

MAR 76 CARS 51

NEWS SHEET

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Forthcoming Trips

Saturday 13 March

Liverpool by rail

Cardiff dep: 07.45	ret: 22.52
Newport " : 07.58	" : 22.33
Bristol " : 07.38	" : 22.05

Visiting Allerton, Edge Hill, Birkenhead.

All persons to be responsible for obtaining their own rail tickets, cost for these should not exceed £5, the only money due to the Society will be the cost of the permits. Persons intending to participate in this trip are requested to inform R J Perry of their intentions.

Thursday - Monday, 15-19 April

Easter Tour of Scotland

Due to the high cost of the original 4 day tour envisaged, it has been decided to reduce the tour to 3 days as last years tour. Revised details as follows;

Cardiff dep: 17.45 (15/4)	arr: 09.58 (19/4)
Newport " : 17.59	" : 09.41
Bristol " : 19.32	" : 08.56
Bir'ham " : 22.00	" : 06.00
Crewe " : 23.30	
Carlisle arr 01.49	dep: 02.00
" dep: 02.00 by coach	

Members from Cardiff are asked to assemble at Cardiff Central Station entrance at 17.15, from Newport details from R J Perry, from Bristol 19.00 at the usual place. Persons joining at other points details from R J Perry.

Rail travel will be between Cardiff, Newport and Bristol and intermediate places to Carlisle and return, coach from Carlisle around Scotland and back to Carlisle. Overnight stays in Inverness and Glasgow. Full itinerary will be published next month.

Fare: £22.00

Deposit: £11.00

Note: It is requested that the deposit of £11.00 is paid by 31 March 76, as the rail fare and hotel deposits have to be paid in advance. Any person who cannot meet this request is asked to inform R J Perry so as other arrangements can be made.

THIS TOUR WILL ONLY RUN PROVIDED THERE IS SUFFICIENT SUPPORT, ITS FUTURE IS IN YOUR HANDS.

Wagon Distribution (Conclusion)

Wagon Distribution Features of T.O.P.S.

The objective of high wagon utilisation is best achieved by continuous control of each individual wagon. Whilst this is technically feasible using T.O.P.S., to attempt it for all wagons at the present level of experience would be operationally impossible and overburden the system. Individual control of all wagons must therefore remain the subject of future development. The British Rail system is dual, that is, the main part of the wagon fleet is controlled in bulk whilst the more specialised wagons are controlled either in bulk or individually. The main part of the fleet comprises those empties which are in demand at numerous loading points throughout the country. For these common-use types an entirely new system of control has been devised for handling them. The remainder of the traffic fleet wagons are allocated to various distribution pools to protect specified customers, or traffics. The essential difference between the two systems is that, whilst the common-use system is a formalised mechanism designed around a national daily distribution of wagons in bulk, the pool system lends itself to exactly that degree of current detailed control the distributor feels is necessary.

Whichever system is applicable, the basic approach is that whenever a wagon becomes empty, the T.O.P.S. office responsible for the wagon has no initial powers for destining the wagon. Instead, the computer itself applies the destination in accordance with instructions previously entered by the wagon distributor. This contrasts with past practice, whereby supply points had complete autonomy in the selection of wagons for their own needs and local staff decided if a wagon could and/or should be used to supply a local customer, and, if not, effectively determined the disposition. This situation would inevitably arise in a manual system and lead in the end to local staff having to:

- a) be conversant with the general policy regarding the correct usage of wagons;
- b) manually select circuit wagons using special labels;
- c) themselves generate the information on which distribution would be based;
- d) pre-empt distributors' decisions.

Under the T.O.P.S. system, all supplies and dispositions are in accordance with the current decisions of the wagon distributor. These decisions are made by a single central office, staffed 24hrs a day. This office is called the Central Wagon Authority (CWA) at B.R.B. Headquarters, Marylebone. The CWA is responsible for the fulfillment of whatever wagon utilisation targets are set by the Chief Executive and is the sole authority for the issue of instructions in their pursuit. The CWA supplies wagons to strategic locations within the jurisdiction of Area Managers who are responsible for the final placement of wagons at customers' premises. Continuously manned Regional Wagon Sections (RWS) are established at Regional HQ (or in their absence, Divisional Offices) whose functions are:

- a) to assist Area Managers in the day to day control of previously destined wagons;
- b) to monitor and take action on short comings revealed by the system.

The computer data upon which the CWA bases its decisions is maintained by daily inputs from both Area Managers and Regional Wagon Sections. The CWA can delegate its authority to nominated Area Managers or Regional Sections for the national control of certain specified pools of wagons. At Area Level, there is a clear function of local order matching and control which can be effectively exercised only from the T.O.P.S. office. In areas with a significant volume of freight traffic, this function will almost certainly require to be covered by a full-time Wagon Clerk (FRS Clerk discharges the Wagon Distribution function at a T.O.P.S. Office); in other areas the duties will not be sufficient to be encompassed within the duties of the Area Freight Assistant, Shift Supervisor or T.O.P.S. Clerk. The T.O.P.S. procedures apply to all freight and parcels vehicles, irrespective of ownership, which are permitted to run over BR Lines. As yet they do not apply to passenger carrying vehicles.

