

THE CORKSCREW

Newsletter of the
Wimborne Railway Society

Founded 1975



Issue 93

June 2016



90018 Pride of Bellshill seen at Stafford on 22 March 2016 on a test run from Crewe after reinstatement from storage for loan to the Caledonian Sleeper operation whilst class 92's undergo modifications. K Aveyard



Seen at Dawlish Warren 46100 Royal Scot eases back on to the main line after being looped for a Cross Country Voyager to pass whilst operating the Great Britain IX railtour. Richard Banks

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Editorial

Over the course of the next few issues I hope to feature a number of articles about days out and trainspotting. With have the prospect of over 1000 new carriages coming between now and 2020. These include the IEP for Great Western and East Coast, the Edinburgh – Glasgow electrification, a new fleet of DMU's and loco hauled stock for Northern, with additional DRS class 68's to power them, a new fleet for Merseyrail, an additional order for 387's for GWR with the current ones going to the GN lines, plus c2c ordering new trains. We've already completed the Gatwick Express deliveries and every week more Thameslink units arrive with the first one expected to enter revenue earning service before the end of June.

So when we go train spotting how do we prepare. Members have often gone to Eastleigh, Newport, and Peterborough just for the day out with no expectations other than the hope of a cop or two. On other trips it has been more about riding over certain lines or using new services or trains.

In some cases quite detailed work can be done to calculate what might be seen by studying timetables to estimate how long you may need to stay in one place and aided by the likes of internet sites like Real Time Trains spotting can almost be targeted. The question however is does that take the fun out of it or is it a reflection of the age of free data we live in. Read the articles in this issue where all these various options have been used and decide for yourself.

In a future issue I will explain some of the detailed planning that went in to one outing and whether it delivered or not!!

Sit back and enjoy Corkscrew 93. Closing date for issue 94 is 17 July 2016.

Cover Picture:- The final class 66 for GBRf is 66779 which was unveiled at the NRM on 10th May 2016 wearing lined BR green livery and carrying Evening Star nameplates.

Picture by Colin Aveyard.

Tram-ping around the Midlands

by Ken Aveyard

Yes I know it's a strange title but all will become apparent as you read on. My usual visit to the homeland to coincide with the Spring Transport Fair at Manchester was slightly earlier this year as Easter occupied the last weekend in March, but that would yield the added bonus of the York Model Railway Exhibition.

Anyway as always the 0430 start from Poole on Friday 18 March saw me at old favourite Adwick station for the train in to Doncaster for 0915, and a days spotting on the station. Doncaster is much quieter these days due to the almost complete lack of coal traffic, but for passenger fans there is a steady stream of Northern, Cross Country. Trans Pennine, East Coast and Grand Central. 67024 was present on Thunderbird stand by but until I left at 1330 there were only four passing locos, and three of them were on the same train with 66569 66954 and 66568 heading a southbound freightliner. 66704 took the Potter train from Selby southwards.

Perhaps the most interesting sight was courtesy of Wabtec as parked in North Yard was a very clean looking 321413 in Tf1 rail livery, not as I thought returning to London but having arrived from its duties on the Romford – Upminster service ready for the removal of the non pantograph trailer car and renumbering 320413 and a transfer to Scotrail.



321413 in Doncaster North Yard waiting to enter Wabtec for conversion to a class 320 unit for Scotrail.

Ken Aveyard

On the Saturday I travelled to Manchester courtesy 158901 and the free bus to and from the Transport Museum, which this year was a 1969 Leyland PD3 from Stockport on the outward journey and a 1965 Leyland Atlantean from Salford on the way back. See pictures below.



Back in central Manchester, a slight extension to the tramway has been opened from Victoria to Exchange Square as part of the second city crossing which when fully constructed will allow trams to bypass the busy Piccadilly Gardens triangle. The downside of this is that you will not be able to stand in one place to spot all the trams although at the moment airport trams turn at Cornbrook so you can't do that anyway. Anyway some time spent at Piccadilly and also at Victoria saw 12 new tram cops. So, a bit of tram-ping, but not yet in the midlands.



