

# THE CORKSCREW

Newsletter of the  
**Wimborne Railway Society**

Founded 1976



**Issue 73**

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

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## Editorial

Well here we are in another year and with a new committee elected rather painlessly at last year's AGM. After volunteering to be Chairman, Chris Francombe has been replaced as Secretary by the indefatigable Val Catford. Replacing Colin Stone as programme organiser is John Webb who is combining this post with that of Vice-Chairman. The remainder of the committee are continuing from last year but thanks must go to retiree John Hale for his previous service.

And now an appeal. I need more stuff for The Corkscrew. You may notice that this issue is only 32 pages instead of the normal 36, and that including picture pages, 26 of them were composed by myself, Steve Green and Colin Stone. In fact the 11 page Gresley's Gallopers part 8 starting overleaf and the three page Winter Break article from page 22 were written directly in to the masters for this issue which would otherwise have been somewhat slimmer. I do have a number of contributions still to be used, so if you have given me something recently don't worry it will appear in a future issue but the well is almost dry and if we want The Corkscrew to continue at its present size and frequency we need to spread the load. Anyway – enough of the doom and gloom, as I have mentioned the eighth and final (for now) part of Gresley's Gallopers appears overleaf, Bryan Stanley brings more memories of BRTA and we have the usual (thankfully) contributions from Colin and Steve.

Sit back and enjoy Corkscrew 73, Closing date for issue 74 is 21 March 2013.

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Opposite:- Steve (The Reverend) Green is famous for his use of blu tack (other sticky stuff available) in many of his modelling projects. On the occasion of his birthday late last year Steve was presented with a model of one of his favourite industrial scenes made entirely of it. Paul Steedman

Front Cover:- East Coast Railways Class 91 electric locomotives 91131 and 91119 sit side by side at Kings Cross on 12 July 2010. Both locomotives still carry the GNER base livery.

# Gresley's Gallopers

## Part 8 the electrics

by Ken Aveyard

Following on from part 7 of this series in Corkscrew 50 back in April 2009, which featured the HST power cars, we finally move on to the electric locomotives of classes 89, 90 and 91, the latter of which still serve the East Coast line today.

To begin with we look at the solitary class 89 loco, 89001 designed by Brush and constructed at Crewe Works. This Co-Co delivered 5850hp through six traction motors. Ordered in 1983 it was to be late 1986 before it was ready for testing which was somewhat protracted as it didn't haul its first public passenger train until July 1988, when it settled down to Kings Cross – Peterborough trains. A unique design of traction motor requiring a special grade of copper windings meant the loco was often sidelined and with BR's decision to go for the class 91 design for the full fleet, 89001 began to spend much time out of service. That had not prevented the loco being named, and it was at Sandy on 16 January 1989 that it was named **AVOCET**.

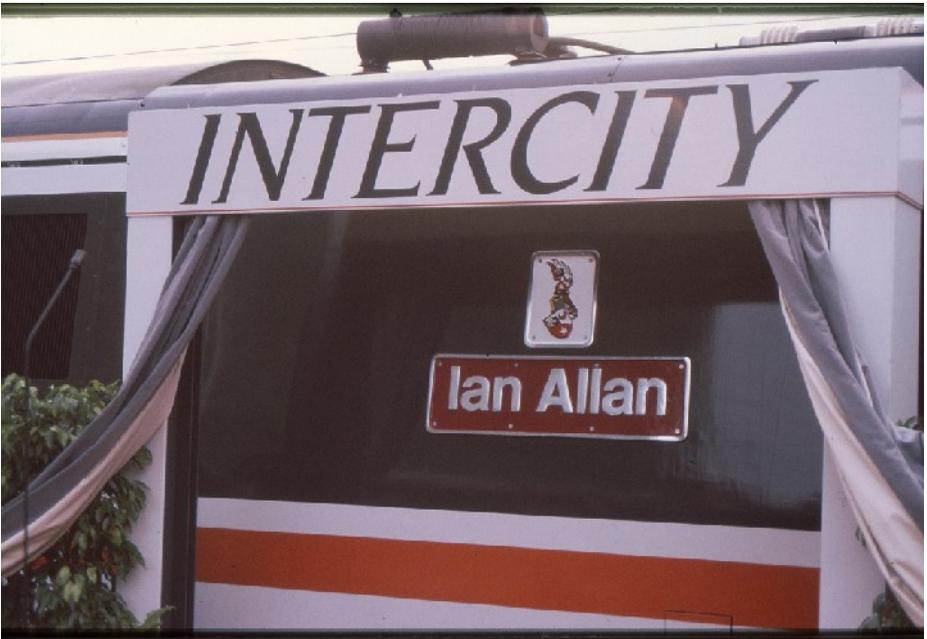
The pied Avocet is the emblem of the Royal Society for the Protection of Birds. Avocets have long legs and long thin upcurved bills which they sweep from side to side whilst feeding on insects in the wetlands they prefer. They have webbed feet and can readily swim. They nest on the ground in colonies. At one time they became extinct in this country due to land reclamation and the actions of egg and skin collectors, but they reappeared and started breeding again in the area around The Wash after the second world war, as this area had been returned to wetland to make invasion difficult.

In 1991 after repeated breakdowns and minor faults the loco was stored before passing in to preservation care of employees of Brush Traction. By 1996 it was fit for main line use again, and surprisingly gained a second career with GNER who needed extra power. Once again performance was patchy but it did run from time to time until 2001 whereupon it once again retired. It is currently at Barrow Hill in the ownership of the AC locomotive group undergoing restoration. Rumours circulating at the beginning of 2013 suggested 89001 may once again be hired for use by East Coast.

Running parallel with the class 89 was an alternative design, the class 91 designed by GEC and also built at Crewe Works, The 91's mustered 6090hp and had frame mounted traction motors driving the Bo-Bo bogies through cardan shafts. Construction of 91001 began in 1987 as part of an initial batch of 10 locos' to be available for the May 1989 timetable change with electric services as far as Leeds.



***89001 is seen here at Doncaster Works open day on 27 July 2003. Still displaying its GNER livery it was by then back in preservation for the second time. Ken Aveyard***



***It was by chance in September 1992 that I was on Leeds station and witnessed the naming ceremony of 91006. After the crowds had dispersed I was able to get this close up of the nameplate. This was the standard style of nameplate used by Inter City at that time. Ken Aveyard***

Problems with the Time Division Multiplex (TDM) equipment that allows the DVT to talk to the locomotive, and delays to the delivery of the Mk 4 coaching stock meant a novel solution in the form of modified HST power cars and rakes of Mk3 coaches running with the class 91's until deliveries caught up. These power cars were recognisable in being fitted with buffers at the nose end and retained them when they returned to normal duties.

