

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 87

June 2015



A4 60006 Sir Ralph Wedgewood on up express passes Casewick bridge circa 1961. See article from p4. Noel Ingram courtesy John Carpenter



47812 passes through Doncaster on a GBRf gypsum working on 27 March 2015. See article from page 8. Ken Aveyard

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

Wimrail 2015 is now behind us and we can all be proud of another excellent exhibition. The quality and variety of exhibits and traders was commented on favourably by visitors, and of course the venue at Queen Elizabeth's School is impressive. Perhaps the only down side was the combination of good weather and the Swanage Railway steam gala on the same weekend which was felt to have contributed to a reduction in visitor numbers compared to 2013. We did however record a surplus for the weekend (members will get the actual figures in due course) and a number of prospective new members have been gained as a result of the show. We also upheld our reputation with both the public and our friends within the Wessex Association of Model Railway Clubs many of which supplied layouts.

On a sad note we have lost three members or former members, in the persons of founder member Derek Wood known to many of us as a superb photographer and modeller, Lizzie Cook, only a member since 2014 and whom many members probably only met at our last Christmas open day, and finally John Curtis, no longer a member but someone many will remember.

In this issue we have articles on the East Coast in the 1960's, and train spotting trips up north plus a selection of letters from members and our usual railways Roundabout and Transport Trivia feature.

Sit back and enjoy Corkscrew 87. Closing date for issue 88 is 16 July 2015

Cover Picture:- Seen at York on 27 March 2015, Mark 4 DVT 82219 on a fully liveried Virgin rake is accompanied by 43300 Craigentiny 100. This shows the cross platform interchange taking place between the HST on the right which has come from Aberdeen and will run non stop from York to Kings Cross. On the left in the bay platform the Mk4 rake forms a stopping service from York to Kings Cross that will depart a few minutes behind the HST and allows passengers from Scotland and north east England to connect for Doncaster, and principal stations south.

Greatford ECML between the wars

by Paul & John Carpenter

In 2013, like many others, my wife and I visited York Railway Museum, primarily to see The Great Gathering of A4's, which included Dominion of Canada and Dwight D. Eisenhower from across the Atlantic. I'm sure my dad would have loved to have seen them but the long trip is too much for him now. However he had of course seen them when they were new.

Back in around 1974 my father wrote to British Railways Eastern Region and asked whether it would be possible for both of us to visit a signal box, Greatford, between Peterborough and Grantham, which held many memories for him. Not only did they arrange it, the area signal inspector drove us around the area and we visited the boxes at Greatford and Tallington, before rounding off by being shown over the new panel power box at Peterborough. I was very interested in the motive power of the day - in our hour at Greatford all the trains passing had Type 4 or 5 power. A good number of which were the ubiquitous Brush Type 4 (Class 47), but also Peaks of Class 46 variety and of course the legendary Deltics. It had always been a 'big engine' stretch of line. Trains were running fast at this point, we were not so far from Stoke bank. The Deltics in particular could be heard a long way off over the flat country, a droning hum that was unique. I know they quite impressed my dad but doubtless his thoughts were of another time before the storm clouds built up over Europe and enveloped the country in World War 2.

Here I offer you in his own words with only minor notes from myself, his account of the East Coast Main Line in the thirties. It's not full of enthusiast detail and if there are minor errors I ask you to remember that some of the events are now around 80 years ago. My father has always had an interest in railways and that's where I get it from, but no notes or photographs were ever taken.

Long ago days

by John Carpenter

'My first recollection of an interest in railways would have been about 1934 at the age of eight. The main East Coast line was approximately a half mile away across the fields. A straight piece of line of around 4 miles from just south of Tallington to Essendine Junction to the north. There were two bridges crossing the line, Casewick (pronounced like Keswick in Cumbria) to the south which took the road from Barholm to Stamford via Uffington. The other bridge to the north was mainly used as a farm crossing. In the middle of this straight stretch was Greatford Crossing and the signal box.

The crossing had four large gates, worked from the box by a wheel. Most of this stretch of line was four track, main lines in the middle plus the slow lines. From 1937 to early 1941 I was allowed in the signal box, and to pull the levers and work the bells. The longest lever pulls were the distant signals to the south which was a stiff pull because of the distance. The home signals were much easier and only needed a touch to replace them back in the frame.

