

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 90

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35011 General Steam Navigation at Waterloo on 6 June 1964 as 34086 arrives. 35011 featured on a Somerset and Dorset rail tour on 2 January 1966. See article from page 4. WRS C860



Class U 2-6-0 locomotive 31639 seen here at Basingstoke on 28 August 1964 also took part in the Somerset and Dorset Railtour of 2 January 1966. WRS C1036

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Editorial

Big changes at The Corkscrew?

This issue is the last Corkscrew produced by Colin Stone who will finally retire (again) at the end of 2015. Apart for a few issues in the gap between Colin's first retirement and his subsequent part time return to work, he has printed collated and stapled The Corkscrew since issue 1. So what are the big changes you ask? Since issue 54 we have published The Corkscrew on the Society's web site and many members now read it there either because they are not able to collect an issue at the club or because they want to see all the pictures in glorious colour.

Of necessity these words are being typed before the AGM although you won't be reading them until after so I can't say for sure what the future format of The Corkscrew will be. Whether we go electronic only distributed by email or find alternative print facilities, or indeed whether we email you The Corkscrew in a format you can print yourself your committee will explore all the issues and come to a solution that best meets the needs of our members.

This issue could be termed our "Days Out" issue with Alan Swinburne recounting a 1966 Somerset and Dorset railtour, Chris Francombe on the Epping and Ongar Railway, John Webb on Tarrant Valley at Taunton, Colin Stone on the Swanage Galas of 2015, and my own account of the visit to the East Anglian Transport Museum, we hopefully have something that everybody will enjoy.

Sit back and enjoy Corkscrew 90. Closing date for issue 91 is 21 January 2016.

Cover Picture:- London tram 1858 and trolleybus 1521 in service at the East Anglian Transport Museum at Carlton Colville on 29 August 2015. See article from page 11.
Ken Aveyard

Somerset & Dorset Tour – 50 Years On!

By Alan Swinburne

On Sunday 2nd January 1966 I joined a special train at Waterloo organised by the R.C.T.S. which had an interesting itinerary over the soon to be closed Somerset & Dorset routes. The other appealing aspect of the excursion was the variety of motive power provided to cover the different sections of the journey. Recent articles in *The Corkscrew* have commented on how many so-called steam excursions nowadays have a high diesel input and of course you seldom get more than one steam locomotive on the day. In 1966 it was a different scenario, even though steam was clearly facing its imminent demise as far as many parts of BR were concerned. For our 1966 trip we had no less than 6 different engines to haul us in the course of the day and two trains were double headed!



35011 General Steam Navigation at Farnborough on 8 June 1964. C894

In summary this was the line up:

Waterloo to Broadstone

Merchant Navy 35011
'General Steam Navigation'

Broadstone to Bath Green Park

West Country (unrebuilt)
No.34015 'Exmouth' and
Class U 2-6-0 No.31639
working as pilot.

Bath Green Park to Highbridge

Stanier 8F 2-8-0 No.48309

Highbridge to Templecombe via	Ivatt Class 2 2-6-2 tanks 41283 & 41307
Evercreech Junction	double headed
Templecombe to Waterloo	MN 35011 'General Steam Navigation'

The motive power nicely reflected the Midland Railway and Southern Railway heritage of the S& D line with no GWR input!

Our train was made up of 10 coaches and was well patronised. We left Waterloo at 8.30 on a schedule of 58 minutes to the first stop at Basingstoke. The somewhat leisurely schedule reflected that it was a Sunday and there were various PW slacks in force for work on the Bournemouth electrification scheme under way at this time.

After a very slow start to Clapham Junction (this took 10 minutes) we worked up to 67mph at Hersham before the first PW slack between Walton-on-Thames and Weybridge. After passing Woking at 56mph we maintained a steady 62mph up the gradients to MP31 and touched 64mph before the next slack at Farnborough. After another PW slack at Hook we reached Basingstoke about 5 minutes late. After 2 more PW slacks near Micheldever we had the chance for some faster running and managed 82 mph just before Winchester and again near Shawford before slowing to 62mph at Eastleigh. This was followed by another 73mph after Swaythling before stopping at Southampton for water. After Southampton more engineering work prevented much fast running onto Bournemouth and Broadstone apart from a peak of 66mph near Beaulieu Road. Our arrival at Broadstone for our first engine change was nevertheless on time in just under 3 hours from Waterloo and we climbed the 1 in 75 bank up to Broadstone at a creditable 37 mph.

