

APR 77 CARS

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NEWS SHEET

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Resignation of Officer

The Committee announce that the Assistant Secretary, Mr K S Jones, has resigned from this post for personal reasons and is thanked for his services..

Forthcoming Trips

8-10 April 77

Easter Tour of Scotland

Bristol dep: (7/4/77)	19.10	ret:	08.46 (11/4/77)
Cardiff " :	"	" :	09.43
Newport " :	"	" :	09.24
Carlisle arr:	01.45	dep:	02.14

Travelling Arrangements

Bristol: Participants are asked to assemble outside TM station at 18.45, in order to catch the 19.10 service for Cardiff.

Cardiff: Participants are asked to assemble outside Central station at 19.45 in order to catch the 20.05 service to Crewe.

WE ASK IN BOTH CASES THAT PEOPLE RENDEZVOUS AT THE PLACES STATED AND NOT TO GO ONTO THE PLATFORMS.

Visiting: Ardrossan, Irvine, Ayr, Carstairs, Townhill, Kirkcaldy, Thornton, Methil, Markinch, Dundee, Aberdeen, Inverness, Fort William, Perth, Stirling, Grangemouth, Whifflett, Eastfield, St Rollox, Corkerhill, Polmadie, Hamilton, Motherwell, Moss End, Haymarket, Millerhill, Beattock and Carlisle New Yard.

Fare: £25.00 approx. Deposit: £10.00

Anyone intending to participate and has not yet booked should do so immediately.

14 May 77

North Wales Minibus Special

This is a special minibus tour to Holyhead with the prime objective of seeing the two Class 01s, additional stops will probably be made at; Bangor, Llandudno Jcn, Chester, Wrexham and Shrewsbury.

PTO

Forthcoming Trips

14 May 77

The fare for this tour will be approximately £6 and a deposit of £3 should be sent the Bookings & Accommodation Secretary by 7 May 77. Travel times will be published next month.

Locomotive Stock Alterations

ScR to period ending 26/2/77

Transfers: 08712(GM)-DE, 20019/055(ED)-ER, 20204/206(ER)-ED.
50269(DE)-HA, 59556(DE)-ED.

LMR to period ending 19/2/77

Transfers: 03397/399(DY)-ER, 08142/216(BW)-DY, 20068/084/142/143/148/159(TO)
- ER on loan - TC, 45058(WR)-TC, 46028(TO)-WR.
50388. 56120(ER)-NH, 50497(TS)-BX, 56058(TS)-CH.
51272/292. 56115/424(ER)-NH on loan. 55006(BY on loan)-TS.

Withdrawn: 44006. 76004/048/050/055/057.

Storage: 29547/548/549/560/567/577/591/598 Released from storage to traffic at Hall Road (HR).

ER to period ending 27/2/77

Transfers: 03175(NR)-MR, 03397(LMR)-NR, 03399(LMR)-CR, 08493(CA)-MR,
20068/142/143/148(TI)-LMR, 20084/159(IM)-LMR, 37025(TE)-MR,
37101(MR)-TE, 37115/118(TI)-SF, 37131/143(WR)-TI,
37247/268(SF)-WR, 47295(IM)-TI, 47380(TI)-IM.
50216/226/605(GF)-NL, 50372(BG)-NL, 50374/385(BG)-LMR,
50375/378/386(NR)-BG, 50376/377(FP)-NR, 50555/564(SF)-NL,
51254/255/259(FP)-NR, 51274/282(NR)-GF, 51284(NR)-LN,
56118/127(BG)-LMR, 56119/121/125(NR)-BG, 56129(BG)-NL,
56372(GF)-NL, 56418/419/432/451(FP)-NR, 56442(NR)-LN,
56459(FP)-GF, 56466(NR)-GF, 59214(SF)-NL, 59536(NL)-BG.

Reinstated: 03161-SF.

Storage: 03149(NR)-SF, 03029-NR(Serviceable).

Withdrawn: 50995. 51173. 59495.

New Stock:

Class 56: 56006-TI.

Class 313: 313044 (62572 71256 62636)
313045 (62573 71257 62637)
313046 (62574 71258 62638) All allocated to Hornsey
313047 (62575 71259 62639)

Modifications all regions

Boilers isolated: 37101/113. 47214. Boilers removed: 31143/297. 37019.
Dual brakes fitted: 25089. 31221. 47110.
Air brake only: 08507. Slow speed control: 20202.

