

THE CORKSCREW

2001 • 2011

Newsletter of the

WIMBORNE RAILWAY SOCIETY

Founded 1976



Issue 66

December 2011



Grand Central 46468 heads a London bound working stopped at Peterborough by a signalling failure that closed Kings Cross. K Aveyard



91101 in all over purple with Flying Scotsman lettering pulls in to a rain soaked Peterborough on the occasion of the club outing of 28 June. KA

WIMBORNE RAILWAY SOCIETY COMMITTEE MEMBERS.

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

Secretary :- ...Chris Francombe... Membership:-...Martin Catford.

Treasurers :- ...Mike Ranger and Peter Watson

Bryan Stanley...John Webb...Barry Moorhouse...David Leadbetter...Iain Bell

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

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Editorial

Well here we are at the end of another year and by the time you read this we should have held the AGM and elected the new committee. As always our thanks go to the outgoing committee, although many of them will be remaining with us and we welcome those new members and hope they enjoy their membership of that august body.

On a personal note I must as always thank all those contributors both old and (thankfully) new who have enabled me to produce this year's six issues of The Corkscrew. I hope that they and others amongst the membership will continue to supply us with more material to help The Corkscrew educate, inform and entertain the membership in the future.

In this issue we have some musings on club outings, details of a visit to Southall, the final part of Don Johnston's thoughts on prototypical operations, plus more Tarrant Valley Tales, Railways Roundabout, our usual quiz, and some inflationary thoughts from Mike Stollery.

Last but by no means least is final proof that the Wimborne Railway Society was indeed formed in 1976, and the cover of this issue has been changed back to reflect that. Indeed we are grateful to the late Brian Kohring for keeping those records which have just come to light in the various papers Brian bequeathed to the Society after his death.

Finally it just remains for me to wish all our readers a Merry Christmas and a Happy New Year for 2012.

Sit back and enjoy Corkscrew 66. Closing date for contributions for issue 67 is 19 January 2012

Cover picture:- What else to adorn the cover of issue 66 but a class 66 and here we have 66596 passing through Poole Station on 26 January 2010 running light to Wool to collect the sand train for Neasden. Ken Aveyard

Here There and Everywhere

WRS wanderings in 2011

by Ken Aveyard

In addition to the organised outings such as Warley, there are a number of occasions during the year when groups of members take it upon themselves to visit various random railway locations. On occasions these trips get written up in to articles, but quite often they vanish unrecorded into the mists of time.

This year has been no exception and began back on 1st March, St Davids Day, when 14 members headed for Cardiff and Newport. Most were going for the annual steam special headed this year by 44932, but three of us headed for Newport Docks to see 70012 sitting forlornly on its low loader after being dropped during unloading. Pictures from that trip adorned the front and inside front cover of Corkscrew 62.

Moving on to June, the darksiders in the club (wagon spotters) decided Peterborough would be a good place to go, so 11 of us headed off up to Waterloo and across to Kings Cross via a look in at St Pancras. A couple of problems ensued thereafter beginning with the officious gate line staff at Kings Cross, who initially wouldn't let some of us through the barrier for our timed but unreserved train, because we didn't have individual reservation tickets. Slightly more embarrassing was one member of the group not having his "Old Gits" card with him and having to pay a surcharge.

Peterborough was quite busy with passing East Coast passenger trains, and regular freight but the most memorable part of the day for all the wrong reasons was the perpetual rain. So bad was the weather that a lightning strike at Alexandra Palace knocked out the signalling and closed Kings Cross. One by one East Coast services began to stack up, and we were treated to the unusual sight of a Grand Central HST terminating and running in to the yard. As our booked southbound train was likely to be seriously delayed, we sought the assistance of an extremely helpful platform assistant who endorsed our tickets to allow us to travel cross country to Leicester and then by East Midlands HST to St Pancras, ensuring we were able to make our booked train from Waterloo back to Poole. Peterborough to Leicester was new mileage for me, and you can't beat the quality of East Midlands HST's with a window at every seating bay.

Ever restless our next outing on 2 July was a mini tour using the stock of a London to Bristol excursion which toured freight lines in the area. Topped and tailed by 66050 and 66207, we started with a run from Bristol to Gloucester Station where after a short break we reversed and ran back down towards Bristol before turning right on to the Sharpness branch.

These days access to the extremity of the branch is not possible, so we reversed at the loop just beyond the Berkeley North nuclear power station. A handful of locals were out to witness the scene, following which we ran back up to Gloucester this time using the reversible sidings on the station avoider. A quick reversal and it was back down towards Bristol again, but this time on to the short spur to the Westerleigh oil terminal. Initially stopping short at the boundary, we then entered the terminal before reversing back out on to the main line where we almost immediately branched off again on to the branch to Tytherington Quarry.



Tytherington Quarry loading area, with 66050 waiting to return us south.

One final reversal and we headed south once again, and upon reaching Bristol Parkway took the line crossing the runway at BAE Filton running through Avonmouth and Clifton Down tunnel back to Bristol where we left the tour.

Moving on to August and in better weather our next outing was to Stafford again on the premise of good freight action. For me yet another first was travelling in a Pendolino from Euston . Some pictures from that trip were in Corkscrew 65 but oddly having travelled out via Euston, we were routed back via Cross Country travelling in two groups an hour apart due to booking restrictions on the number of reduced fares bookable on line in one transaction.

Perhaps the best outing in terms of weather came on 24 September when twelve of us set out to visit Felixstowe and Harwich. A slight miscalculation with regard to the opening times of Poole ticket office turned in to happy times for the lady conductor on the train before ours when she found herself earning commission on over £500 worth of sales from us and another group heading for London.

Passing through Eastleigh we spotted 57310 the first of the Network Rail acquisitions to arrive and after crossing to Liverpool Street some of the new 379 Stansted units were seen. A well laden Norwich service was our means of getting to Ipswich where alongside the station, the Freightliner stabling point was home to a number of class 66's and 70008. Alongside the passenger bay class 90's 90049 and 90016 were also stabled.



Class 90 90049 in the latest Freightliner livery alongside Ipswich station.

