

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 105

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57304 and 66428 waiting to attach to the Ribble Rouser railtour at Crewe
see article from page 4.

Steve Green



Claass 03 diesel shunter 03189 under overhaul in the Furness Railway Trust shed at the Ribble Steam Railway.

Steve Green

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Editorial

Those of you who collect the printed version of The Corkscrew, but also look at the on line version for the colour pictures will have noticed a slight bonus with issue 104. In an idea that I have shamelessly ripped off from my cousin Phil who edits the Huddersfield Railway Circle magazine I will be adding extra pages to the on line version of The Corkscrew in order to show more pictures when they are available to support the articles.

In other news, the biggest timetable changes in years on both Thameslink Great Northern and Northern Rail have seen mixed results. Rather than a big bang approach, Thameslink are introducing the increased timetable in stages but different destinations and stopping patterns have seen complaints rise. Northern Rail have suffered greatly because of Network Rail's failure to complete the Manchester – Bolton – Preston electrification and by a general shortage of stock and drivers not having new route training which is resulting in massive numbers of cancellations throughout the north west.

Virgin Trains East Coast has had their franchise taken back by the DfT and the route will be operated by London North Eastern Railway. In typical Virgin style, they have rereleased a You Tube video showing a speeded up rebranding of an HST from East Coast Trains to Virgin trains, only this time it's running backwards. Search for Virgin Trains Debranding!

In this issue we have Steve Green's article on the railtour to the Ribble Steam Railway, Paul Carpenter reminiscing on a day out to see a railtour on the Somerset and Dorset, and memories of the famous 7F's and your editor's account of a day in East Anglia. Colin Stone delivers an expanded Railways Roundabout covering the Swanage Diesel Gala, the ill fated engineering works at Dorchester on the same weekend, and the new South Western Railway Saturday service to and from Weymouth and Corfe Castle.

Sit back and enjoy Corkscrew 105. Closing date for 106 is 19 July 2018.

Cover Picture:- Class 50 50031 in fake Inter City livery is seen at the Swanage Diesel Gala.

Ken Aveyard

The Blue Boys Ribble Rouser.

By Steve Green.

(with contributions from Jon Biglowe, Bernie & James Luther)

Don't get *too* excited – this IS railway related! Lol.

This was the name of the Pathfinder railtour the four us travelled on, back on Saturday 10th February. The name referred to the colour of the FOC's locos used and the destination, i.e. DRS and Preston Docks, using a variety of available motive power.



The 37s head into the siding at Nuneaton.

Steve Green

On Friday 9th, a pair of 37s (37609+069) set off from Crewe Gresty Lane at approx. 0945, running light engines to Eastleigh to collect the stock in readiness for the next day. The locos duly arrived safe and sound at 1449.

A stupidly early start for us was required on the Saturday, as we had to get to Eastleigh for the 0527 booked departure time. Unsurprisingly the roads were very quiet at that time, and we made good progress in the freezing weather.

Once Bernie had successfully parked the car, along with several other hardy souls/fools, we headed to platform 2 to await the train's arrival. We departed on time, however the stock was still cold, especially Coach D which was in complete darkness! A fault with this coach persisted all the way to Preston, so those booked in it had to endure the very cold and dark conditions for a good few hours.

The basic route out was as follows:-

Eastleigh – Basingstoke - Didcot Parkway – Banbury – Coventry - Nuneaton (loco change) - Stoke – Alsager Up & Down Goods Loop – Crewe (loco change) – Manchester – Wigan – Preston. Booked arrival time: 1430. Total: 265 miles.

All was going well until the outskirts of Banbury (arr. 0716), when Bernie started to frisk himself and his bag. Feeling every pocket, he couldn't find what he was looking for. Nothing too serious I hoped, glasses maybe? No. Car keys – yes! Where were they!? Well, still in the ignition of the car as it turned out!

An early morning alarm call to wife Mary back in Colehill (who wasn't up at the time!) followed to ask if she would mind driving up to Eastleigh to check, went down like a lead balloon! In the end, Mary phoned the National Rail Enquiries helpline who contacted the station and a member of staff went out to have a look for the keys. As stated, they were located, the car locked and keys and member of staff returned to the station. Mary and eldest son Paul eventually drove up to collect the keys, which were then left hidden inside the unlocked car (let's hope it's still there when we return!) and then drove back home again. The member of staff was not able to accept the "tip" for his help.



88001 passing our train heading to Gresty Bridge.

Steve Green

Anyway, back to the tour, and at Nuneaton (arr. 0840-ish!) the 37s came off and were parked up in the Down Asda Sidings as they are known, and remained there until our return later in the day.