AWS fitted: 50058/061/092/108/127/338/857/910. 51138/151/211/905.
56088/263/484.

Trip Report

2-Day Southern 19-20/2/77

Salisbury: 08204. 33004/010/015/021/026. demu: 1124.
Millbrook: 74009. emu: 7827.
Southampton Sta: 33106.
" Docks: 07011/013. 74001.
" Airport S: 33102. 4-TC 413.
Bastleigh Sta: 08387. 33012/113. 47223/509. 4-TC 401/06/08/29.
emu: 3001/05. 7709.
" Works: 08028/150/318/360/642/941. 09001. 33013/039/111/203.
73003/106. 4-TC 407. demu: 1128.
emu: 4293. 5013/35/312. 6091/115/83. 7033/187/205/09.
7308/47/49/58/813/30/31/57.
" Depot: 07002/003/005/006/009/010/012. 08030/031/151/201/202/203,
08323/845. 09025. 31296. 33001/006/009/012/018/019/028,
33030/035/108/109/115/119. 47048/090/121/144/232/234,
47320/343/492/509. 73128/140. 74001/002/003/004/006/007,
74009/010. demus: 1104/11/22. Deicing units: 002,055.
emu: 7709/36/38/800/10.
Fratton: 08831/929. 73130. dep unit: ADS 70087.
emu: 6068. 7051/56/189/352/86/87/88/416/726/48/803/04,
7819/27/28/42.
emu: 7841.
Hove: 09017. 73124/136.
Brighton: emu: 6057/62/63/66/70. 7038/39/42/302/09/23/60/68/74,
7371/59/400/35/72/47/53/64/79/81/84/90/92/851.
Deicing units: 011/20/23.
demu: 1122. emu: 7040/305/430/37/725/55.
" Station: 09005.
Newhaven: emu: 6060/65. 7003/433/759.
Seaford: 33058/065. 73108/115.
Eastbourne: emu: 6058/59. 7001/35/317/26/69/436/774.
St Leonards: 33037. emu: 7327.
demu: 1005/06/07/11/16/17/18/19/33/35/36. 1108/20.
1306/07/18.
Hastings: demu: 1106. emu: 7438/755
Chart Leacon: 08156/157/380/383/385/414/811/847. 09018. 71001/002/005,
71006/007/008/012. demu: 1122.
emu: 5349/760. 6105/09/38/62. 7004/18/126/31/316/50,
7708/17/32/75/816/59.
Ashford Sta: 08830. 71003/010/011. 73129.
emu: 6112/68. 7145/863/69. Deicing units 003,024.
" PAD Yard: 08155.
Dover Priory: emu: 6042/161. 7858/64. 68004.
" Marine: 08650. 09019/022. 33209. 73122.
emu: 7158/65/88. 68009.
Ramsgate: 08381.
emu: 6088/110/113/18/20/29/58/59/64. 7010/11/20/117/34,
7135/39/32/52/54/59/68/69/76/85/91/99/90/201/07/08/11.
7856/67/88/93. 68002/007/008. ADS 70050/051.
Gillingham: 09004. 33045. 73005/138.
emu: 5021/29/181/203/25/37/306/27/45/57/703/20/44/47/61,
6071/75/76/93/99/102/06/07/08/17/19/24/35/43/44/47/55/60,
6169/73. 7015/147/61/202/03/766/800/60/66/71/80/83/94.
68009. Deicing units: 014,016.
Hither Green: 08374/378/653. 33040/051/055/061/064/201/204/206/210.
73116/125/134. 71004/009/013/014.
Tennyson Road: 08154/158/376/648. 09003/016/020. 33022/054/060/212.
emu: 4695/725. 5655.

Contd on next sheet.

Trip Report2-Day Southern 19-20/2/77 ConcludedSelhurst

08384/837.

emus: 4285. 4626/28/653/54/71/81/718/53/54. 5017/126/52, 5185/93/254/606/21/61/62/69/740/54/90. Deicing unit 015.

Stewarts Lane:

09021. 33204. 73103/110/113/127/130/132/141.

Clapham Jcn:

08655. 09015. 73104/117/121. 74008. 47049.

4-TC 424/29.

emus: 3007. 5102/07. 7344/413/23.

Liverpool 12/3/77Bescot:

08041/700. 20188/197. 25165. 46023. 47336/495.

