

**CARDIFF AND AVONSIDE**

**ISSUE 332**

**RAILWAY SOCIETY**

**OCTOBER 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 323                      SOUTH YORKSHIRE                      Saturday 23/10/99.**

ITINERARY    South Yorkshire Super Tram Depot, Nunnery; Kelham Island Industrial Museum; Kvaerner Metals, Darnall; P. Briddon, Ecclesfield; Coopers Metals, Attercliffe; S. Harrison, Tinsley; Rotherham: Booth Roe Metals, British Steel; UES Steels, Stocksbridge

PERMITS      All to be applied for except South Yorkshire Supertram Depot and S. Harrison.

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 23/09/99 please.

**TRIP 324                      THE DOLLANDS MOOR AVOIDER                      Saturday 13/11/99.**

ITINERARY    Rugby Group Plc, Halling; BP Oil Refinery Ltd, Isle of Grain; Foster Yeoman Ltd, Rochester; Chatham Dockyard Historic Trust, Royal Engineers Museum; Redland Bricks Ltd, Lower Halstow; Sittingbourne & Kemsley Light Railway; Ridham Sea Terminals Ltd, Ridham Dock.

PERMITS      All 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 13/10/99 please.

**TRIP 325                      LONDON FLYER                      Saturday 11/12/99.**

ITINERARY    9 hours to do as you please in the Capital.

PERMITS      None.

FARES        Members; £12, Non Members; £14, Deposit; £5.

|       |                    |     |       |     |       |
|-------|--------------------|-----|-------|-----|-------|
| 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 11/11/99 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. Please note catering is no longer provided on trips.

7. Please note that the Events organiser can now be contacted immediately prior to and during trips on the mobile phone number listed on the first page of the Magazine.

## NOTES AND NEWS

### BRISTOL

- 28/07 37065/676(TO) were paired on the Cliffe Vale-St Blazey freight, whilst 60069(TO) worked the Burngullow-Irvine slurry tanks.
- 31/07 47778(CD) worked the 09.17 Manchester-Paignton and 16.17 Paignton-Manchester.
- 01/08 6024 worked the 1Z43 (not 1Z40) 07.00 Paddington-Kingswear throughout. 47722(CD) returned the tour from Kingswear to Paddington (via Bristol).
- 02/08 A bad day for the TOCs in the area, a fatality at Keynsham saw major disruption to Paddington and South Coast services. An example being the Sand & Cycle Explorer, over 2hrs late arriving for the afternoon working which was cancelled, 37424 and stock being stabled at Platform 13, the actual diagram being covered by Class 158 & Class 153 units. Some Paddington services fared a little better being diverted via Parkway. Virgin trains didn't escape either due to failures, 47810 assisting the 17.13 service in two hours behind schedule and subsequent services starting with the 19.09 Exeter at 155 mins late and the next two estimated at 120 and 100 mins late respectively. No vans from Warrington or Low Fell either, the reason being another fatality, this time at Bromsgrove. Two tragic and regrettable incidents, within 5 hours of one another, causing total havoc to the local rail operations. 58040(TO) worked the MO fuel tanks to St Phillips Marsh. Afternoon freights at Parkway were:-  
37377(TO) with the Cliffe Vale-St Blazey and 37714 (TO) with a diverted Saltend-Baglan Bay acid tank train at 14.24.
- 03/08 20309+37611(KD) worked the Bridgwater-Sellafield nuclear flasks at 15.30.  
A quiet night at Parkway on the freight front, just the Pengam-Felixstowe with 47150 and Wembley-Newport Intermodal behind 66021 recorded.
- 04/08 37422 *Robert F. Fairlie Locomotive Engineer 1831-1885* (TO) was on the Weymouth diagrams and 66121(TO) on the Binliner. 37109(TO) hauled the Cliffe Vale-St Blazey freight and 66096(TO)+37146(TO) worked up with BP tankers through Parkway at 17.50. 60042(TO) hauled the Newport-St Blazey freight. An action replay of 03/08 at Parkway tonight with 47207 with the freightliner and 66087 working the intermodal.

- 05/08 37892(TO) worked the 10.13 TThO Purfleet-Cardiff Tidal steel empties.
- 06/08 20302/304(KD) worked the Bridgwater-Sellafield flasks at 16.06. 60069+37264(TO) worked the afternoon Newport ADJ-St Blazey freight.
- 07/08 37695(TO) worked 1V41 08.50 Liverpool-Paignton from Birmingham. It was noted leaving Parkway 93 mins late with 47851(TO) on the rear with its engine running. These locomotives returned on the 15.00 Paignton-Preston running 65 minutes late.  
37424(ML) which had worked Weymouth diagrams since the beginning of the month, was replaced by 47742 (CD) for the 09.00 Bristol TM-Weymouth and 11.53 return. 37424(ML) however, reappeared on the 14.33 to Weymouth. Fragonset 47703 worked the 08.20 Derby to Paignton and 12.02 Paignton-Liverpool. 60069(TO) powered the Burngullow-Newport slurry tanks.
- 08/08 47810(TO) hauled failed a HST with power cars 43100/062(EC) on a Plymouth service west at 18.24.
- 09/08 47348 *St. Christopher's Railway Home* (CD) worked 1V45 09.13 Liverpool-Plymouth from Birmingham, passing through Parkway 9 mins late. It returned on 15.55 Plymouth-Manchester.  
47711 *County of Hertfordshire* (TO) worked 1Z47 08.33 Newcastle-Penzance relief, calling at Bristol 15.08.  
37198(TO) was borrowed for the 11.03 Weymouth-Bristol service but 37407(TO) worked the 14.33 Bristol-Weymouth. Further Class 37s were seen when the late running Cliffe Vale-St Blazey "Clayliner" passed through headed by 37174/694/897. The 20.33 Weymouth was late departing when a door failed to close on unit 150240, the pulley system had broken and the door was eventually manually closed and secured.
- 10/08 To release a sprinter to work in the West Country for the Eclipse, an additional diagram on the Weymouth line was converted to loco haulage for three days, using the spare set of FTR coaches (including the Mk1 RBR!) for the Valley Lines. The workings involved were the 06.58 Westbury-Weymouth, 08.39 Weymouth-Bristol, 12.03 Bristol-Weymouth and 14.57 Weymouth-Bristol. 37422 worked the 08.39 whilst 37407 was on the normal 08:33 Bristol-Weymouth. However, the 12.03 service was covered by a Sprinter whilst 37422 worked the 11.47 Bristol-Cardiff, presumably for attention at Canton. 47711 worked 1Z47 08.33 Newcastle-Penzance relief. Fragonset 47703 worked the 08.40 Glasgow-Penzance.
- 11/08 37422(TO) worked an additional 14.05 Cardiff-Bristol and 16.33 Bristol-Weymouth. Fragonset 47703 worked the 08.40 Penzance-Manchester.