'The signal box at Greatford had nine signal levers, two each for the up and down main and slow lines and one for a crossover from the down slow to down main. There were two spare levers painted white and one for locking the gates. The road over the crossing connected Belmersthorpe with Greatford village. Belmersthorpe had a halt about a mile and a half away on the branch line from Essendine to Stamford. Generally the line was fairly level but there was a slight bank downhill running south to Tallington, and this was reflected by the exhaust of locomotives, especially on the Down Main.

'The signalmen who I knew very well were Elijah Pearce who lived over the road opposite the box at the crossing in the railway cottage, and his son Mark on another shift. Also Eddie Bagworth who lived a few miles away at Ryhall which had a small station on the Stamford – Essendine branch. Mark transferred around 1940 to the large Crescent Junction box at New England, Peterborough. He became a prominent union representative at Peterborough. Elijah was on duty the first time an A4 Pacific came through, and at some speed. Painted silver this apparition left Elijah almost speechless, he said to me "What on earth is this coming" [I can only think it was akin to seeing a space rocket for the first time, for someone starting his career in Victorian times – P.C.].

'Already used to seeing very fast trains at the crossing, my interest grew in 1935 when the new train, the Silver Jubilee commemorating the silver wedding of King George V and Queen Mary came into service. One day my parents and I were at Kings Cross returning by train to Tallington, where the Silver Jubilee was standing at the platform. A porter was kind enough to let us have a look inside the train. Mainly silver on the outside I remember the plain Royal Blue carpet – very impressive.

'As regards engine names the first two I remember stopping at Tallington on Kings Cross trains were Hermit and Ormonde - both named after racehorses. Numerous others are remembered, particularly recalled are Brown Jack, Blink Bonny and Galtee More. A4's became more numerous from 1936/37 and after the coronation of King George VI and Queen Elizabeth they worked the Coronation express from 1937. These later A4's were painted blue with red wheels. Many of the express trains carried names, I remember The Flying Scotsman, Aberdonian, Leeds Express, Queen of Scots, Scarborough Flyer and Yorkshire Pullman.

The stopping trains were almost always hauled by 4-4-2 Atlantics [Class C1]. I was always impressed with the way these engines ran and they had quite a turn of speed. Tank engines were a very rare sight on this stretch of line, but the Stamford – Essindine branch was worked by 4-4-2T's [Class C12].

'Many of the coal trains for London were hauled by 2-8-0's [Class 02], generally loaded to around 50 wagons. Other goods trains were usually hauled by 0-6-0's [Class J6]. Daytime coal empties in the Down direction often had 0-6-0's, the 2-8-0's seemed to be more common at night on these. I remember particularly wagons carrying the names "Cory" and "S C" [Stephenson Clarke]. Express goods trains would run on the centre fast lines usually with 2-6-0's [Class K3], and 4-6-0's [my Dad thinks B1 and earlier B classes in the thirties]. On many evenings between 6 and 8 p.m. five or six fish trains would pass on the up main coming from Hull or Grimsby. On warm summer evenings in the summer it was very easy to tell from the aroma when these trains had passed earlier!

'Approximately a month before the outbreak of the Second World War, I was in the box and the senior signalman Elijah Pearse said he had an important note to go to Grantham, and to go and stand by the down slow signal and hand it to the driver of a train that would stop for this purpose. I seem to remember the train was empty coaches. The large pacific came to a stand and I could see it was No 4472 Flying Scotsman. The driver said thank you and that he would be there a few minutes and would I like to climb on the footplate until they got the road. This was very fortunate, especially with the fame the engine has since had'.

As I said at the beginning there are no photos from my Dad from that period, but many years later he had regular correspondence with noted photographer Noel Ingram. Noel took many photos in this area in the late 50's and 60's. Most of his photos of Greatford box were on loan to a railway magazine, but he was keen my Dad should have two slides taken nearby.

The one of the A3 shows the box (and crossing cottage which had been demolished by the time of our 1974 visit) in the distance. Noel had been fascinated by my Dad's accounts of the area, especially as he had found the ruins of a big house and wondered about the history. My Dad had lived there, Shillingthorpe Hall, and his parents worked as butler and housekeeper for the family who had owned it. It had been demolished not long after the war.

