

# THE CORKSCREW

Newsletter of the

# WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 52

August 2009



***Eastleigh 100 held over the late May bank holiday had an impressive line up of steam and diesel traction. Biggest of the steam exhibits was 35028 Clan Line one of four Bulleid pacifics present. At the smaller end of the scale was Beattie 2-4-0WT 30587 which was used together with M7 30053 and a Queen Mary brake van to give rides.***



## WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

Chairman :- Graham Bevan...Vice Chairman :-...George Russell

Secretary :- Chris Francombe.....Treasurer :- Judith Collings.

Bryan Stanley...David Leadbetter...Paul Carpenter....Iain Bell.....

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

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Contact The Corkscrew at [kenaveyard@yahoo.co.uk](mailto:kenaveyard@yahoo.co.uk)

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## EDITORIAL

Once again I have the sad duty to announce the death of one of our Society's stalwart members. Mike King – salesman extraordinaire – passed away on Friday 19<sup>th</sup> July 2009 after a long battle with cancer. Despite ever increasingly painful treatment Mike retained his good humour to the end. For many of us, our last contact with Mike was at our show in April where with the assistance



of his family he was present with his Modelking business, as he had been as long as I can remember. Never short of an opinion – and some of those committee meetings went on and on – Mike had a depth of knowledge of British and Continental model railways to rival anybody, and he was often able to help members of the Society with recalcitrant models often asking no more than the cost of the parts. I am extremely grateful to Martin Catford for the obituary that appears on page 5.

Our condolences go to Sandy, Jason and Aaron.

In this issue we have an interesting insight in to the Network Rail measurement train, operational tales from Paul Carpenter and more from the pen of Steve Green and Colin Stone, including a quiz.

I hope as always that you will find something to interest and entertain you.

Sit back and enjoy Corkscrew 52.

Closing date for Corkscrew 53 is 10 September 2009.

### Cover Photo

Seen at Eastleigh on the occasion of the works open day is Ruston diesel shunter 07007. These locos replaced the famous USA tanks at Southampton docks and also as Eastleigh Works shunters. Delivered in 1962 as D2991 it was withdrawn in 1973 and transferred to Eastleigh Works as a static generator before being cleaned up and repainted by enthusiastic staff. This led by default to its survival and preservation.

Ken Aveyard

# Volunteer labour - is it stretched too thinly?

By Ken Aveyard

Now why would the subject of volunteer labour rear its head at this moment. Well Friday 3 July was the Society's annual outing to the Swanage Railway. Nothing special about that you may think, indeed for the last three years rather than having our own train, we have booked the wine and dine train that normally runs on a Friday evening. This year was no exception, and 47 members, partners and friends were booked to travel, or so we thought.

Earlier in the day Bryan Stanley who organises the event each year was informed by the railway that due to the non availability of volunteer signalmen, all evening services on the line were cancelled. Now with all public transport, there are those occasions that cause services to be cancelled but on a railway the signalling staff are a fundamental requirement of operation. The Swanage Railway has one of the longest seasons, and longest working day and if that is to be maintained then you have to question whether volunteer labour can be relied upon to service that need.

With regard to our aborted outing, the railway staff were very apologetic, and the food as they pointed out would taste just as good whether we were moving or not, but is that a valid excuse? I commented on the train that what would have been the reaction of a corporate customer if for example Barclays Bank, or Shearings Holidays had block booked the train and advertised it. Not only would there have been outrage from the prospective travellers there would have been talk of legal action for failure to deliver on a contract as well as compensation, or at least the expectation of a full refund. Thank the powers that be then that we weren't a corporate customer. But hang on just a minute, we were a corporate customer. We had block booked the train and the booking wasn't fulfilled. One upside of not moving was that the railway could not sell alcohol so many of our party availed themselves of cheaper drinks from Threshers or the Co-op. Am I being cynical therefore to comment on the fact that after the main course, the staff came round and offered a free glass of wine when many people had to decline as they were driving.

I don't believe the railway cancelled us deliberately because we were the Wimborne Railway Society and therefore less likely to complain, but I do believe that a refund commensurate with the disappointment felt by our party must be forthcoming. It is the railway's response to this poor treatment of people who have supported it for years that will be remembered when we consider booking again for next year.

This article reflects my personal view on the evening and not that of the Society and appears in place of our regular Chairman's Chirpings, which was not available in time for this issue.

# Mike King - 1942-2009

## Obituary

by Martin Catford

After a career in carpentry for scenery building on the West End Stage, and latterly as a Milkman, Mike celebrated his 50<sup>th</sup> birthday in 1992 when his boys, Jason & Aaron gave him some model railway items wrapped up in newspaper for his supposed retirement! Thus this commenced his 17-year interest in the hobby, and the start of a new business venture.

He quickly excelled in the hobby in every way possible, not only by being a regular stall holder, at times with the support of his wife, Sandy and family; but by learning all about the history of the manufacturers who made the models, to a depth that made me deeply envious. He accumulated a superb knowledge of model railways in a relatively short time, and was particularly adept at fixing broken locomotives and rolling stock for customers - not matter how ancient.

He was particularly good and generous towards youngsters, encouraging them into the hobby by allowing them to make privileged purchases at affordable rates. He also supported charities.

Mike joined the Wimborne Railway Society around 1994, and by 1998 commenced serving on the committee for 8 years - his contributions were always well-structured, logical and well received, and I remember listening to them and thinking:- "I wish I could have said it that way!"

Mike had strong views on railway magazine articles and presentations, yet his criticisms were never destructive. Many things were said with a sense of mischief and a twinkle in his eye!

He was a great supporter of the Swanage Railway, and helped with donations and advice on the 27-year refurbishment of 6695.

Despite the distance he had to travel from his home in Mudeford, Mike was a regular attender of the Wimborne Railway Society, and missed very few Thursday meetings until his health restricted his driving ability.

Thank you Mike for being our friend - we will miss you.

# A day out in the Network Rail Measurement Train

by Val & Martin Catford

Circumstances gave us an unexpected opportunity to ride as non-paying guests in the Network Rail Measurement Train - a dream fulfilled, and kindly organised by Bryan Robertson. It had to be on one of the few occasions when the train departed and arrived at the same station within the same day.



**Above: Note to model makers - the nose cone yellow is NOT the same as the Network Rail yellow of the sides - although barely indistinguishable. (Photo: Barry Appleby 26-3-09)**

**Right: Val entering the N.R.M. Train - one giant step for a lady, is a mere hop for mankind! (Photo by Barry Appleby 26-3-09)**

The yellow N.R.M.T.'s HST (43 014)- nick named "The Flying Banana" is a heavily converted HST which entered service on the 30th June 2003, and is capable of a maximum of 125 mph, but not often used at that line speed except on the East Coast Main Line.



**Left: Alan Fall, Kevin Maitland, Bernie Wood, Bryan Robertson, Val Catford, Jackie & Alex, Martin Sanders (from Howes), Robert Robottom (author & writer), & Brian Daniels (model maker) in the Conference Coach of the N.R.M.T. (Photo by Martin G Catford 26-3-09)**

**Right: The start of Eddy Locke's lecture on the N.R.M.Train, which lasted well over an hour. (Photo by Martin G Catford 26-3-09)**

Our train left from Derby platform 6b (closest to the yard where it had been kept overnight) at 8.06 am (which facilitated an overnight stay with Barry Appleby - our friendly 'Great Rail Journeys Tour Manager), and took us non-stop to St. Pancras (14 minute turn around), then on to Bedford; and back down to St. Pancras; then going north to Nottingham, and down to Leicester, before returning north to Derby - a journey time of approximately 8 hours.

The train is capable of holding only 12 guests sat around the conference table on fixed black swivel executive-type chairs - well spaced out as if we had fallen out with each other. There was a very large television screen at one end used for instructional purposes. Groups from the railway industry of over 20 countries so far have visited Britain to ride on this train. The normal waiting time is at least 6 months. Eddie Locke, Chief Engineer for Network Rail attended the train especially for our group, which was indeed an honour as he does not ride on every train.

