

## Wimborne: The Blandford Connection, ca 1859-66\*

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In March 1864 the *Dorset County Chronicle* opined that as “the point of junction of the London and South-Western and Somerset and Dorset Railways”, Wimborne station was “quite the most central point in the county as regards railway conveyance”.<sup>1</sup> Dorchester’s residents might have demurred but by 1872 the accolade was undoubtedly Wimborne’s. As well as the original Southampton & Dorchester route (1847; to Weymouth from 1857) and the Dorset Central’s to Blandford (1860) and (as the Somerset & Dorset) to Templecombe (for Exeter and the Far West) and the Bristol Channel at Burnham (1863), passengers could travel over the Salisbury & Dorset Junction (1866) and, closer to home, down the newly opened line to New Poole. By 1874 Bournemouth (West) was reached, and in the other direction Bath, Bristol and the Midlands. While for main-line passengers Wimborne remained chiefly a wayside stop, trains on the other routes – including of course the Somerset & Dorset – started, terminated or reversed at the station. Marshalling goods trains made the station busier still.

All this obviously required more facilities and infrastructure than the original station, a passing loop on a single-track line with, probably, just a few sidings and basic locomotive facilities. Operations also became more sophisticated – for example, in 1847 trains could only pass at designated places while by 1872 block signalling on the double-track main line afforded more flexibility. But even by the early 1870s Wimborne had not reached operational maturity. It would be another dozen or so years before any further changes in traffic patterns could be accommodated by minor alterations to infrastructure or working practices. Thus someone familiar with the station in, say, 1964, would have recognized it from the 1:2500 Ordnance Survey of 1885, but might well have been surprised at the comparatively crude arrangements of 1874. Push the date back to 1860 and the differences were starker still.

Despite Graham Bowring’s recent summary, much remains unclear about this early period in Wimborne’s transition to the ‘Crewe of East Dorset’.<sup>2</sup> Evidence is sparse and often ambiguous. Yet matters are improving, particularly with the digitization of local newspapers and (thanks to the South Western Circle) of the late Mick Hutson’s extensive notes on the LSWR committee minutes. While remaining very much work-in-progress, this article draws heavily on these sources to examine the arrangements needed at Wimborne to accommodate the first branch, to Blandford. I have followed the story through to the mid 1860s, by which time the extra demands caused by the Somerset & Dorset’s expansion beyond Blandford were becoming apparent, particularly in terms of locomotive servicing. Making the junction and providing servicing facilities proved to be remarkably convoluted, even controversial processes.

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## Turntables and Tank Engines I

The route of the Dorset Central Railway (DCR) to Blandford St Mary, authorized in 1856, closely followed the Southampton & Dorchester's 1846 proposal for a ten-mile branch, particularly regarding the point of divergence from the main line, almost immediately south of the River Stour. The DCR, however, was obliged to avoid the ornate new bridge spanning the carriage drive to Canford Manor.<sup>3</sup> This was to prove the junction's least problematic aspect.

After lengthy constructional problems, the DCR's directors hoped to open their line in late September 1860, relying on the LSWR to provide a shuttle service between Wimborne and the new terminus.<sup>4</sup> However the type of locomotive to be used proved a serious bone of contention, resulting in a six-week delay. By 1860 the Board of Trade (BoT) objected on safety grounds to locomotives operating tender-first, and while it had no powers to ban the practice the Board could, and did, stop railways opening if there was no means (usually turntables) so the engine could lead. Several authors have said that the LSWR used tank locos to obviate this problem. For example, in the 1960s R.A. Williams argued that tank engines avoided a turntable at Wimborne, while more recently Brian Jackson suggested there were no turning facilities at Blandford.<sup>5</sup> Both were wrong. When the BoT's inspector, Colonel Yolland, visited Dorset on 19<sup>th</sup> September he found a turntable "sufficiently large to turn an Engine when separated from the Tender, or a Tank Engine" at Blandford St Mary but nothing at Wimborne: so he recommended the BoT refuse permission to open until a second turntable was provided. This was accepted by the BoT and, as we shall see, eventually by the DCR – there were two turntables from the start of public services.<sup>6</sup>

In fairness to earlier writers, the LSWR and DCR had intended to use tank engines. In early 1859, before the operating agreement between the companies had been signed, T.O. Donaldson, the DCR's resident engineer, asked Joseph Beattie, the LSWR's locomotive superintendent, what sort of engines might be used, bearing in mind the possible need for turntables. The matter was referred to the LSWR directors, and in June they allowed Beattie to give advice without prejudice. Finally, a year later, the Board decided that tank engines would be used; one was by then being prepared.<sup>7</sup> Yet neither company seemed willing to promise that *only* tank engines would be employed. Perhaps Beattie felt unable to guarantee a supply of reliable machines – probably wisely as things turned out – as he was still developing his well-tank designs.<sup>8</sup>

