

# THE CORKSCREW

Newsletter of the

## Wimborne Railway Society

Founded 1975



**Issue 96**

**December 2016**



***Southern Railway took four three car class 170's from Scotland and has reformed them in to a pair of four car and a pair of two car sets to enhance capacity on their DMU services. 171402 is seen at East Croydon on 22 August 2016 heading for London Bridge. Ken Aveyard.***



***Over the last few years First Great Western has adorned a number of its HST power cars with various advertising wraps. In 2015 a couple received a green livery for Bristol – European Green Capital. Here 43192 heads west through Ealing Broadway on 7 June 2016 on a south Wales service. Ken Aveyard***

## **WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.**

Chairman :-...Barry Moorhouse...Vice Chairman :-...Jim Henville

Secretary :- ..... Membership:-...Martin Catford.

Treasurers :- ... Peter Watson and Bob Steedman

George Russell....Paul Carpenter....Graham Bevan

Iain Bell...David Brearley

The Corkscrew team.....Editor..Ken Aveyard....Production..Colin Stone

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## **Editorial**

Once again another year has passed and as always I am grateful for all the contributors, both regular and occasional who have helped me deliver the last six issues of The Corkscrew. As always all contributions are welcome no matter how small.

This last year has seen a varied programme of speakers both external and from within the Society's ranks and the programme for the first couple of months of 2017 is already looking interesting.

On a sadder note 2016 saw the loss of two Society stalwarts in Mike Stollery and Chris Francombe and their presence at our meetings is sorely missed.

A couple of major events to look forward to are our public exhibitions. The first on Friday 30 December is our open day at the clubrooms, and on 18<sup>th</sup> and 19<sup>th</sup> of March 2017 the Wimrail exhibition will be at the usual venue Queen Elizabeth's School, Wimborne.

In this issue we have contributions from Paul Carpenter who went to Selby, Brian House and yours truly who went to London, Steve Green who bought a Hymek, and Colin Stone with some pre nationalisation spotting notes from Syd Brown of Weymouth. A further milestone is Derek Lewer's Transport Trivia which comes to an end in this issue with the last of his 100 questions.

A slight correction to the Boys Day Out article in Corkscrew 95, the pictures should have been credited to Richard Banks, and 70008 was passing Oxford not Didcot.

Sit back and enjoy Corkscrew 96. Closing date for 97 is 19 January 2017.

Cover picture:- FMA53F a Scammell Scarab "parrot nose" and flat trailer seen at the Crewe Works open day on 31 May 2003. Ken Aveyard

# **D7053.**

## **By His Reverence.**

Text message from my brother about three years ago:-

“Yo bro, did you fancy a small modelling job?”

Reply, something along the lines of:-

“Yo bro, err, yes ok. What is it?”

The “small” modelling job had briefly come up in conversation prior to this I seem to recall, but the purchase and reveal was kept a secret until this point. What he had bought was a 5” gauge battery-electric version of a Western Region B-B class 35 “Hymek” diesel hydraulic! The loco has since been identified as a Model Engineering Supplies of Bexhill product, complete with a working 2-tone horn! The bodyshell is a one-piece fibreglass shell, with a laser-cut chassis and bogie frames. A bogie sit-on “carriage” also came with the loco, from where you drive/control the engine. My brother, Russ, acquired his new toy at a price he couldn’t refuse, and it did need a bit of work doing to it:-

The loco had no “glazing” in the cab windows, no handrails, any numbers or headcode and worst of all, no lower light green bodyside stripe! The white window surrounds, yellow warning panels and late BR crests had been applied however.

He wasn’t too fussed about what number it should be, but the headcode had to be an appropriate one as he is a current SWT driver based at Salisbury. The correct Railmatch paint was bought for the light green stripe, but it was at this point that it became clear that the loco was not very accurate in appearance, compared to drawings, photos, etc. Considerable time was spent getting the stripe to look right and the handrails in the right place.

Why I chose D7053 I can’t remember, but the ‘1V74’ headcode was taken from a photo of a Hymek working a Pompey – Cardiff service from memory, which would’ve gone through Salisbury of course. Fox Transfers were used for the digits, as well as the overhead wire warning flashes and Red circular route restriction codes. Clear plasticard was glued in place, as best I could, for the windows, with the ones on the cab doors left open to enable little fingers to get in to the lift the body off the chassis with ease. (A cunning plan I hear you say!?)

In this condition, the loco was duly handed back to her owner, and Russ used her occasionally, mostly at the extensive track layout of the North Wilts Model Engineering Society at Coate Water Park, Swindon.

