

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



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The newest trains on the network at time of writing are these class 387/1 units being delivered to Thameslink as an interim measure to release class 319 units to Northern Rail. They will in turn move on when the new Thameslink fleet is delivered. ***Ken Aveyard***



Class 319 unit 319375 is one of 14 of moving to Northern this year for services in the Manchester and Liverpool area. ***Ken Aveyard***

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Editorial

As I write this we are just a few days away from our 2015 Model Railway Exhibition held as always at Queen Elizabeth's School in Wimborne. With over 50 layouts, demonstrations and displays this year there is something for everybody to enjoy. The exhibition is one of the primary sources of income for the Society and enables us to continue with the high quality layouts-Wimborne, Horton Road and Tarrant Valley – that the Society exhibits as well as enabling the Society to attract excellent guest speakers, and fund the production of this journal. Hopefully by the time members read this issue we will know how successful we have been this year.

On the outside, many members have taken advantage of South West Trains Easter Fun Fare promotion with return fares up to London at £15 filling off peak seats on many journeys.

In this issue we have articles by Colin Stone on recent GBRf deliveries, plus his annual review of Dorset loco visitors for 2014, Alan Swinburne makes another return to the nineteen sixties and Paul Carpenter relates the background to some interesting tickets in his collection. With Railways Roundabout and Derek Lewer's Trivia Quiz there is plenty to keep you occupied in this edition.

Sit back and enjoy Corkscrew 86, closing date for issue 87 is 14 May 2015.

Cover picture :-

Taken on one of our group visits to London using the South West Trains Fun Fares, Metropolitan Line S8 stock with car 21446 on the rear sits in the platform at Farringdon on 11 March 2015. The vinyl wrap is labelled "This is one of 191 new trains we're unwrapping"

Ken Aveyard

GBRfarce or GBRfun .. You decide ?

By Colin Stone

As some of you might well know, there are those of us within the ranks of Wimborne Railway Society who still perpetuate the age old pastime of our great railway hobby, that of taking/collecting the numbers of railway rolling stock.

Ian Allan made the whole thing “respectable” in the 1940’s with his renowned publications the “ABC books”. Again most of you will know that these ABC’s listed all locomotives extant at the time, once you had spotted and “copped” a locomotive you underlined that engine’s number in your ABC. My first ABC was obtained in 1956 during the age of steam, not unnaturally it was the Southern issue, it was followed in 1957 by my first ABC Loco’ shed book. In August 1956 my first “COP” and therefore the first loco’ I underlined was T9 4-4-0 No 30706 seen banking a train out of Poole, “COP” No 2 to grace my notebook was M7 0-4-4T No 30112. Sadly only 12 years later BR mainline steam in the UK was no more, so pencil and notebook took to going abroad for a number of years.

In 1978 a rekindled interest in the UK railway scene saw me begin noting all diesel locomotives passing through Poole. In 1984 this renewed interest in “modern” railway matters eventually expanded to the rest of the UK and is still maintained. Thus Fifty nine years after noting No 30706 I am still writing numbers in a notebook ! Some time ago, Ian Allan withdrew from producing “number books” in the face of stiff competition, so it is into the “new upstart” publications with their listing of diesels and electrics that the modern day “COP” is underlined.

Within those books you will find listed the numbers of everything from Diesel locomotives through multiple units, carriages to tube trains and wagons ... Yes wagons, there are those who collect wagon numbers, they are colloquially known as “Dark Siders” ! I refuse to descend to that level, confining my “number logging” to Locomotives, Electric and Diesel Multiple units. However long gone are the days of weekend “Shed Bashes” when literally a hundred plus “COPS” could be had on a visit to London or South Wales. Now with a much reduced fleet of rail vehicles a class can be “cleared” quite quickly. But that said you can end up needing one or two loco’s from a specific class.

Chasing those errant few around the country can, in certain circumstances, be an expensive past time, especially when those locomotives are dedicated to freight flows etc’ that run miles away from dear old Dorset. Occasionally though there are times when an opportunity arises to “cop” not one, not two, not three locomotives but, up to eight or even nine locomotives at one hit !

As the railway vehicle construction industry in the UK is now practically non-existent nearly all items of rolling stock for our modern railway comes from overseas. If a person is lucky enough to live near a port of entry for these new arrivals they can be seen and “copped” either in the docks or on their way out of the docks. The first occasion this happened was in 1985 when Class 59’s 59001 to 59004 arrived in England via the Port of Southampton, I saw these four loco’s being towed through Salisbury by Class 47 No 47294. When the American based Wisconsin Railway Company took up the franchise to run the UK freight operation they soon ordered locomotives from their own countries builders.

And so it was that the first of these “imports”, the Class 66’s began to arrive in the UK, they came ashore at Newport Docks, South Wales. On arrival those 66’s (destined for EWS) were commissioned at the dockside and were worked away under their own power. A visit to Newport station in the late 1990’s would often reveal several new 66’s in Godfrey Road sidings ready to work trains within hours of arrival in the UK. Freightliner 66’s followed suit and also arrived via Newport docks, these “green sheds” were either towed away at night or at time inconvenient for a South Wales visit.



Godfrey Road Sidings 5th January 2000 sees brand new Class 66’s No’s 66181, 66184, 66179, 66185 and 66183 fresh off the boat from Canada and yet to work a train in the UK. In view left, 60036 and 60022. C Stone

In 2002 the first 66/4’s for Direct Rail Services (DRS) arrived in Newport, as they were destined to work in the north they would prove hard to get.

These engines were towed away to Carlisle to be commissioned, therefore if you were able to obtain information stating the day they were to be dragged north, it was possible to see them en-route. Personally I “picked off” No’s 66411, 66412 & 66413 at Newport in May 2006 and 66431 – 66434 along with a new 66304 for the now defunct Fastline company in November 2008. On the latter occasion several other WRS members were in attendance, following that 2008 foray to Newport, work commitments only allowed one more multiple cop chance when several GBRf examples were “bagged”. After the expected end of Class 66 deliveries no more visits to Newport were therefore necessary Or so we thought !