Tram 3105 heads away from Victoria towards Exchange Square. KA

Monday morning and the start of three days of spotting and I'm picked up at some unearthly hour by my brother Colin for a day chasing the new trams in Nottingham and Birmingham. Ah! I hear you all say – The Midlands!

Nottingham was to be the first port of call where we hoped to see the 22 new trams delivered in 2014-15 to add to the original fleet of 15, and to travel on the extensions from Nottingham Station to both Toton Lane and Clifton South. Our plan was to arrive at the Toton Lane park and ride site to catch a tram at 0731 but heavy traffic, and roadworks on the M1 saw us around 20 minutes late and it was the 0753 we boarded heading for Wilkinson Street where the depot is situated. Now in order to see all the trams some advance work was necessary. Armed with the full timetable it was possible to calculate the workings of all the trams in the morning peak. The two lines do not interwork. Trams from Toton Lane run through to Hucknall around 2 hours and 10 minutes for a round trip, whilst Clifton South trams run to and from Phoenix Park with a 1 hour 40 minute cycle. Plotting each tram out of depot the two routes use 18 and 14 trams respectively leaving 5 trams spare at the depot.

Our tram from Toton Lane was 230 one of the new ones and as we passed each tram going the other way a note was made of the number if possible thus starting to list the 18 trams on the route. The two new routes only meet at Nottingham Station but from there a separate note was made of the trams on the other cycle. Between the tram stops at The Forest and Wilkinson Street there is a section of route where the trams are on different roads and it was expected that we would miss at least one tram on each route in this section.

On arrival at Wilkinson Street at 0840 we found only four trams on the depot rather than the expected five, two in the yard 203 and 224 and two new ones in the shed with the numbers unreadable. Fortunately one of these, 223 came out for a test run and can be seen pictured opposite. We remained at Wilkinson Street until 0915 when the trams coming from Hucknall and Phoenix Park began to repeat and then headed for the Market Place where our original plan had us waiting until all the trams heading north had passed before catching the 1001 to Clifton. One by one the trams passed until by our reckoning there was only one tram left to see and we were missing old tram 210 and new tram 219. Thankfully at 1019 tram 219 appeared thus by a process of elimination the tram in the depot was 232 so all the new trams were copped. We never did see 210 though!! We were able to catch the 1021 to Clifton where with a quick change to the tram waiting there when we arrived we were back at Nottingham Station for the tram back to Toton Lane only 10 minutes behind our schedule.

Following that success we drove to the nearby Tesco where we stocked up on food for lunch and then made the short journey to the bank opposite Toton depot to see what was visible. As always the depot was full of locomotives although many of them are stored unserviceable. One interloper was GBRf 66729, with further 66's in the sorting sidings and scattered around the depot. Silver 67029 was at home with sisters 67020 and 67027 plus around 40 class 60's in the depot and the famous long line under the hill.



Nottingham tram 223 leaves the depot on a test run.

Ken Aveyard

Following Toton we headed for Derby where our normal turn in to Litchurch Lane from London Road turned out to have been closed and converted to a pedestrian route so it was round the block and in from the other end. It did however give us somewhere to park and eat lunch before walking over to the bridge overlooking the station and research centre where 37025 37716 and 37884 could be seen. On the electrified sidings newly constructed Gatwick Express unit 387222 was sat awaiting delivery.

After Derby it was down towards Birmingham, or to be precise Wednesbury Parkway which is the station adjacent to the Midlands Metro depot. Situated almost mid point on the route, which with a round trip time of only 80 minutes, all working trams will pass through the station in less than an hour. Despite having a fleet of 20 trams all delivered new since our last visit, the service only uses 12 trams in the peak and 10 off peak so it was hoped that the depot would have the spares visible, but unfortunately only one tram parked outside the workshops could be seen. After seeing the ten trams round we walked down to the depot entrance road but a barrier prevented us getting close and just one of the old withdrawn trams could be seen so we returned and caught a tram to Wolverhampton to look at the new bus station.

