

CARDIFF AND AVONSIDE

ISSUE 334

RAILWAY SOCIETY

DECEMBER 1999

YOUR COMMITTEE

<u>FUNCTION</u>	<u>RESPONSIBILITY</u>	<u>OWNER</u>
EVENTS	Event Planning/Organising/ Running/Advertising/Bookings.	MARTIN LEAR/ John Griffiths
MAGAZINE	Magazine Production/ Distribution.	KEVIN DAVIES/ Simon Chainey
MEMBERSHIP	Maintenance of Membership Base.	SIMON CHAINEY
FINANCE	Maintenance of Financial Base.	KEVIN DAVIES
SALES	Sales Provision/Advertising.	KEVIN DAVIES
GENERAL	Non-function specific activities.	SIMON CHAINEY
<u>NOTES:-</u>	Primary owner shown in upper case.	

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 listed on the first page of the Magazine.

SPECIAL NOTICE - MAGAZINE

We apologise for the late production of the Magazine which again has been caused by ongoing technical problems.

In response to these problems the Magazine Editor has changed, so until further notice all information for the magazine please be sent to **Kevin Davies**, either at the address on the cover or by e-mail to

kdavies@cymru64.freemove.co.uk

It would also help to reduce the production time of the magazine if all information could be provided electronically or typed as this can then be easily scanned for editing.

NOTES AND NEWS

BRISTOL

- 01/10 66090 worked the Fawley - Margam fuel tanks, this service is a TThO service so why this was running on a Friday is unknown. 60020 was on the Burngullow - ADJ china clay service.
- 02/10 The Regency Rail "Lord of the Isles" Bristol to Inverness service was formed of 9004+99993+99568+1953+1566+3125+99566+99540+21224+10729. 47770 arrived with the ECS with 47775 taking the train forward. 60009/027 arrived at Barton Hill in preparation for working engineering trains the next day.
- 04/10 66099 arrived light engine from the Lawrence Hill direction and retired to Barton Hill, re-emerging about an hour later and retraced its steps.
D172 hauled 50159+D832+D5054+D345 along with coach 35465 as the 5Z41 09:13 Bishops Lydeard to Kidderminster. The locomotives were returning from the West Somerset Railway gala and were due to take part in a similar event at Kidderminster.
60060 worked the Cliffe Vale-St Blazey through Parkway at 14:19, 60051 worked a oil service through at 15:54 and 66053 headed empty stone wagons to Thytrington Quarry at 16:13.
- 05/10 Bridgwater-Sellafeld flasks were hauled by 20302/305 noted heading north through Stapleton Road at 14.35. Later at 17.25, 60009/027 headed northbound light engines. 66086 was in charge of the ADJ-Wembley service, 66136 on the Ttho Purfleet-Cardiff Tidal and 58029 hauling the Didcot-Pengam MOD stores train.
As an affect of the Ladbroke Grove crash Wales & West services to Waterloo were strengthened to 2x 158 units.
- 06/10 Freight services noted 60060 on the Cliffe Vale-St Blazey, 60089 on the ADJ-St.Blazey, 66086 heading the ADJ-Wembley, 60077 Burngullow-ADJ. 60006 was stabled on Barton Hill.
- 07/10 Southbound Enterprise service noted this afternoon at 15.30 hauled by 60060. The Bridgwater-Sellafeld flasks were in the hands of 20311/312. 66122 was charge of the Fawley-Margam tanks, 66064 on the Purfleet-Tidal service.

- 08/10 60089 headed the Clffe Vale-St. Blazey service, 66030 was seen heading a mail service at Parkway and 66027 passed on the ADJ-Wembley.
- 09/10 60089 headed north on the Burgullow-ADJ china clay.
- 12/10 Bridewater-Sellafield tanks departed behind 20314+37607 at 12:27, 60060 on the ADJ-St.Blazey.
- 14/10 Virgin ECS move from Plymouth-Leeds this evening saw 47828 towing HST rake plus power car next to loco and barrier vehicle, 6394. Later 37505 noted at Platform 13 with an inspection saloon. Also noted earlier were 37264/674. The nuclear flask service was today in the hands of 20308/310 with 66096 on the Purfleet-Tidal steel train.
- 15/10 An engineers train heading towards Bath headed by 58041 was noted during the afternoon. 60100 was on the ADJ-St.Blazey.
- 16/10 60100 returned to South Wales courtesy of the Burgullow-ADJ china clay.
- 20/10 47789 Lindisfarne (CD) worked 1V35 06:36 Wolverhampton -Plymouth and 1M40 11:50 Plymouth-Liverpool as far as Birmingham. The Serco test train passed through Filton behind 47758+47799.
- 21/10 47789 reappeared on the 1V50 11:33 Preston-Penzance. A period of observation at Pilning saw the following services, 66021 ADJ-St.Blazey Enterprise, 66048 Fawley-Margam Fuel Tanks, 66065 light engine to Avonmouth then the Avonmouth-Warrington Enterprise, 66146 Parc Slip-Didcot MGR.
- 22/10 47789 worked back north on the 1M56 08:48 Penzance-Manchester. Two green liveried C108s noted at the Marsh this morning, near the wheel lathe was 08822, presumably awaiting transportation to Swansea, and an unidentified loco on the bridge by the main depot entrance. By way of a contrast there was a lorry wedged under this bridge. The afternoon ADJ-Wembley was headed by no less than five newly arrived class 66's 66161/165/160/137/159.
- 23/10 The Furzebrook-Hallen lpg service noted at Stapleton Road at 17.20 en route to its destination, and moments later ex-SR Demu 1001 passed through heading towards Temple Meads.
- 27/10 66110 noted in charge of the ADJ-Wembley
- 28/10 The Virgin HST ecs move noted again this evening, 47849 hauling the stock which was in reverse formation to that seen on 14/10. The ADJ-Wembley was again in the hands of

