

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 109

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91125 in Sky branding at Doncaster on 21 March 2014. Ken Aveyard



91106 with branding for the Great Exhibition of the North at Doncaster on 23 Mrch 2018. Ken Aveyard



Nameplate of 43208 taken at Doncaster on 21 March 2014. Ken Aveyard

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Editorial

Welcome to the first Corkscrew of 2019 which members will know is exhibition year, with our biennial exhibition taking place at Queen Elizabeth's School Wimborne on Saturday and Sunday 16 and 17 March 2019. Full details of the exhibition can be found on the Wimrail web site or UK Model Shops but with 28 layouts, 15 traders and 9 demonstration and society stands there will be something for everyone to enjoy.

2019 also looks like being a bumper year for those trainspotters among us with new trains being introduced on Scotrail, Northern, East Coast, Anglia, Crossrail, Great Western, Wales and Borders, West Midlands, London Midland, South West Trains, Great Northern and TFL Rail so no doubt there will be a number of excursions up to London and beyond during the year.

From this issue we also change the format of The Corkscrew which will henceforth only be available to view on the Wimrail web site, where it will still be open to any member of the public to read, or download. We may consider an email distribution to members, but there will be no more printed copies.

In this issue we have Peter Watsons earliest memories of trains, some photographs from our 2018 open day, and finally after 14 years the concluding installment of Gresley's Gallopers bringing the east coast traction series up to 2019. Readers will note the lack of Railways Roundabout and Swanage Railway news as our source is no longer available, thus I can confidently say that this issue of The Corkscrew is the first "Bulleid free" issue!!

Sit back and enjoy Corkscrew 109. Closing date for 110 is 14 March 2019.

Cover Picture:- Stagecoach had a dedicated rail replacement bus fleet based at Winchester but since the loss of the SWT franchise to First, these buses rarely appear in our area. 16292 was seen in Winchester on 4 May 2015. KA

“THE FIRST THING I REMEMBER IS.....”

by Peter Watson

Now usually, that reads.... “The last thing I remembered was..... as I try to recall last night in the pub with other WRS members after a Club Night. This, however, is an attempt on my part to recall some of my earliest memories of trains and railways. They will, of necessity, be less accurate than I might wish – but I wasn’t taking notes at the time!!

My first locomotive memory – probably a Great Western “Hall” class 4996 “EDEN HALL”. It was a Sunday School trip and it was at Cheltenham Spa St James around 1954. I stood alongside the engine and admired its clean paintwork before getting on board to go to either Weston or Barry Island. I’m fortunate to have a cab numberplate in my hall – though it is the other side from the one that saw a small boy in short trousers gazing up in awe at the bulk of the engine above the platform. Looking up at the bridge that carried the Honeybourne line over the main road and seeing a “Hall” class loco standing there – nothing special about that you may say but this was 4900 – the doyen of the class and the converted “Saint Martin”.

TRAFALGAR – “Jubilee” class 45682. I had to walk to school and cross the Bristol to Birmingham mainline. This loco seemed to be there every day as we walked to and from school – obviously a diagram that saw it working down to Bristol at about 8.30am. It was a Barrow Road loco for almost its entire life – it is always quite clean and always heading south in my memory. One of its builder’s plates is now in my care.

ULSTER – another “Jubilee” that I saw while standing at my local level crossing gates just to the north of Cheltenham Lansdown – I did that a lot in the mid/late fifties. I never noticed that it carried a crest above its nameplate – one of a handful of Jubilees to do so – but its smokebox with the number 45739 and its grubby condition as it shunted empty stock are still clear to me now.

SEYCHELLES – 45626. Hurling into Lansdown at a speed that was such that I doubted it could pull up in the station limits – but it did as I watched the driver leaning back to look down the train as my grandparents climbed on board to head back all the way to their mining village outside Doncaster. (See picture opposite.)

My father had an allotment alongside the Honeybourne line north of Malvern Road station and here, while nominally “helping” I would hear the grinding gears of a GW railcar, almost always W19W, but occasionally its partner W21W, as it slowly ran along the embankment heading for Cheltenham or Stratford.

