

THE CORKSCREW

Newsletter of the

Wimborne Railway Society

Founded 1975



Issue 117

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The mainstay of the Highland line in BR steam days were the Stanier Black Five 4-6-0's. 44921 is seen in pristine condition at 63A Perth MPD, June 1962. Worthy of note is the adjacent class 26, with automatic tablet catcher. See David Coasby article from page 5. Photo:Mike Brocklebank.



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Editorial

As I write this, at the end of May 2020 we are starting to see the first small stages of emerging from lockdown in particular the enhancement of bus and train services to allow more passengers to be carried whilst still maintaining social distancing. When we are able to get out again, there's going to be plenty of things to do and see for us trainspotters although until that happens there won't be anything for me to write about (stop cheering!)

Members are continuing to receive the round robin mini articles distributed by Martin and I have a few more substantial items in the pipeline for the rest of the year but please keep the articles coming to ensure we can have a decent number of pages in each issue. In this issue we have the first part of David Coasby's Scottish trip, Paul Carpenter recounts his days with Bere Regis coaches and both Dave Round and Steve Green have answered the winter modelling challenge. Steve has also provided one of his famous word searches and Trevor Hargreaves adds to the TS Lord Nelson story.

Sit back and enjoy Corkscrew 117. Closing date for 118 is 16 July 2020.

Cover Picture Bere Regis Bedford coach DTO16C by Paul Carpenter. See his article from page 9.

Opposite page, lower, featuring Paul Carpenter. See article from page 9. Back in the driving seat of Bristol LHS CLJ413Y at the first Dorchester bus running day in 2015. Just purchased by its current owner Stuart Shelton, he asked if I'd take it out for a few short trips that day. He said otherwise it would be a shame if it didn't go out on the day that was a celebration of Bere Regis & District. A bit less mileage than the last time I'd been in it, taking it from Poole to Harwich Docks! Although at one time or other BR&D had operated over 1,000 vehicles CLJ413Y is the last survivor, apart from a Bedford in Holland, of a fleet much missed and remembered, a lot of locals came along to reminiscence about what had been the largest independent operator in southern England.

CHAIRMAN'S NOTES

by Peter Watson

Well, here we are and still restricted in where we can go and what we can do. These really are unprecedented times. Hopefully, you have enjoyed the numerous contributions from fellow WRS members that have been coordinated through the good offices of Martin Catford. He had the idea and he has worked hard to ensure that some degree of contact is maintained – thank you, Martin.

As ever, we have a number of members who are living alone and/or confined to their homes and I hope you will all take a few minutes to make that phone call and have a chat – it does have a beneficial effect on people's well being.

Your Committee will be having a “virtual” meeting courtesy of “Zoom” at the beginning of May and we'll certainly let you know what transpires. You will have seen that there will be a recommendation to the AGM regarding the subs for 2021 and we will soon have to make some big decisions about the Programme into next year.

This has been, without doubt, the most challenging year that any Committee has faced since the birth of the Society over 40 years ago. As soon as we have clearance to reopen then we will be back in business and I shall look forward to welcoming you all back to Chapel Lane. In the meantime, look after yourselves and each other.



Top row 2015 and 2016 open days, bottom row 2017 and 2018 R Aveyard

A rail trip to the Scottish Highlands

Part 1 – The journey north

by David Coasby

As some of you know, I migrated from Hertfordshire to Dorset a little over two years ago and very soon joined the Wimborne Railway Society, where, with my passion for O gauge, I am found most Tuesday evenings helping out on Horton Road, but do attend Thursday presentations from time to time.

But back in 2012 I was drawn towards the Scottish Highlands to take in what remained of the railways in that area. This series of four articles tells of the trip I made there.

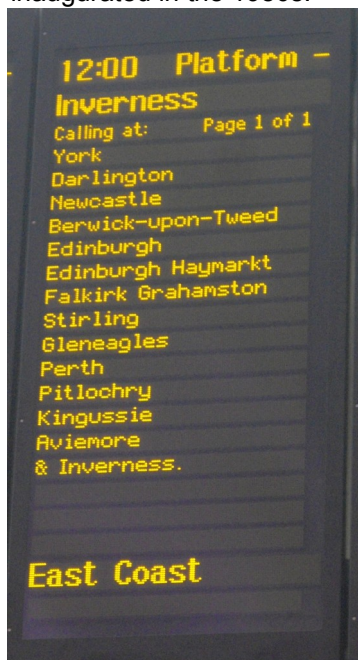
Of all the friendships that have developed through my love of railways the one with Ian Lamb has definitely become the most educational. Being born in Edinburgh, and with many years teaching experience in England where he was a leading light with the Duke of Edinburgh's Award Scheme, he later returned to Scotland. He has a vast knowledge of the railway system that at one time spread over a large area of his beloved home country, now unfortunately reduced to just a few primary routes and some preserved lines. I first met Ian when I used to help out with transporation for the Model Railway Club's (MRC) 'London Festival of Model Railways', when he brought the 00 scale 'Dava Project' to Alexandra Palace in 2005. There I helped Stewart Burr, one of the younger members of Ian's team, through part of his Duke of Edinburgh's Award, when he successfully answered all the probing questions I fired at him about his modelling skills.

Ian's articles about 'The Highland Chieftain' in the MRCs Newsletter – 'The Bulletin' (of which I was editor for 9 years) and later 'The Scottish Sleeper Service', rekindled my curiosity in Scottish Railways. So following an invitation to stay with Ian at his home at Grantown-on-Spey I investigated his tip that rail travel to the Highlands could be had at a bargain price if booked about 12 weeks beforehand on-line.

East Coast trains (the operator at the time) had a relatively easy to navigate website and with a little flexibility on which days to travel (avoiding weekends) I was able to purchase tickets between King's Cross and Aviemore for under £25 return! (using my Senior Railcard). A bargain indeed, even in those far off days... and that's with a reserved seat.

So on Wednesday 9th May 2012 I travelled from St Albans (where I lived at the time) into London and boarded the midday 'Highland Chieftain'. This was the only train where you could travel all the way to Inverness from London without changing, and a train Ian and others have fought long and hard to keep running, together with the aforementioned Scottish Sleeper service.

Incidentally Ian refers to the 'Highland Chieftain' as 'his' train as he was the one that suggested the name to the rail authorities of the day when it was inaugurated in the 1980s.



When I arrived at the then newly re-built King's Cross I was reassured to look up at the departure board and see my train displayed with its list of station stops. DC

The train utilised HST sets and although some 40 years old at the time still gave good service and a comfortable ride. Unfortunately this train would have benefited from an exterior clean-up – even better had it retained its blue GNER livery that suited it so well. East Coast had adopted a rather bland grey livery, which did nothing to enhance the look of the stock.