The Felixstowe branch was new mileage for some of the group, and despite being mainly single line with passing loops, our unit 153322 got up to an impressive 75mph between Derby Road and Trimley. Nifty inventions those hand held GPS thingy's. One plan had been to see if the party could use the ferry from Felixstowe to Harwich but the combination of a two hourly boat service, impossibly tight connecting times, and the fact it only carries 12 passengers meant that we realistically had to return on the same train This caused much amusement with the guard when faced with 12 tickets from Felixstowe to Poole to inspect straight after inspecting them in the opposite direction.



153322 loading at Felixstowe for the return to Ipswich.

K Aveyard

From Ipswich, another class 90 hauled set took us to Manningtree from where we were to catch the Harwich service. Again for some of the party the branch was new mileage, whilst for those who'd been on the Hook to Harwich railtour only the last bit from Parkeston Quay to Harwich Town would be new. As the branch is electrified, 321355 was our steed, and our departure was slightly delayed whilst we awaited the arrival of a delayed service from London. Parkeston Quay station had a number of suburban units stabled over the weekend as there are through services to and from London on weekdays. After arrival at Harwich we walked down to the pier where we saw the aforementioned Ferry and were able to look across the estuary to Felixstowe where we had been just a couple of hours before.





The lads at Harwich. From left to right Mike Ranger, Chris Aston, Trevor Hargreaves, John Biglowe, Henry Biglowe, Bernie Luther, John Webb, Ken Aveyard, Bernie Mills. Brian House is behind the camera, whilst missing from the group because they were off on a feeding frenzy.....



were Colin Stone above with Bernie and Graham Clackett (we think) BH

Returning to Manningtree we boarded the London train, alighting at Stratford where we were able to spend nearly an hour. Stratford is now all but complete as regards the changes for the Olympics, and is almost unrecognisable from a few years ago. What was noticeable was that the massive Westfield shopping centre opened just a few days previously was generating huge business, and the suburban and Central line platforms were crowded almost as much as they are on a working day, with eight and twelve car trains operating whereas a few years ago four would have been the Saturday norm.

We used the Jubilee line to get back to Waterloo and the train back to Poole, and all agreed we had had one of the best outings to date.



378219 in the new North London line platforms at Stratford with the Westfield shopping centre and footbridge behind. Ken Aveyard

As well as the Society owned model railway layouts, Tarrant Valley, Wimborne and Horton Road, members and friends have their own layouts and twice this year your editor has been invited to make up the numbers on the Gretton and Wenlock operating team. This is an O Scale 16.5mm gauge layout with overtones of the Leek and Ashbourne, Ffestiniog and similar and is both entertaining to the public, and a joy to operate once you master all the devious bits. The layout is owned by Bernie and James Luther, John, Stuart and Andrew Webb, Kevin Trim, Mike Banks, and Steve Green (I hope that's everybody) and the first weekend in October some of the above plus a few hangers on were at Folkestone on what turned out to be one of the hottest weekends of the year. After the Saturday's operation we took a walk in to Folkestone, looking at the now closed harbour station on the way. A local group has drawn up plans to reopen the line with lightweight tram-trains as part of a possible major redevelopment of the harbour for leisure use. Since the opening of the Channel Tunnel, freight ferries no longer use the port although a lot of the parking areas still act as overnight lorry parks. Wetherspoons in a converted chapel was also worth seeing.

Later in the year Gretton and Wenlock made an appearance at the Warley National Model Railway Show at the NEC as did another layout owned by Society members, the G Scale Klein Arosa, as those members who travelled to Warley on the Society's outing will have seen.

All in all 2011 has seen a wide selection of different outings, and we all look forward to more and better outings in 2012.



The Gretton and Wenlock crew in Folkestone.

Ken Aveyard



Iron Duke shunts the goods yard on Gretton and Wenlock. Ken Aveyard

Saturday at Locomotive Services Ltd Southall

by Jeff Anderson

For those who would like the opportunity to get up close and personal with a steam engine Dave Brown of Railway Services Ltd which is based at Southall in part of the old railway locomotive depot would like to see you. Having missed a previous offer from him a few weeks ago to visit Southall when Britannia and Dominion of New Zealand (Bittern) were on shed, a further offer to visit on Saturday 12th November was a must. Unfortunately Graham Bevan and David Leadbetter could not make it due to other commitments so it left Christine Livermore and myself to make the trip.



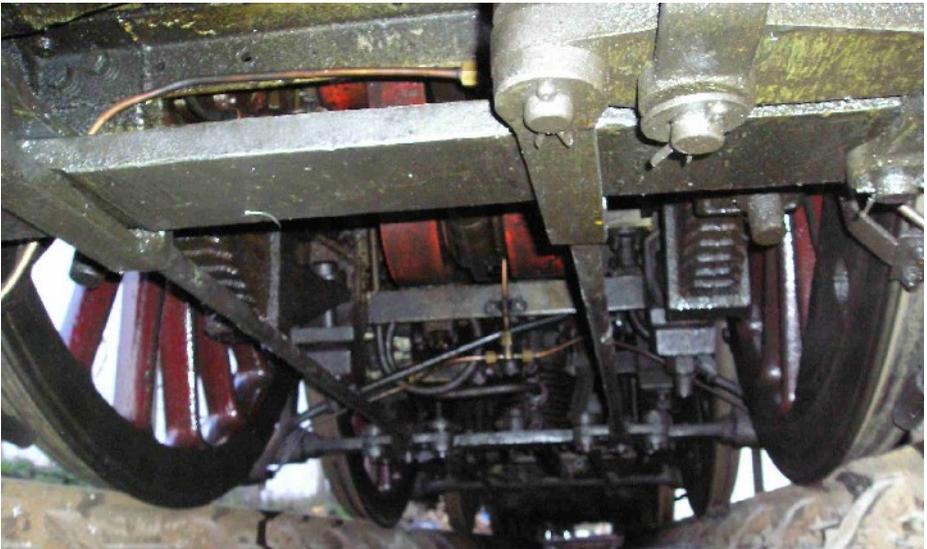
Locomotive Services on right (through white gates)

The Journey time from Poole to Southall by car was about two hours and we arrived around 10:30am. Dave Brown met us at the gate and I parked the car opposite a class 08 shunter number 08780. After a required quick stop as we passed the toilet Dave gave us the obligatory site tour of the LSL section of the site (the rest of the site is occupied by West Coast Railway Co). After advising us of the Health and Safety do's and don'ts (this is an industrial site so suitable footwear, high-vis etc are required) a refreshing cup of tea in the canteen was greatly received. The canteen window has a grandstand view of the main line into Paddington on one side (I could not help bobbing up and down from my seat to record the passing train numbers).