From Broadstone on the S & D proper we were allowed a 70 minute schedule for the 37.2 miles to Evercreech Junction and despite an unscheduled 2 minute stop at Templecombe our double-headed train reached Evercreech Junction in just over 59 minutes! Most of the way our speed was in the 40's and 50's which meant we could enjoy the scenery! After Evercreech Junction there is a steep climb of 1 in 50 for about 6 miles up to Masbury summit; we enjoyed plenty of exhaust noise from the two locomotives as we went up at a steady 27 mph. Both engines kept to schedule on the continuation through Midford to our next stop at Bath Green Park, with a top speed of 53 mph at Wellow on a stretch of line with many speed restrictions but lovely views.

Bath Green Park was a terminus station and we had our next change of power. Our fourth engine of the day was Stanier 8F 2-8-0 No.48309 which took us along the Midland line to Bristol through Mangotsfield.

No great speed was attained on this stretch but we reached 45mph on the rising gradients near Mangotsfield. Signal checks delayed our last five miles down into Bristol Temple Meads where we stopped for ten minutes. We then continued on Western Region metals from Bristol to Highbridge West via Weston-super-Mare, a journey of 28 miles for which we were allowed a schedule of forty minutes. This entailed unspectacular running at about 50mph most of the way. At Highbridge West we had to get off the train and walk to the Highbridge Somerset & Dorset station whilst the train was shunted onto S & D tracks. Meanwhile haulage was switched from the 8F 2-8-0 to double headed Ivatt 2-6-2 tanks Nos.41307 and 41283; these took us along the Highbridge branch through Glastonbury back to the S & D 'main line' at Evercreech Junction, where we had a five minute stop. Speed on the branch line was moderate at about 45mph but was an interesting ride, especially near Glastonbury. Because of the delayed departure from Highbridge we were now running about twenty minutes late but despite a top speed of 52mph near Wincanton we arrived at Templecombe still about twenty minutes behind time.

Our Merchant Navy class 35011 'General Steam Navigation' was waiting at Templecombe to take over for the final leg of the tour back up the LSWR main line to Waterloo through Salisbury with one scheduled stop at Basingstoke. Smart working recovered five minutes of the deficit, so our departure was just fifteen minutes down on schedule. The initial start from Templecombe is helped by a 1 in 80 descent and we rapidly worked up to 69mph and covered the first four miles in under five minutes! This included the subsequent climb up the 1 in 100 bank to Buckhorn West tunnel and the top of the bank was cleared at 52 mph. The next twenty one and a half miles onto Wilton was then covered in just over 19 minutes, including the four mile climb of Semley bank. Top speeds of 75mph were sustained on the more favourable stretches to Wilton where we slowed for the speed-restricted section onto Salisbury.

After Salisbury, Porton bank was climbed at 56mph and a top speed of 76 mph was reached before slowing to 60mph through Andover (signal check?). Further brisk running after Andover onto Basingstoke included 74mph at Overton before stopping at Basingstoke only six minutes late. We had covered almost sixty five miles in under sixty nine minutes start to stop. Despite reaching 75mph through Hook and some fast running in the 70's between Woking and Esher, major engineering works between Winchfield and Farnborough put paid to any more time recovery on the final leg to Waterloo. Our final arrival was about eight minutes late (seven minutes had been recovered) but this was no fault of the engine or crew who had done their best to recover time and given us some fast running where it was possible.

In conclusion, we had covered a total of 369 miles entirely steam-hauled (not a diesel in sight!) and had the satisfaction of travelling over the whole of the Somerset & Dorset line in its final phase of operation before closure in the Spring of 1966.

Down to zero with the wrong trousers

by Mr. Devious

Those who know my quirky ways have probably worked out that the first part of the title relates to Ongar, the zero point of the London Underground system- it's also a song by Joan Armatrading. However, you'll need to read the article to find out what the second part means !