37405/410 *Aluminium 100* (ML) worked 1Z38 15.16 Linlithgow-Penzance Charter, passing through Temple Meads at 00.46. Other special services to the West Country for the Eclipse involved 47799 *Prince Henry* (CD) on 1Z41 Crewe-Penzance, 66013(TO) 1Z93 Crewe-Plymouth, 66037(TO) 1Z95 Crewe-Plymouth, 66002(TO) 1Z39, 15.00 Penzance-Preston (loco changed at Bristol 47766). A number of services including 66002 were delayed due to vandalism at Wellington, involving a steel plate being hung from an overbridge. The result was damage to the drivers windscreen of the 1A91, 15.30 Penzance-Paddington HST which was terminated at Taunton 25 minutes later.

- 12/08 37264(TO) worked 1S35 09.22 Penzance-Edinburgh as far as Bristol. It was reported 50 mins late at Plymouth. 37896(TO) worked the TThO Purfleet-Cardiff Tidal steel empties, 37219/370(TO) the Cliffe Vale-St Blazey freight and 60015(TO) the Parc Slip-Didcot loaded MGR, instead of a Class 66.
- 13/08 60099(TO) worked the Cliffe Vale-St Blazey freight. 66091(TO) was on the Binliner.
- 14/08 37714(TO)+47828(TO) worked the 10.01 Paignton-Newcastle. 37714 was replaced at Bristol by 47843(TO) and both Class 47s then continued the train onwards together 26 minutes late. Fragonset 47705 hauled an HST set with power cars 43178/197(LA) on the 09.10 Aberdeen-Plymouth 55 minutes late. 60099(TO) powered the Burngullow-Newport slurry tanks.
- 15/08 45407+45110 (having arrived the previous day as 17.49 Kidderminster-Bristol Barton Hill with support coach 17019) worked Pastime Tours 'Mayflower', 07.13 Paddington-Plymouth (and 16.43 Plymouth-Bristol) with coaching stock 17019+3133+80041+3131+3144+3100+3110+21248+1813+4946+4996+4916. The two Staniers took over from a Class 47 at Bristol. 55019 returned a Regency/Pathfinders Tour from Glasgow Central-Bristol (1Z40) in the evening.
- 17/08 The 08.30 to Weymouth and 11.03 return were worked by 150251(CF) after 37407 failed the previous evening. The loco was fixed in time to work 2V93 19.38 Weymouth-Westbury, in place of 150244(CF).
- 18/08 37504/694(TO) worked the Cliffe Vale-St Blazey freight and 60040(TO) the Parc Slip-Didcot MGR.
- 19/08 43014(EC)+43159(LA) working the 13.43 Newcastle-Exeter was terminated at Temple Meads with brake problems.

- 20/08 37427 was on the Weymouth diagrams. 37219/370(TO) again worked the Cliffe Vale-St Blazey freight and 60080(TO) worked the Newport-St Blazey enterprise.
- 21/08 A steam hauled railtour featuring 73096 to Bristol from Alton was cancelled. The return was to have ran via Avonmouth. There would have been no problems with pathings over the branchline today, being normally the lines busiest day - a Saturday, as all trains were cancelled, so stock and traincrew could assist with the Rugby at cardiff. A substitute bus service ran, this was repeated on the following Saturday. 37427(ML) worked a special Westbury-Cardiff ECS for extra Rugby duties. 60038(TO) appeared with the Burngullow-Newport slurry tanks. Green liveried Fragonset 47488 worked the 09.17 Manchester-Paignton. The 07.20 Plymouth-Aberdeen HST with power cars 43158/160(LA) was running 70 minutes late and was hauled by 47737(CD). The Class 47 was removed at Bristol and returned 'light' to Birmingham, the train was terminated and passengers tranferred.
- 23/08 37505 *British Steel Workington*/678(TO) worked 6V70 Stoke-St Blazey.
- 24/08 66091 was again on the Binliner.
- 26/08 DRS Class 37s, 37611/612 worked a further Winfrith-Sellafield nuclear flask service.
- 27/08 After several days of Sprinters, 37422 appeared on the Weymouth line.
- 28/08 37706(TO)+47711(CD) were paired on the 1E33 10.01 Paignton-Newcastle as far as Bristol, where 47750(CD) replaced both locos, the Class 37 returned 'light' to Exeter. The train was running 65 minutes late. 37422(TO) worked another Rugby ECS special from Westbury to Cardiff for additional passenger duties.
- 30/08 47851(TO) failed at Bromsgrove on 1E33 12.10 Bristol -Newcastle. 66022(TO) was sent from Bescot to assist and the train got under way after a delay of 120 mins. It took the train as far as Birmingham New Street, where 47702 *County of Suffolk* (TO) took over. 37427 was on the Weymouth diagrams.
- 31/08 37427 was again on the Weymouth line.

#### THE CLASS 47 COUNT

RES (CD) : 47348. 47474. 47640. 47702/711/733/736/737/742/  
746/750/757/758/760/762/765/768/773/774/778/781/

783/787/793/799.

VT(TO): 47810/828/843/853/854.

Hired: 47488. 47703/705.

**LOCAL UNITS NOTED DURING THE MONTH**

Class 143: 610/618/619/621/623.

Class 150: 219/234/239/240/244/253/261/265/267.

Class 153: 327/368/370.

Class 158: 815/816/818/823/824/829/830/838/839/840/841/  
843/864/866/867/868/872.