Lots of steam locos too but my memory has excluded them all, apart from the Robinson designed ROD 2-8-0 locos with their GW boiler fittings – even then the LNER was in my DNA!



Not a GWR one but Robinson ROD 2-8-0 63855 is seen on an up freight at Doncaster on 1 November 1958. WRS C020



45626 Seychelles seen here on a down freight at Long Preston on 15 August 1964 WRS C1026

Parallel boiler “Patriot” GIGGLESWICK was seen from the crossing gates shuffling around the carriage sidings to the north of Lansdown. Even at such a young age I think I recognised that here was an “old fashioned” engine.

It was at Alstone Lane Crossing that I put pennies on the line and, dare I say it, the occasional small piece of ballast, and then watched fearfully as the locomotive that I was about to derail and send into oblivion crushed it to dust without so much as a pause. Also here were the first 9Fs – their huge size made quite an impression – they wouldn’t be troubled by pebbles on the permanent way – and my first sighting of dmsu.

A signal box controlled the crossing and, as was usual, there were signals protecting the roadway. These were gantries heading south and a post for northbound and the precursor to a train was the clang of bells in the box followed by the signalman pulling the levers that set the gate stops in the road then going to his gate wheel and watching for a suitable gap in the traffic (that wasn’t difficult 60 years ago). I watched in fascination as the gates swung back to crash against the stops and then be locked in place – the pedestrian gates were locked after the road gates to give time for anyone caught to make their way off the tracks. It wasn’t unknown to hitch a ride on the gates though you risked the signalman’s wrath. I once tried to do a U turn at this crossing on my first grown up bike with the obvious consequences – my front tyre slipped between the two rails on the crossing and I walked home with a badly buckled wheel.

One day my Mother and I went with my sister in her pushchair for a walk in the lanes north of Cheltenham. That area is now a retail park but then it was rural hedgerows filled with honeysuckle and it was alongside one such hedge that we stood at a level crossing and I saw a Caprotti fitted class 5 thunder south with its ungainly steam pipes prominently in view – I recall it being a really ugly engine but I now find those experimental locos quite fascinating.

Around 1956/57 I would often wander off to the railway bridge over the Bristol main line – you did in those days – and sat on the wooden fence until hunger drove me home. There was a signal just to the north of the bridge and, one day, an ex-MR/LMS 4F had been stopped there. It set off slowly with cylinder drain cocks fully open and its appearance was presaged by enormous clouds of steam through which the outline of the loco became visible. The sound of the steam, the exhaust of the loco struggling to restart its train and the theatrical quality of it forcing its way under the arch of the bridge are as impressive to me today as they were all that time ago.

Just north of the bridge on my way to school was a goods yard where there was often to be seen a Jinty shuffling wagons around. Do you recall those yards? Full of wagons and vans and with a wide variety of loads as BR was, at that time, still a “Common Carrier” - obliged by law to take any product offered to it and to transport the same to its destination.

The range of wagons and variety of loads are beyond the comprehension of anyone brought up on intermodals and bulk freight hauls.

After we moved to South Yorkshire in the late 1950s the railway scene was all around us once more – colliery lines, WDs on unfitted mineral trains, Doncaster and the East Coast mainline a difficult and demanding (for a young lad) bike ride away and the Swindon and Knottingley Joint passing the end of the garden in a cutting so all I could see was the smoke!!



60141 Abbotsford on the up Yorkshire Pullman passes Doncaster on 26 August 1981.
WRS C348

It would always be there so there was no need to go mad and dash around watching trains – I saw my last Patriot (one of the VCs) and my last Scot on that line – I recall them both but only because they were, by then, rare specimens and named to boot.

My mother used to say my interest must have stemmed from her walking me in the pram by the railway – whether or not that is true, I can't remember a day when I haven't wanted to watch trains and wonder to myself where they had come from, where they were going and what they were carrying. If she's right, then I owe her a debt of thanks for an interest that has taken me on railways across the globe, that has given me an insight into all manner of disciplines from geography to architecture and which has brought me into contact with many likeminded individuals some of whom have been friends for almost as long as I can remember.

Gresley's Gallopers

Part 9 the conclusion?

