

THE CORKSCREW

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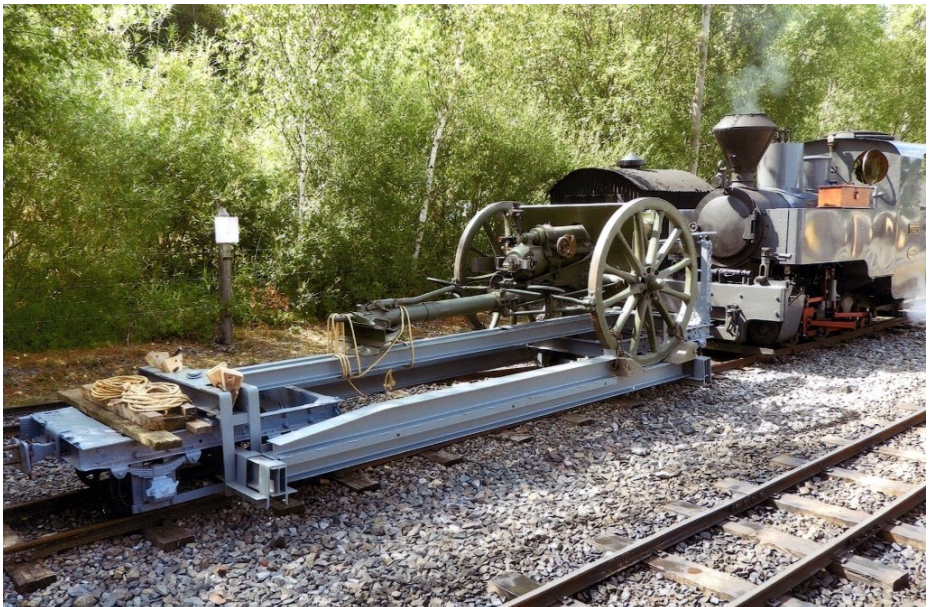
Hunslet 1215

See article by Steve Green from page 12



A close-up of my model on the front footplate of 303.

Steve Green



The restored gun on the replica carrier wagon.

Steve Green

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Editorial



It is always good to report on the success of another club member, and in this particular case it is Rev. Andrew Rowland who as most of you know, has been appointed to the position of Rector of Wimborne Minster.

A ceremony took place on Wednesday 4th September 2018 in the presence of Bishop Karen, and the High Sheriff of Dorset with hundreds of others attending the Minster for Andrew's Enlistment and Installation Service.

I am sure that we all wish him well in his new position in charge of Wimborne's Minster.

Andrew is seen above in his other uniform, that of the Police Chaplain and thanks to Martin Catford for the picture and words.

Following Corkscrew 106 covering 50 years since the end of steam, in this issue Paul Carpenter remembers 40 years ago working as a secondman out of Reading depot and Steve Green continues his articles on war department railways. Colin Stone's Railways Roundabout keeps us up to date with the local scene and there is an invitation for members to attend running sessions on Wimborne and Horton Road where "anything goes".

Sit back and enjoy Corkscrew 107. Closing date for 108 is 25 November.

Cover Picture :- Hunslet 1215 class 303 departing with her second passenger train at Statfold Barn on 8 July 2018. Steve Green.

40 YEARS AGO

by Paul Carpenter

Obviously this summer there has been a lot of focus on fifty years ago, 1968, 15 Guinea Special and all that. So I thought for a change I'd write about something a little more prosaic from forty years ago. I'd take around a fortnights diary entries from 1978, almost to the days when I've written this up during August. At this time I was in the secondman's (driver's assistant, officially at the time) link at Reading depot on the Western Region, having transferred about a year before from Southall. Neither depot had the most prestigious work, unlike Old Oak Common, Bristol Bath Rd, Laira and the like, however it didn't mean there was no interest in it.

Monday 7th August 1978. I see that I booked on at 05.00 in the morning, probably spare turn, because booked work turns rarely started at an exact hour. My driver all day was Brian Hill, and the first work we did was preparing 31132, which was one of Old Oak Common's then reasonably large stud of Class 31's. We collected a few 4 wheel fuel tanks on the depot and took them round to the DMU fuel point, and returned with a similar number of empties. I should say there was another fuel point at the main shed where we collected and returned the empty tanks to. The empty tanks we brought back from the DMU stabling point were then coupled to further empties at the depot.



31121 seen at Old Oak Common.

Paul Carpenter

The above did not form part of a specific turn, and the shunt was made on an 'as required' basis though usually with a Class 08 shunter. The rest of our day's work was then Reading's Turn 4. Keeping 31132 we took the combined fuel tanks across the main line to Reading West Junction Yard. From there we worked to Coley as it was called by Reading men and appeared at that time on the paperwork. An alternative name I've seen was Reading Central Goods. This short branch of just under 2 miles curved away from the Berks & Hants route close to Southcote Junction branching off the down line just before the Basingstoke branch. Interestingly this day the freight conveyed two 'Railfreight' air braked wagons as part of the train. These would have had the strings pulled and run un-braked as the Coley was run as a vacuum fitted or unfitted train. On the brake van you might see the three intertwined fish chalked symbol, a speciality of Reading West Junction, I believe someone at the C&W depot's handy-work. The air braked wagons in the train today were to be part of an exhibition in Coley Yard to evaluate use of Coley as a freightliner container depot. The fact that you can now drive through the site on a dual carriageway, the modern A33, tells you all you need to know as to what became of the freightliner plan. We shunted the yard, by this time the main traffic was coal in 16 or 21 ton tubs (Mineral). The return to Reading West Junction Yard was with expected coal empties. Empty would often be chalked as MT on wagons as an aside. We finished the day by taking a Ballast Cleaning Machine across from the West Jct yard to the depot where the engineers had several sidings. This was often where Ruston diesel shunter PWM653 was found, though it started off life at the P.W. depot at Theale. It had been painted in a sort of lime green livery from its original incredibly weathered B.R. Green in 1975.