**BINLINER**

This month's sightings are as given below;

From 02/08 to 08/08 66121.

From 09/08 to 31/08 66091.

**TURBO TIME**

This month's sightings are as given below:

01/08 165123/133.                      09/08 165123/127.

Also noted 165128.

**NEWPORT**

06/08 The following observations were made:-  
37678/716/797. 47207. 60040. 66002/059/077.

09/08 Noted at Godfrey Road were 37198/716/896, 66002/039  
(all TO). 47787 *Victim Support* (CD) passed at 20.00  
on eastbound mail vans.

11/08 The following observations were made:-  
37198/422/678/712/714/716/717/896. 56007. 60012/  
025/063/080. 66002/039/080/087/102/117.

14/08 D6593(RL) in British Railways green and 37029(CQ) in BR  
blue, working in multiple, called at Newport at 13.32 with  
the late running 1Z70 10.20 Crewe-Cardiff additional  
service, which was to provide driver training on the Class



33 for use on rugby specials on the next two Saturdays. The stock consisted of 13227, 17056, 5009, 4927, 1863 (RMB!), 4963 all in chocolate and cream livery. It returned to Crewe as 1Z71 15.18 from Cardiff, departing 26 mins late. 156404(TS) worked 12.55 Cardiff-Sleaford. 37678/714/896, 66002/039/074/081 were at Godfrey Road.

20/08 60071 *Dorothy Garrod* (TO) was on iron ore services and 60056 *William Beveridge* (TO) on steel. 58047(TO) in filthy EWS livery arrived at ADJ Yard from the east at 12.10 on an empty CWR train whilst 60094 *Tryfan* (TO) passed light engine.

21/08 37427 called at 11.22 with the 1Z24 09.50 Westbury-Cardiff additional service for the rugby international match, comprising 5569, 5453/87/63, 9448. Seven minutes later, it was followed by D6593 with 1Z28 08.35 Crewe-Cardiff additional comprising 13227, 21272, 5009, 4927, 1863, 4998. At 11.58, 47705 *Guy Fawkes* (CQ) called with 1V77 08.33 Manchester-Cardiff scheduled service comprising 5647, 5002, 35453, 3240/73/67. 5002 was in a hideous shade of dull brown. 47705 returned on 1M94 17.15 Cardiff-Manchester, 37427 1Z95 17.45 Cardiff-Crewe and 33208 1Z72 18.45 Cardiff-Crewe. 158846(TS) worked 08.30 Nottingham-Cardiff and 156404 10.55 Cardiff-Nottingham.

23/08 60080 *Kinder Scout* (TO) + 66145(NYA) were on the front of 6C21 ADJ-St. Blazey. 60038(TO), 66081(TO)/147(NYA) were at Godfrey Road in the evening.

26/08 37710(TO) hauled 6M14 ADJ-Rugby coal MEAs, whilst 66125(TO) hauled 37897(TO) dead in the 6C21 14.17 ADJ-Burngullow.

28/08 Three loco hauled services ran to Cardiff for the Wales v France rugby international. D6593 arrived at 11.31 on 1Z28 08.35 Crewe-Cardiff hauling 13227, 21272, 5009, 4927, 1863, 4998. 47705 was next at 11.53 on 08.33 Manchester-Cardiff hauling 3267/73/40, 35453, 5002, 5647. Finally, 37422 arrived at 12.09 with a late running 09.50 Westbury-Cardiff hauling 5569, 5453/87/78/91, 9448. 156419(TS) worked 10.55 Cardiff-Nottingham and 156418(TS) 08.30 Nottingham-Cardiff. 47774 *Poste Restante* (CD), 60002 *High Peak*/023/026/038(TO) were at Godfrey Road. 33208 returned to Crewe on 1Z72 18.45 off Cardiff.

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

Class 150: 232/243/249.

Class 153: 382.

Class 158: 815/822/823/824/829/835/837/839/842/866/869/872.

### CARDIFF TIDAL SIDINGS

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

01/08 08466/828/932/955.  
08/08 08466/801/819/828.  
29/08 08466/651/801/819/828.

### BARRY

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

01/08 66012/064/132.  
08/08 66012/064/132.  
29/08 09107. 66074/086/088/139.

### CARDIFF CANTON

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

01/08 08493/506/576/683/756/801/957. 37242/412/422/423/  
671/901/904. 47052/207/354/786. 60012/044/080/094.  
66099/103.  
08/08 08493/506/576/683/734/957. 09105. 37185/225/229/  
242/715/717/901/904. 47258/301. 60004/015/069/091.  
66063/074/077/088.  
29/08 08493/506/576/734/756/932/957. 09105. 37678/896/  
901/904. 47052/258. D444. 60004/013/037/071/094.  
66002/024/050/102/127/147.

Correction the locomotives listed on 25/07/99, 37146/185/225/242 are for Sandite use and therefore not destined for France.

### CARDIFF CENTRAL

04/08 37423 (ML) worked 2V07 07.23 Rhymney-Radyr and then returned to Scotland on 6S79 13.57 Canton-Mossend. 37174 (TO) worked 2F06 07.41 Rhymney-Cardiff.  
09/08 47784 *Condover Hall* (CD) worked 2R40 16.46 to Rhymney and 37704 (TO) 2R42 17.05.  
10/08 37717 *Berwick Middle School Railsafe Trophy Winners 1998* / 797 (TO), 47152 (FD), 56059 (IM), 60026 (TO), 66028 (TO) were on Canton at 12.30.

158852(TS) worked 12.55 Cardiff-Nottingham.

11/08 37797 worked 2R42 to Rhymney.

12/08 47784 worked 2R40 to Rhymney and 37797 2R42.

15/08 37198(TO) hauled 1Z27 08.15 Rhymney-Tenby excursion and 1Z28 16.25 return. The stock consisted of 17077, 5378/50, 1683, 17086, 5373/65/07. 37407 *Blackpool Tower* (TO) worked 2087 07.45 Cardiff-Weymouth. 47301 *Freightliner Birmingham/361 Wilton Endeavour* (FD), stored 47365 *Diamond Jubilee*, 60056 *William Beveridge* / 099 *Ben More Assynt* (TO) were at Canton.