A slight irritation was the reserved seat tickets were all facing the wrong way round. When I booked on-line I was given the opportunity to choose a seat facing the direction of travel, which I chose, but my actual seat, according to the seat label, faced backwards (this also happened on my return journey). When I

queried this with the guard he said that sometimes the computer that organizes the seating doesn't always recognize where the seats actually are! This was hardly computer rocket science and I felt a poor excuse.

I wasn't too surprised to find the train nearly full most of the way, as it made its way north with only a few intermediate stops before reaching Edinburgh on time at 4.24pm. By then I had to resort to listening to music via my headphones as a nearby passenger proved to be the most boring person in the world and was droning on and on about this and that to a work colleague. Although Ian had planned to join the train at Perth I was surprised and more than pleased to see him board at Edinburgh, so our ensuing conversation blotted out 'Mr Boring'.

Ian had planned to travel the remainder of the journey with me on to Aviemore and was able to pass on some useful information about the area. I had never travelled on this part of the line before and as we passed Haymarket I couldn't help imagining a line-up of Gresley pacifics waiting their turn of duty all those years ago. In reality all I got were a few DMUs that had now taken their place near the site of the old shed.



The 'Highland Chieftain' HST 43367 'Deltic 50 1965-2005' with guard and driver at Edinburgh Waverley. Photo: Ian Lamb.

Once past the former Saughton Junction, with a line leading off right to the Forth Bridge, The 'Highland Chieftain' cracked on at quite a good pace on the Glasgow mainline before stopping at three further stations – including Stirling before arriving at Perth.

Although the 'General' is still a grand station it is obviously a shadow of its former self. Ian explained that it once boasted three separate locomotive depots; the largest was the Friarton depot of the Caledonian Railway, with a further two sheds supporting the North British Railway and the Highland Railway, none of which exist today.

Black 5's, when introduced by the LMS, replaced some of the elderly Caledonian types that had been housed there. The Stanier locos proved very suitable for the line and were extremely popular with the crews who nicknamed them 'Hikers', no doubt after their ability to haul heavy trains over the difficult terrain. In fact they were so popular that Perth shed (63A) boasted the highest number of the class shedded together.

We left Perth still on a double track but a few miles on, at Stanley Junction, it goes into a single line with passing loops at most of the stations on the line.

There is however a long double track climb up to 'Drumochter Summit' – at 1,464ft, the highest mainline summit in Britain – where steam locomotives would certainly have been pushed to the limit, so double heading used to be a common sight. However our re-engined HST found no problem maintaining a good speed and we soon breasted the summit.

Back onto single track again the line twisted and turned this way and that, although there were some straight sections. To say the scenery along this section of the line is spectacular is almost an understatement. The snow-capped Grampians towered upwards with their peaks sometimes hidden in the clouds, with spectacular waterfalls tumbling down into fast flowing rivers below that seemed to accompany the railway most of the way. There was also the lush grass and heather with countless pine and birch trees nearer to the track, home to cattle, sheep and red deer, which unfortunately can be quite a hazard for modern 'quiet' trains as the deer don't hear them coming when they stray onto the line.

We stopped at a few other stations on the way before reaching Aviemore at 7.29pm, still bang on time. The station is shared with The Strathspey Railway, a very interesting preserved line we visited a few days later.

It had been a long day, so following a fish and chip supper near the station I was glad to find that Ian had his car parked nearby with only a short drive to his home at Grantown-on-Spey.

With the Editors permission I will continue in the next issue with my visit to The Whisky Line, which runs from Keith to Dufftown. I will also describe a couple of the many splendid walks to be had on old trackbeds nearby – with some fascinating station buildings still surviving. All this will be in Part 2 of the article. Whilst in The Highlands of Scotland a visit to the preserved Strathspey Railway is a must, and this will form Part 3 of the continuing story. And, if I can hold your attention long enough, Part 4 will describe my journey on what I consider the most picturesque railway in the UK – the line from Inverness to the Kyle of Lochalsh.



Nameplate as carried by HST power car 43308.

Ken Aveyard

Bere Regis & District at Wimborne

by Paul Carpenter

I started on Bere Regis on 2nd May 1985. I had worked on Hants & Dorset at Poole depot since early 1979, first as a conductor then by November of the same year as a driver (I was only 21 in that August). By chance that meant I was to drive the last of the Bristol Lodekkas which had a year to go, not that we knew that at the time. I learnt to drive on an old Wilts and Dorset Bristol LD of 1954 with vacuum brakes. In service I drove Bristol FL, FLF, RE, LH, VR, Leyland National, Daimler Fleetline and also ex London Transport DMS. In a later spell with the company I also drove Leyland Olympians, and Minibuses and on one occasion a Leyland Leopard coach. I left Hants & Dorset now renamed Wilts & Dorset in 1985 to travel the world. It never really happened and two months later I was working for Bere Regis!

I lived in Wimborne at that time and on finding out they had a depot there I thought I would call in and see if they had a vacancy (I couldn't face asking Wilts for my job back, at least not immediately anyway). By this time Bere Regis & Districts' Wimborne garage was on the small industrial estate off Stone Lane. In 1982 Bere Regis had purchased Elliott & Potter's coaches of Sturminster Marshall, and with this came their Stone Lane, Wimborne premises. The opportunity was taken of moving the Wimborne base of BR&D to here. The previous premises were at the service station on what had been the A31 (nowadays the B3073) close to St Johns crossroads. This garage had come with the purchase of Wimborne Queen coaches in 1949. As well as their six coaches this gave Bere Regis the Wimborne Queen Leigh Road garage complete with petrol pumps on the forecourt. For those of you newer to the area it was where the current modern BP petrol station with M&S shop is.

I had to go down to Dorchester for an interview with the legendary manager Ray Roper. I must say he turned out to be a nice chap and after a longish chat he was willing to give me a go and said he would get someone to go out with me for half an hour to make sure I could drive. The coach we took out round the local lanes was a Bedford SB BBR456C. Having satisfied Ray's colleague we went back to the office and Ray asked him to find me a vehicle in the compound (which had an air of a scrapyard) to take back to Wimborne.

In all honesty it was not a very inspiring choice of vehicles to be had, most didn't have a year letter on the number plate, at a time when these would have been rare anywhere else. However there was a Leyland Panther coach with what he called an "electric box", that was semi-automatic to me. The other drivers didn't like these Panthers apparently, but seeing as I was used to semi's he thought I should have it. It was SXD474F which remained my main coach for about 6 months.



My first regular coach, Leyland Panther SXD474F. A rare type it had been new to Seamarks of Luton. Seen here in 1982 a couple of years before I got it outside The Grove Dorchester. This was where the main depot, workshops and main offices of Bere Regis were. ***Paul Carpenter***

I must say I really liked the Panther, apparently not a common type. It had quite a distinctive growl, very unlike the Bedford's and would get up to 70+ mph with no problem. I think I'm right in saying it had air suspension and that was the main drawback. I was coming along the dual carriageway the other side of Ringwood down Poulner Hill one time with a full load school party at around 60mph when it started swaying quite violently a bit like a flat bottom boat on a choppy sea. You can imagine the commotion in the back. It settled down as I gradually slowed down and I continued a bit slower. On mentioning this next time I was in Dorchester a fitter said they were well known for this characteristic and they were sort of unofficially limited to 40mph! Didn't tell him I'd regularly had it up to considerably more than this. Not long after this I was allocated a different coach as a coach with such nominally severe limits was not much good at Wimborne depot which had a lot of private hire as well as school work, but unlike Blandford, Sherborne and Dorchester no stage carriage work.