Newport 7th November 2008 and DRS 66429 tows brand new 66434, 66433, 66431 and 66432 through the station en-route to Carlisle Kingmoor depot.
Colin Stone

Eventually the GBRf Railfreight company announced they were in need of extra motive power to cover the increased work load they had procured. To that end GBRf bought five 66's from European railways, some had been in store and had never turned a wheel in anger. These loco's (66747-66751) entered the UK via the channel tunnel and eluded us down here in Dorset. Also eluding us “Southern” number grabbers were the new Class 68's destined for use with DRS. These engines entered the UK via Liverpool docks and were towed to Crewe there was one WRS member who managed to see several of the engines en-route to Crewe i.e. a certain Mr G. Kelsey. He took great delight in phoning me and announcing, quote “I'm about to p**s you off kidder as I've just copped some brand new 68 thingys, which I'm guessing you lot down there have yet to see” .. unquote..... Cheers Graham !!

That aside back to the main story, still short of motive power, GBRf placed an order with General Motors (US) for a further 21 new Class 66's, once again Newport was to be the entry port to the UK. The first batch of five No's 66752-66756, arrived and were promptly towed off to Doncaster without any WRS members getting a chance to catch them en-route, luckily it was not the case for the second batch. Following a "tip off" I ventured to Newport on September 8th 2014 to witness a delivery run and "Cop" NINE new GBRf Class 66's No's 66757 – 66765. WRS members John Henderson and Peter Watson also sallied forth that day and drove to Severn Tunnel Junction to see them towed through by No 66753, which they both copped as well (Amateurs !) It was expected that GBRf would take delivery of their final seven 66's before the end of 2014. Eventually word flashed around the UK enthusiast network that the ship "MV Happy Rover" was en-route to Newport and would dock on Saturday 6th December 2014. On board were locomotives 66766 – 66772, now we come to the "Fun or Farce" referred to in the title.



The 8th September 2014 delivery of new GBRf 66's, in this view the rear five in the convoy of nine are seen. They are 66760, 66762, 66761, 66764, and 66763, just in view is part of 66759.
Colin Stone

"MV Happy Rover" duly docked on time and by late on Sunday 7th all seven brand new 66's were on the quayside in Newport Docks plus No 66706 which was to tow them away to Doncaster. At first it was expected that the engines would leave Newport Docks at 10.45 on Tuesday 9th December. Plans were put in place to go to Newport on 9th, however late on the 7th came the news that they were now expected to leave on Monday 8th !! On the Monday morning I was aboard the 05.42 ex Poole setting off for Newport, whilst Dorchester enthusiast Tony Stroud was on the 05.50 from Dorchester West.

Likewise John Henderson and Peter Watson, like Batman and Robin were speeding by car to intercept the convoy at Severn Tunnel Junction. I arrived in Newport and found the station awash with enthusiasts all waiting for the 66 Convoy. Within minutes of my arrival came news that the convoy was ready to leave, followed almost immediately by news that there was a brake problem with No 66706, the towing loco', and the move had been cancelled !

As time went on rumours began to circulate, Rumour 1 was the move was retimed to 14.00, Rumour 2 was a fitter was working on the fault and the convoy would leave once No 66706 was fixed. By now I had telephoned John and Peter and told them the good news, they therefore decided to drive into Newport collect Tony Stroud and me and then try and see the 66's in the docks. Exercising a keen sense of direction they got lost trying to find Newport station, but managed to spot the 66's from a bridge on dual carriage way. Eventually John and Peter, who was driving, arrived at Newport station. Having collected Tony and me we set off to the said dual carriage way bridge. En-route Peter issued instructions "I'll have to park on a very busy dangerous road, you'll have to look left and you will see a line of three and two engines, I will only be able to stop for 30 seconds so be quick ". As we drove up the dual carriage way onto the bridge we saw three other enthusiasts with binoculars viewing the 66's. Stopping on the brow of the bridge Tony and I tried to read the numbers whilst John Henderson got out of the car and began to have a pleasant chat with the enthusiasts !!

By now the drivers of other vehicles were losing their rag with the car blocking the road and began honking horns and shouting abuse ! Both Peter and I began to shout "John we've got to go". As another irate motorist blasted his horn it became "JOHN F%4 F&%\$£ S%\$£& get back in the bloody car". At last he did, and we set off just before Peter got lynched, having turned around Peter parked on a side street and we walked back to the bridge. It soon became apparent that only the numbers of five of the seven were discernible as 66766 and 66767 were hidden behind their sisters. A second, more civilised chat with the other three enthusiasts elicited the fact that the engines MIGHT be better viewed from an area called the sand dock. With minimal directions available from these lads Peter decided to have a go and he set off to find the location. After a false start a chance turn took us down a side road and there upon a bank we spotted six or seven blokes all wielding binoculars or telescopes.

Were they looking at Myfanwy Jones in the bath, wading birds on the mud or Class 66's ? Bailing out of the car we joined them and saw they were indeed looking at the new Class 66's. This new vantage point allowed a glimpse of a cab end of 66767 but 66766 was still hidden. It was obvious this was as good as it was going to get, so a return to Newport station was proposed.

Back on the station tea and a baguette refreshed the inner men including our gallant driver Mr Peter “Batman to the rescue” Watson. A bonus “cop” for John Henderson was 66749 which made his day, we then decided to go home, and so having made our farewells we went our separate ways.

