

# **THE CORKSCREW**

**Newsletter of the**

## **Wimborne Railway Society**

**Founded 1975**



**Issue 114    December 2019**



***A surprise passing through Doncaster on 20 September 2019 was 66788 with nameplates blanked off. Over the weekend the name was revealed at Shildon and on 23 September the loco was seen passing Heighington on its way back from Shildon.  
Ken Aveyard***



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## Editorial

Welcome to the final edition of The Corkscrew for 2019. I'm writing this after the 2019 A G M where as can be seen above we welcome a new Chairman and Vice Chairman replacing Barry and Jim who remain on the committee. As Editor I would like to thank all those members who have contributed content for The Corkscrew this year whether articles or images and please keep them coming or it will be yet more of my spotting trips next year!!

In this issue we have a feature article on my Scottish spotting trip (you were warned) David Coasby relates Horton Road's appearance at the Central Southern O Gauge exhibition, and I start off what I hope will be a series of Winter modelling projects. Finally may I wish everybody Merry Christmas and best wishes for 2020 with an image taken from the Virtual Railfan You Tube Channel of snowmen at Ashland Virginia in December 2018. If you like American railways check them out there's over 20 locations with live feeds.



Sit back and enjoy Corkscrew 114. Closing date for 115 is 16 January 2020.  
Cover Picture :- Glasgow Underground car 102 at Buchanan Street.

# Scotland in September

by Ken Aveyard

Regular readers will know that for the last few years my brother Colin and I have had a three day spotting trip in and around London during June. This year we decided to return to Scotland, our first visit since the rain washed session of 2012 which was documented in Corkscrew 71. Our targets for the holiday were a trip on the borders line between Newcraighall and Tweedbank, a full bash of the Edinburgh tram network, seeing all the trams, and the new class 385 units which unfortunately were not quite all in service.

I made the journey north on Friday 20<sup>th</sup> September departing as usual at 0430 and catching a train at Adwick for a day on Doncaster station. I had made good time so was able to catch the 0845 local service to Sheffield which was 142089. On arrival at Doncaster there was just time to snap a quick photo of 142089 and one of 142026 on new platform 0 before bright headlights from the north heralded the passing of 802203 on a Heaton to Doncaster training run. This is one of the sets destined for Trans Pennine which are also being used to train Hull Trains drivers. The set was still as delivered in all over grey. Thunderbirds in the west yard were royal liveried 67005 and DB red liveried 67028 which during the day sallied forth on a crew training run. Accompanying them was Northern Rail CAF emu 331105, whilst sister units 331106 and 331109 were in use on the Leeds service. Later in the day similar DMU's 195103 and 195113 would also put in an appearance. Also heralding the future were the two power cars from 769424 in the Wabtec sidings and representing the vanishing scene, 91108 one of the first class 91's withdrawn was also present awaiting stripping for spares.



**802203 and 195113 at Doncaster on 20 September 2019. Ken Aveyard**

Doncaster was as usual busy with a steady stream of passenger trains from LNER, Cross Country, Northern, Grand Central, Hull Trains, Trans Pennine, and East Midlands. Freight was predominately GBRf but Colas 56094 was in charge of the Millerhill PW service, and Maritime liveried 66091 on the Wakefield to Southampton.

Most of the LNER Leeds services were in the hands of class 800/1 hybrid Azumas but the presence of all electric 9 car 801209 on test was a reminder that after the initial withdrawal of four of the Mk4 sets for transfer to Transport for Wales, it was the HST fleet that would be withdrawn next. The all electric 5 and 9 car sets would be taking over the Leeds services during November and December releasing the 9 car hybrid sets to operate the north of Edinburgh services. It will be strange to see Doncaster HST free after over 40 years.



***A sight soon to be consigned to history. 43277 storms through Doncaster on 20 September 2019.***  
***Ken Aveyard***

Not long before I needed to catch my train back to Adwick a remarkably clean GBRf 66 appeared passing through the station heading north. 66788 had covered up name plates and at the time its destination was something of a mystery although if I'd referred to my Real Time trains printout it was clearly on there going to Shildon!



***43061 at the head of one of the ECS workings from Neville Hill to York which are routed via Doncaster in case a class 91 hauled set is used.***  
***331106 at Adwick on its way to Leeds.***  
***Ken Aveyard***

My journey back to Adwick to collect the car was on board 331106 which seemed nice enough on what was only a 10 minute journey.

