

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 91

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Colas Class 70 No 70809 heads a train load of new concrete sleepers to Upwey in conjunction with relaying the UP line in that area. See the article on Dorset mainline locomotive visitors 2015 on page 9. C Stone



On Monday 15th February 2016 a small group of members went to Newport to witness the final convoy of class 66 locos heading from the docks to Doncaster. Newly outshopped 66708 heads the convoy of 66777 66776 66779 (sheeted over) 66778 66774 66773 66775. KA

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Editorial

Long standing WRS member Mike Stollery sadly passed away earlier this year after a long illness. Mike had been a member of the WRS for many years and also of the Purbeck Railway Circle. He was instrumental in rescuing and restoring the Bulleid coaches on the Swanage Railway, and had been an active member of the railway since 1972 travelling from his then home in Hove. He served on the Swanage Railway Council of Management, and was an early chairman of the Southern Steam Trust. Professionally he had worked for London Transport's architecture department and had been involved in ensuring that modernisation of the tube could sit in harmony with the traditional station decoration and buildings. He gave a memorable talk to the Society some years ago on this part of his work. A family funeral was held on 12th February with Mike being transported part of the way in the Bulleid coach he helped restore, as the Swanage Railway provided a special train for him. Due to his wide community and professional interests, a memorial service will be held on 4 March 2016 in Swanage.

On a happier note, the future of the printed Corkscrew is assured for the foreseeable future by the kind offer from the school to continue with our printing arrangements.

Sit back and enjoy Corkscrew 91. Closing date for 92 is delayed to 31 March 2016 as Easter and holidays get in the way.

Cover picture:- Mike Stollery's funeral train comprising M7 30053 and the restored Bulleid Coaches .

Photo courtesy and copyright of Peter Milford, Swanage Railway.

STOP PRESS – Chris Francombe

Just as this issue was finished I received the sad news of the passing of Chris Francombe our most recent Chairman and long standing member of the Society after a brief illness.

Diesels across the Irish Sea 2

Honorary or actual Bulleids?

by Paul Carpenter

Yes, it did look very different, but I had been here before. I had been photographing peat railways near Attymon in County Galway. It was now April 2014. The peat railways here were a bit of an outpost being formerly owned by Bord na Mona, and now worked as a workers co-operative. However I was now on my way south to Limerick, and was quickly finding that road improvements in this area made travelling much quicker. The M6 motorway hadn't been here in 1988, and I was negotiating a new link road that would take me across it when – there! - not a hundred yards away was E428, one of Coras Iompair Eireann's (CIE) Maybach big 420 hp shunters adjacent the road. "Of course" I thought, it's the old Dunsandle station, only intermediate station on the Attymon Junction – Loughrea branch. The branch, maybe the last true rural branch line in Ireland closed in 1975. Ten years had to expire before CIE were allowed to remove the track. An abortive preservation attempt came and went, Loughrea people wanted an enlarged cattle market at the station, not railway enthusiasts playing trains! In 1988 track lifting was well under way, but the rails remained at what was then the remote location of Dunsandle station.



E428 preserved at Dunsandle station, Loughrea branch 11 April 2014



Rolling stock preserved at Dunsandle station, Loughrea branch 11 April 2014.
Paul Carpenter

In recent times a small collection of railway relics has been assembled at the restored station, including some rolling stock including E428 on some relayed track. Maybach's E428 and E430 were back in 1984 the only ones of the class that had ever been seen on the branch when Westrail established themselves at Attymon Junction. The loco's plus assorted rolling stock were brought from Mullingar by a small GM, and indeed a re-liveried E428 had run on occasions a short way down the branch towards Dunsandle, doubtless the last movements on the branch. The preservation attempt as noted above didn't come to fruition, and Westrail moved their rolling stock to Tuam, less some items including E430 which were scrapped at Attymon. Westrail's E428 is assured its place in history by being the first privately owned diesel in preservation to work passenger trains on the main line in The British Isles, back in 1986. I saw E428 at Tuam freshly repainted from its preservation maroon livery into CIE "black n tan" livery. Last operational in 1993, E428 sits isolated on the branch it might have been working now if things had turned out differently.

Unfortunately Westrail's operation at Tuam on the now so called "Western Rail Corridor" (Limerick – Sligo), was to come to an end, but not before quite a lot of trains had been run over CIE tracks with not only E428, but also ex G&SWR 0-6-0T No 90.

Tuam, half way between Athenry and Claremorris might one day again see passenger trains, indeed services should have started by now north from Athenry. Financial woes have put that on hold, it may never happen now.

