

DEC 76 CARS 60

NEWS SHEET

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Seasonal Greetings

The Committee takes this opportunity to wish all members a Merry Christmas and a Happy New Year and to thank you for your support during the past year. We look forward to your continuing support for the coming year.

Membership 1977

The Membership Fee for 1977 is £1.00 for the full year. All members wishing to renew their membership are requested to complete a new style Membership Form. Completed forms should be returned to the Membership Secretary, with remittance, by or before the commencement of the 1977 calendar year.

Note: The Society cannot accept responsibility for cash sent through the post and you are advised to send remittance in the form of a Cheque or Postal Order made payable to the "Cardiff & Avonside Railway Society".

Sales Officer

The Sales Officer has a number of publications for sale, Rail 150, History of LT Advertising and some back copies of national railway magazines and Society Newsheets. All enquiries to the Sales Officer, address shown above.

Advertising in the Newsheet

The Committee has decided that members may advertise in the Newsheet for a small fee. All advertisements must not exceed 5 lines, inc name and address, the fee being 20p per month. All advertisements and fees to be sent to the Newsheet Editor.

Note: The Committee reserve the right to edit and reject advertisements, on the grounds of unsuitable for publication in the form submitted.

Resignation of Officer

The Committee announce, with regret, that the Treasurer, Mr T Skinner has resigned from office. Mr Skinner has served the Society, in a number of posts over the past four years and has performed all tasks asked of him in an exemplary manner. The Committee expressed thanks to Mr Skinner on behalf of the Membership and said his departure from the Committee was a great loss to the Society. Mr Skinner said he had enjoyed working for the Society but he had decided to resign earlier but was persuaded to stay on, but now felt as his enthusiasm had reached an all time low it would be in the best interests of both parties if he resigned now. The Committee and members wish him success in his new venture with Service 9.

Note: Mr R King will act as Treasurer until a new appointment is made.

Forthcoming Trips

Sunday 12 December

Crewe Works

Cardiff dep: 06.45 ret: 21.45
Bristol " : 07.30 " : 21.00

Visiting: Crewe Works and stabling points passed on the journey.
Fare: £5.00 max

February 77

2-Day Southern

Visiting: London Area(Southern), Tonbridge, Ashford, Hoo, Gillingham,
Faversham, Margate, Dover, Folkestone, Hastings, Brighton,
Portsmouth, Eastleigh, Southampton, Bournemouth.
Overnight stay in South Coast Town.

Bookings: It is requested that all bookings be made by 15/1/77, the fare
has, as yet, not been assessed,
Deposit £2.00 (by 15/1/77 please)

All enquiries to these notices to R J Perry, address and tel no on front page.

Locomotive Stock Alterations

SR to period ending 31/10/76

Transfers: 35033(HG)-EH.

ER to period ending 7/11/76

Transfers: 08003/053(DN)-TE, 08528(FP)-SF, 08715(CR)-SF, 08752(SF)-CR,
31115(YK)-IM, 31127/131(IM)-YK, 31194(YK)-IM, 37020(SF)-IM,
37045(HM)-TE, 37057(BD)-SF, 37249(TE)-HM, 47403(FP)-ScR,
47466(ScR)-FP.
50153.56054(NL)-DN, 50155.56075(DN)-NL, 50367.56138(FP)-SF,
50604/632/643.56068/203.59246/387(GF)-NL, 50609.56200(NL)-GF,
51426(ES)-IL, 56136(BG)-GF.

Condemned: 03005. 31007/012/014. DMUs: 50989/996/999.

Reinstated: 03050-CA.

New Stock: EMUs to Hornsey.

	MS	TS	MS
313008	62536	71220	62600
313021	62549	71253	62613
313024	62552	71236	62616
313025	62553	71237	62617
313026	62554	71238	62618
313027	62555	71239	62619
313028	62556	71240	62620
313029	62557	71241	62621
313031	62559	71243	62623

Modifications: 50202. 56070/385. BR AWS fitted.
31233. 37002. Dual auto/air brakes fitted.
40145. Boiler operational.
40147/149. Boiler isolated.

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Trip Report2-Day North

Knottingley: 08206/305/309. 47277/304/308/309/310/319/371/373/374/375, 47376.

Shildon: 08004/161/506.

Darlington: 03072. 08003/006/053/071/120/167/268. 31406. 37005/097. 40067. 47425. 50139/144/152/155/166/170/182/183/192/196/213/221/234/243, 50243/246/250/255/261/263/293/295/296. 51205/211/216/500. 56051/056/065/076/087/088/219/405. 59042/045/052/064/068, 59072/078/079/104.