All the drivers at Wimborne were really great to get on with and had a wealth of knowledge of the coach industry (which I certainly didn't). They said I would find it a bit different to National Bus, which I couldn't argue with!

The garage was at the end of a small industrial estate off Stone Lane with the yard on the bank of the River Allen. It is still there little altered and has been used by Dolphin Coaches for many years from sometime after Bere Regis finished in 1995. I think generally there were about 8 coaches based there at that time although it could vary. There was a large depot building with the drivers' cabin to the right of the main doors. The office was situated at the back with a very boring view of a grass bank and was run very efficiently by Dawn.



Left Stone Lane garage, Wimborne. Now in ownership of Dolphin Coaches but little changed from Bere Regis days. Bigger than it looks here, the old Esso diesel fuelling pump mentioned in the article was where the estate cars bonnet is pointing by the trees. Long gone it was of no use when the large diesel tank along the far side of the depot building was removed following the demise of Bere Regis in 1995. "Pity" said Dolphin's owner, "we could have done with that"! The drivers messroom door is to the right of the garage entrance. 15th September 2010. Right The Grove offices, once of Bere Regis. Ray Roper's up stairs office was I think where the window is somewhat obscured by the tree. Those stairs gave access, that's still Bere Regis brown paint on the door porch! The depot, MOT test station and yards were out the back. This had become the centre of operations in 1964, the office was once part of a military hospital dating back to 1799. 30th August 2010. P Carpenter

Drivers included Norman Sadler, who died far too young about 1990, who did the companies continental tours with Volvo A599LJT. Brian Napper who I think once drove for Black & White had a Leyland Leopard, JFX521V which I remember for the ever lengthening crack in the windscreen which was a long time being replaced. Brian also acted as a part time rep for the company and had the bonus of a company car. It was a bit of an old banger, an old Renault but as Brian said if it saved him buying a car it was good enough. Fred Sowden who lived at Stapehill, had been many years on the firm and did mostly local work by then, but I think still did a weeks tour down at Ilfracombe (Fra-come-be as he called it) for his regulars every year. I think Fred had one of the Bedford YMT's, might have been SFX784R, I seem to remember. Could roll his fags on the move, no trouble.

John Percy who lived at Horton also did mainly local work but he was charged with the responsibility of looking after the depot making sure we had sufficient supplies and a hundred other tasks. I think when I started John was driving Bedford YRT WEB559L, which became my next permanent coach after SXD, John getting one of the later Bedford's.



WEB559L, my second regular coach after the Panther. A Bedford YRT, it came with the depot, another five coaches plus three scrappers from Elliott & Potter's coaches in 1982. It lasted until 1990 with Bere Regis, making it's last one way journey to Wacton Trading of Bromyard, Herefordshire. Here on that sunny summers day at Stone Lane, Wimborne 1985.

Paul Carpenter

Mike Pearce had the 33 seat Bristol LHS CLJ413Y (now preserved) and because of the smaller size tended to get more specialist jobs of the private hire nature. I think at this time it was quite rare for any of the rest of us to drive it, probably for myself only about two or three times. I do remember one trip to Harwich Docks in East Anglia and back empty with it though, that stretched the tachograph to its limits that day. Mike lived at Wallisdown and quite often kept the coach parked near home overnight on the service road alongside Wallisdown Road near the Mountbatten pub. Paul Bowen had joined the company about a year before me and was keen to get on in the industry and had one of the later Bedford's when I arrived. He changed to one of the second-hand Volvo's when they arrived, 534JBU I think in about 1986. Another driver when I started there was Mick Adams who kept his Bedford RLJ186R immaculate and I think he left about a year later for a company with more of a tour portfolio.

About a year later Jim Morris who I had been with in the driving school on Hants & Dorset joined. He was given one of the little Bedford VAS 29 seaters BNR210B. This had a "Chinese" gearbox, all the gear positions were in a different place to where you would expect which made life interesting when you first took it out. Jim and I drew in biro on the vinyl gear lever cover a diagram of the true positions. Jim asked Ray Roper one day if he could buy BNR as he thought it would make a good camper van but Ray apparently said "Oh no it is far too useful to let go" which we thought hilarious. I took a cricket team to Salisbury from Clayesmore School one day in it and was parked up in a side road when some schoolboys on their way home came past. "What the #@+%>!? hell is that load of old ^@~\$. It was a bit archaic looking and I slid down in the seats!

Also starting about this time was Brian Way, again a really nice bloke to get on with as they all were. I think again Brian had one of the Bedfords probably one of the N reg ones initially. Brian was a lovely chap who later had his own coach holiday business (Way Ahead), sadly no longer with us, another lost far too early in 2017. Still find that hard to come to terms with, as I'd been in contact regularly after many years. There were a couple more drivers, part time, Jack (I think) who was well past normal retiring age who did a regular school run until Dorset County Council put an age limit on school bus drivers. Also there was a publican, again with a school run which fitted in well with his pub trade business and I think his coach was parked at the pub overnight and he just came in for fuel.

All important at the garage was Pat the fitter and very good he was too. His first job for me was to fashion an L key to open the side panels of a coach from a bolt. Sometimes there was also another older fitter there but I cannot now remember his name (possibly Trevor?). Reg Dunningham was taken on in 1985 or 6 nominally as a coach cleaner but generally his tasks were more of the nature of visiting the agents who booked tickets. He drove a 7 seat Peugeot 504 most of the time and this could be used for feeders to main tours or the London Express when loadings were light. He also frequently went to Dorchester bringing back perhaps brochures or a spare part for one of the Wimborne fleet. I once took the Peugeot up to Reading, swopping with a driver who had taken a bowls club tournament up there, so I could bring his coach home. Otherwise the job would have been too many hours for him. It did mean I could go up early for a football match, for many years Reading FC were my team. Don't suppose there were many occasions when a Bere Regis liveried vehicle was parked near the old Elm Park ground!

The Stone Lane depot yard was a rather idyllic spot on a warm summers' day, with the River Allen flowing past the boundary. Rather ominously the diesel pump, an early 1960's former Esso service station one, now in its second life was perched rather precariously right on one of the boundaries of the yard, not a million miles from the river.

I was told before I came to Bere Regis that a driver had accidentally reversed into it, causing a degree of consternation..... It was also a chilly spot in winter, cans of easy start being got through coaxing some of the more reluctant beasts into life, my Leyland could be one of those.