There are currently 13 Network Rail Measurement 'Trains' - but only one world leading HST, (not used on the Southern Region). The remainder are either specially built or converted trains for LST work - down to a single Land Rover fitted with rail wheels for low speed laser gauge testing. (see below)



The 1¼ hour presentation took most of the time between Derby and St.Pancras, and dealt with every aspect of the trains capabilities, from checking the O.L.E. for correct height (which must be between 4 and 6 metres above ground), and the stagger (which must not deviate more than 450mm from a centre line). He added that there are occasions when the Track Gang have been found to slew over the track without telling the Overhead Line Gang! The Mk3 coach with the built in pantograph was not on our train on this trip, as it was being upgraded, but Eddie Locke told us that the engineers has a nightmare cutting out 1½ tons of steel from the roof of the monocoque Mk3 coach without impairing its rigidity, and inserting 4 tons of replacement structure to ensure its strength! He further explained that a Mk3 coach tends to sway more than any other vehicle, so they have introduced a 'Rolling Roof' for the pantograph. This means that within a fraction of a second, the pantograph responds to the sway of the coach by moving sideways across the roof to compensate, thereby always ensuring that the pantograph will be under the overhead line.

The N.R.M.T. HST operates a 13 visits per year recording pattern, covering only 80,000 miles per year - considerably less than a normal HST. Any driver familiar with the Class 43 HST and 'the road' can drive the N.R.M.T., provided that he takes into account that it cannot operate on 'assessing the ride quality' at less than 15 mph.

It is therefore up to the driver to ensure he doesn't become snagged up behind a stopping train, and to smooth his speed out to an average of what is possible on a normal busy line. The train MUST be kept to its allotted route, and it is strictly forbidden for a signalman to re-path it under any circumstances, as the data would then become null and void.



**Above: The working, but non-power collecting pantograph on the cut away roof of the Mk3 coach. The monococque design of the coach gave engineers a great deal of concern when they cut away 1 ton of metal and replaced with with 4 tons of bracing! Mk3 coaches sway from side to side considerably, and so the pantograph is designed to instantly roll in the opposite direction to compensate for possible loss of line contact. (Photo by Martin G Catford 26-3-09)**

**Right: Video cameras on the Network Rail Measurement Train fixed to the wheel bogies taking pictures of the track, railhead and any missing Pandrol Clips. It is the responsibility of the crew to clean the lenses before each day's workings. (Photo by Martin G Catford 26-3-09)**

The train deals with the checking of rail profiling and track geometry, and checking the radio communication system availability. In addition, measurements are also taken of the inter-track spacing (permanent way) of both sides of the train simultaneously. This is particularly important on lines where tilting trains run.

It is the driver's responsibility to check and clean the lens on each of the underslung on-bogie cameras each day before the train departs. These film the rail head and walls for cracks and minute holes as small as 1.5 mm in diameter, whilst other cameras check aerially for missing pandrol clips, displaying between 3 and 5 sleepers in any one frame. Bearing in mind that aerial photographs can be taken of passing track at 125 mph, some blurring of the image is inevitable. Leicester University have assisted by compiling a computer programme for enhancing the image. This automatically colours the railhead pale blue, and defines the blurred edges of the sleepers in a similar colour. It then colours the rail chairs in dark blue, and automatically records missing Pandrol clips, and charts them using a GPS fixing. This information, along with all the other data gathered during the day (amounting to about 2Gb per trip) is downloaded either at the trains main base in Derby or at major stations such as St.Pancras during a brief turn around, and a copy kept within the train for 2 months.



***Left: The railhead cameras photograph about 3 metres of track whilst looking for missing Pandrol clips or small holes (as small as 1.5 mm), and each frame can consist of between 3 and 5 sleepers. Then a computer programme designed to ease identification, and arranged by Leicester University colours the railhead pale blue and the sleeper chairs dark blue after first identifying the parameters of the sleepers with a solid vertical line. The computer then records any defects with a GPS location for the subsequent Engineer's visit. Clips can sometimes be covered inadvertently by excessive track ballast. (Photo by Martin G Catford 26-3-09)***

Urgent fault finding can be acted upon very quickly - and certainly within a few hours, by the appropriate track gangs.

The N.R.M.T. can travel up to 1,100 miles in a day's work, and seldom terminates in the place of origin. Internally, there is no sleeping accommodation, as staff would normally work shift patterns in preference to the older idea of using local hotels. For everyday use the train is fitted with a domestic kitchen, a staff mess room, a conference room for guests, an office for the head of Network Rail, a toilet and two large generators (one kept in reserve) to supply correctly smoothed electricity for all the computers and recording cameras. The Paxman Valenta engines would not be able to provide a guaranteed smooth current as their pitch is constantly variable.

There is a recording coach where a team sit and watch various video screens, and a video recording coach with block of instruments into which the many cameras are fed.



**Left: Entering St.Pancras on the Network Rail Measurement Train (Photo by Martin G Catford 26-3-09)**

**Right: Our Network Rail Measurement Train awaiting turn around in St.Pancras for the 2nd time this day. The turn around is only 14 minutes - just long enough for the driver to walk from one end to the other, and a few Gb's of computer information downloaded to Derby Works. (Photo by Martin G Catford 26-3-09)**

St.Pancras (the 2nd time around) represented 'lunch' to us all, as it was about mid-day, and a good time to pop to the kitchen for a 'brew-up' before the afternoon's tour of the train.

Indeed, when it came to information, every question was answered - there were no holes barred, no hidden secrets, no taboo subjects, and absolute freedom in photographing and video filming anything and everything inside the train - and this surprised me when we cannot even stand on certain stations with a camera! Quite remarkable and refreshing! The tour of the train took us through all areas, but sadly not into the power car!



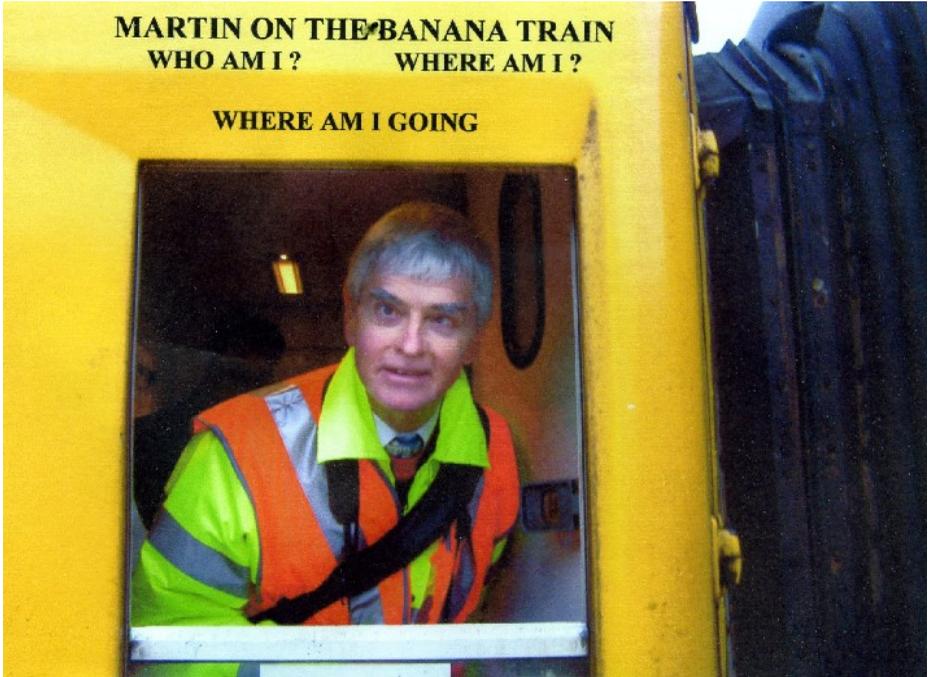
**Left: The Computer Suite in the N.R.M.T. Eg. The top left hand screen depicts the inter-track spacing (Photo by Martin G Catford 26-3-09)**

**Right: One of two main generators situated in a former restaurant car . In the event of a fire, the louvres automatically shut to prevent spread. (Photo by Martin G Catford 26-3-09)**

By 4.00 pm, the approach into Derby was made passing Derby Yard with it's rich array of stored and moving stock; and I just happened to spot the 'prototype of the year for everything' - (right): Yes, a one-coach HST on the move! Shame about the roof aerials!) What a remarkable and fascinating day out. Our most grateful thanks to Bryan Robertson and to Network Rail for facilitating this wonderful and memorable day out - the best since our honeymoon! Thank you both!



