

The Corkscrew



Wimborne Railway Society

Golden Jubilee 1975 - 2025

Issue 146

April 2025



A view from on board the Somerset and Dorset tour of 7 June 1964. Locomotive 53807 44558 head the train seen here passing Cole. WRS A104 See article from page 4.



Northern 150274 at Brighouse on 12 February 2025.

Colin Aveyard

WIMBORNE RAILWAY SOCIETY COMMITTEE.

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Editorial

I'm writing this the day after the WRS Committee meeting where among other items on the agenda was a review of the Golden Jubilee exhibition that took place over the weekend of 22nd and 23rd of March 2025. We had a very successful weekend with over 500 adult and 120 family tickets sold. Feedback from both exhibitors and the public was positive particularly from families whose children had enjoyed participating in the operation of some layouts. The main hall is pictured below, more images in a future Corkscrew.



In this issue Steve Green covers Dorset railtours in the steam era and Peter Watson's modern image builders series reaches part 6 with some interesting prototypes and one off designs. Tony Gwynne recounts a day in Kent in 1986 recording the bus scene, and George Russell updates us on the Society's recent changes to the library.

Sit back and enjoy Corkscrew 146. Closing date for issue 147 is 15 May 2025.

Cover Picture:- Upwey with 166215 on 2076 12.03 Bristol Temple Meads
(vice Gloucester) - Weymouth on 9 December 2024. Paul Carpenter

Dorset Railtours in the Steam Era.

By The Reverend Green.

Following on from my other similar articles, this instalment takes a look at, possibly, all of the steam hauled tours to have visited Dorset in the BR era, up until the end of SR steam. If I've missed any out, please let me know! For this write-up, I will only note the sections of line traversed locally rather than the whole tour, with a few exceptions for clarity, plus any other useless titbits.

The first tour I've found featured a pair of 4-4-0s on the 25th April 1954. The Ian Allan organised 8-coach "Somerset & Dorset Special" utilised SR 'Schools' 30932 BLUNDELLS double-heading with LMS 2P 40601 which ran from Bournemouth Central to Bath Green Park.

On 8th July 1956, the RCTS ran the "Wessex Wyvern", which ran down the Southampton & Dorchester, or 'Old Road', i.e. via Ringwood on it's way down to Weymouth, with LSWR T9 30287 hauling seven coaches. This tour then headed down the Weymouth Tramway behind a GWR class 1366 0-6-0PT before a mini tour along the Portland branch was hauled by 0-6-0PT 4624 with an ex-LSWR 3-coach set. The return leg ran up to Yeovil from Weymouth behind GWR Mogul 6372.



GWR mogul 6372 at the head of the "Wessex Wyvern" tour, awaiting departure from Weymouth.

Photo courtesy of Hugh Davies, Photos of the Fifties.

Another Ian Allan trip was run on 19th September 1956 called the “Docks Express”, hauled down from Salisbury via West Moors and Hamworthy Junction to Weymouth by ‘WC’ 34106 LYDFORD. The 9-coach load included four Pullman coaches plus one of the Observation Saloons. This tour also visited the Quay Line (with no.1370) and Easton (with no.3737), but I’m unsure what stock was used for these trips. The return leg ran back to Bournemouth Central with T9 30727 double-heading with 34106, who then took the train on alone once more.

The next tour to run down our neck of the woods was the REC’s “South Dorset Raitour” on 7th June 1958, already dealt with in Issue 138 (Dec. 23). However, it has come to my attention that this tour actually started from Poole on the Quay platform line, if you know what I mean, rather than Bournemouth West, under special instructions.



M7 30107 on the REC tour, which as can be seen started from the access line to the Poole Quay Tramway.

Photo courtesy of Norman Simmons, Photos of the Fifties.

18 months passed before our next tour on 3rd January 1960 when the Hampshire Railfans “Solent Coaster” ran between Bournemouth Central and Swindon which used the now preserved T9 30120.

The 14th June 1960 saw Ian Allan run the “Severn & Wessex Raitour”, which as far as we are concerned, saw S&D 7F 53807 run from Bath Green Park to Bournemouth West, thence on to Bournemouth Central and Brockenhurst behind ‘MN’ 35008 ORIENT LINE.