66110, 66054 on the Purfleet-Tidal empty steel service and 66108 on the Fawley-Margam fuel train.

29/10 37505 worked 1M65 19:15 Plymouth-Willesden vans as far as Bristol, after 47749 failed. The 47 was later seen behind 66038 on 6C43 St Blazey-Exeter Riverside enterprise, presumably en-route to Barton Hill or Crewe Diesel for attention. 37802 (TO) worked 6M75 Avonmouth-Warrington. 60073 worked the Clffe Vale-St.Blazey.

30/10 37505 returned south on 1V64 vans from Bristol to Plymouth. It then worked ECS to St Blazey as 5C40 in the company of 47758 - presumably a replacement for 47749.

THE CLASS 47 COUNT

RES (CD) : 47640. 47725/733/736/737/738/739/742/744/746/758/
761/763/764/47765/767/769/770/771/772/774/775/776/
777/778/782/784/785/786/787/788/789/793/799.

VT (TO) : 47805/806/814/822/828/839/841/843/845/848/849/853.

EWS (CD) : 47702/711

LOCAL UNITS NOTED DURING THE MONTH

C1143: 612/614/618/619/622/623/624/625.

C1150: 219/221/230/232/233/234/236/238/239/240/241/244/248/
249/251/253/254/261/265/266/278/267/278.

C1153: 302/303/305/318/353/355/362/368/372/374/377/380/382.

C1158: 815/816/817/818/819/820/821/822/824/825/826/827/828/
830/831/834/835/836/837/838/840/843/863/867/868/869/
870/871/872.

BINLINER

This month's sightings are as given below;

04/10	66132.	14/10	66064.	15/10	66064
18/10	66017.	25/10	66017.		

TURBO TIME

This month's sightings are as given below:

04/10	165122/131.	07/10	166201.
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11/10	165104. 166211.	14/10	165126/133.
21/10	165118/132.	28/10	165118/132.

Also noted 165121/134

NEWPORT

- 01/10 The following observations were made :-
09203. 37414/707. 47721/737/757. 60002/017/026/030/077.
66013/034/054/071/076/086/105/106/144/148.
- 02/10 Monmouthshire Railway Society ran a railtour of the Cardiff Dock lines (covered by the CARS during their visit to Allied Steel & Wire two years ago!). It was scheduled to be hauled by 37702/703, but these were failed at Bescot the previous evening. The stock, 4999/49/38, 1832, 21246, 4991, 5005, 4959 arrived at Newport behind 47738 and then 66142 was attached at one end and 66091 at the other. The train ran to Barry No.2 Dock low level lines, reversed and went to Bridgend via Ninian Park. It then reversed again and ran to Pengam Junction, where 66091 took the train as far as Tidal sidings. 08466/651 on hire to ASW, were attached at either end and ran as far as the Minemet Oil terminal before reversing back to Tidal. Here, 37519 and 37420 replaced the 08s for visits to Machen and Tytherington quarries, before returning to Newport. Former Membership Secretary Bob Chidgey was aboard the train!
08792/828/932/955 (CF) were in ASW and at Tidal sidings.
47777 60020/077 66001/013/071/105/106/149/152 were at Godfrey Road at various times during the day.
- 03/10 The following observations were made:-
47749/832. 60017/020/030/077 66013/071/085/105/149.
- 05/10 66058 worked the ADJ-Avonmouth & Avonmouth-Warrington enterprises services.
- 06/10 47777 66052/086 were stabled at Godfrey Road
- 07/10 56109 66027 were at Godfrey Road and 66075 at ADJ yard.
The following were noted passing East Usk Yard:-
09203 31459/602 47736 56109 60038/045/050/060/064/100
66012/041/055/061/075/080/122/140/153
- 08/10 153302 worked 14:00 Cardiff-Birmingham, Godfrey Road held 60020/060 66002/027 with the following working past East Usk :-
09203 37509/77 47474/733 58046 60038/045/050/051/060/
061/064/076/100 66025/034/041/086/151

09/10 A unit in new Central Trains livery and numbered 156407 formed a relief Birmingham-Cardiff service. Only half of it was actually 156407, as it was formed of 57407/52785. The latter vehicle had its correct unit number taped over below the cab and 156407 applied with black sticky tape! 156417 (TS) worked the 06:54 Worcester-Cardiff. Godfrey Road contained 47736 60020/050 66002/027/077/096

10/10 Godfrey Road held 09203 37704 60007/020/058/064 66002/077/085/128

11/10 Godfrey Road contained 60007 66002/014/148.