Tuesday 8th August 1978, and exactly forty years ago to the day as I write! With driver E. Clayton today, struggling with some first names after all these years but I think Ernie. We are booked on Turn 1725, 04.00 start time, the 'Engineers'. Like yesterday it's not what would have been called a 'mileage' turn – one for which there was a bonus payment, never did one in my time at Southall or Reading! Another Old Oak 31, this time 31260, and first off is to take it across to the West Junction Yard. Our train to pick up is comprised of vacuum fitted engineers 4 wheel Dogfish and bogie Sealion ballast hoppers. We take these round to Reading West when there's a lull in traffic as we are dropping ballast on the West Curve. We then return train to the yard. Not easy to get a path over the four track Bristol main line, hence this early weekday movement, and now wouldn't be the best time to get a derailment. My notes don't say but I assume we made the return movement propelling, probably had a Shark plough van as part of the train which was fully vacuum fitted. I would imagine we were back in West Junction Yard before the morning peak was really under way. Our next part of the day was to run light engine down to Aldermaston, then still a busy yard, I think spent ballast was unloaded there amongst other traffic like stone.

Anyway we picked up a lengthy train of CO's (Grampus ballast wagons – CO: construction only, old GWR code). These would be run back to the West Jct unfitted, even if many had a vacuum brake. Good practise for me as I see I was driving for a good part of the day, including this bit. You didn't want to run around too fast with un-braked trains of maybe 60 or so wagons, they took some stopping with a diesel loco, and about 25 mph was fast enough – though with a 31 it might take a week to get to any more anyway. We took another Ballast Cleaner over to the depot from the West Yard to finish, possibly the same one as the previous day.

Thursday 10th August 1978, 05.10 sign on. It looks as though I started this day covering the 'Reading Standby/Station Pilot' on 08799. Now Turn 33 was not booked for a 08, but I don't think a 'big diesel' was available – booked to be a Class 47. Apart from shunting parcel traffic at Reading General, the reason for having a Class 47 was so it could act as a rescue loco (long time before Thunderbird term was invented). Sometimes the standby engine was swapped in the station for an ailing loco, often a Class 50 at this time! Otherwise, you might be sent out to the failure if the train hadn't made it to Reading.

This once involved us in a horrible heart in the mouth moment that almost ended in tragedy the previous November. We had gone light engine from Reading to Swindon and picked up a pilot driver who took the controls. The failed train was the 09.15 up Cardiff express hauled by another 47, and had broken down at Hullavington having caught fire with burnt out traction motors. The following train had assisted but also failed. We were travelling wrong line from Wootton Bassett and going rather too quickly really for wrong direction running, no doubt caused by expediency due to the lengthy delays being caused. 'Blowing up' for a P.W. ganger walking along the up line, he responded to the horn by raising his arm and carried on without looking round. We, travelling about 55 mph now and with the straight air brake fully applied were getting very close. Frantic blowing of the horn, and with literally feet to spare the P.W. man looked round and leapt out of the way as we swept past still doing about 30 mph. He had of course thought we were on the 'correct' down line. Lesson learnt for everyone. I certainly never forgot it. Remarkably after we attached to the front, the Cardiff was only 100 minutes late into Reading on its journey to Paddington, considering where we had to get to for the rescue. Railway staff in those days still knew how to get things moving again.

Anyway back to the 10th August. 08799 was obviously all that was available until something else could be found for the standby loco. All my driver Fred Trinder and I did was light engine to Reading West, then via the West Curve to Reading West Junction Yard to turn it for use as yard pilot. I now crossed over to the diesel depot and joined Len Goodwin on Turn 620 the 'Newbury Pilot'.

We had a Class 31 as booked, 31118 which as D5536 had been one of the first of the class to come to the Western Region from the Eastern in 1969 to start the protracted process of replacing the D63XX diesel hydraulics allocated to 81A Old Oak Common. We first took the loco over to the West Junction Yard and left the yard with a freight for Aldermaston. Next we took an abbreviated train consisting of a single Vanfit (12 Ton Vacuum fitted van) + Brake Van on to Newbury Yard where we ran round. This was because our destination Thatcham M.O.D. Sidings was on the up side and could only be served by up trains. Leaving the Vanfit in the sidings we now picked up a 100 Ton air brake bogie oil tank wagon. I can only conclude it was probably put off a train defective (red-carded), and now after attention it was fit to run. We took this single wagon train and brake van, doubtless running unfitted, though cannot remember whether at the time 31118 was dual braked or still vacuum only. We then worked a mixed freight from Theale to Reading West Junction before going light over to the shed.