On 14th August, the RCTS ran the “Greyhound Railtour”, using T9 30718 hauling six coaches throughout. Part of the down leg ran from Yeovil to Weymouth, where the tour participants could take a trip on the Portland branch to Easton behind pannier tank 3737 (again!) and her three coaches. The tour gained notoriety on the return from Easton when the Police stopped the train looking for escaped prisoners! The T9 then took over the tour again, banked by GWR Mogul 6326 to Bincombe Tunnel, for the run up to Salisbury, via Hamworthy Junction and West Moors.

The LCGB’s “South Western Ltd” was the next tour to visit our area on 18th September 1960, when ‘King Arthur’ 30782 SIR BRIAN took over the tour from Totton. ‘He’ hauled the train to Broadstone via the ‘Old Road’, where 7F 53804 was put on the other end of the train for a trip up the S&D to Templecombe. There the train reversed again to Upper station with the help of 4F 44557, and onto the South Western Mainline.

Two years would pass before another tour came to Dorset in the shape of Ian Allan’s “Western Sunset” trip on 22nd September 1962. ‘BB’ 34050 ROYAL OBSERVER CORPS brought the tour down to Weymouth via Yeovil Pen Mill, ex-Paddington. A banking loco should have been stationed at Yetminster, but when the tour arrived, none was present, so the crew tackled Evershot bank unassisted! (That note is just for Colin Stone!) From Weymouth, 7F 53808 took charge for the run to Bath Green Park over the S&D via Hamworthy Junction and Broadstone, with 34050 banking the train up to Bincombe Tunnel. This train ran as 1X05 throughout under the new train reporting numbers, introduced during June 1961.



***S&D 7F 53808 seen away from her usual haunts, approaching Wool with
"The Western Sunset" tour. Picture from Colin Caddy***

Just over a week later on 30th September, the LCGB ran the "S&D Railtour" with 'BB' 34064 FIGHTER COMMAND bringing the train into Dorset via Brockenhurst and the 'Old Road' to Broadstone. A change of direction saw the train head over the S&D with 7F 53808 providing the motive power once again.

The next tour to visit Dorset occurred on 25th August 1963 when the SCTS "Southern Counties Enterprise" brought the first A3 into our county. This was 60112 ST. SIMON (again mentioned briefly in Issue 138) on a 6-coach train down to Weymouth via Bournemouth Central. The tour made a stop at Hamworthy Junction however, where M7 30052 took the train down to and back up the Goods branch before it continued on behind the A3. At Weymouth the tour participants were treated to a trip on the Portland branch to Easton and back behind 0-6-0PTs 4689 & 7782 (see photo) and then onto Maiden Newton and Bridport. The A3 re-joined the train at Maiden Newton and continued north to Yeovil Pen Mill.



7782 at Melcombe Regis on 25 August 1963.

Steve Green collection

Another SCTS tour ran on 8th March 1964 entitled "The South Western Rambler Railtour", and for us this entailed a southbound trip over the S&D from Templecombe to Hamworthy Junction behind 9F 92209. Here she ran round and ran tender-first to Bournemouth Central where 'Britannia' 70020 MERCURY took over for the remainder of the eastbound journey.

The LCGB's 6-coach (Set 779) "Hampshire Venturer" of Saturday 18th April 1964 saw SR 'Q' 0-6-0 30548 do the rounds in Dorset (!), coming from Salisbury to West Moors, Hamworthy Junction and then down the Goods branch.



30548 running round after traversing the Hamworthy Goods branch on 18 April 1964. WRS C815

From there the train ran up to Poole, where the loco changed ends again, and headed to Broadstone and onto the 'Old Road' heading for Brockenhurst.