15/10 The following observations were made :-
09203. 37883. 47052. 60007/009/026/045/058/070/075.
66002/015/041/094/111/153.

17/10 Godfrey Rd contained 37505, 60013/100 66019/096/149/151.

18/10 A member travelled on "156407" when it worked the 08:37 Hereford-Birmingham. Most customers en-route failed to appreciate that one vehicle had air conditioning and the other didn't. The interior of 52785 was refurbished, but not as well as W&W units - the seat shells were the originals with new (thicker) cushions with purple fabric and only the centre walkway had new carpet - that under the seats was still the original! Later that day, the unit was seen at Birmingham New Street forming the 15:41 to Sleaford. 150267 worked 14:43 Birmingham-Cardiff.

19/10 The Margam-Llanwern MGR services were in the hands of 66069/096/149. Enterprise services noted included 66114 on the Canton-Mossend, 66006 ADJ-Avonmouth & Avonmouth-Warrington, 60034 ADJ-St.Blazey, 66149 ADJ-Wembley. The iron ore was the hands of 60006/030.

22/10 The following observations were made :-
09203. 37229. 47287/760. 56077.
60003/007/009/034/077. 66012/013/026/045/087/108/151/153
The following were at ADJ Yard
37897. 66158/164/166.

23/10 156417 worked 10:55 Cardiff-Nottingham and 158790 the 06:58 Sleaford-Cardiff. 66111 was on coal hoppers and 37886 worked 6Z75 13:10 ADJ-Gresty Lane. 60006 in British Steel livery was appropriately on an iron ore train. Godfrey Road contained 47635 60007/030 66072/080

25/10 37707 worked 6M14 ADJ-Rugby MEAs. Godfrey Road contained 60007/073 66146/153.

27/10 The following observations were made:-
08993 09203 37219 47764/776

60007/009/019/027/030/034/044/057/075/097
66015/039/075/080/087/110/111/116

28/10 66075 worked 6M75 16:20 Avonmouth-ADJ consisting of 2 wagons only. 58030 headed the Didcot-Pengam MOD stores.

29/10 The following observations were made :-
09203. 37229. 57002. 60075. 66040/116/501.

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

C1143: 601/612/614/619/623/625.
C1150: 019/219/230/240,241/242/253/265/266.
C1153: 302/303/305/362/377.
C1156: 408.
C1158: 815/816*/817/818/820/824/826/827/828/829/830/831/
833/834/836/837/838/839/840/841/843/863/864/865/
867/868/869/870/871/872.
* operating as 3-car with 57842 from 158842.

CARDIFF TIDAL SIDINGS

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

3/10 08466/828.
10/10 08466/651/932/955.
17/10 08466/792/828/955.
24/10 08466/651/792.
31/10: 08466/801/828. 60070.

CARDIFF CANTON

Cardiff Canton was viewed on several occasions during October and the following observations were made:-

3/10 08493/506/576/756/819/957. 09105.
37012/422/430/519/901/904. 47150. 60089/100.
66002/016/028/054/091/152/501.
TPO: 80321/366/379/414/435.

10/10 08493/506/576/734/756/792/819/957. 09105.
37012/222/417/430/901/904. 47152/157/258.
60007/009/047/089. 66094/106/141.
Dept: 977775/776.
TPO: 80321/414

11/10 37012/430. 47152/157/258/365. 60006/013/040/050/089.
66085/106.

13/10 31602. 47703. 66094/096/103/106/153. 67003.

17/10 08493/506/576/734/756/819/957. 09105. 31602.
37012/222/430/503/718/901/904. 47152/258/287.
60006/009/097. 66086/087/108/140/153. 67003.

24/10 08493/506/576/734/819/932/957. 09105.
37012/131/417/420/430/718/901/904. 47114/734.
60044/065. 66086/087/096/146/153/504.

28/10 08506/576/734/801. 09105. 37012/131/222/229/417/430/
718/901/904. 47292/361/703/712. 60040.
66054/096/101/114/157.

31/10 08493/506/576/734/792/819/957. 09102/105.
37012/131/222/407/417/420/430/718/901/904. 47749.
60051/073. 66038/040/054/066/096/129.
TPO: 80321/343/366/403/411/414/435.