Last October, four intrepid travellers decided to visit the preserved Epping and Ongar railway for the first time.....one of us, Graham Clackett, actually travelled on it in steam days, with an ex-Great Eastern F5 2-4-2T pulling the trains. The rest of us remember various types of underground tube stock which operated the service from 1957 up to closure in 1994. We chose Saturday 25 October, and arrived at Epping Station in good time for our vintage bus connection -on this occasion RT 3270 in Lincoln green- and surveyed the Essex countryside from the top deck. The bus service carries locals as well as visitors to the railway, a win-win for residents. The station at North Weald is the only passing loop at present, which requires a strange operating pattern of services. The main stock sidings and motive power depot are also there, and the railway's smart diesel locos were on display (see photos) . The service was operated by Western region Prairie No.4141 plus four Mk1 carriages, and Thumper DMU 205205, hardly 'appropriate', but well turned out, and effective. We travelled by Thumper to Ongar, and spent some time looking around, including an informative signalbox visit. We saw plans of the original track layout at Ongar, with its large goods yard, which has been much reduced by modern housing development (but, I assume, to the financial benefit of the railway's previous owners.) There are two massive Finnish 5ft gauge steam locomotives at Ongar on separate short lengths of track, and both in a very poor state. They will be taken away sometime, but how the owners will be able to remove them is anyone's guess. Our return to North Weald was behind the Prairie, which made quite a noise climbing the 1 in 70 outside Ongar -note that Essex is not as flat as many think.

Catering at North Weald uses a Mk2f buffet plus an awning, and we were soon tucking in to the best of British fatty food, and discussing everything from Black Motors to black holes. We were so engrossed that we nearly missed the Thumper's departure for Coopersale -we rushed onto the platform, and climbed in just as the guard's whistle blew, and slumped down on the seats. There was a loud ripping sound and an embarrassed silence..... Three of us were wearing robust jeans, but one had lightweight trousers. As there were no other passengers in our portion of the Thumper, he was able to stand up and examine the damage. The seam was split from the bottom of the fly round to the waistband at the back, which is good for ventilation but not for modesty.

There was so much hilarity from the three wearing jeans, that we missed most of our journey through Epping Forest, but viewed the driver changing ends at Coopersale. There are no facilities here, it was just the furthest point that trains could run to at the time. The railway has since been extended much closer to the TfL station at Epping. Back at North Weald, our split personality was able to buy a repair kit from a local shop, and was then able to move about without attracting the wrong sort of attention. There was a good variety of vintage buses to photograph at North Weald including green and red RTs, an RTL, an RTW, an RF, and two RMs. Our return journey was via the Fairlop loop of the Central line, part of which has the most limited service on the former Underground: a 20 min headway, with services ceasing at 2000hrs. I was so impressed with the EOR that I made a solo return visit when some LNER loco's were operating. I'm fairly sure that N2s, J72s and Y7s were never used on the Ongar branch either, but they look much better next to a GE signalbox than one of Mr. Collett's finest. Most of the shuttle workings towards Epping were again using the Thumper, but double ended steam trains also made the trip. The Y7 was giving brake van trips towards Epping within the North Weald station limits, so there was a lot keeping the North Weald signalman busy. The trains were much busier than on my previous visit, but the friendly and helpful staff coped very well, and I recommend the Epping and Ongar experience.



The day out at revamped Reading on 10 November 2015. Brian House

Tarrant Valley Railway at Taunton Rail-Ex

Saturday 24th & Sunday 25th October

by John Webb

We planned to travel to Taunton early on Saturday morning and only stop for one night. This meant having to start moving the layout from the club up to Bernie Luther's on Thursday evening by various cars. With several boards already there this at least meant that the whole layout was now together! On Friday afternoon I picked up Bernie to take him to Abacus for the van, which was then loaded up with the Reverend Green and Mike Banks helping. So Saturday 6 a.m. the convoy began. Bernie drove the van with Steve Flay (our friendly back scene painter) via Blandford picking up Steve Green. Stuart Webb with his brother Andrew, Nick and Ross (Moors Valley friends) drove his car. Meanwhile Chris Aston parked at my house and Ken Aveyard took Chris and myself to Taunton.

So we assembled at Taunton by 8 o'clock. This was the first time we had exhibited the new "full length" layout. The new buildings have still to be fixed down, no signals "planted" and the two new boards were far from "finished" The lights needed to be repositioned to give best coverage 'til being fully amended. One of the main jobs to be done was attaching the control panel to the layout, it had been on a chair before. However all was up and running by opening time of 10. Now we began to learn how to operate the new panel and run the whole line, over the week-end we amassed a long list of tweaks, and thoughts of how to improve. The layout received a lot of favourable comments. Most were surprised at our apologies for the "basic" two new boards and that they were being shown for the first time!