We decided to leave Wolverhampton on the 1638 to Birmingham as this would pass the depot at 1651, and at 1655 one of the peak hour trams enters service there heading for Birmingham. Indeed as we reached the stop the tram was sitting in platform 3 ready to depart, and for track bashers this would form one of the few workings to or from that platform across the crossovers. The other peak hour tram runs empty to Wolverhampton and it too was sat waiting to leave the depot, so only 13 of the 20 trams had been seen with the others hidden in the depot buildings.

In Birmingham the temporary terminus in Bull Street was as far as we got as the extension to New Street was still not complete, so we walked down to Snow Hill to check the possibility of class 68's coming through from Marylebone. Finding there were two due about an hour apart we were fortunate to cop 68009 on the first then after adjourning for some food 68014 on the second.



***Tram 18 which we travelled on from Wolverhampton is seen at the Bull Street terminus in Birmingham.
Ken Aveyard***

After Birmingham we headed north on the M6 passing in sight of Bescot yard where an unidentified very new looking class 68 could be seen with 66007 66018 and 67022. Our destination was Stafford Travelodge for the night with the prospect of a day on Stafford station on the Tuesday.

An early start was planned as we wanted to see the DRS operated Daventry to Mossend due to pass at 0725 and as we approached the station it was already pulling away from the signals 10 minutes early at 0715 with 66432 and 66433 on the front. Armed with a freight printout from Real Time Trains, in our ten hour stay we recorded some 30 freights or other unusual workings.

Most workings were in the hands of class 66's principally DBS, Freightliner and GBRf but there were four class 70's, five 90's and a 92, with one of the 90's 90018 running in on test from Crewe after being reinstated from store to help out with the class 92 reliability problem on the Caledonian Sleepers. One unusual working was Arriva Trains Wales 150262 on a Birmingham to Chester empty stock move, and a light DRS 57, but the only cop of the day came courtesy of one of two class 68's, with 68011 on the Crewe Mountsorrel working being followed by brand new 68019 on the Crewe to Bescot working.



***Brand new 68019 on the Crewe to Bescot engineers passes through Stafford station on 22 March 2016.
Ken Aveyard***

By 1600 we were ready for home particularly as we had a third day planned for Wednesday, when we would be joined by cousin Phil (yes there are more of us) for a day on Nuneaton.

Nuneaton started with a sense of déjà vu as at Stafford we had seen 66742 pass northbound at 0952 on the Felixstowe Trafford, and it had gone south again at 1605 just before we left, and the first train we saw at Nuneaton was 66742 running 26 late en route to Trafford on the same diagram. Again close on 40 freights and unusual workings would be seen before our 1645 departure with 68011 repeating its Crewe to Mountsorrel run. A total of 24 assorted class 66's passed through plus 5 class 70's including Colas 70804 on the Westbury to Bescot engineers, which comprised the loco only running 30 minutes early. Class 90's included 90016 and a pairing of 90036 with 90029 all of which had been seen at Stafford the previous day. Only three cops for the day, but significantly they included 350374 the last one needed, plus new Gatwick Express units 387216 and 387217 on a Wembley to Crewe test run.



Freightliner 70003 rushes through Nuneaton on the fast line with a Southampton to Crewe Basford Hall working. Ken Aveyard

As a final statistic at Stafford we saw 40 Pendolinos with Nuneaton adding an additional 10 only 390003,08,31,38,41,43 not being seen. The rest of the week was spent on family duties but I did find time to visit the York model railway exhibition before returning to Poole on Easter Sunday.