CARDIFF CENTRAL

01/10 Numerous loco hauled services ran for the inaugural game of the 1999 Rugby World Cup. On the Valley Lines, a special timetable operated with no through services at Central - all trains terminated and then worked back to their origin. To release units to strengthen other services, most Rhymney Valley services were scheduled to be loco hauled as follows:

Time	Code	From	To	Diagram	Engine
09:17	2D02	BARGOED	CARDIFCEN	500	50's
10:06	2D01	CARDIFCEN	BARGOED	500	50's
11:15	2D06	BARGOED	CARDIFCEN	500	50's
12:06	2D05	CARDIFCEN	BARGOED	500	50's
13:16	2D10	BARGOED	CARDIFCEN	500	50's
14:06	2D09	CARDIFCEN	BARGOED	500	50's
15:16	2D14	BARGOED	CARDIFCEN	500	50's
16:06	2D13	CARDIFCEN	BARGOED	500	50's
17:16	2D18	BARGOED	CARDIFCEN	500	50's
18:06	2D17	CARDIFCEN	BARGOED	500	50's
19:16	2D22	BARGOED	CARDIFCEN	500	50's
20:09	2D21	CARDIFCEN	BARGOED	500	50's
22:04	2R55	CARDIFCEN	RHYMNEY	500	50's
09:15	2D00	CARDIFCEN	BARGOED	501	31's
10:15	2D04	BARGOED	CARDIFCEN	501	31's
11:06	2D03	CARDIFCEN	BARGOED	501	31's
12:15	2D08	BARGOED	CARDIFCEN	501	31's
13:06	2D07	CARDIFCEN	BARGOED	501	31's
14:16	2D12	BARGOED	CARDIFCEN	501	31's
15:06	2D11	CARDIFCEN	BARGOED	501	31's
16:16	2D16	BARGOED	CARDIFCEN	501	31's
17:06	2D15	CARDIFCEN	BARGOED	501	31's
18:16	2D20	BARGOED	CARDIFCEN	501	31's
19:06	2D19	CARDIFCEN	BARGOED	501	31's

21:28	2H25	CARDIFCEN	YSTRADMCH	501	31's
07:15	2F09	RHYMNEY	CARDIFCEN	600	37
08:50	2R05	CARDIFCEN	RHYMNEY	600	37
10:15	2F21	RHYMNEY	CARDIFCEN	600	37
11:50	2R17	CARDIFCEN	RHYMNEY	600	37
13:15	2F33	RHYMNEY	CARDIFCEN	600	37
14:50	2R29	CARDIFCEN	RHYMNEY	600	37
16:15	2F45	RHYMNEY	CARDIFCEN	600	37
17:50	2R41	CARDIFCEN	RHYMNEY	600	37
19:15	2F57	RHYMNEY	CARDIFCEN	600	37
08:15	2F13	RHYMNEY	CARDIFCEN	601	37
09:50	2R09	CARDIFCEN	RHYMNEY	601	37
11:15	2F25	RHYMNEY	CARDIFCEN	601	37
12:50	2R21	CARDIFCEN	RHYMNEY	601	37
14:15	2F37	RHYMNEY	CARDIFCEN	601	37
15:50	2R33	CARDIFCEN	RHYMNEY	601	37
17:15	2F49	RHYMNEY	CARDIFCEN	601	37
18:50	2R45	CARDIFCEN	RHYMNEY	601	37
20:15	2F61	RHYMNEY	CARDIFCEN	601	37
09:15	2F17	RHYMNEY	CARDIFCEN	602	37
10:50	2R13	CARDIFCEN	RHYMNEY	602	37
12:15	2F29	RHYMNEY	CARDIFCEN	602	37
13:50	2R25	CARDIFCEN	RHYMNEY	602	37
15:15	2F41	RHYMNEY	CARDIFCEN	602	37
16:50	2R37	CARDIFCEN	RHYMNEY	602	37
18:15	2F53	RHYMNEY	CARDIFCEN	602	37
19:50	2R49	CARDIFCEN	RHYMNEY	602	37

Diagram 500 was covered by D444 (KR) + W17056, 5029/30/25 + 50031 (KR). Unfortunately, the two 31s for diagram 501 (31459/602) failed to arrive as 31459 blew up en-route from Derby and only got as far as Saltley. Therefore, it was covered by 143609/618.

Diagram 600 had 37417 with 17077, 5350, 1683, 4917.

Diagram 601 was 37422 with 9417, 5376/64/78 and diagram 602 was 37420 with 17086, 5373/65/07.

Wales & West had three loco hauled services. 37414 worked the 07:25 from Manchester and 33103 an 08:41 additional from Crewe. 37412 worked 1H98 07:21 Crewe-Manchester, from where 47705 took the stock as the 08:33 to Cardiff. The locos returned with 33103 on 17:45 to Manchester, 47705 on 18:45 to Manchester and 37414 on 20:05 to Crewe.

It was intended to use Hastings DEMU 1001 on a working to/from Portsmouth Harbour, but it developed a traction motor fault the day before. Fortunately, Wales & West had 94 of their 97 units available for traffic in the morning (a record), so the DEMU was replaced by a Sprinter.

The high availability meant there was no need to suspend services on the Severn Beach or Heart of Wales Lines, although the latter almost lost a service after a derailed freight at Basford Hall led to the cancellation of two services from Crewe to Shrewsbury, one of which was to have

conveyed a Crewe driver for the HOWL service. He was sent by taxi instead.