So Monday morning and start of the main holiday sees me and Colin heading for the Hitachi factory at Newton Aycliffe where we hoped to see the three class 385 units not yet delivered to Scotland, 385001 002 and 044. After parking near Heighington station we used the footpath leading to the accomodation crossing which has been upgraded since our last visit with proper steps and cross walks and climbed the bank overlooking the depot. We had timed our arrival for a Darlington bound train, hoping for a class 142 from my hit list but it turned out to be Scotrail liveried 156465 a recent transfer to Heaton.

Looking over the Hitachi factory we could see four class 800's and a class 08 shunter 08484 but the only class 385 visible was 385044 inside the factory. A small road rail shunter was in use moving 801211 around the depot.



***Left is 08484 with 801220 and 801215 and in the background 800208 and on the right 801211 with the road rail tractor hidden in the distance. KA***

By now we were running about 10 minutes late and with a long drive ahead to Newcraighall for the 1136 train to Tweedbank we made our way back to the rail crossing just in time for the Bishop Auckland service to pass and this was 142015 but as it passed us we could see in the distance an approaching 66 and this proved to be 66788 on its way back from Shildon as shown on the inside front cover.

Our plan to catch the 1136 to Tweedbank at Newcraighall and have a 30 minute drop back at Galashiels on the return for some bus photography was thwarted by a slower than expected road journey so it was 170404 on the 1206 we caught. A straight turn round at Tweedbank and back to the car and we were on our way to a Premier Inn at Falkirk, and then to Falkirk High just in time for the 1453 to Glasgow.

A further 8 class 385's were copped on the run in to Queen Street after which we walked across to Central with time to spend taking bus photographs for a while before hitting our target time of 1600 on the platform. Our target was based on some timetable research done before the holiday.

Following reports on the web, and the use of Real Time Trains, I had established the Edinburgh to Dunblane interworked with the Edinburgh Glasgow via Falkirk Grahamston, involving 11 diagrams, whilst the Edinburgh to Glasgow direct was 8 diagrams all twin sets, some 8 car and some 7, pending platform works at Glasgow Queen Street. Edinburgh to Glasgow via Carstairs was three more diagrams, and the Edinburgh to North Berwick and Dunbar used 8 sets some of which worked across to Glasgow via Shotts, then on to Ayr and these would be class 380 sets. The remaining Edinburgh to Glasgow via Shotts added another 10 diagrams that also interworked with services on the Inverclyde routes and occasionally the Cathcart Circle. That added up to 40 diagrams to which needed to be added 3 that worked between Glasgow and Alloa. The class 385 fleet is 46 three car sets and 24 four car sets although 3 car 385001 002 043 and 044 (seen at Newton Aycliffe) and 4 car 385101 and 102 were yet to enter service. So whilst up to nine workings from the planned diagrams were expected, there was an expectation that a number of other services would turn up 385's during the afternoon peak.

As it turned out, a couple of twin units on Lanark workings plus a few others meant that 13 members of the class, of which 10 were cops, were seen. Four class 314's also made an appearance, in both Scotrail and PTE liveries whilst other electric units included classes 318 and 321 both domestic and ex Great Eastern ones and 380. Class 156 units were working the non electrified services.



**314209 and 314216 at Glasgow Central on 23 September 2019. KAveyard**

There was a window within the expected 385 arrivals that allowed us to make a return trip on 380014 to and from Paisley Canal, which takes you past both Shields electric depot and Corkehill DMU depot which has electrified sidings, but no 385's were on either depot. After arrival back at Central it began to rain quite heavily so we adjourned to a nearby Wetherspoons before returning to the station to see the arrival of the empty stock for that night's Lowland Sleeper service which had been converted to the new Mk5 stock and was due to arrive at 2100. The empty stock was brought in by GBRf liveried 92020 with Caledonian Sleeper liveried 92033 on the rear ready for the run south.



***92020 has been detached from the ECS for the Lowland Sleeper whilst 92033 will take the train south (once the tail light has been removed) KA***

We made our way back to Queen Street and the train to Falkirk for our overnight accommodation managing two more 385 cops on the way.

