

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 118

August 2020

Shipley Freight



66782 heads a rake of shortened former coal hoppers bound for Rylstone Quarry through Shipley on 6 June 2020. Colin Aveyard



60055 in DC Rail Freight livery working 6Z20 1100 Chaddesden to Kingmoor Virtual Quarry through Shipley on 6 June 2020. Colin Aveyard

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Editorial

Well it's pretty much status quo since the last issue of The Corkscrew, a gradual easing of travel restrictions has seen bus and train services increasing again, and from 1 August travelling for social reasons is now permitted but still not encouraged. Driver training has resumed on some of the new traction being introduced and local to us, the class 442 Wessex units have been running driver refresher trips between Poole and Brockenhurst. Some nocturnal testing of new class 701 units has taken place between Wareham and Weymouth with a couple of units sitting at Eastleigh for this.

Whilst we are still not able to resume Society meeting, members are still keeping in touch individually and continue to receive the "Keeping us Together" emails from Martin, with over 400 having been circulated so far.

In this issue we have part 2 of David Coasby's trip to the Scottish Highlands, some schoolday memories from Dave Round, and Trevor Hargreaves treats us to a day out at Fawley. Peter Watson continues his look back to the 1980's, George Russell recounts the history of Edward Rankine Grey, and the ERG model business based in Boscombe, plus we have another quiz from Steve Green.

Sit back and enjoy Corkscrew 118. Closing date for 119 is 10 September.

Cover Picture:- Ex LNER shunter 15002 at Crewe taken by Howard Bolton.

15002 was originally constructed in 1944 by the LNER as class J45, later DES1, and was renumbered to 15002 by BR in April 1950. Having spent its early days based at March for shunting in Whitemoor Yard in 1966 it transerred to the Crewe area, and the picture was taken when in store at Crewe South on 23 July 1967. Withdrawal came the following August and but it was almost a year later in July 1968 that the loco moved to Stafford then on to Bescot where it was cut up by King's of Norwich by the end of 1968.

My thanks to Howard for this and other shunter pictures in this issue.

A rail trip to the Scottish Highlands

Part 2 – The Whisky Line – and some interesting trackbed walking

by David Coasby

The Speyside Way

For my first full day in Scotland Ian Lamb had planned a walk along part of the Speyside Way. It was just a short distance from his house in Grantown-on-Spey to the town square where we boarded a bus. The obliging driver kindly dropped us off along the road between stops, at a point where Ian knew was a good spot to start our exploration.

We were both dressed in warm clothes and waterproofs, as there was a promise of rain for most of the day. Luckily the wind was behind us and the rain only intermittent, but I was certainly pleased to be wearing sensible clothing.

This part of the Speyside Way is situated just a little northeast of the current end of the Strathspey Preserved Railway at Broomhill and is the former trackbed of The Great North of Scotland Railway.

I have to confess although I'd prefer to see any railway still in operation, to me walking an old trackbed still holds a fascination and I am always able to conjour up all sorts of images in my mind of times gone by and how it may have looked in its heyday. On this particular occasion my senses were fueled by Ian's informative conversation, and as the wind played tricks on my hearing I couldn't help but look over my shoulder to check that a Pickersgill D40 Class wasn't bearing down on us as we walked the old trackbed!

It wasn't long before we came upon a real jewel in the shape of Cromdale Station. Although no track remains the actual station building – now a private house – is preserved in all its former glory. In fact it's even better than that, as the current owner has added all sorts of artifacts. The largest of which is the body of a six wheel ex-LNER third class locker brake carriage which is currently being restored to a very high standard.

We soon left the trackbed and followed along the banks of the magnificent River Spey. If you fancy getting rod and line out and dropping a fly into the water there it will cost you at least a £1000 a day! Our walk took us through Anogach Woods before eventually returning to Grantown-on-Spey and the site of the original West Station, now hardly discernable beneath the vegetation.

A walk beside the Strathspey Railway

Our other planned walk was on Sunday 13th May (although as you will read a little later there was a further unplanned one when we visited the Whisky Line).



Cromdale Station, now part of the Speyside Way, showing some of the many artifacts on view. The ex-LNER 6-wheel coach can just be seen at the far end of the station building. ***Photo: David Coasby***

Back to our planned walk, and following a trip from Broomhill down to Aviemore on the Strathspey Railway, we alighted and headed out of the station along the service road and towards the original Highland Railway stone-built engine shed. Our walk included a visit to the shed, but I will refer to this in Part 3 when I describe The Strathspey Railway more fully.

Having past the shed we had to negotiate our way through a housing estate, but once clear we entered some lovely woodland and eventually onto some even more delightful heather moor. We followed a well maintained footpath that ran parallel with the railway most of the way. Once again we were glad the wind was behind us, although it didn't rain very much. The path led eventually to the next station up the line at Boat of Garten. I enquired with Ian why so many small villages had their name preceded by 'Boat'. Apparently years ago it was where a ferry boat could be found to cross the River Spey. Our walk ended at Boat of Garten as we were due to visit some friends there where a most enjoyable and much appreciated Sunday roast was laid on for us hungry travellers.

The Whisky Line.

The previous day Ian had driven us to Dufftown where the whole area is known as the Malt Whisky Capital of the World. The climate and geology are so suitable for malt whisky distilling that over half of Scotland's whisky distilleries are situated here.

On the way we stopped off at another little gem of a station at Ballindalloch. The station served the Strathspey line, which ran from Boat of Garten to Dufftown, and later became part of the Great North of Scotland Railway. The proximity of the station to the Cragganmore Distillery resulted in a number of interesting features. A specially built siding allowed the line to run into the distillery, so 'whisky specials' could be loaded, and at the station itself, a large two-storeyed storage building was designed especially for the storage of whisky. The location of the distillery was itself decided upon because of the proximity of the railway line. All the trackwork is long gone, with the trackbed now forming part of the Speyside Way, but fortunately the station building remains in good shape, currently empty and until recently used as a hostel.



Ballindalloch, now also forming part of the Speyside Way, but once a busy station with a large yard and sidings leading into the adjacent distillery.
Photo: David Coasby.

Ian's late friend Peter Mitchell began his railway career there as a young lad, eventually becoming its station master.