Nameplate of 66742 Port of Immingham seen working to and from Felixstowe!! Ken Aveyard

The Long Way Round to Yeovil !

By Trevor Hargreaves

After reading Colin Stone's article in the February 2016 issue of the Corkscrew "Timetable Study...What a Boring Pastime" concerning Southwest Trains new direct service from London Waterloo to Yeovil Pen Mill, I thought this will probably only last one year and we should try to travel on this train. After confirming that we could use the Southwest Trains £15.00 Advanced Off Peak Day Return offer until the end of April, plans were made to travel on the 19th April 2016.

In the end only 5 members were interested, so I was joined by Brian House, Bernie Luther, Richard Banks and John Webb on the 09.55 Bournemouth to Southampton Central on the first leg of our day out. Whilst at Southampton there were 2 westbound Freightliners headed by 66567 and 70006, 1 eastbound from Southampton Maritime with 66091 and a short engineers train from Westbury to Eastleigh Yard headed by 66018. Amongst all the normal passenger trains that called at the station was one First Great Western train that caught our attention. This was the 08.59 service from Brighton to Malvern Link via Southampton, Salisbury and Bristol Temple Meads arriving in Malvern at 14.26, a five and a half hour journey time.

We then caught the 12.37 Southwest Trains service to Salisbury using unit 158887 which arrived at 13.15 leaving us enough time to partake of lunch from the station buffet. The train that this day out was planned around, was the 14.24 Salisbury to Yeovil Pen Mill which arrived on time from London Waterloo formed of 3 car unit 159106.

After a fast run along the Wylie Valley and calling at Warminster we arrived at Westbury where the train was to reverse. In Westbury yard were stabled 2 Colas Rail Freight Class 70's and Hanson Liveried 59102 "Village of Chantry" having just worked in an empty stone train.

After leaving Westbury the first station was Frome. This station was designed by J R Hannaford and opened in 1850 and is one of the oldest through train shed railway stations still in operation in Britain today and is now a Grade 2 listed building. With the co-operation of the Guard, John and I had just enough time to jump off the train and grab a quick photograph of the train in the station.

The next stop was Bruton and here the motor repair garage in the former station yard have built their offices in the design of a railway signal box, and a very impressive structure it is too. After calling at Castle Cary we left the west of England main line and took the single track line to Yeovil Pen Mill and Weymouth.



***South West Trains class 19 DMU 159106 under the roof at Frome Station.
Trevor Hargreaves***

On arrival at Yeovil Pen Mill our train officially terminated. This I was told was to avoid confusion for passengers at Salisbury wishing to travel to Yeovil Junction via the main line to Exeter. However after a 5 minute wait the train then runs forward to Yeovil Junction where after another short break, it forms the 15.53 direct service to Salisbury and London Waterloo.

Our next connection was the 13.50 ex Waterloo which arrived at Yeovil Junction via the main line at 16.13 formed of 3 car unit 159013. After a 5 minute break this train then reversed direction to proceed to Yeovil Pen Mill.

This is where it gets confusing as the train again reverses direction and goes back to Junction where it again reverses direction and arrives back at Pen Mill only 23 minutes after it left!

Because Pen Mill still has semaphore signals I decided to stay at Pen Mill after its first arrival and photograph the train as it arrived for the second time. The others in the party stayed on the train as I suspect they were thoroughly confused by now!



South West Trains class 159 DMU 159013 running in to Yeovil Pen Mill from Yeovil Junction with the semaphore signals visible. T Hargreaves

At 16.55 we departed from Pen Mill and retraced our outward route via Castle Cary, Bruton, Frome and Westbury where we reversed direction again, arriving at Salisbury at 18.17.

I must admit I was pleasantly surprised how many passengers, or is it now customers, were using these services although most were between Warminster and Westbury and Westbury and Bruton.

Following a welcome cup of tea it was back to Southampton for the 19.51 fast service to Bournemouth. As we left Southampton GBRf 66713 "Forest City" was waiting to leave Southampton Western Docks with a Gypsum train.