A society friend, Fred Worth visiting asked if we had seen 70000 Britannia passing this morning, and more to the point, would we see it returning that evening! Quick research revealed it was due to take water at Taunton just after 7 that evening. At the closure of Saturdays show Ken drove Chris and Bernie back to my house, as they weren't stopping over. The seven who did stay were put up at the school, indeed a girl's dorm, so we each got an individual room, vacated for the holidays. A common room was available to all staying and once we learnt the way to turn the TV on meant we caught the end of the Rugby world cup final.

After that we walked towards the station, seeing Britannia roll into the station before carrying on to the station where it was duly being watered from the bowser on the adjacent car park road. Following the train departing we walked on to "The O Bridge" for our evening meal, arriving a couple of minutes before the booked time of 8.

One of the best things about staying at the Taunton school was that we were catered for in the school's dining hall. We had an allowance against what we wanted to have for Saturday lunch, Breakfast & carvery on Sunday. This meant that a full English breakfast was free to us. The Carvery was superb, although later comers had lost the beef option!

The seven sleepers were joined on Sunday by Lucas, one of the Moors valley lads up from Exeter Uni to assist operating the layout. The day was slightly less packed than Saturday, but it was still very busy. At the end of the day we had run down and put away the stock, and had just started the dismantling of the layout when we (the Reverend) was presented with the best in show cup as voted by the public.

The picture has been taken from www.somersetmrc.org.uk (their web-site). This shows the least developed board, with Steve Flay and Andrew Webb sort of looking on. Having no Bernie, Andrew was driving the van back, and his vacated seat with Stuart became mine. Having dropped Steve Green at Blandford we met back at the church hall to offload. Bernie was present to assist, before the two new boards were returned to Bernie's for further work. The cup has been engraved (along with last years who hadn't bothered!), but must return for next year. All in all a super week end was had by all.



Steve Green receives the cup for best in show as voted for by visitors to the Taunton Rail-Ex 2015.
Photo from Somerset MRC web site

East Anglian Transport Museum

by Ken Aveyard

For a few years now, ever since the outings to Lowestoft and Great Yarmouth in 2012 and Felixstowe and Harwich in 2011, a number of members have expressed an interest in visiting the East Anglian Transport Museum at Carlton Colville, near Lowestoft. It took us until this year to finally get organised but the only suitable date we could come up with was Saturday 29 August, which ruled out some of the members who initially wanted to go. Thus it was on that date that five of us, myself, Brian House, Trevor Hargreaves, Bernie Luther and John Webb boarded 444002 on the 0540 departure from Bournemouth. Arrival in Waterloo was on time at 0753 and we were down the drain read for the start of the Waterloo and City service at 0800. A quick change to the Central line saw us on the concourse at Liverpool Street at 0813 which meant we were able to board the 0820 to Norwich which due to engineering works at Stratford had been advanced from 0830.

A spirited run propelled by 90014 saw us in Norwich in around two hours in time to catch the 1058 to Lowestoft, but only after we mistakenly boarded the 1045 to Sheringham getting off again when we heard the guards announcement. Our unit for that leg of the journey was 156416 getting us in to Lowestoft a few minutes earlier than the scheduled 1135.



This gave us ample time to take pictures and still cross the road to the bus stop for the 1142 Anglian Buses service 60 to Beccles which would drop us at the gates of the museum at 1201, just a minute after opening time. Traffic congestion in Lowestoft caused a couple of minutes delay and the somewhat tortuous route through suburban housing meant our arrival at the museum was a little later than expected but we were still through the gates within minutes of the museum opening.



Belfast 246 and Sheffield 513 in service at the start of the day. KA

Waiting inside the gate were two of the museum's vehicles ready to offer rides to visitors. Belfast 246 was unique in being the only two axle trolleybus in the Belfast fleet which was the largest fleet of trolleybuses outside of London. It has a body by Harkness on a Sunbeam F4A chassis and when delivered in 1958 was the last trolleybus purchased. In 1968 it was presented to the London Trolleybus Preservation Society, whose collection formed the basis of the museum's existence and where their fleet of 15 trolleybuses now resides. Sheffield 513 is a 58 seat 4-wheel tram built by Charles Roberts in 1952 and was one of two trams decorated for the closure of the Sheffield system in 1960. It actually belongs to Beamish Museum but is on long term loan to Carlton Colville as its long rigid wheelbase is not suited to Beamish's track. Indeed at Carlton Colville it is used sparingly for the same reason of excessive track wear, and is not permitted to operate the full length of the line.

