

**CARDIFF AND AVONSIDE**

**ISSUE 326**

**RAILWAY SOCIETY**

**APRIL 1999**

**YOUR COMMITTEE**

| <b><u>FUNCTION</u></b> | <b><u>RESPONSIBILITY</u></b>                                | <b><u>OWNER</u></b>            |
|------------------------|---|--------------------------------|
| EVENTS                 | Event Planning/Organising/<br>Running/Advertising/Bookings. | MARTIN LEAR/<br>John Griffiths |
| MAGAZINE               | Magazine Production/<br>Distribution.                       | ANDY JEHAN/<br>Simon Chainey   |
| MEMBERSHIP             | Maintenance of Membership.                                  | SIMON CHAINEY                  |
| FINANCE                | Maintenance of Financial Base.                              | KEVIN DAVIES                   |
| SALES                  | Sales Provision/Advertising.                                | KEVIN DAVIES                   |
| GENERAL                | Non-function specific<br>activities.                        | SIMON CHAINEY                  |

**NOTES:-**

1. Primary owner shown in upper case.
2. John to assist with Events to reduce workload on Martin.
3. Simon to print and distribute magazine to reduce workload on Andy.

## EVENTS

**TRIP 317**

**EASTER ANGLIA PART 2**

**02-05/04/99.**

ITINERARY

DAY ONE

Steam Traction, Acton; Andrew Neale, Stowmarket;  
Mid Suffolk Rly, Brockford Street; Ipswich: WRD;  
S&T Depot; Old Loco Depot; London Road; SBS Spares  
Ltd; Felixstowe Docks; Mr Wilkes, Colchester.

DAY TWO

Sail & Steam, Brightlingsea; Parkeston Quay Yard;  
Carless Solvents, Harwich; East Anglian Rly  
Museum, Wakes Colne; Colne Valley Rly, Castle  
Hedingham; Eastern Counties Works, Ridgewell;  
Audley End Miniature Rly; Glendale Forge, Thaxted;  
Balfour Beatty, Colchester.

DAY THREE

Mangapps Farm Rly Museum, Burnham On Crouch;  
Wickford Narrow Gauge Rly; Stanfod Le Hope, Mobil  
Oil Co; Essex Engineering; Sharpes Autos, Rawreth;  
Butterley Building Materials, Hawkwell; Essex Rly  
Traction Group, Rochford; Leigh On Sea CE Depot;  
Southend Pier Rly & Museum, Colchester.

DAY FOUR

Industrial Chemical Group. Grays; Van Ommeren  
Tank Terminal, West Thurrock; Walker, Walton &  
Hanson, Stondon Massey; Ongar: Pilot Holdings;  
Craven Preservation Society; Rugby Cement,  
Harrington; M Drage, Heydon.

PERMITS All to be applied for.

FARES Members; £95, Non Members; £103, Deposit; £25.

|       |                    |     |       |     |       |
|-------|--------------------|-----|-------|-----|-------|
| TIMES | Nailsea & Backwell | Dep | 06.30 | Arr | 21.30 |
|       | Temple Meads       | Dep | 06.55 | Arr | 21.05 |
|       | Parkway            | Dep | 07.15 | Arr | 20.45 |

BOOKINGS To Martin Lear A.S.A.P please so accommodation  
can be arranged.

NOTE The £25 deposit is mandatory to partly cover  
accommodation costs.

**TRIP 318**

**DOLLANDS MOOR**

**Saturday 15/05/99.**

ITINERARY

Dollands Moor, Cheriton Terminal, Romney, Hythe  
& Dymchurch Railway.

PERMITS R.H & D.R to be applied for.

FARES Members; £16, Non Members; £18, Deposit; £6.

TIMES Nailsea & Backwell Dep 06.30 Arr 21.30  
Temple Meads Dep 06.55 Arr 21.05  
Parkway Dep 07.15 Arr 20.45

BOOKINGS To Martin Lear by the 15/04/99 please.

**1999 ANNUAL GENERAL MEETING Saturday 22/05/99.**

The 1999 Annual General Meeting will be held on the above date at Oddfellows House, Newport Road, Cardiff between 11.30 and 15.00.

Directions and further details will be included with the Annual Review, which will be issued at the end of April.

**TRIP 319 CAMBRIDGESHIRE Saturday 26/06/99.**

ITINERARY Upwell Fen Light Rly; The Potter Group, Ely; Mayer Parry, Snailwell; Ciba-Glegy Ltd and Imperial War Museum, Duxford; Chesterton Jct P.W Depot; Barnwell Jct, Cambridge; C.J. Pearman and Charles Saunders, Huntingdon.

PERMITS All to be applied for except Chesterton Jct and Barnwell Jct.

FARES Members; £16, Non Members; £18, Deposit; £6.

TIMES Nailsea & Backwell Dep 06.30 Arr 21.30  
Temple Meads Dep 06.55 Arr 21.05  
Parkway Dep 07.15 Arr 20.45

BOOKINGS To Martin Lear by the 26/05/99 please.

## GENERAL TRIP INFORMATION

1. The pick up points are the standard ones. If you live outside of the areas served by these points but on the line of route for a trip please contact Martin Lear to arrange another which is mutually convenient.
2. The following comprises the fare structure:-

|                       |                           |
|-----------------------|---------------------------|
| ADULT MEMBER          | FULL FARE.                |
| ADULT MEMBER + SPOUSE | FULL FARE + HALF FARE.    |
| ADULT MEMBER + CHILD  | FULL FARE + QUARTER FARE. |
| UNACCOMPANIED CHILD   | THREE QUARTERS FARE.      |

A child is defined as a person who has not yet reached their seventeenth birthday and is still in full time education.

People who are not members or family members will have their fares increased by the non member rate.  
(£2 PER DAY.)

Members paying the full fare will have priority up to the "book by" date. After that the trips will be filled on a first come first served basis.

3. The discounts highlighted above for family members relate to travel costs only. Hotel Accommodation and Permits will be charged at cost price.
4. Members are reminded that where only one magazine is required, relatives living at the same address can become family members at the rate of £1 per head, per annum.
5. Do you know someone who would like to join the Society?  
Existing members can earn a £2 credit/bonus for each new member introduced. This credit/bonus can be used on any future Society trips.
6. After the decision taken at the recent AGM, catering will no longer be provided after the currently stock is exhausted.