47028 at Leamington Spa in October 1976.

Paul Carpenter

Friday 11th August 1978. Booked on at 06.10 in the morning for the short lived Turn 622. I was booked with driver S. Williams. Our loco was 47237 a long time Cardiff Canton engine. We got the engine ready on the depot and then ran light, up relief line to Sonning C.E.G.B Sidings. This was the now closed Earley Power Station, although the paperwork referred to Sonning at this time. The power station was situated on the up side of the main line just west of the famous cutting and had been the haunt of a Saddle tank up until the early 1970s.

The remaining coal stocks at the power station had been in the process of being cleared to Didcot Power Station. I'd been booked on this turn a few times in the weeks before. I've noted in the diary that this was the very last train of coal to be cleared, and apart from possible track lifting operations the very last train out of the power station sidings. The train was made up of MGR (Merry Go Round) 32 Ton Air Brake Hoppers so as to be compatible with Didcot Power Station unloading facilities. However this last load of coal had been cleared off the bottom of the pile and a lot of stones had been picked up, so the train was booked to Didcot Yard for checking. The remaining detail is simple, work the hoppers down to Didcot Yard, back to Reading Depot light engine.

Saturday 12th August 1978 – Turn 350, book on 05.10, 'Brummagem'. Booked with Bill Chivers, one of the senior Reading drivers. I always got on well working with Bill and he'd usually let you do a fair bit of the driving. You never knew which parts of the jobs he'd let you drive, very random, it could be easy bits or the hardest sections. This turn started by walking over to the separate DMU fuel point sidings. If it was a cold winter's morning they often left the engines running during the night and there was a thick pall of exhaust over half of Reading, especially when the DMU's moved off depot. Essentially four 'bus' engines per three car unit. Anyway today we have a 6-Car instead of the normal 3 as they are short of a unit at Oxford. As I noted three numbers and I only recorded cabs we had driven from it must have been on the country end (opposite of London end). Unit numbers were 51358, 51374 and 51400 so two Pressed Steel 3-Car units allocated to Reading. The Western Region London Division DMU's were not bad, but often you would get a Tyseley set on this first down stopper, and you could get some rubbish from that depot.



51400 is now preserved at the Northampton and Lamport Railway and is seen at a very wet Pitsford station on 13 August 2005. KA

So it was up from the DMU fuel point empty to Reading General Platform 7 which was a bay platform, maybe still is? The 06.14 was all stations to Birmingham Moor Street via Banbury and Solihull which took a while! We duly detach the front three cars at Oxford and continue onwards. I get to drive from Oxford – Leamington, the first stop being at the short platform of Tackley Halt so I better get the braking right! At that time there was a fair bit of mechanical signalling left once north of Oxford especially round the Banbury area with the long lived Banbury South and North boxes. I believe Aynho Junction to the south, where 'the New Line' diverged towards Bicester and High Wycombe lasted until 1992. Fenny Compton was a relatively modern structure to the north of Banbury where there was still a military branch to Kineton, the remaining stub of part of the Stratford & Midland Junction. You might have occasionally seen a Class 25 here at that time.

Anyway, eventually after stopping at every (I'll delete what railwayman would say) we arrive at the dilapidated Birmingham Moor Street, at that time only used by DMU's. There was still a lot of Western Region brown and cream paint here, not having seen a paint brush for some years. We always had our grub break here though rather than New Street. Next was a walk over to New Street in time to work the Newcastle – Poole, off New Street at 11.18. We've got 47095 of local depot Bescot today. Outside the summer months I would be operating the steam heat boiler, the main reason a secondman is booked on this turn, but in August there's no requirement for train heating. It is back as far as Reading for us, again via Solihull. Reading drivers didn't sign the Coventry route although I did go as secondman to Saltley drivers a few times over that road from Leamington. Bill lets me drive the Poole today from Oxford back to Reading. The Cross Country's will often be signalled on the up relief from Didcot to Reading which will keep our speed down if we get behind a stopper or freight. Another factor is the lower speed allowed on the relief lines. A 1969 Sectional Appendix that I have states 60 mph maximum for the relief lines between Didcot and Reading, where's nowadays I believe it's 100 mph. My memory fails me whether it was still 60 in 1978, I have a recollection it was 75 mph but I may well be wrong. However the speeds north of Oxford would have been up around 90 on suitable sections. Quite a contrasting run back to Reading though compared to our stopper to Birmingham earlier.

Monday 14th August 1978 Book on 20.57 Turn 2. Booked with Driver Ernie Rees. This turn involves working a stone train that had come from Westbury up to West Drayton and back to Reading. Firstly we have to walk to Reading West station to relieve the Westbury crew. At the time they had just built some new houses on the up side at the back of Reading West station. We laughed about what the new residents had to say about the regular starting of stone trains often in the middle of the night from the signal here. This turn would have regularly had a 'Thousand' booked up to eighteen months before when the last of the Class 52 hydraulics were withdrawn.