The class all entered service in the pre-privatisation Inter-City era in the contemporary "Swallow" livery and 91001 was given the name **Swallow** in September 1989 continuing the birds name theme. Swallows are a small insect eating bird that can be found all over Great Britain during the summer.

Later namings related to references close to the East Coast route with 91002 carrying the name **Durham Cathedral** which is widely recognised as the foremost Norman building in England, being constructed over a 40-year period from 1093, and is the only cathedral in England to retain almost all of its Norman heritage. Home to the shrine of St Cuthbert and a Benedictine Monastery it is built on a peninsula of land in a loop of the River Wear. The entrance faces Palace Green from which a fine view of the 496 foot east-west face can be seen.

91003 was displayed at the International Railway Exhibition in Hamburg in June 1988, and was named **THE SCOTSMAN** at Edinburgh Waverley in February 1993. The Scotsman began in 1817 as a liberal weekly newspaper becoming daily in 1850. It became part of the Thompson Group in 1953 then in 1995 passed to the secretive Barclay brothers before changing hands again in 2005 and is now part of Johnston Press a Scottish newspaper group amongst the top three newspaper publishing groups in the country.

Military names came next with 91004 being named **The Red Arrows** for which no explanation is necessary, and 91005 **Royal Air Force Regiment**, which was formed by Royal Warrant in 1942 as a ground force specialising in the defence of airfields and their personnel.

91006 was destined to remain nameless in BR service but 91007 was named **Ian Allan** in 1992 recognising the organisation and the man that made trainspotting a hobby. There are few observers of railways who have not at some time been the owner of one of the famous ABC publications that bore his name.

91008 became **Thomas Cook** (1808-1892) who by 1828 was a Baptist minister and who in 1841 organised what was to be the first ever privately chartered excursion train to take temperance campaigners from Leicester to Loughborough. Further excursions and expansion in to tours of Europe led to the formation of the travel agency that still bears his name to this day.

91009 **Saint Nicholas** after the 4<sup>th</sup> century Greek bishop who through worldwide folklore as a giver of gifts is known to many as Santa Claus, and his saints day of 6 December is widely observed as the traditional gift giving day in many cultures. 91010 **Northern Rock** was named at Newcastle in 1995 and followed the trend of fashionable names for publicity purposes. Northern Rock was the famous north eastern building society cum bank that crashed spectacularly in 2007.

A more suitable name was given to 91011, that of the famous railway artist **Terence Cuneo** but 91012 remained nameless. 91013 received the rather apt name **Michael Faraday** (1791-1867) whose work in electricity and electro magnetism was instrumental in the development of electric motors, although he also found fame as a chemist drawing attention to the River Thames pollution in the 19<sup>th</sup> century. He was also an ethical campaigner refusing to work on the development of chemical weapons and twice turned down a knighthood. **Northern Electric** was applied to 91014 in 1992 but whether that was after the electric company or more likely as publicity for the east coast service is anybody's guess.



**91017 Commonwealth Institute at York on 22 July 1995. WRS N106\_1\_3**

Further nameless locos 91015 and 91016 leads us on to 91017 **Commonwealth Institute**. Known until 1958 as the Imperial Institute and established in 1887 by the United Kingdom and several countries of the British Empire to promote research which would benefit the Empire the Commonwealth Institute became the Commonwealth Education Trust in 2007 and now promotes education throughout the Commonwealth.

**Robert Louis Stevenson** was carried by 91018. The Scottish born novelist, essayist and travel writer is best known for his works *Treasure Island*, *Kidnapped*, and the *Strange Case of Doctor Jekyll and Mr Hyde*. He lived for only 44 years and died in Samoa of a suspected brain hemorrhage.

91019 **Scottish Enterprise** was named at Edinburgh Waverley on 12 September 1990 being the first class 91 to work in to the station. The naming was to commemorate the merging of the Scottish Development Agency and the Scottish Training Agency in to one body.

91020 was nameless but 91021 was given the name **Royal Armouries** in April 1996 one of the last to be named under Inter City. The name lasted barely a year. The Royal Armouries is Britain's oldest museum, and has three main sites, The Tower of London, Fort Nelson in Hampshire and a modern facility in Leeds housing the national collections of arms and armour. The naming of 91021 commemorated the opening of the Leeds facility.

Closer to home was the naming of 91022 after the Member of Parliament for Christchurch, **Robert Adley** who was author of 10 railway books chronicling the latter days of steam traction at home and abroad. Adley had been a prominent spokesman on transport matters, Chairman of the Transport Select Committee, and an opponent of railway privatisation. The naming took place in November 1993 shortly after his death at the age of 58. Apparently three sets of names were cast for this loco. Robert Adley M.P. Followed by Robert Adley MP and finally Robert Adley.

91023 remained nameless but 91024 was named **Reverend W Awdrey** in October 1995 with the nameplate carrying a plaque depicting Thomas the Tank Engine.

91025 suffered one of the publicity namings **BBC Radio One FM** in 1992 and 91026 became **Voice of the North** which appears to be a now defunct Newcastle based publication although the name crops up as a modern day historical record web site. 91027 continued the theme with **Great North Run** after the race of that name.

91028 becoming **Guide Dog** in 1991 to celebrate the 60<sup>th</sup> anniversary of that organisation.

Perhaps a more fitting name was that of 91029 **Queen Elizabeth II** named in 1991 with 91030 becoming **Palace of Holyroodhouse** in the same year. The palace is one of the Royal Family's official residences and is open to the public as an art gallery and museum. Once a year in June or July during Holyrood Week the Queen takes up residence and hosts functions and holds investitures and carries out other engagements throughout Scotland.

Final class member 91031 received the name **Sir Henry Royce** with a plaque commemorating the Sir Henry Royce Memorial Foundation. Royce is best known for his partnership with Charles Rolls but that lasted only from 1904 to 1910 when Rolls died. Royce continued to work in the world of electrical engineering until his death in 1933. 91031 also carried a plaque commemorating a speed run that attained 154mph on 2 June 1995.

That concludes the names bestowed upon the class by Inter-City. In April 1996 with the privatisation of the railways, the east coast route was taken over by Sea Containers Limited who chose the title Great North Eastern Railway, or GNER for their franchise.

The new livery for GNER was overall dark blue with a red waistband stripe and silver lettering, which was subsequently changed to gold. Between August 1996 and May 1997 all nameplates were removed, often combined with a works visit for repaint in to the new livery, however some early repaints in to GNER blue received red painted names until the decision was made to dename the fleet. Certainly 91019 Scottish Enterprise was treated this way being pictured on 21 October 1996 in the new livery, plus 91002 Durham Cathedral and 91011 Terence Cuneo later had a painted name re applied.



**91024 at Leeds on 4 March 1998, unnamed and with silver lettering. KA**

Barely had the class been denamed than 91009 was named **The Samaritans** at Kings Cross on 4 April 1997. After that there was a bit of a gap until 14 May 1999 when 91028 the former Guide Dog became **Peterborough Cathedral**.

