

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 104

April 2018



On Thursday 1st February 2018 Class 37 No 37608 carried out a Class 442 "Wessex Electric" interchange between Eastleigh and Branksome. Seen passing Baiter towing unit No 2410. Colin Stone



91122 running on three traction motors following snow damage is seen arriving at Doncaster West Yard light engine from Bounds Green en route to Wabtec where it will receive a replacement motor from fire damaged 91119. See article from page 6. Ken Aveyard

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Editorial

What's in a name?



GBRf are not known for changing locomotive names but 66727 is one.

In this issue we have Steve Green's take on an unusual and ultimately unsuccessful Southern Railway locomotive, a review of my recent holiday up north, Colin Stone delivers the 2017 review of Dorset locomotive visitors and Dave Round updates us on some local locomotives. Railways Roundabout as always completes this issue.

Sit back and enjoy Corkscrew 104. Closing date for issue 105 is 24 May 2018.

Cover Picture :- The Sheffield tram train project is well behind schedule and the trams themselves have seen intermittent use with various mechanical problems. It is hoped the service will commence later this year possibly even as early as May as the last bits of the overhead are due to be connected during April. On 26 March 2018 two of the seven trams were in use on the normal network and 399206 is seen leaving the Ponds Forge stop heading for Malin Bridge. See the article from page 6.

Maunsell's Last Stand:- A Brief History of his Y2 class.

By W.R.Smyth.

At a guess, there are not many of you who will have heard of this loco!?

It was only whilst researching for another project that I came across the plans for these locos and it seems they were being designed with the A.C.E. in mind. The Devon banks and the stiff climb out of Ilfracombe had always been a problem for the LSWR and latterly SR, so these locos were to be introduced to eliminate banking and double-heading. From what I've managed to uncover, five of these 2-8-2's were to have been constructed, no'd. 870 – 874, all based at Exmouth Junction.

The prototype was designed and built during Maunsell's last year as the SR CME, 1937, and following comprehensive testing it was envisaged that the other four would follow her into service. However, the Second World War curtailed these plans and no.870 was left to fly the flag for the Y2 class on her own. The other four locos remained at Eastleigh, in kit form, although it is thought no.871 was partially assembled.



In traffic, no.870 encountered several difficulties which testing didn't pick up on. Crews didn't like the way she steamed or handled and the permanent way weren't impressed by the fixed 8-coupled wheelbase straightening out the curves. In the end, the crews refused to take her out, going back to the tried and tested methods of banking, etc. and no.870 found herself at the back of Exmouth Junction shed. Consequently photos of this engine whilst in traffic are like hens teeth! Once Eastleigh got wind of this, the loco was returned to the Works for evaluation and further assessment during 1940, but the loco was never steamed in this guise again.

With Bulleid now in charge, he decided to take a look at his predecessor's only real failure to see if he could breathe some new life into it. With his Merchant Navy's coming on stream, he thought what if this loco was rebuilt into something similar, but slightly smaller and lighter, yet still able to operate down to Ilfracombe. The rebuild proved to be quite drastic for the engine, re-emerging as it did during 1943 as a 4-6-2, bearing a stark resemblance to his MN class from two years earlier. He was also not a fan of the name or number, so in effect it was a totally new loco, now running as 21C100 COLIN STONE. From here on in, as we all know from Brian House's slideshow, the rest of the loco's history has been recorded for posterity, including a further re-number (to 34000) and rebuild of course.



How much of the original no.870 was re-used has now been lost in the mists of time, as has the whereabouts of the kits of parts for the other locos, but it has been confirmed that the whistle was retained. 21C100 initially kept her spoked wheels up until her first overhaul during 1946, when they were replaced by BFB wheels. Fortunately the two designs shared the same driving wheel diameter of 6' 2"! Rumour has it parts of no.871 were used in Bulleid's failed Leader project, including the boiler, whilst other parts were later incorporated into his turf burner over in Ireland.

Thanks must go to Brian House for allowing us to use one of the photos in his collection of the rebuilt no.870. Please note that any similarity between this historically accurate report and the rebuilding of Gresley's P2 by Thompson into his A2/2 is purely coincidental.

Trams, Trains and Tram-Trains

Four days out 'oop North

by Ken Aveyard

Every year at the end of March I make one of my pilgrimages back home tied in with the spring transport fair at the Greater Manchester Transport Museum followed by a few days out with my brother Colin. This year was no exception and Friday 23 March was setting off day. Apparently i'm famous for my early starts so once again it's 0430 away from Poole and after a good run i'm comfortably on Adwick station at 0842 buying my £1.40 senior off peak day return to Doncaster, 321482 doing the honours on a slightly late running 0855 departure.