This was not the usual number crunching trip that some members like, but a nice easy day out to see new countryside and to travel on an unusual route and our thanks go to Colin Stone and his original article for bringing the idea to our attention.

And no, Colin I do not find timetable studying a boring past time !

Letters to the Editor

Following Colin Stone's article on timetables in the February Corkscrew, the following correspondence has been received.

Hello Ken,
Always like to read the "Corkscrew" to catch-up on local news etc.

Found Colin Stone's article on timetables of interest.
Afraid whilst I don't have the 1950 timetable, I do have the winter 1951/52 one - the times look similar:

I think Colin has slightly mis-read the 1950 timetable re-the first through London services from Poole. The 6.58am departure from Poole is actually the 6.45am Wimborne - B'mth West local service. One changes at B'mth West into the 7.20am to Waterloo (due in London at 10am).

The first through train in the winter 51/52 book departs Poole at 8.25am and arrives Waterloo 10.50am.

No early commuters in those days.....

Sorry for being an anorak.

Regards,
Peter

Peter Kazmierczak
Merley

.....

Colin's reply

Hi Ken

You know what ? "Mr Kazmierczak" is exactly right !! BUT What adds insult to injury is the fact that in the 1960's I ACTUALLY USED TO USE BOTH SERVICES on a regular basis to get to Southampton for the ferry to Cowes, Isle Wight !! Talk about a mental block, or is it old age ??

Regards

Colin Stone

And a follow up from Peter

Hello Ken,

Been doing a little more delving and found I actually have the winter 1950/51 timetable in my collection.

From my reading of it, Poole's early morning weekday up passenger departures (before 9am) were:

5.38am - To Southampton Terminus

6.58am - 6.45am Wimborne - Bournemouth West

7.45am (SX) - 7.36am Broadstone - Bournemouth Central

7.56am - 7.15am Swanage - Bournemouth Central

8.7am - 7.52am Wimborne - Bournemouth West

8.25am - 7.38am Weymouth - London Waterloo

8.36am - 7.15am Salisbury - Bournemouth West

8.44am (SX) - 8.4am Dorchester South - Bournemouth Central

I very much doubt that the 5.38am was through to Didcot. Whilst the timetable column indeed labels it as such, I believe that due to space constraints on that page, the compilers didn't have room to show the 7.32am Southampton Terminus - Didcot as a separate column. Later years did indeed show it as a separate train.

Note that the first through London train from Poole was at 8.25am; due in Waterloo at 10.54am, with the refreshment portion off Bournemouth West at 8.20am, attached at Bournemouth Central.

Note too, nothing off the Somerset & Dorset before 9am either.

Hope that's of interest.

Please feel free to use the above in the magazine if you wish.

Regards,
Peter

TIMETABLES (Part 2)

By Colin Stone

Having enthralled you all with the South West Trains (SWT) "local" timetable changes which were introduced in December 2015 issue, I guess you are all eagerly awaiting to see what SWT have done in their May to December 2016 timetable?? I can see just one change which has any relevance to the Waterloo-Weymouth line.

