

# **THE CORKSCREW**

**Newsletter of the**

## **Wimborne Railway Society**

**Founded 1975**



**Issue 101**

**October 2017**



**V2 class 60845 arrives at Kings Cross 1 September 1961. See article by Alan Swinburne from page 15 WRS C366**



**The new South Western Railway livery of grey and silver is slowly rolling out across the fleet. The first DMU to be treated is 158887 seen here at Salisbury on 5 October 2017 after delivery by the Rail Operations Group whose headboard can be seen on the unit. Paul Steedman**

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## Editorial

As can be seen opposite in Paul Steedman's picture, we have moved from South West Trains 20 year tenure of our local franchise to the new South Western Railway operation. Or to put it another way from one transport conglomerate (Stagecoach) to another (First with MTR). The franchise changed hands in the middle of the Waterloo blockade, and ever since there have been numerous infrastructure failures mostly the responsibility of Network Rail but which have naturally focussed unwanted attention on SWR.

In addition, the publication of the draft 2018 timetable has seen much comment about the reduction in Weymouth to London trains in favour of the Portsmouth service, and the speeding up of others at the expense of removing virtually all the minor stations from the London service off peak. We may well look at this in more detail in a future issue.

First have announced that they are keeping the 444 and 450 units plus reintroducing the 442's but will be replacing all the suburban units, including the 707's most of which have yet to be delivered, but will be in service until at least 2020 whilst the new suburban fleet is introduced. For those trainspotters amongst us it's going to be an interesting few years.

In this issue we have Steve Green reviewing Hawksworth coaching stock and more of Alan Swinburne's memories from the 1960's. We have an Isle of Wight photo feature from Colin Aveyard plus a wagon quiz from Steve Green and our usual railways roundabout.

Sit back and enjoy Corkscrew 101 closing date for 102 is 16 November 2017.

Cover Picture:- What better to adorn the cover of issue 101 is a class 101 DMU. Metro-Cammell built 50266 and 51427 are seen at the Great Central Railway on 23 April 2016. Picture by Ken Aveyard

# GWR Hawksworth coaches.

By Steve Green.

This 'ere article has been inspired by the works of the late Mike Stollery, recounting the tales of Bulleid coaches and the ongoing work down at Swanage to restore their Southern Railway vehicles.

As I've grown older I've taken more of an interest in the rolling stock of the "Big Four", and learnt to appreciate them more; my favourites being described here. This piece will only look at the 'main line' corridor stock though, so it excludes non-corridor coaches, inspection saloons and auto-trailers. But there are still a few individual coaches worth mentioning in their own right, due to the conversions carried out on them. Without a Lottery win I'm unlikely to be able to own a real one, so the excellent Hornby models will have to suffice for now, which capture the elegant lines of the prototypes really well.

These post-War built coaches weren't finished as lavishly as had been designed due to the shortages of materials at the time. Fluorescent lights, 'empire veneers' and Formica panelling or oak veneers with enamelled hardboard were proposed, but only the prototype included these innovations. They featured vertical, almost slab sides with very little tumblehome and bow-ends were re-introduced, with the very distinctive domed roof ends, similar to the sloping ends found on Gresley coaches. At 64ft in length, these handsome coaches were longer than the previous GWR group standard and offered a very comfortable ride on their 9ft bogies.

The 1946 construction programme envisaged a turn-around of 260 new designs at a rate of 5/week, but this was never achieved. Actual construction commenced at the end of 1947, being completed during the middle of 1951. A total of 523 were built, with Swindon building the lions share, the Gloucester and Birmingham Railway & Carriage Works companies weighing in with around 100 each, and Metropolitan-Cammell officially building just 20 late in the day. They were built primarily to replace ageing Churchward stock, so it was very rare for a complete rake of Hawksworth's to be seen in any one train.

Seven different types of coaches were designed and built, namely:-

	Built	Pres.
Dia. A23 Corridor First (FK) – 7 comps.	30	0
Dia. C82/4/5 Corridor Third (TK) – 8 comps.	207	3
Dia. D131/3 Corridor Brake Third (BTK) – 4 comps.	157	7
Dia. E163/5 Corridor Composite (CK) – 7 comps.	36	0
Dia. E164 Corridor Brake Composite (BCK) – 6 comps.	44	2
Dia. J18 Sleeper First (SLF) – see below	4	4
Dia. K45/6 Full Brake (BG) – n/a	45	4



***Dia. C82 TK No.829 at Bewdley on the SVR, in use in the GW2 set, March 2014.***



***Dia. D133 BTK No. W2242 at Quinton Road in blood & custard, viewed from the footbridge across the site, August 2017.***

A feature of the Corridor Firsts/Thirds/Composites was the decision to provide four doors per side, which lead to a mixture of window sizes (4ft for 3<sup>rd</sup> class and 5ft for 1<sup>st</sup> class!) and two compartments per coach having their own door! The number of compartments per coach (comps.) is shown above and the passenger coaches all had end vestibules, and at least one toilet per coach was also provided. Sliding ventilators were positioned in some of the corridor windows as well.

The Third class compartments were designed to seat eight passengers each and the First class six, with different coloured upholstery denoting the smoking and non-smoking compartments.

Further Lots were planned and some orders were never fully completed, to the extent that 75 coaches were not built. This was due in no small part to the then new BR standard Mk1 coaches coming on stream.