Sadly my Dad passed away on 27th May 2015. For me, if one day "Flying Scotsman" should be restored as 4472 in LNER Apple Green livery, I in spirit will be briefly transported to stand beside him on that day in 1939 at that remote level crossing



***A Peak on a down express passes Greatford Crossing 1974
John Carpenter***

John Carpenter



***Unidentified A3 passes Greatford signal box on Down Express circa
1961
Noel Ingram courtesy John Carpenter***

Spring Break Up North

by Ken Aveyard

As regular readers will know, the last week in March is when I head for Yorkshire to combine my annual visit to the Spring Transport Fair at the Manchester Bus Museum with a few days trainspotting with my brother Colin. So on Friday 20 March 2015 my usual 0430 start saw me on Adwick station in time for the 0855 to Doncaster where I intended to spend the day en route to Bradford. This year however I purchased a return ticket to Conisborough the first station beyond Doncaster on the Sheffield line as this allowed for a return trip past Roberts Road, the GBRf depot where the latest class 66/7's were prepared for service. Rather than wait for the Adwick to Sheffield service I travelled in on 321901 on the service from Leeds, and had a quick look at the Doncaster thunderbirds, which were silver 67015 and red 67022. This was the day of the solar eclipse due to peak around 0920 however low cloud spoiled the view but I managed a slight glimpse of the event whilst sitting on 142049 waiting to depart Doncaster for Conisborough.

Roberts Road had six class 66's visible, brand new 66772 still not released to traffic was parked with 66726, whilst 66766/7/8/9 were lined up here having returned for storage until needed for their new work. 66766 had been seen in Eastleigh back in January but the other three and 772 were all cops.

I returned to Doncaster on 142018 wondering whether the day would bring anything interesting in amongst the regular fare of East Coast, Northern, Trans Pennine and Cross Country services. You can never tell with Doncaster, some days can see a variety of freight whilst other days can be completely dead. A good omen therefore was seeing a class 68 on a couple of wagons heading south as we approached the station. This turned out to be 68001 on the York Wagon Works to Doncaster Belmont transfer trip. The loco returned light engine later in the day.

I adjourned to the buffet for breakfast and remained a little too long as just as I was preparing to return to the platform 47847 ran through on the GBRf gypsum working. For the next few hours there was plenty to see and plenty of variety. DRS 66424 passed through as did four days in service 66771 on the coal circuit, whilst surprising many was the appearance of Colas 70806 and 66850 which arrived from the south, reversed in the little used south bay platform 2 and stabled before later running north through the station on to the Stainforth line where they reversed again and ran through and on to the Sheffield line. March had seen the transfer of East Coast to the new Virgin brand and most of the HST power cars had Virgin branding, whilst there were two full rakes of mark 4 stock fully liveried. Mid afternoon however saw a more unusual sight as 56312 and 56311 passed through with a mixed bag of coaches returning from Wolsingham to Dereham after Polar Express duties.



66850 and 70806 head towards Sheffield at Doncaster on 20 March 2015.



56312 Jeremiah Wilson and 56311 haul a mixed rake of carriages on 5Z56 from Wolsingham to Dereham on 20 March 2015. Ken Aveyard

The interest didn't end there as the second GBRf class 47 working, the sand hoppers were in the care of an immaculate 47843 and to round things off just before I caught my return train to Adwick, 60039 headed towards Sheffield on steel empties.

The following day happened to coincide with the Keighley Model Railway Exhibition, a small show but always full of quality exhibits and Sunday was a day of rest ready for the days that followed.

Monday morning and Colin and I are en route for Manchester where the intention was to clear as many of the new trams as possible, and ride on the extensions to Manchester Airport and Rochdale town centre opened since last year. We also had the working times for the Trans Pennine electric units through Manchester and hoped to see the Holyhead service operated by Arriva Trains Wales with a class 67. The morning rush hour in Piccadilly Gardens gave us many of the trams before we moved on to Oxford Road where we saw Trans Pennine 350406/407/410 and former Thameslink class 319362 on the newly electrified Liverpool – Manchester service plus 67001 on the Holyhead. Oxford Road has a Pumpkin buffet so the breakfast deal was consumed before we travelled one station to Deansgate at which we saw 350404/405 and 70018 heading out of Trafford Park on a liner before returning to Metrolink for our run out to the Airport.