On summer Saturdays the 07.50 Waterloo-Weymouth (arrive 11.26) takes 3 hours 36 minutes to reach Weymouth as opposed to the 2 hours 38 minutes of the following 08.35 Waterloo-Weymouth (arrive 11.13). Why, you may well ask ? Well, the answer is that the 07.50 is a 159 diesel unit and runs via Salisbury, Yeovil Junction (reverse), Yeovil Pen Mill (reverse), Dorchester West and finally Weymouth at 11.26. The return working for the 159 is the 16.56 Weymouth to Waterloo via Dorchester West, Yeovil Pen Mill (reverse), Yeovil Junction (reverse), Salisbury and Waterloo arrive 20.19. In contrast the 17.20 Weymouth-Waterloo via Poole arrives into Waterloo at 20.20. Considering the fact the route of the 159 is so convoluted it is pretty good going that it only takes 23 minutes longer to reach Waterloo! However that is not the end of the 159's work on Summer Saturdays ! Having arrived into Weymouth at 11.26, the 159 departs Weymouth at 12.10 and runs via Pen Mill to Yeovil Junction arriving at 13.03. It then works two round trip shuttles to and from Yeovil Pen Mill as follows .. YJ-13.07, YPM-13.12, YPM-13.28, YJ-13.33, YPM-13.45, YJ-13.50, YPM-13.55, YJ-14.00. After all that frenetic shuttling back and forth the 159 departs for Weymouth via Pen Mill at 14.05. Once it arrives into Weymouth at 15.08 the unit has a rest as it "lays over" in Jubilee sidings until departing for Waterloo at 16.56.

WRS Friends

by Pat Clark

Bernie Luther and Pat Clark thought an idea might be welcomed by the widows of WRS members to have a 'get together' from time to time. Nine ladies were contacted, seven thought it a brilliant idea although two of those are involved in other activities on a Wednesday morning when we suggested a suitable date. On Wednesday 5th May Elaine Blewett, Sheila Wood and Gwen Fry met up with Pat and Kathleen Garside and were joined later by Mary and Bernie. A pleasant two hours was spent chatting over a cup of tea or coffee and all agreed to meet up on the first Wednesday in the month at the Village Café in the Allendale Centre in Wimborne any time between 10-12noon. The idea was well received and perhaps is another way to support members families at a sad time. If any member knows of wives who might like to join us please contact Pat on 01202 885991.

Somerset and Dorset day at the West Somerset Railway

pictures by Dave Round



44422 and 53808 in the platform at Minehead

Dave Round



53808 coming off the turntable road at Minehead.

Dave Round

Swanage Gala Recreates Long Lost Layout

By Paul Carpenter

In May 2016 the Swanage Railway made a creditable attempt to recreate the past with its annual Diesel Gala. The visit of a former Western Region Class 42 'Warship', D832 'Onslaught', a first as far as is known to the branch for the class provided a rare chance of a then and now scenario.

The scene could now be set to replicate a photo taken by an unknown to the enthusiast fraternity photographer P. Carpenter. Although the original photo was frankly poor quality, this should not detract from the rarity of this image of a long lost route. In any case what photos from this obscure photographer have come to light are all of a somewhat Kodak Instamatic snapshot category!



The original photograph was taken on the now dismantled route often referred to as 'The gone to (St) Blaz(i)es route'. The loco appears to be D818 'Glory', which having outlived most of its sisters, was scandalously broken up at Swindon Works in 1985. Previously for quite a number of years it had been on display around the turntable with various other Diesel Hydraulics.

Now fortuitously D832 arrived at Swanage wearing the same green livery as D818 had been sporting in the old photo. Corfe viaduct could pass for the famous Crumblin viaduct.

Incidentally it's not widely known that a member of the Wimborne Railway Society bought the viaduct on closure of the line, and had it dismantled. Rumours that he used the stone to build an extensive rockery cannot be substantiated.



Anyway a reasonable then and now shot proved possible, although the Swanage Railway were unable to provide authentic Blue and Grey, and Maroon coaches for the occasion. However this should not detract from having the chance to wallow in a little nostalgia.



Class 20 locomotives 20205 and 20142 came down to the Swanage Diesel Gala under their own power from Willesden. Seen here crossing the cuseway at Poole Park. See Railways Roundabout. Colin Stone

RAILWAYS ROUNDABOUT

APRIL :- A pair of Class 37's No's 37175 and 37421 worked down through Poole at 21.00 (37175 leading) on Monday 11th with a Derby RTC to Eastleigh via Weymouth test train. In the up direction Poole was passed at 22.40 with No 37421 leading. On Wednesday 20th South West Trains Class 158 No 158881 worked a Salisbury to Swanage and return special, it passed through Poole at 10.25 going down.