Travelling by train together as far as Westbury, Tony Stroud, and I decided that sighting just five of the seven was not enough and we elected to return to Newport the following day ! Thus on Tuesday 9th I left Poole on the 06.34 train heading for Newport once more. Changing at Southampton into unit No 158953 which was cosily warm I enjoyed a cup of tea and a cheese and tomato baguette before settling down for a lengthy snooze. Standing up to detrain at Newport I spotted the visage of Graham Clackett grinning at me, unaware of each others presence we had been sitting just a few seats apart. Graham not knowing of the previous day’s fiasco had decided to go for a 66 bash too and had joined the 158 at Westbury. On arrival at 10.26, Newport station was again awash with enthusiasts, mostly the same faces as the day before, all hoping that the convoy would run as expected. Tony Stroud, plus Syd Brown from Weymouth were already there. As the convoy was due away from the docks at 10.45 and through the station at 11.23 plans were laid to cross to another platform to photograph the loco’s. Just as we made our move, rolling out of the Hillfield tunnel came No 66706 towing in order 66769-66768-66772-66771-66770 and on the rear the elusive 66767 and 66766. That was it, all seven brand new 66’s in the bag, BUT we had all been so gob smacked at the convoy running nearly 40 minutes early, none of us managed to get our camera’s out of bags and take a picture ! ! Immediately I ‘phoned John Henderson and said “At least us dedicated spotters have seen all seven and heard them as well”. In the background Tony Stroud shouted out “And smelt the paint on the Ba****ds too”. So there you have it, the crazy tale of **GBR**fun or **GBR**farce ? It was great fun for me, but I’ll let you chose My thanks go to Peter Watson who ferried us around Newport on the 8th, if I hadn’t returned on the 9th he would have at least allowed me to have counted five “cops” !



Ticket Errors Oddities and Absurdities

Paul Carpenter

I've seen a lot of railway tickets in my time – most were when I was guard of the train, and merely involved in checking validity for travel. I cannot say that in the era I worked as a guard the tickets were in any way interesting to me, but some did not exactly match the passengers travel plans. Tickets to Leamington were not unknown on the branch from Brockenhurst. Sometimes a passenger had grossly overpaid for a ticket that should have been to Lymington. Conversely if they had come from Birmingham they had got a somewhat good deal! Needless to say passengers with tickets to Gillingham in Kent were routinely noted down the West of England line from Waterloo whether they intended to go to Gillingham in Dorset or not.

Tickets dealt with in this article though date from earlier times. These local examples give just a little of an idea of the variety that once existed and still interest collectors today. I've chosen ones with a local theme to fit the title, although what may seem unusual today, would not seem at all odd fifty or perhaps a hundred years or more ago.



First example is a relatively unusual error for the railway, although the inhabitants of Wimborne will have grown used to half the population spelling the town with a letter u in it!

In this case Bournemouth Central has been sent a stock of 2nd class Singles to Wimborne or Wimbourne (both spellings are present on the ticket). Now if this was from some far flung station, I can imagine them not noticing or even being aware there was an error – but Bournemouth, well. Normally you would expect if this happened the tickets would be withdrawn and a new batch sent, but obviously this hadn't happened. The ticket was issued in 1962 and already another 2,256 had already been issued, so I guess it had been reported and ignored or just ignored by the booking office.

The next specimen is not a spelling error, but a reminder that spelling of place names can change over the years. Brockenhurst, as it has been spelt for over a hundred years as far as the railways concerned, was once Brokenhurst. This ticket was issued by the London & South Western Railway on July 29 1896. However a lot of L&SWR tickets being issued at this time were still headed just South Western Railway. 2nd class tickets were generally not available on trains from early times until 1956 when 3rd was renamed 2nd and subsequently Standard. A similar Cheap Day Return ticket in the same year cost 12 shillings (60p in decimal) as against the 7 shillings and eightpence halfpenny (39p) of the single ticket shown. Whilst that seems extraordinarily good value, an online site calculated these as being around £40 and £25 in today's values. Still good value, well yes, except most people then just didn't have any disposable income.

Next is a return Southern Railway ticket issued during wartime in 1944 from Poole to Holton Heath. Note the outward portion of a return ticket is either on the right hand side of a horizontal format or bottom of a vertical format. One wonders what important job for the war effort the ticket holder was engaged in at the explosives factory (for surely that was the case given the type of ticket issued). Titled "Late Workman", I suppose prosaically this referred to a special rate for later in the day, but I like to think a special batch of tickets was specially printed for people who had missed their intended train!

Bournemouth – Alton return 3rd February 1973, and I just(?) about qualified for child rate. I asked to keep the ticket on return to Bournemouth. The ticket inspector said yes, but clipped it many times – it had been untouched until then, just to make sure I didn't try to use it again. That would probably have been difficult given that it was the last day for the Mid-Hants. I got a cab ride from Alton – Southampton Central (Hampshire unit 1131, I think), handing over the single line token at Winchester Junction.

Now, a ticket that is a prize winner for "dogs not disclosing too much information on their travel plans". A British Railways Single issued in 1963 for One Dog (accompanying passenger – it doesn't say who's looking after whom) from Swanage to any station over 3 miles (so far that is any other station) and not exceeding 6 miles, which reins in the dogs ambitions of going any further than the only possible destination, Corfe Castle.

So why didn't it just say Corfe Castle – well it's just that dogs and their tickets preferred to work in miles. N.B. Corfe Castle was the only intermediate station on the Swanage branch in the pre-preservation era.



The next one, a British Railways (S) example, is a journey that doubtless many enthusiasts wish they could still make. Lyme Regis to Bath Green Park via Templecombe. I thought at first it was a bad day in the office for the booking clerk. First someone wants a ticket, hardly ever asked for. When the appropriate ticket is found, the price is now well out of date. As was done, this is corrected by pen. They then make a hash of it, getting the price wrong, try to correct it, they cross it out and write it in again. Sadly, I don't think this is the scenario. The ticket was never dated. The two neat clips have the hallmarks of a withdrawal of ticket stocks on closure of the Lyme Regis branch. The Western Region now administered the line (to the degree of getting rid of it), and at this time sold, through Paddington, any 'withdrawn at audit' tickets to collectors for journeys needing road transport in the future. Pity then whoever's task it was to re-price tickets, it may well be on this one, it's not an error being corrected, just the fares gone up more than once.