67001 at Manchester Oxford Road on the Holyhead service. K. Aveyard

The Airport service starts at Cornbrook because there is insufficient capacity at the triangular junction in Piccadilly Gardens to accommodate the extra service. Once the second city crossing is open these trams will run through to Victoria. After Manchester Airport we retraced our steps to Victoria for a break to look at the rebuilding work to create the extra platform for the reversal of the Airport service before continuing to Rochdale to do the last bit of line from the Station to the Bus Station. After that it was back to Derker and home.

Tuesday we had decided on Carlisle as a further chance to see the Trans Pennine electrics and the Tesco service that had recently gone over to class 68 haulage. Our first port of call was Kingmoor where at the south end of the depot 68006 with Scotrail branding was hooked up to a rake of coaches. Unfortunately it didn't make an appearance in service during the day. Building work has obstructed the view of the fuelling point at the north end of the depot, but just visible were the cabs of two more class 68's one of which was adorned with Scotrail branding and was presumed to be 68007.

We returned to Carlisle Station for breakfast and settled down to see what the day would bring. As expected the Tesco service was headed by 68002 and 68003 pictured below.



A day on Carlisle can be a mixed bag. There is a steady stream of passenger workings on the West Coast main line supplemented by Cross Country and Trans Pennine plus Northern Rail services over the Settle and Carlisle, Newcastle and Cumbrian coast. Scotrail services run in from Dumfries with occasional workings running through to and from Newcastle. Freight workings however can be a bit hit and miss. Coal workings these days are less prominent but we did see them in the hands of DBS, Freightliner and GBRf.

DRS will often turn up an unusual working such as 66425 heading off with a single BSO which was destined for Norwich, 66430 passed through with empty rail carriers and departmental wagons, and 66304 headed light engine for Kingmoor. The Chirk log service had 66849 on the front rather than the hoped for class 56. The Shieldmuir – Willesden mail service had 325002/6/9 whilst during the course of the day all eight units on the Trans Pennine electric service passed through, these being 350401/3/4/6-10. Unfortunately that meant that over the two days we had not seen 350402 which Colin needed but I had seen last September at Carlisle.

On Wednesday we made a return to Nuneaton, after missing it in 2014, as there was the possibility of finding new 350/3 units plus anything could turn up on freights. Almost immediately on arrival 68005 appeared on the Crewe to Mountsorrel working and shortly afterwards 350373, 350376 and 350377, but they turned out to be the only ones. 66304 that we had seen the day before at Carlisle came south on a liner and both 66716 and 66720 came up from Eastleigh. Second major cop of the day for Colin was 70809 as Colas 70's rarely get up as far as Yorkshire. Over the course of the day 34 locos passed through on various types of freight with 22 being class 66's from DBS, DRS, Freightliner and GBRf, with three class 70's one class 68, five class 90's a pair of 86's and a 92.



66759 comes from the Leicester direction at Nuneaton. Ken Aveyard

Thursday took us to York for a mix of train and bus spotting and we dropped off the Park and Ride service outside the NRM in Leeman Road ready for when it opened. The NRM is becoming a little too dumbed down for enthusiasts these days, but you cannot really argue with their approach when over 90% of visitors are non enthusiasts. We had a good look around before the crowds came in and watched the signal box mimic near the viewing gallery to see if the southbound GBRf coal due through around 1120 would take the avoiding line or come through the station. It did indeed come through the station with 66733 on the front but we were almost blocked by 66587 on the Leeds to Wilton liner which departed north a few minutes earlier.

The only DRS loco stabled at York was 66433, the hoped for 68001 having departed the day before, and a DRS staff member had arrived in a van and was walking round filling the sand boxes and doing an inspection.

We adjourned to the streets outside the station for a bit of bus photography, in particular the all electric Opatre Versas on one of the park and ride services, and the hybrid double deckers transferred here from London and managed to see some, but not all. Our location was cold and draughty so after a couple of hours we returned to the station for lunch.

After lunch we spent some time watching the goings on at the south end of the station, including the the meeting of Virgin services pictured on the front cover, but the surprise of the afternoon was Colas 56113 heading north.