In the two years I was at Bere Regis I drove over 50 different vehicles. This would have been very unusual except for perhaps a Dorchester based fitter. Most drivers didn't like not having their own coach for a job with the exception that if you had cleaned your coach for a private hire job the next day you didn't want to go down muddy lanes on the afternoon school run. In this case if you could use one of the old bangers it made sense. Presumably because I didn't mind what work I did (say for instance they needed a stage service covered at Dorchester or Blandford), and because I had worked on the buses I would be far more likely to get the job than another of the Wimborne drivers. In this way I came to drive occasionally the ex United Counties Bedford buses which you wouldn't see at Wimborne. These vehicles and the Bedford SB's were really more suited to the stage carriage work than a large 53 seater and if I got the chance to change for one I invariably did. Also if you acted as relief driver to perhaps three other coaches you would drive all of them.



An AEC Reliance that I did get to drive, for three weeks when my Panther was off the road. I'm using this day, a sunny day in the yard at Stone Lane depot Wimborne. Summer 1985.
Paul Carpenter

One day I had to leave the Panther at Dorchester for an MOT or something and they gave me UFX567, a 1963 AEC Reliance for about three weeks.

Despite its age it was still very nice to drive with a silky ZF six speed gearbox. I turned up once on a job booked for two coaches for a WI outing. UFX567 was by this time a school bus really and a bit tatty inside. The lady organising the trip said "I sincerely hope the other coach is a lot better than this one", at which point sister UFX568 pulled up behind me!

I can remember one afternoon WEB559L developing a fault for the afternoon Tarrant Valley school run from Pimperne and Blandford. The only thing left in the yard was Bedford SB DTO16C, by then an unusual type at Wimborne, though I drove a few more of the type whilst doing Blandford or Dorchester stage carriage. I promptly tried Pat the fitter's patience by blowing the fuse on the windscreen wiper and left somewhat late. I was then very overloaded because you needed a 53 seater for this job. What passed for a driver operated door (at least on this one and probably the others but I cannot now remember) was a huge handle on the floor by the driver like an outsized handbrake. This you had to heave up and via a linkage it slid the door open. I think this was a sort of economic solution to ensuring they complied with driver only operation on stage carriage and school work. (See front cover)

After WEB559L I think my regular coach became Bedford YRT LVS442P and later I got one of the Volvo B58's bought second-hand, it was previously Paul Bowens coach, the re-registered 534JBU and I tended to move onto some higher profile work. I had it a few times on the London Express although I did at least once drive the designated sign written coach on this service. There were feeders to this service and you met up with the through coach from Dorchester at Ringwood. It would sometimes be though that the regular London driver was off and the Dorchester leg became the feeder. However the first time I went through to London on this service, I was an additional relief to the main coach. We had a parking arrangement for the London service and parked up at a London Transport bus park whilst laying over before the return trip although I cannot now remember where it was (Nr Old Vic theatre).

One unusual job I had for two days was on hire to the BBC! I had one of the two Ford Transit 16 seaters and it was used for sketches in a Noel Edmunds Saturday evening show. There was a regular piece featuring 'the hit squad' and the idea was to go around trying to catch people out like in the earlier Candid Camera programmes. The Transit had its fleet names covered with thick sticky back plastic, with a protective gel underneath (I couldn't help worrying what Ray Roper would say if it took the paint off on removal). Anyway for the two days Noel Edmunds, Bruce Parker (the presenter off South Today) and a few others dressed to look like councillors and civil servants rode around the streets of Poole with me. One "wind up" was when we went along a road in Sandbanks and the 'team' told the householders that Concorde would be coming regularly late at night to Hurn (Bournemouth) Airport for maintenance and could they put up with the noise.

They then played them a tape to see what it sounded like. Needless to say they made it sound horrendous and so the day went on.



Brian Napper, one of Bere Regis's top drivers. His first coach on Bere Regis in the late sixties was I believe the last half cab in the fleet, 1951 Leyland Tiger MTJ444 He's seen here at a cold and damp looking Stone Lane with C440JCK, a much later different looking Leyland Tiger demonstrator that he used for much of the 1986 season. Brian Napper

Another 'experience' was one weekend excursion to the Blackpool illuminations when I acted as relief driver to three other drivers with their own coaches. This arrangement usually meant the relief driver doing the most work, doing various legs for the others in turn. I know Norman Sadler had his Volvo B10M A599LJT, Brian Napper would have had Leyland Leopard JFX521V and the other coach was the second Volvo B10M in the fleet at that time A600LJT with the Dorchester driver whose name I'll tactfully forget for this piece. Friday evening, and I drove my coach to Sherborne as a feeder to this excursion, and parked up at the depot there. I then put my passengers and myself aboard one of the above three coaches, and we were on our way north. I did driving stints then for all three other drivers. Slept, after a fashion, on the coach from the early hours of Saturday morning and into Saturday daytime. I then drove Norman's coach through the lights that evening, and eventually around 23.00 (about 4 hours driving!) we got to Charnock Richard Services on the M6 where Norman could take over. He would then have enough hours to complete his excursion back to Dorset.

Norman suggested he should wait until the Dorchester coach turned up, where as planned after my break, I would then take that one for a leg south, and so on to Brian's coach.

Rather stupidly as rapidly became apparent, I told Norman not to hang about as after the comfort break for the passengers he could now make good progress. Reluctantly, I thought, he did then disappear into the night. By 02.00 it was rather clear that something with the plan had gone wrong, it later emerged the Dorchester coach had failed to stop. I rang Ray Roper, and he said I'd better make my way back as best as I could.

Well knowing that the driver who'd left me behind was already on a sticky wicket, I suspected that me claiming the train fare home would not sit easily at any forthcoming 'court martial'. So getting my first thumbed lift at 04.00, I started for home. The fourth lift into Sherborne, was in the back of a Land Rover pick-up sharing the space with the farmer's dog. I walked down to the depot and drove my Bedford coach back to Wimborne, arriving there 4pm Sunday afternoon instead of about twelve hours before at 4am in the morning! Never mind, I thought, tomorrow off. Not a bit of it, quick look in the drivers room, orders, come in Monday morning for schools.



My grandparents have gone on a Bere Regis & District day excursion to Eastborne in 1967. Here the coach is parked on the return for a break at Petworth. This tour would have been from the Wimborne, Leigh Road garage. I expect that got picked up at Hayes (Lane) petrol station, Shell in those days - looked different as well. AEC Reliance DBU487C was one I didn't get to drive, though I did drive its sister DBU488C on a few occasions.
Cyril Milward

A four coach job to Alton Towers. With plenty of time there for the punters, it must have been a long, long day. Actually know it was! We each did pick-ups in different parts of Dorset, meeting up at Sherborne or Yeovil before continuing in convoy north.

Think I had a Bedford YRQ that day, maybe LVS442P. Memorable not for the Wurzels, the resident entertainers at Alton Towers for part of that year (1986), but for one of the rollercoaster rides at the park.