***SLF No.9084 in its usual siding at Kidderminster, April 2017.***

The Sleepers, which were pressure ventilated but still featured conventional roof vents, were part of the 1946 plan, but in the end these 12-wheel, 10 berth coaches were not built until 1951, primarily for London – Milford Haven services. These modern GWR coaches however were destined to have a relatively short revenue earning life on express workings, withdrawals starting in early 1965, with the last ones being withdrawn from passenger traffic at the end of 1967. They were highly thought of though, as they were chosen for the re-introduction of “The Bristolian” during 1954, before Mk1 coaches took up the mantle two years later. Even as early as 1957 however they were being downgraded to secondary lines, such as the DN&S and Minehead and Barnstaple branches.

Quite how many coaches were delivered in traditional GWR chocolate (C46) & cream is unclear, due to their build date, but it is thought that those from the private contractors are a good bet. Certainly at least two Lots of the Dia. C82 TKs were delivered in chocolate & cream, including a batch of Swindon-built ones, otherwise they were delivered in blood & custard and finished their days in lined maroon. It is quite likely that the BGs were first painted in unlined crimson upon completion though.



***Dia. E164 BCK No.7372 at Didcot during September 2014.***

Dia. E164 BCKs nos. 7372 and 7377 were painted GWR chocolate & cream from new and they were based at Old Oak Common for use on special workings only. They later formed part of the WR Royal Train, working with a pair of Special Saloons, being repainted in WR chocolate & cream during 1957.

In 1958 three more Dia. E164s were painted chocolate & cream, nos. 7374-6, but this was because they were converted into double-ended slip coaches. This conversion involved removing one of the then Second class compartments and turning it into a guard's van, with an extra set of double-doors. Three windows were inserted into each end for the guard to see where he was going (!), a warning bell added, similar to the auto-trailers and the toilet also had to be re-positioned. Alterations were made to the underframe to accommodate the additional transverse vacuum cylinders. With all the internal modifications, the 64ft long coach could only then carry 36 passengers in her five compartments; hardly an economical conversion! The coaches were worked back to their starting point as either empty coaching stock, or as part of a parcels train, again not really cost effective.

The honour, or distinction, of being the last slip coach on BR fell to no. 7374, on the 5:10pm Paddington – Wolverhampton Low Level on 9<sup>th</sup> September 1960, when she was “slipped” at Bicester North. All three then returned to normal revenue earning service, retaining all the modifications and additional vacuum cylinders, but the guards equipment, warning bells and slip couplings were removed, conventional draw gear being reinstated. They were based at Taunton from early 1961 for use on local services radiating from there, but also reaching as far west as Bodmin and Wadebridge. A photo exists of W7376W in lined maroon at Highbridge, S&D station on 1<sup>st</sup> August 1965.

During 1959, three CKs, nos. 7254, 7804 & 7813 were converted to strengthen 3-car WR cross-country DMU sets (later class 119) on Paddington – Reading – Oxford services, amongst others. They were repainted into Brunswick green and lined to match the green-liveried DMUs, even if the colours didn't! They were given 'blue square' multiple working cables/sockets and re-branded as TCLs. They were formed in various sets as required, until they were officially withdrawn, and replaced by newer class 101 TCLs, from Reading Depot during March 1967. Two of them were noted as being condemned at Bristol Marsh Junction on 29<sup>th</sup> July 1967, no doubt heading for scrap.

By March 1961 a TK, Dia. C82 no. 796 had been internally stripped and converted into the new WR Dynamometer Car, painted of course in chocolate & cream! It has been rumoured that this coach was involved in the Milton derailment on 20<sup>th</sup> November 1955, which was why it was chosen to be modified. It wasn't officially withdrawn from stock until August 1958, but it then took a further three years to convert! A six page article in the Railway Magazine, July 1961 gives a full-blown account of this coach's conversion. Her new number was DW150192 and on 23<sup>rd</sup> April 1963 she took part in the last scientific assessment of steam performance in the UK using a dynamometer car. The tests used the newly rebuilt Hunslet 'austerity' 0-6-0ST, Works No.3883/1963 (formerly HE 2868/1943), fitted with the patent Hunslet steam-driven underfeed mechanical stoker and gas producer system and KYLPOR blast pipe, hauling DW150192, 38 empty standard 12T box vans and two brake vans between Yarnnton and Kingham for the BR Research Department. The loco had previously been used as Swindon shed pilot carrying out experiments with small coal during February that year. It was subsequently sold to the NCB at Glasshoughton Coking Plant, Castleford and entered preservation during March 1979. Following restoration at the Statfold Barn Railway, it entered traffic at Peak Railway during 2011, now named LORD PHIL. DW150192 was transferred to the DM&EE's Testing Section at the RTC Derby during 1967 where she was repainted in their house colours of red & blue and known as Test Car No.4. A TOPS number of 99140 was also allocated and it remained in traffic until 1983.

As the Hawksworth passenger coaches were early casualties, only three were repainted into BR blue & grey livery, all TKs, nos. W1719W, W2135W and W2283W.



***Dia. K45 BG No.316 on static display at Didcot, August 2017.***

The BGs however fared better, and all survived into 1971 and eventually were repainted into all-over rail blue livery. They were mainly used as parcels vehicles and by around 1975, only one (W315W) retained its corridor connections, the rest being removed and blanked off. By 1978, 19 remained in revenue earning traffic, but by February 1979 the last two were withdrawn, leaving only those vehicles in Departmental/Internal User stock left in traffic.