This year we had an extra day available so we decided on a day at Doncaster, and drove to Adwick where we repeated my journey of seven days previous by travelling through to Conisborough and back. Whilst 66766/7/8/9 were still stored on Roberts Road, 66772 had gone to be replaced by 66756 (a cop) and 66759 which we had seen at Nuneaton two days previously. This time we made sure we were on the platform when the gypsum came through with 47812 on the front, and later in the day we saw 47843 being towed away to Barrow Hill after failing so the sand train had 66730 up front.



Earlier in the week running in turns with 92033 for Caledonian Sleeper work had taken place with the loco on the head of a coal train from Doncaster to Tyne Yard but today the loco ran light engine, see picture above.

Over in the works one driving car from 458018 was being unloaded from a road trailer a process that took nearly five hours until it was propelled in to the works by 08724.



The remainder of the day saw quite a lot of freight activity with most workings in the hands of class 66's but 70020 worked a liner train to Leeds, the type being less common through Doncaster these days, whilst the Doncaster to Tyne Yard engineering train was hauled by 60024.



X24-EXPEDITIOUS

One other interesting sight, on both days at Doncaster was 153376 named X24-EXPEDITIOUS which is dedicated to the Doncaster to Lincoln service. The name was bestowed in 2013 to commemorate the 70th anniversary of the last surviving world war two miniature submarine built by Marshall and Sons in Gainsborough in 1943.

Thus drew to an end a week of spotting which had resulted in 10 locos, 6 emus and 17 trams copped.

What Other Numbers Can You Collect?

By Trevor Hargreaves

Are you getting frustrated because you cannot complete that class of locomotive or unit ?

Does that final number elude you ?

Why not start collecting a new series of numbers ?

There are lots of them.

(There are even enough to keep John Henderson and Peter Watson happy for a long, long time.)

They are all clearly marked.

THE BORIS BIKES



Some even have connections to Colin Stone's beloved Bullieds.

The Tarrant Thymes.

The yearly (if that!) newsletter of the
Tarrant Valley Railway.

Welcome along to this Collectors Limited Edition of The Tarrant Thymes, with some exciting, breaking news to bring you.

Thursday 30th July sees the private (to WRS members and invited guests) debut of Spetisbury, the Railway's southern terminus, in full working order (hopefully!). Along with the rest of the TVR, the line will be in operation throughout the evening for driver training and route knowledge learning, prior to it's first public appearance at the Taunton exhibition on 24th/25th October.

For the majority of this year, Spetisbury has been under construction at a private site in Dorset (home of The C.L.A.N.G.E.R.S., oh and Bernie & Mary Luther!), where progress has been very good.

Other stations along the TVR have not been neglected, with working parties meeting on Thursday club nights. New ballast has been laid, and a new platform built at Stonemere, which will be re-named due to ongoing pressure from nearby residents, much to the annoyance of Eddie Stone! (see The Corkscrew, Issue 62, April 2011.)



Stonemere before the recent remodelling.

Ken Aveyard

Tarrant Gunville platform has been improved, with tight clearances in the bay platform eradicated, and a new nameboard installed.

Tarrant Rushton airfield will be moved to it's correct location!

Generic Tarrant Village will finally be fully detailed and finished off!

Improvements don't just stop with the infrastructure. Five new locos have been introduced to cope with the extra traffic that will hopefully be generated by Spetisbury and it's exchange sidings with the S&D station.

Please feel free to come along and join in with the fun, of setting up and packing away!, (any help will be gratefully appreciated) on 30th July and listen out for further announcements nearer the time on Thursdays. See you there!

11 Monkton Close,
Ferndown,
Dorset.
BH22 9LL

5th May 2015

Chairman,
Wimborne Railway Society

Dear Chairman.

As I sit here contemplating on the results of the General and Local elections on May the 7th I am reminded of the events that occurred on the night of the last General Election on the 10th May 2010.

Members will recall that our then Chairman finally had to face the prospect that the Societies Treasurer had stolen our funds and this situation had to be reported to the police.

Subsequently we found the Society not only had no funds but that our account at the Bank was overdrawn and we were unable to even pay our rent.

A magnificent rescue action resulted in members either donating or lending the Society money to ensure the survival of our Club and plans were initiated to rebuild our funds for the future. A brave decision was also taken once the individual had been prosecuted to recover the monies owed to us should the opportunity occur.