He had the sad duty to wave the last train off from there back in 1965. Peter then worked his way through the railway system to finally become manager at Victoria Station in London until his retirement. A true railway man through and through, it was nice to see a specially planted tree and photo display featuring him situated just beside the trackbed/footpath at Ballindalloch to commemorate his recent untimely death.

At Dufftown my next treat was a tour of the Glenfiddich Distillery. This most interesting one hour tour is completely free and even includes a tasting session of three of their differently aged whiskies (Ian was driving, so I was of course forced to oblige!) This distillery also once had it's own sidings connected to the nearby Great North of Scotland Railway but this section of the line was finally closed by BR in 1991, so sadly today all this traffic is undertaken by road. Fortunately part of the railway was purchased with the trackwork intact and by 2000 trains were running once more, being operated by the Keith and Dufftown Railway Association. The railway is now appropriately called The Whisky Line and is Scotland's most northerly heritage railway. Apart from it's scenic beauty there is a possibility of seeing a variety of wildlife along the line, including deer, wildfowl, birds of prey and other creatures.

Dufftown station itself is well maintained with friendly staff and a shop selling a wide variety of souvenirs and railway related books. In the bay platform can be found a couple of smartly painted Mk1 coaches, providing dining facilities and serving a good variety of mostly home cooked food, snacks and refreshments.

The primary source of travel on the line are two pairs of BR Derby Class 108 DMU's, although a very forlorn BREL/Leyland Class 140 unit was in the sidings awaiting restoration for future use, together with a couple of industrial diesel shunters used for driver experience sessions and general track maintenance trains.

Our departure from Dufftown to Keith Town was slightly delayed as the scheduled DMU had to be replaced because of an engine malfunction. However, we were soon on our way, past the Glenfiddich Distillery and round the incredibly sharp left curve before easing over the magnificent Fiddich Viaduct. As the line is very scenic all the way it is best viewed from the front seats through the drivers cab of the DMU (if you can nab them before any other passengers!) The line is 11 miles in length with one stop, roughly half way at Drummuir, in the shadow of Drummuir Castle, before reaching the northern terminus of Keith Town.

We decided to return on the same train, so after a short wait at Keith Town we headed back down the line again, but this time getting off at the rather remote Drummuir.



The 'Spirit of Speyside' DMU crosses Fiddich Viaduct on its approach to Dufftown. Photo: Ian McKenzie, Courtesy of the Keith & Dufftown Rly.



A grand view of the line and its scenery as one of the BR Derby Class 108 DMU's climbs Parkmore Bank.

Photo: Dave Hanson, Courtesy of the Keith & Dufftown Railway.

Our plan was to walk around the beautiful nearby Loch Park and woodlands and catch the next southbound train, due in about two and half hours. Half way round our walk we came across the railway again and decided to eat our picnic lunch there beside the track and take some photographs of the up train (the one that was to travel to Keith Town, then return, picking us up again at Drummuir). We had a timetable so knew that the northbound train was due. But there was no sight or sound of it. We waited a good half hour then I decided to phone the railway on my mobile and ask if the train had in fact left Dufftown yet? I was informed that the DMU had become defective and they were trying to get their other DMU operational to replace it. Oh dear I thought... this second DMU was the one that had itself been replaced earlier in the day because of a defect! So Ian and I decided it wasn't worth taking the risk of waiting for the possibility of a non-running train and being stranded miles from anywhere. It was a lovely day and Ian knew the way back to Dufftown, so we walked. We did eventually see the DMU heading up the line to Keith Town running extremely late, but we enjoyed our walk and the chance to see the line from a different perspective.



Drummuir, with our train heading off to Dufftown, leaving Ian and myself to take the footpath up over the railway, through the woods and around the beautiful nearby Loch Park. Photo: David Coasby.

The railway is a delight to travel on and is run entirely by a small group of dedicated volunteers.

Like most preserved railways they are always on the look out for additional help such as train operational duties, non operational roles such as engineering, joinery and painting and other back-up support. Financial help is also desperately needed, in particular with their appeal to build a much needed maintenance shed at Dufftown. At the time of my visit work on this vital project had already begun but was still in need of further financial support. For information on the line you can call 01542 831295 or visit their website at www.keith-dufftown-railway.co.uk

One final railway exploration late in the afternoon was to the site of Dava Station, the prototype for Ian's 00 scale layout. Once again there was no sign of any remaining track but the platform and station buildings are intact and now form private dwellings. Interestingly as we were being shown around by an elderly lady resident a huge row broke out between her and her immediate neighbours regarding public rights of way. As the language turned from tartan to true blue Ian and I quietly viewed the buildings but decided it was time to discreetly move on before the dispute erupted into physical violence!

My next article in Part 3 will tell you of my visit to the Strathspey Railway, situated a little further south and linked to Network Rail at Aviemore.



Hong Kong trams 46 28 and 48 taken in 1983.

WRS archive.

The Good Old Days

by Dave Round

Well, As a young teenager the big wide world out there just needed to be explored. Grantham, Grimsby, Goole, Hull, Bradford, Nottingham, to name but a few destinations. My dad's job had changed, he was now working for the Galvanising section of the company. This gave rise to seeing locomotives outside my normal catchment area.

Bradford Manningham was one such location. Another interesting location, was Grimsby Docks. Not only fed by railways, but with all the trawlers tied up along side. The Ross fleet were prominent. So having called at several factories, Coal Salt, Ross and several others on a Friday, father's last job was to purchase a stone of wet fish, for the steel workers. The cost - 5 shillings! We always ate well on a Friday night!

So what about the railways, my logs were growing rapidly, with foreign locomotives and just occasionally, one of our local engines would be spotted working on distant lines. So along with my brother, we were lucky to be able to travel around the areas and see some wonderful sights. Interestingly, the area around Coal Salt, is a listed area for preservation. The history surrounding this area with its fishing fleets, processing, plants and distribution systems (mainly by dedicated fish trains) goes back almost 200 years. We used to get the none stop Whitland Fish train passing through, at around 7pm. These were the domain of the K3's. Later Britannias and 9F's took over the role.