A veritable feast of locomotives visited Poole and Dorset over the weekend of 23rd and 24th on engineers trains to Dorchester South. On Saturday 23rd No 66060 was first down at 00.10, followed by 66850 "David Maidment OBE" at 04.35, 66846 at 08.30, 66848 at 11.05, 66147 at 15.07, 66091 at 16.00, 66719 "Metro Land" at 22.06. Finally in the early hours of Sunday 24th at 00.45 the last p.w. train was "top and tailed" and No's 66003 and 66019. All times were passing Poole, work involved re-laying the down line from Dorchester South station to Dorchester Junction. On Sunday following completion of work the loco's and trains returned to Eastleigh in reverse order. Starting with No 66019 going up at 19.20, the "cavalcade" ended with 66850 and 66060 going back to Eastleigh at 03.00 on Monday 25th.

MAY :- On Tuesday 3rd two *EWS/DBS/DBC* Class 66's No's 66176 and 66109 top and tailed a ballast train from Eastleigh to Dorchester, Poole was passed at 23.56. The pair returned to Eastleigh through Poole at 05.10 on Wednesday 4th, they repeated the trip passing Poole later that day at around midnight, again en-route to Dorchester.

However the more interesting movements on the 4th were two Class 20's No's 20142+20205 which ran light through Poole at 14.10. They were followed at 20.00 by GBRf Class 66 No 66748 towing Class 40 No 40013 (D213), Class 46 No 46045 (D182), Class 50 No 50035 and Class 31 No 31162 (5580). All were en-route to the Swanage Railway (See their notes below). Monday 9th May saw the Derby to Eastleigh via Weymouth test train run again. Class 37's No 37175 (Colas Livery) led the train with No 37254 in Intercity livery on the rear, they passed Poole going down at 21.00, returning up at 22.30. Tuesday 10th saw No 66748 pass Poole at 10.28 running from Swanage to Kidderminster towing ex Diesel Gala loco's No's 40013, 46045, 50035, 31162, 20142 and 20205.

SWANAGE RAILWAY (SR) :- On Tuesday 19th April Class 33 diesel No 33012 (D6515) returned to the SR by road following a protracted overhaul/repair to its wheel sets. On departure the road vehicle which conveyed 33012 took Pullman Observation Car No 14 away for repairs to the "rough shunt" damage sustained last year. Next day, Wednesday 20th April, saw a South West Trains Class 158 visit the line.

After arrival at Wareham No 158881 worked two round trips to Swanage as some sort of “jolly” for certain personages (including Sir William McAlpine) before it departed back to Salisbury.

In readiness for the Diesel Gala loco's began to arrive onto the SR on Tuesday 4th May. First to arrive by road transport was Class 42 “Warship” No D832, the next arrivals were Class 20's No's 20142+20205 which came in “properly” under their own power by rail from Willesden. Finally hauled by a GBRf Class 66 No 66748 visiting engines No's 40013, 46045, 31162 and 50035 arrived at 21.00. The Diesel Gala held over the **FOUR** days 5th, 6th, 7th and 8th May was an unqualified success with trains on Saturday 7th full and standing. In addition to the **SEVEN** visitors the SR's three Class 33's 33012, 33111 and 33201 were in action, plus on Sunday 8th the two SR Class 08 shunters No's 08436 and 08476 were turned out. That made a total of **12** locomotives in action, both totals are possibly unprecedented for a UK diesel gala ? Sadly the GBRf locomotive No 66748 which brought in some of the visitors sat out the proceedings in a siding.



Class 40 40013 leaving Corfe Castle station.