On my approach to Doncaster Station, refurbished HST power cars 43036 and 43134 could be seen in Wabtec's sidings newly repainted in Scotrail's Inter City livery awaiting transfer to their new home. After checking out the Thunderbird in West Yard, 67012, and also surprisingly finding 90039 in the sidings I watched 66148 head for Wakefield on containers then I partook of the traditional breakfast in Pumpkin on platform 3 before taking up position at the south end of that platform which is better for photography in the morning.



A rather faded 90039 in Doncaster West Yard on 23 March 2018.

KA

One of the earliest sightings was refurbished class 144 unit 144012 the Porterbrook demonstration unit with the PRM modifications which is probably destined to be the only one of its kind and this was followed by 66419 one of the ex DRS locomotives working for Freightliner and still in DRS blue. 66167 passed southbound on the Wakefield to Southampton intermodal, There are now generally more GBRf workings through Doncaster during the day than other operators, but many of the freights run as required rather than daily. Slightly more unusual sightings were Colas 56113 stabled in the south sidings in between engineering duties, and 90029 which is one of a couple of class 90's hired by Virgin East Coast daily and used on services to Leeds and Newark. A Barrow Hill to Barrow Hill circular test run saw 60017 run through platform 4 northbound.



60017 on a Barrow Hill test run passes Doncaster on 23 March 2018 KA

GBRf is providing route learning for Cross Country drivers for diversionary routes when Derby Station is closed in July, and 66742 was doing the honours, elsewhere training is being done using class 50's but not through Doncaster unfortunately. Slightly more unusual was the appearance of Royal Scotsman liveried 66746 on a stone train.

By the time I came to leave on 142096 on the 1433 to Adwick, I had seen 22 locomotives in five and a half hours on top of the usual class 91's and the regular stream of Voyagers, HST's, class 185's and northern and East Midland units. All in all a very good day.

Saturday morning and a bus journey in to Bradford for the 0848 service to Manchester Victoria on 155345. At the top of Miles Platting bank 09009 sits at Collyhurst St sidings ready to assist waste trains in to the terminal that sits just beyond Newton Heath shed alongside the Metrolink line at Dean Lane. Arrival in Manchester Victoria was in to through platform 3 rather than bay platforms 1 or 2, as this journey was one that continued to Oxford Road via the Ordsall Chord, and tempted as I was to continue, as tickets are now to Manchester Stations rather than just to Victoria, I had to disembark in order to catch the shuttle bus to the Museum. The Ordsall Chord was on our plans for the week anyway. Outside the station there was an assortment of buses and coaches parked up on rail replacement work between Manchester and Wigan.



Transport to the museum was on Bury Corporation 116 a 1963 Leyland Atlantean with Liverpool style MCW bodywork, whilst the return journey was on the rather more conservative Ashton 44 a 1965 Leyland Titan PD2 with Roe bodywork. I left the museum in the early afternoon with a heavy bag and a lighter wallet, although the meat and potato pie and mushy peas with pickled red cabbage was a nice lunch and a tradition of the event. I decided to spend around 90 minutes at Victoria photographing the rail replacement movements and copping tram 3108 my penultimate one, before catching the 1546 train home. This was also a return working from Oxford Road, 155341 doing the honours, and with only a two minute dwell time at Victoria there was quite a scramble to board the train. What was interesting was around 20 passengers were already on the train showing the link from Oxford Road albeit only five times a day at the moment is generating traffic.

Our plans for the following week were to be Manchester on Monday to chase 350402 for Colin (following almost exactly the same itinerary as 2017) plus the Ordsall Chord and our last few trams, Tuesday to Nuneaton, Wednesday to Sheffield for the tram trains as we needed an early finish and finally Thursday to York, Newton Aycliffe and Shildon for IEP units, buses and the possibility of 70814 on hire to GBRf for trials on biomass work between Tyne Dock and Drax. As it turned out, Northern announced strikes on Monday and Thursday so we had to switch Manchester to Wednesday and Sheffield to Monday.

Monday morning and not as it transpired an early start as we knew that once we arrived in Sheffield centre all trams in service would pass in a little over an hour. We parked at Meadowhall and caught the first tram to Sheffield centre. For those of a certain age contemplating a trip out to see the trams and travel the new line to Rotherham when it finally opens, Supertram is the only one of the modern tramway networks that allows the use of English National Concessionary Travel Scheme passes from any authority to be used, and not just those issued to local residents. En route we passed the depot and two of the new tram trains could be seen outside, plus shortly afterwards 399201 came the other way on a driver training run.