Wigan SP:

08265/297/304/423/624/846. 25041/058/060/066/070/115/142/152

25190/248/284/286/298/300. 40008/046/055/171/177/186.

47474/349/200/267/369/446. 86001/103. 87009/012.

51654/858. 59715/719.

Station:

08744.

Southport S:

50455/464/507/516. 51819/947. 52062/080. 59163/172/817.

emus: 28311/339. 29598/599. 29866/885.

Sidings:" : 28313/315/322/339/343/356/359/360/364. 29560/561/567,
29570/577/578/583/585/586/587/591/595. 29865/868/871/874/875,
29879/887/897.Allerton:

08296/688/690/703/922/924. (Passing 40079)

50625/626/630/641/933/935. 51416/417/418/420/421/424/572/851,

51852/854/855/856/901/911/914/923/924/925/926/927/929/933/938.

52039/040/041/042/043/045/048/049/053. 56213/272/274/276/278,

56279/484/495/496/497/499/500. 59249/390/713/714/720/721/722.

Speke Yard:08213/532/534/884/918/939. 25048/090/154/322. 40091/098/143,
40191. 81004/010. 86214. 87005.Edge Hill:

40079/178. 47089/148/496.

Notes & NewsCardiff

On 26/2/77, specials from Liverpool for the Cardiff v Everton FA Cup game saw Class 40s, 40028 and 40120 at Ninian Halt and a third special was worked by 47014(SF). Also that day the Western Farewell tour passed through headed by D1013 + D1023 and noted at Canton were 25156(LG) and 25245(BS).

Locos noted during March were;

25176. 47201/202-CW, 31299/303. 37139-TI, 31124/136/213/260/293-BR,
33005/115-EH, 31325. 37039-MR, 31171/245/281. 47216/218-IM, 40145-GD,
31241/273/304/414-OC, 47007/182-SF, 25114/285-SP, 25117. 47188/327/329-TO,
25185/304. 47034/049/094/192/193/196/198/262/266/280/337/339/350/352/353/359,
47503-CD, 50045-LA, 25039. 47012/013/095/110/120/317/318/473/531/532/534/545-BS.

Newport

Two Class 50s were noted working through Newport, the first 50042 BR on a Rugby special, the second 50045-LA the Cardiff - Hereford tanks.

Notes & News

Newport Contd

On 21/3/77, 47164-SF was seen on a Cardiff - Manchester service and the return working was hauled by 47039-IM.

During March the 3C05 Paddington - Swansea parcels has been worked by the following locos; 31118/121/123/256/257/258/304/414-OC, 31171/281-IM, 31124/132/294/213/296-BR, 31206-MR, 31303-TI, another working which was observed regularly was the 6V14 Hull - Baylem acid tanks and the following Class 37s noted, 37108/134/139/283-TI.

Other locos noted during the month;

31303. 37091-TI, 25137-SP, 31231-OC, 31124-BR, 31245. 47038/039/047-IM, 37261. 47115/155/164-SF, 25117. 47188/328-TC, 25156/304/322. 47192/262/266, 47290/454/492/503/529/538-CD.

Bristol

On 2/3/77, due to a locomotive failure at Swindon, saw 37186 at the head of a Paddington - Bristol service, behind this train at the same platform was the 18.40 service to Weston - Super - Mare which was blocking the east end of platform. This necessitated the 19.10 service to Cardiff, which was at an adjacent platform, to reverse out of the station and then to use the down-through to be able to proceed to Cardiff, by the time this service arrived on the down-through the congestion had been cleared. 37186 was noted again at 19.55 with the stock for the 19.35 service to Paddington, this loco was replaced by 50014.

On 7/3/77 the 18.40 Paddington - Bristol was worked by 45140, this loco had been seen earlier in the day at Parkway with a rake of Royal Mail vehicles, and was replaced by 50006 as this stock returns to Paddington at 21.25. 45140 then worked the 20.58 Bristol - Glasgow/Edinburgh train taking over from 31304 which had brought the stock from Malago.

On 14/3/77, the 18.06 Paddington - Taunton arrived at Bristol at 20.46, some .38 mins late due to a loco failure at Didcot, and left for Taunton at 20.50 with about 18 passengers onboard, other passengers had left for Taunton some 20 mins earlier on a special dmu service. Also that night the 17.50 Plymouth - Cardiff was delayed some 78 mins due to a locomotive failure at Exeter.