*Right: Class 43 43048 'T.C.B.Miller MBE' in resplendent new East Midlands Trains livery pushing back a one-coach HST into Derby Yard (Photo by Martin G Catford 26-3-09)*



# SR Locomotives Loaned to the LMR.

By The Reverend.

Hello, and welcome along. With the 40<sup>th</sup> Anniversary closure of the Longmoor Military Railway system marked at our exhibition in April (a special thank you to Mr. Editor!), with official closure taking place on 31<sup>st</sup> October 1969, I thought I would take a look at the 'local' Southern Railway locomotives which were loaned to the LMR during its working life.

We start off in the pre-grouping era, when the line was still known as the Woolmer Instructional Military Railway, with the hiring of an LSWR '0415' class Adams "Radial" 4-4-2T, no.424, which arrived during October 1914. This loco was built by Beyer Peacock & Co., Gorton, Manchester in 1882, Works No.2176 and was allotted the never carried internal serial no.12 while at Longmoor. In mid-1916 it was transferred to the 3 ½ mile Dinton & Fovant Military Railway, by then carrying MCR (Military Camp Railway) lettering. It was purchased outright by the W.D. in June 1916 and during 1920 was sent to Swindon Works for repair, where she received a GWR-style safety valve cover! She was later subsequently transferred to Catterick and handed over to the LNER who then scrapped her.



**No.55 STEPNEY seen on shed at Sheffield Park during July 2006. Photo: Steve Green.**

Also during 1914, the WIMR starting hiring in, for a few months at a time, five LBSCR Stroudley "Terrier" 'A1' & 'A1X' class 0-6-0Ts. In "order of appearance" they were 673, 647, 681, 667, 673(again) & 655.

They were used during World War 1 to train military engine drivers on the fine art of using Westinghouse air brakes, fitted to these locos, and the majority of W.D. locos used overseas. The most famous of these locos is of course no.655, a.k.a no.55 STEPNEY, now preserved on the Bluebell Railway. (Another article which will include more details about no.681's history is in the pipeline, as she was no ordinary 'Terrier'!)



*A model of B647, one of the “Terriers” which was hired in by the W.D. Photo: Steve Green.* During World War 2 a more varied selection of SR motive power was hired in. From 1940-44, an ex-SECR Stirling ‘O1’ class 0-6-0 no.1046 was used on the 4-mile long Hollywater Loop for continuous running crew training. This loco, built in 1894 at Ashford, was returned to the SR and was eventually withdrawn by BR during October 1948.

Some more Stroudley locos were hired in during the period 1940-44 as well; these were ex-LBSCR class ‘D1’ 0-4-2Ts nos. 2233, 2240 & 2286, which were used exclusively on passenger services. No.2233 (which retained lined olive green) crashed into the earth bufferstop at Liss Forest Road station in March 1944 and was condemned soon after. She had been hauling a train of “brass hats” who had dined at Longmoor just before D-Day. No.2240 (in wartime black) was used on 24hr service “crash”(!) courses in training civilian railwaymen, among other duties. She was motor-fitted for ‘push-pull’ operation, but this equipment was never used on the LMR. No.2286 (also in black with ‘Sunshine’ lettering) had a minor excursion herself. She ran away in a long siding parallel to the Liphook Road and provided the wartime students with an un-scheduled re-railing exercise!

Four ex-LSWR Adams “Jubilee” class ‘A12’ 0-4-2s were hired by the W.D. between 1940-44. Nos. 599, 618 (in SR black) and 638 were the first to arrive. No.625 arrived during 1942 and was almost exclusively used to haul the commandant’s saloon and other special duties. This loco was built by Neilson & Sons, Springburn Works, Glasgow during 1893 and was withdrawn by the SR in January 1939, but later reinstated to traffic.

Whilst at the LMR, No.625 was affectionately known as “The Emerald Queen” owing to the fact that she retained her Maunsell lined olive green livery. By the end of 1944 she needed urgent repairs/attention and was sent to Eastleigh Works on 23<sup>rd</sup> November. She was then sent to work on the Bicester Military Railway from 31<sup>st</sup> January 1945 but her stay was short-lived, as she returned to the Southern under her own steam six months later, on 25<sup>th</sup> July. Her career ended during 1947 when she was withdrawn and scrapped.

A solitary ex-LSWR Adams class ‘O2’ 0-4-4T was hired in from March 1942 until other events curtailed her visit! No.213 was built to Lot Order No.D4 during May 1892 at Nine Elms, Works No.345 and she became the loco which hauled the first regular vacuum fitted passenger services between Longmoor and Bordon. This was formed of an ex-SECR 3-coach “Birdcage” set which had been delivered during October 1943. This loco wore the SR Bulleid wartime black livery and she met her untimely end on 19<sup>th</sup> November 1943...;- No.213 was hauling the last service train of the day from Bordon to Longmoor and arrived at Oakhanger to exchange tokens with the Blockman (signalman). In error, the Blockman diverted the train onto a new goods line, known as Toronto Siding, which ran into the Canadian Ordnance Depot complex. The crew collected the Whitehill token as usual and set off, not realising that they were on the wrong line. As it was during a black-out, all was dark and the usual landmarks were passed as normal. The problem being was the siding that they were on ran parallel to the main line; the one they should have been on of course. Luckily the majority of the siding had been cleared earlier that day, but being a mile long and on a favourable gradient, a good turn of speed was reached before the inevitable accident. The impact was cushioned slightly by a rake of ballast wagons which were parked near to the bufferstop, but the crash was still quite spectacular nonetheless. The line’s maximum speed of 30mph had been reached by the time of the collision; fortunately none of the crew on board was killed. Whilst all of this was going on, however, an unusual occurrence took place. The Blockman had realised his mistake, phoned Control and the Operating Superintendent, who arranged for the breakdown crew to attend and they were on the move before the collision happened!

The loco was returned to Eastleigh Works for repair and re-entered traffic, becoming the last active SR hired-in loco in service. She was withdrawn from Eastleigh shed, as no.30213, during February 1953.

And now for perhaps, the most interesting pair of loanies, which includes a very local connection indeed:-

The two locos in question were ex-LBSCR ‘I2’ 4-4-2Ts, both built at Brighton during 1908 and originally numbered 13 & 19. They became SR nos. 2013 & 2019 after the 1931 re-numbering scheme. No.2013 was withdrawn in January 1939, whilst no.2019 was withdrawn slightly earlier, in December 1937. The pair first met when they were sent to Eastleigh Works for storage, but after lying derelict for a while, their adventure began, with that local connection.

Quite unbelievably, they were towed to Bournemouth shed on 18<sup>th</sup> October 1939, placed over one of the inspection pits there, covered in sandbags(!) and used as an outer wall of an air raid shelter! (Not many locos can have that claim to fame!) They were returned to Eastleigh during January 1941 and dumped again, but their working lives were not over yet. Nos. 2013/19 were overhauled, re-painted into unlined black and purchased by the War Department in April 1942 for use on passenger trains at Longmoor. No.2013 became WD72400 and No.2019 re-numbered to WD72401. The former was named "Earl Roberts" in late 1945/early 1946. The latter was due to have been named "Kingsley" but the plates were never carried, as withdrawal from traffic was imminent yet again. The pair were worn out and condemned for a second time during October 1946 and were later sold to Abelson & Co. (Eng.) Ltd, Birmingham, some time in 1948. They were advertised for sale once more and moved back down south and stored at Guildford shed during July 1949. Two years later, and the pair were on the move again, this time to Godalming. Their stay there was relatively short-lived, as in February 1952 their most bizarre final journey took place. If reports are correct, they were shipped to BELGIUM for SCRAP!! Quite why has been lost in the mists of time and we may never find out.

Finally, two further SR locos made a brief appearance on the LMR during peace time. Ex-LSWR Urie class 'G16' 4-8-0Ts, ("Feltham hump shunters"), nos. 30492 & 30494 were hired in by the W.D. and utilised during May 1955 for bridging trials. This took place between Whitehill and the Hopkins Bridge site on the Hollywater Loop around Woolmer Forest. This involved the 95T machines running at speeds of up to 60mph for impact and vibration testing and in all likelihood were the heaviest and fastest locos to appear on the LMR system.