This was where her previous owner, and work colleague of Russ, was a member and where he had operated her. I was able to attend on a couple of occasions and have a drive as well on the large, complex circuit, and it is well worth a visit. The previous owner had carried out some work on the body and obtained a new controller, and he bought it a couple of years prior to Russ, from someone who ran it at the Strawberry Line Miniature Railway at the Avon Valley Country Park, Keynsham. #

Circumstances dictated that Russ wasn't able to keep the loco anymore, and during last summer I received another text from him giving me first refusal on D7053 if I was interested. Having given it some thought and the many pros and cons, etc. that went with it, I decided to go for it and the cheque changed hands on 29<sup>th</sup> September 2015.

When I originally had the loco to "do up", I looked at what else was available to improve the look of her, but Russ chose not to take it any further. Now she was in my ownership, adding more detail was something I wanted to carry out, especially on the plain front bufferbeam. Searches on the interweb proved successful, and a fully working, scale, screw link coupling was the first purchase, from Maidstone Engineering Supplies (Maxitrak). Various detail parts were obtained from the Bexhill firm who produce the loco, including windscreen wipers, cab steps, horns and Timken rolling bearing axlebox covers. The majority of the bufferbeam pipework was purchased from 17D Miniatures, except the vacuum and steam heat pipes acquired from the Miniature Railway Supply Company, from where I also obtained the headlamp. The lamp irons and vacuum pipe support bracket were scratchbuilt from brass strip. Window frames along the bodyside were scratchbuilt using L-angle plasticard, and painted silver to represent the real things which are aluminium.

The above have all been duly added and painted (except the horns); the finished product is depicted in these pages and in glorious colour on the interweb! Also painted onto the bufferbeam are the Yellow Triangles to indicate she is fitted with multiple working capabilities, within class only obviously! ;-) Outstanding items are a pair of 82A shedplates to be fitted to the valance behind the bufferbeam as and when they arrive.

As with some of my models, I like to look into the history of the real thing, as is the case here, but only for D7053 you'll be pleased to hear! I have included some general information about the class though for completeness.

First sighting of her was at the Gorton Works of Beyer Peacock Ltd, Manchester on 1<sup>st</sup> September 1962 when she was nearly finished. Her BP Works No. was 7957 and her next observation was down in the Stock Shed at Swindon on 21<sup>st</sup> October 1962. From there she entered traffic at 82A Bristol Bath Road on the 24<sup>th</sup>.

A total of 47 locos entered traffic that year, shared between 82A and 88A Cardiff Canton. Whilst based at Bath Road, a rather grubby D7053 was recorded working over the Bristol & North Somerset line at Radstock heading to the West yard on 6<sup>th</sup> May 1966, serving the coalfields still open in the area at the time. So there is every chance she worked over one of the remaining sections of the S&DJR, quite appropriate given the commemorations taking place this year! From 31<sup>st</sup> March 1967 she was shedded at 86A Cardiff Canton and four years later was transferred to her final shed, 81A Old Oak Common from 22<sup>nd</sup> May 1971. D7053 was withdrawn from traffic on 1<sup>st</sup> January 1972, along with 32 classmates (63 in total that year), and held in store at Old Oak until July 1972 when she made her last journey to Swindon Works. She was reduced to 75 tons of scrap metal by 18<sup>th</sup> August, having been in service for a mere 9 years, 2 months and 8 days!

It was in June 1959 that the design and build of these locos started, with D7053 from the second batch of 56 locos, out of a total of 101 built between May 1961 and February 1964, numbered D7000-7100. The "Hymeks" were fitted with a 1700hp Bristol-Siddeley/Maybach MD870 V16 diesel engine, with **hydraulic Meksydra** K184u transmission, hence the nickname! The Type 3 Hymek's were designed to replace the ex-GWR Halls, Granges, etc. on mixed traffic work, with the intention that 300 locos would be built. The BTC ruling to standardise on electric transmission resulted in the final two-thirds of the order being cancelled however. Under the TOPS numbering system, they were allocated Class 35, but, as with all WR diesel hydraulics, they were disposed of before re-numbering could take place.

The class was wiped out between September 1971 and March 1975, the last one to be withdrawn being D7018. All bar five had been scrapped by March 1977, four surviving into preservation. The final member to be cut was D7096 but not until 28<sup>th</sup> February 1986, as she had seen use as a departmental 'Dead Load' vehicle at Old Dalby, along with the now preserved D7076, at the East Lancs Railway. The other three to survive are D7017 and D7018 at the West Somerset and D7029 on the Severn Valley.

All were rated with a maximum tractive effort of 46,600lbs; top speed was 90mph and were RA6. Fuel and water capacities were 800gals each, but the second batch differed from the first by having a Spanner Mk3 boiler as opposed to the Stones OK4616 boiler fitted in the first 45 locos. I have chosen to isolate the steam heat boiler on my loco, as I don't intend on running her during the winter months!

So where am I going to run her I hear you ask!? Well, I have recently been passed out as a "diesel" driver at the Wimborne District Society of Model Engineers on their track at Flight Refuelling/Cobham Sports at Merley.