The Thousands were better starting heavy freights than the Class 47 Brush's, as for that matter were the Class 45's, though the Brush 4's (47) had the edge on both of the others in higher speed ranges. You needed to watch the ammeter on the 47's, when starting away – keep it in the green as much as possible, you could go into the yellow segment for up to two minutes. With a Class 47 or most Diesel – Electrics you couldn't apply full power immediately and a weakness of the Class 47s on heavy loads was you couldn't use full power at just the time you most needed to. However they were generally well thought of, and a lot of drivers preferred them to anything else.

Today we have 47104 of Canton (Cardiff). Although I've just recorded stone hoppers, I'm pretty certain the train was formed entirely of former coal 21 ton vacuum fitted hoppers, rather than the then fairly new Foster Yeoman private owner type. I seem to remember some at this time still retained remnants of a previous branding 'House Coal Concentration'. The train was worked up to the stone sidings in West Drayton Yard. After our PNB (personal needs break) we worked empties, possibly the emptied train we'd brought up back to Reading. Because West Drayton was only worked from the up direction we first took the train forward to Acton Yard to run-round. It then remained to work the train down to Reading West Junction where I believe we might have been relieved by a Swindon crew. This particular working returned to Westbury via Swindon, coming off the main line at Thingley Junction to run onto the single line via Melksham and on to Westbury. I incidentally only went over the Melksham line two or three times, always at night, so don't remember anything apart from the pitch black! However tonight we've arrived at Reading West Junction, so we walk over the tracks to the depot to hand our timesheet in.

Friday 18th August 1978. Book on 23.12 Turn 81. Booked today with one of my favourite drivers to work with, Dennis Gordon. This involves walking up to Reading General. In those days there were official walking routes and ones that you actually used, i.e. the ones deemed dangerous due to crossing running lines and places with limited clearances. At this time hi-viz vests had been issued to footplate staff, but were almost never worn. Likewise ear defenders were issued for going in the engine room of locomotives, can't remember anyone using them except for getting some shut-eye in noisy mess-rooms. Whilst this is included in the article for amusement, it does illustrate the very different nature of working on the railway forty years ago. Yes, staff did look after themselves, but it would also be true to say that there were a lot of injuries both minor and major.

We are booked to work the 'Up Perishables' which loaded to around eighteen (if memory is correct) passenger rated vehicles. In the Working timetable it would be annotated with an 'Ace of Spades' symbol denoting any four wheel vans had to be of no less than 18 ft wheelbase.

Although the variety of vehicles in use for parcels traffic was being rationalised, these services still provided a motley collection.

Apart from literal perishable goods from Cornwall, the service returned empty newspaper vans, general parcels, and often an ordinary coach (not available to passengers). Usually one or two Siphon G's, several S.R. design PMV / CCT's, maybe an LMS or LNER design 4 wheel or bogie van or two, a few B.R. GUV's or CCT's. In other words a right mixture.

This train would have left Penzance around 15.00, times varied year to year. In diesel days it was for a long time a hydraulic, occasionally a D8XX Warship (either Swindon or North British) up to their demise, but dominated by the Thousands (CI 52) through to around late 1975, then becoming booked for a 50, though often substituted with Class 47 or 52.

In 1978 it was booked still for a Class 50, and indeed tonight around mid-night it rolls into platform 9 at Reading General behind 50019 of Laira, recently named 'Ramillies'. We relieve the Westbury crew, and Dennis says he's tired and that I'm driving tonight – settling himself into my secondman's seat. If I recall the Perishables was booked to call at Slough, Hayes, Southall and Ealing Broadway, at all these a considerable amount of parcels was unloaded sometimes straight into the backs of (road) vans backed up to the train on the platform. You had to stop just right for them as well, otherwise a lot of abuse filled the night air. For me, with little driving experience with Class 50's, this meant fairly cautious run in's to those stations. The vacuum brake needs careful handling, it is slower acting than air brake, once in, it's slow to come off, so easy to come to a stand before you want to especially with the number of vans on. Anyway I manage ok and I drive the loco down to Old Oak depot a while after arrival at Padd' where we leave it in the servicing shed.

Our back working to Reading is the 04.15 Paddington – Reading parcels. I drive 47250, a Canton loco light up to Paddington. Dennis says he'll give me a break and drive on this down train, so I can get my head down. We drop two vans off at Slough and will soon be home.

If all this seems like a lot of time was spent doing not a lot, you have to remember it was an eight hour day, with no flexible rostering back then. Also shunting trains could take considerable time. It's what work at smaller depots often consisted of, though the drivers would have spent more of their days on DMU's.

The railway was in transition, but had a lot more in common with the not so long before steam days than the railway of today. Glad I experienced it. In any case you would probably have to spend a lot of money for a driving experience on a Class 50 these days – I'd got paid for it on what was my twentieth birthday!

Hunslet 1215 and Tracks to the Trenches 3.

By Steve Green.

It's taken 21,000 man hours and cost approx. £200,000 but at long last the classic 2ft narrow gauge First World War Hunslet 4-6-0T is a living, breathing machine once again.

The big day occurred at the Statfold Barn Railway on Sunday 8th July, when LROD No.303 was launched at a private event for the invited guests, donors, contributors, etc. as a "thank you" to her supporters.