## NOTES AND NEWS

### BRISTOL

- 01/02 Start of the month saw all services running to time during evening observations a rare but very welcome event. New station pilot on duty 08402, carrying a very washed out light grey livery. The 7V52 Sellafield-Bridgwater was hauled by 37351(TO).
- 02/02 Recorded at Stapleton Road in the early hours (00.15) was 66032 with a southbound coal service. Noted at Parkway this evening were 60096 empty MGR to Avonmouth, 60064 scrap and steel service for South Wales followed by 37505/683 with CAIB hoppers travelling in the same direction. 66057 worked the Hallen-Furzebrook LPG empties, and 57003 the Southampton-Pengam freightliner. The 19.34 Leeds service was running in arrears due to failure of power car 43155, this service being piloted by 47712. 37429 *Eisteddfod Genedlaethol* (IM) worked 11.30 Bristol-Cardiff. 37065(TO) worked the Bridgwater-Sellafield flasks.
- 03/02 37899(TO) worked 08.39 Weymouth to Bristol forward from Westbury after 37429 failed. It then continued on the 2B72 11.30 to Cardiff. 37412 *Driver John Elliot* (CF) was later seen on the Weymouth diagrams. 47830(LE) worked 5Z01 13.32 Old Oak Common-Stoke Gifford driver training special consisting of 2 TSO's + 3 Sleepers + 1 BG. 37042/109(TO) double-headed 6M75 Avonmouth-Warrington. 37713(TO)+66010(TO) headed the 14.50 Newport-St Blazey freight, dropping off a wagon at Bridgwater en-route.
- 04/02 37612(SD) passed southbound through Bristol Parkway at 13.45. 47830 again worked the 5Z01 special to Stoke Gifford. 37516(CF) in Loadhaul livery worked the binliner. At Ashley Hill this afternoon, 66004 was noted with the Flyash empties from Westbury at 13.30, and at 13.45 DRS loco, 37612 descended the bank light engine. Due to a train failure on route, the Bridgwater flasks did not run. 37609(SD) was recorded at Highbridge loop with the 0Z50 light engine crew training run from Bescot. Again this evening most services were running to time, the unlucky operator being Virgin with delays of up 70 minutes on services from Newcastle due to OHL problems in the York area. 56007(IM) was on an Avonmouth-Didcot in the evening.
- 05/02 37692/717 was noted heading southbound at Stapleton Road at 18.45, light engines. 37697(IM) worked the Bridgwater flasks, but required assistance from 37219(TO) onwards from Bristol. The second Class 37 had arrived light from Newport with a new crew, as 37697s crew had reportedly run out of hours. The pair departed north.

- 06/02 A sleepless night, saw the following southbound freights at Stapleton Road 60096 MGR at 01.35 and 66057 LPG empties at 03.35.
- 08/02 47851(TO) failed at Temple Meads on 1E33.
- 09/02 37516 in Loadhaul livery was on the Avon binliner and 37510(ML) in InterCity livery arrived at Avonmouth on 6C71 from Barry. 47519(BS) in Green livery was on the Bridgwater Flask. 37407 worked 1C96 and Weymouth diagram. At 15.32 the southbound Enterprise pass through Stapleton Road behind 37679. The 1V66 17.05 Newcastle-Bristol was worked by 47814 *Totnes Castle* (TO) instead of an HST as far as Derby. It left York 20 mins late. The following 1V67 18.05 Newcastle-Bristol was worked by Fragonset 47709(TM).
- 10/02 37417 worked 2093 16.33 Bristol-Weymouth. Quiet night at Parkway saw just three freight services, 60096 MGR from Avonmouth, 47283 Pengam freightliner and 47292 Felixstowe freightliner.
- 11/02 Fragonset 47709 worked the 06.40 York-Bristol TM and 47194(BS) worked the Bridgwater flask service. At Ashley Hill this afternoon 08500 was noted descending the bank at 12.50 en route from Stoke Gifford yard (Replaced by 08402) followed 30 mins later by 37703 light engine. Also noted were 47811 with HST stock, vehs 41015/015 + 43030, 37417 with Cardiff-Bristol service and 37679/698 with the Enterprise. Parkway this evening saw 60071 MGR from Avonmouth, 60078 MGR empties for Avonmouth, 66043 Llandarcy-Grain bitumen tanks and 47204 Pengam freightliner. 37800(EH) was on the Avon binliner.
- 12/02 47798 *Prince William* (CD) was used for a VSOE special 1V80 09.45 London Victoria-Bath Spa via Salisbury, arriving at Bath 12.43. The 1E33 12.10 Bristol-Newcastle was delayed when 47817(TO) suffered low power and it was assisted through to Newcastle by 47711 *County of Hertfordshire* (TO). The 18.05 Newcastle-Bristol was hauled by 47712.
- 13/02 37686(IM) worked 2V89 17.20 Weymouth-Bristol forward from Westbury because of a fault on 37417.
- 14/02 47826(TO) worked the 14.52 Bristol-York.
- 16/02 37411 worked 11.30 Bristol-Cardiff and 14.05 return. 56069(IM) complete with a 'Last EWS 7M53' headboard worked the final Bridgwater (ex 14.27) to Sellafeld nuclear flask service (DRS taking over the service two days later). Freight bonanza at Parkway this evening starting with 56046 Wembley bound with cargowaggon, 56052 Llandarcy-Grain bitumen tanks, 60078 MGR from Avonmouth, 56056 Russells'

coal, 56091 HEAs eastbound, 47290 Felixstowe freightliner, 47354 Pengam freightliner, 47200 Newport Enterprise and 47234 Pengam freightliner.

17/02 Another Motherwell based Class 37/4, 37406 appeared on the Weymouth diagram. Correcting last months report 37404(ML) did not work any Valley Lines workings before being withdrawn. The RETB equipment was to be passed onto another member of the Class, believed to be 37416 by the beginning of March.  
47849(TO) worked 18.05 Newcastle-Bristol.

18/02 Seen at Ashley Hill at 13.00 was 58023 heading for Westbury with the Flyash, later 37671 light engine, 37407 Cardiff-Bristol and 37689 Enterprise.  
The first day of DRS operation of the Bridgwater flasks saw 20301+37612(SD) as the hauling power.  
After a long stay in Highbridge loop, the train ran round at Taunton, as the ground frame had not been opened at Bridgwater. The train eventually arrived at Bridgwater at around 10.00. Due to the late arrival of the flask lorries from Hinckley point the train did not leave until 17.55 (over 2.5 hours late) with five flasks. The traditional ex coal hopper running wagon has now been replaced by a private owner long wheel based Sellafield registered 'skip' carrier. it has now been learnt that two locomotives will be rostered, on a normally Thursdays basis i.e. Class 37 + Class 20, two x Class 20, two x Class 37. Infact 2 x Class 20s worked the next train on the 23/02/99.  
DRS are looking at taking over the Yeovil Junction-Cricklewood 'piggy back' milk train later in the year.  
37612 has been modified with a highlevel headlight above the cab, new interim cab instruments and a partition behind the drivers/secondmans seats, with a central space to gain cab entrance. The nose end is complete with lowlevel (Class 20/3 style) light chutes. 37608 is receiving the same modifications. The ex weedkilling/Fisons Class 20/9s are at Carlisle Kingmoor the new DRS base in the old depot, but only one is working at present. Before the train departed from the yard at Bridgwater 37689(TO) arrived and dropped a wagon off into the yard. The Class 20 and Class 37 departed with 37689 still in the former fertilizer siding and the rest of the 14.50 Newport-St Blazey freight formed of Tiphook ferry vans.