18 BTKs were selected for Departmental Service from 1967, numbered DW150390-407 and used as CCE Staff & Dormitory coaches working with various Plasser & Theurer ballast cleaners, cranes and the like. The conversions were carried out at Wolverton and involved gutting the interiors and fitting a kitchen, locker room, boiler room for central heating, wash and mess room, three bedrooms in the remaining compartments, drying area and two large water tanks amongst other things. Externally, the corridor ends were blanked off and the underframes were extensively modified, plus other alterations.

Eight BGs were transferred to Departmental or Internal User service, mostly as stores vans at diverse places such as Tyneside, Eastleigh and London.

As noted earlier in the table, only a few coaches have survived into preservation, with a further five BTKs and eight BGs, all former Departmental/Internal User vehicles, being scrapped in the preservation era. DW150192 was initially preserved at the Foxfield Railway after it had been withdrawn, but was purchased by the 71000 Loco Trust and moved to Wolverton during 1988 and restored as that loco's main line support coach during 1990. The coach was repainted into chocolate & cream and remained in service as such until 1994, but since then has been stored at the WCRC base at Carnforth. Two Dia. C82 TKs are preserved at the Severn Valley Railway, one currently in service whilst the other is stored inside Kidderminster carriage shed awaiting overhaul. Both entered preservation during August 1968 at Didcot before moving to the SVR. Still in traffic No.829 attended Rocket 150 whilst No.2119 was part of the SVR's mainline set from 1977.



***Dia. D133 BTK No.W2232 down the side of the carriage shed at Didcot, August 2017.***

Of the seven BTKs that still exist; six are ex-Departmental coaches, none of which have yet been returned to traffic. Currently the only working example, No.2202 is at Didcot, still in original condition, arriving there during 1976 from the SVR. Although built during 1950, it has been painted in GWR chocolate & cream. Also now at Didcot is ex-DW150397, preserved during 1986 at the Gloucs-Warks Railway and then ideally suited for use in their P.Way train. It moved to Didcot during March 2013 and by May 2016 was being repainted into WR chocolate & cream, carrying her BR No.W2232, but being fitted out internally as a staff locker room!

DW150405/2180 was purchased privately from Cardiff Cathays and moved to the West Somerset Railway during June 1979. The owner planned to rebuild it as non-authentic "Open 3<sup>rd</sup>" with 64 seats, but this came to nothing and the coach was sold to members of the South Devon Railway. Here restoration commenced during August 2007, but again it is being rebuilt, only now into a GWR-style Buffet coach as the SDR don't have a genuine GWR version.



***Dia. D133 BTK No.2242 at Quinton Road in chocolate & cream, with the brake-end nearest the camera, August 2017.***

DW1501391/2242 is being restored at Quinton Road, arriving there during January 1983 from Acton, for use as the support coach for Dennis Howell's main line registered Hawksworth 0-6-0PT No.9466. This coach carries authentic blood & custard livery on one side, and chocolate & cream on the other, as those members who visited there Bucks Railway Centre on 6<sup>th</sup> August may have noticed!?

The Llangollen and Severn Valley both have an ex-Departmental BTK in use as volunteer accommodation. The SVR in fact had a further three similar coaches, but they were scrapped between 1999 and 2003 when they became life-expired, providing spare parts in the process.

The final example (DW150392/2225) is under long-term restoration at the Cholsey & Wallingford Railway. Two other Dia. D133 BTKs have met their fate during preservation, the last one not being scrapped until as recently as April 2009 at Crewe.

Both of the former Royal Dia. E164 BCKs survive; No.7372 is at Didcot, arriving there during 1977 and No.7377 at the South Devon, arriving there during 1972. Both have been restored to working order in GWR chocolate & cream livery.

As you may have noted, all four of the Dia. J18 SLFs survive, three of which were delivered to the SVR, all by January 1971 whilst the other one went to Didcot during 1970, each one in lined maroon.

No.9082 was deemed surplus to requirements at the SVR and left there by December 2005 for storage at the Crewe Heritage Centre. By August 2016 it had been moved to Peak Railway and remains sheeted over.



***SLF No.9083 in its role as volunteer accommodation at Didcot, August 2017.***

No.9083 at Didcot is slowly being restored for use by volunteers.

No.9084 is in use at Kidderminster as volunteer accommodation.

No.9085 is in use at Arley as volunteer accommodation, but as of June 2017 is at Bridgnorth being repainted. The latter three all carry non-authentic GWR chocolate & cream livery.

This just leaves the four BGs you'll be pleased to hear!

The only one to survive following departmental use is stored at the Northampton & Lamport Railway, arriving during December 1987, from Northampton yard where it was in use as a generator van.



***Dia. K46 BG No. W333 in use as a second-hand sales coach at Didcot, August 2017.***

Two are now at Didcot; one formerly at the Nene Valley Railway and the other ex-SVR and G-WR. The former was going to be converted into a kitchen car, but having seen use in the TPO set, is now in use as another locker room.

The latter arrived at the SVR during September 1985 before heading to the Gloucs-Warks. Offered for sale from there, Didcot snapped it up and it was moved during March 2013 and has since been painted in all-over chocolate and sees use as a second-hand sales coach.