The War Office Locomotive Trust (WOLT)-owned loco looked magnificent and performed faultlessly. Ok, her launch had been put back from 21st April and she missed the big Hunslet 125 event at the Ffestiniog Railway during May, but WOLT and the team of engineers weren't going to rush to finish her off. She had thrown up many surprises enroute to completion, so things were taken one step at a time in what has been called "Workshop X"(!) in north Derbyshire.

The restoration of 1215 has taken six years, from May 2012, which finally saw her move under her own steam for the first time in nearly 55 years. She is now currently the only working example left in the world, and still the only one to have returned to the Northern hemisphere.

Mention of these locos has appeared in the pages before (Issues 54 & 57) and I also attended the Tracks to the Trenches 2 event (Issue 95), so this article now closes the chapter on these historic events.

1215 has had to have a lot more work put into her than first thought. Initial strip down and assessment seemed to go ok, but on closer inspection many more parts needed replacing rather than refurbishment. 40 years of hard work and 28 years on display next to the seaside in Australia had taken their toll. The new boiler built by Israel Newton being one of the more expensive new parts that were required. Some of the restoration team are volunteer crews at the SBR, and another link between the two parties was the overhaul of the front bogie, carried out by SBR apprentices. She is also now fitted with air and vacuum brakes to enable her to run on most 2ft gauge railways.

For those of you know the layout of the SBR, we were instructed to stand in front of the three road running shed (next to the low level station), and await the arrival of 1215. The roller shutter door was closed and we waited with baited breath. The sight and sound of an unfamiliar steam loco came into view and 1215 was spotted running through the high level station and onto the turntable.

She was turned and entered the back of the shed as the roller shutter door was raised to what should have been a musical fan fair, but the due to the heat, the sound system had packed up! Into the sunshine rolled 1215 (or 303) in her "gleaming" all-over satin black paint, flanked by the two SBR Hunslet 0-4-2STs, HOWARD and TRANGKIL No.4.



1215 moves off at 12:15pm at Statfold Barn

Steve Green

Proceedings started prompt at 11:00am with various speeches and formalities, etc., before at 12:15pm (see what they did there!?), 303 moved off shed down to the headshunt, before backing up onto her special train for us guests. She worked in top 'n' tail mode with HOWARD running out and back from the high level platform onto the "tramway" and balloon loop, meaning that only every other trip would be hauled by the black beauty. Decision time: photo 303 on her first ever passenger train in her 102 year history, or ride on it. I decided to do the latter on this momentous occasion, and be part of history in the process!

The day coincided with the SBR's family fun weekend with about six locos in steam for the visiting public, meaning that the Grain Store roundhouse actually had some locos in it! Not something you get to see normally at one of the Open Days of course.

By 4pm things were winding down and after uncoupling from the train, 1215 was given free reign of the railway once the last of the service trains had run.

Those who had worked on her were then given a chance to drive her, or just have a cab ride. Just before I departed, four single-engine planes and a twin-engine aircraft flew overhead, heading south. They looked like WW2-type planes, and with RAF100 then just round the corner, I guessed they were London-bound somewhere? I just thought for a moment that was a very poignant way to end the day.

And so onto the following weekend, and 1215's public debut at her home base, the Apedale Valley Light Railway (AVLR) and the Tracks to the Trenches 3 event, organised by the Moseley Railway Trust.

This was the final gala in the trilogy marking events associated with the 100th anniversary of the First World War and again appropriate locos, wagons, displays, living history groups and re-enactors were in attendance. The usual mix of a passenger train alternating with the demonstration freight trains operated on the "main line" and again the "field railway" was served by Motor Rail 'Simplexes' and the following steam locos:-

Henschel 15968 "Brigadelok" 0-8-0T No.1091

Kerr Stuart 3014 "Joffre" 0-6-0T

Hudswell Clarke 1238 "G" class 0-6-0WT No.104



Old friends re-united – Baldwin & Hunslet at Apedale, Steve Green

Hunslet 1215 4-6-0T No.303 and Baldwin 44656 4-6-0PT No.778 were restricted to the "main line". All of these locos have featured in previous articles within these pages.

A photo charter had been organised for the Monday after the event featuring 1215, post which she was “going to have a rest”! Future plans for the remainder of the year include two more appearances at the SBR in September and October, an Armistice Weekend at the AVLRL in November, plus Warley later in the month, and then possibly a trip to the Ffestiniog Railway next year.

Also making her public debut was a most unusual loco; a Brush-built 4-wheel battery loco, Works No.16303 of 1917, running as Ministry of Munitions No.3. It is believed it started life at HM's Explosives Factory at Queensferry on the south bank of the River Dee, along with Works No.16306. The two locos ended up in Manod Quarry in North Wales, but by the mid-1950s, 16306 was a bare skeleton and 16303 was used to haul slab wagons up an incline, but with most of the bodywork altered or removed. It's working career though didn't end until about 1979!

She eventually entered preservation at Amberley during February 1998, and along with bodywork framing from 16306 has been fully restored by her current owner and is painted in mid-Admiralty grey.



The Brush battery loco at Apedale.

Steve Green

Two other locos of this type are still in existence and can be found much closer to home. Nos. 16302 & 16307 were originally sent to the MoM mustard gas factory at Avonmouth but since 1922 have been working on the Hythe Pier Railway, with electric motors.