One of the earliest records refers to King Paeda of Mercia, son of King Penda, who was made king of the Middle Angles and who established an abbey at Medeshamstede, now known as Peterborough, in AD 653. Amongst other famous people, Katherine of Aragon one of Henry the Eighth's wives, is buried at Peterborough, which subsequently was made a cathedral. Oliver Cromwell was responsible for sacking the Cathedral in 1643. Oliver St John, Cromwell's Chief Justice was influential in preventing the Cathedral's demolition and the Cathedral is planning to celebrate its 900<sup>th</sup> birthday in 2018.

Next to be named was 91026 previously Voice of the North, which became **York Minster** on 2 August 1999. The first known building on the site was a wooden structure built in AD627, which was replaced by a stone structure in AD637 and which over the centuries has been, rebuilt, vandalised and reconstructed until the present Minster took shape between 1230 and 1472. 91022 previously Robert Adley, was bestowed with the name **Double Trigger** at Kings Cross on 8 September 1999. This naming reverted to the horse theme, as Double Trigger was a thoroughbred stallion born in 1991, and which won the Doncaster Stakes in 1995, 1996 and 1998. Unbelievably four generations back on his father's side can be found both Hyperion (60037) one of the most prolific stud horses and one of Gresley's original A3's, and Alcazar a dame (female) stud (A1 60136).

Next in line was 91004 (Red Arrows) which was renamed **Grantham** without ceremony on outshopping from Doncaster Works on 16 September 1999. The theme of naming after places on the GNER network came on 13 October 1999 when **City of Leeds** was bestowed upon 91017 the former Commonwealth Institute, again without ceremony. 91029 was unusual in that having lost its **Queen Elizabeth II** plates in April 1997, the name was restored, in painted form on 2 November 1999, again without ceremony. The final naming for 1999 was 91015 named for the first time when **Holyrood** was applied. This effectively replaced the former name of 91030 denamed in 1997.

Names with an East Coast line connection continued to be applied during 2000-1 with 91012 receiving its first ever name **County of Cambridgeshire** in February, 91013 became **County of North Yorkshire**, 91018 **Bradford Film Festival**, 91019 **County of Tyne and Wear**, 91031 **County of Northumberland**, and 91025 **Berwick upon Tweed**. This last loco had the name applied differently on each side for a while, with one side carrying the names hyphenated and the other not.

91014 became **St Mungo Cathedral** in September 2000. St Mungo also known as St Kentigern founded a religious community in Glasgow around AD 550 with a small wooden church. The first stone building was consecrated in 1136 but destroyed by fire and rebuilt by 1197. The church survived the destruction of the reformation of 1560 by being defended by the tradespeople of Glasgow.

Rebuilt again in the 1200's and 1400's and in the 1800's when two towers were removed for fear of collapse, unfortunately there was no money available to rebuild them. Now known as Glasgow Cathedral it remains the best surviving example of medieval church architecture in Scotland.

91021 became **Archbishop Thomas Cranmer** named after the Archbishop of Canterbury (b1489-d1566) who served Henry VIII, Edward VI and for a short time Mary I. He was a reformer at the time of the establishment of the Church of England and its separation from Rome, and wrote the first two versions of The Book of Common Prayer.

91024 became **Reverend W Awdry** named after the writer of the Thomas the Tank Engine books.

From 2001 the class 91's began to undergo a heavy general overhaul, and on release from works were renumbered in to a 911xx sequence. During this process many locomotives again lost their painted names only to regain them later, often being applied without ceremony at their home depot. The first example of this was 91127 **Edinburgh Castle**, renumbered on 12 October 2000, but not outshopped and officially renumbered until 6 January 2001, This pilot overhaul had taken six months, but the procedures developed during this work enabled future refurbishments to be completed in six weeks.

Refurbished locos continued to receive names associated with the East Coast with 91103 becoming **County of Lincolnshire**, 91105 **County of Durham**, 91106 **East Lothian**, 91107 **Newark on Trent**, 91116 **Strathclyde**, 91130 **City of Newcastle**, and finally 91132 **City of Durham**. The observant within you will have noticed that this last locomotive has a number higher than expected in a fleet of 31 locos. The high profile accidents at Great Heck that destroyed 66521, and at Hatfield where track faults derailed the trailing carriages both involved 91023. After refurbishment the loco was renumbered and 91123 is now unused. Many other refurbished locos retained their existing names.

Non geographical namings in 2002 saw 91110 named **David Livingstone** Born in 1813 in Blantyre on the Lanarkshire border, he worked in a Blantyre cotton mill from the age of 10 but later went to Anderson's College, now the University of Glasgow, where he studied medicine. He joined the London Missionary Society and unable to go to China due to the outbreak of the opium wars, he instead famously went to Africa being one of the first European explorers to cross that continent. Whilst never achieving his ambition to discover the definitive source of the Nile, he did discover Victoria Falls, and defined many of the great lakes around Kenya and Tanganyika. He died in 1873 in what is now Zambia, from malaria and dysentery. His body is now interred in Westminster Abbey, but his heart is buried in Africa, near Victoria Falls where a memorial exists to him.

91017 City of Leeds lost that name on refurbishment because on outshopping as 91117 in February 2002 a newly refurbished locomotive was required to be named **Cancer Research UK** at Kings Cross. To compensate, 91108 which had been outshopped unnamed in November 2001 was named **City of Leeds** without ceremony at Bounds Green depot on the same date. 91120 was released from works named **Royal Armouries**, a name that had been carried briefly by 91021 under Inter City. This left 91101 as the only nameless member of the class, but in October 2002 it was finally given the name **City of London**.

There was a period of stability until November 2005 when 91122 lost the Double Trigger name in favour of **Tam the Gun**. This unusual name was the nickname of Staff Sergeant Thomas McKay MBE who died on 17th November 2005, and who until his retirement the previous January had been responsible for the daily firing of the one o'clock gun at Edinburgh Castle being the longest serving holder of that post having commenced in 1979. As a member of 105th Regiment Royal Artillery (Volunteers) in the Territorial Army he received his MBE in 1999 for service to that Organisation. The one o'clock gun has been fired every Monday to Saturday in Edinburgh since 1861, and Sergeant McKay was instrumental in getting finance for the creation of a permanent exhibition telling the story of the Edinburgh daily time signals which began in the 1840's under Charles Piazzi Smyth, Royal Astronomer for Scotland.