Well, along time ago, a certain politicians told the public at large to "Get on your bike!" I most certainly did. My favourite destination during the summer holidays was Retford, some 8 miles away.

Along the road, you ran parallel with the Chesterfield Canal for a few miles, before you passed Ranby Camp - then home to the 19th Transporter Regt, RCT. These guys were the heavy tank movement unit. Ironically they were relocated to Bulford, and their old base became a prison.

The next landmark was 'The Bridge' at Babworth, spanning the East Coast Mainline. This was the point when the excitement started! It's a mile down to the station, and I always used to use the lane running alongside the mainline, to access Whisker Hill Curve. Here was the start of the GN shed bash! Retford had two sheds, the other being the GC one, down towards Lincoln. With the main line running in the background, you could sit on the grass inside the fence and have lunch! It would be frowned upon today!

With locomotive movements in the sidings and trains passing through, it was an interesting place.

Contentment was watching the series of trains headed by A4s' A3's A2's A1's V2's. - and would you believe a pair of class 33's, hauling a Kent to York cement train, daily !!!! (In the mornings). Of course the heavy coal trains were interspersed with these mainline services, struggling across the flat crossing.



V2 60881 passes Retford on an up freight on 16 April 1960 WRS C150

The Sheffield to Lincoln passenger trains used Whisker Hill Junction to access the station. These were normally a B1, or occasionally a Director up-to about 1961, giving great variety. The only passenger train from Sheffield, which was not booked to stop, was the North Country Continental. This service used the direct line, thus avoiding the station, and suddenly appeared from behind the signal box by the flat crossing. This was always my cue to leave and cycle home, so as to be in time for tea!



Class D11 62667 Somme on the 2pm Cleethorpes to Sheffield passes Woodhouse on 4 July 1959. WRS C053

A Day at Fawley

By Trevor Hargreaves

As a many of you know, Clive Arnold and I are both interested in not only railways but also ships and shipping, and during one of our Thursday night meetings some time ago we were talking to Richard Senner, one of our newer members then, about his life at sea.

He was telling us that he had spent many years in the Far East as Chief Engineer on Shell gas tankers travelling backwards and forwards between Brunei and Japan. After leaving Shell, he had been Chief Engineer on the escort tugs of Solent Towage Ltd. based at the Esso refinery at Fawley. He then said, if it could be arranged, would we like to spend a day with him on one of the tugs.

What a silly question !



We were to spend the day on the Firefighting Escort Tug LOMAX. She was built in 2013 at the Sanmar Denizcilik Makina shipyard in Tuzla, Turkey and is only 28 mtrs. long and 426 gross tonnes.

Because the nature of the work at Fawley is 24/7, the crew live on board for 14 days at a time and therefore LOMAX is fully air conditioned and the accommodation is fitted out to a very high standard for a crew of 6.

There are 2 single berth cabins for the Captain and Chief Engineer and 2 x 2 berth cabins, all with en suite facilities, and a comfortable mess room and well fitted out galley. LOMAX is equipped with 2 Caterpillar main engines each developing 2350 Kw. at 1800 rpm (giving a total of approx. 6300 bhp) and each driving a Rolls-Royce Azimuth propulsion unit fitted with a 2.8 mtr. 4 bladed controllable pitch propeller. She can develop an impressive 80 tonnes of "bollard pull". Bollard Pull is the measure of how much weight a tug can pull through its tow line.



After a welcome cup of tea and homemade cakes we were given an extensive tour of the bridge and spotlessly clean engine room.

Soon after we cast off and made our way past Calshot to meet the Crude Oil Tanker TSUSHIMA and help her to berth at Fawley. The TSUSHIMA was built in Japan in 2008, she is 325 mtrs. long with a gross tonnage of 160,100 tonnes and has a carrying capacity of 310,400 tonnes of Crude Oil. To my eye she looked very high in the water but it was explained to us that she had already discharged part of her cargo in France, because the Solent was too shallow to take her fully loaded. Even today her draft was 12 mtrs. (nearly 40 ft), where as fully loaded her draft could be up to 21 mtrs. (68Ft).

All 3 of the Fawley tugs, the LOMAX, APEX and the PHENIX, and the SVITZER FERRIBY from Southampton had been sent out to help the TSUSHIMA to berth at the Fawley Oil Terminal.



Half way between Calshot and Fawley the TSUSHIMA was turned through 180 degrees for safety reasons. If there were a refinery fire or a fire on board, the ship could be moved out to sea much more quickly.





Once turned all 4 tugs were used to manoeuvre the TSUSHIMA against her berth at the unloading facility. It was fascinating to listen to the Pilot on the bridge of the TSUSHIMA giving instructions to the tugs by radio, to position her correctly for discharging the cargo.

Remember this ship was 325 mtrs. long, weighing around 300,000 tonnes and the instructions were " back 3 mtr, forward 1 mtr ". How accurate is that !

After finishing with the TSUSHIMA it was back to LOMAX's berth and another cup of tea and more homemade cakes.

We were then given conducted tours of the other 2 tugs, APEX and PHENIX, which are just as impressive as LOMAX. APEX and PHENIX have a different type of propulsion to LOMAX. These have two Voith Schneider units which develop 7000 bhp and 70 tonnes bollard pull. Due to the shape of their underwater hulls they have high stability characteristics and can exert a further 60 tonnes of force through their tow lines by making use of that hull form. They are fitted with synthetic tow lines of 400 tonnes breaking force.

I would like to thank Richard for arranging the visit and all the crews of Solent Towage Ltd for making Clive and I so welcome and for answering our endless questions.

A GLANCE OVER MY SHOULDER TO 1982

by Peter Watson

In January the full extent of the West Somerset's woes was revealed. In 1981 they had been on the brink of bankruptcy and the solution had been to cancel services, make staff redundant and seek more funding from the membership – echoes of 2018/19 anybody? Staff lost included the General Manager and the Operating and Locomotive Superintendents. Meanwhile, the Mid-Hants had acquired a further two miles of concrete sleepered track but hadn't decided which end of their current line would be extended! Should it be Ropley to Medstead or Alton to Ropley? Just before Christmas 1981 the Stirling Single ran on the Great Central in its first steaming since 1938. I would walk a long way to see that in action again!