Issue 95 included a photo of the then newly arrived, but much rebuilt Baldwin 0-4-0 "Gas Mechanical" 50hp petrol 'Tractor'. Restoration back to as-new appearance has now begun and further information has come to light. The loco's identity is apparently Works No.48378 of April 1918, ordered by the French Government.

After the War, a company called Val de Maizet, based near Caen, seemed to be very active buying surplus Baldwins and converting them to standard gauge. This particular loco's recent past saw her operate at a quarry in the East of France, on one side of Lake Geneva. It was moved to Switzerland and by December 2002 had been moved to the scrapyards in Collombey-Muraz where she was discovered and imported. So far the wheelsets have been removed and the French 4-cylinder diesel engine (which would foul the 2ft gauge wheelsets) will be replaced by a modern diesel engine. On removal, the standard gauge wheelsets were found to be of German origin! The original Pittsburgh Model Engineering Company petrol engines suffered from major problems and of the surviving 20 Baldwins, only one (in Frankfurt) is known to retain the original power unit. A list of the key tasks has been outlined for the rebuild, but it will be a long, expensive and complex job. My prediction two years ago of it being ready for this event was obviously way off the mark.



GRC&W bogie ambulance wagon.

Steve Green

Other items visiting for the weekend included a genuine bogie Ambulance van, now based at the Lincolnshire Coast Light Railway, one of 130 ordered from the Gloucester Railway Carriage & Wagon Co. during December 1917, and built in just three months!

They were ordered under something that was known as 'Programme B'. Each van could hold nine stretchers, six in one half and three on the other side of the sliding doors with a fold down bench opposite these which could seat up to four walking wounded. As can be seen in the photo, there were no windows or ventilators. The end doors were provided for staff to walk along the train and to access the handbrake. Earlier this year Bachmann produced a model of these vans in 009, as well as the Baldwin 4-6-0PT of course. After the War this van was purchased by the Nocton Estate Light Railway near Lincoln and was used to carry potatoes (for Smith's Crisps) and sugar beet before entering preservation.

An 18 pounder quick-fire artillery gun (rescued from a scrapyard in the 1980s) was taken onto the "field railway" by a brand-new, replica gun carrier wagon. From there it was unloaded and taken down to the "front" where it fired some rounds, returned and re-loaded back onto the wagon.

The replica 4/5th scale 'Landship' Mk1 tank and the London Transport Museum's 'Battle Bus' also attended, amongst other typical transport of the day. Once again a model railway exhibition was held in the main storage shed featuring WW1 layouts.

I managed to stay for the whole day as there was always something going on to see and watch.

As this event fell in the middle of our heatwave, the Severn Valley Railway had imposed a steam ban, meaning the diesels were allowed out to play. I noticed that the first train off Bridgnorth on the Sunday of my journey home was to be hauled by D9551, one of the awesome class 14 "Teddybears". This loco has only recently been overhauled and painted into Golden Ochre, as carried by D1015 WESTERN CHAMPION, but never a "Teddybear". As there are several of this type preserved, it was a case of "why not"! With eight coaches behind her, the climb out of Bridgnorth and beyond was going to be interesting. And so it proved! After coughing and spluttering a little bit on departure, thick black smoke was soon emanating from the exhaust, followed by a lot of smoke coming from the bonnet and just about everywhere else it seemed! The omens were not good. The second man was keeping an eye on what was going on behind him, but she managed to keep moving. The smell was also not good. I'm not sure what was being burnt, but it was pretty vile. I really did think that at any moment she was going to go bang and catch fire! I had to bail out at Hampton Loade unfortunately, so I wished her good luck for the rest of the day.

I think it was one coach too many for her personally, but she was still out working the following day, somehow!

RAILWAYS ROUNDABOUT

JULY :- “Our” monthly Derby-Weymouth-Eastleigh test train ran on Monday 31st, on this occasion worked by Class 73’s No’s 73961 and 73962. Departing Derby two hours late the train maintained that deficit as far as Southampton, but by omitting the hour lay over in Totton yard, Poole was passed just an hour late in both directions going down 22.05 and up at 23.30.

AUGUST :- Thursday 2nd saw West Coast Railway Company run a “Seaside Express” from Sheffield (05.18 depart) to Poole, motive power was provided by “top & tail Class 47’s No’s 47826+47832. Arrival into Poole was at 13.00 with departure at 16.30. Return into Sheffield was 00.08 some 37 minutes late. Footnote .. Standard class fare for this trip was £69, a bargain when compared to the “rip off” £109 charged for so called steam tours which end up diesel worked anyway !!

Two days later on Saturday 4th at 13.00, the preserved Hastings d.e.m.u. No 1001 arrived at Poole running as an excursion from Hastings. Having set down any passengers for Poole, the unit continued on to Weymouth, it returned into Poole to collect said passengers at 18.20 before setting off to Hastings. Another test train ran from Eastleigh to Weymouth and return on Wednesday 8th, it was led by a DVT and propelled by Class 37 No 37175, the train passed Poole at 23.15 on the outward run. Return was at 01.50 the following morning of Thursday 9th.