Our public debut was on Sunday 17<sup>th</sup> April, where, unfortunately, flat batteries curtailed D7053's use, which we hope to look into next time I'm there. Check out their website: [www.wdsme.net](http://www.wdsme.net) for more details, and we may see you there? A Western Region/"diesel hydraulic"-themed day has already been talked about!

# Footnote:-

The SLMR now features the only miniature gravity hump yard on this scale/gauge in the country!



*The completed D7053 (minus horns) at Merley during May. Steve Green*



*A Hull Trains class 180 unit crossing the low bridge at Selby. See page 8*

# Interlude at Selby

by Paul Carpenter

I was recently asked if I would collect a newly restored vintage bus from Yorkshire, and take it to Somerset.....and try not to exceed 30mph. A bit of planning was clearly needed as the bus in question, an ex Hants & Dorset Bristol K6A dating from 1949, and formerly allocated to both Bournemouth and Poole to boot was needed on a Sunday for its owners own bus rally. And, it wouldn't be ready to collect until late Friday morning. Prolonged motorway driving was not really an option, so in the main I stuck to A-roads. Friday down to Tamworth, Saturday the rest of the way.



Anyway, this journal is supposed to be about railways so I'd better come up with something relevant! To get to Yorkshire, I had decided to go from Wool – Selby via London. Now on-line booking can be very speedy, or downright frustrating. According to Trainline website, I could get a single for £53, very reasonable, as any of the alternative possibilities for me would be in the £120 – 140 bracket. Now I could see that the reason for the very competitive fare was based on a £16 South West Train promotion, and Hull Trains cheapest train of the day. As timings were not critical, no problem, except it was impossible to actually buy the ticket. After wasting an hour, I circumvented the issue by buying a SWT ticket to Waterloo from Wool, and another from Waterloo – Hull via Underground to Kings Cross, which gave me the cheap fare on Hull Trains, and totalled £53! Phew.

It was a while since I'd been to 'the Cross', and it's disappointing for me that I cannot come up the escalator onto the concourse to hear the station filled with the drone of Deltic's Napier engines. Ok – it wasn't a great surprise, is it really 35 years since they finished proper on the ECML. The station frontage has changed a bit over that time, and I was able to eat sandwiches whilst a pigeon deterrent in the form of a Harris Hawk was being flown around - with a handler there in hi-viz jacket I should mention. We have seen Harris Hawks in Texas, in fact they are native to SW USA, through Central to South America, usually somewhat associated with arid areas. I have to say, watching the hawk gliding across the concourse was proving, as interesting to me, if not more so than the modern motive power!



I had booked on the 13.48 Hull Trains service to Hull, which whilst not announced particularly early was at least easy to spot stood at platform 4. There are four 5 coach set Class 180's built by Alstom operated by Hull Trains, 180109, 110, 111 and 113. The 13.48 today is worked by 180110. The journey is uneventful, although arrival at Selby is around 25 minutes late due to problems with overhead wiring south of Doncaster. This doesn't overly bother me, and having booked into the hotel in the middle of Selby, with a fine sunny late afternoon, time to kill, I head back to the station for hopefully a few photos, in case I can make this into an article.

The station is still very photogenic, and of course the big bonus is the famous swing bridge, dating back to 1889, and recently subject of a major refurbishment in 2014. There are several bus stops plus parking for several buses around the front of the station, which form Selby Bus Station. I'm not sure if I was unlucky in the hour I went back to the station in not seeing a freight, or whether one would be lucky if you did. Anyway it was all multiple units. They don't interest me a lot I'm afraid, but here's a sort of log of what I saw.

13.48 Kings Cross – Hull Hull Trains 180110

15.38 Hull – Manchester Piccadilly Transpennine 185143



**16.38 Hull – Manchester Piccadilly Transpennine 185134 + 185132**

15.48 Kings Cross – Hull Hull Trains 180111

17.10 Hull – Kings Cross Hull Trains 180110 (running late)

17.49 Selby – Huddersfield Northern trains 155343

17.25 York – Hull Northern Trains 158851

15.48 Manchester Victoria – Selby Northern Trains 153328 + 158790

17.17 Hull – York Northern trains 158843

16.41 Manchester Piccadilly – Hull Transpennine 185135 + 185131

17.38 Hull – Manchester Piccadilly Transpennine 185119

Colourful if nothing else!

Next, the small issue of a long drive south tomorrow.....starting by heading north in search of the filling station for diesel.