In December 2007 GNER gave up the east coast franchise when parent company Sea Containers got in to financial difficulties. A new franchise was awarded to National Express in what was described at the time as an unsustainable bid based on optimistic traffic projections. This was to be borne out only two years later when traffic collapsed during the recession and National Express gave up the franchise. National Express modified the GNER livery by changing the red stripe to white and extending it the full length of the bodyside, thus obliterating the painted names. Initially it appears that the locomotives had their names replaced in small black letters but later all appear to have lost their names. National Express concentrated their repaints on the HST fleet so few received the new silver and white colour scheme losing their names in the process.

Following National Express, the government took the franchise in house with Directly Operated Railways trading as East Coast, who adopted a silver white and purple colour scheme. Following a period when all locomotives were nameless again, 2011 saw the application of names to 91115 **Blaydon Races** named after the famous folk song written in a music hall style by Geordie Ridley in 1862. The Balydon races – which I always thought were horse races - but are in fact road races - “gannin along the Scotswood Road” as the song says, are held every 9<sup>th</sup> of June and these days see an entry of around 4000 professional and amateurs alike, from all over the world.

91102 became **City of York**, 91117 **West Riding Limited** named to commemorate the introduction of the half hourly Leeds service, and 91109 **Sir Bobby Robson** after the former England and Newcastle United manager.

Finally there are two different styles of naming that go way beyond the normal cast metal plates. 91101 was outshopped in an all over purple livery, as was a matching DVT, with a purple thistle on the yellow end and the name **FLYING SCOTSMAN** in large capital letters along the body side.



91110 has by far the best special livery applied to a locomotive in recent years. A complete vinyl wrap depicts regimental badges, images of a Spitfire and Hurricane on the near side, and a Lancaster on the off side and the name plate **BATTLE OF BRITAIN MEMORIAL FLIGHT** on a light blue background in the style of the Bulleid namelates.



***91110 heading south at Doncaster on 27 September 2012. Colin Aveyard***

Since part 7 of this series in 2009 the same changes of operator has led to changes in the HST fleet also. Currently only three HST power cars are recorded as having nameplates, all of the cast variety, whereas all the painted names have disappeared as National Express applied their livery. The survivors are 43290 **MTU fascination of power**, 43300 **Craigentenny**, and 43367 **Deltic 50 1955-2005**.

One particularly interesting locomotive was 90024. GNER had need for more trains and could muster a spare mark 4 set but had only the 31 class 91 locos to use. A class 90 was hired on a daily basis from EWS and 90024 was painted in GNER livery without branding. The locomotive however was not dedicated to GNER and almost anything could turn up on the diagram. The situation eased when GNER was able to source HST's coming off lease with Virgin, and the use of a class 90 ceased.



**90028 in Belgian Railways colours is seen leaving Leeds on 17 October 2002 whilst on hire to GNER.**

*Ken Aveyard*

And so for the time being the Gresley's Gallopers series comes to an end. But what of the future? In the short term there may be a few more class 91 namings, but the expectation was that the new Hitachi Inter City trains would replace the class 91 and Mk4 sets and the HST's in a few years. As yet no orders for the new trains have been placed and Porterbrook recently produced a carriage with four different sets of trim for a proposed refurbishment scheme, and 91114 has been fitted with a twin pantograph to try and eliminate one of the class 91 weak spots. The suggestion that the East Coast sets could transfer elsewhere such as Anglia have been played down. One problem is that they are longer than the Anglia rakes, although carriages could be removed, but with a separate loco and DVT effectively two carriages are not available for public use. The Hitachi trains would have distributed drive with all carriages available for passengers. Porterbrook suggest converting the DVT to a kitchen and rebuilding the buffet cars with smaller serveries as is the case on the Pendolino. Whatever the future brings, the East Coast story will have another chapter at some point. For more information on the names in this article just search the interwebnet. There's a lot more information!!

## Bournemouth Rail Travel Association part 2

by Bryan Stanley

I was very interested to read Colin Stone's report on the Bournemouth Rail Travel Association in Corkscrew No.72, as it brought back happy memories of the many trips I, and other WRS members, made over some 15 years with that excellent organisation, particularly to non-London destinations. I concur with all that Colin has said; in fact long-standing members may recall that I wrote an article praising BRTA in issue 7 of the Corkscrew. May I be permitted to add my memories to Colin's?

Like Colin, I was on the June 1985 trip to Carlisle, and also the North Wales excursion on 1st July 1989. On that occasion our family of four was accompanied by Peter Clark. I well remember the disbelief and disappointment when the train that rolled in was a Class 33+4TC instead of the first-class coaches we had been promised. However, the five of us occupied a compartment in the TC, so we were more comfortable than many. To rub salt in, as we passed through Eastleigh, the rake of first-class coaches we should have had was seen standing idle in a siding! As the morning wore on, the train fell further and further behind its booked timings, - not helped along the North Wales coast where we seemed to be stopped at almost every signalbox for the staff to take photographs!! We had planned to forego the delights of Bangor and leave the train at Llandudno Junction, because I had worked out there was time to go on the DMU to Blaenau Ffestiniog and have a ride on the Ffestiniog Rly to Porthmadog and back. With the late running of our "special", that plan looked in jeopardy, and we had more or less abandoned the idea. However, as we ran into Llandudno Junction, the Blaenau train was still waiting!! Tony Stone, knowing what we were planning, had phoned ahead and got the connection held for us!! Just another example of consideration from him. The rest of the day went as planned, and we arrived back at Llandudno Junction with time to spare, so we took a service train one stop towards Bangor, to Conwy, to pick up our special. There was even time for Peter to get some fish and chips! My abiding memory of the return journey was the startled looks of drivers on the A55 Expressway as our train raced alongside them with the loco at the wrong end!! Clearly, not many "up north" were aware of the Bournemouth-Weymouth push-pull service!!

Colin mentions briefly chartered buses, and I feel this deserves greater recognition. In later years on non-London trips, BRTA would offer the option of buses at the destination, to take participants to other attractions. Not just one trip, but a whole fleet of buses, running an hourly timetable on a circular route, so if you wished, you could spend one hour, two hours etc. at one place then move on to another, knowing there would be another bus in an hour's time.

This was an excellent arrangement, and I felt Tony Stone never got the credit or thanks for all the organisation that went into planning those bus timetables. Several times we went on a trip destined for Eastbourne, left the train at Lewes, took the special bus to Sheffield Park for a ride on the Bluebell Rly, then caught a later bus via Alfriston and Beachy Head to Eastbourne to pick up the return train. Other trips where we took advantage of the chartered buses were at Folkestone, Cambridge, Matlock, Stratford-upon-Avon, and Penzance.

One trip from that era is memorable for all the wrong reasons. This was on 30th May 1992 and was advertised as destination Canterbury, with the option of buses from Headcorn to Tenterden (for the Kent & East Sussex Rly) and Rye, amongst other places.