***Dia. K46 BG No.334, now CAMPING COACH 172 at Goathland, April 2014.***

The final full brake was purchased from Brightlingsea in Essex where it had been in use a camping coach before heading to Northumberland during 1993. During March 1999 it was refurbished and moved to Goathland station on the NYMR, where it can be seen in green & cream livery carrying No.172. And there you have it. Hope that's been of some interest to you!?



***SLF No.9085 at Arley, before repainting, during April 2017.***

# ECML Steam and Diesel 1962-1963

by Alan Swinburne

The years 1962 and 1963 were a period of transition on the East Coast Main Line as steam was phased out and the Deltic and Class 47 diesels took over many of the principal express duties. At the southern end of the ECML between Kings Cross and Peterborough 1963 proved to be the last year that steam workings were allowed on normal service trains. At this time BR were encouraging travel to Huntingdon and used to offer a bargain fare of 15s 9d or 78 pence for a day return from Kings Cross (for 118 miles!). One could also buy a further inexpensive day return from Huntingdon to Peterborough and as long as the train stopped at Huntingdon on the return leg this proved an affordable way of having a day out to Peterborough. By 1962 the A4 Pacifics were being increasingly used on the more secondary expresses, which of course included the trains that stopped at Huntingdon!

My first recorded journey in 1962 was just to Huntingdon on the 10.25 departure from Kings Cross, a Peterborough semi-fast that called at Hitchin and then at Biggleswade, Sandy and St. Neots. Our train of 7 coaches had ample motive power in the form of A4 No.60026 'Miles Beevor'. After working up to 60 mph by Wood Green we then slowed to 25 mph on account of a signal check at Oakleigh Park (on the climb up to Potters Bar.) Recovering to 57 mph by Potters Bar we then ran at a steady 65-70 mph all the way to Knebworth before reaching 75 mph before Stevenage.

Another signal check before Hitchin and a slow run into the station meant we were one minute down on schedule on arrival. A brisk start from Hitchin saw us cover the next 8 miles to Milepost 40 in about 9 minutes with a top speed of 70mph through the closed station at Arlesey. We thus recovered 2 minutes against schedule by the Biggleswade stop. I did not record the rest of the trip to Huntingdon but we arrived fairly close to right time. The return in the afternoon from Huntingdon was on the 3.55 train, allowed 63 minutes non-stop for the 59 miles to Kings Cross. The schedule reflected possible steam haulage but in fact the train arrived on time behind Deltic diesel D9007 'Pinza' with a moderate 10 coach load.

After reaching 81 mph at St Neots we then suffered a bad 15mph PW slack at Tempsford, 11 miles from the start. We then recovered to a maximum of 90mph by Biggleswade before the engine was eased back to 70-75 mph onto Hitchin and Hatfield. A final 85mph burst at Potters Bar was reached before signal checks meant the last 10 miles to Kings Cross from Hadley Wood took just over 17 minutes. Despite this, our final arrival was punctual and showed just how much margin a Deltic diesel had on steam timings.

Later in the Spring of 1962 another trip on the 10.25 to Huntingdon saw B1 Class 4-6-0 No.61074 at the head of 6 coaches. Running was more leisurely than the previous A4 trip as our speed up to Potters Bar was only about 43 mph but we did reach a maximum of 73mph near Welwyn. A 25mph PW slack at Knebworth hindered further progress and we were nearly 4 minutes down at the Hitchin stop. We then reached 70mph before the next stop at Biggleswade where we were only about one minute late. After reaching Huntingdon we spent most of the day enjoying a lineside view of an interesting mix of steam and diesel traction, but saw many of the steam engines looking rather uncared for and grimy. Our next journey was to catch the 5.16pm Cleethorpes train as far as Peterborough and this arrived on time with a clean Britannia class No.70040 'Clive of India' in charge. After a fairly slow start up the gradient to Milepost 62 we then ran briskly at 75mph down the other side past Connington South box before easing back for the speed restriction of 65mph at Holme. Peterborough was reached just over a minute early in about 22 minutes. At Peterborough we had about half an hour before catching the 6.11pm train back to Kings Cross (with just a Huntingdon stop).



**60022 Mallard passes Grantham on 18 March 1961**

**WRS C267**

We were delighted to see the 11 coach train arrive punctually behind A4 No.60022 'Mallard'. An energetic start from Peterborough led to 66mph by Holme and the summit at Milepost 62 was breasted at 54mph. A brief sprint to 73mph was then attained before stopping at Huntingdon in just over 20 minutes (6 minutes early!). The next 30 miles from Huntingdon to Stevenage are mainly adverse or at best level but Mallard was being expertly driven; the loco showed its paces with no less than 88 mph reached between Tempsford and Sandy. Stevenage summit was cleared at 60 mph in 27½ minutes from the Huntingdon start and a further 77mph was the top speed coming down from Potters Bar to New Barnet. The 56¼ miles to Finsbury Park were passed in 51¼ minutes and our arrival in Kings Cross was over 2 minutes early on the fairly tight 60 minute schedule. A really memorable run!

In August 1962 our main family holiday was in Scotland so this involved train travel to Edinburgh and back.