Talking of audit withdrawals, it must surely be the case with the GWR Upwey to Coryates single number 5864 from the Abbotsbury branch. Note that the Upwey on the ticket is the station that once existed – in fact the building still does – on the branch itself, and not the former junction station today called Upwey.

The ticket doubtless sat on the racks with many more on the branch, never to be asked for. 5864 sounds more like the total number of passengers ever conveyed on the whole of the Abbotsbury branch! Perhaps I'm being a little harsh, and maybe Coryates Halt was busier than I tend to think.

I suppose the last ticket in this small selection would best fall into the oddity category of the title of this article. A Southern Railway Single from Bournemouth Central – Mountain Ash, going via initially the old Fordingbridge line. Now, this was issued on 22nd December 1930 and already we are up to ticket number 239 from this batch. It seems incredible today that a ticket was actually printed for this journey, though clearly there had been a demand in the Southern Railways first seven years of existence. Even stranger that people in Bournemouth would want to make the single journey to the small colliery town in the Cynon valley of the Rhondda – I would have thought a ticket to the seaside in the other direction more sought after. I can imagine in the late sixties and seventies some south coast enthusiasts seeking out some of the last steam workings of the National Coal Board in South Wales making the trip, although I'm guessing they would have bought a return. One could still make the same trip today, although you will need to go via Dorchester or Southampton. No chance of arriving at Salisbury behind a T9, or at that date something older having passed Wimborne and West Moors. Mountain Ash would still seem a long way off.

If the editor allows a follow up article, I will look at the possibilities of collecting old tickets as a hobby. Like stamps, it's rarity and desirability rather than age that dictates value. If one is not too particular what one collects it is possible to build up a small collection for not too great an outlay. Anyway that's for another time.



Locomotive and Carriage Institution nameplate on 66716. Ken Aveyard

From Cameronian to Co-Bo in 1960

By Alan Swinburne

Many Members will know that Cameronian was the name of a Gresley A3 Pacific, Number 60040 which in 1960 was over thirty years old and near the end of its long working life pulling expresses on the East Coast Mainline. Recounting of a family holiday to Yorkshire and Derbyshire in that year hopefully gives some flavour of everyday travel behind steam at that time as our first journey to Whitby from Kings Cross was on the 11.28 'Scarborough Flyer.' This was a Saturday in August so the schedule of 120 minutes to the first stop at Grantham and another 96 minutes onto York was slightly easier than the Monday to Friday timings.

Cameronian had a full load of 12 coaches to haul and our start from Kings Cross was quite leisurely as we took exactly 20 minutes to reach the first summit at Potters Bar. By then we had reached just over 50 mph at the top. From Potters Bar we took advantage of the more favourable gradients and touched 75 mph before Hatfield and then 80 mph before easing for a slight signal check near Hitchin (passed in 37 minutes from Kings Cross). After Hitchin, Cameronian really showed its potential as we worked up to 93mph near Sandy having averaged 91 mph over the three miles from Biggleswade. Fast running close to 80 mph continued nearly all the way to Huntingdon and our average speed over the entire 27 miles from Hitchin was no less than 82 mph! This was pretty good going for a locomotive over 30 years old pulling a 12 coach train. I doubt if a then new D200 Class 40 diesel could have done any better with the same load.

The rest of our journey to York after stopping for a signal check just before Peterborough (reached in 74 minutes) was less spectacular mainly because of signal and P.W checks. However, we cleared Stoke Summit at 55 mph (despite a signal check near Essendine) and reached 80mph briefly before the Grantham stop. Another 80 mph was reached after Grantham on the fast downhill stretch to Newark. Delays and slow running round Doncaster spoiled the rest of the journey, but our final arrival at York was only four minutes late. At York our Whitby through coach was detached from the rest of the train (which continued to Scarborough) and we were shunted by the station pilot engine through the centre track and then coupled onto the rest of the 3.35 York to Whitby service. Something that does not happen today! The motive power for our journey to Whitby was a Fairburn Class 4 2-6-4 tank Number 42085 with a train of 6 coaches. We left York almost on time on our journey to Whitby via Malton and Pickering over what is now the scenic North York Moors railway route through Goathland and Grosmont. The Fairburn tank ran quite briskly reaching 65mph before and after the Malton stop before we reached the steeper gradients after Pickering.

These were tackled with a fair amount of exhaust noise! The final arrival at Whitby was at 5.25, almost on time after a total journey time from Kings Cross of nearly six hours for about 245 miles.

In the week that followed, based in Whitby we had a number of interesting railway related excursions. Metro-Cammell 2 and 3 car DMU sets formed the mainstay of services operating from Scarborough but it was still interesting to travel on the now closed Whitby to Scarborough coastal route through Robin Hood's Bay and Ravenscar over the steep gradients of that line with its fine views of the coast. Today parts of the line can be walked or cycled. Another highlight was a visit to see the trackbed of the coastal line from Whitby to Saltburn which had been closed a short time before our 1960 visit. Despite the prevalence of diesels we did manage two more steam journeys during the week. The first was another trip behind 42085 on a working from Grosmont to Whitby on the same time train we had used the previous Saturday. The other more interesting run was from Bridlington to Scarborough behind a Hunt Class 4-4-0 Number 62727 'The Quorn'. This has been my only trip behind one of these engines and I remember it managed to reach over 60mph in the course of the journey. By 1960 only about 20 of these engines were left and I believe they did not survive on passenger workings for much longer after 1960. At this time 62727 was about 32 years old!



Not 62727 but 62762 The Fernie is seen shunting coaching stock at Scarborough on 19 September 1959. WRS C101

On the middle Saturday of our holiday, we had the pleasant prospect of travelling from Whitby to Hope in Derbyshire via York and Sheffield.