By Ken Aveyard

Part seven of this series covering the HST power cars featured in Corkscrew 50 in April 2009, with part eight covering the electric locos and an HST catch up appearing in Corkscrew 73 of February 2013. This possibly final article looks to bring the story up to date, as a prelude to the forthcoming replacement of the HST's and class 91s by the new Hitachi IEP trains.

No sooner had Corkscrew 73 been published than 91107 (and 82231) appeared in an overall vinyl wrap for the James Bond film **Skyfall**, with the number displayed as 91007 in the 007 house style illustrated in Corkscrew 74.

On 14 October 2014, 91111 was unveiled in an impressive overall livery commemorating the centenary of World War 1. Named **For the Fallen** the name commemorates the famous war poem of Laurence Binyon, written as early as September 1914. Binyon was not a soldier and was in his mid forties when he wrote the poem at his home in northern Cornwall. Although the poem contains some well known phrases in its seven verses, it is the fourth verse that is recognised worldwide in festivals of remembrance.

***They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.***



91111at Peterborough on 19 August 2015. The livery is different on each side and the nameplates carry different regimental badges. Ken Aveyard

In between Skyfall and For the Fallen, back in 2013 91114 became the second recipient of the **Durham Cathedral** name, previously on 91102. For more information on Durham Cathedral see Corkscrew 73.

In 2014 91125 received a vinyl wrap for Sky 1 HD television as part of the promotion of the “All Aboard the East Coast Trains” programme. An entire rake of carriages was also wrapped with images of various staff members and DVT 82216 made up the rake. Unfortunately the image was rather spoiled as 91125 would turn up on normal liveried rakes. See page 2

In February 2015 the East Coast franchise was once again returned to the private sector in the guise of Virgin Trains East Coast. At the time of the takeover there were 8 named class 91's -91102/107/109/110/111/114/115/117, plus 91101 still carried the purple Flying Scotsman overall livery. As Virgin trains began to reliverly their rolling stock, 91101 received a new livery with a vinyl nameplate as seen below.



91101 Flying Scotsman at Doncaster on 24 March 2017. Ken Aveyard

It would be July 2016 before Virgin named another class 91. In a very low key ceremony on the platforms at Kings Cross early on the morning of 7 July 2016 91128 was named **Inter City 50** to celebrate the anniversary of the brand.

Tuesday December 6 2016 saw 91130 named **Lord Mayor of Newcastle** to celebrate the 800th anniversary of King John granting a charter, in 1216, to Newcastle's burgesses – known today as the Freeman – which empowered them to elect a Mayor of Newcastle. The naming was hosted by athlete Johnathan Edwards CBE, himself an honorary freeman of the city, in conjunction with then current mayor Councillor Hazel Stephenson.

It was a key part of Newcastle City Council's commemoration of 800 years of Newcastle's Mayoralty.

The city has had its royal charter renewed by successive sovereigns and is one of only a few cities in Europe to have had the same office handed down to known recipients over so many years in an unbroken sequence. The nameplate deviates from normal Virgin trains practice in that it is coloured black and white, the colours of Newcastle football club.

91119 was named **Bounds Green Inter City Depot 1977-2017** in October 2017 to mark 40 years of High Speed Trains at Bounds Green depot. Named by engineer Steve Kirkup, who started at the depot back in 1977 when the depot was greatly expanded to allow the introduction of the HST fleet, the current allocation is the class 91 fleet and train sets. These days the HST fleet is based at Craighentiny in Scotland hence the choice of a 91 for the naming.

In November 2017 91126 was named **Darlington Hippodrome** following the restoration of the theatre. The New Hippodrome and Palace Theatre of Varieties took just seven months to build, and was opened on September 2, 1907, with a classic music hall bill, topped by "the Greatest of all Comediennes", Miss Marie Loftus. It was to be Darlington's second theatre, after the Theatre Royal in Northgate, and it coincided with the regeneration of Parkgate, which was regarded as too narrow to be the main approach to the railway station. In Edwardian times a Hippodrome was a particular type of theatre specialising in variety acts, including animal acts rather than plays or opera that would be performed at a more traditional theatre.