Being at the back of the train in Coach B, we had to walk through Coach D to get off onto platform 1 to take some photos of the 37s and our next loco, brand new ED 88001 "Revolution". Before departure at 0921, a service train pulled into platform 2 at which point the station staff got very excited, as did the driver of the 350 unit. Much shouting for everyone to "stand back from the platform edge" and a long, loud blast of the horn preceded it's departure.

Once underway and in the countryside we soon reached our maximum speed of 100mph on the four track section, before turning off and heading to the highlight of the tour, the Alsager Up & Down Goods Loop. Unfortunately we were signalled straight on along the down line - not impressed!

At some point along this part of the journey to our next loco change at Crewe, the 88 switched power-mode from electric to diesel – very clever! And we didn't even feel a thing!

Arriving on time at Crewe at 1041, we sat in platform 12 and awaited the next moves and loco changes. The majority of the participants piled out again to take photos, as our next two locos pulled up alongside the train and uncoupled. The train was now to be operated in top'n'tail mode, with 57304 "Pride of Cheshire" leading to Preston and 66428 on the rear, and vice versa for the return. However, to reach Wilmslow and beyond, we had to reverse (with the 66 leading) into Crewe Gresty Green Up Goods Loop, to then access Salop Goods Junction which took us underneath Crewe station to emerge on the line heading towards Manchester.

At around 1400, we diverged off the mainline at Ribble Junction and headed for our journeys end, Preston Docks and along what is now the 1½ mile Ribble Steam Railway. A steep descent and narrow tunnel lead us down to a level crossing across the A5072, where we waited for authority to proceed, before running besides the River Ribble and into the recently built platform, called Preston Riverside. The railway opened as a heritage line back during September 2005. Along the way we passed over the famous swing bridge with it's ridiculously long level crossing! The water crossed here flows from the river into the marina.

We had about a two hour break here, where the RSR staff had kindly opened up their three large restoration/storage sheds, museum and refreshment area (which made them a few quid in the process!) They had also produced an up to date loco stock list, consisting of 35 steam and 21 diesel locos, reputedly one of the largest collection of industrial locos at one location in the country. A number of which had been at Steampot, Southport until that original site was closed. All bar five of the steam locos were in fact industrials, including former early-Swanage days Hawthorn Leslie 3931/1938 No.21 "Linda". Only four ex-BR diesel shunters and a Waggon und Maschinenbau Railbus (No.79960 on loan from the North Norfolk) are included in the internal combustion fleet.

However the front nose of 20009 was spotted in the yard, and the complete cab of D1687 (47100) was phototted in the paint shop.

All three buildings are large, modern industrials units and capable of holding virtually every item of RSR stock undercover, apart from a few wagons out in the yard.

The museum features out of ticket locos such as Ivatt 2MT 2-6-0 No.46441 and L&Y 'Pug' No.19 and items of rolling stock such as an NER Officer's Saloon, built 1903. The running shed housed the serviceable locos, plus some being worked on and the six BR Mk1 coaches currently used for service trains. Four steam locos were in the workshop; all stripped down for overhauls and being actively worked on, plus an SR "Queen Mary" brake van, rather randomly! The last shed contained items from the Furness Railway Trust, plus the ex-BR diesel shunters.



Andrew Barclay 0-4-0CT GLENFIELD awaits restoration. Steve Green

4979 WOOTTON HALL, having lead a nomadic life in preservation, including several years on display at Appleby station on the S&C, is now in the early stages of restoration. The Collett 4000 gallon tender frame was having a new front section welded in – there wasn't much of the original one left! Being overhauled were ex-BR 03189 plus a few more industrial locos and the FRT's vintage 4-wheel carriage bodies.

Apart from these fantastic buildings which must be the envy of most preserved lines; personally I didn't find the RSR very inspiring.

I can't see myself going back to be honest; it was a bit featureless, apart from the swing bridge.

Our return departure was on time at 1630, and having trundled along the RSR we headed back up through the tunnel, with the 66 slipping on the wet rails, to re-join the main line. Apparently this was 66428's first ever passenger train working.

The route back was slightly different:-

Preston – Wigan – Warrington – Crewe (loco change) – Stafford – Nuneaton (loco change) and then return to Eastleigh via the same outward journey. Booked arrival: 0014. Total: 246 miles.

Going through Warrington we were treated to a trip via the Royal Mail terminal at Dallam! Returning to Crewe via the dive-under and reversal back into the station, the 57 and 66 came off and were replaced by the double-headed pairing of 88001 and 68004 "Rapid". This not-so-rapid thrash up the mainline included a run through Basford Hall yard and a slow journey enroute to Stafford. Instead of speeding through the station, we crawled all the way through it, and came to a stop south of it, whilst several other trains passed us by. We then crept forward and stopped again, on the up fast line, alongside a 350 unit in the platform at Rugeley Trent Valley.