Arnott-Young Scrapyard: Sc 56395.

Thornaby: 03075/096/171. 08059/174/215/251/389/502/632/772/774/775. 31120/137/138/278/282/283. 37006/007/016/036/070/077/100, 37160/161/199/200/219/249. 47288/289/361. ADB 966509. 50294. 51226. 56061/086.

Seaton Carew: 37037/194/198.

Hartlepool: 03159. 08510.

Sunderland: 03079. 08081/254/274. 37059/068. 50542.

Tyne Yard: 03108. 08027/044/516. 37001/062/119/122. 40038/103. 46040. 47417.

Gateshead: 03078/170. 08217/325/562. 31188/289/406/418. 37009/010, 37053/066/076/194/195/198/242. 40054/069/084/151/152. 45027/074. 46027/031/042/044/047. 47108/237/405/416/426. 55017.

Blyth: 08116. 37028/058/063/065/083/099/106.

Heaton: 08148/176/747/888. 40086/153. 47516. 50177/239. 51438/505. 59046/087/094/578.

Central Station: 03059/066/069. 31418. 40077. 46049. 55005. 50141/149/177/189/191/199/219/223/232/239/257/296/382/620, 50632/643/645. 51206/207/208/210/212/214/215/438/500/505. 56053/059/064/066/077/079/081/091/195/363/373/376/465. 59046/049/081/087/094/109/246/386/387/577/578.

Carlisle Stat: 08759/844. 25227. 85017. 87101.

(Sat evening) 50821/954/959/960/963. 51209. 52003. 56083/236/242/245, 56243. 59329.

Carlisle Area: 08911. 24001/007/013/014/019/066/072/073/090/102/105/108, 24109/111/148. 25100/201/321. 37212. 40016/107. 45028. 81006. 83015. 84001/010. 85004. 86245. 87002. 50252/956/957. 51208. 56057/238/241/243/363.

Workington: 08107/415. 25049/141. 40096/129. 50960/953/964/974/975, 56240/245/246/257/258.

Barrow: 08142/216. 25142. 47437. 50962/963/970/987. 56242/247/253/270.

Carnforth: 50954/965/981. 56236/248/264.

Morecambe: 51546/554. 59529.

Blackpool: 47193. 50395/463/469/473/478/515/520/521/530/752/967. 51189/954/964/970/976. 56055/250/343. 59171/176/177/181, 59186/773.

Warrington: 08130/284/301/340/624/815. 25027/115/197/248/318. 40025/109.

Locomotive Stock Alterations (Contd)

ScR to period ending 30/10/76

Transfers: 08827(LMR)-ED, 20201(ED)-HA, 25011/013(ED)-HA, 25247(LMR)-ED, 25077/227(WR)-ED, 47403(ER)-HA, 47466(HA)-ER.

Storage: 24107/110/130/150. Unserviceable.

LMR to period ending 30/10/76

Transfers: 08019(DY)-BS, 08126(LJ)-SF, 08177(CD)-BS, 08199(CW)-SY,

Locomotive Stock Alterations (Contd)

LMR to 30/10/76

Transfers: 08213(NH)-AN, 08534(SF)-AN, 08806(SY)-WN, 08827(BS)-ScR,
25032(WR)-BS, 25051(LO)-CW, 25065/066(TO)-SP, 25116(CW)-TO,
25141(LO)-SP, 25147/148/150/151(LC)-CD, 25173(CW)-TO,
25184/185(LO)-CD, 25193/214(CW)-TO, 25245(TO)-BS, 25247(SF)-ScR,
25281(BS)-SP, 25282(SF)-BS, 40003(LO)-KD, 40014(LO)-SP,
40016(SF)-KD, 40087/088(LO)-KD, 40125/126/127/128/129/130(LO)-
SP, 40144(LO)-KD, 40155(ER)-KD, 40175(LO)-KD, 45033(TO)-CW,
45071/073(ER)-TC, 47002/012/034/074/095(BS)-CD, 47200(TO)-BS,
47187/188/189(CD)-TO, 47201/202(BS)-CW, 47204(CW)-CD,
47249(BS)-CD, 47341(CD)-BS, 47354(CW)-TO, 47463/501/503(BS)-CD.
50446/498.59158(NH)-DY. 55006(TS)-BY (Onloan).

Reinstated: 44010-TO.