In March 2016 it was announced that Darlington Civic Theatre had received a confirmed £4.5m grant from the Heritage Lottery Fund (HLF) to transform and regenerate the Grade II Listed building to its former glory. The theatre closed at the end of May 2016 to allow work to begin and included the restoration of the distinctive exterior of the theatre and the beautiful Edwardian auditorium reopening in Autumn 2017 as the Darlington Hippodrome.

The most recent naming and the last under the Virgin brand was on 27 March 2018 when 91118 was named **The Fusiliers** to commemorate the fifty year anniversary. The ceremony took place at Kings Cross station with representatives from the First and Fifth Fusiliers alongside the Colonel of the regiment. The Fusiliers have strong connections to the north east of England.

The Royal Regiment of Fusiliers was formed on 23 April 1968 as part of the reforms of the British Army that saw the creation of 'large infantry regiments', by the amalgamation of the four English Fusilier regiments:

Royal Northumberland Fusiliers
Royal Warwickshire Fusiliers
Royal Fusiliers (City of London Regiment)
Lancashire Fusiliers

The fifth battalion is a Reserve battalion centred on the northeast of England. As a battalion within the 1st (United Kingdom) Division, the fifth battalion specialises in armoured infantry operations and has deployed all over the world on operations and on exercise both as a formed unit and as individual augmentees to the first battalion. The fifth battalion is now paired with the first battalion and continues to support them in operations and on exercise.

Fifth Fusiliers maintains subunits at the following locations:

RHQ - Newcastle upon Tyne
A Company - Birmingham
C Company - London
X Company - Newcastle upon Tyne and Hexham
Z Company - Alnwick and Cramlington
Recce Platoon ("Percy's Scouts") - Alnwick
Fire Support (Machine Gun) Platoon – Bury

From time to time class 91's have received additional branding on the Virgin livery, including 91114 **Durham Cathedral** which has an outline of the cathedral and a second name.



91114 Durham Cathedral with the additional branding seen at Doncaster on 18 March 2016.
Ken Aveyard

91106 carried vinyl decorations for the Great Exhibition of the North between 22 June and 9 September 2018. See picture on page 2.

During this period of course the HST sets continued to give sterling service alongside the 91's, In Corkscrew 73 it was reported that only three power cars remained with names in 2013, 43290, 43300 and 43367 but this was not entirely correct. During the refurbishment and renumbering programme, many painted names vanished but later cast nameplates reappeared. 43208 was named **Lincolnshire Echo** on 8 May 2011, to coincide with the new daily Lincoln to Kings Cross service whilst 43257 retained **Bounds Green**.

So forward to 2014 and the East Coast era and 43308 was named **Highland Chieftan** a name familiar to East Coast traction having been once carried by LNER A2 pacific 60507 on the East Coast route and between 1978 and 1984 by 87023 on the West Coast route.

To celebrate thirty years of service to the Scottish Highlands on Tuesday 30 September 2014 the Deputy Provost of Inverness, Cllr. Jean Slater, joined Inverness-born Doug Sutherland, Chairman of East Coast's parent company Directly Operated Railways, and East Coast Managing Director Karen Boswell, to name High Speed Train power car number 43308 'Highland Chieftain' at Inverness station. The Highland Chieftain service has been connecting the Highland capital city of Inverness, Edinburgh and London daily since 1984 – providing a vital link for business and leisure travellers, and making an important contribution to the region's economy. Invited guests and passengers witnessed the ceremony prior to the train's departure for London at 0755, as a red and silver brass 'Highland Chieftain' nameplate was unveiled on the side of the locomotive by the Deputy Provost, to the sound of a traditional Scottish salute provided by a lone piper. The nameplate also features the outline of a highland stag.

On September 23 2015 43238 was named **National Railway Museum 40 Years 1975 – 2015** at York station on September 23. The same Class 43 previously carried the name *National Railway Museum – The First Ten Years 1975 – 1985* for 12 years from 1985. It now wears a distinctive and specially-designed livery, depicting key exhibits from the Museum's collection, including the working replica of Stephenson's *Rocket*, and *Locomotion No.1* which is currently on loan to Darlington's Head of Steam Railway Museum.



