

CARDIFF & AVONSIDE RAILWAY SOCIETY

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www.cardiffandavonside.org.uk



MAGAZINE

Issue 510

August 2014

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Front Cover Photo August 2014 Issue 510:

66037 with a steel train from Margam heading for Dollands Moor at Pilning
on 16/02/14
[R.W.Giles]

FUTURE EVENTS

Trip 492 **NORTH WEST MINIATURES** **Saturday 09/08/14**

A one day trip visiting miniature railway locations in the North West

Trip Fare = £35.00 Reduced Fare for Society Members = £32.00

Departure Time from Bristol = 0600 am

Return Time to Bristol = 2100 pm

Proposed Itinerary:

Weston Park Railway, Shifnal; Woodseaves Miniature Railway, Market Drayton; All-In-One Miniature Railway, Knutsford; Brookside Miniature Railway, Poynton; Dragon Miniature Railway, Stockport; Grosvenor Park Miniature Railway, Chester; Halton Miniature Railway, Runcorn; High Legh Railway, Halliwells Brow

Permits to be applied for: Where appropriate

Book By Date = 26th July 2014

Safety Equipment (PPE) required: TBA

Trip 493 **STATFOLD BARN & TRACKS TO THE TRENCHES** **Saturday 13/09/14**

A one day trip visiting Statfold Barn Open Day and the Apedale Railway for their 'Tracks to the Trenches' World War I event

Trip Fare = £37.00 Reduced Fare for Society Members = £34.00

Departure Time from Bristol = 0630 am

Return Time to Bristol = 2100 pm

Proposed Itinerary:

Statfold Barn Open Day; Tamworth & Moseley Railway Trust Centre; Apedale (for their WW1 Event)

Permits to be applied for: Where appropriate

Book By Date = 30th August 2014

Safety Equipment (PPE) required: TBA

Trip 494

COUNTY DURHAM WEEKEND

Saturday-Sunday 18-19/10/14

A two day trip visiting locations in the North East

Trip Fare = £76.00 Reduced Fare for Society Members = £70.00

NOTE: Participants will be required to pay for their own B&B accommodation which will be additional and separate from the Trip Fare

Departure Time from Bristol = 0300 am (Saturday 18th am)

NOTE: Please note the early morning departure time, this is to maximise the time in the North East due to the distance to be travelled

Return Time to Bristol = 2100 pm (Sunday 19th pm)

Proposed Itinerary:

Port of Sunderland Authority, Sunderland; Sherburn Stone Co, Stanhope; Tyne & Wear Fire and Rescue Service, Washington; UK Mining Ventures, Rogerley Quarry; The Living Museum of the North, Beamish; Bowes Railway, Springwell; Darlington Railway Museum & Railway Preservation Society, Hopetown; Rail Restorations, Shildon; 'F' Pit Museum, Washington; Vintage Vehicles, Shildon; Lakeshore Railroad, South Shields; Teesside Small Gauge Railway, Eaglescliffe

Permits to be applied for: Where appropriate

Book By Date = 28th September 2014

Safety Equipment (PPE) required: TBA

Trip 495

THE BLACKPOOL ILLUMINATOR

Saturday 08/11/14

A one day trip visiting locations in the Blackpool area

Trip Fare = £41.00 Reduced Fare for Society Members = £38.00

Departure Time from Bristol = 0630 am

Return Time to Bristol = 2100 pm

Proposed Itinerary:

Blackpool Transport Services, Rigby Road & Starr Gate Depots; Helical Technology, Lytham St Annes; Fold House Caravan Park, Knott-End-On-Sea; Pleasure Beach Railway, Blackpool;

Also free time in Blackpool for anybody who wants to take that option

Permits to be applied for: Where appropriate

Book By Date = 25th October 2014

Safety Equipment (PPE) required: TBA

Trip 496

LONDON FLYER

Saturday 13/12/14

Approximately 10 hours free time to do as you wish in the Capitol

Trip Fare = £33.00 Reduced Fare for Society Members = £30.00

Departure Time from Bristol = 0630 am

Return Time to Bristol = 2100 pm

Proposed Itinerary: None

Book By Date = 29th November 2014

Please use the Trip Bookings Form or send an email to the Bookings Secretary if you wish to participate on any of the above trips.