On the 7th June 1964 the HCRS ran the "Somerset & Dorset" tour, down the direct line via Sway to Bournemouth Central behind MN 35005 CANADIAN PACIFIC. This tour also ran as train 1X05 with 9-coach Set 237 in tow and was notable for featuring the last double-header of locos built specifically for the S&D, 4F no.58 & 7F no.87 (44558 & 53807). They took the train over the entire length of the S&D, including the Highbridge branch, up to Bath Green Park, where GWR 7023 PENRICE CASTLE took charge of the train along the Midland route. This was the first ever visit of a 'Castle' to the Midland Terminus.

35005 at Waterloo

WRS C870



53807 and 44558 at Bournemouth on 7 June 1964. See also page 2 for another image of this service traversing the S and D. WRS C871

On the 27th March 1965, the S&WRS ran a tour of sorts, running three round trips between Weymouth and Easton using Ivatt 2MTs 41284 & 41324 top 'n' tailing a 6-coach train. These trips were the last steam hauled passenger trains over the Portland branch. See picture near Portland Dockyard below.



A day later the SCTS "Southern Wanderer" came to town, heading down our way directly from Brockenhurst to Bournemouth Central and up the S&D as far as Templecombe behind a very clean Std '5' 73022, hauling a modest seven coaches, including 3-coach Set 290.

The LCGB's "Wessex Downsman" No.1 ran on 4th April 1965, running down the S&D from Bath Green Park to Bournemouth West behind 8F 48309, ex-87F Llanelly and one of just two 8F's fitted with steam heating. The 10-coach train was taken out of the West station by 'BB' 34051 WINSTON CHURCHILL, running on the direct line to Brockenhurst. As the above tour proved so popular, the "Wessex Downsman" No.2 was run on 12th May using the same motive power. This time the train only loaded to eight coaches, and on departing Bournemouth West, 34051 hauled the last ever railtour out of the station.

The WRS (Warwickshire, rather than Wimborne!) "S&D Joint & Eastleigh Works" tour on 12th June 1965 wasn't without incident. 9F 92238 took over the train at Bath Green Park for the run down the S&D to Bournemouth Central, but was in trouble almost from the word go, including a five minute "brew" at Binegar. One report states she had blown a cylinder cover off. At Central station, 'WC' 34097 HOLSWORTHY was in charge running direct onto Eastleigh. The WRS were back down again on 5th September with the "Hants & Dorset" railtour, with 'WC' 34019 BIDEFORD running directly from Eastleigh to Weymouth as 1X82. The return leg utilised GWR 7029 CLUN CASTLE taking the train up the West to Yeovil Pen Mill, becoming the last ever ex-GWR loco to depart Weymouth.

On 12th September, preserved A3 4472 FLYING SCOTSMAN paid us a visit on a GMRS run tour. This tour ran directly down the Southern and back up the Western mainline.

Into 1966, and on the 1st day of the new year, the LCGB ran their "Mendip Merchantman", which saw the first ever visit of a 'Merchant Navy' over the S&D. 35011 GENERAL STREAM NAVIGATION ran down the Southern mainline and headed her 10-coach train north to Templecombe from Bournemouth Central.

On the 2nd January, the RCTS ran their own S&D railtour in anticipation of the line's closure, which was put back by two months of course. 'MN' 35011 was use again, but this time she only ran as far as Broadstone, where SR 'U' 31639 & 'WC' 34015 EXMOUTH took over for the run up to Bath Green Park. I mentioned part of the next tour back in Issue 138 as well, which was the LCGB's "Dorset Belle" on 27th February. This was brought down to Weymouth via the SR mainline by 'MN' 35028 CLAN LINE, using 9-coach Set 278, and it also visited the Swanage branch, behind the same Ivatt tanks 41284 & 41301 that reached Bridport.

The next couple of tours marked the actual closure of the S&D as a through route. Firstly, the LCGB "S&D Railtour" on 5th March included the pairing of 'WC' & 'BB' 34006 BUDE & 34057 BIGGIN HILL running down the line from Bath Green Park to Bournemouth Central where 'MN' 35028 CLAN LINE headed the train back to the capital. Also on 5th, the GWS ran a round trip over the entire line using 8F 48706, which had NO steam heat! On 6th March, the RCTS ran a 9-coach "S&D Farewell" tour, with 'MN' 35028 running up the S&D from Bournemouth Central to Templecombe, the second and last 'Merchant' to run over the S&D. The SLS also ran a special up and down the line, with 8F 48706 doing the honours again with a 10-coach train. This time Std '4' 80043 was attached inside the 8F to provide heating!