GNR Stirling single No1 leaves Loughborough on the 1145 service to Ropley on 5 December 1981. WRS P282_3

The Great Central launched an appeal to raise funds to convert a Mark 1 coach for disabled visitors – a far cry from today after years of experience and legislation have opened up travel to those with disabilities. It's now almost unthinkable to turn up at a preservation site and find that wheelchair access is impossible.

Peak Rail received planning permission to reinstate the entire 20 mile stretch between Buxton and Matlock – it never happened of course but what a superb ride through the heart of the Peak District could have been experienced if it had been completed. Less than 5 miles was rebuilt between Matlock and Rowsley although, in 1982, it was anticipated that the line could be opened throughout within 5 years.

The Vale of Rheidol was still under BR control and reported passenger figures holding steady after 5 years of decline. Locomotive No8 “Llywelyn” was repainted from Rail Blue to GWR green and there was talk of painting another engine into the brown Cambrian livery to reflect operations between 1913 and 1921 – that happened in early 1982.

The economic crisis of the early 1980s was bucked by the NYMR who reported a 15% increase in turnover.

A list was published showing the whereabouts and status of all extant GW locomotives. There were 137 on the list and 6695 was shown to be the 99th loco to leave Barry. It was undergoing restoration at Swanage.

An article subtitled “The thinking man’s guide to a holiday with steam” showed just how far we have moved on in terms of women and railways (women and life too for that matter). Whilst men are seen to be keen to undergo privations on Ais Gill, what appeals to the ladies? According to the author – “sunshine, attention and relaxation, preferably in a civilised and cossetted environment..... The fairer sex will be interested in travel, the palm tree fringed beaches of the tropics, the Taj Mahal and the night life of New York.....Take them on the Darjeeling Railway and the scenery will soften the heart of the most anti-railway lady”. At least we’ve made some progress in the last 40 years though some would doubtless say not enough!

Tour programmes were advertised to chase steam in Cuba, Guatemala, Sumatra, China, Indonesia, South Africa and Zimbabwe. Wouldn’t we give our eye teeth for such riches and such opportunities today.

Meanwhile, the letters pages were full of complaints about the use of Pullman carriages on railtours (no opening windows to stick heads and microphones out) and the way in which operators were failing to advertise and fill their trains.

In February we read about the ousting of the Chairman of the Mid-Hants – one of six managers or heads of department to lose their jobs during the year. It was a “falling out” with the Line’s volunteers that brought matters to a head. The first reports came in of Hunslet trialling their new underfeed stoker in efforts to obtain better steaming and efficiency. The loco in question was working at Wheldale Colliery near Castleford.

South African Railways donated a GMAM Garratt to the Plym Valley Railway – the preservation group wrote and asked if they could spare one!! Mind you, shipping was forecast to be in the order of £50,000 for the 242 ton loco. There it might have ended if the St Helena Shipping Line hadn’t offered to carry it back to the UK for a “nominal” charge.

The Dart Valley Railway denied speculation that the Romney, Hythe and Dymchurch was to be relocated to the trackbed of the existing standard gauge preserved line. Meanwhile, a survey reported that all 76 remaining Barry engines were restorable – at a cost. T'were ever thus!!

After 13 years of rebuilding, the Festiniog announced that it would run trains into Blaenau on 25th May. It was hoped that the extension would bring about an increase in passenger numbers which had slumped by 12% in 1981 thanks to the economic turndown.

Objections to the Corfe Castle bypass totalled 1,300 and included an 11,000 name petition according to the County Council. A public inquiry was due to be held in April.

The severe winter snows saw Santa Specials cancelled with tickets being validated up to Easter. I recall seeing the photographs in my magazine of frost, snow and spectacular steam effects while I was enjoying the summer heat in Zambia and watching the water levels rise on the Zambezi floodplain.

A prescient letter asks what is to be done about the preservation of modern traction. It took so long to recognise that the end of steam was approaching and, had it not been for Dai Woodham, we would have been left with but a handful of steam locos to support the preservation movement. The diesel fans managed to get themselves organised but with little support from those who were committed to steam – remember that numerous pioneering diesel classes were lost because they were withdrawn about the same time as steam and they simply didn't have the following necessary to supply funds.

The early Warship – D601 languished at Barry but was all too quickly stripped of usable bits, D82XX survives through a carriage heating conversion, D84XX were lost in the 60s, a Clayton escaped by being in industrial service, the NBL 61XX and 63XX classes disappeared before we knew it, although, again, a D61XX lingered at Barry amongst a sea of rusting steam engines. The Baby Deltics came and went, the Metro-Vicks survived thanks to Departmental use – and we await a return to service after decades of restoration. As for the LMS 10000/10001 and their Southern cousins – well, they survived into the late sixties but their importance was simply forgotten, or perhaps not recognised, and they met their unloved end when they could have been saved as iconic mementoes of change. The same applies to early electric classes and the despised diesel railcar that staved off the closure of many lines and became a daily feature of any self respecting railway station. At least the Pacers will fare better. A subsequent response pointed out the work done by the Western Locomotive Association, The Diesel Traction Group and others as well as the fact that there were diesels well represented in the NRM collection. True, but the missing years of 1965 – 75 left many gaps that are unlikely ever to be filled.



D601 and in the distance D6122 at Barry 4 September 1977. Ken Aveyard

In the March edition of "Steam World" it was announced that a road in Bath was to be named "Ivo Peters Road" in recognition of his work in immortalising the S&D. Other roads were to be "Beale Road", "Pines Way" and "Stanier Road".

There might soon be a real GWR "County" Class 4-4-0 but back then you could have bought the new offering from Hornby for £26.95. It was a pretty basic model by today's high standards utilising the "Schools" chassis and with crude valve gear. However, it was applauded for having a completely round boiler without the open cavity underneath that had characterised many other models before! Naturally, traction tyres helped to give it some "grunt".

A fascinating article looked at volunteers – who were mainly unmarried men over the age of 40!! It surmises that manual workers who volunteered were just as likely to carry out clerical or admin duties while white collar volunteers were much more likely to want to get their hands dirty – definitely no place for busmens holidays!