After lunching in the excellent cafe we each set off to explore the museum. My interest was directed firstly to the trolleybus sheds where examples from London and Maidstone were parked outside, and Newcastle, London, and Hastings inside. A further shed contained Derby Portsmouth and Bournemouth trolleybuses but unfortunately the Bournemouth ones were hidden from view. A further London trolleybus, 1521, was parked up ready to enter service later in the day.

The tram depot held two Blackpool examples, standard double decker 159 and Marton Vambac railcoach 11 which I had hoped would be in service, but instead London car 1858 was parked on the forecourt.

Motor buses on site included Lowestoft, Eastern Counties, Ipswich, Great Yarmouth and London Transport examples but none were in use. Other buildings contained a fine collection of cars lorries roadmaking equipment and steam rollers, whilst the walls were decorated with examples of road signs and advertising posters of bygone days.

A small narrow gauge railway runs round one side of the site from a small station near the entrance to a trackside halt with a couple of coaches behind one of a small fleet of Simplex locomotives.



Two of the Simplex locos numbers 4 and 6 in the shed.

Ken Aveyard

After walking round the site and riding on the railway, I managed to get to ride on Sheffield 513 then when they changed over London 1858 and 1521, but I missed a ride on Belfast 246.

Our original itinerary had been to stay until museum closure around 1630 and return to Lowestoft station for the 1707 to Ipswich where we would have an hour train watching before continuing to Chelmsford where we needed to change for Stratford as due to the engineering works main line trains were not stopping. From there we would have about 40 minutes to get to Waterloo for the 2135. As it happened we had run out of things to see by 1500 so we caught the bus back early. Back in Lowestoft a quick rethink saw Bernie Brian Trevor and John who were on a groupsave use the 1607 to Ipswich for an hours spotting whilst I remained in Lowestoft to photograph buses. I then followed on the 1707 and we met in Ipswich an hour ahead of the itinerary, to continue to Chelmsford and Stratford. This gave us the chance to spend around 45 minutes at Stratford and a more comfortable connection to Waterloo. Stratford was extremely busy and due to the engineering works and other problems some trains were being terminated and reversed.

Our journey from Waterloo did not go without problems as due to an incident involving some drunken football supporters who behaved inappropriately towards some female passengers and the trolley steward, we were held at Winchester whilst British Transport Police boarded the train. At Parkway we had a further delay whilst some passengers were put off the train including one in handcuffs. As a result arrival in Bournemouth was nearly 30 minutes late with the crew waiting to take the unit to Weymouth wondering what had happened. Despite this we all agreed that it had been one of our better outings and would be worth repeating in future years.



*Two signpost heads well away from their normal locations on display at Carlton Colville.
Ken Aveyard*

THE SWANAGE RAILWAY 2015 GALAS

By Colin Stone.

The Swanage Railway's 2015 Spring Steam Gala and the Annual Diesel Gala took place within three weeks of each other. As is now well known the Steam Gala was scheduled for the same weekend as the 2015 WRS model railway exhibition. This unfortunate clash of dates was to set a bit of a quandary for both myself and other WRS members i.e. should we support the club or visit the gala ? We had the choice of A/. Stay inside and watching others play with the toy trains or B/. Go outside and "play with" and ride the real thing. When it was announced the visiting locomotives would be No 30925 "Cheltenham" and No 70000 "Britannia" both "first timers" to the SR, I am afraid it was a case of no contest, rightly or wrongly I chose the SR gala. Although "in my defence m'lud" I did not desert the club entirely as I had a minor input to the exhibition.

And what a super gala it was, being held over three days 17th, 18th and 19th April. No 70000 was facing chimney first into Swanage whilst No 30925 was facing Wareham. My own particular aim was to photograph the visiting loco's and also to travel behind them both, I succeeded in both instances. As a prelude to the gala on the 31st March I managed to get out on to the heath at Furzebrook and photograph "Britannia" as it arrived under its own steam off the national network. On the first day of the gala the weather was not that conducive to photography being overcast. However just in case the weather was inclined to deteriorate even more over the next two days I attempted some photography from the field near Harmans Cross as insurance.

Eventually the light level dropped too low for me continue taking pictures as I still use film, digital is not an option! Consulting the timetable I decided to run into Swanage behind No 30925 for a cup of tea. Next a round trip behind No 70000 was on the cards, and to end day one "Cheltenham" took me from Swanage to Norden and back to Harmans Cross.