The first A4 to visit Dorset did so on 26th March when the A4LPS ran their "Victory Railtour" using 60024 KINGFISHER of 61B (Aberdeen Ferryhill!) which ran to Weymouth via the SR Sway cut-off. The return was back up the Western to Yeovil Pen Mill, and the 9-coach load was banked up to Bincombe Tunnel by Std '5' 73114.

In Issue 141 (June 24) I touched on the BYTS "Hampshire Explorer" tour which ran on 21st May 1966 using Std '3' 77014 on her first visit to our area. She came off the train at Broadstone, having run up to Blandford, where 'WC' 34006 BUDE would take the train up to Ringwood, the first passenger train to reach here for just over two years. BUDE then ran round and returned to Southampton via Bournemouth Central.



Std 3 interloper 77014 at Broadstone with the BYTS "Hampshire Explorer"
Colin Stone

The 3rd July should have seen the first ever visit of an LNER V2 to Dorset, with 60919 working down from Dundee on 1st, but she hit the platform end at Basingstoke and ran to the shed for repairs. Later she ran to Nine Elms to work the tour, but was failed by the fireman who refused to work her. She was sent to Eastleigh in the hope she would work the last leg of the tour from there, but unfortunately the train ran non-stop on the up fast line! The V2 was then put to use on a freight to Basingstoke and from there returned to Dundee, arriving back on 6th. The LCGB "Green Arrow" tour instead ran with 'Black 5' 45493 & 'WC' 34100 APPLIEDORE providing the motive power down from Yeovil Pen Mill to Weymouth. The 9-coach train then headed along the Quay Line behind Ivatt tank 41298, and in doing so became the last steam hauled train over the tramway. The run up to Bournemouth Central then featured 45493 double-heading with 'WC' 34002 SALISBURY, where the 'Black 5' came off and 34002 continued on alone.

The LCGB's 9-coach "Dorset & Hants Railtour" on 16th October has been touched on in Issue 141, but was brought into Dorset by 'WC' 34023 BLACKMORE VALE, through Bournemouth Central up to Broadstone. Once the two BR Moguls had done their bit, 34023 worked the train back through Bournemouth double-heading with 'WC' 34019 BIDEFORD.



Not every day you see a Bulleid Pacific on the Hamworthy branch, but here's 34019 & 34023 ready to depart with the "Dorset & Hants Railtour".

Colin Stone

The final steam tour up and down the West (i.e. Yeovil line) was the already mentioned LCGB "Bridport Belle" on 22nd January 1967 (see Issue 138), but not written about were the other locos involved.

The train (including SR Set 835) was brought down to Maiden Newton by 'WC' 34013 OKEHAMPTON which then ran light engine to Weymouth. Already waiting at Maiden Newton, as the tour was running so late, was 'MN' 35030 ELDER DEMPSTER LINES, which was ready to return the train to Yeovil Pen Mill.

The MRTS "Hants & Dorset Branch Flyer" on Easter Saturday 25th March 1967 was previously discussed in Issue 141, and in part so was the LCGB "Dorset Coast Express" on 7th May. We just need to add to the latter that it was 'WC' 34021 DARTMOOR that brought the 10-coach train down from the capital to Wareham.

On 3rd June 1967 a Private Charter, "The Dorset Ltd", was run from Weymouth to Waterloo with 'MN' 35030 hauling the train solo, with the return trip also hauled solo by 'MN' 35007 ABERDEEN COMMONWEALTH. 'WC' 34034 HONITON may have banked the up train from Weymouth as far as Bincombe Tunnel, but this is unconfirmed. Also on 3rd June, A3 4498 SIR NIGEL GRESLEY made "his" first foray into Dorset, just running down to Bournemouth Central from Waterloo on this occasion. The trip on 4th June was discussed in Issue 138, but it's worth noting that this tour ran to Weymouth. For the return run up to Bincombe Tunnel, rear-end assistance came in the form of 'BB' 34087 145 SQUADRON.