Up to 1961 the 9.30 from Kings Cross was called 'The Elizabethan' and ran non-stop with A4 haulage on a 6½ hour schedule. By 1962 BR had enough Deltic diesels in service to accelerate the schedule to 6 hours overall but with a Newcastle stop included (mainly to change crews). I did record the whole journey but will just mention that despite 6 PW slacks and 3 severe signal checks, Deltic No.D9018 'Ballymoss' kept exact time to Edinburgh. Top speeds included 95 mph near St Neots and Tallington and 96mph north of York near Tollerton. We cleared Stoke summit before Grantham at 82 mph! The return journey two weeks later was on the 10.0 'Flying Scotsman' departure from Waverley. This time Deltic No.D9010 was in charge of 11 coaches. Final arrival at Kings Cross on the 6 hour schedule was 1 minute early despite no less than 10 PW slacks and a severe signal check at Doncaster. Top speeds coming south were slightly higher and included 98 mph on almost level track near Tollerton and a brief 100mph between Tempsford and Sandy. Even faster than Mallard's 88mph with the same load! A 20mph slack at Essendine precluded any more than 87 mph down the bank from Stoke summit. These journeys were a foretaste of the even greater speeds reached by the Deltic diesels later in the 1960s when the line speed limit went up to 110mph on certain stretches.



**60021 arrives at Peterborough on 12 September 1961**

**WRS C374**

On the next visit to Kings Cross in April 1963, we made an early start from home in Surrey so as to catch the 8.10 am train to Huntingdon. This service was only allowed 24 minutes start to stop for the 27 miles from Hitchin to Huntingdon and at the time was one of the fastest schedules on the Eastern Region of BR. We were pleased to find the 9 coaches headed by A4 No.60021 'Wild Swan'; this was a regular engine to be seen near Kings Cross at that time.

Our journey out to the first stop at Hitchin was relatively uneventful as we cleared Potters Bar summit at 53 mph and then ran at a steady 65-70 mph until the Hitchin stop reached about a minute late. Smart station work saw us leave on time and we made a rapid start to 81 mph at Biggleswade followed by 85 mph through Sandy. Wild Swan then kept up a steady 80 mph all the way to the Offord curves where we eased back to 68 mph. The 24 miles to Offord were passed in just 21 minutes and with a fast approach to Huntingdon we were only ¼ minute over the tight schedule on arrival. During our day at Huntingdon we kept a note on timekeeping of the passenger trains on the ECML and we found that out of 38 passenger trains only 4 were running more than 5 minutes late, with the majority on time. The ratio of diesel to steam haulage was about 80:20 and showed how the diesels predominated by 1963. Steam was more in evidence though on most of the freight services, especially 9F 2-10-0s.



**92034 On a freight at Retford 16 April 1960**

**WRS C142**

We repeated the quick visit to Peterborough on the 5.14pm Cleethorpes train but this time the motive power was Class 31 No.D5841 pulling 8 coaches. The start up to Milepost 62 was over a minute faster than the previous Britannia journey the year before and a top speed of 77 mph was reached at Conington South before reaching Peterborough in just under 20 minutes exactly. Our return to Kings Cross on the 6.20 pm saw the return arrival of A4 'Wild Swan' with a 10 coach load running about 5 minutes late. The performance to Huntingdon was less brisk than that of Mallard as we took 2 minutes longer overall and only reached a top speed of 62 mph just before the Huntingdon stop.

Unfortunately after leaving Huntingdon, 2 PW slacks were in force just after St Neots and again near Biggleswade so no really fast running was possible on the best stretches of track up to Stevenage. We did reach 75mph at Welwyn North but only ran at about 65mph from Hatfield to Wood Green before arriving at Kings Cross about 8 minutes late. The engine had shown on the morning journey its true capabilities so this was a rather disappointing trip back.

With steam fast disappearing from Kings Cross we decided to try another trip a few weeks later, again catching the 8.10 departure. We had another A4 No.60025 'Falcon' in charge of a 9 coach train. The first stage to Hitchin was very similar to the previous trip behind 'Wild Swan' and our journey time to passing Stevenage was this time 20 seconds quicker. Potters Bar summit was cleared at 54mph and the top speed of 68mph was reached at Langley Junction, just before Stevenage. Onto Huntingdon we only managed a steady 75mph from Biggleswade to St Neots before a 20mph PW slack put us further behind schedule. We ended up more than 5 minutes over the 24minute schedule time for this stretch of the journey so this was less good than the previous run with 'Wild Swan'. This time we decided to catch the 11.47 train to Peterborough and this consisted of just a 2 car Cravens DMU (E51293). The schedule time of 22 minutes was kept almost exactly, with a faster start up to Milepost 62 than the previous trips with the Class31 and the Britannia compensating for the lower top speed of 69mph reached at Connington South on this run. I believe the Cravens DMU units had a limited top speed of 70mph anyway.

At Peterborough we fitted in a round trip to Grantham on the Sheffield Pullman due at 12.33 and Class 47 D1517 duly arrived on time with a short train of 6 Pullmans. A fast start to 85 mph by Tallington was followed by a steady 80mph most of the way up Stoke bank but we eased slightly to 75mph at the summit. We then touched 82mph down the gradient to Grantham before stopping there in under 26 minutes from Peterborough, a journey of over 29 miles. After about 3 hours at Grantham we went back to Peterborough on the return Sheffield Pullman working at 4.33. This time the motive power was more modest in the form of Class 37 No.D6810 with the same load of 6 Pullmans. After clearing Stoke summit from the start at 54mph we then reached a top speed of 93 mph at Little Bytham and then held a steady 88-90mph from Essendine to Helpston before slowing for the 60mph limit at Werrington Junction.