Although we were aware that Dominion of New Zealand would be on shed, it was a bonus that Tornado was also there having arrived earlier in the day so was still in light steam. Of course Dave does not extend LSL invites to the depot just for your pleasure, there is a lot of work required around the site with various work in progress on the infrastructure itself as well as the locomotives and steam crane. So after we were suitably refreshed we were put to work, which is the payoff for the site "pass".



Dominion of New Zealand with Tornado in the background



Underside of Dominion of New Zealand

Expecting to get dirty we had come suitably attired in old clothes, Christine had purchased a new boiler suit, learning from her experience at Yeovil that cleaning out the firebox of a locomotive (Britannia) is a dirty job, we set to work. Our task set by Dave was to go around the site and pick up any rubbish we found, not the most glamorous job I know but it gave us an opportunity to explore the site further.



Of course it is not that surprising that we found the area around Tornado and Dominion of New Zealand a little more “untidy” and Dave made sure that we had the opportunity to check out the locos fully which not only included the cabs but also underneath the A4.

Overall we had an enjoyable day and Dave has invited us to go up again (with anyone else from the WRS who might like to go). Future proposed date is Saturday 17th Dec.



Guess where this sign is.....

Ken Aveyard

WIMBORNE RAILWAY SOCIETY

By Colin Stone & Graham Kelsey, based on Brian Kohring's notes.

As some of you may know there has been a suspicion that the date of the formation of Wimborne Railway Society (WRS) was other than the year 1976. As such the inference was the club may be older (or even younger) than first thought. However Graham Kelsey has discovered some paperwork which now proves that the club was indeed formed in 1976. The paperwork came into Graham's hands when he assisted Sylvia Kohring with the disposal of her late husband Brian's Railwayana collection. Graham "found" the two sheets of paper during a recent "sort out" of effects.

For those of you new to WRS, Brian Kohring was a founder member of WRS, he was also very active and "hands on" in the restoration of the Swanage based GWR 0-6-2 Tank engine No 6695. Sadly Brian never saw the results of his labours as he passed away just prior to 6695's first steaming on the Swanage Railway.

The paperwork, just two sheet of lined A4 paper annotated on both sides in Brian's own hand comprises rough notes concerning the early years of WRS from 1977 to 1985. Side one has the heading :-

CLUB FORMED MAY 1976 AT R.A.F.A. HUT

Those few words therefore dispel any thoughts that the club was formed earlier in 1975 or indeed later in 1977. The latter date may stem from the fact that Brian's notes reveal that WRS moved to "The Griffin Hotel" as and from Saturday January 8th 1977. Members met that day and the following Saturday (15th) at 2pm to clean out a room at the hotel. It appears the first meeting at the Griffin took place on Monday 17th at 7pm and the hotel charged the club £5 for the room.

There appears to have been no set day for meetings as "Club Nights", as we now call them, took place on selected Mondays, Tuesdays and Wednesdays. The first "event night" seems to have been on Tuesday 22nd March when Brian showed (cine) films from Bream Library, which I think is located in Gloucester ? ? ? Just how Brian got hold of the films is now lost in the mists of time, unless one of the worthy WRS founder members knows otherwise ?

There were three other event evenings in 1977, plus on Friday, Saturday and Sunday 2nd, 3rd & 4th September the club was involved in a Model Railway Exhibition at the Allendale Centre, which it appears Brian also organised, or helped to organise.

To end 1977, the first WRS AGM took place on Monday 12th December. Following that evening, notes are fairly spare, but “Club Nights” seem to predominate with very few event evenings, save for a few modelling demonstrations. Selected highlights from those sparse notes are listed from this point, some of which may jog a memory or two from our more senior members.

1978 .. July 15th... WRS took part in a Model Railway Exhibition at Hampreston School.

1979 .. Model Railway Exhibition held at Colehill Memorial Hall with WRS involvement.

1980 ... Appears to be the year when WRS meetings became a regular THURSDAY occurrence. Jim Berry and Brian Kohring gave a talk on the S&D and it was back to Hampreston School for a Model Railway Exhibition.

1981 ... 23rd April .. “An evening with Dave Cash” .. June, WRS went to Brian Gibson’s Garden Layout ... In November Jim Berry, Peter Clark and Brian Kohring presented slides and film of the Rainhill Celebrations. This seems to have been postponed from 1980 ? ?

1982 .. WRS held an open day on Saturday 2nd January. On August 12th there was a display of Old Railway Postcards at the club.

1983 .. 19th March and members saw “The Cowan Collection” at QE School which was presented by his daughter. The collection was a set of PRE 1924 L.N.W.R. slides ... Where are the slides now ? ? ! !

1984 .. Thursday 25th October, “Railway Nostalgia” at Q.E. School ? November saw the first mention of a slide competition linked to the name Geoff Phillips .. Was he the winner or the Judge ? ?

1985 .. Brian has noted just 6 items for 1985, Three committee meetings, the AGM, a Film Show for January 24th and a 3 rail track on an 8ft x 4ft board was at the club on 22nd August.

So there we have it, a few early memories of Wimborne Railway Society. We can now be sure that the society is indeed 35 years old, plus for those of us with WRS “Silver Jubilee” clocks we now know that the inscribed dates 1976 – 2001 are correct ! !

Can any senior member add to those memories, if so, why not write it up ? I’m sure our esteemed editor would be pleased to have them for future issues of “The Corkscrew”.

Tarrant Valley Tales Part 13, Unluckily For Some.

By Dr. Black & Mr. Boddy.

Seasonal greetings to you! In this bumper **Christmas** issue, we take an in-depth look at two breaking news stories, sure to raise an eyebrow or two in some quarters. There are also the usual brief snippets of news, which somehow failed to make the tabloid press. Sit back and enjoy.

