35030 “Elder Dempster Lines” erupts away from an enforced slowing for a signal check caused by a late running preceding train.

Driver Sampson sounded No 35030's whistle long and hard in derision as we blasted through Southampton at 10.20 and into Southampton tunnel. There are two theories regarding the problem, No 1/. Is that the loco' on the 09.24 was genuinely shy of steam and No 2/. Is that the driver of the 09.24 was “Pi**ed off” that he never got the job of working the special and deliberately set out to scupper the 1 hour 56 minute attempt !! Whatever the cause we were now 12 minutes late But not for long !!

Once out of Southampton Tunnel and round Northam Curve Driver Sampson “let her rip” and No 35030 accelerated like the wind. Eastleigh was booked to be passed at 10.18 some ten minutes after passing Southampton, we did in 7½ minutes. It must have been awesome sight to have seen as our train hammed along the up through line at 10.27½. Winchester was a blur passed at 10.34 with the exhaust roaring up the chimney. “Elder Dempster Lines” was going like the proverbial clappers, our next timing point of Worting Junction was passed at 10.51 against a booked time of 10.45, our lateness had been halved. Basingstoke was passed at 10.54 as we sped on to our next timing point of Woking Junction. Due through at 11.05 we were still six minutes late as we passed at 11.11. Clapham Junction was the last on our list of timing points and “The Gods” or some sympathetic signalmen were with us and we sailed through without stopping.

Booked time at Clapham was 11.25, my watch read 11.29½, a mere 3½ minutes down. Although 1 hour 56 minutes was out of the grasp of our gallant crew and engine there was still a chance to do it under 2 hours ? Again we did not get held at any signals and we swept through Vauxhall to drift to a stand at Waterloo where my watch indicted 11.35½ as opposed to 11.32. **IF**, repeat **IF**, my timings are correct then we had run non-stop in 1 hour 59 minutes and 30 seconds ? Even if I got my timings wrong, we were as near as damn it to 2 hours for the 108 miles, a magnificent performance. At times on the run we were really flying along and Inspector Evans must have turned a blind eye to the 85 mph speed limit then (supposedly) in force for steam on the Southern. That was my last steam hauled run from Poole to London and the last time I would stand up on a train all the way between those two points .. Or so I thought at the time ! .. 37 year later a super day out with Standard 5 4-6-0 No 73096 saw me do it all again, but not quite as fast !



After arrival at London Waterloo with “The Dorset Limited” No 35030 “Elder Dempster Lines” catches the attention of members of the general public, and why not ? ... A magnificent piece of British engineering and for a change, clean as well ! ! It was not often a clean steam locomotive could be seen in Waterloo this late in the steam era. Note that the nameplates had been refitted especially for this special.

But back to Saturday 3rd June 1967, as our day was not over, a visit to the Railway Museum at Clapham was on offer as an “add on extra”. A pleasant few hours ensued there, viewing such delights as A1 “Boxhill”, A4 “Mallard” and LNWR 2-2-2 “Cornwall”.



A scene inside “Clapham Transport Museum”, in view are A1 No 82 “Boxhill and T3 4-4-0 No 563 ... June 3rd 1967

On return to Waterloo I had time to nip down onto Waterloo Road and visit the café which in those days was run by an old couple akin to Minnie Bannister and Henry Crun of Goon show fame. A plate of good old British “stodge” i.e. a hearty portion of homemade steak & kidney pudding with roast potatoes, veg’ and a good “dollop” of gravy set me up for the run home.

On the platform at Waterloo it transpired that No 35030 had run hot on the up run, at the head of our train stood sister engine No 35007, formerly named “Aberdeen Commonwealth”. Poor old No 35007 was in the condition typical of those days, she was filthy dirty and shorn of nameplates. But that however belied her mechanical condition because she ran like the wind on the return trip, the same crew who worked up were now bringing us home. We left on time at 16.00, but it was not to be as fast a run going down as we had had going up. We were to be subject to several temporary speed restrictions as well as having to cross from the down fast line to the down slow line and back again due to ongoing engineering work. That said between the bouts of enforced slow running No 35007 accelerated away and ran at some cracking speeds. We kept almost to time as far as Worting Junction, being just one minute adrift of our booked time of 16.52 when we passed the well known flyover junction, but then nemesis. It would appear as though the Newcastle to Bournemouth service in front of us was running late and this slowed us somewhat leading to us being 10 minutes late passing Winchester.