The Society's Exhibitions in 2011, 2013 and 2015 plus the Open Days over the same period have resulted in the Wimborne Railway Society being in a stronger and more financially secure organisation than previously and looking to the future safe in the knowledge that we can survive.

For the 2015 Exhibition I was unable to offer any assistance in its preparation or execution and so I decided to attend the show as a dispassionate visitor paying my entrance fee.

I realised immediately that this was an excellent show, well thought out and had layouts second to none for the visitors to enjoy.

My most enduring memory is of the two layouts contributed by the Society's modelling groups which showed off not only the skills of members in the Society but the fact the financial recovery had allowed them to be produced. The prospect that the 'Wimborne' Layout will feature in the 'Railway Modeller' in the near future and the 'O' Gauge 'Horton Road' layout will be exhibited at the local 'O' gauge groups show in October is testament to the work put in by the individual groups.

As we approach the Society's celebrations in July for the 40th anniversary of when the club was constituted we should reflect on and be proud of the Society's achievements over the life of this Parliament, I know I am.

George Russell.

Old Pot Chambers
Down Dunny Mews
Great Filter
Beds

The Editor
“Corkscrew”

Sir

Our client has drawn our attention to the scurrilous allegation contained in the pages of the April edition of your, so called, newsletter – to wit that Peter Watson was lost in Newport (Gwent).

Our client wishes it to be known that, even without benefit of sat-nav, he is rarely, if ever, lost and to suggest that he could not find a railway station, even one lacking a coaling tower or other form of vertical visual distinguishment, is wholly without foundation – as indeed is much of Newport (Gwent) station.

It was entirely down to Mr Watson’s acute and penetrating vision that the trip was such a success. We would point out that, despite attending the Principality again the following day, your correspondent was caught with his duffle bag down when he failed to photograph his quarry – an “amateur” indeed.

We require a full retraction to be offered in your next edition – a centre spread should suffice – but our client wishes you to take the greatest care in the positioning of the staples.

Your obedient servants
SOO GRABBITT and RUNN
Solicitors

Legal aid, First aid, Lemon aid, parking ticket appeals and motability scooter speeding offences our speciality. Meditation Mediation available on Tuesdays.

RAILWAYS ROUNDABOUT

MARCH :- Having written the final entry for the last “Railways Roundabout” report on March 10th which appeared in the last issue of “The Corkscrew” Nothing of any note happened on “our line” for the next 21 days until the last day of the month. Never before to my knowledge has there been such a long spell (3 weeks) without the passage of a locomotive through Poole. Our “duck” was eventually broken when steam loco’ No 70000 “Britannia” ran through Poole at 16.50 on 31st en-route with its support coach from Bishops Lydeard to Swanage.

APRIL :- Just before midnight at 23.52 on Friday 3rd Class 37 No 37402 worked a test train through Poole from Eastleigh to Weymouth. It returned propelling the train with a DVT leading in the early hours (01.45) of Saturday 4th heading back to Eastleigh. At 12.00 on Thursday 9th Colas Class 70 No 70808 ran light engine through Poole from Eastleigh to Weymouth as a route refresher trip for Colas drivers, it returned at 13.15.

As Colas were to operate FOUR of ELEVEN engineers trains to Upwey on Saturday 11th, the light engine run was for a crew route refresher trip. The up line was to be re-laid between Upwey station and Bincombe Tunnel. Trains ran in order as follows :- (Friday 10th) at 23.55 No’s 66050 t/t 66101, then (01.00) No 70805, (01.45) No 66016, (02.30) No 70807, (03.45) No 70808, (09.36) No 66014, (10.47) No 66177, (14.02) No 66705, (15.25) No 70809, (20.05) No 66204 and finally train eleven at 21.00 No’s 66074 t/t 66174. A case of after a famine came a feast !! Poole passing times are in brackets.

Starting with No 66174 which passed Poole at 16.35 most of the trains returned to Eastleigh on Sunday 12th in reverse order with the last running up through at 02.07 on Monday 13th. A continuation of the work was carried out over three successive evenings 13th, 14th and 15th, two engineers trains serviced this job. On the evening of Monday 13th No 66050 worked train No 1 which passed Poole at 21.30 followed at 22.30 by “top and tail” Class 70’s No’s 70808 & 70809, the same loco’s repeated the moves on the 14th. However on Wednesday 15th No 66170 was the EWS loco’ involved with same Class 70’s remaining on the second train

On Wednesday 15th a test train worked by Class 73’s No’s 73128 & 73201 in “top and tail” mode ran from Eastleigh to Weymouth passing Poole at 08.05. They returned at 10.15 heading for Hither Green (London). The following day (16th) Colas Class 70 No 70809 passed Poole at 09.40 with a train load of spent ballast for the Swanage Railway, it returned with the empties at 19.30 heading for Eastleigh.