All very strange. It turned out that unit had failed and on-board was the driver for our 37s! He had obviously alerted his Control and arrangements made for us to make an unscheduled pick-up. Eventually we got underway again, but arrived at Nuneaton two minutes after we should've departed! Here, the modern DRS power gave way to the vintage DRS power, and having been regulated for a stopping service to Coventry, we departed about 45 minutes late.

A total of 17 minutes could be recovered with a couple of Operational Stops now being omitted, however with quicker station stops, some fast running by the Tractors and slack in the timetable, meant that by the time we passed Oxford we were back on time!

Arrival back at Eastleigh was at approx. 0010, about four minutes early! Having been a bit anxious at Nuneaton about arriving back so late, and then finding the car missing (!), all was well, phew.

All in all, a very good tour and day out, all for the sum of £100 each!

Footnote:-

Since the main article was written, the Ivatt 2-6-0 was moved on 16th April 2018 to the Lakeside & Haverthwaite Railway where it is to be returned to steam for use on that line.

Somerset & Dorset 7F's

by Paul Carpenter

I've just finished mowing the lawn, and wandering around the garden, I look at the rusty old rail chair embossed S&D 1883, and am transferred into reflective mood. It's been in my possession somewhat more than forty years now. I know others have one from the same location – I told them where to look, whether I was the first to rediscover them doesn't matter. I'd been kicking around in the grass on what was the headshunt / catch siding off the old Wimborne line of the Somerset and Dorset at Corfe Mullen Junction probably around 1974. Kicked something hard, an old rail chair – instant relic for my collection. I soon realised not just one was there, but obviously some years before only the rails had been lifted leaving the chairs on the wooden sleepers. I seem to remember they were attached to the sleeper by a plain bolt with a wooden 'washer' to hold them tight. The sleepers were now pretty rotten, and with a bit of effort, I was able to obtain a genuine Somerset & Dorset Railway relic (note this was before J for 'Joint' had entered the title on the chairs). Hidden in the bushes, the next job was to persuade my dad to bring the car out another day to collect! My mind wanders back a few more years further, and not very far from the above spot at all.

I've seen three of the famous S&D 7F's. I'm sure a lot of you will have seen all eleven – if you have you must be older than me. I've seen 53808 and 53809, cabbed them at Woodham's yard, Barry, and seen them quite a few times since. And 53807. I didn't put it into my 'ABC British Rail Locomotives and other motive power' until sometime later, wasn't yet collecting numbers when I saw 53807. I wrote it in the back of my then current 'combine', along with other withdrawn but seen locomotives, underlining my own biro written number, along with in brackets (since withdrawn). Of course it was, for whose benefit this statement of the bleedin' obvious was (goodness the only steam on B.R. was found at Aberystwyth by this time), it didn't matter when you took things like that seriously.

Sunday, the 7th June 1964. Dad had noticed previously in the 'Railway World' magazine, that he had recently started buying (for him / me?) that a last run for Somerset & Dorset Joint Railway locomotives would be taking place on this date. OK, we all know now that wasn't strictly accurate, but doubtless it was sort of billed in this manner. The 'Home Counties Railway Society' rail tour would be worked by two 7F's, more of which later. This didn't mean the budget was going to stretch to actually riding on this train. We would see it at Corfe Mullen, and watch it go by from the overbridge (still there) by the pumping station building (now gone) on Brickyard Lane. Blimey, that's probably six miles or more away. This announcement, in the present day would be akin to saying "we'll go to California and see it, and to hell with the expense". My grandad would come along to take care of the photography element, he was after all a founding member of the 'Wimborne Camera Club'.

I, not quite six years old – but still pretty grown up, if only as a railway enthusiast, would just watch this historic occasion. As an aside my reading skills were probably advanced more by the ‘Railway World’ than Colehill Primary School, even if I was unknowingly mispronouncing some of the words – in fact still am!

Well, we got there in plenty of time, and of course being a Sunday there were no other trains to keep me entertained. However eventually, a plume of steam was detected beyond the level crossing at Corfe Mullen Junction. Obviously the expense would limit the number of photographs taken – to one, having already squandered one on ‘dad and me waiting for a train’ - but it would be a colour slide. Now something still baffles me to this day. For some reason my dad was nominated or volunteered to take this photograph on my grandfather’s camera. This was like all the strikers in a penalty shoot-out stepping aside to let the full-back who had never yet scored a goal take the vital, game resting on it, kick. The equivalent of lofting the ball high and wide of the goal was a photo of a railway track with some distant object with a wisp of steam about it.