This turned out to be an all steam trip! From Whitby to York the first stage was behind Thompson B1 Class 4-6-0 Number 61002 'Impala' hauling 6 coaches on the 10.25 train over the North York Moors route through Goathland and Pickering. Performance was very similar to the Fairburn tank the previous Saturday and our top speed on the whole journey was about 65mph with a 5 minute late arrival on account of signal checks near Pickering and Malton. From York, where we changed trains, the flavour of the motive power changed from Eastern/North Eastern to Midland Region as our train to Sheffield was headed by a Stanier Jubilee class engine Number 45685 'Barfleur' pulling 11 coaches. We stopped at Church Fenton, Pontefract, Moorthorpe and Rotherham on our 46 mile journey to Sheffield. The fastest running included a maximum of about 65mph near Bolton Percy. Overall a good steady performance in which the Jubilee mainly kept to schedule. At Sheffield Midland we had about two hours to spare before our final 15 mile journey to Hope and we anticipated having a brief visit to Sheffield town centre. Unfortunately the sky turned very dark and the rain poured down so we did not venture very far! Our final trip of the day was on the 4.30 Chinley train hauled by 'Black' Stanier Class 5 Number 44692. We were glad to join the train to escape the torrential rain! The 40 minute journey to our final destination at Hope included 7 intermediate stops. The slow running up the steep 1 in 100 gradients all the way to Totley tunnel near Grindleford was accompanied by a healthy exhaust roar from the Black 5 as it worked hard! Even on a slow train steam delivered good entertainment value.

The week at Hope was mainly dedicated to walking in the Peak District but we used the trains on several occasions to get access to different walking areas. Steam was very much in command on the Hope Valley line with no DMU's to be seen! A regular journey we made three times was on the 10.19 from Hope to Edale or Chinley. We had the same Fowler Class 4 2-6-4 tank each time, Number 42306 which had to work hard up the 1 in 100 gradient that lasted most of the five miles to Edale. Other motive power was another Stanier Black 5 Number 45239 on a morning trip to Hathersage and a BR Standard Class 4 2-6-0 Number 76089 on an afternoon train back from Chinley. When we were not travelling on the trains, one often heard the steam engines working along the valley from the hillsides. Very evocative!

Our journey South again on the Saturday at the end of the week started from Hope with the familiar sight of Fowler 2-6-4 tank 42306 on the 10.19 train to Chinley where we were going to join the 11.00 train to London St Pancras coming in from Manchester. I was hoping to have Royal Scot class haulage or at least a 'Jubilee' on the London train. I have to say that at the time I was dismayed to see our train arrive behind two Metropolitan Vickers Co-Bos D5714 and D5716 (rated at 1200hp each) for initially an 8 coach train (lengthened to 11 coaches at Derby).

In retrospect though it has proved of interest to have a log of their performance as their Crossley engines proved unreliable in service and their operation on the main line was short-lived. Our route to Derby was over the now closed section through Millers Dale and along the beautiful Monsal Dale. The start from Chinley is a difficult 1 in 90 unrelenting for over 5 miles up to the summit at just before Peak Forest station. We picked up speed slowly but gradually worked up to about 50mph at the highest point and then touched 70mph down the gradient to our first stop at Millers Dale. The next fourteen miles to Matlock were on easy favourable gradients but the curvature of the line meant that speed was held back to a maximum of 65mph with lower speeds needed at Bakewell and Rowsley which was passed at just 40mph. Despite this we covered the 14 miles start to stop in just over 16 minutes. The next section via Ambergate Junction to Derby was badly hindered by signal checks and a P.W. slack at Duffield so we reached Derby nearly 7 minutes down. After Derby (now with 11 coaches) the line cleared and the next 29.3 miles to Leicester was covered start to stop in exactly 30 minutes with top speeds of 72 mph near Draycott (5 miles from Derby) and a good burst of fast running after Loughborough where we reached 78mph near Syston. By the time we left Leicester we were only one minute late and we had a fairly easy schedule of 115 minutes allowed for the remaining 99 miles onto St Pancras. Despite slowing to 20mph for signal checks at just after Market Harborough and Desborough, and a one minute wait for a platform at St Pancras, our final time was under 106 minutes or 8 minutes early! The fastest running was 80mph down Sharnbrook bank (near Bedford) and 78mph near Radlett. Our climb up to Leagrave summit (near Luton) from Bedford was at a steady 50-55mph but the driver had eased back at this stage as we were by then running well ahead of schedule.

In summary, the steam railway interest of this holiday in 1960 had been considerable as we had travelled behind two Gresley engines (A3 and D49), two Stanier engines (Black 5 and Jubilee), we had five journeys behind Fairburn or Fowler 2-6-4 tanks and also a Thompson B1 and a BR Standard 76xx class 2-6-0. On the diesel side it was more limited as apart from the Co-Bos just described we only travelled on Metro-Cammell railcars. The other aspect of interest was the travel on lines no longer part of the main network such as Malton to Pickering, the scenic coastal line from Whitby to Scarborough and the journey from Chinley to Matlock through lovely Monsal Dale. The other major change about to happen in the next two years after 1960 was the arrival of the Deltic diesels to take over the running of the fastest East Coast main line trains. This displaced the A4 Pacifics to more secondary services from 1962 until their general withdrawal from passenger services by 1964. I was able to manage to record six Gresley A4 journeys covering some or all of the route between Kings Cross and Peterborough in the years 1962 and 1963. This could perhaps form the basis for another article!

Dorset (Mainline) Locomotive Visitors 2014

By Colin Stone

With another year passed I find myself presenting a fourth record of locomotives that have run over “our” mainline here in South Dorset. In 2011 we saw 99 engines, 2012 a total of 124, 2013 it was 125 and in 2014 the total fell back to 104. Once again the totals cover separate appearances, not up and down on the same day.