Our final arrival time at Peterborough was exactly in line with the 27minute schedule. The slower time coming back (despite the more favourable gradients) illustrated the considerable difference between Class 37 and Class 47 power, even with a light train of about 250 tons.

We waited at Peterborough for the 6.20 Huntingdon and Kings Cross express hoping for steam haulage and as expected A4 No.60025 'Falcon' duly arrived, but over 6 minutes late with 8 coaches and a parcels van. A good start out to Connington South produced 74mph by that stage and after clearing the top at Milepost 62 at 53 mph we reached Huntingdon in just over 20 minutes. A quick stop saw us leave only about 1 minute late and we then settled down to running at a steady 70 –74 mph all the way from St Neots to Hitchin.

Unfortunately a 25mph PW slack before Stevenage slowed our progress just before the summit. We did recover to reach 73 mph near Welwyn and a final top speed of 75mph at New Barnet before easing back for Wood Green. Our final arrival at Kings Cross in 62 minutes was exactly on schedule. This was a satisfying final run behind an A4 on a scheduled service. Our time to passing Hitchin of 25¾ minutes was only 1¼ minutes longer than the time taken by Mallard, but reflected the more restrained high speed performance of Falcon.

The final journey out of Kings Cross in 1963 was a quick round trip to Huntingdon on the afternoon 4.20pm departure that ran non-stop on a 55minute schedule. Another Class 47 No.D1524 was in charge of 11 coaches and started on time. We passed Potters Bar at 62 mph and reached 73mph before slowing for a 45mph PW slack at Welwyn North. From here we recovered to 75mph through Hitchin (passed in 'even time' of 32 minutes) and then opened up to 88mph from Three Counties to Biggleswade. D1524 then reduced speed to 70-74 mph from Sandy onwards, which saw us arrive a minute early in under 54 minutes from Kings Cross.

The return journey to Kings Cross on the 6.32 (which we had hoped might still be a steam working) duly arrived behind Class 40 diesel No.D399 with 10 coaches and 2 parcel vans. We set off 5minutes late and were further hampered by a 15mph PW slack in force at St. Neots. D399 then ran at just over 70mph most of the way to Hitchin before dropping to 61mph at Stevenage summit. We then managed 76mph at Welwyn before a final high speed burst down from Potters Bar produced no less than 86mph through Oakleigh Park!

Signal checks after Wood Green ruled out further time recovery so our final arrival was one minute less than the 62 minute schedule. With the load we had, I suspect D399 had little margin to spare most of the way (except down from Potters Bar).

As a final recap our ECML travelling in 1962 and 1963 had given us 6 A4 journeys, 1 Britannia and 1 B1 steam trip. In respect of diesels we had 3 Deltics, 2 of Class 47 and 1 each of Classes 31,37 and 40. There was also the Cravens DMU. If only this sort of variety was available to us today!

## There's something very fishy about this wordsearch!

By Steve Green.

In the grid below are 30 BR telegraphic code names for engineers and/or departmental wagons, some of which have been in operation since the 1950s and are still in use to this day. All you have to do is find them! The names run horizontally and vertically, backwards and forwards only. Any remaining letters should then spell out a message to one of our members in particular! Best of luck.

Please hand your completed grids/answers and secret message to me by **30 November 2017**

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



So is this a fishy wagon in the above puzzle or not?

Ken Aveyard

# Isle of Wight Interlude

pictures by Colin Aveyard



*Unit 004 in the sun at Ryde (top) and unit 008 in the rain at Shanklin.*



**Long time island resident D2554 (top) and Ivatt 2-6-2T 41298 a type which was intended to come to the Island but never did.**

## RAILWAYS ROUNDABOUT

**AUGUST :-** “Our” monthly Derby-Weymouth-Eastleigh test ran on Monday 7th when Class 73’s 73961 and 73963 “top and tailed” the train passing Poole at the usual times of 21.05 (down) and 22.45 (up). During this same week three stone trains ran to Hamworthy, Class 66 No 66020 worked in on Tuesday 8th followed next day (9th) by the more usual motive power, Class 59 No 59005, finally sister engine No 59205 worked the train on Friday 11th. Class A4 No 60009 “Union of South Africa” made a third appearance along “our” line with the “Dorset Coast Express” (DCE) on Wednesday 16th, (through Poole 13.05). On the rear of the train was Class 37 No 37706, as usual the diesel returned the train through Poole at 17.25 heading for reversal at Southampton. “Union of South Africa” worked the DCE once again on Wednesday 23rd, on this occasion Class 47 No 47746 was on the rear, but its passage was not without incident! An emergency speed restriction and weight limit had been imposed overnight on Bindon Mill Bridge (between Wareham and Wool). Lack of communication saw the train well underway when word got to the crew, thus the train was held in Basingstoke station for 24 minutes until it was decided to let the train go forward. Poole was passed at 13.07 (just 2 min’s late). After passing over Holme Level crossing (Lulworth Road) the train was brought to a complete stand, it was then worked forward over Bindon Mill bridge VERY, VERY slowly taking around 14 minutes to travel ONE mile. For some reason No 60009 was brought to an unscheduled stop in Wool station, eventually departing 17 minutes late. On returning in the up direction, this time with No 47746 leading, the same procedure applied i.e. dead stand and cautioned forward over the bridge at **very** slow speed. On the same day (23rd) Class 59 No 59001 worked the Hamworthy stone train, without incident!