The railtour with 53807 and 44558 at Evercreech Junction. WRS C873

No matter, it would be a while before this trigger happiness would be apparent with the return from the chemist of the slide. I remember, and yes really, really do remember 53807 and.....44558 passing by heading north from Bournemouth to Bath. 44558, that's not a 7F. Well of course the best laid plans have a habit of not quite working out. The other nominated engine 53809, and the only other still in traffic 7F had been withdrawn less than a month before.

The good news about this was that a while later I would be able to claim 44558 as well as 53809, which fortuitously had made its way to Woodham's long term storage facility.

A few years after, 53808's portrait appeared in the 'Railway World' stood amongst lines of equally redundant steam locos at Barry. That photo made me try, successfully, to persuade dad to take me and a friend to far off Barry Island in the car (more, much more petrol). Copped slightly in excess of 200 steam locos that day, whilst scuffing about in asbestos, clambering over engines with flapping boiler cladding, having an imaginary drive of Warship class diesel D601 'Ark Royal'. Actually it was unserviceable that day, like quite a bit of its pre-withdrawal time.

So, I've got three 7F's, not that it has seemed that important since I stopped train spotting in the early seventies. However anyone much younger than me will never get to three. You can get to two if you start tomorrow, but never three. It is one of those silly seniority things that we railway enthusiasts like to gloat over. Smug git that I am!

I might have been able to illustrate this article with a distant speck that could be a train, but that slide has long since disappeared. However whilst going through my late parents paperwork I came across a dusty slide that had slid under a drawer in their old bureau. I hadn't seen it for well over forty years – it's now a happy reminder of a long ago day.



Dad and me Brickyard Lane Corfe Mullen 7 June 1964 **Paul Carpenter**

When the plan fails in a good way!

By Ken Aveyard

For many years now I have needed to see a single class 153, 153306 being one only five examples in service with Anglia trains. Despite three outings with WRS members, once to Great Yarmouth, once to Felixstowe and Harwich, and once to the East Anglian Transport Museum at Carlton Colville, 306 had been conspicuous by its absence.

Following the award of the new Anglia franchise to Abellio, construction has begun on an entire fleet of new trains and as class 153's are not suitable for receiving the PRM modifications, they are destined for the scrapyard when their time is up.

So I decided to have one determined go at finding 306. In order to maximise the day at a reasonable cost it would have to be a Saturday and I was able to find advance singles between Bournemouth and Ipswich for £15.85 each way with the add on of the Anglia Plus Day Ranger for north of Ipswich at £12.50 (all senior railcard prices). This would give maximum flexibility at a price cheaper than just a trip to London!! Outward would be on the 0542 from Bournemouth and the 0900 from Liverpool Street whilst the return was listed as the 1752 from Ipswich and the 2005 from Waterloo. Interestingly when the tickets arrived the train from Ipswich being one of the semi fast services and thus not reservable was not specified, simply saying "and connecting services". This threw up the possibility of leaving Ipswich earlier than 1752 and dropping back at Marks Tey in case I needed to see the Sudbury branch train, technically not permitted on an advance, but as the service is DOO probably not detectable.

Anyway the next step was to look at the timetables for the local services radiating from Norwich that would be operated by the fleet of 156 and 153 units. Primarily these are to Lowestoft, Great Yarmouth and Sheringham, plus the Ipswich to Felixstowe service is normally a 153 and the Marks Tey to Sudbury service is generally a 156 outbased at Colchester Monday to Friday but which may be exchanged for a 153 for Saturday and Sunday.

The 0900 Norwich service passes through Marks Tey when the branch train is down the line, the connections being made to the up and down semi fasts, and at Ipswich the connection is to the Lowestoft service so the intention was to travel through to Norwich and remain on the station until all the local services had been seen. Arrival was scheduled to be at 1050 and looking at Real Time Trains and the platform occupancy, I worked out that the branch services used six interworking diagrams, which would take until 1241 to see unless the 1045 Sheringham was seen departing late in which case the 1152 arrival from Great Yarmouth would suffice.

Then, after spending a short time photographing buses, I would return to Ipswich to see the Felixstowe unit, attempt some Ipswich bus photography and if necessary leave earlier to drop back at Marks Tey. That was the plan, and hopefully nothing would go wrong.

Now for the reality. Departure from Bournemouth was on time at 0542 and as we approached New Milton with the guard announcing the short platforms, I discovered I didn't have my railcard with me. I approached the guard and on discovering I was heading for Norwich he told me to buy a new railcard at Waterloo, so that was problem number one solved. Arrival in Waterloo was on time at 0753 and after hastily filling in the application form and parting with £30 (ouch) I had a railcard in my wallet and was still on the Waterloo and City line at 0805.