We now move on a week to 11th June to the WRS's "Farewell to Steam on the LSWR" tour, the down working featuring in Issue 141. For this return from Weymouth, 'MN's 35013 BLUE FUNNEL & 35030 again double-headed the train of mostly new BR blue/grey Mk2 coaches (load 11) up to Dorchester South, where 35030 then carried on solo to Salisbury via Southampton Central.

The following week, 18th June, saw the RCTS run their "Farewell to Southern Steam Railtour", which loaded to 12 coaches. The legs in Dorset featured 'BB' 34089 602 SQUADRON double-head with 'WC' 34108 WINCANTON down to Wareham (from Southampton Central), where 34108 uncoupled and ran light engine to Weymouth. Std '4' 80146 was then attached to the rear of the train for the trip along the Swanage branch. Once back at Wareham, 34089 then continued alone for the rest of the journey to Weymouth. The run back up was again double-headed, this time 34108 was paired with 34023 for the run up the LSWR mainline.

And so, we come to the final two tours, on 2nd July, which were put on by BR and run as the "Farewell to Southern Steam", both running direct from Waterloo. The first tour was run behind 'MN' 35008 ORIENT LINE to and from Weymouth, with fellow 'MN' 35007 assisting from Weymouth to Bournemouth Central. The second tour used 'MN' 35028 CLAN LINE throughout, but only ran as far as Bournemouth Central.

And as far as I am aware, that concludes this account of the steam railtours that visited Dorset. Next time (!?), I will take a look at some of the diesel railtours that have traversed Dorset's rails.

Key: -

RCTS – Railway Correspondence & Travel Society

REC – Railway Enthusiasts Club

LCGB – Locomotive Club of Great Britain

SCTS – Southern Counties Touring Society

HCRS – Home Counties Railway Society

S&WRS – South & West Railway Society

WRS – Warwickshire Railway Society

GMRS – Gainsborough Model Railway Society

GWS – Great Western Society

SLS – Stephenson Locomotive Society

A4LPS – A4 Locomotive Preservation Society

BYTS – British Young Travellers Society

MRTS – Manchester Rail Travel Society



A further image of 7782 at Melcombe Regis on 25 August 1963. Loco 4689 was on the rear of the train. Steve Green collection.

MODERN TRACTION BUILDERS' PLATES – part 6

By Peter Watson

We've staggered through the smaller shunter classes and got into mainline locos. Let's pause now and have a look at some of the "one-offs" in my collection.

DP2 – the first of the modern traction plates I bought (after the Class 05 about 30 years earlier) came from the prototype English Electric locomotive that acted as a testbed for the Class 50s and was a highly successful express passenger loco on the East Coast line – I saw it on numerous occasions at Doncaster, both in its original uniform dark green and later 2 tone green, the last time just 11 days before the accident that brought about its withdrawal.

It was built in 1961 as part of the "Deltic" build programme and was only withdrawn after a catastrophic collision with a derailed cement train at Thirsk in 1967.

The power unit was recovered and was used in a Class 50 but this plate is the only other artefact known to survive. It was retrieved during the dismantling of the loco at Vulcan Foundry and presented to one of the staff there who a Service Engineer working on the locomotive. It is a standard EE chromed rectangle and carries the works number of 3205/D733. It was acquired along with its BR preliminary operating manual. Four plates were carried – one on each cab side – but at least one or two were destroyed at Thirsk making this a possibly unique survivor.





GT3 – another plate from a prototype but in this case, it really does deserve the adjective “unique”. GT3 was built on a steam locomotive chassis and fitted with a gas turbine engine and built as a demonstrator in 1961 at Vulcan Foundry. It failed to live up to expectations and did very little mainline work, even on trial. It was finished in a rich brown livery and carried 2 builder’s plates, one each side, at the front of the locomotive. The other plate is in the Doncaster Grammar School collection. Why is it unique? Well, the bodywork on each side has a curved profile towards the front so each plate is effectively “handed”. Mine is from the left hand side (and in the better condition!). GT3 was withdrawn in 1962 and cut up at T. W. Ward’s in Salford in mid-1966.