Later on the 9th at the more civilised hour of 13.05 another so called steam hauled rail tour “The Cathedrals Express” passed through Poole heading for Weymouth. At the head was A4 No 60009 “Union of South Africa”, immediately behind it and doing all the work was Class 47 diesel No 47760. On the rear of the train was a second 47 No 47580, this hauled the special back through Poole at 17.20 heading for a reversal at Southampton where No 47760 took over to push the A4 and haul the train back to London.

Tuesday 14th saw the same combination of 60009+47760+47580 run at the same times as a repeat of the above excursion but this time running as “The Dorset Coast Express”. Week beginning Monday 20th saw more test runs with Class 442 “Wessex Electric” units.

On Thursday 23rd A4 No 60009 was back in Dorset with another DCE, on the rear was Class 47 No 47580, Poole was passed at 13.05. On arrival into Weymouth and after drawing the e.c.s. into Jersey sidings the Class 47 promptly failed. This created a problem in as much as there was now no loco’ to draw the return train back to Southampton. A call for assistance went out to the Swanage Railway and the 71A group for use of Class 33 No 33012. This loco’ worked down to Weymouth and attached to the train which departed at 19.36 **THREE** hours late. With the A4 on the rear the train passed Poole at 20.20 and ran as far as Southampton where No 60009 and its support coach were detached.

The train and 33012 ran on to terminate at Clapham Junction instead of Victoria station. Arrival at Clapham on the revised schedule was booked for 22.31, but the gallant Crompton steadily lost time with her 9 coach load eventually arriving at 23.06. No 33012 then ran on to Southall with the empty stock. As for No 60009 she ran light, plus support coach, via Romsey, Laverstock, Woking and Kensington also heading for Southall.

That covered the locomotives, but what of the hapless passengers? Some persons seeing the 16.35 departure time slipping away towards one, two and eventually three hours late returned on South Western Railway service trains. Those having “forked out” for the onboard food stuck it out and had the Crompton take them home! But it was an ill wind, the enthusiast “grapevine” went into overdrive with several souls turning out to sample No 33012 on the mainline between Southampton and Basingstoke or Clapham. It goes without saying that it was yet another “Steam Farce”.

Bank Holiday Monday 27th had Class 37’s No’s 37612 and 37421 working the monthly Derby-Weymouth-Eastleigh test train. Poole was passed at 21.05 with 37612 leading, the return saw Poole passed at 22.50 with No 37421 at the head.

Following its rescue mission No 33012 worked back to the SR on Tuesday 28th towing Class 37 No 37668, the pair passed Poole at 14.50. After arrival at Norden the 37 was uncoupled and “fired up”, it then returned to Wareham, where, following a reversal, it headed to Weymouth. After collecting the failed Class 47 No 47580 from Jersey Sidings 37668 left Weymouth at 17.30 heading for Southall and passed through Poole at 18.10.



Returning to Swanage after its Thunderbird duty Class 33 No 33012 heads out of Wareham with Class 37 No 37668 in tow ... 28-08-2018 CS

SEPTEMBER :- Thursday 6th found A4 No 60009 heading the final “Dorset Coast Express” for 2018 from London to Weymouth. As ever a diesel was on the rear to haul the train back to Southampton, Poole was passed at 13.03 going down and at 17.25 on the return, diesel hauled by Class 47 No 47760.

On Saturday 8th at 16.10 two Class 50's No's 50007 and 50049 ran through Poole with an excursion returning to Worcester from Weymouth. The pair had dual identities No 50007 had its correct number one side and 50006 on the other, whilst No 50049 also sported No 50011 on one side, both had previously arrived into Weymouth via Yeovil Pen Mill.

On Thursday 13th A4 No 60009 “Union of South Africa” ran through Poole at 13.20 heading for Swanage, on the rear was Class 33 No 33207. Later at 18.15 the pair returned through Poole with No 33207 leading heading for a reversal at Southampton.



Battle of Britain No 34072 "257 Squadron" is seen at Harmans Cross being checked over for "hot boxes" during her test run . 09-08-2018 CS

SWANAGE RAILWAY (SR) :- Unfortunately in late July T9 No 30120 was plagued by her old problem of a leaking steam pipe in the smoke box. She was out of action whilst the problem was resolved leaving just two working steam loco's, i.e. U No 31806 and Standard 4 Tank No 80104, a precarious situation in the high peak summer timetable requiring two locomotives to be out daily! Thursday 2nd August saw the last train up from Swanage (18.00 dep) “top & tailed” by No 80104 and Class 33 No 33012 (D6515) on the rear.

At Corfe Castle the 33 was detached and undertook a complicated shunt move which saw the museum rolling stock repositioned allowing "Beryl", the SR's first locomotive, to be put on display along side the cattle dock. "Beryl" (a 54h.p. Hibberd "Planet" petrol engine loco') once worked at Poole Gas Works and Hamworthy Wharf has been cosmetically restored as a museum artefact.

At 19.55 on Thursday 9th August Bulleid Pacific No 34072 "257 Squadron" made a light engine test run from Swanage to Corfe Castle and return. On arrival at Harmans Cross at 20.10 the loco' was inspected for any "hot boxes" etc' before running on to Corfe before returning to Swanage. This was the loco's first serious movement in steam for 15 years and took place almost **ONE** year since release from Herston Works. Thus at long last, it may be appropriate to say "Welcome back old girl".