On 21/3/77, the 18.06 Paddington - Taunton failed again, this time at Reading and was reported some 60 mins late, on this occasion no special service to Taunton from Bristol was run.

Locos noted this month;

25127/129/131/136-TO, 25198-LO, 25113-KD, 31419-OC, 37093-HM, 47114-SF, 31202-FP, 25274-BS, 31156/180/246-IM, 31116/298/303-TI, 31161/164/313. 37039/110-MR.

Weston - Super - Mare

South Wales 37s are still in evidence on 3 to 5 coach trains during the month. Recently they have been appearing every weekday except Mondays usually going down about 10.00 and returning around 12.00. Locos noted on these runs this month being 37184/187/270-LB and 37131-CF. On 24/2/77, 37179 was observed on the 06.00 Bridgwater - Baglan Bay chemical train (6001 Th0) (a regular Class 37 working) carrying both CF and BR depot codes. It is rumoured that two other Landore based 37s have been loaned to Bristol to cater for trials on the Bristol - Taunton line.

Other unusual workings seen during the month include 47114-SF on the 21.20 Bristol - Plymouth train (1B58) on 14/3/77 and TY 522 was observed heading north 'empty' in the afternoon of 25/2/77.

Other locos seen during the month at Weston were;

25274/325. 47107-BS, 25168/291. 47040/190/194/205/214/264/267/492-CD, 31246-IM, 31179-MR, 31116-TI, 25092/134. 45107/140/144-TO.

Notes & News

Manchester

With the recent closure of Brewery Yard (Miles Platting) freight traffic through Victoria has dwindled, all freight is now concentrated on Dewsnap Yard, about 1 mile east of Guide Bridge. From a closure to an opening, the construction of a new station at Brinnington, on the New Mills line between Reddish North and Bredbury, is well in hand and is expected to open in the Autumn of this year.

87101 is reported to have paid its first visit to Piccadilly on 8/3/77, with 1H12 13.55 ex-Euston and returned at 18.12 with 1A77. At Stockport, 5 days earlier 3/3/77, saw 24036 with 7E75, 19.10 Stoke - Healey Mills freight, and on 14/3/77 this same train was worked by a pair of unidentified Class 24s a rare sight these days, it is not known how far these locos worked.

Just one Class 24 now remains at Reddish, 24022, the others are believed to be en-route to Swindon for dismantling. The only reason that 24022 didn't go with the others is that it is immovable, the traction motors having seized up.

Other locos seen were;

25282, 47334/536/554-BB, 47348/514-TC, 45002/015-HO, 47479-BR, 47088-CF, 37193-TE, 47003-SF, 40139-KD, 40099/161-HA,

General

An acute shortage of locos on the LMR is indicated by the return to service of 24073, first seen at Crewe on 26/2/77 and since seen working around the Crewe/Stoke area. This is an ex-Eastfield loco which had been in New Yard, Carlisle for about 18 months, and is obviously thought to be in better condition than the 20+ Class 24s in Basford Hall Yard. This now brings the total of Class 24s in service on the LMR to 12 and they are as follows; 24023/035/036/047/057/063/073/081/082/087/091/133.

Two of the withdrawn Class 40s, one of them being 40045, are now at Derby Works along with the power cars of the prototype HST, 43000/001. Also there are three coaches from this HST nos 41001, 42000/001 these are parked in sidings adjacent the research centre. Also noted amongst the assortment of rolling at Derby on 19/3/77 was one of the new TPOs, 80383.

Southern Region TLV, 68205, has turned up at Horwich Works to be converted back into a BG for the LMR, who are short of this type of vehicle following losses due to numerous accidents last year, one of which was at Stoke which resulted in 40190 being withdrawn. Horwich Works has recently painted its first Southport Line emu in blue and white livery, with both Merseyrail and BR emblems on the sides, the unit is; 28366, 29593, 29895.

Due to the late delivery of HST power cars the WR have plans to use Class 50s as power units, one each end, and tests have already been carried out using 50036 + 50045 and a couple of test coaches over Shap and speeds of up to 130 mph have been recorded suggesting that in practice HST timings could be maintained.

Two Class 40s have been noted at Eastleigh Yard earlier this year they were; on 4/1/77, 40180 and on 20/1/77, 40174.

This Newsheet was compiled with information supplied by;

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Items for May Newsheet by 25 April, please.

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