Three more overnight engineering possessions took place at Upwey during week commencing 20th, two p.w. trains were involved per night. First was No 66170 at 21.30, followed at 22.20 by No’s 70806+70810 “top and tailing”, the same combination ran on the 21st, but No’s 66183 and 66034+70805 worked on the 22nd running late due to a derailment in Eastleigh yard.

Also in this week the Swanage Railway took two more deliveries of spent ballast No 70806 worked the train on Tuesday 21st and No 70805 on Thursday 23rd. The Eastleigh derailment also affected the Furzebrook ballast train on the 23rd which didn't pass Poole until 14.45 some 4 hours later than booked time.

On Monday 27th "Britannia" departed Swanage under its own steam with its support coach in tow, she passed through Poole tender first at 10.15 heading for Stewarts Lane depot, London. Rail replacement in the Upwey continued for three night during the last week of April. On Monday 27th two p.w. trains were worked as follows 18.48 Eastleigh-Upwey No 66165 and the 20.56 Eastleigh-Upwey by 70810 top/tail 66707. On Tuesday 28th the two trains were worked by No 66165 and No's 70810 top/tail 70809. Finally to bring an end to three weeks of work at Upwey the 18.48 was worked by No 66060 (Poole pass 21.27) and the 20.56 was top and tailed by No's 70810 and 70809 (Poole pass 22.00).

MAY :- A convoy of loco's heading for Swanage comprising No's 66741 towing 50035, 37057, 45060 and 56006 ran through Poole at 14.15 on Wednesday 6th. The next day Class 73 No 73107 followed the main convoy running from Eastleigh to Swanage, it had to travel independently due to a weight restriction on Holes Bay viaducts. Following the Diesel gala No 73107 returned to Eastleigh on Monday 11th whilst "The Convoy" ran the next day (12th) running from Swanage to Didcot Railway Centre.

Over the weekend of 9th and 10th engineering work took place between Bournemouth and Branksome eight p.w. trains worked by the following nine loco's serviced the work.

They were DBS No's 66014 & 66080, GBRf No's 66704 & 66728, Freighliner No's 66539 & 66552 and Colas No's 66846, 70802 and 70807. At least two of these engines reached Poole with No's 66080 and 70807 were noted on "The Bunney", Poole Park.

SWANAGE RAILWAY (SR) :- Most notable event was the breakdown on Wednesday 18th March of the low loader taking SR based 0-6-2T No 6695 to the West Somerset Railway (WSR), by now that news is "old hat" but is reported here "for the record". As most club members are well aware the road vehicle was on the Wareham to Bere Regis road when the trailer conveying the loco' broke in half and collapsed onto the roadway. The sudden deceleration caused No 6695 to surge forward with such force that eight securing chains and a wire hawser broke allowing the engine to slide forward and impact with the front part of the road trailer. After transfer next day to a replacement trailer No 6695 continued to the WSR but the damage inflicted saw the loco' withdrawn from their gala, and transferred to the WSR Williton works for examination. Subsequent reports indicate some serious damage was inflicted, as such the loco' will more than likely go straight into an early 10 year overhaul.

On the railway itself, work continued upgrading the track between Motala and Worgret Junction in readiness for the through service to Wareham to begin in 2016. In this respect all track at Furzebrook was lifted and the trackbed dug out to allow extensive drainage work to take place. SR Members weekend on 21st/22nd March saw U 2-6-0 No 31806 and M7 No 30053 in use as well as the newly refurbished two car d.m.u. The d.m.u. was originally going to run up as far as the new SR/BR boundary, but lack of track at Furzebrook as described above precluded this.