This time I was travelling with son Alan, and Peter Clark. The stock was a 4VEP, and the planned route was via Wimbledon, Point Pleasant Jc, Clapham Jc, and Factory Jc, to reach to SECR main line. We were off to a bad start, as it was announced that there had been a thunderstorm in the Wimbledon area, and the signalling was down. We got as far as Winchester, and after a pause, reversed back to Eastleigh and took the line to Fareham, Arundel, up the Mid-Sussex line to Three Bridges, then up the Brighton main line to Victoria, where, after a long wait, we reversed again onto the SECR lines. But whilst waiting at Victoria, we had the pleasure of watching "Queen Victoria" and characters from Dickens walking down our platform to catch a train to Rochester!! We had planned to use the buses to visit both Tenterden and Rye, but by the time the train reached Headcorn it was so late we had to forego Rye, and just had time for a ride on the KESR over the newly-restored stretch to Northiam. Later that afternoon a large party gathered on Headcorn up platform to await the special returning from Canterbury.

The South Eastern main line through Headcorn is four-tracked, with platforms only on the outer, slow lines. As our special approached, it seemed to be going too fast to take the turnout into the platform, and sure enough, it went speeding through on the up fast and disappeared towards Tonbridge...!!

Fortunately, Tony Stone was amongst those on the platform, and he was immediately over the footbridge, into the office, and on the phone to "Control". It was arranged for us to catch the next stopping train to Tonbridge, where our special would be waiting, which thankfully it was. As far as I can remember, the rest of the journey home was without incident. The signalling problems around Wimbledon had been sorted, and we returned on the planned route, but even so, we were an hour late getting back to Bournemouth. Subsequently, BRTA received a substantial refund from BR, which was passed on to participants.

The pinnacle for BRTA was reached during the NetworkSouthEast era, - NSE being much more "customer orientated" than the old BR (Southern Region), even setting-aside their own set of two 4TCs for charter work. This was well-used by BRTA for both London and trips elsewhere. The fact that they were maintained at Branksome was also an advantage. On the trip to Cambridge (27th June 1992) we filled two first class compartments with WRS members (12 seats!). Sadly, as noted by Colin, these coaches were eventually deemed beyond economic repair. This happy state of affairs was kicked into touch by the government's wretched break-up and sell-off of BR. It all started full of promise. Great Western Trains were willing and able to provide an HST set, and we had a most enjoyable trip from Bournemouth to Penzance on 5th October 1996. But then the Rail Regulator intervened. He ruled that Train Operating Companies cannot run trains outside their licensed area. Only those TOCs with a licence for the whole country can go country-wide. That still applies today, which is why all charters have to be run through the likes of DB Schenker. So there were no more trips by Great Western HST, and South West Trains could not run their VEP/CIG stock to Kent or Sussex, even though identical stock was in use in those areas!! BRTA did try some trips with SWT to places within their area, such as Windsor, but these were not as popular as the longer-distance trips. Eventually, as related by Colin, SWT pulled the plug on BRTA's London trips too. So ended an excellent service, which gave pleasure to hundreds of travellers, and earned thousands of pounds for the rail industry, - income that they seem happy to just discard. Personally, I still go on day trips, but now I go by car or coach.

Finally, I must mention the quarterly Newsletter issued by BRTA. This was always an entertaining read, full of pithy comments, and Tony Stone never shied away from criticising the railways when necessary, or the government for its "privatisation" of BR. Looking back, it is interesting to see how many of his predictions of the effects of the sell-off have come true...!! I have the tickets and paperwork for most of the trips I went on, and all the Newsletters from October 1995 until the final one in January 2004, if these are of interest to anyone.

## **Correction**

I refer to picture WRS C223 on the back cover of the last issue of Corkscrew, the caption of which is I fear a little wide of the mark. The M7 and Maunsell push-pull set is standing in Yeovil TOWN, not Pen Mill, and is about to set off to Yeovil Junction. Although there was a line connecting Town and Pen Mill it was operated by the 'other' railway! According to my 1958 timetable Tables 31 and 36, there were about 30 trips each weekday between Town and Junction operated by the Southern including through trains from Salisbury, Templecombe and Waterloo. On Sundays, there were through coaches to/from Waterloo attached to two services in each direction.

Mike Stollery

# Tarrant Valley Tales, Pt.17.

By Paige Turner.

This edition of TVT has been compiled by our trainee journalist, so please be gentle!

The Tarrant Valley's Winter Fayre, known locally as the Tempting Fete due to the treats on offer, took place in December and as usual there was a keenly fought contest for the Best Biscuit Trophy. The winning trio this year were Dai Jestive (from Abernethy) who beat fellow Welshman "Taffy" Crisp into second place, with his Custard Creams. In third place was T. Wickes (from Lincoln), with bizarrely, his digestive biscuits. Judges for this event were Gary Baldie and Pete "Ginger" Knutts, which was nice. The gold award and all of the other prizes were handed out after 8pm. The trophy was donated by local baker Roland Butter (who tends to bake, well after midnight) and presented by the show's organiser Viscount Emile Key-Way, who said that it was tempting fate to predict the winner. The previous winner was Albert Peng, so as long as he didn't see A. Peng win again, there would be happy faces. Dai now joins an exclusive club and he can't wait for next year's competition and he hopes that everyone will be united in putting on another great show next year, to be held at the refurbished Bat & Berg Public House. There was an idea mooted a few years ago that this show would break away from tradition, but luckily they weren't forthcoming. He plans to take time out for a few months and concentrate on one of his hobbies, building Cat Kits before working out his Tac Tics for next year.

Following on from the success of the filming at Lord Tarrant's stately home (TVT Part 15, August 2012), his residence is to be used again, this time for a BBC5 comedy. To be set in the Wiltshire village of Downton, the lead character is a taxi driver who always ends up taking his fares to the wrong destinations, somehow without them realising until it's too late, with hilarious consequences. The title for this pilot show is to be "Downton Cabbie".

The railway held another successful Open Day on Saturday 29<sup>th</sup> December, opening the doors of its Tarrant Gunville station to the public for only the second time in the line's history. Many local and not so local residents visited, and two new young recruits passed their initiation tests with flying colours and so will now go on the roster of qualified operators.

A new talking telephone timetable service for all TVR services is to be introduced later this month. Management have finally realised that because the trains are so unreliable, that up to the minute information for passengers is essential in this day and age so people can plan their journeys better. The direct helpline can be reached on: 118 009 and it goes live on the 29<sup>th</sup> February.

This date is quite a significant one for the TVR this year as it also sees the re-issue of the critically acclaimed history of the line, compiled by local historian W.R.Smyth. First published on the same date back in 2009, the original book quickly sold out and this new version includes some amendments and new photos, but otherwise remains the same format. It will be available from all good book shops and some bad ones as well.