IMPORTANT – BOOKINGS

Trip bookings will now only be accepted on a Trip Booking Form. Completed Trip Booking Forms should be returned to the Bookings Secretary prior to the Book-By Date. To secure participation on a trip it is the responsibility of the individual to ensure that their completed Trip Booking Form is submitted in advance of the Book-By Date. Booking requests received on a Trip Booking Form after the Book-By Date will be filled on a first come first served basis regardless of whether they are a member or non-member.

Please also note that any "provisional" booking which has not been confirmed by a Trip Booking Form will not secure participation on the trip and will not be chased by the Bookings Secretary after the Book-By Date has passed.

Forms should be submitted either on a trip, or by post to John Dicks, or by downloading from the Society web site Cardiffandavonside.org.uk and e-mailing the completed form to: bookings@Cardiffandavonside.org.uk

GENERAL TRIP INFORMATION

1. Although trip timings and costs advertised are based on Bristol area departures, fuel/train fare to an advertised departure point from Cardiff and Newport will be paid by the Society upon agreement with the Events Organiser. If you live outside the areas served by these points but on route for a trip please contact Roy Morris to arrange a pick up point that is mutually convenient.
2. The fare structure for Society members is as follows
ADULT - FULL FARE.
CHILD - QUARTER FARE.
TRIP MEMBER - AS ABOVE + £3
A child is a person who has not yet reached their seventeenth birthday and is still in full time education. People who are not Society members or family members will have their fares increased by the trip-member rate (£3 per day).

3. The discounts highlighted above for family members refer to travel costs only. Accommodation, and permits / admission fees will be charged at cost price.
4. Members who wish to go on a trip must contact John Dicks prior to the book by date to confirm that they still intend to go on the trip.
5. Where a trip is organised with an itinerary to a specific area, it may sometimes be possible to drop off a member en route. This is known as the Trip Flyer option. Availability and exact duration of stay will be at the discretion of the Events Organiser. The fare for this option will be negotiable, depending on the drop off point and seat availability.
6. For members living outside the normal pick up/drop off areas it may be possible to be picked up en route. This is known as the Trip Hiker option. Fares and availability are at the discretion of the Events Organiser.
7. The Society mobile **07510 224197** will be switched on throughout the duration of society trips. Please do not use it outside these times for time critical communications as voice mails and texts may not be picked up immediately.
8. Participants who confirm their booking on a Trip Booking Form prior to the "book by" date will have priority regardless of whether they are a member or non-member. Booking requests received on a Trip Booking Form after the "book by" date will be filled on a first come first served basis regardless of whether they are a member or non-member.

Society Yahoo! News Group

There is a Yahoo! news group available which you can subscribe to allow you to get e-mail alerts for any workings or reports posted by other group members. We also use this to provide you with any updates on Society events. To join you can use the link on the Home page of the Society web site www.cardiffandavonside.org.uk or send an e-mail to Cardiffandavonside-suscribe@yahoogroups.com

The more members who join and contribute will help all members of the society.

Introduce a Friend

Society members who introduce a friend to the Society are entitled to a credit amount when that person joins the Society. This can be put towards the cost of a future trip or future membership renewal, and this introductory credit amount has recently been increased to £4. Membership forms are available on the Society web site, or from the Membership Secretary

Society Merchandise

Investigation into re-kindling a supply of Society-themed merchandise has revealed that a local firm can supply all the usual garments made by "Fruit of the Loom", which is of upper middle quality. There is a one off charge for the artwork of £54, and the artwork will remain ours forever. The company agreed to supply the garments as if we were making a bulk order because we are a Club, and £2 will be added to the each garment in an attempt to slowly recoup the cost of the artwork. There is no profit for the Society. The following items are embroidered with the Society 'HST' logo which will make it very durable and are available in a variety of sizes. The usual colours of black white and blue has been suggested but you can in fact have any colour you want.

Fleece Jacket	£25
Sweatshirt	£18
Polo Shirt	£14
T-shirt	£11

The goods are available in S, M, L, XL, XXL, XXXL.