19/02 Brief visit to Parkway this evening saw no action at all as a result of the 18.35 Plymouth failing at Westerleigh Junction and being retrieved at 20.35 by 47761. Services being rerouted via Bath or suffering severe delays. 37407 worked 2085 06.58 Westbury-Weymouth.

20/02 D9000 worked 1V35 06.36 Wolverhampton-Plymouth and 1M40 11.45 Plymouth-Liverpool for Virgin Trains. On the return

the well loaded train ran via the booked Weston-Super-Mare loop, this being the first appearance of a Class 55 at the North Somerset town.

37298 noted light engine at Stapleton Road at 10.30.

Two freights were seen in the afternoon, first a Loadhaul Class 60 worked the Burngullow-Newport tanks and 27238/896(TO) a Exeter-Cardiff Tidal sidings train of scrap.

22/02 37407 was on morning Weymouth services.

23/02 37406 worked 2085 06.58 Westbury-Weymouth, 2V79 08.39 Weymouth-Bristol and 2B72 11.30 Bristol-Cardiff.  
DRS power 20305/311 noted with the Bridgwater-Sellafield flasks at 15.35 at Stapleton Road.  
Parkway this evening saw 37671 with an eastbound ballast train, 56074 bitumen tanks, 47339 Pengam freightliner and 47114 light engine eastbound.

24/02 37406 worked morning Weymouth diagrams.  
Parkway this evening saw 60078 light engine eastbound, 60096 MGR from Avonmouth, 66021 LPG empties 47339 Pengam freightliner and 47353 Felixstowe freightliner.

25/02 Recorded in the early hours at Stapleton Road were 66037 LPG at 00.15 and 37803 with a ballast working. The final EWS nuclear flask train from Berkley to Sellafield, with DRS taking over in mid March ran. The mornings empties ran via Stoke Gifford powered by 37375/689(YO) arriving at around 09.00. The train then went top n'tail mode back to Berkley Road Junction and the Sharpness branch, as a broken rail at the crossover had prevented the normal route to the branch from the up to the down line and over. The train had been retimed as the problem was already known about from the previous day.  
At Ashley Hill in the afternoon saw 37262/694 Flyash for Westbury at 13.30, 37429 Cardiff-Bristol.

Observations at Coalpit Heath saw:-

47827 08.40 Glasgow-Penzance (1V50) at 15.28.

47747 12.44 Plymouth-Glasgow (1S81) at 15.35

47841 15.28 Bristol TM-Edinburgh (1S93) at 15.45.

47830 Old oak Common-Stoke Gifford test run at 15.47.

37073 10.34 Fawley-Margam fuel train at 15.53.

47830 Stoke Gifford-Old Oak Common test run at 16.33.

37298 Down engineers train at 17.06.

60078 To load for Ironbridge MGR at 17.11.

47757 14.25 Swansea-London parcels at 17.17.

66003 16.45 Newport-Wembley freight at 17.28.

47830 was hauling a rake of rather scruffy MKIIs, MKIII sleepers in GWT colours and an InterCity liveried BG . The working was reported as driver training for expected GWT Class 47 loco-hauled passenger trains in the Summer Timetable.



Later in the day at Stapleton Road, 66015 LPG at 17.45, and much later, 23.45 60042 with what appeared to be a freightliner? (Newport Enterprise) and shortly after midnight 60061 MGR service. In between this the flasks at 19.50 headed by 20301 + 37612.

This was the day that the Train Operators had an audience with Mr Prescott about their performances and it was ironic that a GW service, 16.00 Paddington-Swansea failed in the Swindon area (Quoted in one paper as Wootton Bassett Junction), resulting in total disruption to all services bound for South Wales and Bristol from London and vice versa and associated cancellations due to stock being unavailable. Examples recorded were arrivals due at 17.55, 18.25 and 18.48 being 85, 80 and 60 minutes late respectively. Cancellations being 18.15 Paddington and 19.28 Oxford, with other departures being delayed awaiting trains.

26/02 47780(CD) worked a Victoria-Bath Orient Express excursion. The HST forming 1E29 06.20 Plymouth-Newcastle failed on the Lickey and 58026(TO) was sent from Saltley to assist the train to Birmingham.

27/02 37414 worked 2085 to Weymouth, but was swapped at Westbury for 37417 when returning on 2V79.

Pathfinders 'Yankee Sidewinder' 1Z45, 06.34 Sheffield -Trowbridge arrived at Trowbridge behind 59102 from the Melksham line. The ECS running on to Westbury, were the Class 59 was removed in favour of 66011+66028(TO) with 57002 at the other end. The coaches used were:- 4991+4999+4938+17015+4956+4939+4949+5005+4998+3115+3107+3148+6311. The tour was routed via Bath, Day's curve, Filton Junction to Avonmouth Bulk Handling Terminal arriving to time at 17.44. The Class 66s were detached running light in front of the railtour, which left at 17.58 behind 57002 for Bristol Parkway, Charfield to Worcester and the Midlands. This was the first Class 57 to visit Avonmouth.

#### THE CLASS 47 COUNT

RES (CD) : 47627/635. 47721/722/725/726/727/732/734/736/  
738/741/744/746/747/750/759/761/764/765/767/  
768/769/774/777/778/779/781/782/783/784/785/  
786/788/791.

VT (TO) : 47805/806/807/810/812/817/818/822/827/831/839/  
841/844/845/848/851/853.

GW (LA) : 47811/830.

EWS (BS) : 47194/519.

### LOCAL UNITS NOTED DURING THE MONTH

Class 143: 601/610/612/614/619/620/621/622/623/624/625.

Class 150: 221/230/233/236/238/239/240/241/242/243/244/  
246/247/248/251/254/261/263/265/266/267.

Class 153: 302/303/305/308/312/327/353/355/362/368/372/  
373/374/377/380.

Class 158: 815/816/817/818/819/821/822/823/824/825/826/  
827/828/829/830/831/832/833/834/835/836/837/  
838/839/840/841/842/863/866/867/868/870/871.

### BINLINER

The use of a Class 66 on this working lasted initially one week before reverting to more traditional motive power until the last week of the month.

02/02 66023. 08/02 66001. 09/02 37516.  
10/02 58008. 11/02 37800. 16/02 37800.  
18/02 37701. 22+24+25/02 66009.