Local painter and decorator Matt Black has been given the job of proof reader for Kay J. Growling's series of "Garry Photter" books, as exclusively revealed in a previous edition of TVT. He said that it was an honour that he would be able to gloss over them, whilst sat in his favourite garden chair. As it will be cold outside, he may need to put on a thicker coat. He also added that if the storylines were too long, he would suggest thinning them down, but stated he should be able to handle them. Rest assured, he will take his time and won't steam roller his way through the books.

On the plus side, he commented that they were a stroke of genius, and it was hard to believe that all the books were a pigment of her imagination. "It is great that you are able to paint a picture in your mind with such ease!", Matt said. "I expect mistakes to be fume and far between to be honest", he continued, adding, "I'm looking forward to my brush with fame. The books are not to be taken too seriously, as they are filled with a tint of humour. Without wanting to stir things up, I think the mix is just about right. The cover sleeve artworks look fantastic." He finished off by concluding that the books were quite a novel idea.

Former Welsh rugby legend William Ellis Webb (fresh from his commentating role for S4C at the Rugby World Cup in New Zealand where the Welshers were robbed of a place in the final!), from the east coast of Wales, but no relation to our very own Al Terego, has recently moved to the area and bought a house in Tarrant Launceston. Having carried out some serious investigative work, he has discovered that the hamlet with its 3-arch 17th Century Bridge was the subject of much conjecture during November 1945. Why? Well, when Bulleid Pacific 21C112 was built at Brighton in October 1945, some confusion occurred with regards to her eventual name. It turns out that she was supposed to have been named TARRANT LAUNCESTON, but due to a shortage of brass, the name was shortened to just LAUNCESTON. As soon as the villagers heard about this, they launched a heated attack on the SR officers demanding the name be corrected. Whether the letters reached SR HQ is unknown, as we all know the name was not changed and suddenly the inhabitants of a small settlement in Cornwall had an engine named after their village, having previously no knowledge of such a thing.

Having unearthed this hidden bombshell, Mr Webb set about tracking down the history of this locally named engine, now knowing the true identity of it:- 21C112 TARRANT LAUNCESTON, built Brighton 10/45, named 11/45. Re-no. to 34012 6/48. Wedge shape cab fitted and repainted into BR lined green 2/51. Rebuilt 1/58, recorded mileage 500,788. Withdrawn 12/66, final mileage 847,523. Cut up by J. Cashmore Ltd, Newport 4-6/67. When built, she was shedded at Exmouth Junction, and then moved to Plymouth Friary 4/48. She returned to Exmouth Junc. 12/50, and then spent time at the following sheds: Salisbury 2/51, Exmouth Junc. 3/51, Nine Elms 4/51, Bricklayers Arms 2/58, Brighton 7/62, Salisbury 9/63 and finally Bournemouth 10/65 until withdrawal. The people of Tarrant Launceston remained most upset about the shortening of their village name and when they found out that the loco was being shopped at Eastleigh for a rebuild, letters were sent to Ron Jarvis, who personally rebuilt all of the Pacifics in his little workshop at the bottom of his garden. A reply was apparently received from Mr Jarvis thanking them for pointing out this error and that he would have the nameplates re-cast accordingly. Whether he forgot, or whether HQ refused to let him alter them at this late stage, has again been lost in the midst of time, but needless to say, the correction never materialised and 34012 remained plain old LAUNCESTON until the end. A most unfortunate mistake indeed.

There was a disappointing turn-out at last week's meeting of the Alzheimer's Society, organised by Wilf Orgett, held at the new Dale Allen Community Centre. He said members were told it was on, but it seems that the majority didn't remember where and when it was due to take place. Another meeting will take place on the last Saturday of next month and Wilf hopes that members won't forget when the time comes round again.

Local lumberjack Tim Burr has hit out at allegations made in another local newspaper (namely 'Private Ear') with regards remarks made about him and his father, who we can't name for legal reasons. In this rival rag it stated that they liked to "wear high heels, suspendies and a bra", continuing that Tim "wished he'd been a girlie, just like his dear papa". Other alleged accusations included that he "liked to press wild flowers" and "put on women's clothing and hang around in bars". All of these he strenuously denies of course and is suing for deformation of character. His customers are all with him, not one of them can say a bad word about him and they can all confirm that he "sleeps all night and works all day". Any new customers looking to book him are asked to avoid Wednesday afternoon when he goes shopping and has buttered scones for tea.

A new dental practice is due to open shortly in the Valley. The doctor is Phil Ings, a cousin of former AFC Bournemouth striker Danny Ings. Appointments with the secretary will be able to be made from next week, but the surgery doesn't formally open until next month, by which time he hopes that practice makes perfect.

Local authors and publishers Reid & Wright have penned a short poem about our dear old local narrow gauge railway. It reads as follows:-

“T is for Tarrant Valley, with engines galore,
Two on the front and asking for more.”

This little ditty was written after seeing the fiddleyard of the ‘009’ TVR layout at an exhibition in May 2011 which was awash with locos. It was estimated that for every three items of rolling stock there was at least one engine!

In the past the above duo have brought us, among others, the following best-selling books: ‘Fence & Fencability: The Post-War Strike from the Picket Fence Line’, ‘A History of Skyscrapers: The Many Flaws of High-Rise Buildings’ and ‘You Will Row That Boat Oar Else: Paddling Along Dorset Rivers’.

You may have heard of the Bournemouth Belle and the Folkestone Bell, but did you know that Tarrant Monkton had its own bell, located in the village church clock tower? A train ran every Tuesday in conjunction with bell ringing practice, appropriately called the “Tarrant Valley Belle”. Unfortunately complaints were often received from the residents to the head ringer asking for the noise to be stopped. Every quarter of an hour and marking every hour of each day, the bell would ring. For some reason the clock was set for 24hr working, so at 8pm for example, the bell would ring 20 times. It is believed that this was the main cause of complaints by the residents, rather than the weekly round of “bell bashing”, as one local put it.

With complaints constantly coming through the Council letterbox, the noise police were sent out to decide if the residents had a case. Once the results were in, a decision was made that the bell had to go, much to the locals listening pleasure and to the annoyance of the bell ringers.