Time at last to concentrate on the Maybach's! O.V.S. Bulleid was still until 1958 the C.M.E. for CIE so the first of the E's, the 401 class was ordered and built at Inchicore. Well they at least qualify as Bulleids in quirky looks! E401-19 were constructed at Inchicore in 1957 - 58, incorporating a German Maybach MD220 engine of 420 hp. Hydraulic transmission was employed, using a Mekydro torque converter. Six wheeled C wheel arrangement was used, visually having very unequal axle spacing. The next batch E421 - 34 were constructed, again at Inchicore in 1962 - 63, with detail differences, visually apparent with differing (slightly more pleasing?) bodywork styling. The later batch could also work in multiple, although I haven't seen photographic evidence that this occurred in practice. The intended use was branch line and shunting duties, and they had a design top speed of 62 mph. However very bad riding characteristics, possibly down to that wheel spacing, saw a dramatic reduction to 25 mph. A runaway freight train that had got the better of almost new E421, at Newbridge in September 1962 probably prompted a rethink on their use. This effectively precluded their use from main line work, and their lot was pretty much heavy shunting work, and short distance trip working typically at the North Wall yards in Dublin, and station pilots at Dublin's Connolly and Heuston stations. Odd members of the class did work at Limerick and Cork, but Dublin saw the great majority of them.

However they would seem to have been popular with the drivers, their power being more than adequate for the shunting work. Like on British Rail changes in train working, especially with freight led to a reduction in work for these loco's. Less remarshalling, plus shunting being carried out by the train loco led to their withdrawal by July 1983. However many had been "stopped" awaiting a decision on their future long before official withdrawal. If records are correct it would seem as though E418 did no work after 1964, and several others were recorded as stopped in the mid-sixties, though first withdrawals of the E401 class occurred in 1977 accounting for half the class, the rest going in 1983 (E410 being last actually in service). The E421's did a little better, remaining operationally intact until 1981, all being withdrawn on 14/07/1983. Being Ireland, Inchicore kept using at least three for another few months!

I saw in April 1988 a few, not quite sure how many, as I will explain shortly! Locomotives and rolling stock was being broken up at Mullingar at that time. Six of the E401 class had been sent there (the rest already scrapped at Inchicore Works), and should have already disappeared by 1988, but there were rumours that problems had been found when breaking these loco's, and work temporarily suspended.

With no recent news on their continued existence there was only one way to find out. Breaking a cab ride from Sligo – Dublin (on a Metro-Vick “A” class), I made my way alongside the almost unused Mullingar – Athlone line from Mullingar station. That was where I found last survivors E402, E403 and E408. As a bonus they sported both liveries that the two classes had exhibited, E402 in the early sixties so called black and tan, and the other two in the austerity black with white patches that was applied to most members of the lesser CIE classes in the late sixties (read, anything not built by General Motors which continued with the more attractive livery). Only I and very few others would have been excited by this discovery at that time. However they didn’t escape the cutter’s torch much longer, and so the E401 class became extinct.



E402 Mullingar scrap line 13 April 1988.

Paul Carpenter

The E421 class fared a little better. E431 was photographed dumped at Inchicore, supposedly set aside for preservation with the Belfast & County Down Railway, but it didn’t see December of 1988 out. And of course I saw the operational E428 at Tuam, where they didn’t at the time see too many visitors from England and where I was made most welcome. And then.....in 2013 I scanned my slides and looked at my picture of 213, the last active ex “C” class Metrovick, long re-engined with a GM power plant, the Inchicore works shunter. Blinking Heck, or words of a similar meaning – behind 213 and a small GM are unmistakably two E421’s. How on earth did I miss them at the time?



Inhicore Works E431 April 19 1988

Paul Carpenter

I know I had a guide to take me round the works, who doubtless didn't much care for exploring every nook and cranny, but I only needed to move 10 yards to see them properly. Except that I didn't, didn't even know they were there. How can one count seeing something you only spotted in your photograph 25 years later? They were probably two from E425, E429 and E433, but, what's the use of that, especially when only your camera saw them! Anyway I wasn't even collecting numbers then, but I'd like to know now..... I think I'll give any readers who have stuck with this a rest now from E Numbers!

P.S. Happily E421 and E432 also survive at the Downpatrick & County Down Railway, although I believe are not currently operational.

I would like to acknowledge the publication Irish Railways Traction & Travel by Peter Jones published in 1987 which helped me no end back in 1988 and now with information regarding dates and technical information.



Freightliner Class 66 No 66551 sit on Holes Bay Causeway waiting to draw forward into the engineering possession at Poole station. 1st March 2015.

Dorset (Mainline) Locomotive Visitors 2015

By Colin Stone

The final words in last years report read :- 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 in 2016 !! I must go back to those words. ... First a correction, as this is only the 4th report I have written with regard to locomotives that have run over the South Dorset Mainline from Branksome to Weymouth. 2/. There were indeed some “New to Dorset” locomotives which are listed later in this piece. 3/. With regard to Wool Sand trains, these did not run, indeed NO commercial freight trains ran in Dorset throughout 2015. What we did see was a profuse amount of Engineering Trains, some of which ran onto the Swanage Railway.