Locomotive Stock Alterations

ScR to period ending 7/2/76

Transfers: 25018/019/021/023/025(ER)-ED, 40048(ER)-HA, 47207(HA)-ED.

Condemned: 24066/070/073/090/097/099/100/101/102/109/117/126/127/132. 27006.
(previously stored serviceable or unserviceable)

Stored: 25009/012/014. 40161. Serviceable. 40089. Unserviceable.

Modifications: 08853/938 Dual brakes fitted.

LMR to period ending 24/1/76

Transfers: 08102(SY)-ER, 08784(TS)-BS, 08928(BS)-SY, 24041(S)-CD, 25070(CW)-BS, 25100/102(TO)-LO, 25142(BS)-CD, 25161/162/163/164/165(WR)-CD, 25182/183(CW)-CD, 25184/185(CW)-LO, 25203/204(KD)-CW, 25248/323(SP)-CD, 25264(TO)-CD, 25266-SP, 25303(LO)-TO, 40055/131/181(LO)-SP, 40111(S)-LO, 47353(CW)-CD, 47438(BS)-CD, 50017/035/041(CD)-WR.

Withdrawn: 24040/086/089/135. 40189.

Stored: 24044/049/053/064/075/140/143/144/145/146. 51882.

Modifications: 08893/928. 20066. 45074. Dual brakes fitted.
47094/463. WR AWS removed.
47249. Steam generator isolated.
50987. BR AWS fitted.

New Stock: 4 new units of class 312/2 are in course of delivery to the region.

Set No.	BDSO(L)	MBSO	TSO	DTCO(L)
312 201	76994	62657	71277	78045
312 202	76995	62658	71278	78046
312 203	76996	62659	71279	78047
312 204	76997	62660	71280	78048

ER to period ending 1/2/76

Transfers: 03069(DN)-GD, 08077(LMR)-DR-CA, 08086(LMR)-DR-HM, 08089(SF)-CA, 08090(LMR)-DR-CA, 08108(SF)-CA, 08243(HM)-NL, 08540(NL)-YK, 31004(MR)-SF, 31196(SF)-IM, 25018/019/021/023/025(TI)-ScR, 40036/046(HM)-SP, 40048(GD)-ScR, 47179(SF)-HO, 47255(HO)-SF, 50195, 50751(NL)-BG, 50198, 56220(GF)-NL.

Condemned: 03027/044/135/163/164. 25016/017/020/022/024. 40005/039/102.

Modifications: 45036. Dual brakes fitted.

Members Trip Report

South Wales 13/2/76

C G Perkins

Avonmouth Yard: 08322. 31296. 46004. 47066.
 Severn Tunnel: 08932. 46042. 1065.
 Yard: 08118/801.
 Passing: 31200. 37089/184/224. 45057. 47483.
 Newport Docks: 08110/111/119/574.
 Ebbw Junc: 08135/487/595/654/822. 25032/063. 37214/225/295/298. 1200.
 Passing: 45077. 46009/023. 47464/465.
 CDF Tyndall Yard: 08187/592. 47229.
 Passing: 37292. 47494.
 CDF Docks: 08190/191/192/352.
 CDF Central: 08188/350. 37184/273/278/290. 47015/213/437/495/507/509. 1015.
 Canton: 25166. 37178/301. 45071. 46020/027. 47015/026/101/138/143/231
 Passing: 37138/272. 47248/484.
 Margam: 08365/367/368/651. 37162/175/184/208/223/231/232/233/234/269, 46018/043. 47437/535.
 Passing: 37292. 47540.
 Swansea Dock: 08578/896. 37196.
 Landore: 03142/152. 08942. 37142/152/180/190/191/208/274. 47124/146, 47256/478/497/500/505/510/512/513.
 Passing: 37294. 47504.
 Briton Ferry: 08645.