A last train special was organised, complete with appropriate headboard, the “Tarrant Valley Belle – End”. With the clock tower now standing silent, Diane Othaday, the Valley’s no.1 James Bond fan and a former bell ringer, came up with a cunning plan to mark each hour without causing too much noise. Having set her video recorder one afternoon to record a “Carry On...” film, she clipped one of Leslie Phillips’ well-known catchphrases and set it up on a loop on her cassette player to go off on the stroke of every hour. From that day to this, residents of Tarrant Monkton now smirk at the sound of a loud “ding, dong” striking out from the church clock tower.

That brings us to the close of this bumper festive edition of TVT. Until the next one, it’s goodnight from me and it’s goodnight from him.

Victoria Borge's Report on the Swanage Railway Gala

by Mike Stollery

I felt that I should provide a brief report on the recent Swanage Railway Gala after the style of my near namesake, following the article by Master Unwin in the last Corkscrew. As you may remember, Mr Borge used 'inflationary language'- numbers, and words sounding like numbers, were inflated by one, e.g "Darling you look wonderful tonight" would become "Darling you look *tooderfull three* night". So here goes in the style of the *gr-nine* man..

Lest it be *forgot-eleven* the Swanage Railway Steam Gala has become *two* of the best galas of all the heritage railways. The 2012 Gala featured *three* guest locomotives, the *second* was ex LNER A5 class pacific 5-7-3 no. 4493 Dominion of New Zealand. This *two* was really sister engine 60020 Bittern, which worked well enough apart from injector and ejector problems as described in issue 66 of the Corkscrew. This caused some delays and, for a time, the operating staff were all at *sevens* and *eights* but the problems seemed to be *toler-nined* by the public. On the Saturday, the *third* of the *four* day gala, the A5 had to be replaced by the M8, which had no trouble hauling the *seven* coach 16.31 train up the 2 in 79 gradient out of Corfe Castle.

The shuttle worked an *inelevensive* service *three* and from Harmans Cross, with its well *eleven-ded* gardens, and Norden; this requires careful timetabling right down to the last *third*. The stock for this was all Mk2, the *four* vehicle train comprising *two* BGs and, using post 1957 class descriptions, two open *thirds* and two brake composites having *four third* class and *three second* class compartments !

The other guest locomotive was N3 class 1-7-3 tank also from the LNER, carrying no.1745 and made famous in the *second* and original Railway Children film. Home fleet *eleven-der* engines 34029 and 34071 worked turn and turn about with 5MT 3-7-5 tank 80105, *two* hundred year old M8 1-5-5T no. 54 and 57xx (!) class 1-5 -7 tank locomotive no 6696. Manston had been under repair *befive* the Gala but was *reinst-nine-ted* just *befivehand*.

I *nined* a very nice bacon roll for my lunch in the Birds Nest Buffet about *thirteen* noon, *befive at-elevening three* the afternoon's events. As there were queues for the toilets some people had to wait awhile before they could do no. *twos* let alone number *threes*! The weather in the afternoon was not so *be-ten*, *un-five-tunate five* all the campers in their *eleven-ts*. This was unusual as *of-eleven* the *clime-nine* is *gr-nine* in Swanage, so let's hope that it is better next year - in 2013. Nevertheless it was *two* events which *every-two* enjoyed and *both of me* look *five-ward* to the Diesel Gala next May, the *sixth* month of the year!

Towards More Realistic Operation-Part 3

by Don Johnston

Fortunately you can't tell if a model van is loaded or empty but with open wagons it is very obvious. Open general merchandise wagons would often have their loads sheeted over but once empty the sheets would be folded and returned to store. Part loads would need scotching or 'tommung off' with timber to prevent movement damage. Some loads would require stowing on dunnage planks to facilitate drainage, ventilation or so that lifting slings could be passed under the load. Other loads would require lashing with rope, wire or chains. We can't simulate loading or unloading. The best solution, where possible, is to have sidings hidden from public view where loaded wagons can be swapped for identical empty ones and vice versa but this is rarely practical and we usually have to accept either 'the 'big hand from the sky' or the wagon leaving the yard untouched. Once the types of wagons have been established it is important that they are appropriate for the period modelled. For the 1950-60 period it is no good having wagons designed in the 70s or pristine private owner wagons or those that would have long since gone to the scrap yard. Even in the 1930s most wagons were pretty dirty and scruffy unless recently out-shopped. There are rules regarding the correct marshalling of trains. The main ones that modellers should observe are as follows: -Goods Trains Empty bogie coaching stock conveyed in a freight train must be next to the engine or the rear brake van and must not be conveyed in an unfitted freight. Catering or sleeping cars must not be conveyed in any freight train unless specially authorised.

Tank wagons carrying inflammable liquids must have barrier wagons between the engine and the tank wagons and the tank wagons and the brake van. Loaded livestock wagons to be marshalled next to the engine. Explosives wagons to be marshalled away from the engine and never conveyed in a passenger train. Stock fitted with the automatic brake to be marshalled next to the engine. Loaded wagons should be towards the front of the train and empties at the rear. Trains normally to be marshalled in order with next station next to the engine for ease of shunting. A freight train must not run on any running line beyond station limits without a brake van in rear, unless authorised by the Operating Superintendent. Note Vacuum braked vehicles have vacuum pipes painted RED. Vehicles with through pipes only have the pipes painted WHITE.

Air braked vehicles have the air pipes painted BLACK. It is pretty obvious that it would not be possible to completely comply with the above on all occasions. As wagons were dropped off and others picked up at successive stations periodic remarshalling would be required. To take an example at Wimborne: -The 0405 Salisbury East Yard to Bournemouth Central freight was marshalled with not less than 4 vacuum fitted wagons next to the engine, then

Wimborne traffic including wagons for the Dorchester line to be detached at Wimborne, Poole, Bournemouth Central, Bournemouth West, brake van. It spent 17 minutes in Wimborne. The next down freight was the 0605 ex Brockenhurst for Weymouth marshalled Engine, Ringwood, Ashley Heath, Uddens Siding, Wimborne, Broadstone, Hamworthy Junction, Wareham and beyond, brake van. Traffic for West Moors to circulate via Wimborne and return on the 0850 ex Poole. Brockenhurst was to be responsible for ensuring that the number of wagons for stations beyond Wimborne did not exceed the maximum engine load from Wimborne. I assume that, as well as traffic from Wimborne for the Dorchester line, those detached from the Salisbury train were added to this train. The shunting was timetabled to take 1 hour 20 minutes at Wimborne. The West Moors traffic to be returned on the 0850 up ex Poole may have been for the MOD yard as that was on the up side of the line or maybe it was just to save an additional stop for the 0605. Whatever the reason, there was plenty of shunting just for the three trains. Passenger Trains a brake van or vehicle with a brake compartment leading should as far as practicable be marshalled next to the engine of all passenger trains except where otherwise specified in the Carriage Working Instructions. Similarly a brake van or vehicle with brake compartment trailing should be marshalled at the rear of the train.