Colin Stone

Apart from one or two minor hiccoughs everything ran as planned and more or less to time, even the weather “did its bit” being superb for all four days. All of the loco's were a draw and a credit to their owning groups etc', but the undoubted stars of the show as first time visitors to the Swanage branch were the Class 42 and the Class 40 (both types had worked the main line through Wareham in BR days so were no strangers to Dorset). The Class 40 was in immaculate condition and had the “haulage bashers” rushing to board the trains it hauled. The two twenties rang the changes running in both “nose to nose” and “cab to cab” formation. Add in society stalls and trade stands at Swanage and Corfe Castle, plus at Corfe a beer tent, food tent, Ice Cream stall and the SR's book wagon, it was an event to savour.



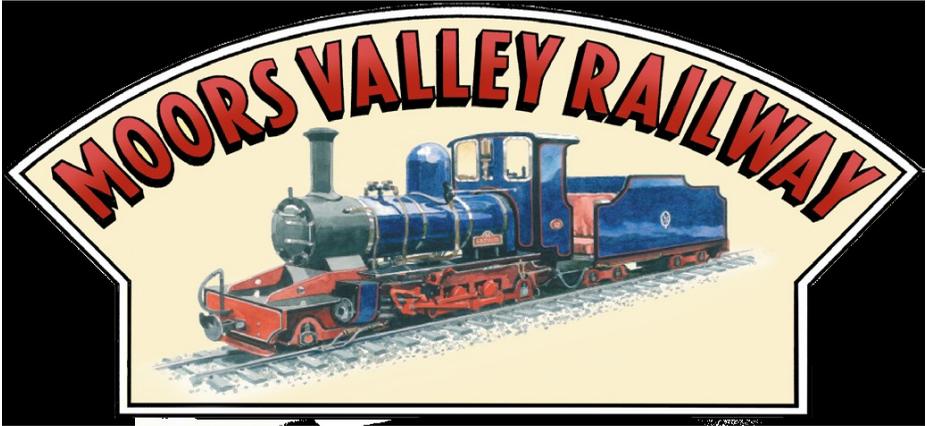
On the 7th, just one passenger carrying train worked “top and tail” by 33012 and D832 ran beyond Norden to River Frome. May 8th and 9th saw Class 33 No 33111 work light engine “Driver Experience” trips over that section of track. On Sunday 8th it was the turn of the two 08’s No’s 08436 and 08476 to top and tail two “Queen Mary” brake vans loaded with passengers over the Norden – River Frome section. Thus ended a super four days So a huge vote of thanks must go to all the SR staff who worked so hard to put on a marvellous show.

May 14th found the Standard 4 No 80104 withdrawn from service for an overhaul to its “bottom end” i.e. Axle boxes, bearings and motion. Due to “congestion within Herston works this work will be carried out at Tyseley. Thus on Tuesday 31st May she was moved to Norden for loading on to road transport, and departed for Birmingham on Wednesday 1st June.

GOOD NEWS... (Well for me at least) .. Southern Locomotives have, due to various logistical and financial reasons, decided to overhaul No 34028 “Eddystone” instead of using her boiler and other parts to resurrect No 34010 “Sidmouth”. **IF** their predictions are correct then “Big Brother Eddystone” may well be back in SR service during 2018.

Notes : - *(EWS) English, Welsh & Scottish became (DBS) Deutsche Bundesbahn Schenker and are now know as (DBC) Deutsche Bundesbahn Cargo ... All rather confusing really !!

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



30th Anniversary Year Special Events 2016

**Sat 17th & Sun 18th September - 30th Anniversary
Gala**

A busy weekend showcasing the railway with an intensive service, freight trains and visiting engines.

Sun 6th November - Tank Engine Day

The naughty tank engines take over and run the wrong way round



Another image from the Somerset and Dorset day.

Dave Round



Northern Rail liveried class 144 Pacer unit 144002 is seen at the east end of Leeds station on 4 January 2016. Ken Aveyard



A final image from the Swanage Diesel Gala with D6515. Colin Stone