Tarrant Gunville's last coal merchant is to finally close her doors in the Spring, once the need for household coal fires finishes because of, hopefully, warmer weather. Having remained in business in the former goods yard of the long closed station, Anne Thrasite will take her well-earned retirement having run the family business for the last 20 years, with seasonal assistance from friends. We at TVT wish her well for the future and she can now look forward to spending more time on her hobbies.

Just for fun, how many sweets, biscuits and cakes can you find hob-nobbing it within the lead story!?

That brings to a close this edition of Tarrant Valley Tales. We hope that it has brought you up to speed with the latest goings-on in the valley, and that you will all be using the new phone line and ordering a book from the 29<sup>th</sup>. Bye for now.

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Dear Members,

On Saturday 30th December we enjoyed a very successful Open Day, with 250 visitors and additional income of about £600. We had just the right number of helpers, because for an hour around noon the floor wasn't visible, and some said only thinner visitors could get in ! My thanks to all those who helped in various ways, and made the day such a success, and a BIG thank you to George Russell, who organised the event. Our guests, the Mayor of Wimborne Minster, and the Leader of East Dorset District Council and their spouses were very complimentary about WRS. They are keen to attend WIMRAIL at QE in April to see the full Wimborne layout (only one board was shown at the Open Day.)



***Above can be seen the busy scene during the day with people crowded around the layouts. John Henderson, John Webb, and Chris Aston are seen with the sales stand prior to opening.***



***From top left – The test track , the Wimborne board, Gorpeton Blymee, Gordon and Peter, Tarrant Gunville, and – well make your own caption!!***

If you missed the announcement about the Waitrose Community Fund, I'm pleased to report that we were awarded £196 for the green discs put into 'our' box during September 2012. Special thanks are due to those canny shoppers who split their shopping into three or four separate journeys through the checkouts to get WRS some extra discs ! The really good news is that we can apply to Waitrose again, so the Committee will consider this after WIMRAIL. From 5th to 7th April, WRS will need your help for the WIMRAIL exhibition in many ways, and the Exhibition Sub-Committee will shortly be publishing the volunteer lists. PLEASE volunteer to the best of your ability. George has already volunteered to eat any surplus cakes, so don't bother putting your name forward for that job.....

Thank you, Chris Francombe Chairman

# Winter Break

by Ken Aveyard

It was 0430 on 27th December when Robert and I set off for a short break in our native Yorkshire. As always our early start enables us to get some photography in at various places on route and last year was no exception as we found ourselves breakfasting in Morrisons in Widnes after a relatively uneventful run up the M6 and across to Runcorn where we crossed the road bridge that parallels the famous bridge on the Liverpool rail line.

Unfortunately the weather was pretty grim with repeated showers and after a short spell at the poor apology for a bus station, and a visit to the garage we moved on to our second port of call at Warrington. Now Warrington has a nice new bus station very close to Warrington Central station, which unfortunately was all but closed with a simple hourly shuttle service to Liverpool following a land slip at Glazebrook. At least the weather had improved slightly and we did get a representative selection of the buses in the can if not any trains.

The following day we went chasing a single bus which we hoped to find on service in Mirfield, but it was not to be and we made a trip to the operator's garage in Dewsbury to get the picture.



***Longstaffs FD02SEO the ex Nottingham Excel we wanted to see and V3JLL the Wright bodied Volvo that was running the service. K Aveyard***

On Saturday we got our first taste of rail action. After being deposited in Halifax town centre around 0830 in torrential rain, we decided to abandon our intended hour at the bus station and instead headed for the railway station where already in possession of our family bus and rail day rover ticket we waited for the 0906 to Huddersfield. This roundabout service commences at Selby and runs through Garforth to Leeds then on via Bradford Interchange, Halifax and Brighouse to Huddersfield. It previously then doubled back via Healey Mills to Wakefield Kirkgate then up to Westgate but since the December timetable change the service has been split at Huddersfield.

There is a cross platform interchange at Huddersfield from where a single class 150 unit runs to and from Wakefield, whilst the Selby service is generally the preserve of the 155 units.



**150206 ready to depart from Huddersfield to Wakefield Westgate. KA**

Our visit to Huddersfield was to photograph a new single bus operation by a company called Streamline taxis as well as anything else of interest, and we succeeded in the former despite the continuing rain. On leaving the station we had noticed a particularly heavy police presence, and on the way back for our train to Leeds we asked what was happening. We were told that Huddersfield were at home to Sheffield in a lunchtime kick off and that we should steer clear of platform 2 as a special was expected at 1145. We decided to see what this was but from the safety of platform 3. Imagine our disappointment when we saw that platform 2 was the bay for the Penistone and Sheffield local service in to which a class 158 (normally they are class 142's on this service) ran and disgorged at least 30 supporters. The probably got a copper each to walk them to the Stadium!! I did at least photograph 170308 and 170304 on a Hull to Manchester service before our own Hull bound train comprising 170305 arrived. It was interesting to see around 40 people waiting for this service despite the 15 minute interval since the last one. The Hull trains run non stop to Leeds in around 20 minutes so it was not long until we were down at the Corn Exchange observing yet more buses including the First buses that had worked at Weymouth during the Olympics now in service in Leeds.

After a few hours at different locations it was back to rail and 333001 down the Aire Valley to Bradford Forster Square whereupon the gathering gloom saw us heading back home.

Every 31 December there is a toy collectors fair held at Doncaster Racecourse and we made our usual pilgrimage. It was attending this event in December 2004 and seeing the winners board that first gave me the idea for the Gresley's Gallopers series of articles. After visiting the fair we went in to the town centre and took more bus photos, but a cursory look at the station found only 67028 on thunderbird duties and 153374 on the Lincoln service.



The 2<sup>nd</sup> of January saw us returning to Poole with at least most of what we had gone looking for in the bag. Still there's always this summer for the rest.

## RAILWAYS ROUNDABOUT

**NOVEMBER :-** Over the weekend of 24th/25th major engineering work took place in the area around Bournemouth station. Six engineers trains ran down from Eastleigh to service the job, they were worked as follows :- No 66092 with Nos 66024+66164 on the rear, No 66107, No 66051, Class 60 No 60019 and No 60070. The appearance of the No 60019 was a surprise, it was utilised on site shunting the p.w. trains as required. On the 26th/27th Class 66 No 66957 worked the Wool Sand train to end the month.

**DECEMBER 2012 :-** Rail Head Treatment Trains (RHTT) continued running into December with MPV's seeing use on the run to Weymouth. Those used on most occasions were 98914+98964 and 98927+98977. On the 3rd and 4th No 66510 worked the Wool Sand Train.