However, one further SR loco made an un-dignified and very brief appearance at Longmoor. Recently withdrawn and still intact Urie class 'N15' 4-6-0 "King Arthur" no. 30740 MERLIN was filmed for the BBC TV series "Saturday Night Out", in what was supposed to have been a spectacular derailment. This took place during February 1956 and didn't quite go according to plan! The loco plus three coaches were positioned on the northern section of the line, along with USA TC 2-8-0 no. WD700, which would provide the momentum, i.e. a push! A gentle shove down an inclined section of track was supposed to have ended

with the loco running away down an embankment, rolling over and exploding. But it didn't! Instead the ensemble trundled down the embankment on its own and came to a gentle stand! Two of the coaches were destroyed though.

MERLIN was built at Nine Elms in April 1919 and from 14<sup>th</sup> December 1946 to 30<sup>th</sup> October 1948 was one of the few locos experimentally equipped as an oil burner. During 1951 this loco was shedded at Bournemouth and was withdrawn from traffic on 10<sup>th</sup> December 1955.

The final recorded mileage for MERLIN was 1,357,971 miles, not including her off-road exercise!

# THE GREAT LOCOMOTIVE CHASE .... Part 1

By Colin Stone.

As ever with my submissions to "The Corkscrew" a convoluted set of circumstances led to me penning this tale. To set the scene I shall list those circumstances, thus if you continue reading and don't fall asleep you will eventually get to the point of my ramblings (I promise). July 9th 1967 a date forever etched in the minds of lovers of Southern steam. My note book entry that day has the following steam loco' numbers written down 35030, 76026, 41224, 41320 & 77014. On that fateful day No 35030 "Elder Dempster Lines" gave me what I then thought was my last steam hauled run on BR Southern Rails. Steam remained in action in North West England, and those of you who read my offering in "The Corkscrew" No 46 may recall that 44950 gave me my last steam run over BR metals on a service train May 1968. Three months later in August 1968 no more steam on BR ..... or so we thought !

So what was there to do on the railway scene without steam ? There were diesels of course, but I treated them with disdain, only now do I realise what I missed. Not for me the fun of chasing Deltics, Westerns, Hymeks, Warships or the charismatic Class 40's. I decided to find a girl friend !! On December 31<sup>st</sup> 1969 I embarked on a romance ..... it lasted just over a year before it fizzled out ! ..... So what now ? A friend of mine also a steam enthusiast was due to go to Germany to visit yet another steam enthusiast. But his travel companion suddenly cancelled, thus I was asked if I wished to take up the ticket. With nothing else of note on the horizon I accepted, and in 1971 I duly got my first passport. On arrival in Germany (near Frankfurt) our host, a former Poole resident, told us steam was still at work on the German Railway system and took us to see it in action. My first sight of foreign steam came at Bingen locomotive depot, memories of numerous BR shed bashes came flooding back. It was all there, the oil, the smell, the smoke, the gentle hiss of steam escaping from resting loco's. Alright so the locomotives looked a bit alien to my eyes, having many more external pipes and domes than BR engines. But that shed visit aroused my interest, the clincher came when we watched a Class 023 2-6-2 work a passenger train away from a station stop. It blasted off at full regulator and accelerated off down the line, it was akin to a Standard 4 76xxx and three coaches departing Poole. I now had my answer to the question :- So what now? .... I had just watched the answer .... REAL working steam.

Soon after my return I spotted an advert for a tour to Switzerland for a steam hauled trip on the Rhatische Bahn, the price was £36.50 for three days and nights, plus flights out and return. The trip had been organised for the Dean Forest Railway Preservation Society by a gent by the name of Bill Alborough.

On the back of the great success of the Swiss tour Bill set up his own tour company naming it "To Europe For Steam" (TEFS). Throughout the early 1970's TEFS ran many "steam" trips to Europe and gathered a hard core of regulars. Travelling on most of those tours I made many new friends, 35 years later I am still in touch with many of them.

After all that preamble I will now try and get to the point. In early 1973 TEFS regular Bob Francis and I were at Liverpool Street station about to set off on a TEFS trip to Germany. We were talking about a STEAM WORLD article covering an L.C.G.B. visit to South Africa (SA). The article indicated that many steam loco's, the vast majority of which were British built were still extant in SA. Somewhat tongue in cheek we decided to broach the subject of an SA trip to Bill Alborough. Bill's reaction was to say "If you two can get 25 people interested by the time we return to Liverpool Street, I'll think about it". To cut a long story short in May 1974 after much hard work by Bill Alborough, TEFS by now re-named "To Everywhere For Steam" ran its first tour outside of Europe. Our trip to South Africa began on a Swissair DC-10 just days after a similar DC-10 of Turkish Airlines had crashed on take off due to a faulty cargo door. As we taxied around for take off a voice within our group was heard to shout "I hope some bugger has shut the bloody doors properly". That was to set the scene for a fun filled trip. Along with the steam highlights I hope to convey some of light hearted moments of this trip.

Our first jaunt on SA soil saw around 10 of us head for the Capital city, Pretoria on a local e.m.u. It was during this journey we saw our first South African Steam loco' I duly logged the number in my notebook. When I wrote 3786 S2 (S2 being the Class) little did I know what a train of events I was about to set in motion. Next day a coach took us out to the suburbs of Johannesburg to view industrial locomotives. However our driver took us to the wrong power station, he therefore got off to get directions to the correct location. Some of us who smoked in those days nipped out for a cigarette, as we did so a cry went up "Bloody Hell the coach is running away". Bill Alborough scrambled up and leapt into the drivers seat and applied the hand brake to rousing cheers, our dozy driver had forgotten to apply the brake. After our near loss of transport the correct Power Station later provided three classic British built tank engines to photograph, a Hunslet 2-6-0, a Kitson 4-6-0 and a Barclay 2-4-0, the latter ex Jersey Railways No 5 "La Moye". Our next port of call was APEX Greenside colliery where a 1900 built North British 4-8-0 was in action. One of our number a certain Chris Draper had already been christened "Harry Worth" due to his absent minded actions. Announcing in front of the mine manager that he would like to tape record the loco' sounds he was invited to stand on the locomotive running plate. With the manager and Chris holding the boiler handrail the engine backed away. It returned at full regulator with Chris hanging on for grim death with one hand, and his microphone held in the other, just inches from the chimney.

Departure from Johannesburg was on an overnight train to Kimberley (Diamond capital of South Africa) it just happened to be my 28th birthday, which was celebrated to the full, we demolished the bar's stock beer & wine !

At Kimberley we were in the area where the superb Class 25 Condensing 4-8-4's operated. There were originally 90 of these incredible machines, but two had recently been converted into conventional steam locomotive form. As condensers the engines had an operating range of some 600 miles on one tender full of water. However tender is a controversial word in this case as a 25's tender was longer than the locomotive ! Exhaust steam from the cylinders and the safety valves was fed via a large pipe along the running plate back into the tender. Large mesh screens were let into the side of the tender, behind which was a long section of zig-zag pipe work. Five large fans mounted on top of the tender tank were driven by the exhaust steam, these fans drew air through the mesh screen over the pipes. Having driven the fans the exhaust steam entered the zig-zag pipes where the incoming air cooled the steam condensing it back into water to feed the boiler once again. As there was no exhaust up the chimney there was no "pull" through the tubes and on the fire. Thus on leaving the cylinders the steam drove a large fan mounted on the front of the smokebox. This fan supplied the draught on the fire and when the engine was in full cry the fan produced a noise akin to a propeller aircraft rather than a "chuff, chuff". The condensers were built jointly by North British Ltd (NBL) (loco's) and Henschel (tenders). NBL also built 50 conventional Class 25's classified 25NC (Non Condensing) all these engines appeared in 1953 and 1954. The engines had prodigious haulage capacity, personally I consider all 140 of these locomotives to be at the pinnacle of steam locomotive design. They came fitted with roller bearings throughout and were fired by a mechanical stoker. As the railway through the Great Karroo semi arid desert area where the Condensers had worked had been electrified the Class 25's were all eventually converted to conventional form.