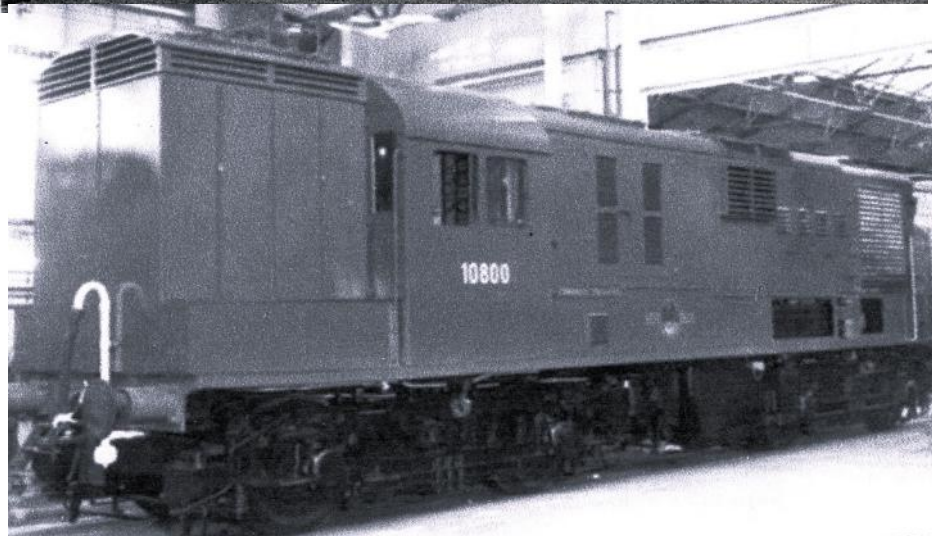
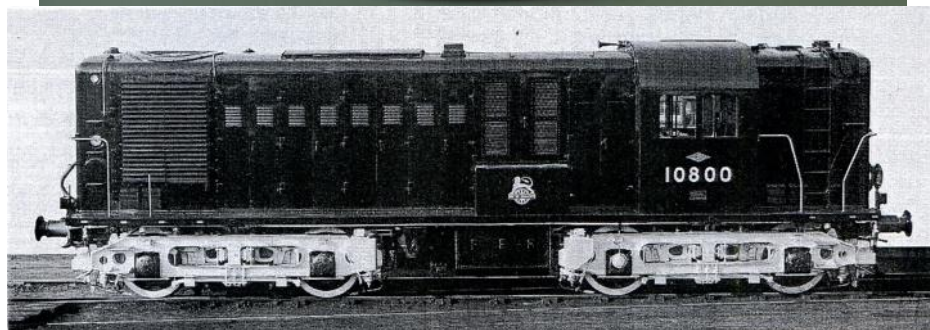
10800 “HAWK” – a locomotive that rose from the dead but never actually flew. Built by North British in 1950 as a prototype that had been commissioned by H. A. Ivatt on behalf of the LMS. It was part of the same programme that saw the construction of the “twins” – 10000 and 10001. It undertook trials on the Midland and Southern regions finished in black and silver.

At only 827hp it was found to be inferior to the steam locos already at work and it had the unreliability inherent in Paxman engines and North British design. It lasted until 1959 when it was taken out of service, although it been dumped at both Doncaster and Derby Works for many months before that. In this guise it bore 2 NBL diamond plates on the cab sides.

The story doesn't end there however. In 1962 it was sold to Brush as a testbed for a new design of AC traction motor. The engine was replaced by a Bristol-Siddeley-Maybach unit that was a spare from the “Falcon” project, there were significant alterations to the bodywork and the loco was given a green finish with the name “Hawk”, although that was never carried.

After a long series of trials in the mid-1960s it was decided not to continue with the project and the loco was stored at Loughborough by 1968 where the remains lingered on until they were stripped in 1972.