We took up station at the Ponds Forge stop just after 1000. This is a good location with four roads crossing here and offering reasonable photographic opportunities for buses as well as trams.



***Tram 120 has carried Sheffield City Transport colours for many years, Seen at Ponds Forge on 26 March 2018 operating the Blue service from Halfway to Malin Bridge.
Ken Aveyard***

The Purple route from Herdings Park to Cathedral Square runs every half hour during the day and needs two trams. Interestingly the service increases after 1900 to every 20 minutes to compensate for a reduction in the Halfway service with which it shares tracks to Gleadless.

The Yellow route on which we had travelled from Meadowhall crosses the city to Middlewood and runs every 10 minutes in the peaks using 9 trams, reducing to 8 trams on a 12 minute headway off peak. With a 40 minute end to end time, equally either side of the centre it would see all 8 trams pass in 40 minutes. The blue route from Halfway to Malin Bridge is the longest of the three routes with an end to end time of 57 minutes, of which 37 are on the Halfway side, means 80 minutes are needed to see all the trams in use. Again running every ten minutes at peaks using 12 trams, the off peak 12 minute headway uses 10 trams. This means that 23 of the fleet of 25 trams are needed in service each day leaving very little spare capacity. This has proved problematical in the past when accidents have damaged trams, and in two cases trams have been split and re assembled differently. Currently trams 102 and 111 have exchanged an end section, as have 118 and 120 which means one section of 120 was repainted in to fleet livery, with the equivalent end of 118 getting Sheffield City Transport livery in exchange. The tram train extension will require a dedicated fleet of four trams, so the additional three units will relieve the pressure on the main fleet.

It only took around 15 minutes until 399204 arrived from Middlewood on the Yellow route to Meadowhall, and barely a couple of minutes later 399206 approached from Halfway on the Blue route and this features as our cover picture. We watched as each tram passed with Colin keeping a log and at 1120 the final tram arrived back from Halfway, Ikea liveried 111 that we had seen leaving at 1000 so we knew that only two of the new units were in use plus the training unit and two on depot so two still unaccounted for.

We caught a tram back to the Nunnery Park and Ride stop which is adjacent to the depot and found 399201 keeping company with 399203 and 399205 plus all the remaining original trams bar one were in the yard. There is a footpath alongside the tramway that leads to the road entrance to the depot and looking through the open doors, old tram 115 and new tram 399202 could be seen inside. Returning to the tram stop we found the doors at the other end of the depot slightly open and just visible was a circular red rear LED light which could only have been 399207, but regrettably the number was not readable. Still we will have to return next year to do the new line, so plenty of opportunity to see 207 in the flesh. By a stroke of good fortune it was 399204 that picked us up for the return journey to Meadowhall, and by 1220 we were on our way back home.

As we had switched Monday for Wednesday because of the Northern strikes, an early finish was no longer necessary so we decided to drive to Leeds in search of the 33 new double deckers and after calling at First Bus's Hunslet Park depot we left the car at the Elland Road Park and ride and spent the rest of the day in Leeds centre. We ended up seeing 30 before calling it a day with Colin returning to the car, and me catching a bus direct to Bradford.

Tuesday was Nuneaton day and a reasonably early start meant we were on the platform just before 1000 in time to see the departure of Pendolino 390118 on an unusual Euston to Preston stopping service which looked to be empty and possibly a training run. It appeared southbound again during the afternoon. Normally Nuneaton sees six southbound stopping Virgin Trains comprising a mixture of Pendolinos and Voyagers up to 1000 after which all the stopping services are London Midland 350 units. Northbound only two Virgin Trains call, these being the Holyhead Chester and Wrexham Voyagers at 1811 and 1911.

Our hoped for first freight, the Crewe to Mountsorrel ballast working that is normally in the hands of a class 68 was cancelled but a northbound working from Mounsorrel to Carlisle produced 66424.

Many of the freight workings on a Real Time Trains print out seemed to be Q paths, and not running but over the course of the day, until we left at just before 1700 saw 32 freights involving 40 different locomotives. Of these, there was a substantial number of Freightliner operations with three pairs of class 90's, one pair of class 86's, twelve 66's, and three 70's. GBRf was next in line with 8 different class 66's including a pairing of recently acquired 66008, destined to be 66780 with 66753 on a Hams Hall to Felixstowe working. This may have been a convenient way of working 66008 down towards Eastleigh for repaint.



66008 and 66753 at Nuneaton on 27 March 2018.