Our first encounter with the 25's, 25NC's and African Wildlife came in the Little Karroo which was not as arid as the Great Karroo ! At Orange River a long siding made a great grandstand to view double headed freights get under way. This siding however was also where a lengthy snake had decided to have a kip, that is until we came along ! It didn't take kindly to us waking it, it reared up, hissed and shot off at some speed, as did we ... but in the opposite direction ! ... I can confirm that the following old joke has some credence :-  
Q/. "What would you do if you came across an angry Lion ?" A/. "Throw s\*\*t in its eyes" ..... Q/. "But where would you get the s\*\*t ?"  
A/. Oh don't worry there would be plenty of it around !....For Lion read Snake.

This caused a lot of hilarity amongst the rest of the gang who witnessed our rapid retreat, but revenge is sweet.

Sometime later some wag that shall be nameless purchased a rubber snake. It looked quite realistic and made its first appearance in "Harry Worth's" bunk on the next overnight train journey.

Our last major stop over in SA was to be in Durban where we were due to see some venerable Dubs built 4-8-2 tank engines, around a dozen were still in use with SAR. The following day was allotted to sightseeing in Durban, however some of us were at odds with Bill Alborough. A chap called Paul Spencer was adamant steam was still working north of Durban, however Bill was just as adamant it was not. Paul canvassed opinion and around half of the group decided to risk going north and investigate. Thus having hired a coach on a shared cost basis, we set off. We struck lucky, seeing plenty of steam including two types of Beyer-Garratts not seen before, including one working a passenger train. We even saw the last Class 1 4-8-0 on SAR's books, albeit in use as a stationary boiler. The more steam we saw, the more our spirits rose, duly vindicated, joking levels on the bus increased. On the drive back a "plinthed" 2ft gauge, German built tank engine was spotted. As it was dusk our sporting coach driver manoeuvred the bus so the headlights illuminated it for us to take photos'. All in all a superb day, on our return most of the remainder of the group, who had done nothing much all day, were well "pi\*\*ed off" as we "rubbed it in" about our productive, fun filled day.

At the end of the tour a final coach trip was to take us south from Durban to visit one of the SA 2ft gauge lines. En-route we passed through a town named Umbogintweni someone piped up "What an odd name" to which I replied "It's quite straight forward really, it's Zulu for Only one bog in twenty works in this town ! " On arrival in the town of Umzinto we "bashed" the n.g. shed viewing some NGG16 Garratts, one of which was No NG143. Little did we know that it would eventually be repatriated to the UK to work on the Welsh Highland Railway? With a few hours in hand a suggestion was made to travel on the line in the brake van of an up freight. An extra brake van was attached and around 25 of the group piled aboard, the remainder decided to follow the line in the coach and photograph our progress. Off we went and at the first stop a local finding the usual brake van passenger accommodation full of "looney whites" climbed into an open wagon. Well "When in Rome" etc' at the next stop a fair few of us jumped out of the brake van and shinnied over the side of some open wagons. With our 2ft gauge Garratt blasting away at the front we enjoyed a superb run for around 20 miles up the line getting blacker by the minute ... superb stuff. It came as a great surprise to our coach bound chums when we came into view of their cameras. There we were a group of blackened banshees gesticulating wildly at them.

The whole trip was an unqualified success, South African steam was superb and a fair few of the tour participants vowed that a return to South Africa would be a must. I was one of them, and return I did on nine more occasions. The last two visits were, in part, to undertake a quest, from the title of this piece you may well have guessed what that quest was ? With the consent of the editor a couple more episodes should reveal exactly what I was after.

# The Engineers Saloon

by Paul Carpenter

It's going to be a busy day today at The \*\*\*\*\*, a posh restaurant in the Thames Valley – a special train is coming to town!

I have been booked on a job merely stated on the sheet as a Spl at a rather more civilised time of the morning than usual as secondman to driver Ken ----- . I have been at 81C Southall depot for about a year and still enjoying it. Most enthusiasts if they knew of Southall at all thought it was a DMU only depot. 85% of the work was, but there was “big engine” work as well hence the need for about a dozen secondmen. “Be on your best behaviour son, we have got the nobs on today”, whatever that meant. On the way up to Paddington travelling “pass” (on the cushions) he told me what the job was. “Whatever you do make sure you make plenty of steam with the boiler”, Ken helpfully advises. It is late November and a bit parky out there.

W80970 the Western Region engineers saloon is already in the platform with 31419 of Old Oak shed attached. One of a small batch at OOC fitted with Electric Train Heating but retaining the original steam heat boiler, their main tasks being empty coaching stock workings in and out of Paddington. Fortunately the Spanner Mk1 boilers fitted to the Class 31's are pretty reliable as boilers go and easy to operate if a little lacking in output but we only need to heat one coach today. The working today is ostensibly “to check the condition of the track on some of the London area branches”. They seem to need an awful lot of the Top Brass to carry out this checking judging by the numbers filing aboard. Tablecloths are also obviously important pieces of equipment as well! Obviously someone has got a speck of dirt on their clean white shirt as here comes running up the platform a hard-pressed railman who immediately starts working up a sweat polishing the already gleaming handrails.

Nearly 33 years later, the itinerary reads more like a railtour:

Paddington – West Ruislip West Ruislip – West Ealing (propelling saloon)  
West Ealing – West Drayton – Staines West Staines West – West Drayton  
(propel) West Drayton – Maidenhead – Bourne End Bourne End -  
Maidenhead (propel) Maidenhead - Twyford – Henley Henley – Twyford  
(propel) Twyford – Reading General (stable saloon). Then Light Engine  
Reading – Southall.

“I'd better drive today with them on board but you can have a go on the light engine bit back from Reading”, says Ken, a great bloke who always shared the driving with you. We go down to Staines West at the maximum 15mph allowed on this freight only branch even if nothing has ever run so slow down here before. Would you believe it! - on arrival at the crumbling ruin of Staines West station they tell Ken to get a move on returning to West Drayton otherwise they will be late having lunch.

A bit rich, the Engineer who sets the speed limits on lines is riding on the train! The Bourne End signalman has advised the booking office clerk “they are just off Maidenhead” and he is now on the blower to the previously mentioned establishment. The signalman puts us in the old up platform (the Maidenhead – Marlow branch railcar uses the down and reverses here, Bourne End is now the end of the line since the through route to High Wycombe shut in 1970). Now I should point out that normally on these jobs if catering was required an Inter City steward was borrowed for the day and I can only conclude that they were short of staff at that time. Presently a couple of estate cars pull up and two spotless waiters get out. Lunch has arrived! An awful lot of food plus some bottles that are probably not fizzy pop is loaded into the saloon whilst Ken and I settle down on the platform with our rather tame looking sandwiches. The booking office clerk comes out for a nose. “?@\*\$#! alright for some” he opinions then disappears again.



Meanwhile the Class 121 railcar has returned the short distance from Marlow and is now alongside our train and gives some rather startled regulars the thought that their local service is being upgraded with “Orient Express” style service and catering. The guard is a railway enthusiast doubtless changing turns with someone to get this job (you could admit to being interested in trains as a guard but not on the footplate). He’s got a camera and so takes the only photo I have of myself working on the Western Region, stood by 31419 + W80970. I look about 10 years old.

(Years later I had gone back on the railway as a guard at Bournemouth and was working an open day shuttle with a class 33 + 8TC. I was leaning out of the guard's door and was snapped by a friend visiting the event. He showed me the photo later and said his wife had remarked I looked like Norman Tebbit!)

Needless to say for the now well-feasted clientele on board the rest of the day has become rather irrelevant, they might as well have been on the Honolulu branch as Henley on Thames.

I got to drive back from Reading, great fun roaring through Maidenhead and Slough, horn blaring making passengers on the platform step back a bit sharpish. Wish I could go back and do it all again and now although it's the first time I've got them out I'm glad I kept my old notebooks recording day to day events.

### **Editors Note**

My thanks once again to Paul for an article about how the job was done by those on the coal face. I hope that in future issues Paul will bring us more reminiscences of his working life.



*French, NORD Railway, De Glehn 4-6-0 compound No 3.628 (SNCF No 230D116). This loco passed through Poole on its way to France. See Railways Roundabout. Colin Stone*

# A Modelling Article! – Part 2!!

A continuation, by me.

Following on from Part 1 which appeared in Issue 50, the second half of this write-up takes a look at the detailing and painting of the three 'Golden Arrow' resin loco body kits I purchased during September 2008. A brief history of the prototypes on which the models are based is also included, which explains the reason why I bought two of them. The third one, I just fancied having a go at! As I explained, I decided to build all three locos at the same time, so to start off with, I will take a look at the detailing process common to all three and then the individual detailing work required on each loco.