Over the weekend of the 8th/9th Network Rail installed the new point work at Worgret Junction which will enable trains to access the branch at 30 mph. Five engineering trains, a crane and various track machines were on site to facilitate the job. The p.w. trains entered the possession, which extended from Wool to Poole, in the early hours of the 8th. They arrived as follows 66024, 66098, 66081, 66724, 66082 66051. Four trains remained on the main line whilst No 66724 ran onto the Swanage branch. As the work progressed the p.w. trains departed on Sunday 9th passing Poole as follows :- 66051 at 10.30, 66082 at 11.45, 66081 at 12.10, 66098 at around 14.30 and finally at 16.12 No 66024 leading a crane and ballast wagons with GBRf No 66724 on the rear.

Freightliner's No 66511 did the honours with the Wool Sand train on the 10th & 11th which proved to be the last Sand Train of 2012. Wednesday 12th saw a South West Trains Class 158 unit No 158880 pass Poole at 09.35 heading for Swanage. Having arrived at Worgret Junction it was found that the new point could not be moved over to allow the 158 access to the branch ! The unit then returned to Wareham, but as the point into Wareham down yard is out of action it had to continue to Hamworthy Junction. On arrival there the plan was to stable No 158880 on the Hamworthy Goods branch until the problem at Worgret had been resolved. In the interim the point had been freed off, therefore the unit proceeded directly from Hamworthy back to Wareham and on down the branch to Motala arriving some 50-60 minutes late. On its return to Salisbury depot Poole was passed at 15.00 ... Please see the SWANAGE RAILWAY section of these notes for further information.

On Friday 28th UK Railtours ran the "SOLENT WITNESS" tour to Southampton Eastern and Western Docks, Fawley and finally Hamworthy Goods. Class 66 No 66201 leading the train with No 66007 attached on the rear passed Poole at 15.00.

At Hamworthy Junction it was found that the token machine was out of action thus the train required a pilotman. At Ashmore Avenue the pilotman had to hand signal the train over the level crossing as the lights failed to operate. Once on the crossing the lights came on and then would not shut off ! At this point the train was routed down the old UP line, as far as the current limit of the line at Ferry Port Level Crossing.

When the branch lost its passenger service in 1896 the old UP line remained in situ until it was lifted in 1905. Partially re-laid in 1916 as a long siding into an Admiralty Shipyard, this siding reverted to BR ownership in 1949. Eventually BR “cut back” this siding which latterly was unused. A “new” facing point was installed in June 2008 from the DOWN line across to the siding turning it into an extended run round loop. This allowed the passengers of “The Solent Witness” tour to be the first ever passengers over the 1916 re-laid UP line siding and the first to travel over the remaining UP line formation for 116 years.

Arrival at Hamworthy Goods (Poole’s original station of 1847) was at 15.23, departure was at 15.35 with No 66007 leading the train which passed Poole’s current, 1872 built station at 15.55 heading back to London Victoria. Thus, this pair of Class 66’s were the final locomotives along “our” line for the year 2012.

**JANUARY 2013** :- To begin the New Year another Class 66 No 66552 became the first locomotive down the line for 2013, it worked the Wool Sand train on the 3rd and 4th. It was followed on Friday 4th by the first test train of 2013, No 31465 passed Poole at 23.15 heading from Eastleigh to Weymouth and return. In the week ending 20th January to end this “Railways Roundabout”, the Wool Sand was worked by No 66557, it ran down on the 15th and up on the 16th. Wednesday 16th also saw a test train run down the Hamworthy Goods branch, worked “top and tail” by Class 73’s Nos 73201 and 73107. Hamworthy Goods was visited between 07.50 and 08.05, after which the train returned to Poole reversed and continued to Weymouth. Later it ran back to Eastleigh passing Poole at 10.30.

**SWANAGE RAILWAY** :- To end the year the railway ran their Santa Trains and Christmas Lunch specials. On the first two weekends that these trains ran, Standard Tank No 80104, WC No 34028 and the d.m.u. were in use with 6695 in light steam as “spare” engine.

South West Trains Class 158 unit No 158880 arrived onto the railway on Wednesday 12th December to carry out clearance tests. It ran into Norden station at around 11.15. On arrival the doors were opened and several persons emerged to check clearances etc’. Once these “bods” were satisfied the unit then continued to Corfe Castle, Harmans Cross and Herston Halt.

At each station the unit halted and persons on board again decanted to check clearances. On arrival into Swanage No 158880 ran into the main platform, then following the formalities, Andrew P.M. Wright posed all persons involved for numerous group photographs. One photograph was deliberately posed and taken at the precise hour of 12.12 on 12-12-12. No 158880 then undertook a round trip for clearance purposes in the up direction. On returning to Swanage the 158 crept into and was checked and cleared for the bay platform. At 13.50 the unit departed Swanage and regained the main line at Worgret around 14.40. .... Do we gather from these proceedings that South West Trains could or might be involved in running some or all of the hoped for through services ?

A visit to the railway on New Years Day 2013 found Standard Tank No 80104 working services. On the same day Class 33 No 33034 (D6552) was noted at Norden having been dragged over from Eldon's Sidings. A second visit on January 5th saw No 33034 being stripped as the main generator and engine block was lifted out leaving just an empty body shell. It is most likely that the pitiful looking remains of the Crompton will be scrapped on site. During the winter maintenance period (January 7th to February 18th) the canopy at Swanage station was repaired with metal work and glass renewed.

Once again a shunting "indiscretion" saw Class 33 No 33111 run quite heavily into Bulleid No 34028 "Eddystone", some minor damage was done to both locomotives. These "shunting accidents" seem far too prevalent lately, incidents such as this do no favours for the railway and reflect badly on its professionalism.

For some of the above information I am indebted to Paul Kneller, Alan Worth, Steve "Reverend" Green, Georgina Strand, Roger Smith, "BR" and the information website wrgen.

## **Dorset (Mainline) Locomotive Visitors 2012**

In 2011 we saw 95 locomotives (steam and diesel) run over "our" line and enter the county. Last year (2012) there was an increase to 124 different engines, this increase was due to engineering train activity. FIRST and LAST locomotives noted were No 66519 in January with Nos 66007 & 66201 on a railtour in December. As before Class 66's predominated with, coincidentally, 66 in total appearing. In 2012 (as in 2011) we saw 34 Freightliners examples, from which No 66525 put in most appearances for 2012 (6 times), next came 27 x EWS/DBS examples, 2 x GBRf (66724 & 66732), 1 x Colas (66847). Finally two "spot hire" engines in DRS livery (Nos 66415 & 66418) headed our way on the Wool Sand Train.

Other diesel types noted were Class 31 x 4, Class 33 x 1, Class 37 x 10, Class 47 x 6, Class 50 x 1, Class 57 x 4, Class 67 x 3, Class 73 x 11. The totals indicate separate appearances in Dorset, not up & down on the same day. Sadly 2012 will probably be the last year we will see regular appearances by the Class 59's due to the demise of the Hamworthy Stone Train, all of the 59's except No 59201 came to Poole (Hamworthy). Unless freight flows change it is most likely that the dubious honour of being the last Class 59 into Dorset will fall to No 59101 (26th June 2012).