### TURBO TIME

This month's sightings are as given below:

01/02 165121/132. 04/02 165129/135.  
08/02 165123/124. 15/02 165125/136.  
18/02 165131/135.

### NEWPORT

03/02 37713(IM) hauled 66010(TO) at the head of 6C21 Newport ADJ-St Blazey. On arrival at Exeter Riverside, the locos were swapped round with 66010 leading the switched off Class 37.

03/02 37505 *British Steel Workington* (IM)/898 *Cwmbargoed DP* (TO) worked 6Z27 Ely-Jersey Marine with 23 Tilcon/ARC PGAs.

05/02 6E21 Baglan Bay-Humber was reported in difficulty at Lydney with 66004(TO). The service was later seen in the Worcester area running very late with 37703(EH).  
The following observations were made:-  
09105/107. 37037/274. 47303. 56087/100. 60044.  
66003/019/037.

- 07/02 The following observations were made:-  
09105/107. 37037. 56082/096/126. 60008.  
66059/061/062/063/065/066/070.
- 12/02 Information was received that 59201/02/04/05 have had their buck-eye couplers removed. One will work from Peak Forest, one in the Ayre Valley (along with the two still buck eye fitted) and the other two locos would move to Canton to work on Llanwern-Port Talbot iron ores.  
The following observations were made:-  
37516/670/671/896/897. 47258/783. 56045/082.  
57002. 60064/079. 66018.
- 13/02 Godfrey Road contained 37407 *Blackpool Tower* (IM)/670 *St Blazey T&RS Depot* (CF)/671 *Tre Pol and Pen* (CF)/680(TO) /689(IM)/896/897(both CF), 56053 *County of Mid Glamorgan* /104 (both IM), 66061 (NYA).  
158860(NC) worked 14.55 Cardiff-Nottingham.
- 14/02 59202/203 ran as 0Z91 10.00 Ferrybridge-Bescot.
- 15/02 60036/041(TO) were on Margam-Llanwern ore trains.  
59202/203 were noted at Bescot.  
158797(NC) worked the 12.55 Cardiff-Newark, 156417(TS) the 15.00 Cardiff-Nottingham and 158849(NC) the 17.05 Cardiff-Nottingham.  
37803(EH) in Mainline blue passed through on an engineer's service and 37890 *The Railway Observer* (EH) on tanks. 5S09 Bristol-Cardiff mail empties were hauled by 47727 *Duke of Edinburgh's Award* (CD) whilst the 1M06 14.25 Swansea-Willesden was hauled by 47789 *Lindisfarne* (CD).  
Godfrey Road contained 37040(TO)/516(CF)/689(IM), 56046 / 104 (IM), 60035 *Florence Nightingale* (TO).
- 16/02 60036/041 continued on Iron Ore. 59202/3 worked 6Z63 14.30 Ironbridge-Margam.  
158844(NC) worked 12.55 Cardiff-Newark and 156402(TS) 15.00 Cardiff-Nottingham.  
The 5S09 was loaded to 12 vehicles and was vigorously worked by 47727 again whilst the 1M06 had 47765 *Ressaldar* (CD).  
56096(IM) worked an eastbound CargoWaggon service and 37672(CF) was on a civil engineer's train. 37379 *Ipswich WRD Quality Assured* (TO) and 60050(TO) both passed eastbound light engine. 58033/043(TO) worked Newport ADJ-Westbury Flyash.
- 17/02 Godfrey Road contained 37370/379(TO)/521 *English China Clays*/672/896/897(CF), 47315/331(IM), 56007(IM), 60035(TO).  
156401(TS) worked 08.25 Skegness-Cardiff.  
59203 was reported on an Iron Ore train at Llanwern.

- 18/02 59202 *Vale of White Horse* (FB) was on 6B40 iron ore and 59203 *Vale of Pickering* (FB) on 7B52 iron ore. Both have been repainted into EWS livery, which makes them look like a Class 66 at first glance. However, the size of the bodyside numbers gives the game away - those on the Class 59s are smaller.  
Locos at Godfrey Road included 37040 and 47331. 56119(IM) passed west on Cargonwaggons.
- 19/02 59202/203 were again noted on Ore trains.
- 21/02 Locos at Godfrey Road included 56078/087 ABP Port of Hull /090(IM), 60056 *William Beveridge* (TO). 158817+57872 worked 13.10 Portsmouth Harbour-Cardiff.
- 22/02 158852(NC) worked 06.54 Worcester-Cardiff and 158790 (NC) 05.57 Nottingham-Cardiff. 47781 was on Godfrey Road and 56040 passed by on coal hoppers.
- 23/02 59202/203 were noted on Iron Ore diagrams. 37406 worked the 11.30 Bristol-Cardiff and 14.05 return. Godfrey Road contained 37803(EH)/895(CF), 60004/046 *William Wilberforce* (TO). 158849(NC) worked 12.55 Cardiff-Newark, 156410 (TS) the 15.00 Cardiff-Nottingham and Centro-liveried 150125(TS) the 11.50 Lincoln-Cardiff. 37198(TO) worked through Newport station hauling a rake of green PNA, each carrying the legend *RAILTRACK Renewing your Railway*, whilst 56065 passed light engine. 158817+57872 worked 10.24 Portsmouth-Cardiff. 60041(TO) was on Ferrywaggons whilst 60064 Back Tor (TO) worked westbound steel empties. 60066 *John Logie Baird* (TO) was on westbound Murco oil tanks. 37698(IM)/711(EH) double-headed ASW scrap wagons. 47783 *Saint Peter* (CD) worked 5S09 whilst 1M06 had 47746 *The Bobby* (CD). 47331 departed ADJ with a mixed freight at 15.03 and 37040 passed light engine.
- 24/02 47331 passed Aviemore at 11.30 on 6H45 Mossend-Inverness. In less than 24 hours, this loco travelled all the way from Newport to Inverness on freight workings!
- 25/02 Godfrey Road contained 37895(CF) and 60047(TO). 47331 continued its tour of Scotland on a Grangemouth-Riccarton tank train.
- 26/02 The following observations were made:-  
09017/105. 37711/803/897. 47292/783. 57003.  
59203. 60041. 66001/043.
- 27/02 Godfrey Road contained 37516/897(CF), 56130 *Wardley Opencast* (IM), 60036/041(TO).

28/02 Godfrey Road contained 37803/892 *Ripple Lane* (EH), 60036.

The following units were noted at Newport during the month:-

Class 143: 614/622/624.

Class 150: 221/238/247.

Class 153: 303/353.

Class 158: 818/822/825/828/829/831/834/838/839/840/841/  
842/863/865/867/869/870/871.