Whether or not the BoT was aware of the companies' thinking, Yolland had warned the DCR before his inspection that a turntable would be needed at Wimborne, so there was little cause for complaint when opening was refused. But the DCR did complain in a fruitless attempt to minimize delay. On 21<sup>st</sup> September 1860 it suggested that opening be permitted from 1<sup>st</sup> October on the promise of a turntable within three months. Given the inspector's palpable irritation at the company's failure to heed his warning, it is not surprising his superiors refused.<sup>9</sup> Consequently on 12<sup>th</sup> October the DCR, with some ill grace, informed the BoT that the demand for a turntable "may be complied with", although

it maintained that the delay was causing “great hardship” to the company and “great inconvenience” to the public. The DCR also sought an interview to press its case that “a great many... Civil Engineers of eminence” and others involved in railway operating thought “the requirement is a most unnecessary one”.<sup>10</sup> None of this cut any ice with the BoT. Yolland had earlier told his superiors the turntable could be “placed in a very short time”, and the work was completed by Charles Waring, the DCR’s contractor, by 25<sup>th</sup> October.<sup>11</sup> This allowed the line to formally open on Wednesday 31<sup>st</sup> October. Ironically the inaugural train was headed by an early Beattie well-tank (No 11 *Minerva*) – which the *Southern Times* claimed, possibly wrongly, was permanently to work the line. We have no details about the train’s second engine, but it might have been another well-tank, *Mars*, which did at some point work the route. Public traffic started the next day.<sup>12</sup>

Given that only a tank loco could easily use Blandford’s turntable it is possible the latter’s main role was to access the temporary station’s engine shed, although there is no evidence one way or the other. The table might also have helped even out tyre wear, particularly given the sharp, 12-chain curve at the main-line junction.<sup>13</sup>

#### Blandford/Wimborne Junction

There is little doubt the second turntable was built at what would shortly become known as Wimborne Junction (the *Southern Times* preferred ‘Oakley junction’), although the BoT correspondence occasionally referred to ‘Wimborne station’ as the location. This is understandable as Yolland’s report made it clear there was no physical connection south of the Stour. Rather the DCR’s

single line joins the Up line of the London and South Western Railway at Wimborne – the Up line not being continued further west than Wimborne, at the present time. In consequence of this arrangement, there is no regular junction, but all trains are to work in and out from the Up Platform of the London and South Western Railway...<sup>14</sup>

The LSWR directors had discussed the principle of an independent line in November 1859 and the connection at the southern end of the station had probably been put in during spring 1860 – the LSWR Maintenance of Way department was credited in June with £18 7s 11d for forming a junction with the ‘Blandford branch’, at Wimborne.<sup>15</sup> While it might have been more convenient to have the turntable at the station, there was little, if any spare, land and in any case the DCR owned none. The nearest location was in the V between the main line and the sharply diverging Dorset Central.

Why did the LSWR opt for an independent line? In the first place, it would have been the cheapest option from the company’s point of view. The Dorset Central had to pay for any junction and associated signalling, but the operating costs were to be split between the two companies.<sup>16</sup> Locating the junction at the station probably meant it could be