In 2011 we had 11 engines "new" to the County, in 2012 this total was exceeded with 17 engines coming down the line which had not been our way before. This total would have been higher had the proposed visitors to the Swanage Steam Gala "got through". But the dual failure of loco's hauling the convoy i.e. No 33012 followed by No 47375 meant a "no show" for Classes 20, 42 and 55.



***West Coast Railway Company 47245 on the rear of one of the steam specials hauled by 34067 Tangmere. Ken Aveyard***

On the steam front **SIX** different engines came to Dorset, one less than in 2011, again No 34067 "Tangmere" was seen most on 12 different days. The remaining 5 locomotives were No 35028 "Clan Line" (2), No 60019 "Bittern", (3) No 70000 "Britannia" (4), No 70013 "Oliver Cromwell" (6) and No 71000 "Duke of Gloucester" (1). As with the diesel totals, the figures in brackets refer to separate days that the engine passed Poole, not up and down on the same day. These totals were less than 2011 due to various reasons i.e. Olympic period Steam Ban, loco' failures and train cancellations. The hope is that the sight of locomotive hauled trains will continue in 2013 thereby giving blessed relief to the monotony of Class 444 and 450 e.m.u.'s.

# Could This B1 of the Best Word Searches in the World... Ever!

By Leighton Neva-Earley.

The Tarrant Valley's resident Edward Thompson expert has penned the quiz for this issue of The Corkscrew. There are 40 names to find and standard word search rules apply. The remaining letters then spell out exactly what you have found. I require the loco numbers as well please. Five bonus points are up for grabs if you can tell me what makes this quiz unique among all of the word searches set so far. Best of luck!

Answers to be handed to The Reverend Green please by 21 March 2013 and the answers and winner(s) will appear in a future issue of The Corkscrew and/or on the noticeboard.

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

# Knights of the Round Grid.

By His Reverence.

How did you get on with this one? Did you understand the rules!?

In the completed grid, I have picked out which letters formed which part of the quiz thus:-

**LETTERS LIKE THIS:** form part 1, the ever increasing circle of joined names.

LETTERS LIKE THIS **AND THIS:** form part 2, the standard word search, where **THESE LETTERS** are also used in part 1.

lower case letters: form part 3, the names of the four sub-classes.

Part 1 unfolds in this order:-

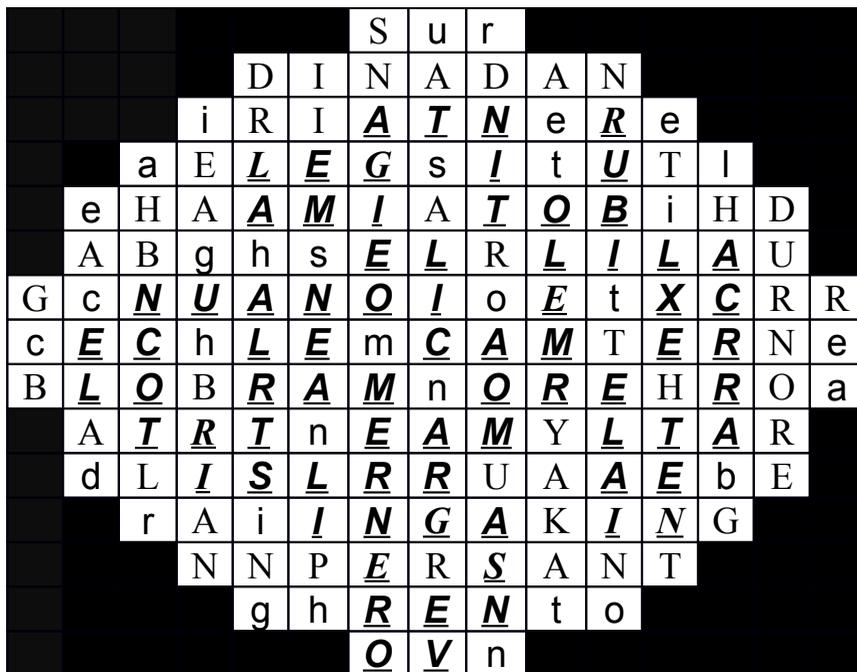
742 Camelot, 745 Tintagel, 777 Lamiel, 786 Lionel, 455 Launcelot, 448 Tristram, 740 Merlin, 784 Nerovens, 771 Sagramore, 747 Elaine, 751 Etarre, 736 Excalibur.

Part 2 names are as follows:-

450 Kay, 453 King Arthur, 765 Gareth, 768 Balin, 769 Balan, 774 Gaheris, 780 Persant, 782 Brian, 789 Guy, 795 Dinadan, 802 Durnore.

Part 3 then spells out the following:-

Urie, Eastleigh, Scotchmen and Brighton.



# THE MOORS VALLEY RAILWAY.

The Moors Valley Railway will be holding a full range of special events throughout 2013. See you there! They are as follows:-

**TANK ENGINE DAY - Sun 3<sup>rd</sup> MARCH**

**OPEN DAY - Sun 24<sup>th</sup> MARCH**

(TAKE A LOOK BEHIND THE SCENES.)

**TINKERBELL RALLY - 4<sup>th</sup> & 5<sup>th</sup> May**

(INCLUDES VISITING "TINKERBELL" CLASS LOCOS.)

**GRAND STEAM GALA - 8<sup>th</sup> & 9<sup>th</sup> JUNE**

Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE TRACTION ENGINES,  
SAW BENCH, MODEL RAILWAY EXHIBITION, CLASSIC CARS and more.  
(DAY ROVER TICKETS AVAILABLE.)

**MODEL RAILWAY WEEKEND - 20<sup>th</sup> & 21<sup>st</sup> JULY**

(LOTS OF LAYOUTS TO SEE IN THE CARRIAGE SHED.)

**TANK ENGINE DAY - Sun 10<sup>th</sup> NOVEMBER**

**SANTA SPECIALS - Suns 8<sup>th</sup> & 15<sup>th</sup> DECEMBER**

(PRE-BOOKED ONLY BY ADVANCED TICKETS.)

For further information on any of the Special Events this year, please contact the Railway on the number below, or call in to the Railway Shop during operating hours.

Alternatively, speak to Steve "The ex-Reverend" Green.

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**[shop@moorsvalleyrailway.co.uk](mailto:shop@moorsvalleyrailway.co.uk)**



**Northern Rail liveried class 142 Pacer unit 142064 stands at Doncaster Station on 23 March 2012 on a service to Lincoln . Ken Aveyard**



**One of the more unusual workings through Poole during 2012 was the appearance of DRS liveried 66418 in use with Freightliner which worked the Neasden sand train on 28 June 2012. Ken Aveyard**