On arrival at Liverpool Street I purchased the Anglia Plus Day Ranger and with around 30 minutes to kill, I went out to Bishopsgate to photograph buses and get some supplies for lunch. Returning to the concourse at 0850, the 0900 Norwich was on the screens as cancelled! The information desk were happy with me travelling on the 0902 Ipswich service, where I could drop back to the following Norwich service and possibly see the Felixstowe train so I was soon aboard a pair of Siemens class 360 units, trains which hopefully will find a second home in a couple of years.

Finally some good news, being on the semi fast we stopped at Marks Tey at 0957 and the branch train sits in the platform from 0949 to 1001 to connect with services in both directions, and as we pulled away there in all its glory was 153306, no photograph though! As we passed through Colchester there was a container train on the goods loop and on the front was 66721 in London Underground livery a loco I had yet to photograph. A quick check on Real Time Trains showed it was on the move and would pass through Ipswich in the gap between my arrival and the onward connection to Norwich so that was suitably captured along with some pictures of Freightliner locos on the stabling point behind the station.

With the main target of the day in the bag already, arrival in Norwich at 1127 saw me behind the plan but ahead of the game as I no longer needed to stay on the platforms. I took a photograph of 90011 as it departed on the 1130 to London, followed by 90007 which had propelled me from Ipswich and finally 37038 which was sitting spare in the yard and then I walked in to the centre of Norwich to photograph buses.

Norwich is home to First Eastern Counties covering much of the town network, whilst Go Ahead's Konectbus operate the park and ride service and a number of local routes. Sanders of Holt has quite a presence and the long standing Simonds of Botesdale service still serves the town.



66721 enters Ipswich station heading for Felixstowe.

Ken Aveyard

I walked through the town centre all the way to the bus station, which sees only a handful of out of town services, and amassed quite a selection of different route branded vehicles plus both of the historic liveried single deckers so I brought forward my departure from Norwich deciding to catch the 1330 instead of the 1400. Back at Norwich station, the class 37 operated short set had appeared in the yard with large logo 37407 on the front.



37407 on the short set with 37423 spare at Norwich station. Ken Aveyard

Ipswich is home to one of the last remaining municipal owned bus operations and has a modest First Eastern Counties presence with the occasional smaller operators such as Beestons of Hadleigh and Galloways of Mendlesham running in from the rural communities. In recent years Ipswich has moved from a traditional green and cream livery to a startling combination of green and purple, via green and sky blue. I think it looks hideous, but you can make up your own minds!!



An ex London Scania double decker and an Alexander Dennis Enviro 200 single decker display Ipswich's distinctive livery as they exit Tower Ramparts bus station.
Ken Aveyard

Ipswich is also home to another of First's historic liveried buses and this too passed by Tower Ramparts on its way to the other bus station at the Old Cattle Market to which I later adjourned, only to find it somewhat lacking in services so my stay there was not long.

I decided to return to the station and take the 1652 semi fast service to Stratford, and see what would appear there in the extra hour I had now gained. Another pair of 360 units did the honours depositing me on a heaving station at 1805. Perhaps as I failed to mention it at the start of this article, I should point out that it was Saturday 19th May 2018, and a certain royal event was taking place in Windsor, and the effects of this were apparent all over the capital. As I was due to be in London again in June and would be chasing the Crossrail units then, I decided to spend an hour attempting to see my final two Jubilee Line half sets, so I boarded the first service to Waterloo.

On arrival at Waterloo I stepped off the train and walked across the nearest cross passage and within thirty seconds, the first train for Stratford arrived with 96059 leading, this being one of the needed half sets. Having had such good luck I envisaged spending the next hour criss crossing the platform to no avail but was astounded when less than ten minutes later half set 96072 arrived from Stratford, so I must have seen it whilst I was going the other way.



90003 at Stratford on the rear of a Norwich service.

Ken Aveyard

So after stocking up with food for the journey home, I had an hour to kill until the 2005 departure, and took up a position at the exit to Waterloo Bus Station where the light was just right for more pictures.

The 2005 to Poole was a single class 444 and was remarkably lightly loaded when we set off bang on time. A couple of signal checks contrived to make us nearly 10 minutes late arriving back at Bournemouth at the end of a long and exhausting day.

In spotting terms though it had been a very good day. The prime target of 153306 had been achieved albeit as the result of an enforced change of plan, and in and around Waterloo I had picked up six class 707's with three class 345 Crossrail units being copped on the Great Eastern. The final two Jubilee line sets were very much a bonus and in bus terms, there had been a better than expected selection at both Norwich and Ipswich. More images from the day are on the bonus pages in the web version of The Corkscrew.