43238 in NRM livery leaving Doncaster on the rear of a London service on 23 March 2018.
Ken Aveyard

In December 2015 to commemorate the start of direct trains from Sunderland to London, Virgin East Coast named 43274 **Spirit of Sunderland**, graphics on the side of the locomotive display Penshaw Monument, Sunderland Empire Theatre and Sunderland International Airshow amongst other cultural attractions.

One subtle change was 43300 **Craigentinny** which received a crest in addition to its name plate in 2014 to commemorate 100 years of the depot. East Coast trains also added large purple lettering to the side of the locomotive, which survived the intermediate Virgin livery change in 2015, but later that year received full Virgin livery.



At the top is the original nameplate with the 2014 addition upper right, and the bodyside lettering upper left. Above left is in the intermediate Virgin livery at Doncaster on 20 March 2015, and finally on 18 August 2015 at Peterbrough in full Virgin East Coast colours. Ken Aveyard

Whilst that brings to an end the named class 43's, some of these also received special branding for short period. Many years ago 43090 in GNER days carried a Leeds to London advert for a while but I never saw it.

Back in 2016 43239 carried a message **#L for Lewis** for a period as a show of support for a terminally ill railway worker.



43239 #LforLewis seen at Peterborough on 27 April 2016. Ken Aveyard

Currently 43318 carries large grey number 40 on each side to celebrate 40 years of the Inter City 125 on the East Coast which occurred in 2018.

So this probably brings an end to the Gresley's Gallopers series that started in Corkscrew 25 with an analysis of the horse names carried by Gresleys A3 pacifics, inspired by a visit to a toy fair at Doncaster Racecourse one new years eve where the list of St Leger winners revealed many well know names.

However during more research, I found that A1 (pre A3) loco 2598 which became became 60087 Blenheim, winner of the 1930 Derby, had originally been named Rock Sand. Rock Sand was a thoroughbred stallion born 1900 and raced until 1904 winning 16 out of his 20 races including the triple crown of 2000 Guineas, Derby and St Leger before tendon trouble caused him to retire before the 1905 season. Rock Sand on his mothers side was descended from St Simon, Galopin and Hermit going back three generations. After retirement he went to stud and by 1906 was in Kentucky, America. Of the foals he sired, only Tracery in 1909 had railway connections. In 1912 gambling restrictions in America resulted in Rock Sand returning to France where he was a difficult horse and died of heart disease in 1915. His skeleton can be seen in the Gallery of Comparative Anatomy & Paleontology at the Muséum national d'histoire naturelle in Paris, France.

Whilst I suspect that the imminent introduction of the new Hitachi Azuma trains on the East Coast under the latest LNER franchise, will result in some namings – probably using cheap vinyl stickers, I don't feel particularly inclined to write about them as they will undoubtedly lack the character of the steam era names that inspired me to create this series. Earlier parts of this series can be found in the Corkscrew library starting with issue 25.

WRS Open Day 2018

pictures by Robert Aveyard



George setting up the shunting puzzle layout in the Gowing room.



Gordon issuing instructions for Wimborne to much amusement.



As the visitors arrive and the hall fills up, Gordon makes his escape from Wimborne in search of a cup of tea.



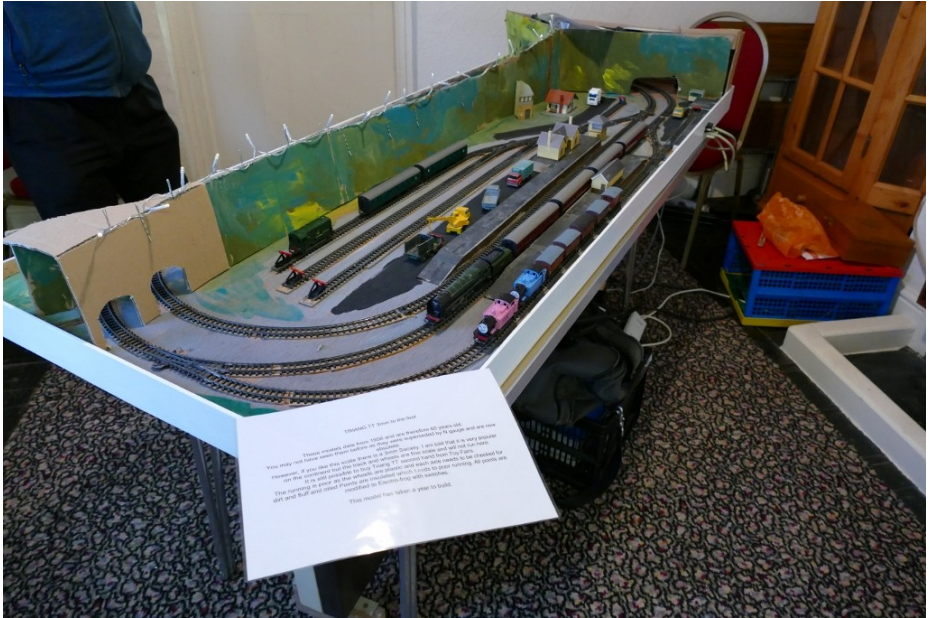
Looking across the church hall with Wimborne on the left towards the storage area where Horton Road was in full swing.