Please contact John Dicks for further details and to place an order. Payment will be required in advance and a postage and packing charge will apply appropriate to the items ordered. Please make cheques payable to John DICKS.

The intention is to offer this service once a year and orders with remittance are required by one month after the publication of this Magazine. There is no profit for the Society.

Useful Publications

Listed are publications that might be of use to those travelling about the country in search of locos and rolling stock. Please note that this is not intended as a review or a recommendation in anyway.

Compiled by Peter Nicholson;

Ian Allan Publishing

Mail order: 0844 245 6944

Online from: www.ianallanpublishing.com

abc London Underground Rolling Stock Guide 2014, by Ben Muldoon

£13.50; published July

A new numbers guide to all rolling stock in the current London Underground fleet. Includes battery locos and maintenance vehicles with listings grouped under the individual lines.

abc British Railway Atlas, 4th Edition, by M. G. Ball

£11.00; published August

A pocket guide (184mm x 120mm) with 55 pages of maps of the railways of Great Britain and Ireland - fully updated to cover all recent network developments.

Includes passenger and freight-only lines, heritage railways, disused lines and proposed lines with a gazetteer of all stations.

Specialist Transport Publications

ST Publications, 51 Kendal St., Wigan, WN6 7DJ

www.stpublications.co.uk

Tel. 07760 284494

UK Combined Summer 2014

£13.00 post free; published June

All locos, units and track machines and coaching stock registered to operate in the UK and Ireland. Also includes trams, light rail and underground systems in the UK.

UK Wagons Summer 2014

£12.50 post free; published June

All wagons of the UK main line fleet operated by DB Schenker, private owners, international-registered wagons, engineers' stock, RIV and air-braked wagons, Channel Tunnel and miscellaneous stock. Now includes wagons to be found at selected storage locations around the country.

UK Preserved 2014

£13.00 post free; published March

Preserved standard gauge locomotives, units, track machines and trams to be found at UK preserved and private sites.

UK Preserved Coaches 2014

£13.00 post free; published March

All standard gauge preserved, Network Rail-registered, charter and stored carriages. Covers ex-BR, 'Big Four' and pre-Grouping vehicles still in existence. Build dates and previous running numbers are listed where known, together with current location.

UK Preserved Wagons 2014

£13.00 post free; published March

Preserved standard gauge wagons in numerical order and by location. Covers ex-BR, 'Big Four' and pre-Grouping vehicles still in existence. Build dates and previous running numbers listed where known, together with current location.

NOTES & NEWS

Bristol Parkway, Stoke Gifford, Pilning, Yate and Westerleigh

20/06 A morning and afternoon freight report was; 66005 - 6B79 Port Talbot Grange - Swindon Cocklebury empty scrap wagons using the up loop at Parkway at 0553 and 66707 - 6A82 Moreton-on-Lugg - West Drayton loaded stone passing Chipping Sodbury at 1528. At 1210, the following were reported stabled in the 'downside' at Stoke Gifford sidings; 66508, 66514, 66564 with 66545 stopped on west facing coal empties.

21/06 The 0012 1106 (SO) Margam - Westbury light engine convoy was reported as a runner passing Bath at 1317 (42 early), but the loco consist was unidentified.

An afternoon freight report at Pilning was 66619 working 6V33 1126 Neasden Charrington - Cardiff Pengam empty stone passing at 1627. An engineering train record was 70805 - 6C22 2024 Oxford Hinksey Yard - Chipping Sodbury formed of MHA and MTA wagons being recorded passing Bath at 2202 (18 late) and Parkway 2230 (17 late).

22/06 An engineering train (with an unusual combination) was, DB 66035 top n' tailing Colas 66850 - 6C25 0848 Oxford Hinksey Yard - Westerleigh Junction (1130) reported passing Wootton Bassett Junction at 0915 (31 early) and Bath 0953 (17 early). The Westerleigh Junction - Wootton Bassett mainline was again closed for engineering work. A large amount of trackside vegetation was reported as cleared on the downside in the old Chipping Sodbury Station site area.