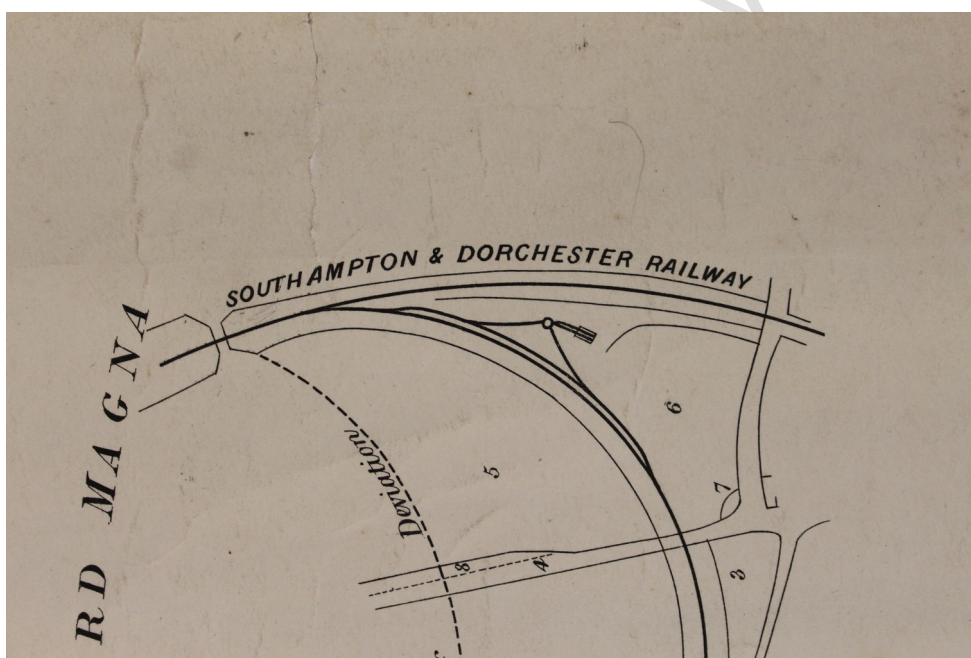
worked by existing staff. However there might have been a more strategic reason – the LSWR's reluctance to double beyond Wimborne to Dorchester, which it was obliged to do under the Southampton & Dorchester's 1845 act and an 1853 pledge. Under political pressure, it had doubled east of Wimborne in 1857–58 but then balked at the cost of continuing westwards for what it saw as limited traffic.<sup>17</sup> We have no direct evidence, but in autumn 1859 the directors might well have wondered whether doubling its running lines across the Stour, even for just a quarter of a mile, could have been seen as a tacit admission that traffic was about to exceed the single line's capacity. If so, developments over the coming months would not have assuaged their fears. In the first half of 1860 residents in the Dorchester area petitioned the BoT to order the doubling, and in the summer, James Howard Harris, the third Earl of Malmesbury, excoriated the LSWR in the Lords for evading its responsibilities. Although by July 1860 the directors privately knew that earnings had exceeded the level at which doubling was mandated, they refused to acquiesce, preferring to push the BoT to allow doubling of the Exeter line instead.<sup>18</sup> But the BoT would not budge and indeed toyed with the idea of using the DCR as leverage; an anonymous annotation to Yolland's report suggested that the layout at Wimborne "is matter for postponing opening if second line of L&SW is necessary."<sup>19</sup>

In any case, Yolland's report was unequivocal: when the main line was doubled, a "regular double junction for the Dorset Central Railway will be required".<sup>20</sup> Given contemporary practice, I am in no doubt that Yolland meant by this turnouts in both the up and down main lines (along with a crossing in the up line), the Dorset Central's two tracks then converging some – probably short – distance beyond the junction. When was this arrangement put in? Again it is not clear. While the BoT did not take the opportunity to force the LSWR's hand in September 1860, by February 1861 it had ordered the company to complete the main-line doubling.<sup>21</sup> Work had started by July, on the Wareham to Wool section, although it was the end of the year before there was enough progress for the directors to give it any public prominence.<sup>22</sup> But the independent line across the Stour probably did not last that long – in March 1861 the LSWR paid a contractor £31 17s 6d to supply points and crossings for 'Blandford Junction'.<sup>23</sup> I can think of no location for this other than what would shortly become 'Wimborne Junction'.<sup>24</sup> We cannot be sure the junction was built in the spring (or even earlier) but as this payment was for materials received, it seems likely. It is also, of course, entirely possible that this was a double junction as just described, and if there were no countervailing evidence I should incline to that assumption.

Before turning to this evidence let us briefly consider some contextual factors, none of which is decisive with regard to either the date of installation or the track layout. In the first place, the BoT does not appear to have inspected any works prior to May 1863, by when doubling of the Wimborne–Wool section was complete. Of course, absence of evidence is not proof of absence of commission. But in any case modifications to existing railways did not yet require official sanction, and moving the junction would probably have been seen in this light. Secondly, contemporary accounts suggest that no track-

laying in connection with doubling took place throughout 1861. Indeed as late as mid-1862 the project was only “almost completed to formation level” (that is, the earthworks and bridges were almost finished), and it was the end of 1862 before the directors could report that around half the track had been laid.<sup>25</sup> On the other hand, merely converting the existing tracks across the Stour into up and down lines was unlikely to have attracted public comment.

A double junction was presumably in place before the BoT's inspection in 1863 but I suggest it is *possible* that for a period – say, spring 1861 through to the latter half of 1862 or even early 1863 – traffic between Wimborne station and the new junction was carried over just a single track.<sup>26</sup> The evidence for this is an otherwise puzzling plan associated with the by-then Somerset and Dorset Railway's bill for the 1865–66 session. This showed a simple junction between a single-track main line and the branch. A loop was depicted as coming off the Blandford running line almost immediately after the junction; in turn two leads, one facing, one trailing, off the loop gave access to a small turntable serving a two-road (presumably) engine shed.



Extract from Deposited Plans, Somerset & Dorset Railway (Nov. 1865), DHC D-175/P/1.  
Reproduced by permission of the Dorset History Centre.