It seemed as though the operators could tweak the rides speed a little. Seeing us four coach drivers having a freebie go they set the speed a little higher.

All was fine until we came to the end where the braking seemed a little tardy. We clattered into the fortunately empty car in front – a rough shunt in railway terms. I think the operators were relieved that we got out in one piece. This time using an aviation analogy – any landing you can walk away from!

At this time I was starting to get a lot of really good and interesting jobs. However I was looking for a more predictable work pattern and opted for the slightly higher pay available if much more boring work and went back to Wilts & Dorset finishing with Bere Regis 2nd March 1987. It was though with regret that I left Bere Regis, one of the most colourful (though not in livery of the coaches) of them all amongst the many of Britain's independent operators.

At no other job would I have hung around after finishing work. But on a winters weekday we would all come in off schools, perhaps the two coach Kingston Maurward services, or maybe a local private hire (no-one was ever laid off in the winter on Bere Regis). The tea would be made and the small drivers' cabin would fill with smoke from those who lit up their fags. And then we would sit and chat, exchanging lots of banter for maybe an hour.

Norman Sadler and Brian Napper always had some colourful stories to tell, even now I don't think I could really repeat them. Fred would probably relate some anecdote, every other word liberally interspersed with an expletive, not that I think he ever realised. The younger drivers would like to have an imaginary bet on how many swear words you could count. There was no better driver than Fred though when it came to looking after his regular clientele who would always ask for him. I'll never forget that when his second wife died suddenly in the early hours of the morning, he still came in that day to do his booked school run. It wasn't that he didn't care, it obviously hit him hard, none of the rest of us really knew how he managed to come in to work that day. It was his way of coping we guessed.

The best job I ever did really.



Many people remember the miniature bus that sat above the door to the Bridport Road, Dorchester booking office (and petrol pump kiosk). Few would know that it was once road legal and that a brave soul drove it from Dorchester to Sherborne for a fete. That was a long time before this photo of it in preservation was taken at the first Dorchester bus running day in 2015 to celebrate Bere Regis & District. P Carpenter

The SR/EE 0-6-0DE shunters, nos. 1-3. (and no. 4 in model form).

By Steve Green.

Some of you may know I have a penchant for BR and industrial diesel shunters, and the more unusual, the better.

Some historical notes on the Southern Railway prototypes will be dealt with first, before moving onto the model in question.

The full-size locos: -

During 1936, Richard Maunsell ordered three diesel electric shunters for comparative trials with his massive Z class 0-8-0Ts. English Electric supplied the traction equipment and the soon to be standard 6K 350hp engine. The SR works at Ashford built the chassis and bodywork, and all three locos were hauled 'dead' from there to the Dick Kerr Works at Preston for E.E. to fit out. Of all the early and prototype shunters built, these were the only ones (part) built by one of the Big Four companies. They differed from the previous LMS versions by having 4ft 6ins driving wheels as opposed to 4ft and had a top speed of 30mph as they were to be used on trip workings over the busy commuter lines around London. The later built Bulleid class 12's and BR class 09's top speed were 27 mph by comparison. The increased wheel diameter was also stipulated to give the necessary clearance above the third rail. The Southern described them as "trip" locos rather than "shunting" locos, but they were not overly successful in this role. Even with a tractive effort of 30,000lbs, they were deemed not powerful enough as "trip" locos, but as pure shunters they proved to be more than capable of handling the jobs given to them. Another backwards step maybe, was that the class 12's were also less powerful than the Maunsell locos, with a tractive effort of only approx. 24,000lbs.

The two stand-out features of these locos were the drop down to the footplate around the cab and the overhang at the rear of the cab to aid buffering up. At first, the lower, angled rear cab windows were not part of the design, but it would seem these were added not long after delivery. They were fitted with the standard six SR lamp brackets fore and aft, with electric marker lights added at a later date. As built the locos had no train brakes, being only fitted with straight air brakes.

The three locos entered traffic between August - September 1937, painted all over black with red bufferbeams and polished steel coupling rods. They were originally to be have been numbered 958 - 960 (following on from the 'Z's), but emerged numbered 1, 2 and 3, and were delivered to Norwood Junction, being added to stock that October. The running number and SOUTHERN were applied to the fuel tanks ahead of the cab at this stage in their careers.

The stay at Norwood Junction was short-lived however, as during March/April 1941 they were requisitioned by the War Department for use at the Martin Mill Military Railway near Dover, for hauling the huge guns stationed there. Nos. 1 & 2 were painted khaki while No.3 was painted dark green, and all three were given red coupling rods and white bufferbeams. They returned to the SR during the first half of 1945, back at Norwood Junction, but following nationalisation could also then be seen working from Hither Green, Ashford and Eastleigh. Their BR numbers were 15201 - 3, at first retaining plain black livery, as re-painted by the SR, but latterly standard green was applied, complete with wasp stripes. The number was now carried on the cabside, whereas the BR crest was either on the fuel tank or one of the bodyside doors. Between April 1951 and July 1953, Nos. 15202 & 15203 were loaned to the WR at Old Oak Common for shunting Acton Yard.

Their 1955 BR classification was D3/12 but was later altered to the pre-TOPS class of 3/9A, all very catchy!

All three were withdrawn during November/December 1964 and following periods in store, were scrapped as follows: -

15201 – George Cohen, Morriston, Swansea: October 1969

15202 - John Cashmore, Newport: November 1966

15203 – John Cashmore, Newport: August 1966.

15201 spent just over three years inside Cohen's yard, arriving there during May 1966.

Some reports state that 15202 was scrapped during May 1966, but a photo dated October 1966 shows her sandwiched between two steam locos in the sidings outside Cashmore's yard, so the above is more likely. Evidence exists that she was still extant during May, as she was noted on two occasions in the sidings in and around Newport docks.

If anyone is interested, I can provide a more detailed history for any of these locos should you wish to have a read through.

The 'Golden Arrow' 00-gauge body kit: -

I have chosen to model No. 4 as opposed to one of the actual locos due to the various modifications carried out on the locos during their active lives. There was also mention of an "SR diesel shunter No. 4" shunting at Norwood Junction around November 1937, but it would appear to have been a figment of someone's imagination, as a fourth loco was never built – until now!

The livery of plain black was chosen so that the two styles of SR insignia carried could be portrayed – in as-built Maunsell style and the later Bulleid "sunshine" lettering. The fact I didn't have to try and replicate the wasp stripes had nothing to do with it!

The kit consists of a cast resin one-piece moulded body, roof top section, bonnet, radiator grill, cab rear and steps. Whitemetal front steps and brass ladder were also included. It is designed to fit onto the Bachmann 08 chassis, with a few minor modifications. Originally the kit was designed around the Lima 09, something which I toyed with doing several years ago, but am now glad I didn't; the Bachmann chassis being a far superior model I'm sure you'll all agree.



The body kit under construction, highlighting the chassis modifications.