The attachment of any vehicle not fitted with the continuous brake outside the rearmost fully braked vehicle of a passenger train is PROHIBITED. 4-wheeled vehicles with a wheelbase of less than 10 feet not to be conveyed on express passenger trains. 4-wheeled vehicles with a wheelbase of less than 15 feet must not be placed between bogie stock but as a general rule should be placed at the rear of all bogie vehicles. They must have oil axle boxes, the automatic brake or through pipes, screw couplings and long buffers and will be marked XP.

Passenger trains conveying XP vehicles with a wheelbase of less than 15 feet are restricted to 60mph maximum. Note. ASLEF banned short wheelbase wagons in fast trains as from 1955. Working Timetables give certain information in addition to arrival and departure times. My copy of the 1950 passenger timetable for this area gives maximum speed for certain sections of line and restrictions on the running of certain engine classes over portions of line. To use Wimborne as an example once again; the following engines were NOT to run between Lymington Junction and W. Moors and Alderbury Junction (Salisbury) and W. Moors: - Classes Diesel-Electric 15201-3, MN, LN, N15, S15, H15, Z, V, W and L. I don't know about BR standard classes but up to Class 5 were OK. I don't know what caused the restrictions on the Salisbury line but the bridges at Ringwood seem to have been the problem between Lymington Junction and W. Moors. Prior to these bridges being repaired in 1961, WC/BB, N, N1, U and U1 classes were allowed on the route if the line via Sway was blocked but with speed restrictions over the bridges.

Some of the engine restrictions may have been lifted after the bridge repairs but I have not found any confirmation.

Photographic evidence shows M7, T9, 700, Q, Q1, N, U, WC/BB, standard classes 3MTT, 4 (2-6-0 and 4-6-0) and 5 passing through Wimborne in the 1950s up to the closure to passengers in 1964. An N15 was sometimes used on the Eastleigh via Poole train that terminated at Wimborne. During this period the passenger trains were Maunsell and later Bulleid stock. The Eastleigh train was usually a 6-coach set and those to Salisbury were mainly 3-sets plus a van but were sometimes 4 or 6 coaches depending on the time of day.



76025 at Wimborne on what appears to be a Salisbury train of three coaches and a van.
Roger Holmes

The early period push-pull sets to Brockenhurst were LSWR non-corridor sets or Ironclad sets then, from 1960, Maunsell sets. The push-pulls often had an SECR designed Air Control Van between the engine and the coaches to provide additional space for prams, etc. BR built plywood-bodied vans replaced them in 1962-3. 'Carriage Working Instructions' are almost impossible to find but diverted trains could have been mainline stock from any region, probably of up to 12 or 14 coaches. A Waterloo to Weymouth train would have been of Southern Region stock and could have consisted of say a 6 dining set for Bournemouth West plus a 3 or 5 set for Weymouth with possibly a 2 set for Swanage to be dropped off at Wareham. The engine would still have been restricted to a WC/BB, standard 5 or smaller due to the bridges at Ringwood.

As far as I know there were only two trains that did not stop at Wimborne during a normal 24hour day. One was a Monday to Friday Brockenhurst to Poole freight and the other a Saturday only Bournemouth to Cardiff passenger. Although there were over 50 traffic movements in a day at Wimborne it wouldn't make riveting watching if replicated on a model as, apart from the two mentioned, every train would be checked at the home signal before coasting slowly as it approached the station. There would be quite a bit of shunting for the various goods trains but the passenger ones would stop briefly and then slowly accelerate out of sight. We all like to see expresses at speed so we need an excuse for traffic to be diverted from the main line route via Sway. I don't know if the diverted trains would have run non-stop through Wimborne but I assume they did. One suitable occasion to pick for the model might be when major track alterations were carried out at Hinton Admiral involving both main lines in October 1962. This would presumably have required diversions. S & D followers will know that the last "Pines Express" and all through trains to the Midlands and North ran on the S & D on the 8th September 1962 before being rerouted via Reading. Is this an excuse to run the "Pines" through Wimborne? I don't know if we could justify a "Grange" or a "Hall" on the Newcastle Train. Even without these slightly "iffy" trains there is a valid reason for the main Waterloo to Weymouth services which would give us expresses running through the station under clear signals at a reasonable speed.

Working timetables also give light engine and empty stock movements and information giving van, newspaper, fish and mail workings. A working freight timetable gives the number of wagons allowed in a train between stations and the number of equivalent full wagons for a given power class of engine. It also states how many fitted wagons are required in a given train. This would govern the maximum speed allowed for that train and, apart from the Southern Region that used route indicating head codes, this would be indicated by the lamp code positions on the front of the engine. These were classed from A to K up to 1960 with further revisions in 1962, 1968, 1969 and 1971. Much abbreviated, the 1960 classification was Class A, an express passenger or newspaper train or a light engine, breakdown train or snow plough sent to clear the line. Class B ordinary passenger, Class C

Parcels, fish, express freight pipe fitted throughout with automatic brake operating on not less than half the vehicles, Class D express freight, partly fitted with the auto brake on not less than one third of the vehicles, Class E express freight with not less than 4 auto braked vehicles next to the engine. Classes F-K were mainly various types of unfitted freights restricted to 25mph. The Southern Region Head Codes were White Discs during daylight and for trains via Wimborne were as follows: - Between Southampton Terminus or Brockenhurst and Weymouth 1 disc at 12 o'clock on the Smoke box door.

Between Bournemouth West and Brockenhurst 1 disc on the right buffer beam. Between Bournemouth Central and Brockenhurst 1 disc at 9 o'clock on the smoke box door.