The year 2015 brought a total of 102 locomotives to South Dorset, a total which, in view of a lack of freight held up well against previous years i.e. 2014 (104), 2013 (125), 2012 (124) and 2011 when the total was 99. As in previous reports, the sighting totals refer to separate day appearances, not up and down on the same day. Diesel visitors totalled 98 locomotives throughout the year, once again Class 66's predominated with a total of 70 appearances.

A GBRF Class 66, No 66746 was the first loco' to appear on “our line” at the head of the “Railvac” on January 5th, No 66743 was on the rear. Both of these loco's were once in the employ of DRS as No's 66410 and No 66407 respectively.

December 17th saw another 66 become the last locomotive to pass through Poole in 2015 when Freightliner's No 66952 was noted on the tail of a p.w. train headed by No 66552. Class 66's totals were as follows :- 38 x EWS/DBS, 16 x GBRf, 12 x Freightliner (FL) and 4 x Colas. Included in the FL total was ex DRS No 66418, whilst the four Colas examples were once in the FL fleet. These were 66846 (66573), 66848 (66575), 66849 (66576) and 66850 (66577), all five of the Colas 66's have now appeared in Dorset. Colas also provided a “New” class to Poole and the line to Weymouth when Class 70 No 70807 passed light engine on February 14th. Diesel totals were :- Class 31 x 1, Class 37 x 5, Class 45 x 1, Class 47 x 3, Class 50 x 1, Class 56 x 1, Class 57 x 2, Class 66 x 70, Class 70 x 8, Class 73 x 6.

The most appearances made by a diesel locomotive was 7 by Class 70 No 70810, next was 66738 with 5 appearances, EWS/DBS No 66165 turned up 3 times. At 6 appearances No 37706 was top visitor for West Coast Railway Company, seen predominantly as a draw back engine for the so called “steam” tours, its rival for that duty was Class 47 No 47832 noted 5 times.



***The first Class 70 to visit Dorset No 70807 is seen passing Poole Light engine on February 13th 2015.
Colin Stone***

Loco's heading to Swanage for their May diesel gala were 37057, 45060, 50035 and 56006. Their towing loco' No 66741 was seen for the first time in its new guise and livery as a GBRf loco' named "Swanage Railway". It had passed our way before as Freightliner's No 66581 then named "Sophie". Out of the 98 diesel locomotives passing through Poole the following 20 were "new to our line" :- 66562, 66717, 66740, 66743, 66746, 66752, 66755, 66766, 66846, 66849, 66850, 66956, 70801, 70804, 70805, 70806, 70807, 70808, 70809, 70810.

Now we move on to Steam, SEVEN sightings of No 34067 "Tangmere" made her our most prolific visitor from the meagre total of just FOUR steam locomotives to pass over "our line" in 2015. In comparison past totals were :- 2014 (6), 2013 (7), 2012 (6) and in 2011 the total was 5.

The other three steam engines seen in 2015 were Black 5 4-6-0 No 45407 (2 visits), B1 4-6-0 No 61306 (3 visits) and Class 7 4-6-2 No 70000 "Britannia" (2 visits). Only "Britannia" passed unassisted, as all the other steam engines had diesels on the rear of their trains. On the "steam front" just B1 No 61306 was a "new" visitor and was (as far as is known) the first ever B1 to pass over the Weymouth line.

Those are the figures for 2015, I will keep pen, notebook and diary to hand and try and keep a tally of our main line locomotive visitors for the New Year of 2016. Just what the 366 days (leap year) will delivery is of course unknown, however some so called "steam" tours are already listed to run. I say so called, as all tours listed to date are due to have a diesel attached on the rear for the return workings i.e a diesel "draw back" from Swanage or Weymouth to Southampton. One other hope is for a resumption of freight into Dorset, either the Wool Sand, or more to the point a return of freight trains down the Hamworthy Goods Branch, I live in hope.

My thanks go to Steve "Reverend" Green and Antony Henley who have also provided numbers and dates for the 2015 list.

From the WRS archive

From time to time we will feature a random picture from the WRS archive when we need to fill a space. This image dated 6 March 1965 shows WD 90516 on a freight waiting at the signals at Wakefield Kirkgate alongside LNER K4 3442 The Great Marquess. The tour was from Manchester and Wakefield to Whitby and Filey Holiday Camp.



WD 90516 and K4 3442 at Wakefield Kirkgate on 6 March 1965.

WRS C1108

TIMETABLE STUDY ... What a Boring Pastime ?