The first and biggest job on the chassis was to cut back the running plate and bufferbeam below the cab to cater for the new dropped-down profile. This was carried out slowly and carefully so as not to remove too much from the chassis, but also to ensure a snug fit with the new body, there being no obvious way to secure the rear of the loco to the chassis. (possibly stemming from the Lima days?)

The rest of the kit itself went together relatively easily once parts had been cleaned up. Getting the rear cab section to fit nicely proved the main sticking point. Handrails were added using 0.5mm brass wire either side of the cab doors and along each of the removal (in real life!) bodyside doors. The lamp brackets were formed from some thin brass strip, except for the three mounted on the front bufferbeam which came from an etch purchased several years ago, consisting of various SR-type brackets which just needed folding up to shape. The lifting eyes in the bufferbeams were filled in as these locos were not equipped with them.



No cab interior was supplied however, but luckily, I swear by the old modelling adage of never throwing anything away! Back during 2012 I modelled one of the Tinsley class 13 hump-shunters, which by necessity involved removing one of the complete cabs from the donor Hornby 08 body, and so the control desk and instrument panel were cut out from the front of the cab and then hacked about some more so that it would fit in the available space (see photo). The cab interior was painted a light grey to match the control desk and then the fittings on the rear of the old cab were removed and glued to the new rear section.

The cut-about Hornby cab front interior, before final assembly/fitment.

The loco body was painted prior to adding the glazing, which is held in place using Kristal Klear, which doesn't fog up the clear plastic. Once all of this was dry, the cab rear was glued in position and the loco tested to make sure it still worked before applying a small amount of glue between the bottom of the cab and top of the chassis to hold everything in place.

The front and cab steps were then glued in place, followed by the single radiator ladder on the right-hand side, recovered from the Hornby 08 again, as this was the right size and shape already without having to bend and cut the one supplied in the kit. The shunters handrails on the front steps were then added, along with the lifting handles for the hinged roof sections. As these locos weren't vacuum fitted at first, the moulded tanks on the front NEM coupling part of the model were removed, making the underneath look quite bare, but more realistic. The final small part to be glued in place was the whistle, which was removed from the Bachmann 08 cab front and re-positioned on the new cab rear, as per the real things.

So far, I have left the coupling rods as they are, red, but it would be more prototypical to remove the paint, or paint them a polished steel colour, something I am still deciding on what is the best course of action. It doesn't look right as it stands, but am I brave enough to attempt either option!?

HMRS Pressfix transfers have been used for the decals, with a coat of Humbrol satin varnish applied to protect them and give a better finish to the completed model.



Left-hand side showing the original Maunsell livery.



Right-hand side with the later Bulleid livery.



Dave Round's Somerset and Dorset 7F kit under construction.

7mm Modelling... Creating an S and D 7F

by Dave Round

Around the time of a couple of Wimrails ago, a chance remark at a Tuesday evening modelling session, lamenting the fact, that a 7mm kit of the famous S and D 7F, no longer existed, led to the purchase of a very old kit, at the exhibition! How strange is that!

It had been started and the chassis was fitted with an old dinosaur of a motor, long loved by the elder statesman, in the hobby. It was not up to modern DCC standards. So a deal was struck, to have the kit, but not the motor. It was also not complete. I did not find that a problem, as I have scratch built many locomotives, in the past.

The vendor, a well known gentleman, was selling this kit, on behalf of one his friends, and a week later, some of the missing parts appeared, in the post! Great service! So I started out with a chassis, with wheels attached, a machined, yes machined! boiler barrel and smoke box with various etches. So this kit was put on the back burner, for a while.

Eventually a start was made, and the obvious place to begin, was the locomotive body. I like to see progress and having sorted out the etches, discovered, that size is everything!

I have a drawing for the locomotive and on checking basic dimensions, the cab front spectacle plate was 2mm too narrow! I folded up the one piece cab sides and roof assembly and the firebox too and this confirmed, the shortage of material on the cab front width. So out with the brass sheet!

Modern kits use mainly the tab and lock system to aid assembly, but 20 years ago, that principle had not been adopted! The weight of this locomotive is rather on the heavy side, with heavy duty frames and a solid cylinder block, so the body, had to reflect the strength a 7F. To aid a long life in service, the footplate angles were 1st soldered, and also secured, with 12 BA studs, filed off flush and loctite'd in place. Handling of engines, can show up any weakness, in construction!

So with a bit of tweaking and help from one of our members, who took the boiler / smoke box unit, into work and put a radius on the 90% machined edges, for me, the body slowing, came together. So having built up the smoke box mounting saddle and got the thing sitting level, in relation to the footplate. I could relax a little!

As you may know, the later batches of the 7f had a chequered history and as they became due for boiler replacement, dimensions from the originals were suddenly dis-regarded, with the adoption of new smaller diameter boilers. This meant an alteration on the smoke box saddle, with all of them (all except no 7) being built up, with additional angles and an in fill ring, to close the gap!

So here the fun started, I made two closure rings, each of a different thickness, to assist in get the relationship right. Once happy, I then set out about construction of the reverse angles, on the block sides.

Back in January, a group of us went to the Bristol 7mm Show, at Bristol University. As is usual, the Gauge O Guild, had a members sales stand there. On it, was a rather forlorn looking tender, very much like a brass, Fowler 3,500 gallon one. The price £10. So I thought it not best to barter! It was filthy dirty and the soldering was a bit agricultural. But it could be salvaged. I do have the kit etches in reserve, if it's a disaster!

So back home, some cleaning fluid, quickly removed the grime. The body is pretty strong, being made from 1mm thick brass. Usually it is around .4mm, if etched. After doing a complete dimension check, I had certain areas to re-profile. The stand alone chassis it came with, was put to one side and a new one manufactured, much stronger than the original.

Here was the basis of a tender for the 7F, without too much work. The new chassis was compensated on the 1st two axles, using sprung horn blocks. Detailing, using parts from the etches, to give the basic structure a lift and some scratch building, gave it a semblance of a locomotive tender!

At the time of writing the current lockdown of the population, with the Covid 19 pandemic, is a serious problem, but it does have its upsides too. Being self isolated at home, now the garage has been sorted out, means I can spend the mornings, with a soldering iron! Linda is home too, so I can't spend all day in total isolation!

Daytime TV, is not something that interests me. I need to be doing something, to exercise my brain and relax. Building things, is a great way to achieve this.

So who knows, this locomotive may be up and running, waiting for the paint shop, before this national emergency, comes to an end! Testing can take place on my Shottesford Mill layout at home, once again set up in the garage, following the house renovations, last year.

So lots to look forward to and who knows, a start could be made on my DJH A4 kit, the family bought me, for my 65th birthday! Whenever that was !!