Ken Aveyard

Whilst the majority of the GBRf locos were in one version or another of the standard livery, blue 66727 appeared on a Felixstow to Birch Coppice working in the late afternoon.

Other services saw just three examples of DB liveried 66's, with 66140 on a Southampton liner service, 66121 heading for Mountsorrel on empty ballast wagons and new liveried 66017 on the Halewood to Southampton Docks service loaded mainly with Land Rovers for export. This latter service came to a halt in platform 1 for a crew change but the replacement driver was delayed and the train sat there so long that we had the unusual sight of the Coventry shuttle service provided by 153365 running in and out of platform 2.

In addition to the morning working of DRS 66424, we saw 66430 on the Daventry to Wentloog service, the Daventry to Scotland workings now run overnight so the afternoon trains no longer appear. What turned out to be the train of the day though was a short notice Norwich Crown Point to Crewe working which saw 37605 towing dead 37425 and 37422 pass through platform 7 and up the flyover to access the northbound main line. 37605 was in fine form and the ensemble could be heard in the distance when long out of sight.

Finally just to complete the set, the expected Westbury to Bescot Colas service, instead ran from Hinksey passing through around 40 minutes late with 70816 in charge.



70816 passing Nuneaton on the Hinksey to Bescot service. K Aveyard

Passenger workings were as always a succession of non stop Virgin West Coast Voyagers and Pendolinos with some of the latter in the new livery, which is definitely not an improvement on the original. Why train companies want to go with white as the main colour beats me. Stopping services were in the hands of London Midland Railways class 350 units and the aforementioned class 153, with a mix of LMR and Cross Country Class 170 units on the Birmingham to Leicester and Stansted services. With a lull in freights after 1700, we decided that would be the best time to make our way home.

Wednesday was the rearranged day from Monday attempt to clear the Manchester trams and for Colin to get his last Trans Pennine class 350 unit 350402. We followed near enough the 2017 itinerary which saw us driving to Manchester and parking at Victoria Station by 0640 where we purchased the tram central zone ticket which gives two hours unlimited travel between Victoria, Piccadilly and Deansgate. We arrived at Deansgate and purchased tickets to Oxford Road remaining at Deansgate until the 0715 to Edinburgh had passed, this being 350405. On arrival at Oxford Road we awaited the 0748 north (350406) then the 0822 south (350409 350407) which arrived around 20 minutes late due to signalling problems in Scotland. We had breakfast and purchased the Greater Manchester Wayfarer ticket and hoped that the 0925 south would arrive before the 0954 loco hauled departure for Holyhead that we would once again use for a run to Newton le Willows. It did arrive at 0935 and it was 350410. All the time we were on Oxford Road there had been a steady stream of class 142, 150, 156 175 and 158 units including East Midlands and Arriva Trains Wales examples of the latter. A solitary freight from Trafford Park passed through behind 66035 at 0948 and shortly afterwards 67015 adorned with "Leading the next generation of rail freight" branding arrived running slightly late.



67015 at Oxford Road heading for Holyhead on 28 March. K Aveyard

After arriving at Newton le Willows a short wait saw us return to Oxford Road on board 175112. During our excursion, we had missed the 1026 south but this returns north at 1119 and was 350401. The 1126 south was 350404!!!

Now for 2018 we substituted last year's run to Manchester Airport and back with a trip around the Ordsall Chord, on the 1134 Leeds service. Thankfully the last southbound 350 had arrived on time, and checking Real Time Trains the following service was already passed the offending signals and was also on time. That gave us an hour to travel to Victoria and then use the tram to get back to Piccadilly for the 1226. Just prior to this 66703 which we had seen at Nuneaton on the Felixstowe at 1647 the day before passed through on the same diagram heading for Trafford Park. The Leeds train was three car 158754 in the new Northern Livery and whilst this service occupies the bay platform for 30 minutes, the usual Manchester to Liverpool stopping service reverses in platform 3.



158754 in platform 5 at Oxford Road on the Leeds service. K Aveyard

The run round to Victoria takes around 9 minutes with five of them stationary on the new curve waiting for platform three to clear, and we were able to observe 66145 backing an aggregate train in to the nearby terminal. After arrival at Victoria a quick tram journey to Piccadilly saw us on the through platforms ready for the 1226 southbound and hoping for 350402, as Colin really had to be home by 1500 and waiting to 1326 was going to be pushing it a bit. So when it appeared we held our breath and yes you've guessed it – 350408!! So now we had the same dilemma as last year where we used the next hour to run out past Ardwick Depot and back (seeing nothing) and getting back in time for the 1326.