16/08 D6593(RL) worked a Crewe-Cardiff-Crewe additional train for driver training. 37198 worked 2F06 and 2R40 and 37424(ML) 2V07 and 2R42.

17/08 The Rhymney diagrams were a repeat of the previous days!

18/08 37198 again worked 2F06. 37427(ML) hauled 6Z36 17.12 Gartcosh-Swansea Burrows

19/08 37198 put in a fifth day's appearance on the Rhymney line!

20/08 47157 *Johnson Stevens Agencies/258 Forth Ports Tilbury* / 301(FD) were at Canton, with 47258 in Freightliner green livery. 37430 *Cwmbran* (ML) was on the depot for tyre turning. 50031(KR) worked 0Z50 Kidderminster-Cardiff whilst D444(KR) worked 0Z00 Kidderminster-Crewe to collect stock to bring to Cardiff as 5Z00 for the next day's rugby specials. 37407/424 worked the morning Rhymney services and 37371 the 17.05 Cardiff-Rhymney.

21/08 All Rhymney-Cardiff services, apart from the 06.10 from Rhymney were formed of loco+coaches. Those involved were 37371(TO) with 17077 *Catherine* 5275 *Wendy* 5350 *Dawn* 1683 *Carol*, 37424 with 17086 *Georgina*, 5373 *Felicity*, 5365 *Deborah*, 5307 *Beverley*, 5350 *Dawn* and 37407 with 5378 *Sarah*, 5364 *Andrea*, 5376 *Michela*, 9417 *Ellen*. In addition to this, one of the two hourly diagrams between Bargoed and Cardiff was covered by 17056, 4963, 5322, 5345 with D444 at the Cardiff end and 50031 at the Rhymney end!

22/08 1Z27 08.11 Rhymney-Shrewsbury excursion was hauled by 37407/424 to Cardiff Central, where 50031+D444 took over. The train continued via the Swansea District line and the Dynevor Junction-Hendy Junction spur, which gives access to the Heart of Wales Line without a reversal at Llanelli. The train stopped at Llandrindod Wells at 12.30, where it waited 45 mins for a W&W driver to arrive by taxi from Crewe to act as pilotman to the Valley Lines driver, the

former not knowing the loco and the latter the line! The locos ran round at Shrewsbury. There was a further delay on the return at Knighton, where a power failure put the points indicator for the passing loop out of action. The points had to be manually pumped over and clipped before the train could slowly travel over them. The intended 40 minute layover in Llandrindod Wells was abandoned and the train returned via its outward path. The Class 50s put up a spirited performance where conditions permitted, although the exhaust from both locos was rather smoky. It was noticeable how easy they made the climb up to Sugar Loaf summit, both locos working at nowhere near full power even with an eight coach train. Stock comprised 17077 *Catherine*, 5275 *Wendy*, 5350 *Dawn*, 1683 *Carol*, 17086 *Georgina*, 5373 *Felicity*, 5365 *Deborah*, 5307 *Beverley*. The buffet was open in both directions between Rhymney and Llandrindod, with a trolley as well! Catering services were provided by the travel centre at Llandrindod Wells station. 37407/424/896, 47258/287/301/365 were on Canton depot. 156403(TS) worked 16.18 Nottingham-Cardiff.

- 25/08 37424 was hauled back to Scotland dead in 6S59 13.57 Canton-Mossend, with 66140(NYA) on the front.
- 26/08 37407/414 *Cathays C&W Works 1846-1993*(TO) worked the morning Rhymneys and 37414 reappeared on 2R40 in the evening.
- 27/08 37407/414 were again on the Rhymney services. 37702 worked 22.05 to Rhymney.
- 28/08 Most service on the Rhymney line were formed of loco+ coaches, due to the Wales v France rugby International. This released stock for use elsewhere on the Valley Lines network. An hourly Rhymney-Cardiff service was run using 37702 *Taff Merthyr* (TO) hauling 17077, 5275, 5350, 5276 (Un-named and in BR blue/white), 37414 hauling 17086, 5373, 5365, 5307 and 37407 with 5378, 5364, 5376, 9417. Problems were encountered with the brake valve on 37702 during the day and its last three runs were covered by 37678(TO). Also running every two hours between Cardiff and Bargoed were 50031+17056, 4963, 5322/45+D444.
- 31/08 37407/422 worked the morning Rhymney services. 37422 reappeared on the 16.46 to Rhymney, but the 17.05 was worked by 37702.

### **STOCK ALTERATIONS**

## Locomotives

### Transfers

37220 (ML) -TO, 37412 (TO) -CD, 37418/420/421/422 (CD) -TO, 37602 (ML) -  
OC, 37604 (OC) -KD, 37606 (OC) /670 (TO) -ML, 47145/348 (BS) -CD,  
86253 (LG) -WN, 90149 (WN) -FE.

WKMF - Additions: 37146/175/510/671.

### Stored

### On Decision

08414/541/683. 20119/165/167. 33046/205. 37140/212/715.  
47194/315, 47344/379. 56006/053/057/061/081/093/118/128.  
58023/035/044.

### Component Recovery

37244. 47125.

### Traffic

37058/069/071/073/162/170/196/250/293/683/686/696/800/  
890/891 -SNCF. 31105/415/462/524/526 -TM. 86206/207 -LG. 86209  
-WN.

### Withdrawn

31112/132/134\*/149/199/206/238/302+/408/422/432/439/444/  
455/519/537. \* Cut up at Wigan.

Sold: 31105/415/462/524/526 (Fragonset).  
20087 (Private-ELR).  
31107 (Howard Johnston Engineering).  
31128 (Private).  
31130 (Battlefield).

### Renumbered

90132 - 90032, 90135 - 90035, 90136 - 90036,  
90140 - 90040.

### New Stock

Cl66: 66139/140/141/142/143/144/145/147 -TO,  
66503/504/505 -FD.

## Diesel Multiple Units

### Transfers

Cl142: 079 (55729/775) (CF) -NL.  
Cl153: 328 (CF) -HT.

Stored

Cl101: 842 (53314/327) @ZA.

Traffic

Cl101: 689 (51185/511) -CK.