First Great Western reduced their half-hourly Bristol to Paddington service to hourly for part of the day to release HST sets for use in South Wales.

In addition to all this, the Orient Express worked from London with 47750 Royal Mail Cheltenham (CD) hauling 6313, 99538, Minerva, Ibis, Gwen, Cygnis, Lucille. Only 50 tickets were sold for this train, which must have run at a considerable loss!

156418 formed the 19:04 service to Nottingham.

04/10 37417 worked 2V07 07:23 Rhymney-Radyr and 37422 2F06 07:41 Rhymney-Cardiff. 66501 (FD) was seen at Pengam FLT shunting wagons for 4S81, the 18:20 to Basford Hall.
156414 (TS) passed by on the 14:42 Nottingham-Cardiff.

09/10 Further special trains ran for the second RWC match at the Millennium Stadium.
Wales & West successfully operated the Hastings DEMU 1001 on the 08:24 Portsmouth-Cardiff and 16:30 return. A large number of fans (rail, not rugby!) were packed into the front power car. Equally as popular with enthusiasts was the use of 33103 on an 08:35 Crewe to Cardiff relief, returning at 17:45. Stock was 13227, 21272, 5009, 1863, 4927, 5040, all in chocolate & cream livery. The English Electric fans were bashing 37426 on the 07:25 Manchester-Cardiff hauling the ex-Weymouth stock of 5463, 5569, 5487/78/91, 9448, which returned at 19:15.
Finally, Brush fans had a lively ride behind 47705 on the 08:33 Manchester-Cardiff, comprising 3267/73/40, 80213, 5002, 5647, returning at 17:15. The stock for this was hauled from Crewe to Manchester by D172 as 1H98 07:19 Crewe-Manchester Piccadilly.
Valley Lines were not as successful when they used 31459/602 on diagram 501. Whilst heading 2D03, 31459 failed at Heath station and had to be hauled back to Cardiff by 31602, which was at the rear. Canton managed to repair it and the 31s doubled-headed 2D15, 2D20, 2D19 so that if 459 failed again, 601 could get the train through.
Diagram 500 was successfully covered by D444, 17056, 5025/029/030, 50031.
143602/606 covered diagram 600, 37420 was on diagram 601 and 37417 on 602. Poor rail adhesion led to sandite loco 37131 running up the Rhymney Valley mid afternoon.

11/10 158854 (TS) worked the 12:42 from Nottingham.

12/10 37417 worked 2F06 and 37422 2V07.

13/10 The morning Rhymney diagrams were a repeat of the previous day. 60077 passed on a steel train.

14/10 37407 passed west through Central at 10:55 hauling 977775/6, two former Class 114 cars now in departmental use and painted with red and white horizontal bands. For the third RWC match, Valley Lines had problems after 50031 derailed at Canton the previous afternoon. 47348 was drafted in to replace it and worked diagram 500 with 35453, 4963, 4902, 5345 and 31459 at the south end, with the 31/4 supplying ETH. D444 was held at Canton as a standby engine. Diagram 501 was operated by 47703 with 17056, 5029/30/25, 47712.

37420 operated diagram 600 with 9417, 5376, 5364, 5378, 143606/613 (CF) were on diagram 601 and 37417 worked diagram 602 hauling 17077, 5350, 1683, 4917. Buffet 1683 was noted in the evening with no lights - a fault which has plagued this vehicle for several months!

37412 arrived at 11:49 on 07:25 from Manchester with 9448, 5491/78/87, 5569, 5463. It was followed at 11:58 by the Hastings DEMU 1001 working the 08:24 from Portsmouth. Next to arrive at 12:18 was 33103 on 08:41 from Crewe hauling 13227, 21272, 5009, 1863, 4927, 5040. However, the surprise of the day (month?) was at 12:31 when the 08:33 from Manchester arrived behind D172 + 47705 with 5647, 5002, 80213, 3240, 3273, 3267. There was a defect with the 47's speedometer, so the 47 provided ETH and the 46 traction. D172 was later seen passing through Newport at 14:30 light engine back to Crewe, after Canton fixed 47705's speedometer.

The inclusion of 80213 in the formation was peculiar - this is a former newspaper packing van and contains just a guards compartment and one passenger compartment, with the remainder parcel space. It is presumed it was there to provide a brake vehicle in the absence of a BSO/BFK. 156402 worked 10:55 to Birmingham and 150120 arrived from Sleaford at 12:22. 156402+158848 worked 19:04 to Nottingham

60058 John Howard and 60089 were on the iron ore services, 60038 on fuel tanks, 60040 worked east light engine 66046 and 66066 were on Cargowaggon formations, 66013 and 66069 worked through on HAAs, 66149 was on a short container train and 66152 worked east light engine.

20/10 37417 worked 2F06 and 2R40 16:46 Cardiff-Rhymney, whilst 37420 covered 2V07 and 2R42 17:05 Cardiff-Rhymney

21/10 37417 worked 2R40 and 37420 2R42.