The monthly Derby-Weymouth-Eastleigh test train surprisingly ran on a Bank Holiday (Monday 28th), just 3 weeks after the last test run! As the train was not expected for another week perhaps (or perhaps not?) the bridge problem in the Wool area is a possible explanation of an early appearance?

That aside the train was worked “top and tail” by Class 37’s No’s 37611 “Pegasus” and 37608 “Andromeda” both are now painted in Euro-phoenix livery. No 37611 (formerly D6871, 37171, 37690) headed the train through Poole at 21.05 going down. Built in July 1961, the now 56 years old No 37608 (formerly D6722, 37022, 37512) worked the train back up to Eastleigh passing Poole at 22.30. Wednesday 30th saw No 59103 pass Poole “right time” at 07.45 with the Hamworthy Stone train, return empties passing at 13.20.

**SEPTEMBER :-** The first week of the month gave Poole a mini-bonanza of locomotives with nine different engines appearing, starting with Class 59 No 59001. On Monday 4th, this loco passed at 07.45 with a stone train for Hamworthy, just 15 minutes later at 08.00 came Class 33 No 33025 and Class 37 No 37518, this pair had departed Swanage double headed at 07.10 returning the 4TC set (used on Wareham services) to London Transport’s West Ruislip depot.

What goes around comes around, and **NEVER** say Never !! ... On page 19 of Issue No 95 of "The Corkscrew" is a report on the visit of Wessex Electric units No's 2415+2418 to Poole. The report chronicled what was billed as "Class 442 Farewell Tour" it ended with these words ... *"It is highly likely it will be the last time that "Wessex" units will visit Dorset"* ... On Tuesday 5th at 15.00 Class 442 "Wessex Electric" unit No 2416 arrived into Poole behind Class 47 No 47812!! It was being towed from store at Ely to Branksome depot. After running round in Poole yard, 47812 and 2416 departed at 15.30 for the depot. As has been announced "South West Railways" as successors to South West Trains intend to use the 442's on Waterloo-Portsmouth and Weymouth-Portsmouth services.... Which goes to prove another proverb .. "You can't keep a good man (or unit) down".

On Wednesday 6th we saw A4 No 60009 "Union of South Africa" work the final DCE of 2017 to Weymouth, Up and Down services ran at the usual times of 13.05 & 17.25. Class 47 No 47746 was once again on the rear of the train to perform the usual "draw back" from Weymouth to Southampton. Another Hamworthy stone ran on the same day behind No 59102, the same loco' worked a third stone train for the week on Friday 8th. In the early hours of Thursday 7th at 00.24 Class 37 No 37175 worked a test train through Poole, ostensibly heading for Weymouth. It would appear that the train got no further than Wareham as it returned through Poole at 01.27 running 80 minutes early with DBSO No 9702 leading the formation with 37175 propelling. Later in the day at the more civilised hour of 16.00 Class 47 No 47815 arrived into Poole towing two more Wessex Electric units No's 2404+2409. After running round the pair in Poole yard 47815 departed at 16.30 heading for Branksome depot. Suggestions are the 442's are to be overhauled at Branksome before transfer to Eastleigh Works for electrical alterations/upgrades??

They just keep coming ! Two more 442's No's 2411+2417 arrived on Tuesday 12th behind No 47812 running at the same times of 16.00 and 16.30 in and out of Poole Yard en-route to Branksome depot. Next day 13th was unlucky as I couldn't identify which 59/1 worked the Hamworthy stone train!

And still they return, four more 442's returned to the nest the following week, No's 2424+2413 arrived behind 47812 on Tuesday 19th, followed by No 47848 hauling No's 2403+2420 on Friday 22nd. Three loads of stone arrived into the Hamworthy terminal on 20th, 21st and 22nd behind 59104, 59102 and 59204 respectively. Just to complete a "busy week" (for our area at least) A4 No 60009 worked a special to Swanage on Thursday 21st, a "drag back" diesel No 57314 was on the rear. No 60009 passed Poole at 13.10 going down whilst the return working with No 57314 leading went up through Poole at 18.20. On Monday 25th the monthly Derby-Weymouth-Eastleigh test train put in an appearance with nothing more exciting than Class 73's No's 73961 and 73963 in charge. No 73961 headed down through Poole at 20.43, some 22 minutes early only, to be held at Sterte to allow a late running Waterloo to Weymouth service to pass/overtake via the up line. Reaching Wareham at 21.31 (10 minutes late), for some reason (possibly congestion at Weymouth?)

The test train reversed direction there leaving Wareham at 21.46. With No 73963 leading Poole was passed at 21.56, 47 minutes ahead of its scheduled return time. Finally for the month of September and for this report Class 47 No 47813 brought "Wessex" electric unit No 2422 from Ely too Branksome, arrival into Poole was at 16.45 and departure at 17.15

**SWANAGE RAILWAY (SR) :-** The collision between 80104 and 34070 "Manston" on July 25th led to a lack of serviceable steam locomotives for 12 days when all services were diesel operated. It was to be Sunday 6th August before steam returned to SR service trains when M7 No 30053 worked one of the two diagrams. However U 2-6-0 No 31806 was back in use on Tuesday 8th August working one of the two steam services with Class 33 No 33111 assigned to the other. Wareham services that week (6th-12th August) were worked "T/T" by 33012 and 37518.