Formation

Cl142: 066 (55724/762).

New Stock

Cl170: 501 (50501 + 79501), 502 (50502 + 79502),  
503 (50503 + 79503), 504 (50504 + 79504) -TS.

**Electric Multiple Units**

Transfers

(S): 1395/96 (BM) -FR.

Stored

Cl310: 101 @ZN.

Cl508: 118 @BD.

Deregistered for UK Operation

Cl373: 3203/04/25\*/26\*/27/28. (\* seen in UK 26/8/99)

Renumbered

Cl317: 308 - 708, 372 - 672.

Cl319: 181 - 381, 182 - 382.

(S): 2254 - 1396, 3463 - 3905, 3550 - 3906.

Corrections

Ignore previous references to renumbering of 319186, 1554/95.

New Stock

Cl334: 001 (64101 + 74301 + 65101) -GW.

C1357: 002 (67652 + 74052 + 74152 + 67752) -EM.  
C1458: 8003 (67603 + 74003 + 74103 + 67703) -WD.  
C1460: 003 (67903 + 74403/413/423/433/443/453 + 67913) -SL.

## **Coaching & NPCC Stock**

### Transfers

1683 -CF, 1860 -FW, 10218/258. 11075/087/090/092/095.  
12004/009/059/068/084/090/098/108 -MA, 12110 -PC,  
12124/129/132. 82138 -MA.

### Stored

4860 @CS, 4917. 5276. 5322/45. 5433. @CP, 5628/34 @ZC,  
5662 @ZN, 5665/76/86/92. 5735. @ZN, 10685 @IS, 35512 @CP,  
92252/267 @CE, 92933/935/948 @ZC, 96135 @CP, 99302 @CS.

### Traffic

1850. 3255. 6724 -OO, 9428 -KD(DRS),  
9488. 96602/604/606/607 -OO.

### Withdrawn

92112. 94015. 95169. (Booths)

## **Codes**

### Add or Amend

DFGM Freightliner Class 66.  
DNLL D9000 Locomotives, Hire Fleet. (50050. 55022)  
FGWX First Great Western LHCS (Refurbished)  
WHCN EWS, Class 47, (Non Dedicated Use) (47145/348)  
WKBN EWS, Class 37/0, 37/3 & 37/5 non RETB Fitted  
37220/503/505/509/513/516/518/521/668/669/673/  
675/676/678/680/688/689/692/694/695/698.  
WKMS EWS, Class 37, (Stored for Sandite Use)  
37046/152/185/225/229/242/255/262/263/275/519/  
677/679.  
XYPS Mendip Rail, Class 08. (08417)

### Delete

IWLX. WHBF. WKFN.

## **AVONMOUTH**

28/07 66077(TO) worked the Westbury-Avonmouth MGR.

30/07 56074 worked the 16.04 Avonmouth-Warrington freight.

06/08 66079 worked the 16.04 Avonmouth-Warrington freight.

12/08 66099(TO) was present on Didcot MGR duty an uncommon sight during the month.

16/08 66086/088(TO) were seen on separate Aberthaw MGR duties. 37797(TO) worked the 15.00 Bennetts Yard-Foxton loaded MGR departing at 14.43.

20/08 66136(TO) was present on an MGR service. 66084(TO) worked the 16.04 Avonmouth-Warrington freight.

23/08 66132(TO) worked the Westbury-Avonmouth MGR service.

Following the fertilizer load trial in June using the Class 08 into the Britannia Zinc complex a dispute over siding use has only seen further light engine moves, although these have now stopped. Three cargowaggons a week are now regularly delivered a week, containing fertilizer for off loading on the Chittening Industrial Estate. It is also reported that the quayside on the Royal Edward Dock, Avonmouth is now rail connected using an old Port Of Bristol siding (which was still in position). This has only been passed for Class 08 use.

### **CLASS 66s**

01/08 66032/037/059/069/072/082/088/096/109/111/129/131 were at Margam.

03/08 66071/096 visited Newport Godfrey Road, whilst 66072/088/117/129 passed by on coal services and 66133 worked 6S79 Cardiff Canton-Mossend Enterprise.

05/08 66031/047 were noted at Avonmouth.

06/08 66063/131/079 were at Cardiff Canton.

08/08 66002/059/072/086/087 were at Newport, 66039/063/074/077/088 at Canton, 66012/064/132 at Barry and 66014/037/071/099/103/117 were at Margam.

09/08 66024 visited the NYMR on a scrap train, returning to Liverpool.

10/08 66055 visited the NYMR on another scrap service.

11/08 66002/039/087/088/117 were at Godfrey Road and 66117 passed on stone.



- 12/08 66133 worked 1M16 20.30 Inverness-Euston sleeper from Carrbridge to Perth following loco failure.
- 15/08 66069/097 were at Canton and 66011/059/087/088/102/129 at Margam.
- 17/08 M/V Cajah Borneo docked at Newport carrying 66139-143, 145, 147, 503-505. This means that 137, 144 and 146 are all missing - perhaps they have become the Freightliner locos?
- 18/08 66139, 503-505 were unloaded at Newport Docks.
- 19/08 The remaining 66s were unloaded from the Cajah Borneo.
- 20/08 66503-505 were at Godfrey Road at 12.00, along with 66084. It was noted the 5,500 litre fuel tanks on the 66/5s were registering around 5,000 litres, which indicates the EWS road tanker in Newport Docks is used to properly fuel the locos, rather than simply giving them enough to get to a fuelling point.  
66141/142/145/147 were in Newport Docks, also 66122 on a train of imported coal. 66139 was outside Canton servicing shed at 13.30 (along with 66099) whilst 66140/143 worked 6S79 13.57 Canton-Mossend.  
66012/059/064/084/136 were on HAAs through Newport, 66039 was on MEAs, 66081 worked a scrap train to Tidal Sidings and 66002 hauled 6M17 ADJ-Wembley.
- 21/08 66503-505 worked off Godfrey Road around 00.30 light engine for Ipswich. 66140 moved from Mossend to Inverness!
- 22/08 66006/023/040/066/087/098/117/133 at Margam and 66002/004/039/051/081/141/142 at Godfrey Road.
- 27/08 66142 was at Saltley.
- 28/08 66006/013/036/051 were at Godfrey Road and 66004 was working Llanwern-Grange HAAs.
- 29/08 66004/018/023/028/059/068/084/099/108 were at Margam.
- 31/08 66501-505 have been based at Ipswich S.P. since delivery. They are deployed almost exclusively on Freightliner services from Felixstowe Docks.