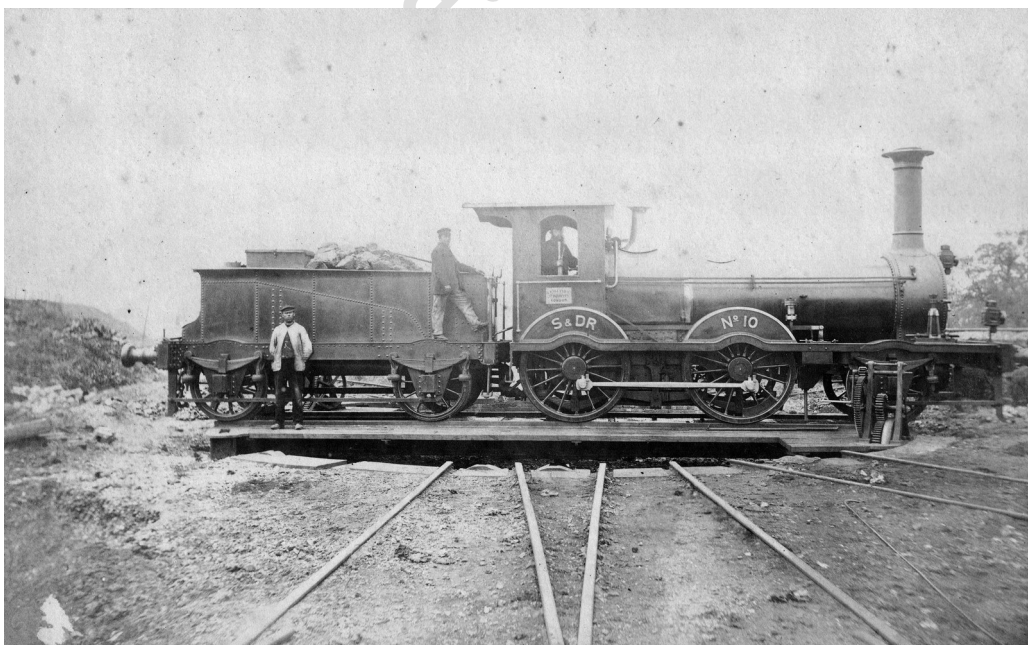
Clearly this plan could not have accurately depicted the layout in November 1865, when it was deposited. But this does not mean it was fiction. A land-acquisition bill did not need precise track arrangements; as long as boundaries were accurate, an older survey would suffice. Given the Somerset & Dorset's poor finances, I suggest the company would readily have adapted whatever it had to hand: although there is no proof, it is plausible the plan dates from 1861–63.

What would have been the cons and pros of temporarily reverting to a single line across the Stour? Obviously there was the increased risk of head-on collision. However

Graham Bowring suggests there was probably a telegraph between the station and the junction, reducing the danger.<sup>27</sup> On the plus side, a single-line layout might have enhanced operating flexibility at the station while more permanent arrangements for double-track working were finalized; for example, by allowing DCR trains directly to access either of the two platforms served by the station's passing loop. Such flexibility would doubtless have been welcome given the station's cramped layout; as early as mid-November 1860, almost as soon as the DCR opened, the extra traffic had made a new 'siding' desirable, presumably so a Blandford train could clear the up platform.<sup>28</sup> Finally, there is the Stour viaduct. The timber original, gone by autumn 1864, was *perhaps* replaced as part of the doubling. While rebuilding from underneath seems the most likely scenario, there might have been advantages to having trains run on a single track during reconstruction.<sup>29</sup>

### Turntables and Tank Engines II

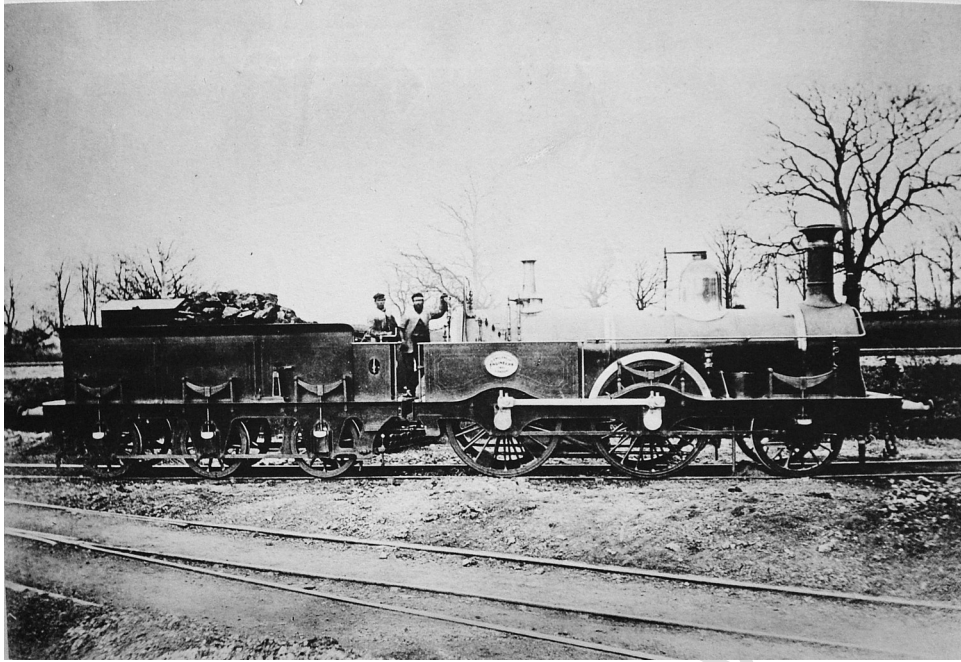
While we may certainly question the deposited plan's details, support for its veracity, at least as far as locomotive facilities are concerned, comes from this remarkable, rare and only recently identified photograph dating from no earlier than August 1863 (when No 10 started work). Thanks to the Trust's Northern Area Group (particularly Steve Duckworth and Peter Russell), we can be confident this is Wimborne Junction looking very roughly north-east with the main line just visible beyond No 10's front buffer beam. The earthworks topped by a fence to the tender's far left (detail which does not appear in the cropped image held by the National Railway Museum) correspond with the cutting through which the Somerset & Dorset descended to the Stour valley.