After initially heading for a Hadfield train we had a last minute change of plan and decided not to go past the depot but catch a tram to Piccadilly Gardens, and then down to Deansgate where we could watch the passing trams as well as the main line platforms and be ready to depart as soon as the expected 350 unit passed. During all this I had finally cleared my last Manchester Tram, 3120 although it had been announced that the Mayor was hoping to buy another 14 trams for service enhancements. Colin meanwhile had reduced his tram count to three 3106 3107 and 3108 after copping a few more and whilst he was watching the trams I was keeping an eye on the approaching 350 unit on Real Time Trains. At last it arrived passing through bang on time at 1325 and finally 350402 was in the bag!! It was then a mad sprint up to the tram platforms and the first tram for Victoria which arrived within a minute or so, and as it went via Market Street we baled at Shudehill as it was quicker to walk from there to Victoria car park than it was to remain on the tram and walk back. So by 1340 we were in the car and driving home, and with a reasonable run Colin dropped me off and made home only a few minutes late.

Thursday was our last day out and as we were heading north I picked Colin up and headed for the A1 and ultimately the Hitachi factory at Newton Aycliffe which is just south of Heighington Station on the bishop Auckland branch. As we first approached the station, we were surprised to be held for the passage of a train which as it was a Northern strike day was a little unexpected. Despite having researched the area the expected access to the nature reserve alongside the factory was found to be fenced off, so we did a drive around and ended up on the road leading to the actual factory entrance. This was obviously not the right place so we drove around again and found a footpath which looked a possibility. Firstly though we returned to Heighington Station and parked in a layby walking on to the platform. We could see where we needed to be but with no obvious way to get there we decided to walk all the way back to the footpath we had found earlier. Walking along this path we came upon a stile off to the left and this led to the side of the factory where alongside was green liveried IEP unit T42 (800306) which was ticking over on diesel power albeit being blocked in by T43 (800307) Also lined up against the fence was T41 (800305) plus 800007 and 385033. These had 800036 and 385031 attached to them. Walking alongside the factory the path rises to a vantage point from where we could see additional Scotrail units 385003 385006 385008 and 385012.

On our walk we had met two people walking the other way and from our vantage point we could see that the footpath continued to a traditional accommodation crossing over the railway. Stop look and listen signs led to steep concrete up and over steps from where we simply walked across the tracks just off the end of the station platforms and on the other side a path alongside the local waste depot led to the road barely five minutes from where the car was parked. Any member wanting directions, just see me!!



Hitachi Newton Aycliffe from the public footpath on 28 March. K Aveyard

We had started early and the above picture was taken at 0900 so we set off to our next location, the NRM Locomotion outstation at Shildon. We drove around Shildon itself looking for a cafe or supermarket for breakfast but found nothing, so we were waiting on the doorstep when the museum opened at 1000. We made do with coffee in the museum and looked around at the exhibits but little had changed from our last visit. Outside an 08 shunter had pulled out Furness Railway 20 ready to be steamed for the Easter opening.

We also took a walk down towards Shildon station where the rear cover picture was taken and by 1115 we were on the move once again calling in at the Wensleydale Railway at Leeming Bar, where 37674 was seen along with “bubble car” 55032 and a very much unrestored 9F 92219, although being the day before Good Friday the railway was not open. We continued to York using the Park and Ride at Poppleton Bar and spent the rest of the day chasing buses.

We also had in our sights 70814 which we both needed and which was on loan to GBRf for trials. Having been used from Liverpool on biomass trains, it had spent a few days working a Tyne Dock to Drax service and was on the same work each day so was scheduled to pass through York at around 1500. We decided to have lunch in the Pumpkin whilst we waited and sure enough it turned up on time and was duly bagged.

That was the end of the four days out and whilst tiring had proved very successful with for me 19 cops in the book. A few more days with the family followed before Easter Sunday saw me drive home. If only I'd dropped in to Eastleigh as needed 70812 was there. Oh Well!!!

Dorset (Mainline) Locomotive Visitors 2017.

By Colin Stone.

This is the sixth report I have compiled detailing what locomotives pass over any part of "our" line between Branksome and Weymouth per year. Following two years without commercial freight trains over the line, the resumption of stone trains to Hamworthy, although seeing an increase in locomotive hauled trains, did not see an increase in individual locomotive totals. In fact the year 2017 with just **65** different locomotives noted (61 diesel & 4 Steam) was the lowest recorded, previous year totals being :- 2016 (69), 2015 (102), 2014 (104), 2013 (125), 2012 (124), 2011 (99).