## General Detailing:-

The first items to be tackled were the handrail knobs. I use Alan Gibson medium and/or short knobs as appropriate, through which is threaded Gibson 0.45mm dia. straight wire. The knobs are firstly pushed onto a length of wire to open up all of the holes as necessary, to ensure that once they are glued in place, the wire then threads back through them without any problems. The knobs were glued in place along the boiler sides whilst still on the length of wire to make sure they all lined up. The wire was then withdrawn to let the glue dry. Once dry, a length of wire was then threaded back through the holes and cut to the suitable length. Small dabs of glue were then placed in and around where the wire passed through the knobs to keep them altogether.

Having glued the supplied resin loco footsteps into position, the small grab handrails were bent up into shape, cut and glued in. These tend to be just made up of wire only, without any handrail knobs.

The next job was to glue the vacuum pipes into place. The 'W' used the plastic ones supplied with the Bachmann 'N' class detail pack, whilst the front ones for the other two were white metal ones from the spares box. The rear one for the 'Z' was a brass one, bent up into its characteristic shape to match the rear bunker profile. The ejector pipes were then tackled. Again, the 'W' used the one removed from the 'N', while suitable examples for the 'E1' and 'Z' were again found in the spares box, recovered from old 'Crowline' detailing kits several years ago.

Fitting the buffers was next on the agenda. Guess which ones were used on the 'W'!? Yes, that's right, the sprung Bachmann ones. Finding the right ones for the other two proved not so easy though. However, 'SE Finecast' were seen at Tolworth earlier in the year and an enquiry for just two sets of white metal buffers proved worthwhile. They were glued onto their respective buffer beams shortly after they had arrived through the post!

The final 'common to all' details to be added were the headcode disc brackets, 12 per loco! (except the 'W' which needed only 9!) Damn those SR headcodes! I used etched brass ones made by 'Shawplan' for the front

footplating and tender/bunker rears and 'Mainly Trains' products on the 'E1' and 'Z' class smokeboxes. The ones on the smokebox door of the 'W' were already in place as I had re-used the smokebox front from the 'N' and this was, by now, glued in place.

Vertical slots were drilled/cut into the centre of each buffer beam ready to take Smiths' sprung "working" screw link couplings once final painting takes place. Ross "pop" safety valves were purchased from 'Smallbrook Studios', 'Krystal Klear' used to form the windows in the front and/or sides of the cab and real coal would be added to the tender and bunkers, all jobs to be undertaken once painting was complete.

### The Tank Engines:-

Turning our attention to the two tankies for a minute; etched brass rear window coal guards from 'Mainly Trains' were painted up before fitting. This was to ensure that, inside the cab, they were black and not left unpainted. The etched brass steps on the bunkers came from out of the spares box, being old 'Crowline' products once again, left over from other kits. The last bits of detailing to be added to the 'W' were the four etched brass brake blocks for the rear bogie. These came from 'Mainly Trains' again, from an etched brass detailing kit designed for the Bachmann 'N'.



The 'Z' still required a little bit more work. A steam heating pipe on the front buffer beam was made/bent up using two lengths of white metal 'pipe' from the spares box again. Next, the side feed injectors and pipework had to be added, which consisted of two Airfix plastic 'Schools' injectors and some spare

white metal 'pipework' bent to shape. White metal mechanical lubricators were added to the foot-plate, from, you've guessed it, the spares box! Next, the boxes over the reverser linkages, which prototypically were a later addition, were also added. These were formed using a rectangular piece of resin, but not from this kit. A 'dumb buffer' from an 0-16.5mm narrow gauge loco kit proved to be the ideal size, once it had been cut in half. They were then glued in their rightful places, just in front of the side tanks. A small, thin piece of plasticard was cut to size and then glued on top of the boxes, each side, to form the step up to the tank filler.

Lastly, a small rectangular section of brass was cut to length to form the mechanical linkage to the right-hand front sandbox.

These two locos are now ready for the paint shop.

### The 'E1' Story:-

The very first items to be glued into position were the top feeds and pipes removed from the Bachmann 'N'. Holes were drilled into the sides of the dome to take the fixing 'lugs' and the pipes glued down, around the boiler, disappearing behind the wheel splashers. Another spare whitmetal mechanical lubricator was glued onto the left hand running plate in the correct position. Two turned brass snifting valves were glued into place on top of the smokebox behind the chimney. These were 'Mainly Trains' items and so dates the model to the pre-BR era, as they were removed during Bulleid's reign as CME.



Two holes were then drilled for the piston tail rods into the moulded front cylinder covers beneath the smokebox. Two offcuts of white metal 'pipe' formed these, glued into place.

The supplied resin Westinghouse pump for the steam reverser was glued into position on the right hand running plate. 0.33mm dia. 'Gibson' wire was then cut, bent up and glued into place to form a representation of some of the associated pipe runs.

Finally, offcuts of thin brass were glued onto the rear of the tender to form the two steps. Job done!

This loco is now also ready for the next task – a trip to the paint shop.

Please Note:-

**NO** 'Blu-Tack' was used during the making of these models.

Painting:-

All three locos were brush painted, starting off with a coat of Humbrol No.1 primer. Humbrol No.33 matt black was applied first to the appropriate areas of the 'E1' and allowed to dry before the Phoenix Precision P75 SR Maunsell dull dark olive was applied in two coats. The 'W' and the 'Z' were painted all over matt black. Railmatch buffer-beam red was then brushed on all three models, again in two coats.

Any areas that needed touching up were now tackled, with a very fine brush and even steadier hand! Once all was dry, HMRS Pressfix transfers were used throughout, followed by a coat of Humbrol No. 135 satin varnish to protect them. White painted etched brass headcode discs were finally added, located on their appropriate brackets.

And now for a brief look at the chosen prototypes:-

30956; built Brighton 8/29, as SR no.956. Loaned to the War Dept. between 4/42-10/43 for use at Cairnryan Military Port, outside Stranraer. (possibly as no. WD215 – unconfirmed). Based at Eastleigh (71A), along with 30950, from 12/50 until c.1953 for use on the Fawley oil trains. Transferred to Exmouth Junction (72A) from 3/59 and withdrawn from there, 12/62. Cut up at Eastleigh Works during 1/63.

This loco is finished in Bulleid wartime black livery with "Sunshine" lettering. The exact livery with BRITISH RAILWAYS lettering, as she ran when based at Eastleigh in the early 1950s for use along the Fawley branch, could not be replicated unfortunately.

1507; built Ashford 9/08, as SECR no.507. Rebuilt by Beyer Peacock 9/20, one of 11 so treated. Shedded at Stewarts Lane (73A) 1/48. Re-numbered as BR no.31507. Withdrawn from Bricklayers Arms (73B) 7/61. The livery for this loco of Maunsell lined green with Bulleid lettering is probably fictitious, but I think it looks good! This is the loco kit I just fancied having a go at and the challenge of reproducing the lined green livery.

31916; built Ashford 4/35, as SR no.1916, part of a batch of 10 built with left-hand drive. The first batch of five built at Eastleigh were right-hand drive. From 6/61 based at Eastleigh (along with three classmates) for working the Fawley branch oil trains. Transferred to Exmouth Junction during 1962 and withdrawn from there, 7/63. Had been employed as a banking engine from Exeter St. David's to Central, as had no.30956.

This loco has been finished in late BR livery as carried by her when she was shedded at Eastleigh for use down to Fawley.



And now for the reason why I purchased the two tank engines:-

Most of you know that during 2002-3, I was a signaller at Marchwood, crossing place and half-way point on the Fawley branch and I thought it was about time I purchased some appropriate motive power to pull my ever increasing rake of Esso 4-wheel tank wagons in my collection.

Postscript:-

Other '00' kits manufactured by 'Golden Arrow' include:- Streamlined LNER 'B17/5' 4-6-0, LSWR/SR 'G16' 4-8-0T, SR/BR 'Q' 0-6-0, BR std cl.3 2-6-2T, MR/LMS '3F' 0-6-0, plus some wagon kits. A range of '009' loco and wagon kits are also available.

If anyone wishes any further information, the contact details are:- Chris Meachen, 392 Harold Road, Hastings, Sussex, TN35 5HG.