No 10 at Wimborne Junction, August 1863 or later. Photographer unknown. Courtesy Russ Garner.

Overall the track layout does not match that in the deposited plan, although elements of it do. Close examination of the gap between the tender wheels reveals a line curving in the direction of the Somerset & Dorset loop. Of the three lines in the foreground, the interlaced pair might plausibly have led to the two-road shed, while the third was almost certainly (assuming the plan was at one time accurate) a later addition. This conclusion is supported by the observation that the table-locking mechanism for this third track – visible between the rails – differs from those for the first pair – visible just inside the well rim. To the left of the interlaced tracks a third example of the latter locking mechanism can be seen, along with a gap in the rim which looks like those through which the extant rails pass. To the extreme left of the photograph lies what might well be a displaced edging slab, along with what looks like a pile of bricks or masonry – perhaps left over from the partial demolition of the turntable well. All in all, it seems very plausible there was once another track corresponding to the redundant mechanism and rail slot (the second slot having disappeared with the putative demolition). If so, this track was in the right position to form the second access road shown in the plan, leading towards Blandford. Its removal might well be explained by the practicalities of operating over the sharp gradient which would have been needed to reach the Dorset Central's running loop. It is possible that some or all of these changes were what the LSWR's Locomotive Committee had in mind in September 1861 when it resolved to ask the 'Blandford Board' – presumably the DCR's directors – to improve their Wimborne turntable.<sup>30</sup> Certainly the Somerset & Dorset must have provided better servicing facilities – including a shed – at Wimborne Junction in time to take over operations, on 10<sup>th</sup> September 1863.<sup>31</sup>

In any case, judging by No 10's tight fit, the turntable could have been little more than 30 feet in diameter: this was *not* the 44ft 9in table taken out of service in 1933 (and wrongly identified by several writers as the first).<sup>32</sup> Yet as Steve Duckworth points out, by the mid-1860s the Somerset & Dorset was using locomotives with a wheelbase (including tender) of well over 35 feet.<sup>33</sup> The right-hand road in the photograph, which aligns with the access track, might have been built to allow these longer locomotives to run straight across the turntable to coaling, watering and disposal facilities. The photograph on the next page of No 17, with an overall wheel base of around 36ft 3in, at Wimborne Junction at some point between 1865 and 1879, is consistent with this scenario. The two roads in the foreground correspond well with the interlaced pair in the earlier photograph, and do not match with any known later track layout.



No 17 at Wimborne Junction, 1865-79. Photographer unknown. Alfred Whitaker collection, courtesy of David McGhie.

How would such an engine have been turned? A larger turntable was obviously the best solution, and at an unknown date before 1895 a 42-foot diameter one was installed (and later lengthened to 44ft 9in).<sup>34</sup> Perhaps the land the Somerset & Dorset was authorized to acquire under its 1866 act (that is, that shown in the deposited plan) was partly intended for this purpose; the company's minutes are silent on the matter, at least up to 1870. Intriguingly, in February 1865 the LSWR charged the Somerset & Dorset for points and crossings at Blandford Junction. This might have been for renewals (the companies had to pay half each) but that seems unlikely given the work in 1861.<sup>35</sup> Was it then in anticipation of improved facilities, perhaps including the single-road shed? And was the £329 5s 2d the LSWR paid Stevens in July 1866 for signals at Wimborne Junction also part of the same project?<sup>36</sup>

If, as seems likely, there was a period when a coupled engine and tender was too long for the turntable, the two must have been separated and turned individually. Note in the first photograph the suggestion of another road on the far side of the turntable, behind and between No 10's driving and leading wheels. If this indeed existed, it was also presumably a later addition. Perhaps a tender separated from its engine was pinch-barred on to this road, out of the way, while the loco was turned? We can only be confident that we shall almost certainly never know for sure!