Saturday 19th was to turn out to be an indifferent day for photography, it was sunny enough BUT the wind was coming from the east blowing exhaust down over the loco's and train. Again my start point was Harmans Cross, but this time in company with Bob Francis, an old mate from the days of my South African visits, he was visiting from Chelmsford.

From following the footpath Bob and I walked toward Corfe Castle encountering WRS member Clive Arnold en-route. We trudged down the main road, out onto Corfe Common and into Corfe itself for much needed sustenance. A scramble up the Castle ramparts provided some good photo' opportunities, thanks to the beautiful sunshine now on offer.

For the third and final day of the gala I took a chance, my hope was that my photographic images “locked up” and un-viewable within my camera were a good enough record of the event ? I therefore decided to travel rather than photograph, and travel I did, clocking up 55 miles that Sunday. My personal highlight was a round trip from Swanage behind No 70000 “Britannia”. From the prime spot of the front window in the front coach I was but a few feet away from the chimney of the doyen of the Standards. “The thrash” up through the Wilderness woods toward Quarr Farm crossing plus the sounding of the superb chime whistle raised the hairs on the back of neck !!



Colin behind 70000 at Swanage.

Ron Elliott

Next on the SR Gala agenda was the diesel gala, which for the “Modern Traction” fans is regarded as one of the best in the UK. A grand total of EIGHT “guest” loco’s were booked to visit the Swanage line. They were D7076, 25035 (as D5185), 37057 (as D6757), 45060, 50035, 56006, 73107 and 66741. This gala was due to take place over four days 7th, 8th, 9th and 10th, with day one as a mini affair. The train to photograph this day (7th) was the first passenger carrying train to run up to the “NEW” SR/Network rail boundary at the River Frome bridge. This train was for invited guest only, utilising the dining train “blood & custard” set, it was headed by SR based 33201 plus guest engine 45060 on the rear which worked the ensemble back to Norden.

Weather on Friday 8th was diabolical for “action” photography thus after a few early attempts I retreated to Swanage to photograph No 66741 which had been named “Swanage Railway” the previous day.

After tea and a bacon sandwich travel was the order of the day, with a ride behind the GBRf Class 66, which was achieved. Saturday 9th saw good bouts of sunshine so I headed to Quarr Farm Crossing where all the engines were “bagged” on film. Happy with my picture taking exploits, a trip to Swanage from Harmans Cross via Norden behind No 25035 came next. Tea, cake and a good natter with all and sundry noted outside the Birds Nest buffet brought the day to an end.



66741 and 33201 as brake translator, approach Quarr Farm Crossing. CS

On the last day of the gala I decided on more travel with the prime aim of trips behind the Hymek D7076 and 50035, once again I succeeded, with runs behind 66741, 33201, 56006 and 25035 also included.

Although not a gala, the weekend of 12th and 13th September saw the SR run three steam locomotives and their d.m.u. on an intensive service for the Harmans Cross historic vehicle rally. Engines in use were M7 No 30053, Standard 4 No 80104 and T9 No 30120. This was the first occasion that the T9 saw service on the SR following arrival from the B&WR, it was a rare treat to ride behind a T9 once again.

Finally for 2015 the SR Autumn Steam Gala brought “King Arthur” Class 4-6-0 No 30777 “Sir Lamiel” to the railway. Sadly it had to arrive by road having “lost” its main line certificate, also it now sports Southern Railway livery rather than BR green which it carried the last time it arrived on the SR.

Again the gala ran over three days, 16th, 17th and 18th October, other loco’s in use were the SR’s serviceable engines of 30053, 31806, 34070 and 80104 plus T9 No 30120. As well as obtaining photo’s I managed to clock up 77 miles over the weekend. Certain drivers (who shall remain nameless !!) gave some rip roaring runs, a couple of my highlights follow, first was the “top and tail” run where the driver of 30777 (on the rear) left all the work to 34070 on the climb out of Corfe Castle. At the front window the sound of “Manston” working flat out was a joy to be heard.



After arrival of this train into Swanage, "Manston" was uncoupled and U No 31806 was added to double head with 30777 on the next trip to Norden. On departure from Herston Halt the driver of 30777 again shut his regulator leaving 31806 to do all the work. On realising the "Arthur" was not doing any work the fireman of 31806 poked his head querulously out of the cab only to receive "The Royal Salute" from 30777's driver. Retreating into his cab a column of black smoke shot out of the U's chimney as he set to firing his mount, the U's driver then whacked open the regulator and the engine erupted. No 31806 blasted away up the bank toward New Barn farm, around the bend and on up toward Wilderness wood and Quarr Farm Crossing with its exhaust shooting straight up into the air. Because of the load the engine was worked hard all the way to Harmans Cross.