### **BARRY REPAIR DEPOT**

It has been reported that the wagon repair depot at Barry has closed and HAAs are now repaired at Margam. At the same time, the EWS signing on point has closed and all Barry drivers are now based at Canton.

## CLASS 170s

- 19/08 170503 worked 09.31 Manchester Airport-Skegness, 14.25 Skegness-Manchester Airport and 18.55 Airport-Nottingham, whilst 170504 worked 13.21 Skegness-Manchester Airport and 17.44 Airport-Nottingham.
- 26/08 170401 passed north through Doncaster, presumably on delivery to Scotrail.
- 31/08 170505 was working a Manchester Airport-Skegness train. 170501/502 have been on driver training runs from Nottingham, so it appears the units may be based there rather than Tyseley.

## POSTALS

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

|       |       |       |       |       |       |       |       |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 94302 | 94191 | 94225 | 94321 | 94335 | 94180 | 94226 | 94339 |
| 94336 | 94117 | 94132 | 94307 | 94341 | 94133 | 94113 | 94335 |
| 94338 | 94138 | 94168 | 94311 |       |       |       |       |

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

|       |       |       |       |       |       |       |       |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 94474 | 94112 | 94229 | 94479 | 94463 | 94140 | 94150 | 94414 |
|-------|-------|-------|-------|-------|-------|-------|-------|

### **5s**

|       |       |       |       |       |
|-------|-------|-------|-------|-------|
| 94438 | 94203 | 94195 | 94126 | 94513 |
| 94406 | 94123 | 94192 | 94118 | 94480 |

## TRIP REPORTS

**TRIP 321 HAMPSHIRE**

**22/08/99**

EWS, Westbury  
66020/068/108

Westbury Station  
DMU; 143619/621, 150263, 153302/308/368.

East Tisted Station  
Preserved Carriage: BR; 16187.

Hayling Island Railway Preservation Society, Lower Tye Farm  
Preserved Carriages: LBSCR; 174 (Body Only), 1646 (660 Body Only), U/I 4 Compartment 3rd Body Built in 1881.

Hayling Island Railway Preservation Society, Pepes Boat Yard  
Preserved Carriages: LBSCR; 98 (521 Body Only). SR; 1461  
(U/Frame Only).

East Hayling Light Railway, Mill Rythe Holiday Centre, Mill Rythe,  
Hayling Island

Preserved Locos: 2ft; "Jack" - AK23/88, 7 - "Ace" (MR 7199/37),  
4 - "Alistair" (RH 201790/40, Ex p173), EHLR/93.

NOTES:-

- 1). EHLR/93 has now been converted to an unpowered coach.
- 2). Now under construction is an 0-4-0 outside cylinder  
Saddle Tank based upon Kerr Stuart & Bagnall designs.  
When complete it is intended to call the loco "Bill".

Hampshire Buildings Preservation Trust Ltd, Bursledon Brickworks  
Preserved Locos: 2ft; 2 - "Agwi Pet" (MR 4724/39), LO 20 - MR  
5226/30, "Beccy" - MR 8694/43.

Durley Light Railway, "Four Winds", Durley Street, Durley  
Preserved Steam Locos: 2ft; Hano 8310/18 Dsm, "DLR No.2" - HE  
1842/36. Preserved Diesel Locos; FH 3787/56 Dsm,  
OK 4013/30 Dsm, OK 20777/36.

Marwell Zoological Park, Colden Common (View)  
Preserved Diesel Loco: 1ft 3in; SL 75.3.87/87. Loco operating on  
the day.

Paultons Railway, Paultons Park, Ower (View)  
Preserved Diesel Loco: 1ft 3in; SLRG.11.86/87. Loco operating on  
the day.

Millbrook Freightliner Terminal, Southampton (View)  
08575. Road/Rail; A241 UVW (Hofa Ltd, Port Talbot), B155 VRV  
(Bruff, ex BR Ipswich). Passing: DMU; 153382, 158824, 159017.  
EMU; 2404/422.

NOTE:- Also present was an unidentified standard gauge  
Industrial Loco.

Solent Rigging Services, Shamrock Quay, Southampton  
Preserved Carriages: BR; 34042, 34644, 34724.

D.S. Smith, "The Bungalow", 1 Whitworth Crescent, Bitterne,  
Southampton (View)

Preserved Loco: 4ft 8½ in; MR 5355/32 OOU.

NOTES:-

- 1). The above loco was found perched on a garage come shed  
overlooking the river.
- 2). It was not known whether the 1ft 6 in gauge Bagnall loco  
was still located here. It could have been buried under  
what can only be described as an "absolute mountain" of  
old boats, cars and other crap. What a mess!!!

EWS Eastleigh T&RSMD (View)

09011, 47296, 57001/004/005, 66021/032/095/103/110, 73106.  
Departmentals; 316997 (977708/709/710).  
Withdrawn Locos; 33026, 37212, 73103/104/117/134/139. Passing;  
47345/377.

Wessex Traincare Ltd, Eastleigh (View)

Industrial; D3816 G.H.Stratton - Hor/59. Complete EMUs; 5918,  
319186. EMU Cars; 62459, 67300/301, 69333, 70607/713,  
76389/665/850. Preserved Carriages: GWR; 807 (Body Only), 812  
(Body Only). BR; 17076 (14076).  
Internal Users; 082213, 083651/652/653.

NOTE:- Also present was a bogied Steam Heat Van, number not  
known.

Eastleigh Station

EMU; 3809.

Eastleigh Station Sidings

Departmentals; 977182/183/695.  
Track Machine; DR73907 (New).

Eastleigh PAD (View)

08480/646. Departmental; 975566. Track Machines; PM002,  
72211, 73214/220/305, 76303/317/319, 81330 OOU, 81518/531, 98207  
A+B. Internal Users; 083561/562/563/618.