There is no evidence the DCR built even a crude engine shed at Wimborne in October 1860 – why would the impecunious company have done more than the BoT demanded, especially given that the LSWR very likely worked the line from the Blandford end and might also have already provided some basic facilities at Wimborne station years earlier, for its own use?<sup>37</sup> We know there was an engine shed at Blandford St Mary; the



train service started and finished at Blandford, so it made sense to stable the engine there.<sup>38</sup> In March 1861 the LSWR's locomotive department was providing labour to pump water at Blandford, presumably for engines because just a month later it was decided to switch locomotive supplies to Wimborne as that was cheaper – whether this was at the station or the new junction is unclear.<sup>39</sup> And despite the provision of a turntable at each end of the line, the question of what kind of engine to use rumbled on. In early September 1861 Blandford was listed among several stations to which Beattie reported engines had run tender-first, ostensibly because of a lack of turntables. A tender engine was probably substituting for the regular 'Blandford Line Engine', presumably a well tank (possibly *Mars*), which repeatedly failed during the late summer and autumn of 1861. This replacement might have been the Hercules class 2-4-0 *Ajax*, which did work the line at some point. With a wheelbase of 13ft 7in, the engine alone would have fitted a turntable suitable for a well tank. Thus it is possible that the reported lack of a table at Blandford did not mean the original had been removed: it is as likely that the complaint was about the lack of a facility for a coupled engine and tender.<sup>40</sup>

This interpretation gains some support from the subsequent action taken by the LSWR's Board, which within a week instructed that only tank engines were to be worked to stations it had been told lacked turntables. At the same time the Ways and Works Committee (in practice the LSWR's engineer, John Strapp) was asked to report on the land needed for turntables. But by the end of November the Locomotive Committee heard that *no* new turntables were required, except at Willesden.<sup>41</sup> There the matter seems to have rested. As far as Blandford is concerned, I suggest the solution probably lay in mandating a tank engine whenever possible, and instructing footplate crew to do whatever was necessary to turn a tender engine if one had to be substituted – an injunction which would no doubt have been honoured in the breach! In the meanwhile, Beattie had been instructed to "send a better engine at once" after yet another failure of the usual Blandford engine in the latter half of October 1861.<sup>42</sup>

Much of this was to change when the Somerset & Dorset extended north of Blandford St Mary in 1863, sweeping away the temporary terminus and replacing it with the familiar one near the town centre. However the engine shed did not necessarily disappear once the LSWR stopped operating to Blandford, in mid-September.<sup>43</sup> Yolland's report for the BoT about a head-on collision near Wimborne Junction in January 1866 referred to a shed at Blandford, although we do not know whether this was the original or one at the new station.<sup>44</sup> However I have found no further mention of a turntable. It is possible that once passenger trains no longer regularly terminated at Blandford, it was removed. On the other hand, it might have survived if, as suggested above, its main purpose was to provide access to the 1860 shed. Intriguingly, two tender engines were involved in the collision, one of them said to be running tender-first.<sup>45</sup>

### Concluding remarks

For those who like history clear-cut, this story of the early years of the railway between Wimborne and Blandford will be hugely frustrating. More, and less ambiguous evidence would, of course, be welcome. Nevertheless the glimpses we now have of this pioneering period are worth having not only in their own right but also as a reminder of just how different the mid-19<sup>th</sup> century railway was from that around 1900. By then, many of the buildings, track layouts, signalling and operating practices would survive, particularly in quieter parts of the system like Wimborne, with little modification until the closures, rationalization and modernization of the later 1950s and 1960s – the railway many of us recall from earlier years. In contrast, while it might be going a little far to describe Wimborne's railways in the early 1860s – even the slightly ramshackle Dorset Central – as akin to those of the Wild West, they certainly did things differently then. I for one should welcome more insights into just how much.

### Acknowledgements

Research is generally in some degree a collaborative effort, but for this study I have benefited even more than usual from the insights and efforts of others. So my thanks in particular to: Graham Bowring, Colin Edwards; Steve Duckworth and others in the Trust's Northern Area Group, Russ Garner; the late Mick Hutson and the South Western Circle, particularly Colin Hooper, for posting his research notes; David McGhie; and finally but by no means least, my long-term collaborator on east Dorset's railways, Peter Russell.