The noise and spectacle was mind blowing and all caught on film by a commercial video company plus WRS member Alan Trickett who was at Quarr Farm crossing with his camera.

This final gala of 2015 ran like clockwork, all trains ran to time and there were no locomotive problems. From what I witnessed most persons were enjoying themselves. Personally I had some great times and hold some outstanding memories of all the SR gala's this year.

Therefore my grateful thanks go to all of those involved with running the events. As the year 2015 draws to a close my mind goes forward to next year and I look forward to the delights of the 2016 galas and I begin to wonder what will come our way in the shape of visiting locomotives, both steam and diesel.

RAILWAYS ROUNDABOUT

OCTOBER :- On Tuesday 6th Colas Class 66 No 66848 worked a load of ballast from Eastleigh to Creech on the Swanage Railway. It passed through Poole at 09.56 in the down direction and at 15.10 on the return run with the empties. Later in the month on the 20th, two Class 73's No's 73138+73212 worked a test train from Eastleigh to Weymouth and return. The pair passed Poole at 08.05 going down and at 10.10 on the return run.

NOVEMBER :- On Saturday 7th The Branch Line Society (BLS) ran a tour from London Waterloo to Weymouth which was booked to run over loop lines etc' where passenger train don't often pass over. In our area the tour, which was worked by two Class 159 demu's No's 159003+159013, was booked to enter Branksome depot. After visiting the depot the BLS tour should have run "down" over the "up" line in Poole station (i.e. Platform one) and then traversed Sterte carriage sidings. In the event this did not take place and the two 159's passed Poole at 12.50 as usual for a down train passing platform two. On Tuesday 10th a serious signalling failure occurred at about 10.20 when contractors working at Poole severed a vital signalling cable, this led to the cessation of all services between Bournemouth and Weymouth. Buses were hastily brought into service to ferry passengers between those two points and all intermediate stations. It is not untrue to say that every thing was in total chaos, trains were stuck at certain locations i.e. Wareham and Branksome. Thus with up trains being unable to continue onward to London Waterloo, the corresponding down "legs" of their diagrams were cancelled due to the lack of rolling stock and staff. This saw a gap of two hours plus in the timetable of down trains, eventually units were hastily turned round at Bournemouth and sent back to Waterloo. As such a firm timetable "went out of the window" trains appeared to be departing all stations on an ad hoc basis. Eventually the fault (or what ever the cause) was rectified some EIGHT hours later, the first train to pass Poole was at 20.39 ex Waterloo. It begs the question would this chaos have happened IF control of the section of line had NOT been transferred to Basingstoke and Poole, Hamworthy, Wareham and Wool signal boxes had still been open.

Just a couple of hours after the "cock up" ended at 23.00 a rail drop train ran from Eastleigh to Upwey via a reversal in Weymouth station, it was "top and tailed" by 66132 and 66232. At 05.10 the following morning (11th) the empty train ran through Poole heading back to Eastleigh. Once again a dearth of out of the ordinary workings has led to another short "Railways Roundabout" BUT (and this is subject to confirmation?) this situation MAY change IF the rumoured resumption of aggregates trains to Hamworthy actually comes to fruition?? Such traffic will see a welcome return of revenue trains to the Hamworthy Goods Branch .. Fingers crossed !

SWANAGE RAILWAY (SR) :- As reported in the main line section, a Colas Class 66 worked onto the railway with a train of ballast for the section of SR re-laid track in the Creech Bottom area. After the ballast was dropped the train worked through to Corfe Castle where No 66848 ran round its train before returning the empty wagons to Eastleigh. Included in the return consist were the wagons loaned to the SR for use transporting spoil from the new road/rail interchange.