Women were poorly represented and were either there as companions of male volunteers or employed in "female" jobs in catering and retail. I suggest that picture has changed a lot in the intervening years with all female footplate crews hardly raising an eyebrow – and their place on the modern footplate is unquestioned.

On to the April edition and the Dean Forest Railway was offered the Parkend branch by BR for £45,000 – the equivalent of £137,500 today. For 3.5 miles of track and trackbed that doesn't sound like an excessive price to me. "Erlestoke Manor" was scheduled to appear on the main line for the first time on 24th April. The Great Central reported losses of £90,000 but had seen a 41% increase in passenger numbers. At this time the railway was planning to run the ex-GCR Director "Butler Henderson" and the Stirling single No. 1.



506 Butler Henderson heads the 1123 Loughborough to Rothley postal train on 8 May 1982.
WRS P336_6

Remember "The Jewel in the Crown"? It was being filmed at Quainton Road (that's a question that won't appear in the Quiz this year!). The Bluebell Railway was waiting for a date to be announced for a public inquiry into its proposals to extend its running line for a further 5.5. miles in to East Grinstead. The need to clear a cutting of landfill refuse would prove to be a major cost once work was approved and underway. The Earl's Court British Toy and Hobby Fair proved to be a disappointment for LNER fans when Lima announced that they wouldn't, after all, be producing a V2. There was further disappointment when it was realised that the Mainline N2 prototype had been stolen!!

Across the World we read that QJ locomotives were still being turned out of Datong Works in China and the Class 26 in South Africa had been surpassing expectations – was this the dawn of a new steam age? Zimbabwe was in the throes of refurbishing its Garratts but had been offered money by Kuwait to pay for US built diesels.

The Garratts were well known and understood and burned locally produced coal – the diesels were delicate creatures that required valuable foreign exchange for both fuel and spares. Who would benefit most from the deal? In South Africa, despite the success of the Porta Class 26 all the S2 shunters had been withdrawn leaving Cape Town and its docks railways fully dieselised. My cabside plate from one of these somewhat ungainly locos is hanging in the hall as I write this.

And then to an article about the last days of steam on the Southern. Back in 1966 there were rumours of Britannias being transferred south and 84XXX would go to the Isle of Wight. 84014 even reached Eastleigh for modifications but it all came to nought. 77XXX were also supposed to be moved down here but, in the event, only the famous 77014 made the move to Guildford and, ultimately, into film via the camera of Colin Stone on that very last day. At the start of 1966 there were 172 steam locos still active. V2 60919 arrived to work a special at the start July but never did get onto the head of a train – it eventually made its lonely way back to Scotland via Eastleigh. In August USA tank 30064 was sent to Meldon Quarry where it became the only steam engine on the Western Region – there goes another Quiz question!! It was back at Eastleigh by October. The usual pressures of Christmas services saw a number of locos reinstated, including West Country and Standard 5s. 34005 “Barnstaple” had its motion reinstated and worked the “Bournemouth Belle” the following day!! Just 53 years ago, the Region could muster 30 Light Pacifics, 7 Merchant Navys, 11 USA tanks and almost 50 Ivatt/Standard tank and tender engines. Then, just 10 weeks later..... nothing.

Finally, and staying with a Southern theme, an article records the saving and resurrection of “Sir Lamiel” on Humberside where it arrived in the summer of 1978. It returned to steam over the Settle and Carlisle at the end of March, 1982 – a remarkably short time given some overhauls.

Into May and the West Somerset bankruptcy was averted thanks to the shareholders contributing well over £30,000 to pay off creditors. The Swanage Railway had to postpone its opening of the extension up to Herston as track laying hadn't been completed. The track in Swanage station had to be lifted and new ballast put in as “humps” had developed – thought to be due to inadequate drainage when the track was hastily laid in 1979. RSH industrial saddle tank “Moorbarrow” was moved to the railway from the North Yorkshire Moors line on a 5 year loan.

Formal reopening of the Llangollen Railway was stopped after a Department of Transport inspection had to be deferred because track work had been delayed by bad weather. The station building from Toller Porcorum was dismantled for reuse at Totnes (Riverside).

Finally, there was a most impressive photographic display from Brian Morrison in which he describes his (ultimately successful) attempts to obtain a trackside photographic permit for the lines from Kings Cross through Copenhagen Tunnel to Belle Isle. In those days in the summer of 1953, according to Morrison, permits were issued for a short stretch of plain line and then, based on "experience and persistence", for more challenging locations. Having accessed the trackside he had to cross two running lines and walk under the Caledonian Road overbridge. He wasn't sure at this point which tracks were up and down and at least one appeared to be bi-directional. This was with no supervision or hi-vis clothing!! How times have changed in this safety conscious and risk averse world.

To conclude this review of the first half of 1982 we learn that a Pakistan Railway Vulcan Foundry built 1911 loco arrived at Liverpool Docks en route for display at what is now MOSI in Manchester. The continuing disputes in the management structures of preserved railways caused the Railway Inspectorate to warn that they would close down railways where the wrangling within management or between volunteers and managers might affect safety.

The Glos/Warwicks Railway agreed the price for the acquisition of 15 miles of track bed from Cheltenham to Broadway – a bargain at £15,000! The plan to buy the entire section of 25 miles through to Stratford would now be split into two with the remaining 10 miles to be bought later. Meanwhile – the infant East Lancs had tested public support for their plans to reopen the Bury to Rawtenstall line by running a dmu service that attracted almost 1,500 people on one day. The railway now needed the Greater Manchester Council to buy the land using derelict land grant money.

If you fancied a Pullman Scenic Land Cruise Railtour then you could choose amongst; The Cotswolds and Oxford from as far away as Carlisle, Aberystwyth and the Vale of Rheidol and Norwich/Lowestoft/Cambridge amongst others with buffet facilities and all seats reserved. Prices from £7.50 to £12.50. Where do I sign up??

Next time we will look at the remainder of 1982 to see what was happening in the early days of steam preservation.