Tuesday morning and the we were back at Falkirk High for the 0655 in to Queen Street (385005 and 385116 both cops) where we were to remain on the station for the morning peak. The station has been undergoing platform extension work over the last couple of years in a major project that has seen the property in front of the station demolished and the station concourse moved south to allow the platforms to extend through the old buffer stop line allowing eight coach trains to run on all Edinburgh to Glasgow direct workings from the December 2019 timetable change. Just prior to our visit the final phase commenced with the closure of platforms 4 and 5 and the reduced capacity meant that the Edinburgh to Glasgow services via Falkirk Grahamston, the service that interworks with the Edinburgh to Dunblane, were all terminating at Springburn.

This meant that all we were looking for were the services from Dunblane and Alloa which were due to arrive at 0740 0757 and 0859. We would also see the 8 pairs of units on the Edinburgh Glasgow service but they were not so important as we would see them all again in Edinburgh later in the day.

We deliberately chose a train that arrived in Queen Street in time to see the 0740 arrival from Dunblane but which also arrived on platform 3 as we hoped to remain on that platform for the best view of the station, especially the short platform 1. As it happened with trains running in and out of that platform every 15 minutes there were always people around and we were left to our own devices for our stay.

As well as the 385's of which we copped 14 sets the diesel services were a mixture of 170's and 158's on the Perth services and 156's on the far north lines but we were rewarded when the 0911 arrival from Aberdeen turned up as a mini HST set with 43143 and 43175.



**385028 which with 385025 had arrived at 0757 from Alloa and is seen waiting to leave as the 0820 to Stirling. 43143 on the front of the 0911 arrival from Aberdeen with 43175 on the rear.**  
**Ken Aveyard**

Following the arrival of the HST we set off for a trip on the Clockwork Orange, or Glasgow Underground as it should be known. We were using Central Scotland Rover tickets for our post 0930 travel and these qualify for a day ticket on the underground so we went for a last trip before the new trains arrive from 2020. We did a round trip on the outer circle for the longer mileage!! and took the cover picture on arrival back at Buchanan Street station. As an aside, Buchanan Street station is a five minute walk from Queen Street and as we left the station I spotted one of the Glasgow heritage liveried buses waiting at the nearby traffic lights. We had seen one of the other heritage liveries in the short session on Monday so to find another was a real bonus seeing as how a couple of minutes difference either side would have missed it.

After the underground trip we returned to Queen Street and a fast service to Edinburgh arriving just before 1100 where our intention was to travel the full tram network and hopefully see all the trams.

A quick look around Waverley found two Freightliner class 90 locos stabled being 90046 in green and 90044 in grey but a bonus was new Trans Pennine unit 802201 on a training run. Two more 385 cops added to the tally.



Leaving the station we had until 1530 to chase the trams and photograph some buses so we bought the very expensive day ticket that you need to access the last half mile from Ingliston Park and Ride to the Airport and set off in search of the trams. From a previous visit with Robert in 2017 I only needed 3 of the 27 trams in the fleet whereas Colin needed all 27 because our 2012 visit to see them had been scuppered by the construction delays that blighted the project. Because the daily requirement for service is only 12 following the scaling back of the original network it is necessary to stop off at the depot and see what is parked in the sidings. As it turned out we only saw 23 trams, the missing four being inside the depot and of course I came home needing just one! One interesting part of the journey is the passing of Haymarket depot where a selection of HST power cars and carriages could be seen, with a mixture of refurbished and original ones.

After a full round trip on the tram we were able to spend a couple of hours on Princess Street watching buses until our target time of 1540 to be back on Waverley for the afternoon peak. The weather was turning to rain so we grabbed some sandwiches and sat on platform 12 which gave us a relatively covered view of the west end of the station. The pre holiday research had indicated that around 40 diagrams on the various services would pass through before 1850 although we would have to move around the station to visit the east end platforms for the North Berwick and Dunbar trains that didn't extend to and from Haymarket.

We relocated to the east end of platform 19 which is also platform 2 at the other end, and is the main platform for through trains from the north of Scotland towards the south. This platform has the advantage of being ungated and is also the platform that the class 68 hauled trains depart from. Over the time we were there only one train was cancelled, the 1556 from Dunblane towards Springburn and most of the services were running on time. With other services in the hands of classes 158, 170 and 334 plus a reappearance of 43143 and 43175 on an Aberdeen service we copped another 14 class 385's before catching the 1856 to Glasgow Central via Shotts.