After its arrival by road at Norden on Tuesday 13th October "King Arthur" Class 4-6-0 No 30777 "Sir Lamiel" was towed to Swanage by Class 33 No 33201. This was sad comedown for 30777 after its earlier triumphant arrivals into Swanage in steam at the head of specials straight off the main line. Later in the day the 33 returned to Norden and collected U Class No 31806 which had returned (by road) from the North York Moors Railway following a visit there for their Steam Gala. To my humble eyes and mind, this is a sad indictment of the management of a railway system that sees perfectly sound items of rolling stock transported around the country on road vehicles. I can understand the loco's not being hauled at high speed over high capacity routes, but I can't understand why they cannot be towed at low speed in light steam at night?? No doubt cost comes into the equation due to highly questionable restrictions imposed under the dreaded "Health & Safety" banner. But IF such loco's are safe to haul passengers at 25 mph on heritage railway lines why are they deemed unsafe to be towed at 25mph on main lines without passengers ? As the country which pioneered railways in the 19th century we are making a total b***s up of running them in the 21st century. This cannot be good publicity for RAIL when the competition are taking rail vehicles around the UK by road !?!

That aside, after arrival, "Sir Lamiel" took part in the SR's Autumn steam gala over the weekend of 16th, 17th and 18th October. He worked alongside the railways own fleet of 30053, 31806, 34070 and 80104, plus T9 No 30120, which is on medium term loan to the SR. Whether the gala was a financial success for the railway remains to be seen, but the gala ran without any hitch over all three days. Various locomotive combinations took place during the gala, details of which can be found in a separate article earlier in this issue.

In the week following the gala the T9 went by road to the "Mad Hants Railway for their Autumn steam gala (it returned a week later). Next, on Monday 26th October, "Sir Lamiel" departed by road to the Great Central Railway.

During the October half term the public service was worked by WC No 34070 "Manston" and the Class 108 d.m.u. Sadly on Friday 30th October "Manston" was involved in a "rough shunt" which has seen damage inflicted on the locomotive and Observation Car No 14.

For some of the above information I am indebted to :- Bob Drew, Steve (Reverend) Green and websites "Wrger" and "Real Time Trains".

WRS Programme January and February.

January

- 7 Club Night *Model Railway Workshop, Co-ordinator Graham Bevan*
14 Member's Short Talks *John Webb Organising*
21 Club Night
28 "Railtours & Ramblings" *Ken Aveyard*

February

- 4 "Isle of Man Transport" *Paul Carpenter*
11 Club Night *Model Railway Workshop, Co-ordinator Graham Bevan*
18 "History of Moors Valley Railways" *Steve Green/Stuart Webb*
25 Club Night

Statfold Barn Railway

On 6 June 2015 members visited the Statfold Barn Railway which has been described in earlier issues of The Corkscrew. Here are some pictures from the day.





Burton and Ashby Light Railway tram 14 which it is hoped may be regauged to run on the garden railway. Ken Aveyard



Statfold number 2 a quarry Hunslet style 0-4-0 seen at the Grain Store station on 6 June 2015. Ken Aveyard

Transport Trivia

by Derek Lewer

Question 71

Two ex Canvey Island tram cars were obtained in 1907 by Llandudno and Colwyn Bay Electric Railway and later returned to their builders. They never carried any fare paying passengers. Why?

Question 72

What does the acronym BESTT stand for

Question 73

What is the name of the steam yacht owned by the National Trust and is operated on Coniston Water.

Question 74

What occurred 90 years ago on Pendine Sands

Question 75

Which 15 inch narrow gauge line celebrates its centenary in 2015

Answers to Questions 66-70 as published in Corkscrew 89

Answer 66 – Vehicle registration GW2275

GW2275 was the number of the motorcycle on which TE Lawrence (of Arabia) was riding when he had the accident that led to his death.

Answer 67 – Vehicle Manufacturers dates

Alvis 1919 to 1967, Hillman 1907 to 1976,
Morris 1913 to 1983, Singer 1901 to 1970.

Answer 68 – Flying achievement

Louis Bleriot was the first person to cross the English Channel by plane taking off from Les Boreignes near Calais and landing near Dover Castle a flight of 39 kilometres taking 37 minutes.

Answer 69 – What is a Tri Van

A 1940's light delivery vehicle. The only surviving example is a 1949 Tri Van built by Turner Manufacturing Ltd of Woverhampton recently restored and situated at the Lakeland Motor Museum. It has a 2-stroke 168cc engine and a 3 speed gearbox.

Answer 70 – How many ships have been launched by The Queen

21 of which 16 belonged to the Royal Navy and 5 were civilian ships.



Northern Rail liveried class 142 Pacer unit 142027 sets off southwards from York Station on a service to Hull on 26 March 2015. Ken Aveyard



Freightliner at Leeds Midland Road is home to class 47 D1645 alias 47830 which is used for lighter duties such as wagon and carriage movements. Taken on 25 July 2015. Colin Aveyard