The Diesel locomotive total was 98, as always Class 66's predominated with 51 examples, first on January 6th was No 66525 and last on December 14th was No 66083 (on the tail end of a p.w. train). The lower “visitor” total for 2014 was due to two factors, first less engineering trains, secondly a reduced amount of Wool sand trains ran in 2014. Loco' No 66515 was seen most on 13 occasions, 66560 was next with 12 appearances. Class 66's appeared as follows:- 35 x Freightliner (FL), 11 x EWS/DBS, 4 x GBRf and 1 x Colas. Of note was No 66047 the last of the 250 EWS examples to visit the County. Ex DRS 66415 was included in the FL total, while the Colas Loco' No 66848 used to be FL's No 66575.



New to Dorset Colas 66848 is seen in July 2012 passing through Carlisle on the Chirk logs service.
Ken Aveyard

Other diesels were :- Class 31 x 6, Class 33 x 4, Class 37 x 5, Class 47 x 4, Class 57 x 2, Class 56 x 4 Class 73 x 10. Two Class 50's 50026 & 50031 passed en-route to Swanage as did Class Deltic No 55002. Also en-route to Swanage was pioneer HST power Car No 41001 followed by two Class 43 power cars No's 43064+43089 which made up the diesel total seen on the mainline through Poole. Of that total the following **TEN** were “**new**” to Dorset :- 41001, 55002, 56103, 66047, 66517, 66561, 66593, 66765, 66618 and 66848.



45407 carrying The Lancashire Fusilier nameplate made two visits to Dorset in 2014. Seen here at Bury about to depart with support coach behind a class 37 diesel 37518 as part of a four loco convey working off the East Lancashire Railway for railtour duties on 28 March 2013. The nameplate is in the style of the four black fives named after regiments but is not one of the original names carried by 45154/6/7/8. Royal Scot 46119 was named Lancashire Fusilier (no The) Ken Aveyard

As for STEAM locomotives SIX came our way, one less than 2013, all 6 had been to Dorset before. Our magnificent SIX were :- WC No 34046 "Braunton (once), BB No 34067 "Tangmere" (5 times), Black 5's, No 44932 (with SIX visits she was our most prolific steam visitor), No 45407 (2 visits), Pretend A1 No 60163 (2 visits being towed in light steam) and Britannia Pacific No 70013 "Oliver Cromwell" (2 visits) ... Sadly ALL steam workings had diesels in the consist either to assist or to draw back trains to Southampton which frankly makes a mockery of a so called day out with steam.

With GBRf set to take over the Wool Sand trains, 2015 could be an interesting year with plenty of "new to Dorset" locomotives ? I hope I will be able to produce a fifth annual report at this time in 2016 !!

RAILWAYS ROUNDABOUT

JANUARY :- In the early hours of Sunday 18th, 00.45 to be precise, two EWS/DBS Class 66's No's 66134 and 66207 "top and tailed" the Railvac through Poole. The pair were working from Eastleigh East yard to Upwey, return to Eastleigh was at 07.00.

One week after their first test foray from Branksome depot to Weymouth, former Southern but now South West Trains "owned" Class 456 e.m.u's No's 456005 and 456023 went out again on Wednesday 21st, passing Poole at 10.05 and 14.10.

In the early hours of Sunday 25th at 01.14 the Railvac was worked into Branksome station by GBRf Class 66 No 66766 on the rear was sister engine No 66755, the pair returned to Eastleigh at 05.30. (For information regarding "The Railvac" see the end of this report) Another early morning foray to Poole station at 00.35 hours on the 28th found Colas Rail Class 66 No 66846 heading an LWR train to Dorchester, on the rear was GBRf No 66746. Return to Eastleigh saw the pair pass Poole at 05.10. Although it was a first appearance for the lead loco' as No 66846, she had passed this way before in 2006 as Freightliner's No 66573.

Later that day two refurbished "Juniper" Class 458 e.m.u's No's 458520+458530 arrived into Poole up platform at 15.10. After a quick reversal the pair returned at 15.14 back to Wimbledon depot from whence they came on a proving test run. On the same day the two 456 units 005+023 (noted above) again made another foray from Branksome depot to Weymouth and back running at the same times as listed above.

FEBRUARY :- Late on Tuesday 3rd Class 31 No 31233 ran from Eastleigh to Hither Green via Weymouth with a test train, Poole was passed at 22.05 going down and 01.00 on the return with Driving trailer No 9708 leading. On Wednesday 4th 456005+456023 made a forth run to Weymouth from Branksome depot at the same times as before of 10.05 and 14.10. Later in the day at 13.00 Class 37 No 37706 passed Poole with the Swanage Railway's d.m.u. cars No's 51933 & 54504 en-route from Eastleigh to Corfe Castle. Later No 37706 returned to Eastleigh with three "scrap" d.m.u's No's 51356, 51392 and 59492, running through Poole at 15.15.

On Thursday 5th Class 158 d.e.m.u. No 158890 ran through Poole at 15.42 going down and 17.27 returning up, en-route to/from Corfe Castle (See SR notes for full story).

On Wednesday 11th Colas liveried Class 66 No 66850 (formerly Freightliner's No 66577) ran light engine as crew route familiarisation run from Eastleigh to Weymouth and return. It repeated the move on Thursday 12th, times passing Poole were around 10.45 down and 12.30 up. This crew training ran again on Friday 13th but this time Colas liveried Class 70 No 70807 carried out the duty to become the **FIRST** Class 70 through Poole and along our line.



On 30 June 2014 70807 rests at Eastleigh. This loco became the first class 70 to work through Poole in February 2015. Ken Aveyard

You wait 5 years for a Class 70 to come along and like buses another follows almost immediately !! Just 16 hours later at 02.15 on Saturday 14th Colas No 70801 followed its sister with a p.w. train bound for Moreton.