### **CARDIFF TIDAL SIDINGS**

During the month the following observations have been made at this location:-

05/02 08683/955.

14/02 08506/651 + 4.

19/02 08506/683/932/955.

26/02 08506/683/955.

### **BARRY**

During the month the following observations have been made at this location:-

07/02 56065/069.

14/02 66024/026/027/048.

21/02 08957. 66026/043/048.

28/02 56091. 66018/066.

### **CARDIFF CANTON**

Cardiff Canton was viewed from the footbridge on four occasions during February and the following observations were made:-

07/02 08506/625/734/819. 37047/222/416/417/429/901/904.  
47052/205/337. 56085/126. 60002/035/044/055/064/066.  
66004/037. TPO: 80362.

14/02 08625/734. 09107. 37040/047/140/222/416/513/716/  
901/904. 47209/279/358/370. 50031. 56046/104.  
60014/076. 66001/028/035/066/071.  
TPO: 80359. 94412/439.

21/02 08625/734/854. 37047/222/238/406/412/416/521/717/  
901/904. 47114/209/370. 50031. 56078/090/097.  
60008/056/064/076. 66001.

28/02 08625/734. 09203. 37047/222/406/407/417/429/704/

886/901/904. 47052/775. 56052/126/130. 60018/035.  
66004/011/052.

### CARDIFF CENTRAL

- 02/02 The 16.26 Cardiff-Rhymney was formed of a single Class 142. The 17.05 had 37416(CF)
- 03/02 TOPS reported 37404 *Loch Long* (ML) allocated as 'scrap loco' at Canton.
- 04/02 A special service arranged by GWT for the Scotland v Wales rugby international ran as 1Z27 08.35 Swansea-Edinburgh. It was hauled by 47732 *Restormel* (CD) as far as Crewe (where an electric loco took over) and consisted of 12(!) Mk1 coaches. It called at Cardiff 09.52 and was due to arrive in Edinburgh at 16.52. A second special, arranged by Virgin Trains, ran as 1Z28 10.37 Swansea-Edinburgh. It consisted of a 7 vehicle cross-country set hauled by 47762(CD), which had worked to Swansea as 5Z28 ECS from Longsight. It called at Cardiff at 11.40 and was routed via Bristol Parkway and York, due to arrive Edinburgh 18.56.
- 07/02 The return Virgin rugby special to Swansea ran as 1Z60 10.15 from Edinburgh and was hauled by 47818(TO) via Newcastle. The GWT service ran as 1Z61 13.15 from Edinburgh via the ECML (traction was unknown).
- 08/02 56104(IM) worked the Hull-Baglan Bay acetic acid tanks. The 2V07 Rhymney-Cardiff did not run, due to a fuel injector fault with 50031 which had only just returned to service after ETH repairs. 57002(FD) worked 4V28 Tilbury-Cardiff.  
The status of Class 37/4s for Canton based loco-hauled services was:-  
37402 OOS N/162.  
37404 OOS STORED.  
37407 OOS Loss of Power.  
37411 Doncaster - available.  
37412 Paired with 37503 but apparently failed in service.  
37414 OOS B/612.  
37416 XAM.  
37417 Worked 2F06 Rhymney - Cardiff.  
37429 OOS N/659.
- 10/02 37402 *Bont Y Bermo* (IM) worked 2R38 16.27 to Rhymney and 37713(IM) the 2R42 17.05.
- 11/02 37713 worked 2V07 07.23 from Rhymney. It failed to re-appear in the evening as it was stopped at Canton for a B

XAM. The 16.26 was operated by 150279(CF) and the 17.05 had 37402. 156403(TS) worked 15.00 Cardiff-Nottingham.

- 12/02 37417 *Rail Magazine* (IM) worked 1M89 16.45 to Manchester with stock 9448, 5463, 5487, 5453. 37140(TO) was allocated to 2R38 16.27 to Rhymney but was found to have an AWS fault. 37402, which had been allocated to the 17.05, replaced it. The 2R42 17.05 was capped as 37140 could not be repaired in time and there was no spare loco available.
- 14/02 37417 worked 1V19 19.40 Birmingham-Cardiff.
- 15/02 37040(TO) worked 07.23 from Rhymney whilst 37402 worked the 07.41. 37510(ML) in InterCity livery plus 37711(EH) worked Jersey Marine-Ely.
- 16/02 37516(CF)/803(EH) worked 6B89 Tidal-Aberthaw tanks and 37406 6Z60 20.30 Warrington-Cardiff Tidal.
- 17/02 37402 was on 16.26 to Rhymney and 37407 *Blackpool Tower* (IM) on the 17.05.
- 18/02 37402 again worked 16.26 to Rhymney. 37406 worked 2R66 22.05 Cardiff-Rhymney. 37383(TO) was on 6V34 Fawley-Margam fuel. 47228 *Axial* (BS) worked a service to Tower Colliery. 37406 arrived on the 11.30 from Bristol. Noted at Canton were 37047(TO)/416, 47976 *Aviemore Centre* (CD), 50031, 56007/053 *County of Mid Glamorgan* (IM), 60014 *Alexander Fleming* (TO), 66012(TO).
- 19/02 37406 worked 2V07 07.23 Rhymney-Radyr and 37402 the 2F06 07.41 Rhymney-Cardiff. On arrival at Radyr, 37406 ran round and worked the stock to Canton via the City Line. However, due to a shortage of units, it also worked 10.02 Cardiff-Rhymney and 11.02 return. 56114 was on eastbound Cargowaggons and 37388 followed with acid tanks. 47788 worked 1M06 14.25 Swansea-Willesden mail. 158817+57872 formed 15.24 Portsmouth Harbour-Pembroke Dock. 158788(NC) formed 19.04 Cardiff-Nottingham and 158860(NC)+150216(TS) in Centro livery formed 1V14 11.50 Lincoln-Cardiff. 37406 hauled 2R38 16.26 to Rhymney and 37407 1M89 16.45 to Manchester. However, the surprise working of the year so far was the appearance of 47315 on 2R42 17.05 to Rhymney. Canton was short of serviceable Class 37s and the Class 47 was offered as a last resort, having been stopped at Canton with low power. It was almost turned down by Valley Lines on the basis they had no driver passed to drive a Class 47, but a former Wales & West driver who had transferred to the company last year was found to have current Class 47 knowledge. He had obviously not driven one for some time,

as he drove it fairly easily all the way up, despite being behind time and having an extra 900hp at his disposal. News of the Class 47 had spread around the enthusiast community, as around 20 fans were waiting to have a ride behind it. A further 30 had gone up on the 16.26 behind 37406, as that was considered rare traction (being a visitor from Motherwell). Many of the Class 47 fans bailed out at Pengam and Gilfach Fargoed to catch 37406 back to Cardiff on the 17.42 from Rhymney, the front coach of which was filled with fans discussing rare Class 37 and Class 47 workings.