Final cutting up occurred in 1976. Whilst at Brush it was given the usual oval aluminium Brush builder's plates – one on each cab side above the loco number– with their progressive works number 710 and a build date of 1964. The next number, 711, was allocated to HS4000 “Kestrel” that ended its days in Russia. Now, there's a plate I'd like to see. I am very fond of these unusual one-off locos which all have a fascinating story to tell – even if it's one of failure!



Class 89 89001 “Avocet” – another class containing a single loco. 89001 was built at BREL Crewe in association with Brush and entered service in late 1986. It ran with considerable success on both the East and West Coast main lines and, as a 6000hp machine, it coped very well with all that was demanded of it. There was an idea that it would become the first of a Class 86 replacement programme but that role was fulfilled by Class 90s. It suffered a major failure in 1992 and was withdrawn only to be repaired and reinstated in 1996 and ran until 2000. It is now nearing a full overhaul under the auspices of the AC Locomotive Group and, when completed, it will be leased to Locomotive Services Limited. It has worked in Inter-City and GNER dark blue. Two plates were carried under the drivers’ windows of a unique pattern measuring 9.5”x5”.





89001 at Doncaster Works 27 July 2003 Ken Aveyard

10100 Fell Locomotive – the one that got away! I was the underbidder twice at auctions where the two plates from this bizarre creation came under the hammer. How I wish I had kept my hand up just a little longer!! I was given one of the dials from the control desk as a consolation prize. It was a 4-8-4 powered by 6 diesel engines under 2 bonnets with a central cab. Built at Derby in 1950/1 as a collaborative venture between Fell and H.G.Ivatt it did run successfully despite its complicated mechanism. Until, that is, a gearbox failure in 1952 saw it at Derby Works for over a year. It was finally withdrawn after its train heating boiler caught fire in 1958 and the remains were scrapped in 1960. I include it here partly out of interest, partly because I do have a tiny part of it and, finally, because I still hope that it will grace my collection one day!



Above – Fell
equipment plate
Right – so near and
yet so far away!!



Next Time – a look at mainline electric locomotive plates including Classes 71,73,74, 76, 90, 91 and 92 as well as Channel Tunnel locomotives.

Wimborne Railway Society Library.

A message from George Russell (Society Librarian)



At the Committee meeting in January it was agreed to move the W.R.S. library from the trolley to the area to the left of and under the Gauge '0' layout in the store room recently vacated by the sale of 'The Tarrant Valley' to the builders and main operators of the layout.

By the time you are reading this Barry Moorhouse (thank you Barry) will hopefully have completed the move to a far safer and easier accessible location although the lower shelves could prove challenging to the less mobile members amongst us.

The Chairman also suggested, 'nay demanded' we publicise the contents of the library to encourage you all to get the value this facility offers. The suggestion to feature the various subjects included in our library in the 'Corkscrew' was agreed and what better subject to 'kick off' this promotion is the large collection of publications featuring the local 'Somerset And Dorset Railway'. The library contains at least thirty books on this icon of a system that was not only local to us but was the reason Eastern Dorset has flourished from a sleepy backwater in the 1840s/50s to the huge conglomeration of today.

The books cover not only the monochrome and colour publications of Ivo Peters, Norman Lockett and others but also the driving exploits of the drivers, Donald Beale and Peter Smith.

The stations, tunnels and viaducts along with so many other features are also recorded, so essential for the operation and feel of the system and its comradery amongst its personnel.

The book on the Somerset and Dorset 'Then and Now' also if sadly reflects the services lost by this stalwart of a transport system and the changes along the route up to the mid 1990s.

The usual but essential comments on how to utilise this service still apply.

Members can view books at the Society meetings but if you require to take them home please register your details in the loan register in the plastic box hanging on the top storage box on the right end recording your membership number, the book number, (usually on the first page top right), the title and the date you borrowed the book. Please also record the date when you returned the item.

A list of all the titles is also available in the same pocket and will be updated soon.

Please also check your own shelves for any strays you may have acquired by accident!!!!

A request, would members check to see if they have the W.R.S. copy of the title 'G.W.R. Syphons' we purchased in 2021/2. It has been missing for at least two years.

Happy reading to you all.