By Colin Stone

Timetables and the study of same is not a thing I indulge in apart from working out an itinerary for a specific rail journey or a “jolly day out”. However the new timetables issued by South West Trains (SWT) in December 2015 held a few distinct changes to what is usually “run of the mill stuff”. It is the West of England main line from Waterloo to Exeter which holds most of these somewhat interesting timetable changes.

For the first time in many years it is now possible to travel from London Waterloo direct to Yeovil Pen Mill and vice versa without a change of train. Admittedly there is no convenient morning train, the first possible occasion to travel direct being on the 12.50 ex Waterloo. But there is a twist, on leaving Salisbury this 12.50 service takes the ex Western line to Westbury, where it reverses to reach Yeovil via Frome and Castle Cary, arrival into Yeovil Pen Mill is at 15.37. After a 5 minute wait the train then runs forward at 15.42 for Yeovil Junction where it arrives at 15.47, after a reversal it then departs at 15.53 running via Sherborne and Gillingham to London Waterloo, arrival booked at 18.21. Therefore it is now possible (IF you so wish??) to travel Waterloo-Yeovil-Waterloo on the same train in the same seat without ever leaving it !

An hour later the 13.50 ex Waterloo runs via the conventional route after Salisbury to arrive at Yeovil Junction at 16.13, following a reversal Yeovil Pen Mill is reached at 16.23. Another reversal sees the unit depart Pen Mill at 16.30 to “shuttle” back to Yeovil Junction for arrival at 16.36. A further reversal sees the unit depart at 16.48 downhill to Pen Mill for a second arrival there at 16.53, after 2 minutes it departs at 16.55 for Castle Cary, Frome and Westbury. After yet another reversal the train arrives into Salisbury at 18.17, from where it forms the front portion of the 18.22 to Waterloo (arrival 19.50). At Salisbury it combines with the 16.24 from Exeter service which has departed Yeovil Junction at 17.30. This service offers the same “travel experience” as the 12.50, but going the other way around, so to speak. After that the 15.50, 16.50, 17.50 and 18.50 from Waterloo all run via Salisbury, Gillingham and Yeovil Junction to reverse down the connection to Yeovil Pen Mill. Of these four services just two, the 16.50 and 17.50 run forward from Pen Mill to Castle Cary, Frome and Westbury (reverse) to terminate at Salisbury. Are you still with me ? ... I doubt that you are !

There is no reason why anyone would wish to travel Waterloo – Yeovil – Waterloo except for a novel day out. I mention it because a few years ago five WRS members travelled Poole - Dorchester –Yeovil Pen Mill – Yeovil Junction – Salisbury – Southampton –Poole just for a fun day out ! Therefore these “new” services could well provide a similar “jolly”, if the price is right ?

So after all that “Hoo Haa” on the Exeter line, there is just one major change to South West Train services on “our” line. In previous timetable issue there was an 06.12 Waterloo – Weymouth (arrive 10.09). As can be judged, it was a slow train and stopped at ALL stations after leaving Woking. In the new timetable issued on 13th December 2015 the 06.12 from Waterloo still runs in the same stopping pattern as far as Southampton Central. But thereafter it omits stops at Beaulieu Road, Sway, New Milton, Hinton Admiral, Christchurch and Pokesdown. Following a stop at Bournemouth it then runs forward to terminate at Branksome in Platform 2. The stock then forms the 09.15 Branksome to Southampton, therefore this will be a train that “track bashers” may well seek out as on leaving Platform 2 (the down platform) the train will use the cross over points to regain the up line! Before the timetable change this train after arrival e.c.s. from the depot started from Poole at 09.13, thus Poole and Parkstone have “lost” one train per day.



A typical modern day Weymouth to Waterloo service comprising a 444 unit is seen approaching Wool on March 12th 2015. Colin Stone

To cover the gaps left following alterations to the 06.12 Waterloo – Weymouth service, SWT have introduced a NEW service the 07.03 Waterloo – Weymouth. The 07.03 “picks up” the pathway of the old 06.12 at Brockenhurst running two minutes later throughout stopping at ALL station to Weymouth where it is booked to arrive at 10.11. In 2016 the 07.03 is the third DOWN through train of the day from Waterloo to Weymouth. Sixty six years earlier in 1950 to have arrived at Weymouth at a similar time i.e. 10.07 you would have left Waterloo at 05.40, which was at the time the first DOWN train of the day from Waterloo to Weymouth, such is progress.

An old work colleague of mine knowing of my railway interest kindly gave me a copy of a 1950 “Southern Region” timetable he had acquired Now if you haven’t all lost the will to live ! ? I’ll make other comparisons between the 1950 and 2016 timetable.

TIMETABLE STUDY .. What a Boring Pastime ? ..