Nine minutes had been allowed to take water at Southampton, but quick work cut this to six minutes. Undoubtedly No 35007 needed a good fill as she had to run through to Weymouth and not come off the train at Bournemouth. After a seven minute late departure from Southampton, “even time” of 17 minutes was taken to pass Lymington Junction, at 17.55. We had been allowed 17 minutes to reach Bournemouth, but we lost the three minutes gained at Southampton, why I cannot now recall. We arrived at 18.14 and left at 18.15 after a very rapid crew change. An equally rapid exit from Bournemouth plus some fast running to Poole saw us arrive at 18.22 where I bailed out after a super day. A quick dash to the end of the platform allowed me a last photograph of No 35007 as she departed at 18.23 heading for Weymouth where I am told she arrived on time.



Seen at Poole on June 3rd 1967 at the head of “The Dorset Limited” is Merchant Navy Pacific No 35007 formerly named “Aberdeen Commonwealth”. Externally she may look “run down and filthy”, but mechanically she was still capable of putting up a stirring run on the way down from London.

So what happened to No 35030 ? As we all know she returned to service and had the dubious honour of working the Southern’s last steam hauled passenger service the 14.07 Weymouth to Waterloo on that fateful day of Sunday July 9th 1967. On that last day she was still clean following her day out with “The Dorset Limited” but there were several holes in her boiler casing. These appeared when her nameplates were prised off, as they had been “tack welded” on for her big day. Neither 35007 nor 35030 made it into preservation, ending their days in a South Wales scrap yard. What a sad, ignominious end for two wonderful machines.

September up North

by Ken Aveyard

Back in 2013 Robert and I had used the Freedom of the North West Rover ticket to visit amongst other places Carlisle. On that occasion Robert suggested a trip down the Cumbrian coast so when planning our 2014 holiday, we decided the North Country Rover would be a useful way of covering the line and also allow us to visit various towns and cities in the north east.

On the way up to Yorkshire, Robert had suggested a visit to Derbyshire to photograph buses owned by Hulleys of Baslow, so first stop was Matlock where we arrived in time for breakfast.



East Midlands trains 153321 and a sister unit wait to leave Matlock on the 1037 Nottingham service on Friday 12 September 2014. Ken Aveyard

Matlock station is also the southern terminus of Peak Rail running northwards to Rowsley but in September there are no Friday services as we discovered when we called in at Rowsley on the drive north. We continued to Bakewell where we spent some time photographing Hulleys buses and eating Bakewell Tart before continuing via Glossop, Holme Moss and Huddersfield to Bradford.



A Hulley's bus



A Bakewell Tart

The first day out was the following Monday when we travelled from Bradford to Newcastle. Arriving in Leeds with 25 minutes to wait for a Trans Pennine service, we discovered a Cross Country service that should have departed 15 minutes earlier but was waiting for a guard to arrive. We used this to arrive in Newcastle about 30 minutes ahead of schedule. The train was formed of nine coaches and we were in the rear unit, 220014, in a carriage with the engine switched out so it was the quietest trip in a voyager I've ever had. It was interesting to see that at each station stop all the passengers with reserved seats were crammed in the front five car set whilst our carriage had no more than half a dozen occupants.

At York we passed 68002 stabled but on arrival at Newcastle the unmistakable sound of EE engines drew us across the platform where we found 37423 and 37405 on either end of a four coach Network Rail test train.



37423 pulls away from Newcastle on a test train with 37405 on the rear.

By the middle of the afternoon we had amassed sufficient bus photographs so we decided to hop on an East Coast set for a quick run to Durham where we spent another hour, before returning to the station. Unfortunately we stepped on the platform just as 60040 shot through on a steel working with no chance to get the camera out. We returned to Leeds on a class 185 where 67024 was seen attached to an East Coast rake which had obviously failed.

Tuesday saw us heading for the east coast, specifically Bridlington via Hull where we found a wonderful collection of railwayana in the station refreshment rooms.



Later in the day we moved on to Scarborough returning to Leeds via York where 68002 was still in residence and had been joined by 66427.

Wednesday was the day set aside for the Cumbrian coast trip which involved driving to Skipton for the train over the Settle and Carlisle line connecting on to the coast service. Noticeable at Carlisle was Trans Pennine class 350 unit 350402 whilst our steed for the coast run was 153331. Passing Sellafield we saw 37602 37606 20308 and 37682 before alighting at Ravenglass for a trip up Eskdale on the "Ratty". Our train was full and we were fortunate that the day was gloriously sunny as only open carriages were available. What was interesting at Dalegarth was that our loco Hercules a massive 4-8-2 on loan from the RHDR would not fit on the turntable without separating the locomotive and tender.