I use Poole railway station as the "logging" point, as always a "visit" is on daily basis, if a loco' travels down and returns the same day, one "visit", but if it stables overnight and returns next day, two "visits". Diesels first, our first mainline visitor for the year was Class 37 No 37099 at the head of a test train on 16th January. Another 37 No 37025 was the last locomotive over the line for 2017 on December 21st working yet another test train. Although 65 stone trains ran to Hamworthy, all but 7 were hauled by Class 59's, making that type at 14 examples the most prolific visitors outnumbering Class 66's for the first time since these records have appeared in "The Corkscrew", No 59101 appeared 8 times, with No 59103 a close second at 7 times. Thus other individual class totals in descending order were, Class 37 x 12, 66 x 8, 47 x 7, 73 x 5, 20 x 2, 33 x 2, 45 x 1, 50 x 1, 55 x 1, 56 x 1, 57 x 1, 60 x 1 = 13 different types.

Selected individual visits by other types were :- Class 37, No 37254 which put in six appearances, Class 73 No 73961, 5 times, Class 47 No 47812 thrice. Usually outnumbering all other types the 66's were thin on the ground in 2017, with only 5 EWS/DBS examples and 3 from GBRf coming our way. Of the latter, two were en-route to Swanage, one No 66741 towing SR diesel gala participants and No 66756 to be named. The third No 66705 worked the one and only permanent way train to traverse the line in 2017. Making a welcome return of the type to Dorset after an absence of **EIGHT** years was Class 60 No 60054 which worked to Hamworthy on three occasions in February and March.

From the total of 61 diesels, just five 20059, 37518, 45041, 56096 and 66756 were "NEW" to our line.

Steam visitors were four, comprising 34046 "Braunton" at six visits, 35028 "Clan Line" one visit, 45212 three visits, but the most prolific visitor with SEVEN visits was A4 No 60009 "Union of South Africa", both 60009 and 45212 were "new" to the line, unless at some stage in the past No 45212 had worked in over the S&D?? Can anyone confirm?



66756 Royal Corps of Signals passes through a gloomy Doncaster station on 2 January 2018.

So ended 2017, who knows what 2018 will bring our way ? With no likelihood of the Wool sand trains resuming, freight locomotive haulage will be confined to the Hamworthy Stone trains with, presumably, Class 59's dominating. What will come down our line on the "Steam Con Jobs" remains to be seen, but a draw back diesel will boost overall locomotive visitors if nothing else.

For anyone with an interest in such delights ? Most, if not all, individual locomotive workings for 2017 were detailed in the "Railways Roundabout" section of "The Corkscrew" starting in issue No 97, through to this issue, No 104.

STOP PRESS :- A main line loaded test run was announced for the Swanage Railway's Class U 2-6-0 No 31806 from Swanage to Yeovil via reversals in Wareham and Weymouth. It was scheduled to be load four or five coaches and tailed by Class 33 diesel No 33012 (D6515). Unfortunately the date booked for the run to take place was Friday 13th April, as this coincided with the print day for this issue of "The Corkscrew" a belated report and any photographs should appear in the next issue.

Locomotive updates

by Dave Round

As many will know the USA tank 30075 left Swanage some years ago for the East Somerset Railway. Following the end of its hire agreement and expiry of its boiler ticket it was moved and subsequently stored. For a number of years it remained remote to us here in Dorset. Eventually it was moved to a new home at Shillingstone. Working parties by the group members made progress to enable the boiler to be lifted at the end of January 2018. This is now starting the long journey back to steam.



It's sister locomotive 30076 is currently stored awaiting restoration. These locomotives originated from Yugoslavia and used the next British Railway numbers in the sequence as if they were ex USA Transport Corp locomotives. Hopefully in the next couple of years this locomotive will return to steam.

30075 at Cranmore, East Somerset Railway on 15 May 2005. K Aveyard

6695 currently is enjoying its 10 year overhaul at Williton, following its safari on the collapsed trailer at Wareham. The chassis has been rewheeled and needs the last of the motion completing and is almost 95 percent ready to roll. For sometime the group have been in negotiation with the WSR and the locomotive will remain there for the next 25 years, thus ending its association with Swanage. Now the heavy part of restoration, the boiler. I don't have day to day hands on influence with the locomotive these days, but I am asking for your help to promote the £100,000 boiler appeal.

Our society historically has through its members supported the 6695 Locomotive Group and still do today. The boiler is currently having the lower outer firebox cut out for internal condition assessment. This examination will assist ultimately to estimate the costs of repairs required.

Sponsorship of tubes is one way of helping the group or purchasing a share on monthly subscription is another way. The target to return to steam is in 2 years time. This class 5 locomotive will certainly earn its keep at the WSR.