RAILWAYS ROUNDABOUT

by Colin Stone

APRIL :- In the early hours of Saturday 7th two EWS/DBS Class 66's No's 66092 and 66096 just penetrated the Borough of Poole on a p.w. train in conjunction with engineering work at Branksome. The pair remained on site throughout Saturday and Sunday before returning to Eastleigh in the early hours of Monday 9th, during this period the line was closed to ordinary traffic. The monthly Derby-Weymouth-Eastleigh test train put in an appearance on Monday 9th, worked "top and tail" by Class 37's No's 37099 and 37116, Poole was passed at the usual times of 21.00 going down and 22.45 on the return.

A possible highlight for this report was the loaded main line test run of the Swanage Railway based Class U 2-6-0 No 31806 on Friday 13th April. It left Swanage at 12.20 with 5 of the SR's coaches and Class 33 diesel No 33012 (D6515) in tow. After arrival at Wareham (up side) and a reversal the 33 towed the ensemble to Weymouth. A further reversal saw the U leaving at 13.50 to put in a sterling run up Bincombe bank, through Dorchester West, up Evershot and onward to Yeovil Pen Mill, arriving 30 minutes early on a "slack" schedule. Reversing direction again the ultimate destination was Yeovil Junction, once serviced the U returned to Swanage over the same route, when once again No 31806 put in a good climb of Bincombe.

At the early hour of 00.10 on Thursday 19th with DVT No 9701 leading, Class 37 No 37116 propelled a test train through Poole en-route from Eastleigh to Weymouth. Returning at 02.40 the train then ran to Southampton and on to Portsmouth before heading back to Eastleigh. Sunday 23rd had Swanage Railway's class 33 No 33012 run light engine from Swanage to Eastleigh.

After a gap of 5 weeks on Monday 23rd Class 59 No 59002 arrived with a load of stone for Hamworthy, she was followed by sister No 59103 on Friday 27th. In the same week on Thursday 26th Class 37 No 37668 ran light from Bristol to Swanage in readiness for duty the following day, she passed Poole at 15.00.

Friday 27th Black 5 No 45212 headed the "Great Britain 11" rail tour on the last leg of a week long tour, No 37668 was on the rear of the train. Poole was passed at 09.50 with the 37 pushing heartily at the rear across the High Street and out across Poole Park.

MAY :- Friday 4th was a sad day for the area when Class 59 No 59203 hauled the last stone train from Whatley Quarry to Hamworthy. Passing Poole at 09.07, No 59203 had 18 wagons in tow loaded with the final consignment of the contract to supply stone to the Channel Island of Jersey.

Once the wagons were unloaded at the Dawkins Road site, the 59 headed down the Hamworthy branch to Hamworthy Goods and ran around the empty wagons. At 13.30 to a fanfare on her horns No 59203 departed Hamworthy Goods as possibly the final commercial freight service to pass over the line. Running out on to the main line at Hamworthy Junction, No 59203 passed Poole at 13.50. What future is in store for the Hamworthy Goods branch after 171 years remains to be seen, but “mothballing” would appear to be the probable outcome.



Unless there is a massive change of fortune this is possibly the last revenue earning freight to pass over the Hamworthy Goods branch. Having run round its empty stone wagons wagons No 59203 prepares to leave for Whatley Quarry, 4th May 2018

Colin Stone

For this day and age the next eight days was to see an unprecedented amount of 22 locomotives pass over “our” main line. Tuesday 8th had Class 50 No 50031 “Hood” pass Poole towing sister loco’ No 50049 “Defiance” and “Peak” Class No 45041, all were en-route to Swanage for the forthcoming Diesel Gala. Next day, 9th, saw another three loco’s follow when Class 73 No 73136 had sister engine No 73133 and Class 66 No 66783 in tow, Poole was passed at 18.50. Now owned by GBRf, 66783 (originally EWS No 66058) is painted in a ghastly “Biffa” orange livery and named “The Flying Dustman”. On Thursday 11th a one way excursion train “The Purbeck Explorer” ran from Ealing Broadway to Swanage hauled by the Swanage Railway’s 33 No 33012 (D6515). This was to get the London Transport 4TC set to Swanage for the gala, on the rear were Class 20’s No’s 20007+20142.

At 23.59 on Friday 11th EWS/DB Class 66 No 66158 passed Poole with an engineers train from Eastleigh bound for Dorchester.