**68007 on the 1711 to Glenrothes and 68006 on the 1719 to Cardenden seen departing from Edinburgh Waverley on 24 September 2019. KA**

The 1856 from Edinburgh to Glasgow is a semi fast train missing out most of the intermediate stations and arriving in Glasgow at 2010, which gave us ample time to revisit the same Wetherspoons as the previous night and return for the sleepers. This time the empty stock was brought in by Caledonian Sleeper liveried 92014 with GBRf liveried 92043 on the rear ready to work the train south.



**92014 and 92033 on the Tuesday night sleepers at Glasgow Central. KA**

A prompt arrival of the sleepers combined with a quick dash across Glasgow saw us on the 2115 back to Falkirk and time for a review of the trip so far. We had decided to spend some time on Carlisle on the Wednesday, and we had pretty much broken even on the cost of the three day Central Scotland Rover ticket after two days so we had to decide whether to set off early to Carlisle on the Wednesday morning or catch an early train in to Glasgow or Edinburgh and return to Falkirk on the 0930 thence to Carlisle.

A review of the 385s showed that we still needed to see 13 of the 70 sets. We had copped 6 sets at Newton Aycliffe in 2018 and had seen all those again plus another 51 over the two days (including 385044 in Newton Aycliffe). Of the remaining 13 sets, we knew 5 were not in service – 385001 002 043 101 and 102. Looking at the diagrams, I had calculated that between 0730 and 0930 there would be 26 trains through Edinburgh booked for 385's so we decided to go with that and hope for the best.



**800106 and 92020 at Edinburgh Waverley on Wednesday morning. KA**

When we arrived at Edinburgh Waverley the Lowland Sleeper was preparing to leave ECS back to Polmadie. The way the sleeper works is the Glasgow portion southbound on one night works the Edinburgh portion northbound the next night so the coaches were the ones seen in Glasgow on Monday but the loco was 92020 yet another GBRf liveried 92. The Azuma was working the 0648 Glasgow Central to Kings Cross and this was only the second day of Azuma workings on this service, the last southbound 91 having run on the previous Monday morning.

It turned out our plan worked as we copped another 5 class 385's so discounting the ones not in service we had not seen 385004 022 or 027.

*As an aside a spotter posted on line that he had done the same as us the previous week and he had come away needing to see 385004 026 and 027 so possibly 004 and 027 were defective in Shields depot and in effect we had missed only one active unit. Still one tram and eight 385's makes for a better target for 2022 or so when the tram extension has opened.*

Both 68006 and 68007 turned up on their Fife Circle services and 90049 had replaced 90044 keeping 90046 company and at 0930 we returned to Falkirk on 385018 picking up the car for the drive to Carlisle.

As we headed down the motorway I was checking Real Time Trains for Carlisle (Colin was driving!) and found that the early morning Daventry to Mossend which passes Carlisle at around 1040 was running nearly four hours late due to the failure of the allocated class 88, and a quick forum check found a report that another 88 had been dispatched from Crewe to rescue the train. The A74M passes close to the west coast main line in places, no more so than by the goods loops just south of Elvanfoot and Colin spotted 88004 sat in the loop waiting to be passed, obviously having been dispatched light engine from Carlisle to work the return from Mossend. Unfortunately I was looking the other way and missed it.

We dropped in to Kingmoor parking in the nature reserve car park and had a look over the gates towards the DRS depot. 68001 and 68016 (cop) were visible together with 88007. Continuing to Carlisle Station for around 1230 we didn't have long to wait for a southbound sleeper (concrete not beds) train to pass with a DRS/Freightliner combination of 66305 and 66953 on the front. A further DRS loco in the guise of 57304 was stabled between training runs in platform 8 alongside 156509 on the Glasgow via Kilmarnock service and a few minutes later 66301 and 57301 paused in the through roads heading north.

The Colas operated Chirk logs service was 70809 and after a break for lunch 156465 the Scotrail liveried unit we had seen at Heighington on Monday appeared on the Newcastle service.