"Rose Manor", Stoneham Lane, Eastleigh

Grounded Body: SR; 1827 - PMVY.

Norton Stoneham Park Wood, off Stoneham Lane, Eastleigh

Grounded Body: SR; 1653 - PMVY.

**ANOTHER BATCH BITES THE DUST - The Three Amigos**

**18/8/99**

Llanwern

66099

Newport Docks

66139/140/141/142/143/145/147/503/504/505  
Grounded Body: S1053 - SR PMVY.

Newport Godfrey Road

37717 66081  
Departmental: 977591

Newport Station

150251

Cardiff Canton (View)

08683 37407/420 66072/099  
Withdrawn/Stored Loco's: 08734/756 37185/222/225/229/242/  
715/901/904  
Internal Users: 061006/196/224/225  
Track Machines: 73315 76313/316  
Road Railer: BCL 006 Komatsu PW170ES  
Coaching Stock: 80325/343/458 94213

## **INDUSTRIAL, PRESERVATION AND DEPARTMENTAL MATTERS**

### **SPECIAL TRAINS/RAILTOURS LOCALLY**

R.W. GILES

09/10 73096 Alton-Reading-Salisbury-Exeter-Return.  
23/10 D9000 Waterloo-Weymouth and return for speed record.  
Train titled Sand Stormer rtn via Yeovil & Westbury.  
03/11 VSOE Victoria-Bath/Bristol 34027 or 35028.  
06/11 Queen Of Scots London-Cardiff & rtn (for World Cup).  
13/11 6024 Dorridge-Didcot-Basingstoke-Weymouth & return.  
20/11 73096 Alton-Reading-Cardiff (via Swindon & Bristol  
Parkway) & return 'The Red Dragon'.  
27/11 6024 Yeovil Junction-Woking & Victoria.  
29/12 6024 Exeter-Reading-Didcot (via Westbury)-Trowbridge-  
Chippenham and Swindon.  
08/01 'Power Porter' Watford Junction (via Birmingham) to  
South Wales including Aberthaw and Newport Docks.  
28/04-01/05 Easter Dawlish Donkeys Exeter-Newton Abbot &  
return. (Unspecified Motive Power).  
14-15/05 Newton Abbot 150th (5029, 5553 and 6024 working  
trains in the area.

VSOE dates for early 2000:- 07/01, 21/01, 11/02, 25/02, 08/03  
Steam Hauled and 15/03.

### **THE DALES COUNTRYSIDE MUSEUM, HAWES**

R.W. GILES

24/07 During a visit to this location the following  
observations were made:-  
Industrial: 67345 (RSHN 7845/55).  
Coaches: 4930/966/979.

### **EDEN VALLEY RAILWAY SOCIETY, WARCOP**

R.W. GILES

During a visit to this location the following observations were  
made:-  
Industrial: 21 (JF 42200045).  
Coach: 13308.  
Toad Guardsvan: DW35274 (fire damage).  
A bicycle trolley called FRED (28) was also present.

**KIRKBY STEPHEN EAST**

R.W. GILES

During a visit to this location the following observations were made:-

Coach: 13344.

Departmental: DE320946(3849).

Snowplough: ADB965201.

NOTE: Three other Eden Valley Railway Society coaches 5159, 5173 and 96169 were reported to be at Appleby.

**KIRKBY STEPHEN STN**

R.W. GILES

During a visit to this location the following observations were made:-

Track Machines: DX73802. DR98505/506.

Road/Railers: SEYMOUR CASE L696MRM and 439 P937CHH.  
HEWDEN 5543 P973GRM.

**WENSLEYDALE RAILWAY SOCIETY, AYSGARTH**

R.W. GILES

25/07 During a visit to this location the following observations were made:-

Industrial: RH 476141/63.

Trolley: DB965045/68011 (WKM 7073/55).

NOTE: This location is now the base for the travelling 'Pilgrim Railway', with 10.25 inch track laid in the yard. The locomotive believed to be in the shed is Pilgrim No.1 (0-6-0T D.H KINH of 1981).

This locomotive and track tours Britain and was recorded at the Royal Bath and West Show in June 1993.

**PETERBOROUGH ECD**

M.J. LEAR

The following vehicles have now been scrapped at the above location since the last printing of the relevant SCT Books:-

Departmental Crane Runner: ADS 70194.

Miscellaneous Lifting Wagon: LDB 905034.

Diesel Electric Cranes: 96302/305/306/307/312/414.

**BRISTOL PARKWAY**

A new one floor car park is nearing completion on the upside. This is to provide replacement car parking spaces for those lost when the Railnet Depot is eventually built.

## CORNWALL

A visit during the Eclipse week recorded the following points of interest:-

- 07/08 St Blazey (view)  
08941. 37351/668. 47737/757/776. 66115/120/123/  
125/128/130. Stock: 80327/331/424. 94303/497.  
St Blazey Yard  
08953. Internal User: 061208.
- 10/08 Burngullow  
37689/694/897. 66106  
Note: 37694/897 had failed on a trip from St Blazey and  
66106 had rescued them with their train.  
Industrial: P403D DENISE (S10029/60) was seen in the works  
siding.  
47832(LE) worked First Great Western loco hauled 1Z52  
Penzance-Paddington and 66115(TO) the Tavistock Junction-  
Ponsondane and return fuel train.
- 11/08 Eclipse Day:- The Cornish Mainline between Penzance and  
Par must have seen its most loco hauled trains since the  
eighties, with the extra eclipse specials arriving mostly  
in the early morning, but some having to run light to  
Truro, St Blazey or Lostwithiel to stable/runround. There  
follows a list of movements between Par and Penzance after  
the eclipse had taken place at 11.11 (and witness in full  
at Newquay by our correspondent). Class 66s were used in  
large numbers for reliability instead of Class 47/7s (there  
first West Country passenger duties).  
5Z92 11.55 St Blazey-Penzance ECS (Top n'tail)  
66096 and 37410/405.  
5Z91 12.28 St Blazey-Penzance ECS (Top n'tail)  
66002 and 47799.  
5Z39 12.50 St Blazey-Penzance ECS 66034.  
5Z94 12.56 Lostwithiel-Penzance ECS 66048.  
1Z40 14.10 Penzance-Paddington 66096 and BN93.  
1Z91 14.41 Penzance-Crewe 47799 and Regency coaches.  
1Z39 15.00 Penzance-Preston 66002 and BN96.  
5Z89 15.58 St Blazey-Penzance ECS 66115.  
1Z94 16.06 Penzance-Paddington 66004 and BN94.  
1Z92 16.43 Penzance-Littengrow 37405/410 Scottish RPS.  
5Z44 17.20 Truro-Penzance ECS 66124.  
1Z44 18.15 Penzance-Paddington 66034 and BN91.  
1Z89 18.55 Truro-Basingstoke 66115 BN scratch set.  
There was also a 17.57 Ponsondane-Tavistock Junction train  
of one VGA wagon, moved to Penzance to convey rubbish away  
from the town, brought in by the visitors. This was seen  
with two Class 66s, 66048/124. 66125 was stabled in Truro  
Yard as a Thunderbird rescue locomotive and 66106 was at  
Liskeard on a similar duty.  
Coaching stock formations recorded:-