T.S. LORD NELSON

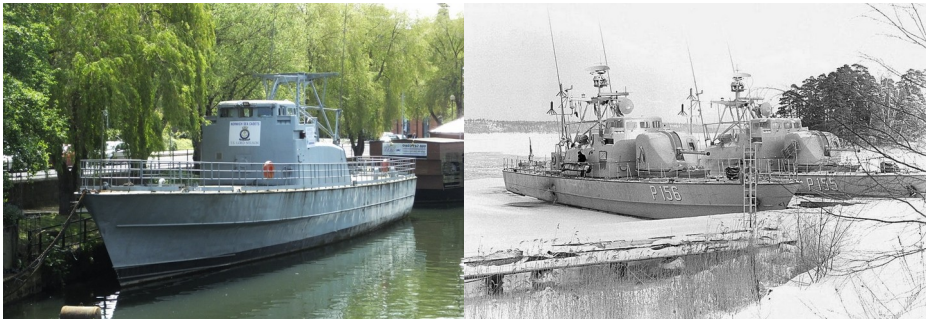
By Trevor Hargreaves

Seeing the picture of T.S. LORD NELSON by Ken Aveyard in the last Corkscrew, brought back happy memories of a holiday with railway friends in Norwich in May 2017 when our hotel and bedroom were right opposite where T.S. LORD NELSON was moored.

Also being interested in ships, and having time on my hands due to self isolation, I thought I would do a little further research into the history of this vessel.

Some web sites say it was originally Light Vessel 88 but I do not agree. The National Historic Ships UK website says Light Ship 88 was built in 1936 by Philip & Son of Dartmouth as a non-powered Light Vessel. It was stationed at Cockle in the North Sea and was originally oil lit. The vessel was converted to electric light in 1950 and in January 1977 was sold to Norwich Sea Cadets and renamed T.S. LORD NELSON.

The second T.S. LORD NELSON, shown in Ken's photograph, started its career in the Swedish Navy. It was launched on the 30th October 1978 in Norway as the Swedish Hugin Class Fast Patrol Vessel HSmMS (His Swedish Majesty's Ship) VALE P155. It was 33 mtrs. long, built of wood, 150 gross tonnes with 2 x 3500 HP Diesel engines, giving a top speed of 36 Knots. Its main armament was a 57 mm cannon, mounted on the forward deck which is very prominent on the photograph of P156 in service with the Swedish Navy.



The original picture from Corkscrew 116 (left) whilst (right) is a picture of P155 partially hidden by P156 showing the cannon mounted on the forward deck. P156 published on Wikipedia under Common Licensing.

As P155 was built in Norway, and I know some of the Norwegian Fast Patrol Boats were powered by Deltic engines, I was hoping I could find confirmation that P155 was also fitted with Deltic engines, but unfortunately not.

P155 was withdrawn from Naval service on the 22nd September 1995 and must have been placed in store or in the reserve fleet.

In 2003 she was purchased by the Norwich Sea Cadets for a reported cost of approximately £30,000.

A report in the December 2004 issue of Ships Monthly says she arrived in Norwich in September 2004 and after a further £93,000 was spent on alteration and refurbishment she was opened as T.S. LORD NELSON for the Norwich Sea Cadets and Marine Cadets. It was used for their meetings and training and when we were in Norwich, parades were held on the aft deck.

In September 2017 the Sea Cadets announced its intention to dispose of the ship, known affectionately as the Big Grey Boat in Norwich, and move their H.Q. to a land based site. There were fears that she would have to be scrapped but on the 3rd June 2018 the Eastern Daily Press reported “Norwich’s Big Grey Boat Saved from the Scrapyard” and will be turned into a community café on the River Deben at Woodbridge, Suffolk. On 25th June 2018 T.S.LORD NELSON was towed from her berth in Norwich and is now moored at the Melton Boatyard on the River Deben, East of Ipswich in Suffolk.

MOORS VALLEY RAILWAY.

At the time of writing the Moors Valley Country Park but not the railway is open. In the event that restrictions are relaxed please check with the Country Park at <https://www.moors-valley.co.uk>

The Moors Valley Railway may be holding the following Special Events throughout 2020.

SUMMER STEAM GALA - 6th & 7th JUNE

Incl. UPTO 15 LOCOS IN STEAM, FULL SIZE & MINIATURE
TRACTION ENGINES, CLASSIC CARS, TRACTORS and more.
(DAY ROVER TICKETS AVAILABLE.)

TEDDY BEARS PICNIC - 5th JULY

RAILWAY OPEN & MODEL WEEKEND - 11th & 12th JULY

TAKE A LOOK BEHIND THE SCENES IN THE WORKSHOP,
AND THE MODEL RAILWAY EXHIBITION IN THE CARRIAGE SHED,
(DAY ROVER TICKETS AVAILABLE.)

**MOORS VALLEY RAILWAY, Moors Valley Country Park,
Horton Road, Ashley Heath, Hants. BH24 2ET.**

Tel: (01425) 471415.

shop@moorsvalleyrailway.co.uk.

The Tarrant Thymes.

The former weakly paper of the Tarrant Valley.

Special Free Pull-out Supplement.

TVR appears on TV (well, sort of!)

Some of you may have seen the video already, but for those of you who haven't, we would like to draw your attention to the following YouTube clip.

If you would like to watch the video, simply type in Wimborne Railway Society in the search bar and you should find a still of the TVR. I believe there is also a link from our Facebook page, or the link itself is below:-

<https://youtu.be/VEshcaWxrXY>

The video is nearly 15 minutes long and features a full length "cab-ride", along with some lineside views, all accompanied with appropriate steam sound effects. The video was filmed at last November's Warley National Model Railway Exhibition at the NEC, where the railway was awarded the 'Best Narrow Gauge Layout' trophy.

TVR also appears in print!



It has been brought to the attention of the Board of Directors that the TVR has recently featured in a national publication. A recent edition of the Signalling Records Society newsletter included a photo and caption of Spetisbury signal box. The caption read as follows:-

"Spetisbury Signal Box on the Tarrant Valley Railway, is a good example of attention to detail

but there are no visible connections from the signal box to the points and mechanical signals on the layout. The layout connects real places on the Somerset & Dorset Joint Railway by a fictional narrow-gauge line."

We would dispute the use of the word "fictional" in the caption, as you are probably aware; the line does have a full historical background which accompanies it at shows. On showing a copy of the article to the Operating Department, the Head of Planning replied with the following statement:-

"The Tarrant Valley Railway pioneered the design and installation of electric point motors. They were cunningly mounted below the track to save space but unfortunately they caused maintenance issues! There you go, we're always right!"

A perfectly reasonable excuse/reason why the point rodding hasn't been modelled I'm sure you'll all agree.

The Great Britannia Bonanza Bake-Off.

(well, maybe not the last bit!)

By The Reverend Green.

In the grid below are the names of some of the class of locos designed by Robert Riddles in the early 1950s. They all run in a straight line either horizontally, diagonally, vertically, backwards or forwards, and all you must do is find them.

Names of two or more words DONOT have a space between them, as per the example. All the names are linked together by one or more letter, and the leftover letters then should spell out exactly what you have found!