Tel: (01424) 445334 – office hours ONLY please!

# The Name and Shame Agranam Game.

BY green pet hens, OR never thred green, bye!

Below is a list of new society members, but can you work out which is their favourite preserved steam engine? Name and number please!

A helpful hint:- One of the names is also a diesel, but which one!?

Answers to be handed in to me by 3 September 2009 please.

The answers and winner will appear in a future issue of The Corkscrew and/or on the noticeboard. Best of luck.

- 1 Chloe Meridian Allan
- 2 Colin Blakenkerb
- 3 Neal Burco
- 4 Mark Bill H. Cash
- 5 Dennis Cant-Sleep
- 6 Richard Brian Clissail
- 6 Berny Coal-Thurst
- 8 Ian Deft
- 9 Norman DeMoir
- 10 Ron Densoll
- 11 Peter Elub
- 12 Leslie Gerry Gins
- 13 Steven Grain
- 14 Mat Green
- 15 Ronald Halo-Shot
- 16 Graham Len Halvin
- 17 Gordon H. LeHarding
- 18 Michael "Soft" Hudson
- 19 Leo Henry Kay
- 20 Andy N. Moore
- 21 Dom Ranny
- 22 Gavin Rell
- 23 Sir Derek Rice-Flip
- 24 Bradley Roman
- 25 Clive R. Romellow
- 26 Grant Sam Scudos
- 27 Tony D. Seed
- 28 Ray Shirome
- 29 Doug Slaglen
- 30 Liam Slire

# Horton Road, After The Main Event

by Dave Round

Our excellent WRS Bi - Annual Show was suddenly upon us and subsequently passed very quickly into history! Two days of good weather and lots of visitors, who had not seen Horton Road in public, since 2001, enjoyed our presentation. Despite a few last minute problems, we managed to operate continuously, throughout the Show.

Using our members stock, we were able to demonstrate steam and digital sound effect Diesel, to full advantage. Many people wondered how we were able to run digital on analogue control systems. It's all in the initial setting up of the control system for each locomotive. The only thing missing from the sequence, was the loco horn, which on reflection, was probably a good thing, in the circumstances.

Tuesdays nights had seen John Collop. Dave Leadbetter, John Foster and when he was able, Paul Carpenter, along with myself, fitting new rail / sleepers to do away with 11 awkward inter baseboard joints, within the main station area. We achieved the required set up, with two weeks to go.

The penultimate Tuesday before the big event, we tested the station boards and at 9-30pm discovered a point motor with failed contacts. It had to be the one, that, controlled the station throat! So we had to change it, before the event. All seemed ok. It was noticed during the exhibition, small locos stalled across the frog on this unfortunate point, larger locos were ok. On close examination on our return to the club room, we found the reason, one set of contacts were not closed up enough, when the point was selected. This has now been rectified.

So what of the future? We are already planning some upgrades with two hand made points in the goods reception roads being modified. Currently goods stock wheels are falling into the gap between the frog and lead in V rails. We are also thinking that a crossover in the centre road to allow a run round to take place of incoming passenger trains, without tying up the branch or goods roads may be an advantage.

One other major influence on future operations could involve the use of another layout currently being developed, to allow the station to be used, as a through route at future exhibitions. So there are lots we are thinking about and Tuesday evening's is the time, when we will train interested members to use Horton Road to its best advantage. 2009 promises to be a busy year!

## RAILWAYS ROUNDABOUT

**MAY :-** This report starts on Tuesday 12th with news that DBS (EWS) Class 66 No 66087 ran from Eastleigh to Poole with four barrier vehicles. After arrival at 11.25 and running round the vehicles No 66087 went to Branksome depot to collect four of the five cars out of unit No 444037. Heading back to Poole yard No 66087 ran round once more before heading to Wimbledon depot for No 444037 to be re-united with its 5th coach.

A Steam loco' came to Poole on Tuesday 12th in the shape of French, NORD Railway, De Glehn 4-6-0 compound No 3.628 (SNCF No 230D116). The loco' was being repatriated to France by road transport from the Nene Valley Railway to the Longueville Railway Museum (About 50 miles S.E. of Paris). It left Poole on the 15.00 sailing to Cherbourg aboard the "Cotentin" on Wednesday 13th. Keeping the Hamworthy Goods Branch active the 13th also saw another stone train arrive headed by 59005.

The following week on Monday 18th a convoy of diesels left the Swanage Railway (SR) en-route to Eastleigh works for the "Eastleigh 100" event. Passing Poole at 10.15 the convoy headed by Deltic No 55022 (D9000) had 45060, 31180 & 33103 in tow. Later that day another "New to Dorset" Class 66 No 66547 headed the Wool-Neasden sand train. Euroscout unit No 999700+999701 visited Poole running into the yard at 10.30 on Friday 22<sup>nd</sup>. A second convoy of SR loco's ran on the 22<sup>nd</sup>, Class 37 No 37706 towed No 34070 "Manston", No 34028 "Eddystone", M7 No 30053, a support coach and a Queen Mary brake van, again Eastleigh works was the destination.

In conjunction with the "Eastleigh 100" open days three rail tours ran to the event, two of which ran on into Dorset. The first (from Crewe) after calling at Eastleigh ran on to Weymouth. Headed by Class 37's Nos 37602+37069 it passed Poole at 12.40 the return passed at 17.10. Rail tour No 2 ran from Norwich to Eastleigh before carrying on to Poole, this tour was headed by Britannia Pacific No 70013 "Oliver Cromwell". Arrival in Poole was around 20 minutes late at 15.40, after pulling forward to Poole yard No 70013 was detached before running, with support coach, to Swanage. The return leg of this tour was hauled by Class 47 No 47760, departing Poole at 16.35. On Tuesday 26th Class 37 No 37706 passed Poole at 11.00 returning SR loco's from Eastleigh Works to Swanage. Behind 37706 were Class 33 No 33103, WC 34028, (see note in SR news) M7 No (300)53, support coach and Queen Mary Brakevan. Later at 13.55, an hour late, No 37706 returned with Class 20 No 20107 & Class 26 No 26007 in tow. Wednesday 27th saw a "New to Dorset" Class 66 No 66599 work the Wool-Neasden Sand train.

On Friday 29th No 70013 "Oliver Cromwell" headed tender first + support coach from Swanage to Eastleigh, it passed Poole at 12.00.

The Britannia was back in Poole on Saturday 30th on the rear of e.c.s. hauled by No 47245, arrival was at 07.50. After detaching the diesel, 70013 pulled forward into Poole station for an 08.30 departure to Bristol. "Oliver Cromwell" attacked Parkstone bank with gusto forging through Parkstone station at around 35/40 m.p.h. in a crescendo of exhaust sound. Later that day at 21.26 "Oliver Cromwell" arrived back into Poole, No 47245 was re-attached to the train and hauled the whole ensemble off to Eastleigh.

Also that weekend (30th/31st) engineering work to relay the up line at Wool saw four p.w. trains work down from Eastleigh in the early hours of 30th. First through Poole at 01.20 was 66136, followed by 66142 at 01.45, 66193 at 02.20, then at 02.50, 66730 and 66059 "top and tailed" the last train. The GBRf loco' No 66730 was a late substitute, hired in following the failure of No 66003. The p.w. trains left through Poole on the 30th as follows 66059 at 15.20, 66730 at 16.45, 66193 at 21.00, and the last "top and tailed" by 66142 and 66136 left on Sunday 31st.

**JUNE :-** Monday 1st saw a weed killer train run down the Hamworthy Goods branch at 08.30. Once a loco' hauled train, on this occasion it was worked by a Multi Purpose Vehicle (MPV) No 98905/98955. On Tuesday 2nd Class 31, No 31465 worked the structural gauging train to Weymouth, it passed Poole at 21.59 going down and around 00.30 going up. No 66599 worked sand trains from Wool to Neasden on the 1st and 3rd. After returning the empty wagons on Tuesday 2<sup>nd</sup> 66599 stabled overnight in Wool sidings. A repeat of the Poole-Bristol rail tour ran on Saturday 6<sup>th</sup>, Class 47 No 47760 ran into Poole at 07.39 with e.c.s. and No 70013 "Oliver Cromwell" attached on the rear. An 08.25 departure saw No 70013 storm Parkstone bank for a second time. The tour returned to Poole at 21.26, No 47760 then towed the e.c.s. (with the "Brit" " on the rear) back to Eastleigh.