**57301 and 66301 pause in the through roads at Carlisle and 70809 passes through with the Chirk logs on 25 September 2019. Ken Aveyard**

Finally at just before 1500 the much delayed Daventry to Mossend arrived with 88009 hauling a dead 88003. Carlisle now sees very little freight compared to a few years ago and the only DB loco we saw all day was 66151 which came south light engine around 1630, just as 88006 arrived heading north with another liner service.



**A veritable feast of 88's at Carlisle with 88009 hauling dead 88003 on the delayed Daventry to Mossend service, and 88006 on the afternoon train between the same terminals. Ken Aveyard**

With nothing more of interest showing on Real Time Trains we called it a day and headed for home. At the end of the three days I had copped 56 class 385's, 4 Azumas, 2 trams and a single class 68.

That wasn't the end of my holiday though as on the Thursday I headed to Leeds for a few hours in the hope of picking off some of the last class 142 and 144 units I need to photograph with the possibility of some new CAF 195 or 331 units. Arriving in time to see the 0845 departure for Kings Cross which was 800110 I soon picked off 331108 on the Doncaster service.

The 0915 to Plymouth was a slam door HST with 43357 on the front and there was a constant coming and going of all the different types of DMU's and EMU's that operate on the Northern and Trans Pennine networks. One pleasant surprise was the arrival of a pair of 5-car all electric 801's to operate the 1115 to Kings Cross, these being 801112 and 801110.



***The 322 units have worked on the West Coast, Stansted Express, Scotland and finally are retiring from Northern land. 322484 is seen arriving at Leeds from Doncaster. On the right is 801112 one of two 5-car sets working the 1115 to Kings Cross on 26 September 2019. K Aveyard***

I moved to the east end of the station to await the arrival of a Trans Pennine service which hopefully was to be a class 68 worked Mk5 set and 68027 and carriage set 9 duly turned up. This was my cue to depart for some bus photography and lunch and whilst I was stood at Leeds Central Bus Station, 68025 was seen on the following Trans Pennine service heading for Liverpool.

I returned to the station for around 1450 and as I descended the steps to my chosen platform I could see a large crowd with suitcases milling around and looking on the departure screen I saw the 1515 Plymouth service was showing as cancelled due to a defective train. Looking on Real Time Trains it appeared that having disgorged all its passengers at York, the empty stock was running to Central Rivers for repair. To add insult to injury at the scheduled time the empty 221138 crawled slowly through the centre road past the waiting passengers with Plymouth showing on the destination screens.



***Left 221138 heading through Leeds and right the DVT from set TP04. KA***

I hung around a bit longer until 68025 returned heading for Scarborough with carriage set TP04, with its distinctive DVT on the rear before catching 158902 back to New Pudsey and home.

For the last day of my holiday I headed for Lancashire still Pacer chasing catching the 0840 from Bradford Interchange to Manchester. This train passes through Hebden Bridge at 0905 and the Lancashire Day Ranger ticket is valid from there after 0900. This easement allows users to double back on trains to and from Blackburn as an alternative to the direct Todmorden route.

An immediate winner at Bradford interchange was 144019 attached to 142058 on the Huddersfield via Brighouse service and my train turned out to be 150121 rather than the expected 158 unit. At Manchester Victoria I was able to get a picture of 150109 still in London Midland green livery. Catching a 319 towards Preston I alighted at Bolton with the intention of heading for the bus station where Rotala had purchased the local First bus operation but the weather had turned to heavy rain so I dropped back an hour and continued to Preston as I had done in March. I decided to wait round the Preston to Colne cycle and also the Blackpool South to Ormskirk workings and see what turned up but there were no required Pacers working. A southbound liner train had 90040 and 90029 up front and a train of box wagons headed by 66622 went south followed by GBRf 66742 on more boxes, but they were the only locos seen. Bonus cops were 195007 195120 124 and 125 on Barrow services plus 331005 heading for Blackpool.



***350403 returned from accident damage with the Trans Pennine livery removed pending transfer to Northampton in December. Seen here entering Bolton. Another Pacer photo cop was 142052 seen arriving at Manchester Victoria with green liveried 150109 on the rear. K Aveyard***

I returned to Bolton and the weather had improved slightly so I walked to the bus station but respite from the rain didn't last and I gave up after an hour and headed for Manchester. I travelled on 142042 to Manchester Piccadilly but Pacers were thin on the ground so I doubled back to Victoria on a Trans Pennine service and finally another photo cop as 142052 came in. The empty stone working from Salford had 66725 and 66109 passed through on some mixed wagons just before I caught the train back home. All round a great holiday with 81 assorted cops in the bag.