**158851 in Selby Station on a York to Hull service.**

**Paul Carpenter**



**185131 on a Manchester to Hull Trans Pennine Service.**

**Paul Carpenter**

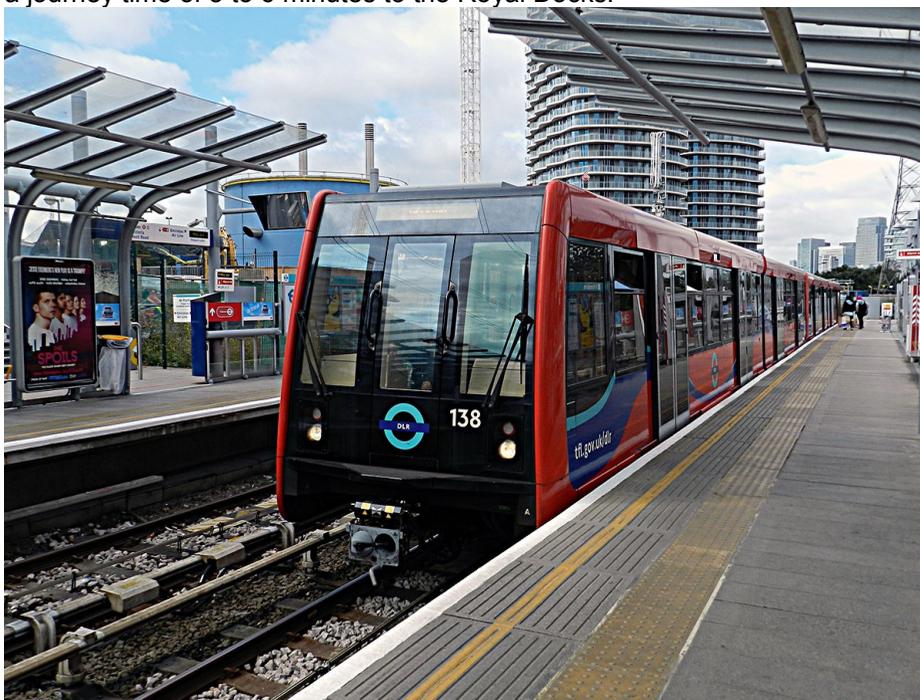
# Boys' Day Out

## London Trip, Monday 22 August 2016.

by Brian House

Another trip to London taking advantage of the South West Trains £16 Bournemouth to Waterloo return fare. Seven of us made the trip, Ken Aveyard, Peter Watson, Bernie Luther, Richard Banks, Alan Hogg, Trevor Hargreaves and myself. We started the day by catching the 7.59am off Bournemouth. The train was crowded, with others taking advantage of the offer, but we managed to find ourselves table seats.

On arriving at Clapham Junction, Bernie, Peter, Alan and Ken took themselves off to pursue their various interests, leaving three of us to continue to Waterloo. From here, we three, Trevor, Richard and myself, took the Jubilee Line to North Greenwich. A short walk past the O2 took us to the Emirates cable car. Before boarding, we had a leisurely coffee break, then paid £3.50 for our single tickets (using our Travel Cards) for our flight across the Thames. We had good clear weather for the crossing, which made for good photo opportunities. The cable cars travel at about 6mph which gave us a journey time of 5 to 6 minutes to the Royal Docks.



*DLR unit 138 at Royal Victoria station.*

From the Royal Docks it is just a short walk to the DLR station, Royal Victoria, where we boarded unit 138 for Beckton. Beckton being the end of the line, we caught the next unit, no 101, from Beckton to Canning Town where we changed trains and went on to Woolwich Arsenal passing London City Airport on the way. At Woolwich we decided to take the same unit for its return journey to Stratford International. It was at Stratford that we had our much-needed, by then, coffee break and took some time out for some more photos, then back to the DLR and a trip to Canary Wharf and on to the end of the line at Lewisham. Leaving Lewisham via Canary Wharf we reached Shadwell, where the lines split, one going to Bank and the other to Tower Gateway (Tower Hill). We went to Bank first and then back to Shadwell, where we spent some time photographing DLR and Overground trains before catching our final unit, no 38, to Tower Gateway and completing our travel over the DLR system. By now the day had become very warm with strong sunlight, which was not conducive for good photographs.



***A class 357 approaching Fenchurch Street seen from Shadwell Station.***

On leaving Tower Gateway station we walked to the Tower of London bus-stop, where we caught one of the “new routemasters”, LT391 on route 15 to Trafalgar Square. What should have been a relatively short journey took an uncomfortably warm 45 minutes, so approaching Trafalgar Square we decided to get off at Charing Cross and seek out a watering-hole for a welcome cup of tea.

After our break, we strolled into the Square and photographed the numerous LTs and the occasional RM. At around 5.15pm we walked over to Waterloo Station to be close to our evening meal stop and to spend the remaining time before eating to photograph some different classes of bus on the 521 and 26 routes. These being the electric SEes single-deckers on the 521 and the Alexander Dennis Enviro 400H Citys on route 26.