- 1 *Dorset County Chronicle and Somersetshire Gazette* (24 Mar. 1864).
- 2 G. Bowring, 'Wimborne – The "Crewe" of East Dorset 1860-1890', *South Western Circular* 19/1 (Jan. 2022): 16-29.
- 3 Deposited plans of the Southampton & Dorchester Railway: Blandford Branch (1846), Dorset History Centre (hereafter DHC) QDP(M) R3/32; Dorset Central Railway Act, 1856, clauses 16, 23, DHC NG-AP/1856/2; C. Divall, 'Canford Manor's "Splendid Archway under the South-Western Railway"', *Backtrack* 33/4 (April 2019): 232-7; J. H. Lucking, *Railways of Dorset: An Outline of their Establishment, Development and Progress from 1825* (Lichfield: RCTS, 1968), pp.12, 20.
- 4 LSWR Court of Directors, min. 1316 (15 Mar. 1860), TNA RAIL 411/4.
- 5 R.A. Williams, *The London & South Western Railway* vol.1 *The Formative Years* (Newton Abbot: David & Charles, 1968), p.194; B.L. Jackson, *Castleman's Corkscrew* vol.1, *The Nineteenth Century* (Usk: Oakwood Press, 2007), p.107.
- 6 Dorset Central Railway: BoT Inspector's report (20-21 Sept. 1860), The National Archives (hereafter TNA) MT 6/296/9; Dorset Central Railway: Wimborne turntable (20-28 Sep. 1860), TNA MT 6/22/32. Bowring (p.19) notes the existence of the Blandford shed.
- 7 LSWR Loco Cttee (2 Feb. 1859, 14 Jun. 1860), TNA RAIL 411/178; LSWR Court of Directors, min. 631 (9 Jun. 1859), min. 1573 (21 Jun. 1860), TNA RAIL 411/4.
- 8 D. L. Bradley, *An Illustrated History of LSWR Locomotives: The Early Engines 1838-53 and the Beattie Classes* (Didcot: Wild Swan, 1989), pp.103-111.
- 9 DCR: Wimborne turntable (Sep. 1860); Dorset Central Railway. Top File No. 3548 (12-13 Oct. 1860), TNA MT 6/22/47.
- 10 DCR Top File No. 3548 (Oct. 1860). An annotation to the minute cover suggests that the meeting, if it ever took place, did not occur until December 1860.
- 11 DCR Top File No. 3548 (Oct. 1860). Waring's claim for the work was not settled for nearly two years; DCR Minutes of the Board of Directors (29 Aug. 1862), TNA RAIL 159/2.
- 12 *Southern Times* (3 Nov. 1860); *Salisbury & Winchester Journal* (3 Nov. 1860). D. Bradley & D. Milton, *Somerset & Dorset Locomotive History* (Newton Abbot: David & Charles, 1973), p.16.
- 13 BoT report (Sep. 1860); S&DJR Officers' Cttee, min. 3391 (23 Sep. 1886), South West Heritage Trust (hereafter SWHT) A/CW0/18/2.
- 14 BoT report (Sep. 1860).
- 15 LSWR Court of Directors, min. 973 (17 Nov. 1859), TNA RAIL 411/4; LSWR Accounts Journal (30 Jun. 1860), TNA RAIL 411/570.
- 16 Dorset Central Railway Act, 1857, clauses 53, 54, DHC NG-AP/1857/2.
- 17 Lucking, *Railways*, pp.17, 21; Williams, *LSWR*, p.65.
- 18 LSWR Court of Directors, min. 1628 (5 Jul. 1860), min. 1672 (26 Jul. 1860), TNA RAIL 411/4; *Poole and South-Western Herald* (2 Aug. 1860); *Salisbury and Winchester Journal*, and *General Advertiser* (11 Aug. 1860); Williams, *LSWR*, p.65.
- 19 BoT report (Sep. 1860). The note referenced the Dorset Central Railway Act, 1857, section 53, which specified the DCR and LSWR's responsibilities for providing and financing a junction.
- 20 BoT report (Sep. 1860).
- 21 *Daily News* (15 Feb. 1861).
- 22 *Hampshire Advertiser County Newspaper* (13 Jul. 1861, 1 Mar. 1862); *Hampshire Chronicle, Southampton and Isle of Wight Courier* (22 Feb. 1862).
- 23 LSWR Accounts Journal (7 Mar. 1861), TNA RAIL 411/571. We cannot know whether 'points' here meant one or more sets of switches and common crossings, with 'crossing' referring to diamond (or in LSWR nomenclature 'through') crossing.
- 24 LSWR Accounts Journal (14 Feb. 1865), TNA RAIL 411/573. 'Blandford' continued to be used occasionally until at least 1865.
- 25 *North Devon Journal* (14 Aug. 1862); *Dorset County Chronicle and Somersetshire Gazette* (12 Feb. 1863). In summer 1862 Harris had another go at the LSWR in the press, reminding the public that passengers – including himself! – were being highly inconvenienced by unreliable single-line working. *Hampshire Telegraph and Sussex Chronicle* (12 Jul. 1862); *Penrith Observer* (15 Jul. 1862).
- 26 London and South Western Railway: Wimborne to Wool (May 1863), TNA MT 6/27/60.
- 27 Early arrangements at Wimborne will be detailed in Graham Bowring's forthcoming book on LSWR signalling.
- 28 Traffic Cttee (15 Nov. 1860), TNA RAIL 411/231. It is impossible to say whether the siding (or loop; the term covered both) was laid; and if so, where.
- 29 C. Divall, 'Bridging the Stour at Wimborne', *South Western Circular* 19/2 (Apr. 2022): 60-9, at 64-5.