This second 70 was heading one of five p.w. trains which ran from Eastleigh to Wool and Moreton. The first train was worked by EWS/DBS Class 66 No 66068 which passed Poole at 23.55 on the 13th. Early next day (14th Valentines day) at 01.45 the second train passed Poole behind Freightliner's No 66527, as stated above No 70801 worked the third. PW Train No 4 passed Poole at 02.45 behind GBRf's No 66738 "Huddersfield Town" and finally at 03.25 the 5th and final train worked down headed by EWS/DBS No 66069 with sister No 66221 on the rear.

A section of UP line between the single line point and Moreton Railway station was re-laid over the next two days. As the work progressed the p.w. trains returned to Eastleigh in reverse order ending with 66527 leading with 66068 on the rear at midnight Sunday 15th. In the early hours of the 15th at 00.15 No 66418 headed a rail drop train into Poole, on the rear was No 66561. After half an hour at 00.45 No 66561 took the train back toward Bournemouth to allow the rails to be offloaded.

At 23.54 on Monday 16th the Railvac ran to Wool via Dorchester with GBRf Class 66's No's 66722 and 66710 in charge. Both loco's worked down with the Railvac again on the 17th and 18th as well, on all three occasions the Railvac returned to Totton Yard at around 06.00. Passing through Poole at 23.10 a LWR train ran to Wool on the night of Wednesday 18th worked by EWS/DBS Class 66's No's 66069 and 66011, it to went to Dorchester to run round. It is possible the rails were dropped between Wool and Worgret, return Eastleigh was at 04.40 through Poole.

Over the weekend of February 28th and March 1st engineering work took place replacing the up line between Poole yard points and the crossover points at the rear of the bus garage/Sainsbury's car park. This work necessitated the closure of Poole High Street Level Crossing to pedestrians. Six permanent way (p.w.) trains ran from Eastleigh to service the work as follows :- The first headed by EWS/DBS No 66143 containing track panels, arrived at 00.45 No 66024 was on the rear. Next to arrive at 01.40 was Freightliner's No 66551, followed by Colas Class 70 No 70808 which ran into town at 03.10. After a gap the next p.w. train, with ballast, arrived at 07.20 behind GBRf Class 66 No 66738 "Huddersfield Town". At 08.20 a second load of ballast ran through Parkstone heading into the engineering possession behind EWS/DBS No 66037. Finally at 23.20 the final load of ballast crossed Baiter with EWS 66 No 66069 leading plus No 66021 on the rear to come to a stand under Seldown Road Bridge.

MARCH :- On Sunday 1st with the engineering work well under way those trains which had passed through the work site began lining up across Holes Bay in readiness to return. Just under Holes Bridge was No 66143, then came 66551, 70808 and finally not far short of Hamworthy was No 66738. Later on Sunday at varying times all the trains left Poole and returned to Eastleigh. Following on from the Poole p.w. work, Monday 2nd saw the beginning of several nights work between Wareham and Wool. For this job a "Rail Replacement Train" (RRT) was employed, Freightliner's No's 66956 and 66555 were used on the first night. As No 66956 passed through Poole at 20.00 it became the 100th locomotive from the Freightliner stable to visit Dorset. Both loco's worked the train on Tuesday 3rd and Thursday 5th, but on Wednesday 4th 66527 substituted for No 66956. In all instances the RRT returned to Taunton passing through Poole at about 04.45 the following mornings.

During the weekend of 7th & 8th March a further round of engineering work saw the DOWN line replaced under the same circumstances as described above. Once again six p.w. trains serviced the work, first to arrive at 00.15 on the 7th was EWS Class 66 No 66098 followed at 00.55 by Colas Class 70 No 70807. Next in turn came GBRf's No 66738 at around 01.50, Freightliner's No 66555 followed at 02.20, then another GBRf 66 No 66716 at 03.00 and finally at about 04.00 were "top and tailed" EWS No's 66004 and 66109. The times for the last four were ascertained from "Real Time Trains" whilst the first two trains, which ran through Poole and terminated at Hamworthy, were actually noted arriving.

At 07.00 next morning, No 66555 was "parked" on Holes Bay causeway with No 66716 and train standing between Holes Bay and Sterte Road bridges. No 66738 "Huddersfield Town" and 66004 were adjacent the signal box whilst No 66109 was standing adjacent Sainsbury's Pitwines store.



Ballast tamper DR73928 working on the down line in Poole Station on Sunday 8 March 2015.
Ken Aveyard

Later on the Saturday at around 17.00 No 66109 was the first to leave the site followed by the remainder throughout Sunday 8th until No's 66098+70807 double headed the last train away at about 22.15. During the following week the RRT should have visited "our" line twice more, but in the event it only came down on Tuesday 10th March worked as before by "top and tail" No's 66555+ 66956.

SWANAGE RAILWAY (SR) :- During the first few weeks of the year the railway closed down to enable some track relaying work at Herston to be carried out and for the Gas Board to replace the main Gas Pipe attached to the bridge over the railway at Victoria Avenue.

On the railway the major p.w. work involved reversing the connection into Herston sidings from a lead in point to a trailing point (when travelling up). Some of the other work carried out was at Norden station and replacing Harmans Cross up signal. On Wednesday 4th February Class 33 No 33201 towed three redundant d.m.u. cars to Corfe Castle from Swanage, 33201 is "on hire" to the railway whilst No 33111 undergoes repair work.

Later on 4th the railway's d.m.u. cars No's 51933+54504 were returned to the SR from Eastleigh following attention in the works to bring them up to main line standards. Class 37 No 37706 was the loco' employed to tow cars to Corfe Castle. After arrival at 13.30 the loco' backed onto three redundant d.m.u. cars No's 51356, 51392 and 59492 and towed them off to Eastleigh works for stripping for spares and eventual scrapping. After the 37 had departed at 14.40 No 33201 towed the two refurbished cars to Swanage.