On Thursday 23rd August Class 33 No 33012 and T9 No 30120 double headed the last up train, the 18.00 ex Swanage. On arrival at Norden the 33 ran on to Wareham and Weymouth to assist the "Steam" special as noted above in main line notes. After its mainline venture the Crompton returned to the railway on Tuesday 28th August.

For the final week of the peak timetable (27/08-02/09), which is usually worked by two engines in steam, trains were hauled by U No 31806 and T9 No 30120. From 3rd to 5th September the SR "Blue" timetable was worked by 31806 and the d.m.u. but on Friday 6th T9 30120 was joined by Standard No 80104 to work a "special" timetable in conjunction with the Poole & District Vintage Vehicle Club's Rally at Harmans Cross.

A4 No 60009 "Union of South Africa" arrived onto the railway with an excursion from London, attached on the rear was Class 33 No 33207. Booked to stop and set down at Corfe Castle, but the train passed through non stop due to arriving 22 minutes late off the main line. Departing Swanage at 17.25 with Class 33 No 33207 leading, the train stopped at Corfe as booked to pick up four excursionists.

Finally I suspect all are now aware that No 46233 "Duchess of Sutherland" is expected to be in use during the SR Autumn steam gala. Other visitors should be ex SR based Standard Tank No 80078 and possibly a Black 5. The latter is subject to availability, if this becomes a "no show" then it is expected that No 34053 "Sir Keith Park" will be loco' number seven on the roster. Locomotives from the home fleet i.e. No's 30120, 31806, 34072 and 80104 will provide the motive power. For the three days of the Gala (October 12th, 13th, 14th) trains are booked to run beyond Norden as far as River Frome bridge.

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

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.



"Astoria" the first cruise ship to use the Port of Poole's new cruise terminal is seen departing past Brownsea Island on 31 August 2018
Colin Stone.

Wimborne Railway Society Members Operating Day

Saturday 17th November 2018 10:30a.m. to 4:30p.m.

Would you like to see your Bulleid, Snow Plough, Duchess, King, EMD GP40, Kriegslok, or any of your other locos running on WRS club layouts?

Well now is your chance. On Saturday 17th November the 00 gauge Model of Wimborne Station and 0 gauge Horton Road will be available to members from 10.30am until 4.30pm.

The Model of Wimborne Station offers:

Continuous running via the UP and DOWN mainlines

Shunting in the UP YARD NORTH and DOWN YARD

Up to 4 sets of movements taking place simultaneously.

Analogue Control (Most DCC fitted locos will run on Analogue)

Operationally Wimborne has something for everybody. As well as running your stock around the layout why not try your hand at shunting which can be both stimulating and fun? To help you operate members of the team will be ready to assist.

Although the layout is Fine Scale and runs on code 75 track don't let that frighten you. Almost all Locos and rolling stock manufactured in the last 8 years, and most a lot older will run on the layout. To run through the pointwork successfully the back to back dimensions of the wheel sets need to be set at 14.5 mm and have shallow flanges. Again, most modern stock will be suitable, and even if it is not then is usually easily adjusted. Members will be on hand on the day to help you, although if you can check before the day then this will help. Setting back to backs to 14.5mm will not cause problems with the running on your home layout – in fact it will probably improve it!

Further guidance will be available on a separate email that Martin will be distributing or if you do not have email access then a copy of the email will be placed on the Notice Board. Failing that please contact either Clive Finder or Gordon Edgar.

To Book your time slot for one of the 4 areas on the layout please fill in the Booking sheet on the Club Notice Board.

The Model of Horton Road offers:

Continuous running

Shunting

Digital control

Like Wimborne, Horton Road has something for everybody and like Wimborne it is also finescale. Just turn up with your 0 gauge stock and run – no pre-booking required!!

Standard club meeting and refreshment charges apply.



Northern Rail liveried class 144 Pacer unit 144009 sits in the new platform 0 at Doncaster on 23 March 2018 having arrived from Hull. KA



As reported in Railways Roundabout Class A4 N0 60009 "Union of South Africa" is seen bringing up the rear of an excursion returning to London from Swanage on 13 September 2018. Colin Stone

Bonus Pages



T9 number 120 in service on the Swanage Railway.

Colin Stone



Recently transferred from Scotrail to Northern Railways class 170 unit 170477 sits in Leeds Station.

Colin Aveyard



Preserved in Southern Malachite Green Bulleid West Country 21C123 Blackmoor Vale is a resident of the Bluebell Railway and is seen at Horsted Keynes on 18 July 2018.
Colin Aveyard



Also at Horsted Keynes on 18 July 2018 is long time Bluebell resident Q class 30541.
Colin Aveyard



Direct Rail Services class 88 electro-diesel locomotive 88010 is seen in Doncaster West Yard on 22 August 2018.

Colin Aveyard



East Coast IEP's are undergoing delivery and testing. 800103 one of the hybrid 9 car sets is seen passing Shipley en route to Skipton on a route clearance working on 14 August 2018.

Colin Aveyard

Pictures from the archive

A couple of teasers from the WRS archive



USA tank 30069 in Southampton Docks 9 September 1960 **WRS A052**



30023 prepares to pilot 31610 up to Exeter Central with a ballast train from Meldon Quarry at Exeter St Davids 24 July 1958 **WRS AC057**