Horton Road, the Society's O Gauge layout is always popular with visitors the layout is now fully DCC with many sound fitted locos.



Another view of Wimborne with a Q1 0-6-0 passing on a freight and a BR standard 2-6-4T shunting the sidings.



A display of vintage Triang TT with the addition of some Thomas characters for the children, in the ante room.



Goodbye Robertsbridge, hello Andybridge. Your editors engine shed layout from 2009 has now passed to Andy to take forward in the future. Here in the Gowing Room next to the shunting puzzle.

Rail Replacement Buses

by Ken Aveyard

We all hate the dreaded words Rail Replacement Buses when turning up for a train journey, and the last time I was involved with one as a passenger was in March 2017 between Halifax and Todmorden which added an hour each way to the Bradford to Manchester journey I was making. See Corkscrew 98 for the details.

Perhaps the most frustrating rail replacement occurred on 8 August 1975 when my bother Colin and I were in the middle of a weeks railover on the Western Region prior to spending a week in Paignton on holiday with our parents who had dropped us at Banbury on the first Saturday of the break. Actually it was the AA that dropped us at Banbury after the gearbox on dad's car failed on the drive down, but that's another story.

We had stayed overnight in Exeter and started with a return trip to Exmouth, followed by a run down to Liskeard for a trip on the Looe branch. On arrival at Liskeard we found rail replacement coaches were taking passengers down to Coombe Junction to catch the train as there were sleeper replacement works on the incline. I remember a very comfortable Harrington Cavalier coach for the five minute journey but not who the operator was! A rather scratch DMU set comprising "bubble car" 55026 paired with driving trailer 56283 to which 51575 had been added presumably as two power cars were required for the branch, took us down to Looe and back to Coombe Junction where the coaches were waiting to take us to Liskeard station.

We continued on to Par and a visit to St Blazey where we found Western D1021 and D1033 in the shed (see picture on page 24) and 08377 08824 25275 and 50014, class 50's beginning to make an appearance in the west. We finally moved on to Penzance, from where we returned to Exeter. I did eventually get back to do the missing link when on 2 August 1989 during a family holiday in Looe, I managed to get a day out to Plymouth.

So back to the subject of rail replacement, by 1997 I was living in Poole and driving buses for Wilts and Dorset when taking advantage of a day off I travelled to Southampton for some bus photography and found rail replacement buses running between Southampton and Eastleigh. I didn't hang about at the station but on the way back to Poole took a picture of a Damory Leyland Lynx sat spare at Southampton station. A few years later and finally got to work on rail replacement when I was assigned a full weekend running between Southampton and Bournemouth. I picked up an Optare Spectra at Poole and ran empty to Southampton ready to do three round trips.

The actual engineering work was between Brockenhurst and Southampton but the standard of roads don't allow for high speed running so through passengers were always bussed between Bournemouth and Southampton as that was generally doable in 55 minutes non-stop. Trains from Weymouth were running through to Brockenhurst for local passengers with additional buses from there to Totton and Southampton.