On Saturday 12th more p.w. trains passed en-route from Eastleigh as follows :- GBRf 66736 with concrete sleepers at 00.13, GBRf 66789 with empty flat wagons at 01.13, Colas 66846 at 04.36, Colas 70814 at 06.15, Colas 66847 at 07.35, Freightliner 66558 at 08.30, GBRf 66732 at 09.30, the remainder were all EWS/DB i.e. 66017 top/tail 66031 at 11.15, 66142 at 21.07 and finally at 22.02 another top/tail pair 66013 and 66076. Arrivals from No 66846 onward were either loaded ballast wagons or empties to collect redundant/spent material(s).

The intention was to replace jointed track on the **DOWN** line between Dorchester Junction and the old Monkton & Came Halt. Train number one had a track relaying machine in the consist, unfortunately this machine broke down during Saturday throwing the work into chaos. It appears its hydraulic pump failed and **NO** spare was available, **"allegedly"** a replacement pump was removed from a second similar machine only after its work in the London area had been completed. Which, if true, begs the quote"What a way to run a railway" !?!

Thus Sunday 13th (unlucky for Network Rail) saw the job abandoned and the schedule for returning the p.w. trains to Eastleigh "torn up". Trains left the site up to 3 hours late to begin with, but started leaving early as the day progressed. Starting with No 66013, which ran through Poole at 10.30, trains worked up as follows :- 66017 at 11.46 (most of the new ballast was still in wagons), 66732 at 12.11, 66558 at 12.24, 66847 at 13.00, 70814 at 13.58, 66846 at 15.07, 66789 top/tail 66736 at 15.39. This left 66013, 66076, 66142 and 66158 on site to assist in completing the job once the replacement hydraulic pump referred to above had been brought down and fitted in the late evening/early hours of 13th/14th.



66017 runs through Poole for Eastleigh on 13 May 2018 **Ken Aveyard**

By 18.00 on the evening of the 13th South Western Railway were announcing that **NO** trains would run between Wareham and Weymouth on Monday 14th or Tuesday 15th. A further proviso was "Do not travel unless absolutely necessary, as only a minimal replacement bus service would be provided"!!!

Following the passage of the final p.w. train on the 13th, came another "one way" SR diesel Gala excursion as the London Transport 4TC was worked back to Ealing Broadway from Swanage. Passing Poole at 16.10 the two 20's No's 20007+20142 provided the motive power, with Class 73 No 73136 on the rear as "insurance". The rail approved diesel gala visitors left Swanage at 08.30 on Monday 14th in convoy 50049+45041+50031+73133+66783, they passed Poole at 09.15 en-route to Eastleigh Works. To end the "locomotive extravaganza" following the eventual completion of the Dorchester relaying work, the remaining p.w. trains left the site on Tuesday 15th. Passing Poole at 12.55 No 66076 came first with 20 empty Auto ballasters, 66013 followed at 15.30 with 20 more of the same. Finally at 16.15 No 66142 took out empty flat wagons and the recalcitrant track laying machine with No 66185 dead on the rear.

In the early hours of Saturday 19th "The Flying Dustman" No 66783 passed Poole at 02.45 with a p.w. train loaded with ballast. After depositing the ballast at the Dorchester worksite noted above, a tamper put the finishing touches to the relaying job, No 66783 returned to Eastleigh through Poole at 22.20.

SWANAGE RAILWAY (SR) :- In the second week of the school Easter holiday, on at least three days, the railway could only field one steam locomotive (34053) having to resort to using Class 33 diesel No 33111 on the 2nd steam diagram. Standard 4 2-6-4T No 80104, was however, back in service on Tuesday 10th working with No 34053 "Sir Keith Park".

As mentioned in Main line notes above the U No 31806 underwent a main line test run on Friday 13th April. Departing Swanage at 12.20 she hauled a train of five coaches and Class 33 to Wareham, Weymouth to Yeovil Pen Mill outward. On the return from Yeovil Junction to Yeovil Pen Mill and Weymouth to Wareham, other "legs" were hauled by Class 33, No 33012 (D6515).

All this was in readiness for the "Great Britain11" railtour on Thursday 26th April, No 31806 followed the same route as above running light from Swanage to Yeovil Junction where she was turned. When the tour train arrived into Yeovil Junction, train engine Black 5 No 45212 was also turned and went to the other end of the train. The Black 5 with No 31806 at the rear of the train headed down to Yeovil Pen Mill, on arrival and following a reversal No 31806 became the train engine to Weymouth. A further reversal had 31806 banking the train out of Weymouth, finally after a third reversal the U worked the tour from Wareham into Swanage, where her part in the escapade ended. Earlier in the day Class 37 No 37668 arrived into Swanage light engine from Bristol having detached from the tour there. She was attached to the rear of the train and assisted No 45212 out of Swanage on Friday 27th.