The scale rule sold to modellers by ERG through their catalogue in the 1950's. See article from page 24.
Geoff Derry

Edward Rankine Gray

by George Russell

The major manufacturers of Model and Toy Trains in the nineteen thirties were Bassett Lowke and Meccano Ltd, in tinplate 'O' Gauge and latterly (1938) the Hornby Dublo '00' Gauge three rail electric trains. The Trix Twin and 'Bing' ranges of '00' gauge toy trains were German Companies and were soon unavailable in the U.K. on the outset of war. Meccano ceased production of their Hornby 'O' Gauge and Dublo ranges in 1940 to concentrate on war work.

After the Second World war ended in 1945 the Model Railway hobby was even slower in recovery than most other industries as the industry mainly consisted of toy manufacturers whose businesses were not considered to be conducive to solving the United Kingdoms dire balance of payments problems and the huge debts incurred during the previous five years. Little production was available until at least 1948 onwards and most products produced were directed for export to the Commonwealth, and the U.S.A. as they would be more inclined to require the British Outline Mecanno made Hornby 'O' Gauge Clockwork and Electric trains and the then new Hornby Dublo Electric trains.

The scale Model Railway Hobby did not have the products or interest we are so used to today, Model Railway Exhibitions and retailers were thin on the ground in the nineteen fifties and early sixties with only the 'Model Railway Club' shows at the 'Westminster Halls' in London and the odd shows in the larger cities. Retailers who supplied scale modellers with locomotive and rolling stock kits and other essential supplies could be counted on one hand. The only saving grace was you could always visit your local station for a steam fix.

The Scale Model Railway enthusiast of this period had to make virtually all their models by hand themselves and used many materials not considered as appropriate today.. Wood, brass and steel would be supplemented by white metal castings etc but one of the main raw materials was card, particularly used for coaches, wagons and buildings.

The main exponent of this form of modelling was the very talented Edward Rankine Gray.

Edward Rankine Gray and the Boscombe Model Railway.

Edward Rankine Gray first appears on the 1939 Census completed just before the out break of the second World War. He is listed as living at 726b Christchurch Road, Boscombe, with his wife Dorothy (married in 1938) running a Mail Order Business. Probably Model Railway related?

I have been unable to find any information on his Military Service or other career activities during the Second World War and he does not re-appear until 1946 when he advertises in the April and May issues of 'The Model Railway Constructor' as ERG at 691 Christchurch Road and develops the partnership with Mr Hunter Wild to build the Scale Model Railway Layout situated at 729, Christchurch Road, Boscombe.

Edward Rankine Gray was a skilled Model Engineer and specialised in all aspects of the Model Railway Hobby. Along with Mr Hunter Wild they hand built the baseboards, track (Two Rail) and all the locomotives and rolling stock and used Anorma and Hamblings 'Bilteeze' card model kits for the realistic buildings in the town and village landscapes. As the Railway was to be constantly running for hours on end they also developed an Automatic Train Control system for starting and stopping the trains and controlling the points and signals.

It appears the partnership did not survive for long after the completion of the layout as Hunter Wild seems to have terminated his interests in the railway.

The Layout was a sizeable, 30ft X 25ft and was accommodated on the lower floor of 729 Christchurch Road, Boscombe.

Visitors entered the room by a small number of steps which unnervingly had all the running loops passing under them and then entered a reasonably sized public area to view the layout. The first impression was of openness and space to view the realistic vista and trains. The village and small town areas were particularly impressive and along with the large Country Station gave an impression of realism I had never seen before. The area that remains in my minds eye and is captured in two of the photographs in the advertising brochure is the flat junction which all trains traversed at least once on every circuit. If a train was running slow it would stop and then restart after the junction had cleared, fascinating to a thirteen year old.

The Locomotives Coaches and wagons were as previously mentioned all built and repaired by Edward Rankine Gray and also included a four car Southern Electric Multiple Unit (Exley) although I do not recall this particular set. One wonders how he explained the lack of Conductor Rails?

The Model Railway featured in the Railway Modeller in the August 1954 issue as 'The Railway of the Month' and included a number of photographs of the layout.(4).

It is reported Edward Rankine Gray was not one of the easiest people to get on with. When the Model Railway Business was eventually sold in the 70s the purchaser was dismayed to be told Edward Rankine Gray was to continue using the Workshop for his Locomotive Building Business.

Souvenir Views
of

1s. 6d.

The MODEL RAILWAY

Boscombe



E. Rankine Gray
THE MODEL RAILWAY
727 Christchurch Road
Boscombe · Bournemouth



Conversely (1), the Rev Alan Cliff relates the story that Edward Rankine Gray had built a number of scratch and kit built Locomotives for him over the years following his visits to the Boscombe Model Railway Layout. As Rev. Alan Cliff was ministering in Edinburgh at the time and Edward Rankine Gray's father had retired to Edinburgh, Edward Rankine Gray agreed to deliver Rev Alan Cliff's latest acquisition to him in person. The locomotive was tested but had a problem on one of the troublesome junctions of Rev Alan Cliff's Layout. Closer inspection determined Edward Rankine Gray to remove his coat, rip up and relay the junction. No further running problems were encountered.

The Boscombe Model Railway was sold in the early seventies and floundered until a fire destroyed the layout and closure ensued.

Edward Rankine Gray and E.R.G. /E.R.G. (Bournemouth) Ltd

E.R.G. was first situated at the same premises as the Model Railway and moved in 1949 to premises at the rear of properties fronting onto Christchurch Road but accessed from the rear in Roumelia Lane, Boscombe, also in basement premises. It appears Edward Rankine Gray was not long involved in E.R.G. (Bournemouth) Ltd.

A review of a new range of Edward Rankine Grays' corridor connections in the November 1963 Model Railway Constructor attributed the product to E.R.G. (Bournemouth) Ltd. A correction was published in the January 1964 issue of the Magazine.' (2)

E.R.G. (Bournemouth) Ltd.

The entrance to the site was through a yard and down steps entering an area about six to eight feet square and surrounded by shelves and flat areas filled with model kits, various fittings and other stock. An area about two yards away from the front was where the Proprietor stood and it looked as if there was no route available to get out except from under the tables.

The proprietor at the time I visited the premises in the late 1950s and early 1960s was 'Jock' Stewart who had a broad Scottish accent and his very timid daughter, Ena who I do not recall ever saying anything.