- 22/02 37406 worked one of the Rhymney-Cardiff diagrams in the morning. It later worked to Bristol on the 1C96 14.05 from Cardiff.
- 24/02 37407/414 worked the morning Rhymney services. DMU L842 comprising 53314+53327 (ZA) in NSE livery arrived at Canton at 19.10 with M79900 in BR Green livery inserted as a Centre car. The crew was changed and the combination then headed west at 19.20. 47722 *The Queen Mother* (CD), 56074 *Kellingley Colliery* (IM) and 60046 *William Wilberforce* (TO) passed Canton between 19.00 and 19.20 whilst 37047/406, 50031, 56126(IM), 60052(TO) were on the depot.
- 25/02 37406 hauled 50031 to the Severn Valley Railway at Kidderminster for repairs. An iron ore train split between Port Talbot and Cardiff, delaying passenger services during the morning peak.
- 26/02 37414 *Cathays C&W Works 1846-1993* (CD) worked the 16.26 to Rhymney and 37407 the 17.05. 37429 *Eisteddfod Genedlaethol* (IM) was on 16.45 to Manchester.
- 28/02 37047/406/407/417, 60018 were noted at Canton.

## STOCK ALTERATIONS

### Locomotives

#### Transfers

08578 (CD) -ML, 08653 (CD) -EH, 08887 (WN) -PC, 09025/026 (SU) -BI, 47767 (ML) -CD, 47773 (CD) -ML, 86253 (NC) -LG.

#### Stored

31142/163/166/188/190/255/306/306/530. 37059/158/194/211/244/255/275/906. 47219/221/245/285/293/298/313/314/316/



326/335/355. 56123/135. 73103/114/117/119. 86101/102/252.  
92040.

Traffic

08784-CD, 47241/299-BS, 56110-IM, 57003-FD, 86205/234-LG.

New Stock

Class 66: 66058/059/061/062/063/064/065/066/067/068/  
069/070/071/072-TO.

EWS Locos allocated to New Pool Codes

WHDM - Class 47/7, CD

47725/733/749/760/764/767/777.

WNWX - Mainline Locos - Strategic Reserve

31530. 37059.

WNXX - Mainline Locos - On Decision

31306. 37244. 56123/135. 73103/114/117/119.

WNYX - Mainline Locos - Component Recovery

31142. 37211. 37906.

WNZX - Mainline Locos - Awaiting Disposal

31163/166/188/190/255. 37158/194/255/275.  
47219/245/285/293/298/313/314/316/326/335/355.

WTEN - Class 92, CE

92040.

**Diesel Multiple Units**

Renumbered and Reformed

C1150: 018(52118 + 52220 + 57118)  
019(52119 + 57220 + 57119)  
Disbanded Class 150: 118/119/220.

New Stock

C1170: 103(50103 + 79103), 104(50104 + 79104) -DY.

## Electric Multiple Units

### Traffic

(S): 1572 -RE.

### Withdrawn

C1305: 61418/427/433/473. 75441/460/506/558.  
(403 + 518 plus spares) (Scrap - MC Metals)  
C1307: 70003/010/011. 75026. (Scrap - Booths)

### New Stock

C1460: 001 (67901+74401+74411+74421+74431+74441+74451+  
67911) -SL.

## Coaching & NPCC Stock

### Withdrawn

10573 (Sold to East Lancs), 15577(DI), 92307 (Scrap).

### Renumbered

40511 - 41180, 41178 - 42362, 44099 - 42361,  
45084 - 42360, 92243 - 94518, 92271 - 94519.

## Codes

### Add or Amend

SDXL Fragonset Railways, stored locomotives  
WHDM EWS, Class 47, CD, (Railnet-Reliability Modifications)  
WTEN EWS, Class 92, CE, Non Operational

### Delete

DAAC, DADC, DAEC, DAET, DAMC, ENAN, ENBN, ENTN, EWDB, EWDS, EWEB,  
EWRB, FDBI, FDCI, LGBM, LGHM, LNCK, LNLK, LWCW, LWNW, LWMC, PXLB,  
PXLC, PXLC, PXLD, PXLE, PXLP, PXLK, WHMN, WLAN, WPAR, XYPN.

## GENERAL

26/02 New public transport rover tickets for Wales were launched in Cardiff by Neil Kinnock, European Commissioner for Transport. The Freedom of Wales Flexi Pass allows travel on all main line railways in Wales plus the Ffestiniog Railway

and the Welsh Highland Railway at Caernarfon. It includes the Hereford-Shrewsbury-Crewe-Chester lines. In addition, 90% of bus operators accept it. It comes in two versions, one allowing 8 days of rail travel in any 15 days and another 4 days in any eight. The passes are valid for bus travel for the full 15/8 days.

Prices are £92 peak/£75 off-peak for the 8 in 15 version and £49 peak/£39 off-peak for the 4 in 8 variety. Peak season is defined as 30 May-25 September 1999, with the applicable price being that which applies on the first day of ticket validity. Also available are local versions. A North & Mid Wales Flexi Rover costs £26.30 whilst a South Wales Flexi Rover is £32 peak and £27 off-peak.

### **CLASS 66s**

66002 is in London Ontario having a bogie swap and not in East Anglia as rumoured. There is a lot of confusion over the whereabouts of this locomotive with:-

1. TOPS making out that 66020 was mixed up with 66002 and at this moment in time Doncaster Control believing that 66002 is on their books.
2. A an incorrect report that 66001 is in fact 66002.

66077 has been involved in a runaway at London Ontario. It ended up in a brake fail sandpit, but is thought to be O.K.

Two other parties interested in Class 66s are Freightliner and GNER.

01/02 66031(TO) worked the Hull-Doncaster enterprise.

02/02 66023(TO) left Yate at 20.07 with Avon binliner towards Bristol Parkway.

03/02 66046 passed Meadowhall on Aldwarke-Wolverhampton steel service. 66034 derailed at Neath & Brecon Jct.

04/02 The M/V Fairmast at was at Newport Docks. 66065 was landed at 12.15 followed by 66062/072/066/063 and 66064 at 17.48.

05/02 66071 was landed at 08.54 followed by 66069/058/070/059/061/068 and 66067 at 15.58. 66065 and 66071 were found to have a small plate stuck in the bogies.

These were there to stabilise things during lifting.

They ended up having to be welded out.

Later 66058/059/061-072 were all noted in Newport Docks. 66062/063/065/066 were lined up in the steel terminal siding, with 66066 at the head of the convoy having its engine tested.

Over at Cardiff Canton the following Class 66s were noted:- 66001/004/012/034/037/052.