With the time approaching 6.15pm, we made our way over to “our chippy”, the usual end-of-day-trip –to-London eating place. Here we met up with the rest of the lads, apart from Peter who arrived just as we were finishing our meals, and chatted about our day’s excursions. With our day out coming to an end, we took ourselves across to Waterloo Station and on to platform 11 for the 7.35pm train back to Bournemouth and home after another successful and enjoyable “Boys’ Day Out”.

## The Other Boys

by Ken Aveyard

Whilst Brian Trevor and Richard continued in to London; Peter, Bernie, Alan, and myself made our way from Clapham Junction by Southern service to East Croydon where we hoped to pick off some Gatwick Express sets and maybe some class 700 Thameslink units. We were indeed fortunate in seeing quite a few Gatwick units, and half a dozen Thameslink sets, both in service and on test. We also saw 171402 one of the refomed former Scottish sets.



*The eight car Thameslink units are numbered in the 700-0 series and 700003 is seen at East Croydon on test on 22 August 2016 Ken Aveyard*

After a couple of hours we set off northwards to Farringdon where we changed to a stopping service to continue to Hendon, which gives a run past Cricklewood sidings where more 700's were seen and where we saw 66718 on a spoil train and 66618 on tanks. Returning to St Pancras we looked in on the International platforms where new unit 4001 4002 was keeping company with three old sets before going over to Kings Cross where we caught a service out to Finsbury Park, making a cross platform connection on to a 313 unit for a run up to Hornsey. Two more 700's were seen in the sidings opposite the depot, before we returned to Finsbury Park. There we went our separate ways. Alan returned to the Southern and would meet us again at Waterloo for the train home, whilst I challenged Peter and Bernie to a race. They would go via Kings Cross and Paddington to Ealing Broadway whilst I would go via the Victoria Line and eventually the District Line and meet them. I lost but not by much!



***Heathrow Connect 360201 seen departing Ealing Broadway for Paddington on 22 August 2016. Note the new footbridge being constructed for the new eastern end entrance. Ken Aveyard***

Ealing was relatively quiet so we caught a train in to Paddington passing a number of class 59 and 66 locos at Acton, plus 57604 at Old Oak Common and new electric units 387131 to 133 on North Pole. At Paddington we split up again with Peter heading for Clapham Junction, Bernie for Waterloo East and me for Victoria Bus Station and the Red Arrow to Waterloo. Bernie and I joined Trevor Brian and Richard in the cafe at 1800, Peter joining us later, and after eating I went off chasing buses for a while at Waterloo Bridge before we all met up again including Alan, on platform 11 ready for the 1935 back to Bournemouth. Once again thanks to South West Trains for their summer promotional fares . Let's hope the next franchisee has similar ideas,

# SPOTTING NOTES

By Colin Stone

On Page 3 of issue No 93 of "The Corkscrew" our esteemed editor announced his proposal to include Train Spotting notes in future issues. This was a spur for me to submit the following for inclusion as possibly the oldest spotting notes which will come to the fore for inclusion in our newsletter??

At this point I have to admit the notes are not mine as they come from Weymouth resident Mr Sydney (Syd') Brown. Syd' is not a member of Wimborne Railway Society (WRS), but he is known to some WRS members who have met him on jaunts to Eastleigh etc'. Syd' was also a participant on the guided walk which Fred Worth led for WRS members around Portland in July 2010 (See Photo'). I first came to know Syd' on Fred Worth's "Windrush Tours" during the 1980's. He has a profuse collection of spotting notes, from which he was able to supply "The 6695 Locomotive Group" with written evidence of regular Class 56xx visits to Dorset. At that time the group were applying for a lottery grant and needed to prove the loco' type had a link with Dorset. Syd's information, along with some of the late Colin Caddy's photographs of the class in Weymouth, were used to strengthen their case to obtain some vital funding.

The reason for the notes and Syd's subsequent almost lifelong interest in railways stem from him gaining a scholarship to Dorchester Grammar School. At the time Syd' lived in the village of Little Bredy some 8 miles from Dorchester. That would not pose a problem in this day and age, **BUT** in war time Britain there was to be no commute to school, thus Syd' had to "lodge" in Dorchester. Sadly (or maybe not) it was raining on Syd's first day at his temporary abode. So what was there for a 10 year old to do in a wet Dorchester ? Well Syd's "digs" were in Alfred Road, Dorchester which just happened to back onto Dorchester's Southern Railway engine shed.

Therefore to help him pass the time Syd's landlord/minder suggested he write down the numbers of the engines visible in the shed yard and of those passing through Dorchester South station.