DAY TRIP TO KENT 31ST MARCH 1986

by Tony Gwynne

I'm sure many members will remember Anthony Stone and his cheap rail excursions to London and various parts of the country. I still recall a "day trip" I did from Poole to Inverness! It was up one night and back the next, in reasonably comfortable (thank goodness!) Mark 1 coaching stock. I doubt if I could do that again though!

Another day trip I did was to Kent, with a friend who is sadly no longer with us. The trip was to Folkestone, Dover and Canterbury, and our tickets were valid for service trains between the three towns. We took full advantage of this, and I took several photos of buses in all three locations. The weather was very changeable – sunshine alternating with showers all day, as you will see from the following photos. All vehicles were operated by NBC subsidiary East Kent unless otherwise indicated.



Bristol VRTSL3 Willowbrook H74F 7016 (PJJ 16S) loads up at Folkestone bus station.



Bristol VRTSL3 ECW H74F 7043 (MFN 43R) loads up at Folkestone bus station and Leyland Atlantean AN68 ECW H74F 7014 (JJG 14P) is seen at Pencerster Road depot Dover.



AEC Regent V Park Royal H72F 7943 (MFN 943F), in traditional East Kent livery, leaving Folkestone station



AEC Regent V Park Royal H72F 7742 (GJG 742D) leaves Folkestone station whilst sister vehicle 7942 (MFN 942F) waits at Folkestone station.



Selkent Travel Leyland Titan T1129 (WDA 4T) is seen near Dover Priory station on a special working.



Leyland National B49F 1898 (JYG 898P) is seen on a working in Dover.



Former London Country Leyland National B49F 1142 (NPD 142L) is seen in Pencester Road Dover.



Former London Country Leyland National B49F 1156 (NPD 156L) is seen Pencester Road depot Dover in partial Sealink livery.



Former Southdown Daimler CRL Northern Counties H65D 7313 (VUF 313K) waits at Dover Priory station.



Leyland Leopard PSU3 ECW C49F 8837 (BKR 837Y) loads up at a damp Canterbury bus station with a service to London Victoria.



Bristol VRTSL3 ECW H74F 7656 (XJJ 656V) advertises National Holidays while loading up at Canterbury bus station.

South Eastern Stations

pictures from Paul Carpenter



Chartham with an unidentified class 395 operating 1J36 13.40 St Pancras International - Margate 25 February 2025.



Chilham 375702 leads a sister unit on 2W54 15.15 Faversham and Ramsgate - Charing Cross 25 February 2025.



Crofton Park with class 465 Networker unit 465177 passing on 2K28 13.42 Victoria - Gillingham (Kent) 4 November 2024.



Crofton Park with Thameslink class 700 unit 700038 operating 9Y33 13.16 Blackfriars - Sevenoaks 4 November 2024. Class 9 headcodes are used to remind signallers of the need to ensure Thameslink services need priority heading towards the central core.



Ladywell with Networker 465189 working 2V60 12.48 Charing Cross - Hayes (Kent) 4 November 2024.



Martin Mill and Electrostar 375902 departs on 2R99 15.22 to Victoria on 21 February 2025.

Views from the North



Saltaire station on 13 March 2025 with Northern units 333011 and 333001 heading for Skipton and Leeds respectively. Colin Aveyard



37254 on Gascoigne Wood Sidings to Carlisle passing Shipley on 18 March 2025. Colin Aveyard



68006 Pride of the North heading back from Midland Road Depot Leeds to Gresty Bridge Depot Crewe after maintenance, (probably tyre turning). Mirfield 12 February 2025 on a very dull day. Howard Bolton



66047 Maritime International Two on the Knowsley to Wilton loaded binliner at Mirfield 20 February 2025. Howard Bolton



Mirfield 19 February 2025 with a class 60 and 66 pairing on a Drax to Liverpool Biomass service. Howard Bolton



Northern Rail class 153 unit 153331 Doncaster 23 March 2012 K Aveyard



**Northern Rail class 153 unit 153332 paired up with a sister unit at Leeds
26 September 2019. Ken Aveyard**