Hercules on Dalegarth turntable separated from its tender. Ken Aveyard

On arrival back at Ravenglass there was time for afternoon tea before continuing on 156454 as far as Barrow from where the next onward connection was 185117 on a Manchester Airport service which we took as far as Lancaster. At Lancaster we could have travelled down to Morecambe and returned on the same train which in turn would reverse at Lancaster and form our train back to Skipton but we decided to adjourn to the buffet instead. During our break a further three class 350 units, 407, 403 and 406 passed as did 92011 90049 90046 and from Sellafield 37682 and 20308 on a flask train. Our return to Skipton was on 142088 as pictured on the rear of Corkscrew 84, but not long after leaving Carnforth where the West Coast Railways depot contained 57001 57315 47245 57313 47802 and 37214 darkness fell which precluded any sightseeing.

Thursday was a day in York and we paid a quick visit to the station arriving just too late to get the cameras out and record 60100 passing through the station on a steel train. On this occasion 68002 was nowhere to be seen.

Friday should have been a trip to Middlesborough and Stockton, but we decided instead to go to Blackpool as our 2013 visit had been rained off. On the return journey as we sat in Blackburn station, we were passed by 60024 newly repainted and returning from a naming ceremony at Clitheroe.

Transport Trivia

by Derek Lewer

Question 46

Which steam locomotive took the Surrey Hills Special from Victoria Station and return in November 2014?

Question 47

What does The Transport Trust celebrate in 2015?

Question 48

In 1899 the U.S. Steamship “St Paul” en route to England made history. What event occurred?

Question 49

Where and by what company was Britain's first motor vehicle factory established?

Question 50

What is being restored on the river at Maldon in Essex?

Answers to Questions 41-45 as published in Corkscrew 84

Answer 41 - Highcliffe Castle and Hinton Admiral.

In 1898 the Duke and Duchess of Connaught (one of Queen Victoria's sons and daughters in law). In 1907 King Edward VII and Kaiser Wilhelm II also visited.

Answer 42 - Sister ships to the Titanic.

They were called Olympic and Britannic

Answer 43 – The village station in Gloucestershire.

Edward Thomas wrote his famous poem “Adelstrop”

Answer 44 – The first tram at Crich

Cardiff 131 was transferred from storage in Gloucester to Crich.

Answer 45 – Which organisation started in 1514

In 1514 Henry VIII granted a charter to a fraternity of London mariners who became the Corporation of Trinity House.

RAILWAYS ROUNDABOUT

NOVEMBER :- After being “borrowed” from the Inter-modal section Freightliner’s No 66593 worked a round trip from Wool to Neasden and back on the 19th and 20th. It became the 98th Freightliner locomotive to visit Dorset. On the 21st the next up loaded sand train was worked by “Heavy Haul” sector loco’ No 66957. It later transpired that this was the LAST Wool to Neasden sand train to be worked by Freightliner, at least for the then current contract. As was reported earlier GBRf are due to take over the contract from January 2015.

It is suggested the “old” pit at Moreton (on the site of the WW2 airfield) is worked out and the aggregate company are in the process of opening a new pit to excavate the sand, hence the earlier than expected demise of Freightliner workings.

At 15.00 on Wednesday 26th, Black 5 No 45407 + support coach ran tender first through Poole en-route to Swanage. It was followed at 15.45 by Class Class 47 No 47746 with a 10 coach e.c.s. train also heading for Swanage. Next morning (27th) No 45407 headed out of Poole at 07.14 (24 minutes) late with “The Bath & Bristol Christmas Express”, No 47746 was on the rear and pushed the whole train heartily up Parkstone bank.

Later in the day at 22.10 the train returned from Bath and Bristol on this occasion Bulleid No 34067 “Tangmere” was at the head of the train, with 47746 still on the rear. After decanting passengers, the empty train ran forward to Swanage. On Friday 28th November, 47746 headed the e.c.s. of the special through Poole at 10.15, “Tangmere” was on the rear and gave a nominal amount of assistance up Parkstone bank.

DECEMBER 2014 :- On the evening of Tuesday 9th Class 31 No 31233 ran from Eastleigh to Hither Green via Weymouth with the regular three monthly Ultrasonic Test Train. Running an hour earlier than usual the train passed Poole at 21.15 heading to Weymouth and at 23.40 on the return trip.