So, I therefore thank Syd' for supplying the notes for use in this issue of "The Corkscrew". What follows is a list of what Syd' Brown saw 74 years ago in September 1942 :-

H15 No 483 ... On a stub siding off turntable, loco' off/for the Nine Elms to Dorset Freight

O2 No 223 ... In the shed yard, Portland Branch spare loco'

T9 No 284 ... Outside Shed

A12 No 612 ... Outside Shed

L12 No 421 ... Outside Shed  
G6 No 462 ... Goods Yard Shunter.  
K10 No 387 ... Passed on a freight at 15.45  
LN No 861 ... Passed  
Schools No 926 ... Passed  
King Arthur 738 Passed

Having got used to the working pattern of trains in 1942, Syd' re-calls another King Arthur No 755 which was a regular performer along the Southern line. Also another regular sight in Dorchester South was Western Class 53xx 2-6-0 No 8338 which was later re-numbered 5338. This often worked in with a transfer freight from Dorchester West. Now in his mid 80's Syd' Brown is still and avid "spotter" and can often be seen with notebook and PENCIL, (not a biro) in hand making notes to add to his copious list of "Spotting Notes".

## **RAILWAYS ROUNDABOUT**

**OCTOBER** :- On Monday 3rd Class 73 No 73951 (Formerly No 73104) and Class 37 No 97301 (formerly No 37100) ran light engine from Derby to Branksome depot. Arrival at Branksome station was at 18.28, from where the pair reversed into the depot.

At 22.45 the next day (4th) the pair ran to Weymouth from where No 73951 was due to undertake overnight test runs drawing power from the 3rd rail. It would appear that at some stage during these tests that No 73951 suffered a failure (a battery exploded) which was serious enough for it to be temporarily embargoed in Weymouth sidings. Thus the return trip to Derby booked for later in the week was cancelled, the pair eventually left Weymouth on Thursday 13th and were noted passing Poole at 18.40.

As reported in the last issue of "The Corkscrew" the Rail Head Treatment (RTT) season began at the end of September. In "our" area this task was undertaken by an MPV, No's 98927+98977 being noted on Tuesday 4th, times at Poole were 06.25 down and 08.28 up.

Monday 24th saw the now regular Derby-Weymouth-Eastleigh test train passed through Poole at 21.08 in the down direction. Class 37 No 37116 led the formation with sister engine No 37175 on the rear, this engine worked the test train back through Poole at 22.36 heading for Eastleigh.

On Thursday 27th four members of the Royal Family (H.M. Queen, Prince Phillip, Prince Charles and Camilla) travelled to Dorchester aboard the Royal Train. "Top and Tailed" by the two "Royal Liveried" Class 67's No's 67005 and 67006 the train passed through Poole at 10.15 going down and at 13.25 going up. ... For those remotely interested ? A full account of its "shenanigans" locally is set out elsewhere in this edition of "The Corkscrew".

**NOVEMBER :-** On Saturday 5th and not quite in “our area” at Southampton, a rail tour heading into the Eastern Docks “top and tailed” by Class 66’s No’s 66079 and 66086 became derailed near Canute Road crossing. The first two coaches behind lead loco’ No 66079 derailed after the track spread underneath them. After a few hours the train was divided and the rear coaches towed back to Eastleigh by No 66086 where the train was terminated.

Another so called “steam” tour ran from Three Bridges to Weymouth on Saturday 12th. It was worked down through Poole at 11.50 by WC No 34046 “Braunton” masquerading as BB No 34052 “Lord Dowding”, Class 47 No 47832 was on the rear. Later at 17.00 No 47832 hauled the train out of Weymouth, which originally had been booked to run “home” via a reversal at Eastleigh. In reality No 34046 was removed from the rear of the train at Wareham, from there “Braunton” complete with support coach ran to Swanage where it stabled overnight. This left the tour to continue “steam less” back to Three Bridges (Poole 17.55). On Sunday 13th No 34046 departed Swanage tender first heading for Southall, Poole was passed at 12.00.

Permanent way work on the Western main line near Ealing was the reason for the removal of “Braunton” which was able to reach Southall from the west on the Sunday. However the ECS ran forward from Three Bridges to Acton and stabled overnight and throughout Sunday 13th before continuing to Southall (from the east) on Monday 14th. Passengers had paid for an out and part way return behind steam but ended up getting short changed .... So what’s new ?

“Our” now regular Derby-Weymouth-Eastleigh test train ran on Monday 21st worked “top and tail” by Class 37’s No’s 37116 leading and 37175 rear. The train was noted passing Poole going down some 17 minutes early at 20.47, the pair ran back up through Poole at 22.08, 35 minutes early. No 37175 leading sounded superb as its characteristic “English Electric roar” echoed through the still night air as it headed across Poole Park.