Storage: 7,8. Steam Locos. Serviceable. No 9 is in Swindon Works.
20037-to traffic at TO.
61154.70154.75154-to traffic at CG.

Condemned: 44001. Dmu: 50489. Emus: 61161/167/187. 70147/167/187.
75147/167/187.

Modifications: 25160/274. 47554. dmu 50208. BR AWS fitted.
40121. 45045. 47192. Boiler isolated.
50629/934/935. 51571/572. Refurbished.

Note: All composite DMU vehicles allocated to Tyseley are second class only.

Article: GN Electrification-1st day observations and comments H Searle

Amidst much in the way of publicity and ballyhoo, the ERs full inner suburban electric service from Moorgate to Hertford North and Welwyn Garden City, finally got under way on Monday 8th November. The main advertising slogan - 'Take the smart new way to London' - used on pocket timetables and posters, rang slightly untrue during the first hours of the service. With only 38 of the 64 Class 315s having been delivered, overcrowding was inevitable and the number of people packed into trains consisting of a single unit instead of two as intended defied description.

The huge number of people who passed through Moorgate on the first day found a scene closely resembling a builders yard. Everywhere there were workmen putting the finishing touches to the station. As the incomplete areas included the connecting tunnels and escalators, passengers had to pick their way through bags of cement, piles of sand and other assorted obstacles.

Hornsey depot itself was in a similar state of disrepair, with the main drive and car park a maze of trenches, puddles and cables. Notices proclaiming 'No Trespassing' seemed somewhat irrelevant as the forementioned assault should prove sufficient deterrent to all but the most determined enthusiast. The main train shed itself is complete and when the whole depot is finished will be a most impressive sight. The place was filled with C & W staff and assorted 'brass-hats' inspecting anything and everything in sight and not the slightest thing escaped their critical gaze.

Unit 313011, the first vandal victim, was parked in the yard with one cab window smashed and the connecting door damaged. The prototype set 313001 - with extra large roof vents, not fitted to the others - was stored at the rear of the shed, its paintwork looking much the worse for wear and the interior resembling an oversized dustbin.

The train service itself was inevitably running late, by an average of about 15 minutes. This added to the confusion about which train stopped where and even the station staff seemed bewildered. The 'Next Train' indicator at Moorgate was doing a very creditable impression of a one-armed bandit

Article (Contd)

whenever someone attempted to change it.

With such an intensive service starting practically from scratch, operating problems are bound to occur, but once these initial teething troubles are sorted out, the GM inner suburban electric service will offer commuters at the bottom end of the MCM, a standard of speed, frequency and comfort hitherto unknown. But with the proposed increases in fares, not many people will appreciate this fact.

Notes & News

Cardiff

The following locos were noted in November;

25075/125/210/270-TC, 25290. 47338-CD, 37132-TI, 37005. 47362-TE, 37262-SF, 31210/229-BR, 25057/169/197-SP, 25190-CW, D1023/48/58.

Severn Tunnel Junction

The following locos were present on 7/11/76;

08117/122/654/932. 20020/211(TI), 31148(IM)/250+276(TI), 37035(MR)/098(HM), 37177/185/234/271/289. 45055/157. 46023/025/026. 47091/135(SF)/231/318, 47352(CD)/367(CD).

Other locos noted throughout the month totalled three, these were;

25038-BS, 25258-TC, 31145-IM.

Bristol

An unusual sight on the evening of 8/11/76 was a Tyseley 3-car Metro-Cammell unit, TY411, on the 20.10 service from Gloucester, the rear destination blind showed at some time that it had worked up to Great Malvern. Also the same evening, the dmU service from Cheltenham was formed of a 3-car Inter-City unit, nos 52102, 59824, 52094. This unit returned to Cardiff at 21.32 as part of a nine car formation.

On 11/11/76, unit C512, arrived as part of the Portsmouth Parcels having failed, presumably at Portsmouth. This unit was in near ex-works condition and the journey had proved too much for it.

Locos seen in November as follows;

31414/415-CC, 31111-HO, 37067-TE, 25249-IC, 25144-KD, 31171/185-FP, 47156/297-SF, 25225-LA, 25288-SF, 25121/211-TC, 25040/157/273/276-BB, 31115/144/148/243-IM, 31228/305. 37122-TI, 31151/204/239/325. 37026/035, 37092-MR.

Weston Area

On 15/11/76 RDB 963007(24061) was seen heading west on what was probably a test train of departmental stock. TDB 975540(#55016) was another departmental to make an appearance during the month, seen heading down and up on the 29th October.