# Horton Road

by David Coasby

The Club's O gauge layout, Horton Road, was exhibited at the Central Southern O Gauge Group's annual exhibition at the Allendale Centre on 20<sup>th</sup> October.

Prior to the exhibition a lot of maintenance and embellishment work had been undertaken on the layout. In particular the curved points, positioned at either end of the fiddle yard had been giving trouble for some time, so we ordered two custom made replacements from Marcway. These arrived in August and soon Barry Moorhouse, Dave Round and Neil Anderson were fitting them in, though this took quite a lot of track re-alignment, adjustments and fettling.

Apart from his work on the points Dave Round has given attention to the signals that he originally built, which needed some minor adjustments. He's also constructing a S&D 7F 2-8-0, which will look just the job running on Horton Road at some time in the future.



*A Class 33 slowly rounds the curve away from the station. Dave Coasby*

John Collop has now installed some very nice looking point rodding. This really has been a labour of love as it is so fiddly to construct. This originates from the signal box, across the main tracks then runs down beside the edge of the platform towards the station building. Dave Coasby also installed a small amount of rodding near the goods shed. To overcome the problem where it crossed a board joint he built a wooden walkway over it, which leads from the end of the platform towards the goods shed.

The layout was erected in the Church Hall and tested the previous week of the exhibition to ensure everything worked satisfactorily. Luckily we noticed that one of the points had jammed, so Barry Moorhouse and Steve Cross attended to the problem and after some fettling all was well.



***Samuel Cross (far left) prepares a passenger train departure from the station, while Neil Anderson (second right) shunts the yard. D Coasby***

Barry Moorhouse, Steve & Samuel Cross, Neil Anderson and Dave Coasby met up at the Church Hall the evening before the show to get all the boards, controllers and legs out of their normal storage space and into the main room ready to collect the next day.

All the above, plus Dave Rowe and John Collop, assembled at 7am on the Sunday morning and proceeded to transport the layout bit by bit in individual cars the short distance to the Allendale Centre.



***The Central Southern Gauge O Group's test tracks with a West Country and Flying Scotsman running neck and neck. Dave Coasby***

We were the largest layout there and attracted an interested audience throughout the day. The layout ran well with two sequences: The first, before lunch, was purely BR 1950 – 1960s. Then in the afternoon members ran any stock they had chosen to bring along, with Steve & Samuel Cross, Neil Anderson and Barry Moorhouse doing the lion's share of the operating.

During the exhibition we had a very special visitor. None other than Kevin Trim, who had built the original Horton Road over 30 years ago. He was also responsible for the creation of the Club's Wimborne layout. He was pleased to see Horton Road again and commented on some of the developments we have made in more recent times.

The same 'transportation team' dismantled the layout and brought it back to the Church Hall, with additional help from David Leadbetter and George Russell.



***Dave Coasby shunting some of his weathered wagons.***



***Horton Road coal yard.***

***Dave Coasby***

# Winter modelling projects.

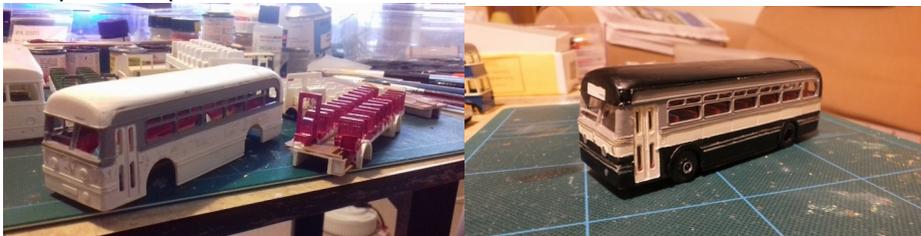
By Ken Aveyard

In my editorial in Corkscrew 113 I mentioned the winter modelling season and asked for any contributions for future issues of The Corkscrew as we are always short on modelling articles. Having mentioned my plans to get stuck in to a large collection of unmade bus kits I thought I'd better write something in response to my own plea.