As and from Monday March 23rd Standard 2-6-4T No 80104 made a welcome return to traffic having undergone major boiler work. The "Grand Daddy" Standard No 70000 "Britannia" arrived on the SR under its own steam on Tuesday 31st March in readiness for the forthcoming steam gala. Gala visitor No 2, Schools Class No 30925 "Cheltenham" arrived by road on Tuesday 14th, it was towed from Norden to Swanage by Class 33 diesel No 33201.

The SR had its first visit by a Class 70 on Thursday 16th April when Colas's No 70809 ran as far as Furzebrook with a consignment of spent ballast. On arrival at Furzebrook the 70 was removed in favour of No 33201 which dragged the ballast wagons forward to be discharged down the embankment between Furzebrook and Motala. After re-attaching to the rear of the train the 70 returned the empties to Eastleigh. Two more ballast trains arrived at Furzebrook on April 21st and 23rd worked by No's 70806 and 70805 respectively, the same procedure as above was carried out.

The railway's Spring Steam Gala took place over three days 16th, 17th and 18th April, apart from a cloudy day on Friday 17th the other two days were in superb sunshine. All trains were worked by four home fleet loco's No's 30053, 31806, 34070 and 80104 plus of course the two "visitors" No's 30925 "Cheltenham" and 70000 "Britannia". Sadly 34070 "Manston" was failed at around 15.00 on the last day with a faulty regulator and was unable to cover her last two trips. The other loco's all "moved up one" which led to the incongruous sight of "Britannia" shunting the demonstration freight at Harmans Cross late on Sunday. ALL loco's put in superb performances, but "Britannia" was a real treat to ride behind especially when climbing up through Wilderness Woods at "full chat". When the familiar chime whistle was sounded for the foot crossing in the woods "it fair made the hairs stand up on the back of your neck !" Once again SR staff and volunteers must be thanked for making the three days such an enjoyable fun event.

"Cheltenham" left the railway by road on Tuesday 20th April, whilst No 70000 left under its own steam on Monday 27th April. "Britannia" departed Swanage at 09.10 under its own steam for London with support coach in tow.

Friday 1st May saw Hymek diesel No D7076 delivered by road to Norden in readiness for the diesel gala, after unloading it was towed to Swanage by No 33201. More locomotives for the diesel gala arrived onto the railway on Wednesday 6th May. These were Class 25 No D5185 (again by road) followed by a rail borne convoy comprising GBRf No 66741 towing 50035, 37057, 45060 and 56006.

During the gala No 66741 (which was formerly No 66581) was named "Swanage Railway". The gala took place over four days and was a unqualified success but there were a few "down sides" to the event. Hymek D7076 failed with a faulty Cardan shaft on Friday 8th but due to a kind gesture by the West Somerset Railway in loaning a spare the loco' was up and running again next day. Late on Friday No 37057 was declared a total failure when its main generator "blew".

For some of the above information I am indebted to :- Steve (Reverend) Green, Jon Biglowe, Dennis & Georgina Strand plus websites "Wrgen" and "Real Time Trains".

Transport Trivia

by Derek Lewer

Question 56

Fire Police and Ambulance are three of the services permitted to use flashing blue lights on vehicles in appropriate circumstances. Can you name the eight other eligible services?

Question 57

When did the following manufacturers start and finish making vehicles?
Austin, Daimler, Reliant, Triumph

Question 58

When and where were the first petrol electric autocars built and for which railway?

Question 59

What is the oldest working steam locomotive in the UK?

Question 60

What record did Rolls Royce (car manufacturer) achieve in 2014.

Answers to Questions 51-55 as published in Corkscrew 86

Answer 51 – Helicopter Museum
Weston-super-Mare

Answer 52 – Steve McQueen and The Snowman
The motor cycle

Answer 53 – Ship aground
Hoegh Osaka registered in Singapore

Answer 54 – Canal Tunnels
Standedge, Dudley and Blisworth Tunnels

Answer 55 – Failed transport
The Sinclair C5 electric pedal car.



***On 20 March 2015 the Doncaster Thunderbirds were silver liveried 67015 and EWS liveried 67022.
Ken Aveyard***



***On 27 March 2015 the same two locos were on standby duty but had exchanged positions.
Ken Aveyard***



Northern Rail liveried class 142 Pacer unit 142018 arrives at Conisborough on the 0955 service to Scunthorpe on 20 March 2015. KA



60024 passes Doncaster on 27 March 2015 heading for Tyne Yard. KA