Trip ReportEast Anglia 13-14/2/76

Luton Goods Yd: 08199.
Mitchin: 08557. 31188/195/202/249.
Station: 08549/550. 31108/226. 51256/293. 56418/424.
Cambridge Sta: 03007. 08089/493/716. 31133/206/207/226/314. 37014/026.
 50367/384/602. 51270/273/279/292. 56193/426/428/447/453/458.
Depot: 03005/008. 08077/090/496/716. 31133. 47114. 50364/375/383.
 50830/880. 51255/260/266/275/280. 56412/416/417/421/432/436.
 56448/449/450/452/456/466. 59332.
Chesterton: 03004/016.
Ely: 08495. Sc79083/109/164. (Withdrawn)
March Sta: 08097. 56134.
Depot: 03012. 08092/096/139/205/209/257/258/324/406. 25136/211. 31009.
 31114/154/160/162/164/169/182/234/244/251/313/321. 37011/021.
 37027/050/055/059/075/102/109/112. 40141. 47535.
En-route: 50571/590. 59221.
Peterborough: 08272/315/339/407/412/418/427/438/713. 31189/198/210/317/324.
 31402. 40068. 47318/332/426. 55008.
Kings Lynn: 03017. 08026/052/095.
Gt. Yarmouth: 03103.
Lowestoft: 03029.
Norwich: 03018/020/034/035/037/045/050/062/149/197. 31122/128/158/263.
 31305. 37039/114. 47011/114/158/163/167/170.
 50362/363/365/561/578/583. 51120/285/485/489. 56121/124/140.
 56142/144/441/443/468. 59223/227.
Station: 03370. 50544/557/585/595/650/736. 51276/277/284. 56123/125.
 56128/188. 59218/226/281.
Stowmarket: 03175.
Ipswich: 03060/092/160/161/179/196. 31102/176/179/211/240/326.
 37041/054/264. 47006/085/162. 50364/368/386. 51282. 56100/116.
 56133/466.
Colchester: 03009/027/135/180. 08237/256/715/956. 31129/318. 37261.
 51478. 56316. ER emus: 105/116/125/135/138/140/141/142/144.
 146/152/160. 507/516. 601/606/622.
Tilbury: 08417/957. ER emus: 243/245/247/248/249/275/296/299/300/301.
 314.
Ripple Lane: 08541/542/758. 31011/222. 37049/052/064/086/116/126/160/207.
 37215/260/262/263/265/268. 47008/016/064/115/156/160/255.
Stratford: 03081/164/168. 08180/230/231/232/233/250/422/482/494/519/520.
 08522/527/547/958. 31001/002/005/006/010/015/017/018/019.
 31135/236/322/408. 37012/034/047/057/101/110/131/247/267.
 40124. 45010. 47003/005/007/014/017/051/118/135/150/165/167.
 47172/302/405/407/414/418. 55021.
 50361/369/543/546/553/556/568/570/576/577/894/989/991/994/995.
 50996/999. 51000/002/004/007/157/160/162/163/165/166.
 56122/143. 59212/214/215/220/243/349/450/451/453/455/460/461.
 59463/467/468.

Laira DMU set Formations Prefix letter P

118	55018	125	55025	126	55026	283	56283
322	50090	59352	50132	576	51062	59421	51090
355	50854	59346	50907	577	51063	59422	51091
356	50865	59372	50921	579	51065	59424	51093
357	50868	59538	50918	582	51068	59427	51096
				583	51069	59365	51097
480	51311	59428	51326	584	51070	59429	51098
481	51312		51327	586	51077	59420	51105
				587	51078	59436	51106
554	51575		51584	588	51079	59437	51107
555	51576	59582	51590				
575	51060	59419	51088				

Notes & News

Bristol

Very little to report this month, the only interesting working noted is the 17.36 Taunton - Bristol. On a number of occasions during February this train has been double headed, two Class 50s, 50+47, two Class 47s the leading loco being detached and going on-shed. Also in connection with this service it has been noted arriving at 19.35 on two occasions, two hours after booked time from Taunton. The last occasion was 22/2/76 when this service was treble headed, the locos involved were 25052+25080+46023 the two Class 25s being detached and going on-shed. Other locos seen in February;

25081/120-TO, 31131/155-IM, 31166. 37119/122-TI.

Cardiff

Noted at Rumney(Nr Cardiff) on 3/2 were 20007/092(TI) on a freight train. Two days earlier 37300(LE) was noted at the back of Canton with severe damage to the roof over one cab end. The Cardiff - Crewe service is now in the main loco hauled usually Class47, an exception was noted on 7/2/76 31265(OC) arrived with the service from Crewe. A visit to Canton on 14/2/76 saw three Class 37/0s on the depot, 37072(TE), 37090(MR), 37107(TI) also present was 47213(IM) and 08663(LE) undergoing maintenance. Class 52s noted during Feb: 1001/05/10/40/51/53/56/57/65/70/71, off-region locos noted as follows;

25123/126/206. 47357-TO, 25141-LO, 31275-TI, 47220-IM, 47015/143-BS, 47007/182-SF, 47048/198/267/280/349/358/367/444/447-CD.

Manchester

During the first week of February a fault in the main relay room at Piccadilly Power Box caused a complete black out. Unlike earlier faults this was rectified within an hour or two. The result was, as it happened before the evening rush-hour, that rush-hour services were still being operated at 20.00. The only source of off-region locos has been the Boat Train which produced; 45002/051/076-TO, 45045/046-CW, 46022-CF, 47271-HA.