For further information on the project to restore no 6695, please contact John Webb or Mike Ranger via the Wimborne Railway Society Dave Round.

RAILWAYS ROUNDABOUT

JANUARY :- Monday 22nd and No 59102 with the Hamworthy Stone train heralds the start of this report, she was followed by sister loco's 59204 on Friday 26th and 59104 on Monday 29th. As and from the start of the New Year the train was "booked" to run on Monday and Friday only, (MFO)

FEBRUARY :- On Thursday 1st Class 37 No 37608 carried out a Class 442 "Wessex Electric" interchange between Eastleigh and Branksome. Arriving into Poole yard at 14.35 towing unit No 2410 the 37 ran round before heading to Branksome depot. Returning into Poole at 16.00, 37608 now had unit No 2419 (which partially painted into new South Western Railways livery) in tow, after another run round the pair left for Eastleigh at 16.50. Next day, Friday 2nd No 59002 put in an appearance in charge of the Hamworthy Stone train. Monday 5th had No 59203 doing the honours with the stone to Hamworthy, whilst on Friday 9th No 59102 worked the service arriving late at 09.00. The following week promised much, (well, as much as possible for this area !) but delivered little, the monthly Derby-Weymouth-Eastleigh test train failed to appear, once again this was due to faulty on board recording equipment. Later in the week an engineers train booked to run to Worgret Junction was cancelled. Therefore the two Hamworthy Stone trains on the 12th and 16th both worked by No 59102 provided the only relief from the monotony of 444's and 450's.

The following week on Monday 19th No 59203 arrived with the stone. Wednesday 21st had "top and tail" Class 73's No's 73962 + 73965 worked a test train from Woking to Weymouth and back, Poole was passed at 23.45 with the return working. This was a special working to cover the "loss" of the two previous test trains. At the end of the week on Friday 23rd Class 66 No 66025 worked in with the Hamworthy stone train arriving over two hours late. This was due to the booked loco' No 59205 failing at Dilton Marsh near Westbury, the return was one hour late at 14.15. Monday 26th saw No 59005 work in with the Hamworthy stone train.

MARCH :- And cometh the snow ... As you are all aware, it snowed late on Thursday 1st March and chaos reigned from around mid afternoon. In our area the 17.05 ex Waterloo became "stuck" for hours in the Christchurch area. That train made the headlines, when the passengers who ignored the "do not travel warnings" whinged after their eventual arrival. Following trains made it as far as Brockenhurst and were terminated there effectively blocking the down line. Meanwhile "Up the West" the 13.08 Weymouth to Gloucester made it as far as Dorchester West before succumbing to the drifting snow. As a consequence two d.m.u.'s No's 166207 & 166213 were marooned in Weymouth.



No service trains ran on either of Dorset's routes on Friday 2nd, but late in the day Voyager No 220015 kept the up line clear by making an e.c.s run from Eastleigh to Bournemouth and return. Two GBRf Class 66's No's 66741+66769 ran from Tonbridge to Brockenhurst with a Snow and Ice Treatment Train (SITT) sadly it came no further west. On Saturday 3rd once again NO trains ran between Weymouth and Southampton, but a service of sorts ran from the latter point to Waterloo. Ironically that day with a thaw well underway and most ice and snow melted, the SITT ran from Tonbridge to Weymouth and return. Poole was passed at 14.42 going down (see picture below) and at 17.10 on the return, again loco's in charge were No's 66769 and 66741 named "Swanage Railway". Also ironically, the real Swanage Railway cancelled their steam services too !

With the snow melted it was back to normal on Friday 9th when No 59004 worked in with the Hamworthy stone, followed by sister engine No 59002 on Monday 12th. Later on the 12th "our" regular monthly Derby-Weymouth-Eastleigh test train put in an appearance worked by Class 37's No 37175 leading and No 37254 on the rear. Poole was passed at 21.05 going down and at 23.00 on the return. Late on Thursday 15th at 23.50 two EWS Class 66's worked a Long Welded Rail (LWR) from Eastleigh to Dorchester. Leading was No 66092 and No 66221 was on the rear, once the rail were off loaded the train was worked back to Eastleigh passing Poole at 03.30 on Friday 16th.

Four hours later on Friday 16th at 07.45 No 59002 was back in town with the Hamworthy stone for her second visit of the week. Going for a "hat trick" No 59002 was back on Monday 19th with more stone for Hamworthy arriving at 08.05, departing at 14.15. Sadly I have received two separate reports which indicate that the stone trains are likely to cease running in April ? If true, it will probably sound the death knell for the Hamworthy Goods Branch !