Permanent Way work at Moreton station and level crossing over the weekend of 13th/14th saw four engineering trains run to the site from Eastleigh. The first, with EWS/DBS No 66083 in charge passed Poole at 23.50 on Friday 12th. Next day (25 minutes later) at 00.15, Train No 2 with No 66117 ran through. A filthy dirty GBRf Class 66 No 66716 headed the third train which passed Poole at 00.52. Finally running around 30 minutes late at 01.44 the fourth p.w. train was “top and tailed” by two more GBRf Class 66’s No 66706 led the train with No 66765 on the rear. Later on Saturday 13th at 14.50, No 66765 headed through Poole with the first p.w. train returning to Eastleigh Yard from Wool.

As No 66765 only arrived in the UK from America in September 2014, it made a bit of a locomotive comparison in Dorset. As No 66765 is a mere three months old, it contrasted greatly to the 54 year old Class 31 No 31233 which came our way a few days earlier. It begs the question will No 66765 still be running in the year 2068 ! ? !

All the remaining engineering trains headed back to Eastleigh at various intervals on the 13th passing Poole as follows :- 66706 at 17.45, 66716 at 22.40. Finally on Sunday 14th 66117 t/t with 66083 ran through at 23.10, thus 66083 became the last main line locomotive to run in Dorset in 2014.

On the evening of 29th three e.m.u's ran through Poole at 23.15 running from Branksome depot to Weymouth for overnight tests. As the three units are only usually seen on London suburban services they are worthy of listing here, they were No's 5732 and 456008 and 465021. The latter pair are ex "Southern" now in service with South West Trains both 456008 and 456021 went down to Weymouth the following evening (30th) for more tests.

JANUARY 2015 :- With no sign of a restart date for the Wool Sand train (if indeed it will restart ?), reports for January looked set to be thin on the ground. However on Monday 5th two GBRf Class 66's No's 66746 and 66743 "top and tailed" the Railvac from Woking Yard to Wool, passing through Poole at 22.50. The ensemble returned next morning (6th) at 03.55 heading back to Woking, of note is the fact that the two 66's used to "belong" to Direct Rail Services (DRS) and ran as their No's 66407 and 66410 respectively. Also of note is that GBRf have won the contract to work the Railvac in the south ousting Devon & Cornwall Railway (DCR) and their Class 31's and 56's which operated the Railvac from Totton Yard. No's 66746 & 66743 returned to Wool with the Railvac over the next four nights (6th, 7th, 8th and 9th) booked times through Poole were 23.30 down, and at 05.30 on return to Woking.

Weekend ending January 11th saw the Hamworthy Goods branch finally "electrically" connected to the signalling centre at Basingstoke. Although now "technically" useable, unfortunately the branch remains closed due to the poor state of the track ! ! !

In the early hours of Sunday 11th (01.35 to be precise) ! Two GBRf Class 66's No's 66709 (named Sorrento) and 66755 "top and tailed" a ballast train into Poole. After dropping the ballast between Poole and Hamworthy the pair returned to Eastleigh leaving Poole at 07.50 with No 66755 leading the train back to Eastleigh.

On Monday 12th the Railvac was back in Dorset working in the Hamworthy area, No 66709 headed the train with No 66738 "Huddersfield Town" attached on the rear.



66738 Huddersfield Town seen stabled at Eastleigh on 14 August 2014. This loco worked one of the new Railvac contract trains on 12 January 2015.
Ken Aveyard

The pair worked down through Poole at 23.15 and returned to Woking next morning (13th) at 05.00. The pair returned to Hamworthy in the early hours of Tuesday 14th passing Poole at 00.10 down and 06.00 up. Later on the 14th at 11.05 two more “Southern” green liveried Class 456 2 car e.m.u’s No’s 456023 & 456005 ran to Weymouth for test purposes.

SWANAGE RAILWAY (SR) :- In the last issue mention was made of three d.m.u. coaches which had arrived onto the SR for possible “component recovery”. Only two of the three numbers were then known, it now transpires that the number of the third car is 51392.

Wednesday 26th November saw Black 5 No 45407 arrive at Swanage off the main line. A second arrival off the main line followed a few minutes later when Class 47 No 47746 arrived with e.c.s. As mentioned in “Main Line Notes” both engines were laying over on the SR before working the “The Bath & Bristol Christmas Express” which left at 05.00 on the 27th as empty stock to Poole. Bulleid No 34067 “Tangmere” headed the train on its return and spent the following night at Swanage in company with No 47746, on Friday 28th No 47746 left at 09.15 returning the e.c.s. plus “Tangmere” on the rear to the WCRC base at Southall.