So below you can see what was on the modelling table at the end of the summer. Most of these are resin kits with chassis and seats moulded in one.



From the left can be seen the chassis and seating units of the two single deck buses in the background. These being an MCW Olympic integral, and a Weymann Hermes bodied saloon. Next is the lower seating unit for a Bradford trolleybus, then the lower saloon body with the upper deck seats moulded in. The next two are the lower and upper deck seats of another Bradford trolleybus and finally the chassis of another single deck coach that will be revealed at a later date. In the background can be seen two n gauge models, a 3D printed Optare Solo and a white metal MCW Metrobus.



*Nearly finished, the MCW Olympic awaiting destination and fleet name.*



The Roe utility bodied Karrier trolleybus by Tiny Kits consists of a one piece body and a separate upper deck floor and seats as shown in the picture on page 20, with a combined chassis and lower deck.



The Little Bus Company kit of a Northern Coachbuilders trolleybus comes with the upper deck seats moulded with the lower deck. Both these kits are now complete apart from destinations and fleetnames. Fortunately I have colour photographs of both these types of trolleybus as they lasted well in to the 1950's which has allowed me to scan authentic destination blinds to print off on transfer paper.

As well as the above, another nine kits have been fettled up, washed and primed ready for construction. Five of these are Bradford City Transport buses to add to my collection, with the other four going in to a couple of fictional bus fleets that Robert and I have created.

More images of these will appear as work progresses.

## Bonus Pictures



**66241/232 roar north through Bessay-sur-Allier south of Moulins in the middle of France (Departement Allier). 25th June 2019. Paul Carpenter.**



**HST short set led by blue 43162 arrives at Weston-Super-Mare on the 18.08 Taunton - Cardiff Central passing green 43098 on an unknown service. August 7th 2019. Paul Carpenter**



**Northern Rail currently have three class 150 units transferred from London Midland which are still running around in green. On 8 August 2019 150107 is seen in Leeds station. Colin Aveyard**



**Already featured in a previous issue of The Corkscrew, we need no excuse for another picture of 91119 in close up at Leeds station on 8 August 2019. Mark 4 sets are expected to be in use on the East Coast until at least May 2020. Colin Aveyard**

# Scottish Buses

Some of the more interesting buses seen on the Scottish trip.



***Impressive deliveries to Lothian Buses (Edinburgh City Transport) are these Alexander Dennis E400XLB based on an extended Volvo B8 chassis with fixed rear tag axle. Top 1125 seen on Princes Street carries Lothian Livery with pictures of older buses to celebrate the 2019 centenary of council ownership. Bottom 1140 is in the new Airlink livery and is seen on Waverley Bridge waiting to pull forward to load.***



***Lothian has a large fleet of Wright Streetdeck open topers in various tour liveries. 249 seen on Waverley Bridge carries a promotional livery for all the Edinburgh Tours.***



***In 2016 Wright introduced the Streetair a purpose designed all electric replacement for the electric versions of the Streetlight and Streetdeck. Only six were built, all single deck, entering service in Edinburgh in 2017 and these now see little use due to reliability and capacity issues. 284 is seen exiting The Mound and crossing in to Hanover Street.***



***Two of the three First Glasgow heritage liveries caught more by luck than judgement. Top is greater Glasgow PTE later livery (1970-80's) carried by 37751 and below is 32657 carrying Strathclyde PTE "Tomato Soup" (1980-90's) livery. Missing is the 1960's corporation livery.***



**McGills buses successors to Arriva Scotland run a modern fleet including 4208 a 2019 delivered ADL E200MMC.**



**West Coast Motors (Craig of Campbeltown)YN66BBZ is unusual being one of a trio of Scania E400's loaned when new to Reading Buses to cover for late deliveries of gas buses. Purchased for the Borders Buses operation (see inset) it has now been converted to open top for the Glasgow Tour.**



**Another picture cop in September 2019 was Northern liveried class 144 3 car Pacer unit 144019 seen here waiting to leave Bradford Interchange on the 0840 to Huddersfield.**  
**Ken Aveyard**



**185129 arrived at Sheffield with Trans Pennine Express 12.24 Cleethorpes - Manchester Airport August 6th 2019.**  
**Paul Carpenter**