SWANAGE RAILWAY (SR) :- The 2018 SR "season" opened on Saturday 10th February (School Half Term) with U Class No 31806 working the service. At the time and over the following weekend she was the only serviceable locomotive. A photo' charter operated on Thursday 22nd and took place between Furzebrook and River Frome Bridge. Class 33 No 33012 (D6515) towed the U, the SR's two serviceable Bulleid coaches and a PMV to Furzebrook, D6515 then took refuge in Furzebrook clay siding. To reach River Frome the U propelled the stock down under special rules, she worked back as and when requested by the charter participants.

Following the heavy snow on March 1st the railway cancelled their services for Saturday March 2nd and Sunday 3rd. As the thaw set in No 34053 "Sir Keith Park" was moved from Herston to Norden on Monday 4th and re-united with SR rails. Weekend services on the 10th and 11th were in the capable hands of T9 No 30120 which was back in service after regulator gland repairs. She was out again on Thursday 15th March during the SR's "Trade Day" when she worked a couple of round trips for visiting local business persons etc'. Next day, Friday 16th March, both No 80104 and No 34053 underwent their steam tests following minor remedial work, both passed successfully. Thus on "snowy" Saturday 17th and Sunday 18th No 80104 was in use on the four service trains, whilst on the Sunday T9 No 30120 was used to power the Wessex Belle dining train.

The SR "Spring Gala" was held over three days 23rd, 24th and 25th March, in use were four "home fleet" engines No's 30120, 31806, 34053 and 80104, no visiting locomotives attended. Some services ran to River Frome Bridge as an added attraction, but were hauled there from Norden by Class 33 diesel No 33012. A steam loco' was attached to the rear which hauled the train back to Norden and on to Swanage. The event was not without incidents as a line side fire occurred near Furzebrook and T9 No 30120 was stopped for a short time with injector problems. As a traveller myself on Sunday, attendance figures appeared to be quite sparse? From my point of view star of the show was No 34053 "Sir Keith Park" making a welcome debut on the line as a fully fledged member of the home fleet. Over the Easter period locomotives in use were No's 80104 and 34053 "Sir Keith Park".

For some of the above information I am indebted to :- SR webcams and Web site "Real Time Trains".

THE MOORS VALLEY RAILWAY.

Moors Valley Railway will be holding a revised range of special events throughout 2018. See you there! They are as follows:-

VISITING LOCOS WEEKEND - 5th & 6th May
(MANY DIFFERENT LOCOS TO SEE AND RIDE BEHIND!)

SUMMER STEAM GALA - 9th & 10th JUNE
Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE TRACTION ENGINES,
MODEL RAILWAY EXHIBITION, CLASSIC CARS, TRACTORS and more.
(DAY ROVER TICKETS AVAILABLE.)

MODEL RAILWAY WEEKEND - 14th & 15th JULY
(LOTS OF LAYOUTS TO SEE IN THE CARRIAGE SHED.)

TINKERBELL 50 GALA – 22nd & 23rd SEPTEMBER
(UPTO 20 “TINKERBELL” CLASS LOCOS IN ATTENDANCE!
COMING FROM ALL ACROSS THE UK.)

SANTA SPECIALS - 8th, 9th, 15th, 16th 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 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
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Tel: (01425) 471415.
shop@moorsvalleyrailway.co.uk.



Northern Rail liveried class 142 Pacer unit 142078 brings up the rear of a four car set arriving at Shildon Station on 28 March 2018. K Aveyard



37674 seen at Leeming Bar station on the Wensleydale Railway on 28 March 2018. K Aveyard

Bonus Pages

These four additional pages available only with the on line Corkscrew contain pictures which for space reasons could not be included in the printed version.



66746 in Royal Scotsman livery seen at Doncaster on 23 March 2018. KA



66727 in Maritime livery at Nuneaton on 27 March 2018.

K Aveyard



319458 approaches Newton le Willows on 28 March 2018 K Aveyard



Not the best image taken against the light through the fence at the Hitachi factory at Newton Aycliffe on 29 March. Scotrail class 385 unit 385033 with 800007 visible on the left and 800307 on the right. KA



Bulleid 34051 Winston Churchill and the funeral van on loan from Swanage seen at Shildon on 29 March 2018 . K Aveyard



Also at Shildon was this rather impressive wooden NER snowplough KA



Your editor partaking of tea in a former Eurostar seating bay at the NRM Locomotion outstation at Shildon on 29 March 2018. Colin Aveyard



9F 92219 at Leeming Bar, on the Wensleydale Railway 29 March. KA