On Wednesday 23rd Class 47 No 47802 hauled 11 coaches and two Black 5’s No’s 45407+44871 from Southall to Swanage in readiness for a special the following day. Booked to depart Poole at 06.50 on the 24th for Bath and Bristol, actual departure was late at 07.04. As a consequence the Class 47 was providing substantial assistance on the climb of Parkstone bank with the two Steam loco’s working just enough to provide a spectacle. To add insult to injury for the “paying clack” (cheapest fare £109) the two steam loco’s came off the train at Salisbury on the return leg, leaving No 47802 to return the train to Poole 22.10. AGAIN ..... Not quite what they had paid for ! After running round the stock in Poole yard the 47 departed for Southall with the e.c.s. at 23.00.

Sunday 27th saw South West Trains run a Class 158 unit No 158883 as the 09.02 Bournemouth to Salisbury service via Poole, Wareham, Dorchester **SOUTH**, Weymouth, Dorchester **WEST**, Yeovil Pen Mill, Yeovil Junction and Gillingham. Listed as a “Christmas Shoppers Special” the return service departed Salisbury at 16.23 and arrived at Bournemouth at 19.15. This was the first **THROUGH** public service between Poole to Salisbury since the mid 1980’s and probably the first “public” train to stop at **BOTH** Dorchester stations.

**SWANAGE RAILWAY (SR) :-** The railway held its autumn steam gala over the three days of 14th/15th/16th October. Two “guest” locomotives were booked to appear, the first to arrive was S&DJR 2-8-0 No 53809 which came in by road on Friday 7th October. It was followed by Stanier 8F 2-8-0 No 48624 on Thursday 13th October, this too arrived by road transport. It was a five engine gala as only 30053, 31806 and 34070 of the home fleet were available due to protracted repairs being carried out to Standard 4 No 80104. On all three days four trains were booked to run up to the new limit of the SR at River Frome bridge. Sadly only No 53809 of the visiting pair was allocated a run over that section of line. “Official” figures suggest a modest increase of around 200 more “bums on seats” over the previous 2015 gala. Within three days of the gala ending both locomotives had left the railway in the same manner as they had arrived, by road.

As stated in Main Line notes No 34046 “Braunton” arrived onto the SR on Saturday 12th November for the reasons listed. After being prepared, then coaled and watered she departed Swanage at 10.20 on Sunday 13th running tender first, with support coach, heading for Southall.

On Saturday’s 5th and 12th November members of the Drummond Society had use of their locomotive, M7 No 30053 between Norden, Furzebrook and the River Frome. Each participant had the opportunity to fire the engine in one direction and drive it in the other. The little “Victorian Gem” is to come out of service at the end of the year for its 10 year overhaul, reports indicate it will be a “fast track” overhaul and No 30053 should be back in action quite quickly. On that score a loco’ which has been out of action for far too long, BB No 34072 “257 Squadron” has, at last, had its boiler refitted..

For the first “Christmas” weekend of 26th/27th November the railway had three engines in steam No’s 30053, 31806 and 34070, to work “Santa Specials” and “Christmas Dining train. Possibly better value than the fares paid on so called Main line “steam” specials

For some of the above information I am indebted to :- Roger Smith, Steve (Reverend) Green, Graham Sutton and Web sites “Wrngen” and “Real Time Trains”.

# DORSET ROYAL VISIT

By Our Royal Correspondent.

A visit to Poundbury, Dorchester by four prominent members of the Royal Family was set to take place on Thursday 27th October. Poundbury housing development and its architecture is “The Brainchild” of the Prince of Wales, HRH Prince Charles. Poundbury is located on Duchy of Cornwall land on the outskirts of Dorchester, the County town of Dorset. The main purpose of the visit was to allow Her Majesty Queen Elizabeth to unveil a statue of her late mother “Queen Elizabeth the Queen Mother”. There were other minor official engagements such as a visit to the local Waitrose store etc’. Members of the Royal party were H.M. Queen, Prince Phillip, Prince Charles and Camilla, and the Countess of Wessex. To facilitate their visit to Dorset the Royal Train was provided.

The train (coded 1Z40) left London Euston at around 21.45 on the Wednesday 26th “top and tailed” by Royal Liveried Class 67’s No’s 67005 and 67006. Just 5 miles out of Euston the Royal Train left the West Coast Main Line at Willesden, West London Junction. It then travelled via Acton Wells Junction, Acton Main Line, Reading, Basingstoke and Andover thence onto the Ludgershall branch where it stabled overnight. Next morning (27th) following a reversal at Andover the train ran via Laverstock, Romsey and onto the Chandlers Ford line. Just short of Eastleigh the train halted for some time to allow several service trains to pass.

At 08.48 after the 07.35 Waterloo to Weymouth (1W55) service departed Eastleigh the Royal train continued its journey following service 1W55. With Class 67 No 67005 “Queen’s Messenger” leading, train 1Z40 passed through Poole in misty conditions at 10.05. On approaching Dorchester South on the DOWN line, much to everyone’s surprise, the train “sailed” through non stop and ran on to Weymouth to arrive in Platform 2 at about 10.45. Some five minutes later No 67006 “Royal Sovereign” headed 1Z40 back up Bincombe Bank to arrive into Dorchester South’s UP platform **on time** at 11.15. After the Royal party had alighted, at 11.20 the train drew forward onto the single line toward Moreton. At this point another reversal ensued as No 67005, in charge once again, took the train through Dorchester South DOWN platform, down Bincombe Bank and into Platform 2 at Weymouth for a second time, arriving at 11.35.