At the time of writing, you aren't able to hand your answers to me, so if you wish to, you can either post or email your finished/completed answer sheet, or simply wait until the next issue of The Corkscrew. Best of luck.

One clue to help you on your way: loco no.70047 is not in the grid.

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

SOUTHERN

CHEAP DAY TICKETS

DAILY BY ALL TRAINS

(Service Permitting)

From	Return Fares, Second Class	From	Return Fares, Second Class	From	Return Fares, Second Class
From ASHLEY HEATH HALT	s. d.	From HAMWORTHY JUNCTION	s. d.	From VERWOOD	s. d.
To BOURNEMOUTH CTL.	3/3*	To BOURNEMOUTH CTL.	1/10	To BOURNEMOUTH WEST.	3/5
POOLE	3/-	DORCHESTER SOUTH	4/6	POOLE	3/11
RINGWOOD	1/-	POOLE	7/10	SALISBURY	3/11
SOUTHAMPTON CTL.	5/3	SWANAGE	4/-		
WIMBORNE	2/9	WEYMOUTH	6/-		
From BREMERE		From HOLMSLEY		From WAREHAM	
To BOURNEMOUTH WEST.	4/11	To SOUTHAMPTON CTL.	4/3	To BOURNEMOUTH CTL.	3/-
POOLE	4/3	From HOLTON HEATH		CORFE CASTLE	1/8
SALISBURY	2/8	To BOURNEMOUTH CTL.	2/4	DORCHESTER SOUTH	3/6
From CORFE CASTLE		DORCHESTER SOUTH	4/-	POOLE	2/11
To BOURNEMOUTH CTL.	3/9	POOLE	1/4	SWANAGE	2/11
DORCHESTER SOUTH	4/6	WEYMOUTH	5/6	WEYMOUTH	4/6
POOLE	3/-	From MORETON			
SWANAGE	1/3	To DORCHESTER SOUTH	1/6	From WEST MOORS	
WEYMOUTH	6/-	POOLE	4/-	To BOURNEMOUTH WEST.	2/9*
From CREEKMOOR HALT		SWANAGE	4/9	POOLE	2/8
To BOURNEMOUTH WEST	1/8*	WEYMOUTH	3/2	RINGWOOD	1/8
POOLE	-8	From RADIPOLE HALT		SOUTHAMPTON CTL.	5/5
SOUTHAMPTON CTL.	7/6	To DORCHESTER (South and West)	1/6	WIMBORNE	1/4
From DAGGONS ROAD		WEYMOUTH	-8		
To BOURNEMOUTH WEST.	4/3	From RINGWOOD		From WEYMOUTH	
POOLE	3/7	To BOURNEMOUTH CTL.	3/6*	To BRIDPORT	5/-
SALISBURY	3/2	BOURNEMOUTH WEST	1/9	DORCHESTER (South and West)	2/-
From DORCHESTER SOUTH		POOLE	4/7	SWANAGE	7/-
To POOLE	5/-	SOUTHAMPTON CTL.	2/8	UPWEY & BROADWEY	1/9
SWANAGE	5/6	WIMBORNE	8/6	WAREHAM	4/6
WEYMOUTH	2/-	YARMOUTH SLIPWAY (Isle of Wight)	8/6	WOOL	3/9
From DORCHESTER WEST		From SWANAGE		YEOVIL (Pen Mill and Town)	6/6
To BRIDPORT	3/11	To BOURNEMOUTH CTL.	4/3*		
WEYMOUTH	2/-	CORFE CASTLE	1/3	From WIMBORNE	
YEOVIL (Pen Mill and Town)	4/8	DORCHESTER SOUTH	5/6	To BOURNEMOUTH WEST	2/4
From DOWTON		POOLE	4/-*	POOLE	1/7
To BOURNEMOUTH WEST.	5/-	WEYMOUTH	7/-	RINGWOOD	2/8
POOLE	4/9	From UPWEY & BROADWEY		SOUTHAMPTON CTL.	6/6
SALISBURY	2/2	To BRIDPORT	4/6		
From FORDINGBRIDGE		DORCHESTER (South and West)	1/3	From WOOL	
To BOURNEMOUTH WEST.	4/5	SWANAGE	6/6	To BOURNEMOUTH CTL.	4/-
POOLE	3/10	WEYMOUTH	-9	DORCHESTER SOUTH	2/8
SALISBURY	2/11	YEOVIL (Pen Mill and Town)	5/9	POOLE	3/3
				SWANAGE	3/9
				WAREHAM	1/8
				WEYMOUTH	3/9

IMPORTANT FACILITY
Holders of Cheap Day Tickets may return to their original starting station from any station to which similar bookings are in operation, upon payment of the difference, if any, in the advertised fares.

CHEAP TICKETS

DAILY (Service Permitting) BY ALL TRAINS AFTER 9.30 a.m.

From	Return Fares, Second Class	From	Return Fares, Second Class	From	Return Fares, Second Class
From ASHLEY HEATH HALT	s. d.	From RINGWOOD	s. d.	From WEST MOORS	s. d.
To BOURNEMOUTH CTL.	2/8	To BOURNEMOUTH CTL.	3/-	To BOURNEMOUTH CTL.	2/6
BOURNEMOUTH WEST.	2/8	BOURNEMOUTH WEST.	3/-	BOURNEMOUTH WEST	2/4
From CREEKMOOR HALT		From SWANAGE		From WIMBORNE	
To BOURNEMOUTH CTL.	1/5	To BOURNEMOUTH CTL.	3/10	To BOURNEMOUTH CTL.	2/4
BOURNEMOUTH WEST.	1/5	POOLE	3/3		

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TICKETS MAY BE OBTAINED IN ADVANCE AT BOOKING STATIONS OR TRAVEL AGENCIES

Warminster Station, S.E.1.
October 1960 C.X.1442/A6
121060

Printed in Great Britain by
Springer, Briggs, Stockley & Co., Kingston

Handbill of cheap tickets from our local stations on the Southern Region from Paul Carpenter's collection.



The old order on the Welsh Marches services. Class 33 33019 leaves Crewe on a Manchester to Cardiff service on 19 July 1986 with an unidentified class 47 on the left.
WRS P853_6



The new order on the Welsh Marches services albeit only for a short time sees class 155 unit 155323 leaving Crewe on a Cardiff to Manchester service on 28 May 1988.
WRS P1001_8



Northern Rail class 144 Pacer unit 144001 arrives at Leeds station on a service from Sheffield on 26 September 2019. At time of writing all Northern Pacers are stored with most of the 144's at the Keighley and Worth Valley Railway where Northern is renting storage space. This has the advantage of giving the railway some income whilst assisting Northern with their storage problems caused by the arrival of new trains and the closure of the scrapyards that were taking the Pacers. Northern has had permission to use Pacers extended to the end of 2020 in case deliveries of new trains aren't completed in time.

Ken Aveyard



On the same date 3-car 144020 approaches Leeds station from the east with a service from Sheffield.

Ken Aveyard