06/02 66047(NYA) was at Bletchley station on an engineering train.

07/02 66059/61/62/63/65/66/70 were all at Godfrey Road at 18:00.

08/02 66049(NYA) was noted on a Southampton Eastern Docks-Washwood Heath car empties. 66005(TO) was on a stone train at Fareham in place of a Class 59. 66063 made a prompt entry into service, hauling return trains from Wembley to Bescot.

09/02 66061 was in action at Rotherham on a steel service. 66046(NYA) worked the 6E41 Warrington-Lackenby, which suggested Healey Mills drivers are now Class 66 trained.

10/02 66028(TO) was noted at Tees Yard on westbound empty steel flats

12/02 66068 appears to have remained in South Wales, as it passed through Cardiff at 16.45 on a Margam-Llanwern coal train.

15/02 66043/052(NYA) were noted at Newport on Margam-Llanwern coal services and 66018/028(TO) on steel workings. 66067 passed through the station light engine westbound.

16/02 66043/066 were on Margam-Llanwern coal workings and 66018/067 were on South Wales steel services. 66041 (NYA) was noted at Newport on Cargowaggons. 66063 lost its roof on 6K63 at Bushbury and brought down the OHL. As a result, 66059 dragged 1S49 Birmingham International-Edinburgh from New Street to Nuneaton. Unfortunately, it later failed and 66038(NYA) worked 12.34 New Street-Manchester.

17/02 66043/66 were again noted on Margam-Llanwern coal.

18/02 66052 was noted on Margam depot.

19/02 66003(TO)/052 were on Margam-Llanwern coal services.

20/02 66032(TO) was seen at Millerhill.

21/02 66019(TO)/058 were at Tyne Yard. 66071 was at Godfrey Road.

22/02 66057(NYA) was at Didcot. 66008(TO)/041 worked 6V95 Dollands Moor-Exeter empty polybulks.

23/02 66003/010(TO) were on Godfrey Road and 66004(TO)/066 on Margam-Llanwern coal. 66025(TO) departed Newport ADJ on a freight at 15.40 and 66028 passed light engine at 16.47.

66053(NYA) worked Eastleigh-Didcot freight and 66032 Rosyth-Mossend. 66019 worked a Tyne Yard-Millerhill MGR.

24/02 66062 was on Canton whilst 66028 worked off west at 19.15. 66032 was allocated as a training loco at Millerhill, which will include runs to Inverness. 66013(TO) arrived at Motherwell, also for training.

25/02 66003 was still on Godfrey Road. 66031 worked Wolverhampton-Lynemouth Alcan empties.

26/02 66052 was on coal hoppers at Cardiff.

27/02 66028 worked a Pathfinder railtour from Worcester to Oxford and 66011/028 hauled it from Trowbridge to Avonmouth.

28/02 The M/V Stellamare arrived at Newport Docks with 66073-66082 on board. 66064 remains on the quayside from the previous delivery. There is some major problem which prevents it from allowed on Railtrack lines! 66004/011(TO) were at Canton and 66026(TO) at Newport Godfrey Road.

#### POSTALS

##### **4s (PCV)**

|       |       |       |       |       |       |       |       |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 94318 | 94225 | 94174 | 94334 | 94307 | 94114 | 94111 | 94316 |
| 94312 | 94112 | 94191 | 94302 | 94313 | 94166 | 94227 | 94315 |
| 94335 | 94180 | 94215 | 94339 | 94311 | 94168 | 94138 | 94338 |
| 94344 | 94132 | 94117 | 94337 |       |       |       |       |

##### **4s (BG)**

|       |       |       |       |       |       |       |       |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 94475 | 94119 | 94121 | 94429 | 94460 | 94175 | 94102 | 94495 |
| 94512 | 94196 | 94514 | 94404 | 94501 | 94107 | 94170 | 94507 |
| 94485 | 94118 | 94100 | 94419 |       |       |       |       |

##### **5s**

|       |       |       |       |       |
|-------|-------|-------|-------|-------|
| 94422 | 94216 | 94164 | 94229 | 94484 |
| 94515 | 94430 | 94110 | 94223 | 94489 |
| 94443 | 94226 | 94211 | 94147 | 94406 |
| 94431 | 94200 | 94182 | 94123 | 94505 |

#### AVONMOUTH

04/02 37383(TO) worked the Rugby cement Works coal. 60036(TO) was on MGR duty.

11/02 60071 and 60078 were on separate MGRs.

- 12/02 60071(TO) was on an MGR working. 56007(IM) worked the Rugby Cement Coal service and 47768(CD) was shunting MEA empties.
- 17/02 37897(TO) was present light and 60061(TO) was on MGR duty during the afternoon. 08653(EH) was found to be in the Chittening Industrial Estate with empty cartics.
- 19/02 60061(TO) was on MGR duty and 66015(TO) worked the LPG tanks from Furzebrook.
- 27/02 BT Police are investigating how a door window on the 15.45 Severn Beach-Bristol TM service was broken by an airgun pellet.

### SHARPNESS BRANCH

The following have being noted during February on flask services from Bescot (unless otherwise stated):-

- 05/02 37013(TO).
- 11/02 37219(TO).
- 12/02 37607/610(SD) test run from Sellafield with one flask, arriving at around 09.50 and departing at 15.15.
- 15/02 37609 light engine, driver training from Crewe.
- 18/02 31427/466(BS) final Class 31 appearance.
- 25/02 37375/489(TO) the Class 37s departed at 14.15 carrying the headboard 7M56, 13.22 Berkeley-Sellafield, Last EWS Operated Flask Train, 25th February 1999. This marked the final working by EWS, although DRS first booked working was not expected until mid March.

### YATTON

- 27/01 The following Hughes road/rail excavators were present in the downside car park:-  
523/537/542/544.

## TRIP REPORTS

TRIP 315

WARWICKSHIRE

20/02/99

Miller Construction Ltd, Rugby  
 Industrials: 2ft Gauge; L21 (CE B0987.1/76),  
 L20 (CE B0987.2/76), L22 (Omam 0901-1/90),  
 L23 (Omam 0901-2/90), L24 (Omam 0901-3/90),  
 L25 (Omam 0901-4/90), L26 (Omam 0901-5/90).

1ft 6in Gauge; L10 (CE 5827/70), L12 (CE 5965A/73),  
L13 (CE 5965B/73), L15 (CE B0109A/73), L16 (CE B0109B/73).

#### Rugby Machine Depot

Industrials; "Myfanwy" 530003 (RSHD 8366/62, ex p135), "Eddie"  
530004 (GECT 5476/79, ex p217, via p135). Departmentals;  
975546/911, 395960.

Track Machines; 73103/319, 76002, 78228/238, 81524/531,  
98504. Small Plant; 74014.