The E.R.G. (Bournemouth) Ltd catalogue contained a large number of items not manufactured by them and included Bilteezi Card Buildings, Wills and Kay's locomotive kits, S&B signals and many other '00' Gauge items especially of interest to skilled Model Railway Enthusiasts.

I do not remember having a catalogue but Card Board Rolling Stock kits were the main products marketed along with the 'Trackside'/ Rex Wagon kits which I purchased and made with limited success.

They consisted of a cast chassis (assembled with brass nuts and bolts) and clear plastic bodies and were similar to the Triang wagons but with three link or Peco couplings. They also stocked, in depth, the 'Micro Models' miniature Card kits of numerous transport subjects. ('N' gauge or even smaller.)



ERG 00 Mineral Wagon Kit

Tony Wright

The shop was of course a scratch and kit builder's paradise and all manner of items were available for the more gifted modellers and included the kits and spares for the cardboard wagons and coaches marketed by E.R.G. The same yard also housed the Brasher Cardboard Box Making and Printing Company and the owner was related to our very own Robin Brasher (3). It could well be the case the printer was the supplier of the Card wagon and carriage kits marketed by E.R.G.

The stock and particularly the premises looked very scruffy at the time I knew it and one wonders if the dirt and probably damp conditions could have had an effect on their health.

They did not stock Hornby Dublo, Graham Fairish, Triang or Trix products which would be marketed through the toy trade or larger modelling retailers.

One memory is embedded on my mind. A visit to E.R.G. (Bournemouth) Ltd. resulted in a conversation with another customer of about my age who said he had a large model railway locally and would I like to see it.

Needless to say I jumped at the chance and we walked the short distance from the shop to his home on the 'The Crescent' on the Bournemouth town centre side of Boscombe.

It transpired that his father was a G.P. with his Surgery and House combined in one of the corner properties. My new found friend had a pretty large three rail Hornby Dublo layout on the floor of a large room. Although I was not quite so besotted with Hornby Dublo at the time it was very impressive and I visited him on a number of occasions.

My interest in model and prototype railways waned in 1960 to career, Lambretta scooters, cars, rock and roll, girls and later politics.

I was not aware of the demise of steam trains, Meccano Ltd, the Boscombe Model Railway or ERG (Bournemouth) Ltd and very much regret missing the closure of these important influences of my early years.

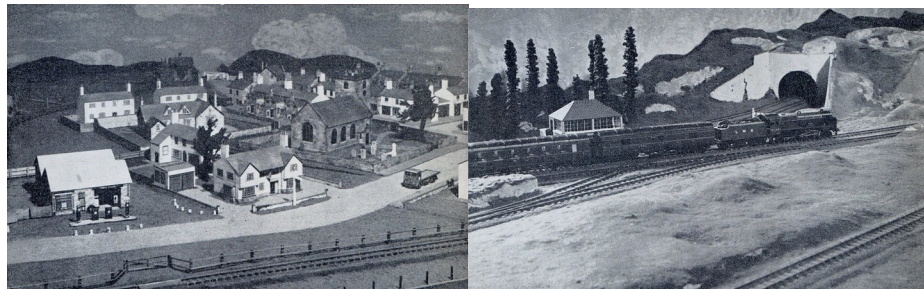
I have a small collection of artefacts relating to Edward Rankine Gray, the Boscombe Model Railway and E.R.G. (Bournemouth) Ltd and would be interested in acquiring more products or publicity items relating to the business. I will happily bring these items and related products to a Wimborne Railway Society meeting as soon as the Society re- convenes if members are interested.

Sources and acknowledgements.

- (1) Model Railway Enthusiast. July 1998. Article by Alan Cliff.
- (2) Model Railway Constructor January 1964.
- (3) W.R.S. Member.
- (4) Railway Modeller August 1954.

The images on page 26 and below are courtesy of the flickr site shown in the links below, and are published under creative commons licensing. They are from a souvenir booklet of railway pictures available to visitors.

Images can be found on [flickrcom/alwyn_ladell/3213335714/in/photolist flickrcom/alwyn_ladell/albums/72157678284455252](https://www.flickr.com/photos/alwyn_ladell/3213335714/in/photolist-flickrcom/alwyn_ladell/albums/72157678284455252) or search Flickr using ERG Bournemouth. The site also contains scans of the ERG catalogue and much more of interest about ERG and the Roumelia Lane area.





ERG Wagon Kits.

Photo from the Pat Hammond archive.



Rex Wagon Kits in Boxes.

Photo from the Pat Hammond archive.

The SR/EE 0-6-0DE shunters, nos. 1-3

A postscript by Ken Aveyard

In his article in Corkscrew 117 Steve Green mentioned the disposal of Southern Railway designed diesel shunter 15202 as follows.

15202 - John Cashmore, Newport: November 1966

Some reports state that 15202 was scrapped during May 1966, but a photo dated October 1966 shows her sandwiched between two steam locos in the sidings outside Cashmore's yard, so the above is more likely. Evidence exists that she was still extant during May, as she was noted on two occasions in the sidings in and around Newport docks.

I was contacted by Howard Bolton, Treasurer of the Huddersfield Railway Circle, and a long standing acquaintance from my days in the Dalescroft Railfans Club who sent me the image below.



33040 15202 45418, Cashmore's Newport on 2 July 1966. Howard Bolton

The picture shows Southern Railway Q1 class 0-6-0 33040 at Cashmore's yard, Newport on 2 July 1966. Behind it can be seen 15202 and just visible LMS class 5 45418.

Howard also sent me some more early shunter pictures which will be found on the front cover and in the photo gallery elsewhere in this issue.

The Great Word seaRch.

By Steve Green.

In the grid below are 25 loco names associated with a certain class of loco from God's Wonderful Railway. The names run horizontally, vertically, diagonally, backwards and forwards, and all have one thing in common. All you must do is locate them, but if you are struggling with the link, the remaining letters will then spell out in order exactly what you have found.

Names of TWOORMORE words do not have a gap in between them. Some names of two or more words have been split up, just for a bit of fun. In this case, the words will have a common letter shared by both which has been used twice to keep the name joined together. E.g. my name has an E shared by both words, so StevE could run horizontally and GrEen could run diagonally or vertically.