Foreign dmUs are still working through Weston ; on the 16/11/76, 50912 + 59002 + 50861 (TS) worked the 12.10 Bristol - Taunton and another Tyseley suburban unit worked the 19.00 Taunton - Bristol service. The most unusual dmU working was on 10/11/76, units 50312 + 59116 + 50323 (TS) and 50011 + 56022 (IM) on the 06.43 Leeds - Painton(1V67). The two units worked back on the 14.35 Painton - York(1E73), both these services are usually loco hauled. The most significant point here being it is probably the first time a Lincoln based unit has worked this far west. Back to the 21/10, 08955(LA) in ex-works condition was seen in the middle of the 15.00 Severn-Tunnel Junc - Exeter(Riverside) freight (7B61).

Other locos seen in the Weston area in November were;

25056/306. 47049/050/188/214/266/267/453/149-CD, 47536/545/554-BB, 31171-FP, 37131/296-CF, 31134/323-IM, 37234/305-LB, 31206/251/266/315-MR, 47118-SF, 31228-TI, 45121/134/137-TC.

Notes & News

Manchester

The main event in the area was the derailment of a Freightliner while being propelled into Longsight PLT by 47501(BS), on the morning of Sat 6/11. The leading wagon jumped the points and slewed across the down goods loop, and came to rest tilting at a 45 degree angle and fouling the down slow line. For safety reasons the up slow was closed to traffic. With all trains using just the up and down fast lines, delays were inevitable, especially as everything was brought to a halt before passing the sight of the derailment. As it was, the delays amounted to no more than 10 - 15 minutes. By the following Monday, 8/11, the wagon had been moved and all damaged track repaired.

The boat train has been all 'peaks' 45014/018-HC, 46034/048/050-GD, the only exception being on 8/11 when 45055 failed and was replaced by 40034(LC). Other visitors recorded were; 25037/127-10, 40046-KD, 40067-GD, 25281. 47120/501/532-BE, 47140/232-CF and 8598 with test coach Hermes.

The Holyhead - Mayfield vans on Saturdays is usually a Class 24 working, and on 6/11 + 13/11 was worked by 24091, previously stored but now in traffic and on 20/11 by 24023. 24057 was seen working a freight with 25167 at Stockport on 8/11.

General Information

The Class 71 locos which were placed into store on 4/10/76 are thought to located as follows;

Hither Green: 71001/003/009/011/013/014.
Chart Leacon: 71002/005/007/008/012.
Ashford Stat: 71004/005/010.

Class 24s recorded on a trip to Scotland on 20/11/76;

Carlisle: 24001/007/013/014/019/066/072/073/090/102/105/108/109/111/148.
Carstairs: 24009/128/147. (Also present 06010).
Eastfield: 24006.
Folmadie: 24103/115/116/121.
St. Rollox: 24004/011.
Millershill: 24065/069/094/104/106/107/110/112/113/118/120/124/130/150.

Other Class 24s noted at;

Reddish: 6/11 24005/020/021/022.
Crewe: 20/11 24025/029/034/040/081/133/134/139.
Swindon: Sept 24026/045/049/050/055/056/058/060/062/064/092/136/146.

The following Class 24s are still in service on the LMR;

24023/036/047/057/063/082/087/091.

On a trip to London on 27/11 the following points of interest were noted; Swindon Works yard, a car from SR 3D unit 1317, and the withdrawn SR TLVs 68201-06, and on the stabling point 31518-IL. The following were noted at Didcot, 33002-BH, 31105-JF and 31252-TI. At Acton Yard 47219-IL was noted along with ex-works 08844(ex-BE) en-route to Ashford and withdrawn BR dmu 50989. On the journey from Bristol - London not one Class 52 was seen. Over to the Eastern, Hornsey in particular, in the depot yard were new units 313041/042, which from information received had only arrived the previous day, 26/11. Also noted was 47295-HC, carrying a headboard 'Round Table'., imagine the surprise on going to Liverpool St, and seeing in the loco bay 47295. The answer was found after talking to an employee, only after 40047-GD arrived. The trains were 'Shoppers Specials' from the Newcastle area, and it was learnt that 40047 was a substitute loco as the original had failed. The special haul by the Class 40 was returning to Newcastle at 15.45 On the 28/11. This was probably the first '40' to work into Liverpool St for a number of years. At Paddington in the evening 47418-GD was noted at the head of Birmingham train.

Information from: A Orchard, M Godfrey, R Chidgey, K Jones, Uphill Junction Group, Western Renown and the 'Ensnconables'.