Damory Leyland Lynx 5052 at Southampton, December 1997. K Aveyard

I did a couple of trips stopping at Totton connecting off the semi fast in the down direction but non stop in the up to connect with the fast. We generally had around 15 minutes at Bournemouth waiting for trains and around an hour at Southampton where we assisted with the loadings of the other departures. We were sending two double deckers twice an hour connecting from the fast and semi fast, plus one connecting with the stopper for Millbrook Redbridge Totton Ashurst and Brockenhurst. The third trip I did was fast each way and then I sat spare at Southampton until the early evening when I was due to run off and was given a Bournemouth trip one way.

Another time there was a bridge replacement at Swaythling, and I was sent to Southampton Airport Parkway one Sunday as spare, eventually doing a couple of trips to Bournemouth and back during the late afternoon and early evening but otherwise sitting around in case the two booked deckers were insufficient. The train service was much reduced and the London trains were all 12 coach Vep's which ran to and from Eastleigh on the up line as a long siding.

I was booked from 1400 to 2400 on that shift and my only booked trip was to get me home, being a 2230 from Eastleigh Station to Bournemouth non stop, and on which I carried one passenger as I was connecting off the stopper. All the other passengers wanted Southampton, and they had to wait until 2300 for the bus that connected off the fast. One bonus of that job was around 1600 when the catering staff for Cross Country had loaded the trolleys for the evening departures and came over with a massive box of Danish pastries that they were going to throw away. Unfortunately at that time I never took my camera along to record what we did.

I did a few more rail replacement jobs mainly between Bournemouth and Poole when they were relaying absolutely everything down the Wessex route, but following complaints about using double deckers, SWT decided to convert to coaches and the amount of work we did all but dried up. Of course coaches were not wheelchair accessible so a few years later the position reversed and a mixture of coaches and buses can now be found on most jobs.

Of course the quality of vehicle you get on these jobs depends on how many you need, and the time of year. There have been some massive schemes in the last few years especially the Blackpool electrification where the value of the contracts allowed Blackpool Transport to buy a batch of brand new double deckers which were committed to the work for the first six months.

A selection of images follows of some of the vehicles found on rail replacement in various locations over the last few years.



York Pullman school coach 216 MIW5791 a Plaxton bodied Volvo B10M at Leeds on 3 January 2009 and Tetley's ILL7077 a Van Hool bodied Volvo B10M at Bradford Interchange on 11 July 2009. Ken Aveyard

Both of the above represent the jobbing coach, often used on school contracts during the week and lesser private hire work which makes them ideal for rail replacement as they are generally available at weekends, although the York Pullman coach was on a much bigger job during Leeds station redevelopment when trains were using a temporary station on the Hlbeck triangle.



An unusual coach is this Leyland Tiger / Plaxton with frontal restyling by John Worker Styling / Blackpool Coach Services. New to Wallace Arnold as G506LWU and seen operating for Lewis of Coventry registered LUI4506. This was during the period when the Nuneaton to Coventry service was operated by coaches due to a shortage of DMU's and is seen at Nuneaton station on 26 March 2013. Ken Aveyard



A couple of Mortons, a Hampshire based company now part of the Lucketts Group, with P12KGF (PN08SVW) a Volvo B9TL with East Lancs body seating 100 at Eastleigh on 21 February 2015 and YJ13GWM a Van Hool TX16 integral at Warminster 12 October 2014.



Blackpool 451 a brand new ADL E400 City and Hilton of Newton le Willows YX05AVJ a Mercedes Atego with Ferqui Solero bodywork at Manchester Victoria on 24 March 2018.



A selection of vehicles used between Poole and Southampton over the weekend of 5 and 6 January 2019 when track work was being undertaken in Bournemouth station. Sea View Neoplan PK63BUF, and Barry's 362KHT an Irizar bodied Scania were among the coaches whilst Dekkabus F5HOR the former Blackpool 358 an East Lancs bodied Daf new to the Isle of Man, and Southbourne Buses YN53EMK an ex Wheelers Optare Solo were some of the low floor vehicles in use.



Norther Rail liveried class 142 Pacer unit 142092 prepares to leave Selby on a service to York on 15 September 2017.
Ken Aveyard



D1021 and D1033 are seen in the roundhouse at St Blazey 8 August 1975