PartTwo

by Colin Stone

The major difference between the years 1950 and 2016 is the massive loss of stations and routes throughout the SOUTHERN. What is now listed as Waterloo to Exeter was of course Waterloo to Plymouth, Padstow, Bude, and Ilfracombe to name but a few. Local routes lost being the Somerset and Dorset, the lines to Salisbury, Brockenhurst and Swanage.

Two minor points I picked up on were that of the SIX Poole area stations of Hamworthy, Creekmoor Halt, Broadstone, Poole, Parkstone and Branksome, just the latter, Branksome, had Car Parking facilities listed! The “Plusbus” facility, whereby onward travel from a station by bus is allowed I assumed to be a new innovation ? Not so, my 1950 timetable lists instances where the return legs of journeys may be made by either bus or train i.e. between Poole and Broadstone. However, to my study of the 1950 timetable proper, my first surprise on studying it was that the first UP train of the day from Poole was at 05.38 and it ran to Didcot via Southampton Terminus!! Winchester Chesil and Newbury. This train stopped all stations except Beaulieu Road, Lyndhurst Road and Churn (request only) it arrived in Didcot at 10.20.

Equally surprising was that “our” second UP train started its journey from Poole at 06.58 bound for Waterloo (arrive 10.00) via Bournemouth West (arr 07.12 dep 07.28). In 2016 the 07.41 from Poole arrives Waterloo at 09.53 and is the FIFTH through train from Poole to London as well as being the THIRD up from Weymouth. In 1950 Poole’s third UP train at 07.56 was the 07.15 Swanage to Bournemouth West, it would be 08.25 before the first train from Weymouth got to Poole. This train was Poole’s fourth UP service and would soon be branded “The Royal Wessex” it travelled on to Waterloo to arrive at 10.49.

I have already mentioned that the 05.40 Waterloo – Weymouth was the first DOWN through service, this arrived Poole at 09.16, as such it was 7th DOWN service. First DOWN service of the day was at 06.03, (05.47 Bournemouth Central to Swanage), next was the 06.30 from Bournemouth Central which terminated at 06.45. Next at 07.32 after a 20 minute wait in Bournemouth was the 06.30 Christchurch to Weymouth, followed by an Eastleigh to Dorchester South train.

All of the information taken from the 1950 timetable is just a tiny snapshot of just how much our beloved British Railway system has changed over the years. Some of the changes are for the worst, (lost journey opportunities), some for the better (more frequent and faster services over what routes are left).

Therefore to end, a couple of service comparisons :-

Points Served	1950 Fast	2016 Semi-Fast = Train Designation	Notes
Weymouth	09.20	09.20	
Upwey		09.24	
Dorchester South	09.38	09.33	
Moreton		09.39	
Wool		09.45	
Wareham	10.02(a)	09.53	(a) 3 minutes to attach
Holton Heath		09.56	Swanage portion
Hamworthy		10.01	
Poole	10.15	10.07	
Bournemouth	10.30(b)	10.22	(c)(b) 3 mins to attach
Pokesdown		10.26	B'mouth West portion
Christchurch		10.30	(c) 5 mins station time
New Milton		10.37	
Brockenhurst	10.56	10.45	
Southampton	11.20 (d)	11.00	(d)4 mins to take water
Southampton Airport		11.07	
Winchester		11.17	
Basingstoke		11.34	
Clapham Junction		12.12	
Waterloo	12.57	12.20	

6 calling points ..

18 calling points



West Country 4-6-2 No 34013 formerly named "Okehampton" storms up Parkstone bank with the 17.30 Weymouth to Waterloo on Friday 7th July 1967 just two days before the demise of Southern steam. The consist is typical of the Weymouth portion of up services, it will combine with another portion at Bournemouth. Prior to 1965 the other portion would have stated from Bournemouth West.

Colin Stone

In 1950 there were just 10 through trains from Poole to Waterloo
 In 2016 there are 46 through trains from Poole to Waterloo
 In view of the impending 60th anniversary of the closure of a well known local line I thought that the final comparison on the next page may well be topical as well as provoking a bit of emotion and maybe some comments ?