For the first weekend of Santa specials (29th/30th November) M7 No 30053 was in use on the trains, while U 2-6-0 No 31806 worked the Wine & Dine Christmas lunch trains. Two Class 33 diesels No D6515 (33012) and No 33111 “top and tailed” the public service trains in lieu of a d.m.u. For “Santa” weekends No 2 (6th/7th December) and No 3 (13th/14th) 56xx No 6695 was on the Santa trains in lieu of No 31806 which was temporarily “stopped”.

M7 No 30053 worked the dining trains, and the two 33's once again worked the diesel schedule. Also noted in December was Standard tank No 80104's recently repaired boiler had been reunited with its frames, an indication of a return to service in 2015. For the final weekend of Santa & Christmas Dining Special (20th & 21st) December, M7 No 30053 was back on the Santa trains whilst No 34070 "Manston" put in an end of year appearance on the Christmas Dining trains, the two 33's once again worked the diesel shuttle service. Following its use on the dining train it was discovered that "Manston" had a cracked thermic siphon and was subsequently taken out of service.

It appears that the two Class 101 driving cars No's 51432 and 51498 which had been stripped of all useable parts were cut up on the SR by W&S recycling at some time during October or November. It may be recalled that these two coaches were at one time subject to a dispute over ownership (not allied to the SR). Displaying a faded Regional Railways livery they were stored very much an eyesore at Harmans Cross sidings while the dispute was mediated.

To end the SR 2014 event calendar the railway held a "Winter Warm" on Saturday 27th December, four locomotives No's 30053 and 31806 from the steam fleet and diesels No's 33012 and 33111 were in operation on the day. A crisp sunny day ensured a good turn out of visitors for the day's proceedings.

It fell to M7 No 30053 to work the last public SR services of 2014, it was in action on the four trains timetabled to run on New Years Eve. Next day she became the first SR loco' to haul passengers in New Year of 2015, No 30053 continued in service until the railway closed on Sunday 4th January 2015. Gas Main renewals in Victoria Road, Swanage saw a shut down of SR services to allow the gas supply engineers to replace the gas pipe attached to the side of Victoria Road bridge.

On Tuesday 6th January Class 33 No 33201 arrived onto the railway by road transport to provide "cover" for the SR based 33111 which is to be given an overhaul including bodywork repairs. And finally if you have a computer "tap" [Open Train Times](#) into your search engine, click on [MAPS](#), scroll down, click on [South West Main line](#), scroll to bottom of page and click on [Bournemouth to Weymouth](#). You should now be able to follow the progress of trains along "our line" just like the "Reverend" .. Have fun..... That's it for this report so I wish you all a belated **Happy New Year.**

For some of the above information I am indebted to :- Bob Drew, Steve "Reverend" Green, Alan Worth, Gary Cox, Antony Henley and websites "Wrgen" and "Real Time Trains".

THE MOORS VALLEY RAILWAY.

Moors Valley Railway will be holding a revised range of special events throughout 2015. See you there! They are as follows:-

TANK ENGINE DAY - Sun 8th FEBRUARY
(TAKE A TRIP THE WRONG WAY ROUND THE RAILWAY!)

OPEN WEEKEND - 21st & 22nd MARCH
(TAKE A LOOK BEHIND THE SCENES.)

TINKERBELL RALLY - 2nd & 3rd May
(INCLUDES VISITING "TINKERBELL" CLASS LOCOS.)

SUMMER STEAM GALA - 6th & 7th JUNE
Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE TRACTION
ENGINES,
MODEL RAILWAY EXHIBITION, CLASSIC CARS and more.
(DAY ROVER TICKETS AVAILABLE.)

MODEL RAILWAY WEEKEND - 18th & 19th JULY
(LOTS OF LAYOUTS TO SEE IN THE CARRIAGE SHED.)

AUTUMN STEAM GALA – 19th & 20th SEPTEMBER
(AN INTENSIVE TRAIN SERVICE ALL WEEKEND!)

TANK ENGINE DAY - Sun 8th NOVEMBER

SANTA SPECIALS - Suns 13th & 20th DECEMBER
(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please contact the Railway on the number below, or call in to the Railway Shop during operating hours.

Alternatively, speak to Steve "The ex-Reverend" Green.

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

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

MOORS VALLEY RAILWAY, Moors Valley Country Park,
Horton Road, Ashley Heath, Hants. BH24 2ET.
Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.



Northern Rail class 142 Pacer unit 142026 is seen at Carlisle on 17 September 2014 waiting to work a Newcastle service. Ken Aveyard



Northern Rail liveried class 156 unit 156454 enters Ravenglass Station on 17 September 2014 working a Carlisle to Barrow service. K. Aveyard