- 30 LSWR Locomotive Cttee (19 Sep. 1861), TNA RAIL 411/180. At the same time the Ways and Works Committee was asked to make sure the superelevation to the junction curve was kept in good order.
- 31 Lucking, *Railways*, p.27; Williams, *LSWR*, p.195-7; *Dorset County Chronicle and Somersetshire Gazette* (3 Sep. 1863, 10 Sep. 1863); *Shepton Mallet Journal* (11 Sep. 1863); *Western Daily Press* (11 Sep. 1863); 'Copy of the Agreement of September 13<sup>th</sup>, 1863...', Schedule to the Somerset & Dorset Railway Act, 1866, DHC NG-AP/1866/1; 'Articles of Agreement....between the London and South Western Railway Company.... and the Somerset and Dorset Railway Company.... (13 Sep. 1863), TNA RAIL 491/525.
- 32 E.g. Bob Curtis claimed the larger turntable was installed no later than 1863, when he says the Somerset & Dorset built the two engine sheds (one double road, the other single) familiar to later generations. Similarly, Chris Hawkins and George Reeve imply the larger turntable was built around 1863, to serve the single-road shed demolished in 1909. B. Curtis, 'Turntables of the S&D - Wimborne', *Somerset & Dorset Railway Trust Bulletin*, no 144 (Jan.-Feb. 1988): 6; C. Hawkins and G. Reeve, *LMS Engine Sheds: The Smaller English Constituents* (Upper Bucklebury: Wild Swan, 1984), p.182; Bradley & Milton, *Locomotive History*, pp.18-19.
- 33 S. Duckworth, per. com.
- 34 S&DJR Officers' Cttee (23 Apr. 1895), min. 4421, SWHT A/CWO/18/2.
- 35 Somerset & Dorset Railway Act, 1866, clause 4, DHC NG-AP/1866/1; LSWR Accounts Journal (14 Feb. 1865), TNA RAIL 411/573.
- 36 LSWR Accounts Journal (21 Jul. 1866), TNA RAIL 411/575. Stevens' account was dated May 1866. As is well known from the BoT inspection report, there had been a small "Signal House" at Wimborne Junction since at least 1863. TNA MT 6/27/60.
- 37 Graham Bowring raises the possibility that bankers were provided at Wimborne from 1847 but suggests that servicing facilities at the station were "always limited" (pp.19-20). It is very likely that a coke shed was provided there from the outset: Minutes of the Southampton & Dorchester Railway Company (11 Feb. 1847), Southampton City Archives D/Z 416.
- 38 E.g. LSWR Service Timetables (Nov. 1860), p.19; (Dec. 1860), p.19; *Salisbury and Winchester Journal, and General Advertiser* (3 Nov. 1860, 13 Jul. 1861); *Western Gazette* (1 Aug. 1863). Not knowing of the Blandford shed, Bradley and Milton presumed the engine returned to Wimborne overnight. Bradley & Milton, *Locomotive History*, p.170.
- 39 Locomotive Cttee (7 Mar., 4 Apr. 1861), TNA RAIL 411/180.
- 40 Locomotive Cttee (5 Sep., 19 Sep., 30 Oct. 1861), RAIL 411/180; Traffic Cttee (3 Sep. 1861) RAIL 411/231. Other nearby locations included Poole (i.e. Hamworthy) and Ringwood. Bradley & Milton, *Locomotive History*, p.16; Bradley, *Locomotives*, p.43.
- 41 Locomotive Cttee (5 Sep., 19 Sep., 14 Nov., 28 Nov. 1861), TNA RAIL 411/180. Beattie was asked to report on the distribution of tank engines, of which there were only 30, across the LSWR; Bradley, *Locomotives*, pp.103-110.
- 42 Locomotive Cttee (30 Oct. 1861).
- 43 Lucking, *Railways*, p.27;
- 44 BoT Accident Returns: Extract for the Accident at Wimborne Junction on 11th January 1866. [railwaysarchive.co.uk/documents/BoT\\_Wimborne1866.pdf](http://railwaysarchive.co.uk/documents/BoT_Wimborne1866.pdf) (accessed 9 Nov. 2022).
- 45 Bradley & Milton, *Locomotive History*, p.21.