Points Served	<u>1950</u>	Miles	<u>2016</u>	Miles	Note
Bournemouth	09.45		09.45		na= not applicable
Poole	09.54	(5)	---na---		
Brockenhurst	---na---		10.00		
Southampton Central	---na---		10.17	(28)	
Blandford	10.20	(19)	---na---		
Southampton Parkway	---na---		10.24		
Winchester	---na---		10.33	(41)	
Stalbridge	10.40	(32)	---na---		
Basingstoke	---na---		10.48		
Evercreech Junction	11.04	(45)	---na---		
Reading	arr	---na---	11.07	(75)	.. Reverse
	Dep	---na---	11.15		
Shepton Mallet	11.18	(50)	---na---		
Oxford	---na---		11.39		
Banbury	---na---		11.57	(126)	
Bath Arr	11.58	(71)	L/C and	---na---	
	Dep	12.03	reverse	---na---	
Coventry	---na---		12.27		
B'ham International	---na---		12.38		
Gloucester	12.53	(114)	---na---		
Cheltenham	13.09	(120)	---na---		
Birmingham New St	14.16	(165)	Loco'	12.48	(175)
	Dep	14.30	change	12.57	
Wolverhampton	---na---		13.15		
Stafford	---na---		13.30	(203)	
Stoke on Trent	---na---		13.54		
Macclesfield	---na---		14.11	(239)	
Crewe Arr	15.34	(218)	---na---		
	Dep	15.49	---na---		
Wilmslow	16.16		---na---		
Stockport	16.26		14.25	(251)	
Manchester	16.45	(248)	14.35	(257)	

Notes :- Mileages in brackets, rounded up or down for convenience.
 L/C = Locomotive change

248 miles ,, 12 calling points

257 miles 16 calling points

You have no doubt, realised by now, that the 1950 service was the renowned “Pines Express”. In 1950 it was the one weekday through service from the South Coast to Manchester via the Somerset & Dorset (S&D). Now in 2016 there are 13 (THIRTEEN) through trains to Manchester per day!! Following the diversion of through trains away from the (S&D) it was generally thought the distance travelled was greatly increased, in reality it is a mere 9 miles more.



Poole circa 1957 sees Standard 5 No 73051 departing with “The Pines Express” to Manchester, in 1950 the train would have been worked by a Black 5 4-6-0 .. Photo’ Courtesy of Colin Caddy.

Whilst from the point of view of us “old farts” within the ranks of Wimborne Railway Society, travel to Manchester behind steam via the S&D would, no doubt, be the preferred way to go, modern day travellers probably prefer the 2016 option.

For instance, in 2016, the first weekday service departs Bournemouth at 06.30 and arrives in Manchester at 11.34 .. some 25 minutes before “The Pines” would have reached Bath. In 2016 Poole citizens are now denied a through service ... BUT this Poole citizen in view of the use of the awful Voyager d.m.u. “Vomit Comets” on Cross Country services prefers to travel to all points north via London. By travelling via London it is possible to leave Poole at 05.00 and arrive in Manchester at 10.28 about the time “The Pines” would be roaring up the Stour Valley approaching Shillingstone ! Mind you for that privilege, without a railcard etc’ “bought on the day, return fare” in 2016 is a whopping £465.



Cross Country Voyager unit No 220027 passes Poole on 21st May 2012 with a Weymouth to Birmingham service. All is not what it seems as this is a trial service for the then forthcoming Portland/Weymouth based 2012 Olympic sailing events, These units now dominate the 2016 Bournemouth to Manchester services. Colin Stone

With a Railcard and departure from Poole at 07.40 a more reasonable “off peak” £81 return fare is offered, in September 2015 several WRS members undertook such a trip. Who of us, in the far off days of steam, would have ever thought of having a day out “spotting” as far north as Manchester ?

During our 2015 visit I noticed adjacent Manchester Piccadilly station the abandoned and slowly disintegrating Mayfield station. It was here from Monday to Friday that “The Pines Express” terminated. As the Manchester arrival time was at rush hour it was convenient from the railway operating point of view to run “The Pines” into Mayfield rather than a congested London Road (now called Piccadilly) station IF you have persevered and stayed with me to this point? Maybe, just maybe, the study of Railway Timetables may not seem so boring ? After all a certain Mr Portillo has got himself a pretty good second career doing so !

FOOTNOTE :- In 1950 at least two other WEEKDAY through trains served Bournemouth to/from Newcastle and Birkenhead both ran via Oxford.

RAILWAYS ROUNDABOUT

NOVEMBER :- On Tuesday 24th Colas Class 70 No 70810 ran light engine from Eastleigh to Weymouth and return as a crew route learning run for forthcoming engineering work.

The following day saw Class 47 No 47832 pass Poole at 15.40 with empty coaching stock (e.c.s.) heading for Swanage. The e.c.s. SHOULD have had a steam loco' on the rear in readiness to work a Poole to Bristol charter the next day.

This tour should have been steam hauled, albeit with a diesel pushing in the rear, BUT good old West Coast Railway Company (WCRC) staff had done it again. By this I mean "they" had tampered with the TPWS equipment on a steam locomotive once again, this time No 45231. Following that event the Office of Rail and Road (ORR) had banned WCRC from operating steam locomotives on the main line, however they relented allowing WCRC to operate B1 No 61306 and Black 5 No 45407 as both of these loco's have "tamper proof" TPWS equipment fitted. But as No 61306 was booked on another train on the 26th and No 45407 was in Lancashire this left the Poole train without a steam engine to work the train.