Some 15 minutes later at 11.50, No 67006 leading departed Weymouth, ran up Bincombe Bank a second time heading for Dorchester West. Running through the UP platform at West station at 12.00, 1Z40 now ran onto the single line toward Maiden Newton before coming to a stand.

Following yet another reversal No 67005 dragged the train back into the DOWN Platform arriving at 12.12. At some stage following the ceremonies at Poundbury H.M. Queen and Prince Phillip rejoined the train at Dorchester West, leaving Prince Charles and Camilla to undertake further duties. Once the royal couple were on board, 1Z40 departed at 12.52, ran forward through Dorchester Junction to come to a stand on the down line facing Weymouth. Reversing again No 67006 headed through Dorchester South for a fourth time and headed off toward Poole (passed at 13.22). Leaving the Waterloo main line at Basingstoke (14.55), the Royal Train after passing Reading ran on to final stop at Taplow, reached at 15.45. Here the Queen and Prince Phillip got off to return by road, to Windsor. Now devoid of Royal personages the train then returned “empty stock” via Acton Main line and Willesden to its base at Wolverton.

For “The Record” the train was comprised of the following locomotives and coaches :-

Class 67 No 67005 “Queen’s Messenger\*  
 2921 ..... Royal Household Couchette  
 2903 ..... Queen’s Saloon  
 2904 ..... Prince Phillip’s Saloon  
 2922 ..... Prince Charles’s Sleeping Car  
 2923 ..... Prince Charles’ Saloon  
 2916 .... Royal Family Kitchen/Dining Car  
 2917 .... Royal Household Kitchen/Dining Car  
 2915 .... Royal Household Sleeping Car  
 2920 .... Royal Household Couchette  
 10546 ... DBC Staff Sleeping Car ... ex “normal” service usage.  
 Class 67 No 67006 “Royal Sovereign”

Of note are the apparent changes to the status of the Royal Train which have taken place over the years. In ages past, unless in a dire emergency, the Royal Train was never given Red Signal, but that appears to have happened on this trip in the Reading area. Also having passed the 12.50 Poole-Waterloo stopping train at Eastleigh, “The Royal” was slowed at Allbrook Junction to allow the stopper to overtake. In 2016, Royalty it seems, now have to endure the travails of train travel that we lesser mortals do on a daily basis !!



**67005 Queens Messenger passing Poole Park on the Royal Train KA**



**South West Trains Class 158 unit No 158883 as the 09.02 Bournemouth to Salisbury service via Poole, Wareham, Dorchester SOUTH, Weymouth, Dorchester WEST, Yeovil Pen Mill, Yeovil Junction and Gillingham. Seen passing Poole Station on 27 November 2016. C Stone**



**67006 Royal Sovereign on the rear of the Royal Train passing Poole park on Thursday 27 October 2016. Ken Aveyard**

# Transport Trivia

by Derek Lewer

## Question 96

In 2015 the maximum speed at which an agricultural tractor can legally travel on UK public roads was increased. From what to what is the maximum?

## Question 97

What did the Severn Valley Railway and the Isle of Wight Steam Railway share early in 2016?

## Question 98

On 22 April 1838 the British packet steamer "Sirius" made history. What was the event?

## Question 99

How many miles did Blackpool tram car 167 record in 2015 running at the Crich Tramway Village?

## Question 100

Which Chief Mechanical Engineer of a railway company in this country was both born and died outside of the UK?

## **Answers to Questions 91-95 as published in Corkscrew 95**

Answer 91 – UK and France transport agreement  
France and the UK agreed to build the Channel Tunnel.

Answer 92 – Remodelled Station  
Gloucester.

Answer 93 – Reason for the work  
After remodelling the platform was able to accommodate two Inter City 125 sets at the same time.

Answer 94 – How long was the platform.  
The platform was finally 1977 feet long.

Answer 90 – March 1936 seen for the first time.  
The first Spitfire fighter took to the air.



**First Great Western class 143 Pacer unit 143618 in advertising livery for Visit Bristol is seen running through the centre roads at Newport empty stock from Cheltenham to Cardiff on 16 February 2006. Ken Aveyard**



**Great Western Hall class locomotive 4920 Dumbleton Hall is currently out of service at the South Devon Railway. The railway has recently been upgraded and this loco will be able to run on the line when back in service. Seen on 22 July 2016 at Buckfastleigh. Colin Aveyard**