The most unusual visitor to Longsight was Robinson (Ex Great Central) Class 04 2-8-0 63601 on 20/2/76, en route from Preston Park to the Dinting Railway Centre.

General

To start this, Class 24s, it is reported that Doncaster Works has started to cut up Class 24s. On 8/2 24003/018 were seen at Doncaster mpd and at the Works 24132 and the shell of 24012. Locos noted at Carstairs on 13/2 were 24099/104/125/126/127 all are condemned.

Noted passing through Leeds City Station on 14/2 was 31146 hauling a collection of dmU cars as follows: 50143(GF), 50282(NL), 51848(NL), 52075(HS), 56091(NL), 59810/814(HS). Being FA Cup day, 5 specials were noted from Sunderland to Stoke, 4 'peaks' and a 40, 40083 and 45010 being two of the locos. Cut to Neville Hill where DB 975348/349 were seen along with E50278(NL), which has featured in the local Bristol papers, television, and a national weekly on account it being M Godfrey's last in-service vehicle to have seen all BRs locos, dmUs and emUs in current service. Seen at Derby on the return from Leeds a special from Southend hauled by 47007, stock included Gresley buffet E9115.

Noted at Laira on 21/2 was D1034 which is currently being used as a train heating unit. On the subject of train heating units, DB968002(8237), formerly at Landore is now back at Finsbury Park, seen 15/2. The other unit at Danygraig, DB968006(5705) is at present at Bath Road depot and believed to be heading for Fenzance where it is going to be used as a lighting unit.

An additional word on 'Westerns', it is now understood that a fleet of about 24 are to be kept to fulfill the summer timetable, this entails a reduction of 7 on the existing fleet which expected to take place shortly.

47601 is now out of Crewe Works and has been let loose in the Sheffield area no details of its workings have been reported. Of the new stock mentioned under LMR, unit 312 204 has been seen at Bletchley. More recently, television reported a locomotive had caught fire at Castle Cary and was completely gutted, the loco 31112(BR) has recently been towed back to Bristol, and it will probably be withdrawn as appears to be the policy with locos which suffer severe damage.

Coaching Stock News

A visit to Basford Hall CS on 18/2/76 revealed the following new Mk 3s;

Mk 3a FO 11062

Mk 3a TSO 12085/094/097/101/104/106/107/108/111/112/115/116/118/119/120

This now leaves only 49 Mk 3s to be delivered to complete the order.

There are now 18 rakes in service, and last month a table was given of workings, the additional information below brings it up to date;

	Euston	Piccadilly		Piccadilly	Euston
1H24	20.25	22.54	1A24	08.34	11.15
	Euston	Glasgow		Glasgow	Euston
1S38	08.45	13.52	1M25	07.15	14.03
1S89	17.45	22.52	1M52	17.30	22.37

Society Badge

From the various entries submitted, a design by Ian Woolley has been selected. It is hoped to have the Society badge produced and on sale within a few months.

Locomotive Stock Alterations

WR to period ending 21/2/76

Transfers: 08756/850(SR)-BR, 09024/025(BR)-SR, 25156/157/158/159/160(BR)-LMR, 50006/045(LMR)-LA.

Withdrawn: 1067.

Modifications: 47146. Dual brakes fitted.
47147. Dual brakes fitted and BR.AWS.
47235. Boiler removed.

LMR to period ending 21/2/76

Transfers: 08077(SP)/086(BS)/090(BS)/124(BS)-ER, 08788(TS)-BS, 25142(BS)-KD, 25156(WR)-LO, 25157(WR)-BS, 25158/159(WR)-TG, 25160(WR)-CD, 40036/046(ER)-SP, 50006/045(CD)-WR, 51654(ME)-AN, 51673(AN)-ME.

Withdrawn: 20074. 40190. 56153. All collision damaged.
24005/022/025/034/044/049/053/064/075/140/143/144/145/146. Surplus.

Stored: 20012(U), 24083(U), 40026/045(S), 44010(S).

U = Unserviceable. S = Serviceable.

Modifications: 45033. Dual brakes fitted.
86020. Multiple Working fitted.
50703/720/954/964, 56241/267. BR.AWS fitted.

May 76 Tour Sunday 16 May - East Midlands calling at Nuneaton, Peterborough, March, Ely, Chesterton, Cambridge, Bedford, Northampton, Bletchley, Aylesbury, Oxford.

Fare and times to be published next month.

This Newsheet has been compiled with information submitted by the following; M Godfrey, M Leech, M Carter, R Latham, M A Leverington, and the 'Enskoncables Enskoncables.

Distributed by R Chidgey with assistance from M Carter.