In the event the tour left Poole behind No 47832 at the ungodly hour of 06.50 on Thursday 26th for a slow crawl to Bath and Bristol adhering to steam timings. By the time the train was ready to return from Bristol Black 5 No 45407 had been worked down from Bury and was at the head of the train when it returned to Poole arriving at 22.10 (47832 on the rear). After arrival the train worked forward e.c.s. to Swanage where the ensemble stabled overnight. On Friday 27th the e.c.s. with No 47832 at the head and No 45407 on the rear passed Poole at 15.25 en route from Swanage to Bristol (See also Swanage notes below).

DECEMBER 2015 :- Wednesday 9th saw the regular visit of the track recording train, as per normal it ran from Eastleigh to Weymouth and back. As usual Class 73's worked the train, on this occasion No's 73201+73141 top and tailed the train, Poole was passed at 06.30 going down and 08.55 on the return.

After the famine, came the feast when Network Rail (NR) closed the line between Dorchester and Weymouth for four days and nights (14th-17th). Over these four days several p.w. trains ran to service the work. There were two work sites one in Weymouth station and the second at Winterborne Monckton near to Bincombe Tunnel.

Listed below are passing times for the trains at Poole, except as noted otherwise, trains came from and returned to Eastleigh.

Monday 14th. The first train worked “top and tailed” by EWS/DBS 66’s 66043+66051 passed at 00.01 then in order came 66136 at 00.57, Colas 70806 at 02.10, Colas 66849 at 03.20, GBRf 66729 at 04.20, Freightliner (FL) 66614+66527 “top and tail” (t/t) at 06.30 from Westbury and then finally at 08.20 the Track Replacement train also “top and tailed” (t/t) by FL 66563 and 66523 arrived from Taunton. The vast length of this train was most impressive, being some 33 wagons in length it has the nickname “The half mile long train”. Trains began to return with 66051 at 14.19, 66043 at 21.00, and 66563+66523 at 23.15 to Taunton.

Tuesday 15th Return workings continued next day with 66136 up at 04.35, 66527+66614 at 08.00 to Westbury, followed by 70806 at 15.15. Next was another down train worked by GBRf No 66752 (this was the first of the former European based 66 to visit Dorset). No 66136 returned down with 20 loaded ballast wagons at 20.00. Last of all that day Colas No 66849 returned to Eastleigh at 23.45

Wednesday 16th. Day three (the busiest day) began at 00.05 when No 66106 came down from Eastleigh with yet more ballast. Next was GBRF No 66729 going up at 05.10 followed at 05.50 sister engine 66752. At 06.00 Colas Class 70 No 70810 ran down followed 30 minutes later by Freightliner’s 66527+66614 (t/t). At 08.10 a shortened Rail Replacement train returned ex Taunton worked by FL 66523+66562 again in “top and tail” mode. Next we witnessed No 66136 return to Eastleigh at 11.50. Last of all for this day at 22.50 FOUR Freightliner locomotives were in Poole station when 66562 and 66523 t/t returning to Taunton passed 66952 and 66552 also t/t going down with ballast.

Thursday 17th. Last day for the work had 70810 t/t 66106 going up at 00.36. Finally at the end of the work 66527+66614 t/t and 66552+66952 t/t ran back to Westbury.

JANUARY 2016 :- It was to be some two weeks into the New Year before anything of interest passed along the line. On Wednesday 13th two Class 73’s No’s 73141+73138 “top and tailed” a test train from Eastleigh to Weymouth and back. In the lead going down through Poole at 10.00 was No 73141, whilst No 73138 was in charge going up at 11.25.

Six days later at 23.40 on Tuesday 19th two Colas Class 66’s No’s 66848 and 66850 “top and tailed” a ballast train to Weymouth.

On arrival in Weymouth the pair reversed and ran to Upwey, where it is assumed the ballast was “dropped” on the UP line, with 66850 leading the pair returned to Eastleigh passing Poole at 05.25 on Wednesday 20th.

SWANAGE RAILWAY (SR) :- Following a period of open storage at Herston Halt a forlorn and woebegone “Eddystone” was towed to Swanage to be stripped of parts. The tender tank was lifted off its frame and other parts removed from the locomotive in readiness for these to be used to rejuvenate sister loco’ No 34010 “Sidmouth”. As most WRS members are aware the boiler, tender frame etc off No 34028 will be used for that purpose. When BB No 34072 “257 Squadron” eventually emerges from Herston Works the frames of No 34010 (at present at Eldons siding) will enter the works for rebuilding. What remains of “Eddystone” will go into store at Sellindge, Kent. Thus “Eddystone” now becomes a long term restoration project, it remains to be seen if I will still be around to see “big brother Eddy” steam again ! ? !