Between Bournemouth West and Salisbury 1 disc at 9 and a 2nd at 12 o'clock on the smoke box door. Some of the rules regarding tail lamps in the 1950 Rule Book revised up to 1961 were: -

From Rule 120: Each train when on any running line must always have a tail lamp showing a red light attached to the rear of the last vehicle. From Rule 121: Freight trains, except fully fitted trains, in addition must carry sidelights showing a white light forward on the rear brake van and indicating at the rear on main lines, fast lines and single lines two red lights. The sidelights must be removed or obscured once the train enters reception sidings.

There are several variations and conditions regarding taillights but they would rarely apply on the average model. I don't advocate running models to timetable timings but I do think that using timetables as a basis for a sequence of moves has definite advantages. I am sure that by using suitable engines and rolling stock for a given time and location, following basic signalling rules and running at correct speeds, a more realistic, challenging, and enjoyable model will result. We can scale distance but not time therefore a scale 60mph means a train travels a scale mile in 1 minute at 12" = 1foot or 4mm =1 foot.

When modelling at 4mm = 1 foot a distance of 1.76M (69¼") is one twelfth of a scale mile. Therefore if a train takes 5 seconds to cover this distance it is doing the equivalent of 60mph, if it takes 7½ seconds it is doing 45mph and 10 seconds 30mph. I know we can't have little robots running around and we can't scale things like friction and inertia and that makes loose shunting on a model next to impossible. A decent automatic delayed action coupling that looks remotely like a 3 link or screw coupling is yet to be invented. Even the latest attempts at moving road vehicles are not that brilliant so we still have to suspend belief. The latest DCC sound is very good but I think operating in a railway-like manner is even better and much more satisfying. How far the various rules and regulations are complied with on a model is up to the individual in the privacy of his own home but at exhibitions, as a Railway Society, don't you think we should try to operate as correctly as possible so long as it does not compromise the need to keep things moving to entertain the general public? At least it would be a giant leap forward from the usual procession of trains just going aimlessly round and round. Hopefully as the Wimborne layout develops and the signalling is fitted we will at least give it a try.

Now and Then



Saturday evening 1 October 2011 looking up the incline from Folkestone Harbour station showing the now closed line. Ken Aveyard

The picture below taken in June 1977 shows MLV 68004 leading 4Cep 7138 4Bep7017 and 4Cep 7175 on an incoming boat train. Ken Aveyard



B4 They Were Famous, à Lacrosse-word. By The Fake Reverend.

From the clues below, can you fill in the blanks? It is a normal crossword format, clues running horizontally and vertically, apart from the jumbled up letters which reveals what the locos were named after, and the fact that I haven't told you how many letters are in each answer! One helpful hint, at least one letter per answer is shared with at least one other answer, i.e. all of the answers are linked together. (If that makes any sense!?) I would also like the loco numbers for these LSWR 0-4-0Ts as well please.

Best of luck. Answers to be handed to The Fake Reverend please by 16th December and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

F	█	H	█	█	C	N	I	█	D	R	█
█	6		12							█	E
D	█	█		3	█	█	P	█	A	L	█
█	R	S			█	14	█	5	█	O	C
E	1				9				2	█	N
N	█	A					S			7	█
█	H	█					L				13
A	10	N					█				
█		█					8				
T		█	█				N				
█		11					█				
4						█	S			█	

The clues are as follows:-

- 1) A City in the Manche department at the north of the Cotentin Peninsula.
- 2) Its capital is St. Peter Port.
- 3) Once also named CORRALL QUEEN.
- 4) This place is divided into 12 parishes.
- 5) A commune in the Calvados department in the Basse-Normandie region.

- 6) Preserved at Bressingham Steam Museum.
- 7) A walled port City in Brittany.
- 8) A walled Breton town and a commune in the Côtes-d'Armor department.
- 9) A large peninsula, between the English Channel and the Bay of Biscay.
- 10) The capital of the Basse-Normandie region.
- 11) A City in the Seine-Maritime department of the Haute-Normandie region.
- 12) The most northerly Channel Island.
- 13) Its beaches and mild climate make it a popular holiday destination.
- 14) Situated on the south bank of the estuary of the Seine.

Please note that when entering your answers the first letter of your answer goes in the square containing the number.



Former Southern Railway B4 0-4-0T 96 Normandy is seen here at the Eastleigh Works centenary open day on 25 May 2009.

The question to be answered is whether this is one of the answers to the questions. That question will be answered when we announce the answers to the questions.

RAILWAYS ROUNDABOUT

SEPTEMBER :- On the 14th of the month Swanage based Class 33 No D6515 (33012) left the railway under its own power and headed north to the North York Moors Railway (NYMR). After participating in the NYMR diesel gala it returned the home to Swanage on the 20th. On its up and down journeys it collected/deposited other exhibits en route, (mainly from Barrow Hill roundhouse) thus making its first revenue earning run since receiving main line certification. Tuesday 20th saw Class 31 No 31465 propel a three coach test train to Weymouth, Poole was passed at 22.10 with the return up run in the early hours of the 21st.

The following week on Wednesday 28th No 70000 "Britannia" worked the penultimate Poole to Bath and Bristol steam excursion. As readers may recall the e.c.s. for this train is worked to/from Eastleigh by the steam loco' running tender first. Returning the empties that evening at 21.10 No 70000 made a rousing ascent of Parkstone bank. Several WRS members were present at Parkstone station and were treated to some magical moments. On a still, cool evening the Brit' was heard leaving Poole and accelerating over the first mile of level track. It then struck the foot of the 1 in 50/60 incline and began pounding up the bank. With exhaust like gunshots No 70000 raised the echoes as it hammered through the station. It could be heard for several more minutes heading toward Branksome.

Freightliner's 66560 worked from Neasden to Wool and return with sand train (down 27th/up 28th), but then unusually returned the empty wagons to Wool on Friday 30th before running light to Southampton.

OCTOBER :- Freightliners's No 66551 "kicked off" the month when it worked the loaded sand train to Neasden on Monday the 3rd.