22/10 37417 worked 2F06 and 37420 2V07. 50031 worked 2R40 in the evening in readiness for the rugby specials the next day. The 21:05 to Rhymney was formed of a 37/4 plus stock, to get three loco hauled rakes at Rhymney. 31602 was returned to Fragonset, due to its unreliability.

23/10 For the Quarter Final of the RWC, further special trains ran. Diagram 500 was operated by 47712/703 and diagram 501 by D444/31459 (the 31 at the South end). During the afternoon, 31459 failed at Cardiff and the 15:06 to Bargoed and 16:16 return were capped. Canton was able to provide 47114 and the 17:06 to Bargoed and subsequent diagrams ran with the 50 at one end and the 47 at the other! Diagram 600 was 37420, 601 was 37407 and 602 50031. 37429 worked 1Z66 08:02 from Crewe with 9448/491/78/87, 5569, 5463. It returned on 19:15 to Manchester. It was followed 35 minutes later by 47476 on 1Z28 08:34 from Crewe with 3267/73/40, 80213, 5002, 5647. This returned as 17:15 Cardiff-Manchester. Five minutes later, DEMU 1001 arrived on the 08:24 from Portsmouth. Finally, 33103 appeared on 08:33 from Manchester with 13227, 21272, 5009, 1863, 4927, 5040, which returned at 17:45 to Crewe.

27/10 37407 worked 2V07 and 37420 2F06.

28/10 66504 slipped to a stand at Llanvihangel on 4V04 and had to be assisted to Pengam FLT by 66110. There was disruption to Crewe-Cardiff services, which were replaced by buses from Hereford to Newport. Once the Freightliner was cleared, services resumed with a six car formation of 158867/819/831. The 66/5 was later seen at Pengam FLT alongside a 47. 60034/077 (TO) were on iron ore services and 66015/034/040/087 on Grange-Llanwern coal MGRs. 66080 (TO) worked 6S79 Canton-Mossend Enterprise. 47778 was on 1M06 Swansea-London and 47786 5S09 Bristol-Cardiff postal vans. 37420 worked 2R40 to Rhymney and 37407 the 2R42.

29/10 37407 worked 2V07 and 37420 2F06.

AVONMOUTH

01/10 66051 LPG with the tanks from Furzebrook.
06/10 66122 LPG tanks.
08/10 66099 LPG tanks.
14/10 60027/037 worked MGR turns.
15/10 60027 worked a Didcot MGR service.
66048 LPG tanks.
66148 was on an MGR service.
18/10 66048 LPG tanks.
19/10 66048 LPG tanks.
21/10 08402/653 were the resident Easleigh outbased pilots.
22/10 60015/016/053 were all MGR turns.
27/10 60015 worked a MGR service.
28/10 60105/060 were on MGR services.
66097 LPG tanks.
29/10 50016/060 were employed on MGR duties.

AVONMOUTH/NEWPORT DOCKS - Rugby cement works coal service

The following locomotives were seen on this service which is formed of MEA box wagons. It is timed to leave Newport Docks at 13:45 and Avonmouth at 14:29 running as 6M14, it returns from Didcot as 6B88 earlier in the day.

01/10	66051	06-08/10	66153	14/10	66017
21-22/10	66044	27-18/10	66039		

STOCK ALTERATIONS

Locomotives

Transfers

08818 (CP) -FS, 20901/902/903 (KD) - NATO (Kosovo), 47739 (CD) -ML, 86253 (WN) -LG, 90146 (FE) -WN.

08743/903 -BH (ICI - Enron Teeside Operations
08870 - Harry Needle - RMS Locotec (See below)

Store

On Decision

08756/819/957. 37185/197. 43011. 56133. 58015.

Component Recovery

31154

Traffic

08571-MD, 08683-CF, 08724-MD, 08834 -BN, 08870-N*, 31207-OC, 37046/074/077-SNCF, 37131/152/153/229/242/255/262/263/384-TO, 37513-SNCF, 37519/668/669/675/677/679-TO, 37684-ML, 37689/698, 37701/887-TO.

N* on loan to Brunner-Mond, Northwich

Withdrawn

37048. 47085/572.
31106 - Howard Johnston Eng, 31289/301 - Fragonset

New Stock

Cl67: 67003 -HQ.

Diesel Multiple Units

Transfers

Cl142: 087 (55737/783) (NL) -CF.
Cl150: 242 (CF) -TS, 256 (TS) -HA.
CL201: 1001 (NC) -SE.
CL960: 012 (977860 - 55028) (RG) -AY.

Stored

59486/492/500/505/509/521 @HA

Traffic

Demu Vehs: 60122/138. 60664/665/668 -SE.

New Stock

Cl170: 205 (50205 + 56205 + 79205) -NC,
403 (50403 + 56403 + 79403) -HA.
510 (50510 + 79510) -TS

Electric Multiple Units

Transfers

Cl1317: 323* (393) (EM) -HE. 324*/326*/328*
*For use by Thameslink
Cl1319: 007*/012* *For use by Thameslink.
(S): 2256 (BM) -FR.