The railway held their Diesel Gala and Beer Festival over the three days May 11th, 12th and 13th, locomotives involved were 33012 & 33111 from the home fleet plus visiting engines Class 20's 20007, 20142, Class 35 "Hymek" D7017, Class 45 45041, Class 50's 50031, 50049, Class 73's 73133, 73136 and Class 66 No 66783. Arrival and departure for the all locomotives except for the "Hymek" was by rail. Details of inward and outbound workings via Worgret Junction are detailed above in main line notes.

Road haulage was the order of the day for D7017, she arrived via the Norden inter change pad on Wednesday 9th departing the same way on Tuesday 15th. This loco' was possibly the best turned out externally of the engines in use, it also performed faultlessly throughout. The weather for all three days was fine, but as ever with this event alcohol played its part in anti-social behaviour. It was not as bad as other years, but rowdiness and bad language from a minority of idiots soured the day for the majority.



D7017 runs between Corfe Castle and Norden.

Ken Aveyard

On all days some trains ran from Corfe Castle or Norden to Wareham, locomotives rostered for this service were as follows:- Friday 11th by 33012 top/tail 20007, Saturday 12th by 33012 top/tail 50049 and Sunday 13th by 33012 top/tail with 66783.

Following the gala the "One engine in steam" services were in the main worked by No 34053 "Sir Keith Park". Eagle eyed members may have noticed that the left hand cab number reading 340 ! This was due to a fire in the footplate floorboards scorching the cab side metal work. On the resumption of two train running for the "Whitsun Holiday" No 80104 took up the second steam duty alongside 34053.

SWANAGE to WAREHAM SERVICE :- As will be public knowledge by now, South Western Railway (SWR) is running a service on "summer" Saturdays between Wareham and Corfe Castle. Starting on Saturday 26th May and ending on September 8th, trains using a Class 159 d.m.u. depart Wareham at 11.17, 12.40 and 14.40 and from Corfe Castle at 12.10, 14.10 and 15.45. As part of the Purbeck Rail Partnership, it is assumed that SWR are providing these trains as a token service until the SR take delivery of their own d.m.u's and are able to implement the next phase of trial services? No doubt as part of publicity surrounding the "New" venture, No 159003 "resplendent" in the new South Western Railway livery was used on day one (26th May). The first incoming train starts from Weymouth at 10.38 and the 15.45 ex Corfe continues to Weymouth to arrive at 16.42, with London Waterloo as a final destination via Yeovil.



Class 159 No 159003 passes Creech Bottom with the first 10.38 Weymouth to Corfe Castle service. Running as an extension to the 07.22 Basingstoke to Weymouth train this service will run on Saturday only until 8th September. After working two shuttles to Wareham (See times in Railways Roundabout) the service returns to Weymouth departing Corfe at 15.45

For some of the above information I am indebted to :- Alan Worth, Steve Green, 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:-

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

Moors Valley Country Park,

Horton Road, Ashley Heath, Hants. BH24 2ET.

Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.



Northern Rail liveried class 142 Pacer unit 142062 brings up the rear of a Hazel Grove service at Manchester Oxford Road on 28 March 2018. KA



53808 leaves Watchet 13th March 2016.

Paul Carpenter

Swanage Diesel Gala

More images from Saturday 12 May 2018



20142 and 20007 running round at Norden station. These locos were swapped around regularly to alternate the leading loco. Ken Aveyard



50049 in large logo blue approaches Norden station.

Ken Aveyard



45041 laying down some smoke between Corfe Castle and Norden. KA



66783 The Flying Dustman and 73136 were 2018's contribution from GBRf who regularly send locos to the Swanage galas. Ken Aveyard

The Flying Dustman

Weekend engineering trains

Some of the locos involved in the Dorchester works.



66789 in large logo blue storms Parkstone bank on Sunday afternoon with a train of track panels. 66736 was hitching a lift on the back. KA





I arrived at Parkstone station to await the arrival of 66789, and as I passed over the footbridge I was almost taken by surprise by Colas 66846 which was storming up the bank with a rake of open wagons full of spent ballast.

Ken Aveyard



Newly delivered to the UK in 2017, Colas Class 70 No 70814 pays its first visit to Dorset and is seen passing through Parkstone station en-route to Eastleigh with a p.w. train from Dorchester. 13th May 2018.

Colin Stone

East Anglia Day Out

Some more bus and rail pictures from Norwich and Ipswich.



The two Eastern Counties historic liveried single deckers in Norwich and the double deck version in Ipswich with Beestons new ADL E400.



153314 in Norwich station ready to work a Great Yarmouth service. KA