As reported in the main line section Class 47 No 47832 arrived onto the SR on Thursday 25th November with the e.c.s. of a main line charter. After stabling all night in Swanage station the 47 departed next day at 05.30 on its way to Poole to take up its advertised 06.50 departure from there. Later in the day the same e.c.s. returned to Swanage with Black 5 No 45407 at the head and the 47 No 47832 on the rear.

Friday 27th saw the train of e.c.s. leave Swanage at 12.17 heading for Bristol, however at some point before reaching the SR/BR boundary No 47832 developed a problem. Thus No 45407 hauled the train back to Swanage, once the problem with the 47 had been fixed, the train eventually departed 2 hours late running off the Swanage Railway at 15.00.

An October shunting incident saw damage inflicted to BB No 34070 “Manston”, Observation Car No 14 and several coaches. Thus on Tuesday 8th December No 34070 was towed to Norden for onward road transfer to Herston works for repairs to be expedited. The road vehicle involved in 34070’s move had just delivered Pullman Observation Car No 13 to Norden on short term hire to cover the Christmas duties of the SR’s damaged Car 14. Thus for a short period both ex Devon Belle observation cars were in Dorset at the same time. Car 13 is normally resident on the Paignton and Dartmouth Railway.

For the first weekend (December 5th/6th) of Santa Specials M7 No 30053 worked these trains with T9 No 30120 in use on the Christmas Lunch trains. For the weekend of 19th/20th December, Standard 4 No 80104 worked the Santa’s and M7 30053 was on the Dining train. The final day (24/12) of Santa specials saw the M7 working the trains.

To end the year of 2015 the railway ran their “Winter Warm Up” event on Monday 28th December with Steam Locomotives M7 No 30053, T9 No 30120 and U No 31806 plus Class 33 diesel No 33201 in use on a service which included a demonstration freight.

For the first time for many years the SR ran a passenger service at weekends in the month of January. Five round trips with the two car d.m.u. was operated at a time when engineering work usually precludes such ventures. However, engineering work WAS still taking place, but on the “new” section of track between Motala and River Frome Bridge.

On Monday 11th January 2016 M7 No 30053 was steamed for a photographic charter, it was the turn of T9 No 30120 to be used for a similar event on Tuesday 12th. In both instances an early start was requested, so steam raising began at 04.00, participants were collected from Harmans Cross station pre sunrise at 07.25, now that’s what I call being keen!! After the charters both the T9 and Pullman Car 13 left the SR, No 30120 travelled to the Mad Hants railway for a steam gala whilst Car 13 return home to the Paignton and Datmouth Railway.

And finally a couple of bits of advanced notice (subject to confirmation). It is possible that Q Class 0-6-0 No 30541 will be a visitor for the SR Spring steam gala with perhaps another visitor off the main line. For the SR May diesel Gala Class 40 No 40013 and Class 46 are reported as being the first two “confirmed” visiting locomotives. No 40013 will be the first Class 40 on the SR .. BUT not into Dorset.

For some of the above information I am indebted to :- Steve (Reverend) Green, Bob Drew, M.V. Pike, plus Web sites “Wrgen” and “Real Time Trains”.



80104 at Swanage station.

Ken Aveyard

Transport Trivia

by Derek Lewer

Question 76

How many open topped tramcars were sold in 1936 by Bournemouth Corporation to the Llandudno and Colwyn Bay Electric Railway.

Question 77

What has recently been awarded to Taunton Bus Station.

Question 78

What vehicle is known as a “VMC”.

Question 79

What transport achievement is expected to occur in 2015.

Question 80

What is the connection between Thames Rusell and Tiny.

Answers to Questions 71-75 as published in Corkscrew 90

Answer 71 – Llandudno and Colwyn Bay trams

They were obtained by the railway to test the new line but were never used in service

Answer 72 – BESTT

Boiler Engineering Skills Training Trust.

Answer 73 – National Trust steam yacht

The yacht is named Gondola.

Answer 74 – Pendine Sands

Sir Malcolm Campbell achieved the (then) new land speed record of 150mph on Pendine Sands, South Wales.

Answer 75– Narrow gauge centenary

The Ravenglass and Eskdale Railway.



Northern Rail liveried class 142 Pacer unit 142021 is seen arriving at New Pudsey station on a Leeds to Huddersfield service on the damp and misty morning of 4th January 2016. Ken Aveyard



66779 the last built class 66 passing Newport Station on 15 February 2016. Underneath the wrap is expected to be a green livery – note the red buffer beam visible. Unveiling will be at the NRM on 10th May. KA