On Thursday 5th February the SR was (at long last) electrically connected to Basingstoke Network Rail signalling panel. To "Christen" the system Class 158 unit No 158890 ran in off the main line from Wareham carrying the Minister of State for Transport, a local MP and various other personages. Arrival into Corfe Castle was at 16.40 and after a quick visit to Corfe signal box the minister got back onto the 158 unit which "shot off" back to Wareham at 16.45.

In my unbiased opinion such an occasion should have seen Britain's finest No 35028 "Clan Line" do the honours and break a tape or some such !!! (In my dreams). Saturday 14th February saw the start of the 2015 season with passenger service trains hauled by Class U No 31806. A photographic charter took place on the line on Tuesday 24th February, No 31806 and M7 No 30053 were both involved. Finally by now all member should be aware that Schools 4-4-0 NO 30925 "Cheltenham" and Britannia Class 4-6-2 No 70000 "Britannia" itself will be in attendance for the SR steam gala. This will take place over the weekend of 17th, 18th and 19th April.

"THE RAILVAC" : - I have, on occasions, been asked what is a Railvac, and what does it do ? A Railvac is in effect a large rail mounted vacuum cleaner and is used in the job of repairing "wet spots". Wet spots are caused by poor or damaged drainage which leads to the ballast at that point becoming heavily contaminated with soil forced up by water. A train usually formed of a locomotive, several wagons loaded with fresh ballast, "The Railvac", a few empty wagons and a second locomotive travels to the affected site.

On arrival at the site the train is divided leaving the Railvac to operate independently, it is operated by an engineer who controls it from a hand held control box as he walks alongside the machine. A large nozzle akin to an elephant's trunk at the business end of the machine sucks up the contaminated ballast and underlying earth. Once cleared to an agreed depth and length, remedial work on the track bed to combat water ingress can be carried out, plus any sleepers rotted by the water can be replaced. A road-rail vehicle/crane and a tamping machine are usually deployed on the job as well. After the repairs have been completed the road-rail vehicle places new ballast into the void created by the Railvac, leaving the tamper to complete the job.

With its part done the Railvac is re-marshalled into the train and the “tail” loco’ returns the ensemble to its base where the contaminated ballast etc’ is discharged from the Railvac’s innards. For those of you with a computer a good example of a Railvac at work can be seen on “You Tube” ...Type in “Railvac in action at Dean Station 05-10-2014”. Filmed by enthusiast Justin Foulger the film gives a good impression of a typical nights work for the machine and the repair gang.

For some of the above information I am indebted to :- Bob Drew, Tony Henley and websites “Wrgen” and “Real Time Trains”.

Forthcoming Society programme

April

23 Club Night
30 10 Slides on a Theme – or digital. Book a slot with John Webb

May

7 Quiz Colin Stone, Jeff Anderson & Anthony Greenall
14 Club Night
21 The History of Bournemouth Airport Mike Phipp
28 Club Night

June

4 Railways in Devon & Cornwall Mike Webber
11 Club Night
18 Railways of a Lesser (than Standard) Gauge John Webb
25 Club Night

July

2 Projected Image Competition Colin Stone & Iain Bell
9 ** **40th Anniversary PARTY** ** **Venue to be confirmed**
16 Club Night
23 Bring and Buy
30 Tarrant Valley Railway Running Evening
Entire “009” Tarrant Valley Railway

Transport Trivia

by Derek Lewer

Question 51

Where is the Helicopter Museum based that houses the world's largest dedicated vertical flight collection?

Question 52

What type of transport connects Steve McQueen, Lawrence of Arabia and The Snowman?

Question 53

In January 2015 a vehicle transporter ship ran aground in the Solent. What is its name and where is it registered.

Question 54

Which are the three longest navigable canal tunnels in the UK?

Question 55

In 1965 a new type of transport was introduced but it did not take on and was a commercial failure. What was introduced?

Answers to Questions 46-50 as published in Corkscrew 85

Answer 46 – Surrey Hills Special
35028 Clan Line

Answer 47 – Transport Trust
The 50th Anniversary

Answer 48 – U.S. Steamship St Paul
St Paul was the first ship to receive radio messages transmitted from The Needles, Isle of Wight.

Answer 49 – Britain's first motor vehicle factory
In 1901 Dennis Bros. Ltd Cycle and Motor Factory was opened at 1-10 Bridge Street Guildford and was the first purpose built motor factory.

Answer 50 – Ship restoration
The steam tug Brent is being restored to working order by a group of enthusiasts at Maldon.

THE MOORS VALLEY RAILWAY.

Moors Valley Railway will be holding a revised range of special events throughout 2015. See you there! They are as follows:-

TINKERBELL RALLY - 2nd & 3rd May
(INCLUDES VISITING "TINKERBELL" CLASS LOCOS.)

SUMMER STEAM GALA - 6th & 7th JUNE
Incl. UPTO 15 LOCOS IN STEAM,
FULL SIZE & MINIATURE TRACTION ENGINES,
MODEL RAILWAY EXHIBITION, CLASSIC CARS and more.
(DAY ROVER TICKETS AVAILABLE.)

MODEL RAILWAY WEEKEND - 18th & 19th JULY
(LOTS OF LAYOUTS TO SEE IN THE CARRIAGE SHED.)

AUTUMN STEAM GALA – 19th & 20th SEPTEMBER
(AN INTENSIVE TRAIN SERVICE ALL WEEKEND!)

TANK ENGINE DAY - Sun 8th NOVEMBER

SANTA SPECIALS - Suns 13th & 20th 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.

Driver Training courses available on alternate Saturdays, except on Special Events.

The Railway is open every Weekend and School Holidays, then daily from the Spring Bank Holiday to mid-September: 10.45am – 5pm.

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Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.



Northern Rail liveried class 142 Pacer unit 142071 is seen at Leeds Station on 5 January 2015.
Ken Aveyard



The crest of the Lancashire and Yorkshire Railway features on the wall of the newly refurbished Blackburn Station.
Ken Aveyard