At the time of writing, if you still aren't able to hand your answers to me by the end of September, you can either post or email your finished/completed answer sheet, or simply wait until the next issue of The Corkscrew. Best of luck to you.

Y	E	L	E	K	R	E	B	F	O	L	R	A	E	G
E	A	Y	W	C	L	E	E	V	E	A	B	B	E	Y
L	R	E	L	T	T	A	B	R	Y	E	B	B	A	E
D	L	R	A	S	N	D	M	B	R	A	W	R	R	B
U	O	I	S	W	H	E	U	N	T	S	D	S	L	B
D	F	A	P	I	U	T	C	H	O	N	G	E	B	A
F	S	F	I	N	R	R	G	E	A	R	L	S	A	R
O	H	E	T	D	R	F	D	X	E	I	T	N	T	E
L	A	N	F	O	I	E	E	A	R	A	E	H	H	T
R	F	L	I	N	C	L	T	L	R	C	G	V	U	S
A	T	I	R	T	A	Y	N	S	I	I	O	I	R	N
E	E	M	E	N	N	S	U	N	E	X	C	S	S	I
A	S	S	E	A	E	A	O	S	E	W	P	C	T	M
T	B	E	L	I	E	N	M	L	A	T	R	O	P	T
S	U	M	N	F	O	D	F	T	R	N	A	U	L	S
Q	R	A	M	E	E	E	O	E	L	D	O	N	D	E
A	Y	J	F	D	T	R	L	E	R	C	F	T	A	W
S	D	R	A	W	H	C	R	U	H	C	J.	G.	T	L
E	S	I	R	E	D	W	A	R	D	E	L	G	A	R
N	O	S	D	U	H	D	E	E	H	K	C	O	L	S

The Great Britannia Bonanza Answers.

By The Reverend Green.

How did you get on? If you were struggling, worry not, all will now be revealed, in glorious colour. Hopefully it kept you entertained for a bit.

I have highlighted the first letter of each answer that appears in the quiz **thus**, and in the list below described the direction the name then took. Hopefully this will make sense. The letters in **blue** are the ones you will have ended up with, revealing what you should have found, which was:-

The names of twenty nine British Railways standard class seven pacifics!

Here are the answers then, from top to bottom, left to right: -

70009 ALFRED THE GREAT – horizontal
70051 FIRTH OF FORTH - vertical
70008 BLACK PRINCE – horizontal
70024 VULCAN – vertical
70054 DORNOCH FORTH – vertical
70039 SIR CHRISTOPHER WREN – vertical
70034 THOMAS HARDY – horizontal
70013 OLIVER CROMWELL – diagonal
70019 LIGHTNING – horizontal
70022 TORNADO – horizontal
70023 VENUS – horizontal
70036 BOADICEA – vertical
70031 BYRON – horizontal
70044 EARL HAIG – vertical
70016 ARIEL – diagonal
70042 LORD ROBERTS – vertical
70026 POLAR STAR – diagonal
70011 HOTSPUR – diagonal
70046 ANZAC – diagonal
70006 ROBERT BURNS – vertical
70015 APOLLO – diagonal
70038 ROBIN HOOD – diagonal
70017 ARROW – horizontal
70000 BRITANNIA – vertical
70004 WILLIAM SHAKESPEARE – vertical
70014 IRON DUKE – diagonal
70032 TENNYSON – horizontal
70020 MERCURY – vertical
70005 JOHN MILTON – horizontal

T	A	L	F	R	E	D	T	H	E	G	R	E	A	T
E	C	N	I	R	P	K	C	A	L	B	H	V	D	S
R	Y	D	R	A	H	S	A	M	O	H	T	U	O	I
A	S	E	T	G	N	I	N	T	H	G	I	L	R	R
E	N	N	H	A	M	E	S	O	F	T	I	C	N	C
P	R	W	O	D	A	N	R	O	T	V	E	A	O	H
S	U	N	F	T	Y	S	U	N	E	V	N	N	C	R
E	B	B	F	I	N	B	Y	R	O	N	E	E	H	I
K	T	O	O	B	A	D	C	R	I	T	A	L	F	S
A	R	A	R	I	S	R	O	A	P	A	R	O	I	T
H	E	D	T	H	O	L	I	O	Z	I	L	R	R	O
S	B	I	H	M	L	R	L	E	H	N	H	D	T	P
M	O	C	W	O	A	A	K	O	L	N	A	R	H	H
A	R	E	P	I	R	U	T	Y	L	A	I	O	W	E
I	L	A	A	S	D	S	Y	R	S	T	G	B	S	R
L	T	A	T	N	P	N	D	U	A	I	R	E	O	W
L	D	A	O	U	C	L	A	C	S	R	S	R	S	R
I	R	R	R	E	W	O	R	R	A	B	V	T	E	E
W	I	N	P	A	C	I	T	E	N	N	Y	S	O	N
F	I	C	N	O	T	L	I	M	N	H	O	J	S	!

MOORS VALLEY RAILWAY.

The Moors Valley Railway may be holding the following Special Events later in 2020.

AUTUMN STEAM GALA – 12th & 13th SEPTEMBER
(DAY ROVER TICKETS AVAILABLE.)

HALLOWEEN FUN TRAIL – 24th-31st OCTOBER

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.

Shunter Spot

As mentioned on page 31, Howard Bolton the treasurer of the Huddersfield Railway Circle, has sent me some pictures of early diesel shunters. These images were taken at Barrow shed on 26 November 1967.



D2513 is a Hudswell Clarke shunter new in 1961 and withdrawn in August 1967. Sold to the National Coal Board in 1968 it was scrapped in 1975 following a gearbox failure.



D2508 a 1956 Hudswell Clarke withdrawn in 1967, and scrapped 1968.



Northern rail has been storing its class 144 Pacer units at the Keighley and Worth Valley Railway and it is expected some will return to use during July 2020. On the left is 144017 with PRM compliant 144012 alongside on 10 June 2020.
Colin Aveyard



Taken from Low Mill Lane alongside the KWVR line is 144010 with 144013 attached.
Colin Aveyard