Renumbered

(S): 1554 - 1112, 1556 - 1113, 1559 - 1114, 2256 - 1399.

Coaching & NPCC Stock

Transfers

325 -SL, 10231 -OY, 10532/534/563/583/584/588/589/590/594/612/616
-PZ, 11068 -MA,
82114 -MA, 94503/505/506/514/515/517/520/521/522/530/531 -ML.

Store

3065 @CS, 5272/322/345 @CF, 9495 @ZC, 35449 @BQ, 92815/867.
95105/109,
95120/124/125/125/145/152/165 @CL.(Carlisle Currock), 99349 @

Traffic

3232/41 -OO, 5148/77/79/83/86/93/94. 5212/21 -TM,
5631/32/36/57/69/79.
5700/10/37/40. 6720/21/22/23 -OO, 9101 -TM, 9490/94 -OO, 10573 -
HQ,
17090 -TM, 99303(13317)/359(Pul 359)/361(Pl 361) -HQ.

Withdrawn

Scrap: 5291. 6513/17. 9438. 92926/932. (Booths).

Sold: 35514 (East Lancs), 96450 Bluebell),
10591/595/599/606/608/656,10670/684/696/700/728
(A Parcell, stored at Moreton in Marsh)

Renumbered

94409 - 94530, 94456 - 94531.

POSTALS

4s (PCV)

94342	94113	94133	94341	94315	94116	94175	94306
94322	94205	95763	94317	94344	94160	94148	94318
94307	94117	94132	94336	94338	94138	94211	94311

4s (BG)

94494	94137	94228	94413	94421	94103	94209	94433
94474	94112	94229	94479	94463	94217	94150	94469

5s

94438	94203	94195	94126	94513
94480	94118	94192	94123	94406
94404	94216	94121	94147	94458
94431	94200	94166	94204	94454
94448	94227	94110	94177	94504

CLASS 66 NEWS

- 13/10 66150 noted at Stroud working a Swindon to Longbridge and return
- 27/10 66093 observed at Kemble on the same service.

NEW STOCK

- 06/10 67003 arrived at Newport Docks from Spain on board MV Fret Lagedoc, chartered by Jumbo Shipping.
- 07/10 The 67 was unloaded at 09:35. It is a peculiar shape, having the bodyside of a 66 but with squat, angular ends. It is in standard EWS livery, with large bodyside numbers.
- 09/10 67003 was scheduled to be hauled from the Docks at 09:30 on 0Z45 ADJ-Derby RTC, due at 13:00. However, it remained as it was apparently out of gauge and leaning to one side.
- 12/10 67003 left Newport Docks at 14:30 hours towed by 60089 to Cardiff Canton, after 1.5 tons of sandbags had been loaded to "right" it.
- 14/10 It was alleged that 67003 needed its springs changed as they were broken and the traction motors need re-wiring! Numerous Spanish Alstom staff were at Canton depot trying to rectify the problems.
- 16/10 175011 was noted in service at Nottingham.
- 18/10 During a visit to Alstom Washwood Heath to inspect the Class 175 units for First North Western, 175101 was seen consisting of 50751, 56751, 79751. The unit number is in white numerals on the yellow front end, so is not as easy to see as standard units with black numerals. 175001 was later seen at SVR Kidderminster. It is a two car unit consisting of 50701 and 79701. It (and 175101) are undergoing overnight tests on the Chiltern Line, with the SVR being a convenient base. One of the units has already reached 104MPH without any problems. They are apparently quicker to accelerate than the Class 170, probably because each vehicle is powered by a Cummins N14 of 450hp. The 175s will enter service on 9/1/00 with the last unit being delivered on 12/4/00. In addition to the two undergoing trial, three more are complete and on static test at Alstom with a fourth joining them on 19th. Construction has just started on the 11th unit. A price of £900,000 per car was quoted! Class 175/0 will comprise 11 x 2-car units and 175/1 will be 16 x 3 car units. The units are fitted with Scharfenberg couplers, which means they will not work in multiple with 15X and 16X units. They can, however, assist a failed unit by using a special adapter coupler.

458008/09/10/12 were noted almost complete for South West Trains. The final Gatwick Express EMU was undergoing electrical testing. Completion of these had released an assembly line for the First Great Western Class 180s, the first vehicles of which were partially assembled. The first Class 180 is due for delivery 6/3/00 with fleet entry on 9/7/00. Numerous bodies for ScotRail Class 334 EMUs were around the plant - unfortunately none were numbered. Also present were several stored Nightstar vehicles. LU Northern Line trains were noted under construction.