A full steam service came into play on Saturday 12th August, but not without a hiccup or two. The 10.00 and 11.40 departures from Swanage were worked by diesel No 33012 before M7 No 30053 took over the diagram. Likewise Diesel No 33111 worked the 10.00 ex Norden as U Class 31806 had injector problems. The U then took up the diagram until the injector problem re-occurred which saw Diesel No 33012 taking over from the U on the 16.00 ex Swanage service. On Sunday's 13th, 20th and 27th August all trains appear to have worked as booked with both No 30053 and No 31806 performing well. Also on the 13th the weekly motive power swap on the Wareham service saw No 33012 relieve No 37518. With the M7 restricted to weekend running only, it was back to diesel No 33111 on the opposing steam turn to U No 31806 on weekdays. Unfortunately 33111 suffered a minor fire on Thursday 24th August, causing an unscheduled stop "in section" which in turn caused the cancellation of one Swanage-Wareham and return service. Earlier that week on Monday 21st August Bulleid Battle of Britain Class No 34072 "257 Squadron" returned to SR rails after its overhaul. By pure chance your scribe passed it aboard its Allelys road transporter on the Studland to Corfe Castle road. Fire damage to No 33111 must have been minimal she was back in service on Bank Holiday Monday 28th.

Sunday September 3rd saw the final day of the 2017 "60 day trial" Swanage to Wareham service. The four return services were worked "Top & Tail" by Class 33's, No 33025 at the Wareham end and No 33012 at the Swanage end. Sadly in contrast to a sunny 13th June for the first trains, rain ruled the day for the final workings. Although a considerable success from the public relations point of view, it is possible the 2017 trial service may have possibly run at a financial loss ? (Clarification required). West Coast Railways (WCRC) wasted no time in removing its locomotives and the LT 4TC set from the railway following cessation of the Swanage-Wareham service. WCRC loco's 33025+37518 left Swanage double headed at 07.10 on Monday 4th September with 4TC in tow heading for West Ruislip. On Thursday 7th September Standard tank No 80104 returned to steam for a test run following repairs to the damage it sustained in the collision with "Manston".

With no problems detected the loco' worked service trains in conjunction with the Vintage Transport Festival held at Harmans Cross over the three days (8th, 9th 10th) of September, 31806 being the other loco' in use.

But problems returned with vengeance over the following week as there were no available steam locomotives!! M7 No 30053 ran hot and lost white metal from a bearing, it was promptly withdrawn from service, U No 31806 was stopped for routine maintenance and was unavailable for use, and finally No 80104 was stopped with at least 5 leaking boiler tubes.

On Sunday 17th September the Swanage Railway hit rock bottom on the motive power front. With Class 33 No 33012 also stopped for a "B" exam the railway had just **ONE** serviceable large loco', namely Class 33 diesel No 33111 to work the service trains. This left the railway with no other option but to send out the Sunday Lunch dining train "top and tailed" by **two 08 shunting locomotives...** Green liveried 08476 (D3591) was at the Wareham end with newly repainted black liveried 08436 (D3551) at the Swanage end. Proudly carrying "The Dorsetman" headboard the two engines had their 3 hours of glory performing two round trips. No soup was spilt during the trip !!!! Why not use loan loco' T9 4-4-0 No 30120 and the fresh out of works No 34072? Sadly the T9 was deemed unfit to be steamed without major work being sanctioned by the locomotive owners, the National Railway Museum. As for No 34072 "257 Squadron" commissioning procedures uncovered several problems which need rectification before she too can take up service.

Working steam did return to the SR in the shape of A4 No 60009 "Union of South Africa" which arrived with a steam special from London on Thursday 21st September. The train arrived into Swanage around 14.00, Class 57 No 57314 was on the rear of the train, this loco' hauled whole ensemble back to Southampton departing Swanage at 17.25.

It was to be Monday 25th September before the SR managed to get a steam loco' into working order when Standard 4 No 80104 was noted "up and running" on the service trains.

**BAD News**, Sadly, due to the above mentioned locomotive shortages the Autumn Steam Gala scheduled for October 13th, 14th and 15th was cancelled. However the one and only booked locomotive visitor, Ivatt 2 2-6-2T No 41312, was still scheduled to visit the SR? (With luck a report and photo' should be in the next issue).

**GOOD News** ... It is highly possible the following news will be common knowledge by the time these notes are in print?? It would appear that BB No 34053 "Sir Keith Park" will be ending its sojourn on the Severn Valley Railway and returning to the Swanage Railway at some point early in 2018. Apart from off site guest visits and hiring's, it would appear that "he/she" will be a permanent fixture on the SR loco' roster. Another Bulleid working locally, now that definitely is **GOOD NEWS.**

For some of the above information I am indebted to :- Alan Worth, Fred Worth, Bob Drew, SR webcam and Web sites "Wrgen" and "Real Time Trains".



**Arriva Trains Wales class 142 Pacer unit 142077 arriving at Cardiff Central Station on 24 May 2017.**  
**Ken Aveyard**



**08436 (D3551) on the Swanage Railway dining train on Sunday 17 September 2017, as mentioned on page 27.**  
**Fred Worth**