BN91: 3150, 3133, 80040, 3131, 3144, 3100, 3110,  
21245, 1863, 4946, 4996 and 4916.  
BN94: 4956, 4959, 4939, 17015, 5008, 4915, 4991,  
5005, 4999, 1658, 3149 and 3107.

12/08 Moorswater was visited (on the Liskeard-Looe Branch) and 37689(TO) was found to be present with the cement trip from St Blazey. Class 37s are still the only traction cleared for the Moorswater branch from Coombe as 66124 had suffered 'side scrape' damage whilst in the works area recently. A further eight PGA wagons arrived at 12.28 from the Plymouth direction behind 66006(TO). 37689 collected these wagons from the downside, shunting to the upside and onto the branch. The revised departure time is now around 14.30 for St Blazey for a late run back to Hope.

### **PORTISHEAD BRANCLINE**

A second delivery of welded-rail had not taken place up to the end of August, but work at Ashton Junction continues and the removal of trackside point/signal rodding has taken place. Soil samples have been taken from the inside of the tunnel so the track could possibly be lowered to take the bigger loads. The outcome of the Pill residents petition is unknown but if a rail bridge from Avonmouth to Royal Portbury is to be constructed the cost would be £12 million as opposed to the £6 million for reopening the Portishead Branch as far as Pill. A new rail bridge would not probably help the campaign to reinstate a passenger service.

### **THYTHERINGTON QUARRY**

A further series of trains operated towards the end of August with 59102 being recorded on the 18th. It is reported that the branch is to see at least three outward trains of loaded stone a week starting in September/October (to replace some services from the Mendip Quarries which are both to provide stone for the new Channel Tunnel link), the reported destination is Battersea.

### **CLASS 37/4s ON THE WEYMOUTH LINE**

With the end of the Weymouth loco-hauled diagram at the end of September. A 'big' debate goes on whether all of this sub class have made it to the Dorset resort on this train. From past society records and the notes of R.W.Giles the following list has been produced. The first year of appearance is also shown.

|               |                      |                          |
|---------------|----------------------|--------------------------|
| 37401 - 1998. | 37412 - 1995.        | 37423 - 1998.            |
| 37402 - 1995. | 37413 - 1995.        | 37424 - 1999 (2nd last). |
| 37403 - 1998. | 37414 - 1993.        | 37425 - 1993.            |
| 37404 - 1999. | 37415 - unconfirmed. |                          |



|                        |                      |                       |
|------------------------|----------------------|-----------------------|
| 37405 - 1997.          | 37416 - 1992.        | 37426 - unconfirmed*. |
| 37406 - 1999.          | 37417 - 1998.        | 37427 - 1989.         |
| 37407 - 1989.          | 37418 - 1994.        | 37428 - 1990.         |
| 37408 - 1989.          | 37419 - unconfirmed. |                       |
| 37409 - 1999.          | 37420 - 1995.        | 37429 - 1989.         |
| 37410 - never appeared | 37421 - 1993.        | 37430 - 1988.         |
| 37411 - 1995.          | 37422 - 1993.        | 37431 - 1989.         |

\* 37426 was Cardiff Canton allocated in 1989.

Can anyone confirm any of the ones listed as unconfirmed.

### **RADSTOCK**

Outline plans for 18 acres of derelict railway land at Radstock, near Bath have been put forward to Bath and North East Somerset Council after plans were withdrawn last December. The plans are on show at Radstock library, Midsomer Norton and Keynsham and include two new town squares, a mix of high quality housing, a new station and a community and arts building. Also included is a community enterprise centre, a town park, nature conservation areas and a cycle route which will continue outside the site north to Bath and south via Frome to Bournemouth. The scheme has been designed to allow for the railway to be extended in the future and for freight sidings outside of the site.

### **BRISTOL S ROUTE**

Rail transport campaign groups have created an S route for Bristol, to help relieve traffic problems and offer a good local rail service to commuters. The route would start at Portishead and finish at Yate. The full route would take in Ashton Gate, Parsons Street, Bedminster, Temple Meads, Lawrence Hill, Stapleton Road, Clifton Down, Avonmouth, Cribbs Causeway (Henbury), Parkway and Yate. There would also be links to Wapping Wharf (Broadmead), Lawrence Hill to Avon Meads, Horfield/Abbey Wood/Pilning and to Severn Beach. Request to reopen Saltford Station have been made, as well as a number of other closed branchline stations, including Portishead, Portbury, Pill, Ashton Gate, Hallen, Henbury and North Filton. The idea has been submitted to the City Council, which is drawing up a Transport Plan for the next 15 years.

### **TRACK MACHINES**

Martin Lear has acquired the following information on the Jarvis Lifter & Slewler RLS numbering system:-

RLS 3032 was 60131.  
 RLS 3033 was 60132.  
 RLS 3066 was 60126.  
 RLS 3067 was 60127.  
 RLS 3068 was 60128.

THANKS TO THE FOLLOWING WHO HAVE CONTRIBUTED TO  
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