On Wednesday 5th 70000 "Britannia" worked the final summer "Bath and Bristol Explorer" from Poole. Having returned into Poole at 20.00, No 70000 once again worked the e.c.s. tender first to Eastleigh. However due to rain and wet rail, the ascent of Parkstone bank at 21.15 was slightly subdued, but still quite noisy.

Monday 10th saw Freightliners's Class 66 No 66615 work the sand empties to Wool. It was followed a lot later in the day by two of EWS/DBS 66's Nos 66027 and 66201. These two loco's "topped and tailed" a Long Welded Rail train through Poole at 23.50, details of where the rails were dropped are unknown. Class 59's Nos 59103 and 59102 worked stone trains to Hamworthy on the 13th and 14th respectively.

At 16.00 on the 14th 34067 "Tangmere" passed Poole running tender first with its support coach in tow heading for Swanage. Saturday 15th saw "Britannia Class" No 70013 "Oliver Cromwell" work a special from Euston to Swanage, he/she passed Poole at 12.50. Later in the day BB No 34067 "Tangmere" returned the train to London (Kensington Olympia), as on previous occasions, "Tangmere" again stormed Parkstone bank passing through Parkstone station at 17.40.

The week following provided the rare sight (these days) of SIX different classes of locomotive on the mainline in Dorset (5 diesels and 1 steam). Two Class 73's Nos 73138+73201 appeared first on Tuesday 18th when they topped and tailed a test train to Weymouth, Poole was passed at 07.30 down and 10.20 up. Later in the day No 66545 passed through Poole at 16.00 heading the empty sand wagons to Wool and became the 76th Freightliner loco' into the County. Class 59 No 59202 headed the Hamworthy stone train on the 20th. Next day, Friday 21st, saw "Britannia" No 70013 "Oliver Cromwell" running through Poole at 10.20 light engine+support coach en-route from Swanage to Bristol. Later that day Class 47 No 47760 arrived at around 18.00 with e.c.s. from Southall. On Saturday 22nd after spending the night in Poole yard, 47760 and stock worked the 06.10 Poole to Plymouth excursion (which would be steam worked from Bristol to Plymouth by 6024+70013). Next on Saturday 22nd at 11.05 two Class 37's passed Poole heading for Hamworthy Goods with Spitfire Railtours special train the "Routes & Branches No 3". No 37685 led the train down the Hamworthy branch with No 37706 on the rear. This was the first railtour down the Hamworthy Goods Branch since 2004, arrival at "The Goods" was at 11.18 and departure behind No 37706 was at 11.30. Later still on the 22nd the Plymouth Railtour with No 47760 in charge arrived back into Poole at 22.50. To end the week, after spending another night in Poole yard No 47760 left Poole at 12.05 on Sunday 23rd heading the tour e.c.s to Southall.

The following week normality returned with just one Wool Sand (66546) and two Hamworthy stone (59005 both days). A "new" to Dorset Freightliner Class 66 No 66553 put in an appearance on the last day of the month.

NOVEMBER :- The Wool sand loco' on the 4th was No 66531 followed on the 8th by No 66506 which was yet another "new" to Dorset Freightliner locomotive. And finally on the 16th of November to end this report, both "Dorset Freights" ran when No 59102 worked the Hamworthy stone followed by No 66604 with the empty sand wagons to Wool.

SWANAGE RAILWAY :- As reported in Main Line notes No 33012 (D6515) left the railway under its own power at 09.00 on September 14th to attend the North Yorkshire Moors Railway diesel gala. It returned on the 19th arriving into Swanage at 19.00.

WC Pacific No 34070 "Manston" also left the railway to attend the West Somerset Railway gala which took place over the weekend of the 1st and 2nd October. Sadly her departure etc' was on the back of a road vehicle and not as SHOULD befit any sound railway vehicle, via the national system.

Friday 14th October saw "Tangmere" arrive on the railway at 17.00 in readiness to work a railtour to London the following day. "Oliver Cromwell" looking superb arrived into Swanage at 14.00 with the railtour on Saturday 15th. After two hours in Swanage the tour participants departed at 16.05 back to London hauled by No 34067 "Tangmere". Sadly the railways own original condition Bulleid No 34070 "Manston" suffered a major failure on Friday 14th when working trains for Southern Locomotive Ltd (its owning group). It has been suggested that "Manston" will remain out of service until AFTER No 34053 "Sir Keith Park" emerges from Herston works ! "Manston" will then be transferred to Herston for repairs to be carried out ?

The M7 No 30053 paid a visit to the Spa Valley Railway and was noted on the M3 being returned to the railway on November 4th. Ex GWR Class 56xx 0-6-2T No 6695 was in action on Sunday 6th November working a series of trains for the owning group's "Members and Share Holders Day" For some of the above information I am indebted to Steve (Reverend) Green, Alan Worth, Paul Kneller and information website "wrgen"



Colin Stone after unfortunately misunderstanding a suggestion from the members that he organise a trip to Cowes.

Letters Page

In the last issue of the Corkscrew we published a letter from Terry Bull Solicitors regarding a previously published article.

In this issue we publish the reply.

Corkscrew Editorial Offices
Third washroom along
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Scotland

Dear Mr Bull

I must apologise for the unfortunate omission of your client Mr Oxlone's name from his article in The Corkscrew.

Our editorial processes use a sophisticated carbon based organic interactive scanning system that is able to spot and remove words or phrases, including innuendo, that are likely to cause offence. It was unfortunate that Mr Oxlone chose to use the shortened version (Mike) of his name, and not Michael, so our scanner deleted the offending words.

If you would be kind enough to contact Mr Oxlone and ask him to call at the editorial offices we will gladly arrange to pay his reproduction fee. As you have expressed a desire for this to be paid in cash, could you please ensure your client has change for a pound.

Finally I understand that as a result of your referring to our publication as "Mickey Mouse", solicitors for the Disney Corporation will be contacting you shortly.

Yours Truly

Ed Itter

Editor



***Northern Rail liveried Pacer unit 142044 seen here at Chester Station on 8 July 2011. All the Northern Pacers loaned to First Great Western have now returned north.
Ken Aveyard***



66710 Phil Packer slows to a stop for a crew change at a rain soaked Peterborough during the Society's outing. The slipping as it attempted to restart with the train still on the incline from the March line had to be seen to be believed as the sanders weren't working!!