Sunday 7th saw further engineering work in the Wool area, five p.w. trains ran from Eastleigh to the work site. Running close behind No 70013 on Saturday 6<sup>th</sup>, the first p.w. train passed Poole at 22.00 headed by No 66118. It was followed in turn by, 66081, 66182, 66193, the last was "top and tailed" by 66003 and 66056. The first appearance in Dorset of a Class 66/9 occurred on Monday 8th when No 66953 ran through Poole at 16.00 with empty sand wagons bound for Wool. After stabling overnight in Wool sidings the loco' worked the loaded train to Neasden next day (9th). Also on the 9th DBS (EWS) 66 No 66105 worked to Branksome depot with barrier vehicles. Later it travelled down to Poole towing 3 cars of unit No 450110 sandwiched between the barriers, having run round in Poole yard No 66105 departed for Wimbledon depot. At Wimbledon No 450110 was due to have it's recently repaired 4th vehicle reattached. In the early hours of Thursday 11th the Royal train passed along "our line" heading for the Swanage branch. Alas it was not another "First to Swanage" as the train merely stabled on the branch "just around the corner" from Worgret Junction.

Later in the morning at 09.10 the train conveying H.M. The Queen and Prince Phillip was worked back into Wareham station. Reversal saw the train, which was "Top and tailed" by Royal liveried Class 67's Nos 67005 & 67006 depart at 09.28 to Weymouth. The train returned empty to Wolverton departing Weymouth at 10.27 and ran through Poole at 11.15. On Tuesday 16th the radio test train comprising two test coaches and DVT No 9701 was propelled through Poole at 11.05 by Class 31 No 31465. After visiting Weymouth the train returned to Poole yard (hour break 12.32 -13.30). A run to Brockenhurst and reversal saw the train pass Poole again at 14.41 and run to Hamworthy. It then sat in the Goods branch platform for ten minutes until 14.55, No 31465 then headed off to Eastleigh making a final pass through Poole at 15.00.

In the early hours of Tuesday 23rd a ballast train ran from Eastleigh to Rockley Viaduct. "Top and Tailed" by Class 66's Nos 66003+66075 it passed Poole at 00.09. After ballasting near the bridge the return working was due through Poole at 05.47. Later in the day Freightliner's No 66522 (in Shanks Livery) returned to the area when it ran to Wool with sand empties.

**SWANAGE RAILWAY** :- One week after the diesel gala "Peak" No 45060 and No 31180 worked the diesel sections of the SR timetable on May 16<sup>th</sup> & 17<sup>th</sup> respectively. During MAY Class M7 No 30053 was repainted by its owning group into a hideous plain black livery with the word SOUTHERN on the tanks, the number 53 was applied to the bunker (however in all future notes I will use her "proper" number 30053). Class 26 No 26007 which also remained on the SR after the diesel gala towed 34070 to Norden on 11th May. A road crane lifted 34070's front end to allow front bogie repairs. On Friday 22nd May the railway despatched 30053, 34070, and 34028 to Eastleigh Works for the "Eastleigh 100" open weekend. Saturday 23rd May saw Britannia 4-6-2 No 70013 "Oliver Cromwell" arrive on the railway to stable for 5 days between rail tour duties. Some of the locomotives which went to Eastleigh returned on Tuesday 26th May, 34028 (see note # below), 30053 and diesel No 33103 were towed back by Class 37 No 37706. However No 34070 "Manston", having "run hot" on the up journey remained at Eastleigh. The problem lay in the afore mentioned front bogie, repairs were carried out at Eastleigh works. On the return main line trip from Eastleigh (noted above #) No 34028 "Eddystone" also ran hot, (a tender axle), 34028 was split from its tender for repairs to be carried out. Later the tender was noted over the new inspection pit minus the leading axle. After depositing the steam locos back on the railway No 37706 collected diesels Nos 20107 and 26007 (see mainline notes above). Following overhaul of certain parts by the South Devon Railway, Standard Tank No 80104, was returned to Dorset by road during week ending 14th June. It was delivered direct to Herston works to allow the finishing touches to be carried out. Work required includes attention to the cylinders and valves.

# THE TARRANT THYMES

## The Weakly Paper of the Tarrant Valley

### Tornado vs. XK120 a fair race?

The recent Top Gear new series opening show programme featured the London to Edinburgh “race” between a Jaguar XK120 and A1 60163 Tornado (and to make up a three cornered fight a Vincent Black Shadow motorbike that barely made it Scotland). Seeing Jeremy Clarkson work and getting dirty was well worth watching, but James May driving the Jag won by ten minutes. In his Telegraph article James admitted “the train was limited to 75mph and, because in the end, an inefficient steam engine, had to stop for coal and water far too often. Despite what many claim, our races are run in real time and the results are genuine. We go back and film pretty pictures to help tell the story later. This was a damn near run thing.” Well, Al begs to differ. So does Trouble, but he wasn’t there, or so he said. Water troughs? None left now, hence the need to stop for water. Why a 75mph restriction? In “the good old days” the express wouldn’t be checked by signals with a slow train ahead. Priority as it should be. Clarkson trying to cook on the shovel, with the bacon flying off because of the fire draw wasn’t surprising was it? Why not do it when on a watering stop? No time then? So was it a fair race? I think not. But the filming was top quality, it made an interesting feature for the programme, so what does it matter that it wasn’t quite as equal as it was made out to be?

### Troubled Times at Tarrant Thymes

The ill wind of the economic climate has been blowing in the Tarrant Valley. The railway has been soldiering on, but custom is slow. A hard time in the local press and talk off closure is in the air. Advertising is at an all time low, and local news is drying up. If another doesn’t appear we’ll know the crunch has claimed another victim.

# Going Digital

by Iain Bell

Now that the society has a digital projector, I feel that we now need to be able to convert our print and slide collections into a format that is useable with the new equipment. Not every member of the Society is enthusiastic about new technology, and not everyone has access to a computer, or one with a scanner. If you have ever tried scanning a print, you will know that it can be difficult to get proper alignment, and it should be obvious that you can't get a good image from a bad print. Some flat-bed scanners have a transparency adapter to scan slides and negatives. However their ease of use can be variable, and if you can't get the dust off the flat-bed, then you will have to remove the dust shadows with additional software from every image you scan.

In view of the above, I suggest that we should buy a slide and negative scanner. Specification should include: dust and scratch removal; Windows and Mac compatible; and not cost the earth! While there are several cheap slide scanners under £100, they are all Windows only and have no automatic dust and scratch removal facility. I have found only three that meet the specification: Plustek OpticFilm 7500i SE (£220); Plustek OpticFilm 7500i Ai (£300); and the Nikon Super Coolscan 5000 ED (£1,100). The Nikon is beyond our means, but it does show the state of the market: mid-range products are rare. If we delay buying a slide and negative scanner, then we might find mid-range scanners non-existent, which would then make quality scans of our slides very expensive. The Plustek scanners differ only in the software included, and I propose that we buy the more expensive one as it can do more, and do it more easily. Both can scan at 7200 dots per inch (70 mega pixels for a full 35mm frame), sufficient for a detailed scan from a portion of a slide or negative.

There are three ways that we could acquire the scanner: as a society, to make it available as a member benefit; as a consortium of members (similar to the video library); or a member could buy one and charge a nominal fee. In the first case, its access and use will need to be discussed and agreed. The scanner would belong to the society, and in the interests of the membership we suggest that a limited number of members would operate the unit.

An enquiry of three committee members showed that we each had about 3000 photos to scan; so this is something that will see serious use by the membership. If you don't have a computer, your photos could be burned to a disc, and played back in your DVD player. Some of the latest up-market TV sets now have camera memory card slots or USB ports for showing photos on the TV.

Please let the Committee know your views on this—whether for or against.



***John Henderson enjoys a pint at the Eastleigh 100 celebrations. KA***



***Two lost souls. Steve Green and Paul Kneller trying to understand the workings of the timetable on the occasion of 6695's visit to the South Devon railway.***



**142069 in the new platform 4 at Newport on 9 June 2009. Ken Aveyard**



**50135 Ark Royal in fictitious Loadhaul orange and black seen at the Eastleigh 100 open day. Ken Aveyard**