- 19/10 MV Fairmast arrived at Newport Docks during the afternoon carrying another load of Class 66s.
- 21/10 66137/156/158-166 were noted on the quayside at Newport Docks.
- 22/10 During a period of 36 hours spanning the previous evening and next morning, 10 of the new Class 66s were despatched to the London area. Three were used on the Bridgend-Dagenham Ford parts train in the early hours of Friday morning, whilst a further three worked through Didcot in the early hours of Saturday on an Enterprise service. The exception was 66137, which worked to Doncaster. This loco is allegedly fitted with additional cab soundproofing, which is why delivery was so late.
- 23/10 Locations of the new 66s at 11:47 were 66137 4M97 Wakefield-Doncaster, 66156 6M26 Dollands Moor-Corby, 66158 Wembley, 66159/160 Stratford, 66161 Dollands Moor, 66162 6R15 Willesden-Willesden, 66163 7R11 Temple Mills - Willesden, 66164 Wembley, 66165 Dollands Moor, 66166 Wembley
- 25/10 66161/165 worked 6092 12:06 Exeter Riverside-Dollands Moor clay train.
- 28/10 67003 was hauled past Pengam FLT at 13:38 by 47759 as OZ54 13:30 Canton-Toton, arriving at 18:43.
- 29/10 67003 was moved as OZ61 06:47 Toton-Derby by 58049. 170405 was delivered from ADtranz Derby to Scotland.
- 30/10 170404 worked the 16:15 Glasgow Queen Street-Edinburgh Waverley. 57007 was released from Loughborough and worked to Ipswich in the morning. It has been named Freightliner Bond.

MOTORWAY MOVEMENTS

- 04/10 08483 was seen heading North on the M5 at Junc 14.

DEPARTMENTAL NEWS

DR73911 was noted heading north from Brent Knoll On 6/10/99.

FORTHCOMING RAILTOURS

11/12/99 45110 'The Midlander' Euston-Worcester-Gloucester
With 80079 banking on the Lickey
11/12/99 Deltic 'The Chester Jester' Reading-Newport-Preston
29/12/99 6024 'The Centenarian' Exeter-Reading-Didcot
via Westbury/Chippenham/Swindon
08/01/00 'Avon Lady' Finsbury Park-Bristol
via Salisbury & Bath
08/01/00 7802 'The Zulu' Milton Keynes - Bristol
via Hereford & Severn Tunnel
22/01/00 7802 Bristol - Plymouth and return

TRIP REPORTS

TRIP 324 DOLLANDS MOOR AVOIDER 13/11/99

Rugby Cement, Rochester Works, Halling

Industrial; 15 TH 186V/67 OOU.

Foster Yeoman Ltd, Isle Of Grain

Industrial; 55 (08650) Horwich/59.

Gillingham Station

EMU; 1511, 3492/554, 465167.

Gillingham Depot (List)

EMU; 465013, 466003/004/008/009/023/030/031/034, 508202/209.

Royal Engineers Museum, Prince Arthur Road, Gillingham

Preserved Diesel Loco; WD 42 "Overlord" AB 357/41 (Ex p.306).

World Naval Base, The Historic Dockyard, Chatham

Preserved Steam Locos; (Sydenham) AP 3567/1895 Dsm (Ex p.31),
(Pony) HL 2918/12 (Ex p.153), (Ajax) RSHN 7042/41. Preserved
Diesel Locos; FH 3738/55, R39 RSHN7816/54 + DC 2503/54,

YE 2856/61. Preserved Steam Cranes; 558 "Port of Giza No.6"
Grafton 2641/42, "Nigel Griffiths" + "Port of Giza No.10"
Grafton 2547/40, Grafton 2675/43.

Note; The whereabouts of Grafton cranes 2528 + 2580 was not known.

Ibstock, Funton Brickworks, Lower Halstow

Industrials: 4 ft gauge; 4 Red (F), 11 Red (F), U/I Red (F)
Dsm. 2 ft gauge; Red (F)/79.

Note; The U/I Red (F) arrived approximately 3 months ago from the closed Ibstock Beare Green Brickworks in Surrey.

Sittingbourne & Kemsley Light Railway Ltd, Kemsley Down

Preserved Steam Locos: 4ft 8½ in gauge; AB 1876/25, No.4 HL
3719/28, "Bear" P 614/1896. 2ft 6 in gauge; "Triumph" WB
2511/34, (Unique) WB 2216/23 OOU, (Premier) KS 886/05,
"Superb" WB 2624/40, "Leader" KS 926/05 Dsm, "Melior" KS
4219/24, (Alpha) WB 2472/32 OOU. Preserved Diesel Locos;
"Victor" HE 4182/53, (Edward Lloyd) RH 435403/61.

Note; This was not a running day. The Railway is however taking bookings for Santa Specials days on selected dates in December. For further details, call Tony Nokes at Kemsley Down on 01795 424899.

Co-Steel Plc, Sheerness (view)

Industrials; L127 EEV D1199/67 Reb YEC L127/96 (Ex p.219), L149
"Ben" EEV D1200/67 Reb YEC L149/96 (Ex p.125, via p.219).

Istil (UK) Plc, Queenborough Rolling Mills, Queenborough(view)

Industrials; 872 AB 511/66, 873 AB512/66.

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