Road/Rail; S 529 VOP (GTRM Unimog),  
Tarmac No.530006 (Thwaites 10-91446-96).

#### Rugby Yard

31203, 37077/672/689.

Track Machine; 76310. Small Plant; HCT 015.

#### Prison Service College, Newbold Revel

Preserved Loco: 2ft Gauge; L 33651/49.

#### White Wagtail Ltd, Gun Range Farm, Shilton

NOTE; The Scrapyard was locked. The party were unable to view  
any of the Industrial locos believed to be present.

David White, Green Lea , Workhouse Lane, Burbage, Leics  
(SP450913)

Preserved Locos: Multi-gauge; Wkm 4164/48 (ex p162, via p146).  
2ft Gauge; "Goliath" MR 5881/35 (ex p198, via p92).

#### European Metal Recycling Ltd, Kingsbury

Industrial; KY586 "Kingsbury" (S 10059/61). Passing; 60060.

#### J.W.Lewis, Beacon Farm, Bentley's Lane, Maxstoke

Preserved Locos; RS/140 (FH 3892/58), AD9124 (BD 3713/75).

Preserved Coach: MR; U/I Full Brake Body on wagon underframe.

#### Coventry Railway Centre, Baginton

Preserved Steam Loco; AB 1772/22.

Preserved Diesel Locos; FH 2895/44, HC D604/36,

RH 235515/45 Dsm, RH 268881/49, RH 349038/54,

RH 338416/53 (ex p113), "The Derbyshire and Nottinghamshire  
Electric Power Co" (EE 905/35, ex p224, via p228).

Preserved EMUs; 28690 (ex p150), 29720.

Preserved Carriages: SR; ADS 229 (TK 748).

BR; 3924, (92029, Body only).

Liverpool Overhead Railway; (7) Body only on U/I underframe.

Preserved Cranes; Carrick and Wardale 12/19,

ADM 22 M (CS 7596/44),

#### Hatton Country World

Preserved Loco: 2ft 6in Gauge;

"Spinning Jenny" (HE 8819/79 OOU).

#### P. Westmacott, Studley

Preserved Locos: 2ft Gauge; RH 193974/38 (Chassis & Fuel Tank only, incorporating an engine from RH 199295, plus gearbox & wheels from RH 218016/42).

1ft 11½ Gauge; (Gertrude) AB 1578/18.

## INDUSTRIAL AND PRESERVATION MATTERS

### LOCAL RAILTOUR UPDATE/SPECIAL TRAINS

R.W. GILES

- 12/04 60800 'Spark Arrester' test run. Paddington-Swindon-Bristol Parkway-Bath-Swindon-Paddington.
- 02/05 'The Wayfarer' Pathfinders Tours Yeovil Jct-Yeovil Pen Mill-Weymouth Town and Quay is now to be Class 37/0 hauled between Yeovil and Weymouth with a Class 73/1 to the quay.
- 15/05 The full route of 60007s return from Cornwall Pathfinder Tour is Bristol-Reading (Class 47/7), Reading-Par (D9000), Par-Reading (60007) and Reading-Bristol (Class 37/0).
- 18/05 73096 Alton-Weymouth. D6700 Weymouth-Yeovil and 73096+ D6700 Yeovil-Waterloo.
- 19/06 GWT HST Set 'Forgotten Tracks' Paddington-Uskmouth-Cwmbargoed-Paddington.
- 17/07 50050 Felixstowe-Minehead(WSR) and return.  
50002 top n'tail with 50050 on Felixstowe branch.

### VSOE DATES (FOR BRISTOL AND CARDIFF)

- March: 31st.  
April: 28th.  
May: 5th.  
June: 2nd, 9th, 23rd and 30th.  
July: 14th, 21st, 30th (Dinner trip from Cardiff) and 31st (Two circular dinning trips from Bristol).  
Sept: 1st, 4th (Two circular dinning trips from Bristol) and 22nd.  
Oct: 1st (To Cardiff for Rugby World Cup), 6th and 20th.  
Nov: 17th.

### AVON VALLEY RAILWAY

R.W. GILES

A successful gala was operated over 16th and 17th January 1999 with visiting locomotives 68846, 7760, Polish Tank Tkh 4015 and the railways own D2994. Titled 'The Four Winds Steam and Diesel Gala', a complete timetable was operated using both north and



south running lines. In 1999 two anniversaries, the 25th Anniversary for the first operation of trials by the Bristol Suburban Railway Society in 1974 and during early July the 130th Anniversary of the lines opening by the Midland Railway in 1869. Visiting locomotives for later in the year include:- 41708 and L&Y 'A' 0-6-0 No. 1300, the first time these two locomotives have been together (and 1300 first West Country visit). At the end of the year 80140 is visiting for six months as part of an agreement with the owners Southern Locomotive Limited, who were allowed to carry out work on this and other locomotives at Bitton. Construction of a platform and runround loop is expected to take place near the River Avon, in the Bath direction early in 2000.

A disaster occurred on the line in December, when two joyriders were rescued from beneath a blazing train, attended by 30 firefighters. It was however, a training exercise based on a simulated train accident on the line codenamed 'Chuff Chuff', to test Avon Fire Brigades incident procedures. The whole incident lasted around 2.5 hours and involved six fire engines and a rescue tender, plus a second train to carry rescuers to the scene. The firefighters came from Keynsham, Kingswood and Bath fire stations and across Bristol and South Gloucestershire.

#### **WAPPING WHARF BRANCHLINE**

R.W. GILES

British Rail Property Board is considering selling the branch to Bristol City Council, who are keen to operate a light rail scheme from Wapping Wharf to Ashton Meadows.

The Bristol Electric Railbus (BER), Parry No.10 has been running between Princes Street and the SS Great Britain for the majority of 1998, this service could be extended to Ashton Meadows with a connection to the nearby Park & Ride scheme at Long Ashton. The line was severed from the network near Ashton Junction (and the Portishead Branch) in May 1997. A runround loop and permanent platform has been built between the two bonded warehouses.

#### **PORTISHEAD BRANCHLINE**

R.W. GILES

This line could be back in use by late next year as initial studies have found the track in better condition than expected. Initial clearing work took place in late October.

It seems the Portishead Branch is to be severed near Pill (passenger trains could still be another two years away) and the line run down under the M5 overbridge alongside the River Avon. Three sidings are to be laid amongst the car storage compounds.

#### **STATION IMPROVEMENTS**

Improvement work is to take place at Parsons Street and Bedminster Stations. Whether new public address systems and

customer information screens are to be included (as at Nailsea and Yatton) is not known, because of vandalism.

**THANKS TO THE FOLLOWING WHO HAVE CONTRIBUTED TO  
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