23/06 66558 + 66569 passed Parkway at 1012 with a diverted 4L31 0901 Bristol West Railport - Felixstowe container service. It was reported loose masonry from the A36 Beckford Road over bridge in Bath fell onto the down main line, east of Sydney Gardens stopping all trains from 0915 for

around 45 minutes. The up line was reopened, initially with a 5 mph restriction and both lines were back to normal by 1120, but there had been a number of cancellations as well as diversions.

26/06 Locos stabled in the 'downside' at 1455 were; 66419, 66508, 66613 with Colas 66849 standing with west facing coal empties. Later, GBRf 66706 passed Westerleigh Junction at 1731 on West Drayton - Cardiff Tidal sidings stone empties.

28/06 Having worked 0048 Didcot - Newport ADJ during the early hours, and returned to Bristol, 37605 + 37602 top n' tailed a 1Z05 1000 Bristol TM - Derby RTC (1958) test working (via Yate and Swindon), passing Patchway at 1021 (4 early), departing Severn Tunnel East (following a run through Pilning down loop) at 1113 (5 early), passing Parkway at 1121 (5 early), reversing and departing Yate at 1211 (31 late) - a Westerleigh Branch visit being cancelled - departing Parkway at 1229 (17 early) and passing Wootton Bassett at 1254 (18 early). The Saturdays Only light-loco convoy ran as, 0012 1106 Margam LIP - Eastleigh and formed with; 66207 + 66066 + 66057 + 66169 when noted passing Filton Abbey Wood at 1252 (40 early).

29/06 An engineering train report was; 66128 - 6W04 0740 Aberthaw - Westbury Yard (1115).

02/07 66715 departed Parkway at 0459 (33 late) with 0203 Moreton-on-Lugg - West Drayton loaded stone.

04/07 GBRf loco activity in a short spell at Westerleigh Junction recorded; 66715 - 6A82 1247 Moreton-on-Lugg - West Drayton (2000) loaded stone at 1522 (1 early) and 66742 + 66732 on the retimed 6M95 1400 Portbury - Rugeley PS (2040) loaded biomass (also see Portbury Branchline notes & news) at 1526 (2 late). SWTs 159107 was 'on hire' to First/GW covering the Great Malvern - Brighton diagram.

05/07 56087 + 56105 were recorded passing Swindon at 1509 (1 late) and Patchway 1624 (19 early) on the 6V62 1120 (WSO) Tilbury (Riverside) - Llanwern Exchange sidings steel service, formed of the usual IHAs and two BYA wagons at the rear. Two departmental service reports were; 66238 - 6W11 1317 Cardiff Central - Oxford (Hinksey Yard) and 66193 - 6W13 1120 Oxford (Hinksey Yard) - Aberthaw (1710).

08/07 66128 passed Patchway at 1423 (-) with a 6Z47 1004 Wembley - Cardiff Docks train of former National Power hoppers, now repainted in DB red. The train returned as a loaded stone working during the early hours of the following day for Crawley.

10/07 Two evening test train reports were; 37405 heading a 3Z01 1957 Didcot - Swindon (0325) working via a reverse in Cardiff Central (booked 0050 - 0103) being recorded on the outward passing Swindon at 2128 and Parkway 2244 (48 early) and unusually formed NRMT HST set with power cars 43062 and 43014 with intermediate coaches; 975984, 72616, 975091, 5981, 9516, 977984 working 1Z17 1756 Derby RTC - Old Oak Common (via a reverse at Taunton) being reported passing Yate at 2001 (6 early) and departing Bristol TM right time at 2148 (-), following an early arrival, for Taunton, the return then being routed back through Temple Meads, Parkway and Hullavington.

11/07 The NRMT HST passed back through the area as 1Z20 0555 Old Oak Common - Derby RTC (1438) via a reverse in Swansea booked 0942 - 1008, being reported passing Patchway at 0753 (4 early) on the outward run and departing Parkway loop at 1213 (-) later on the return north. The train was restricted to 90 mph over the two days with the different vehicles in its formation, these being expected to remain in place for the next 10 weeks, as the regular coaches receive maintenance attention.

12/07 The Saturdays 0012 1106 Margam LIP - Eastleigh East Yard light loco move was formed with; 66136 + 66122 + 66105 + 66089 and reported passing Newport at 1231 (16 early), Bath 1351 (8 early) and arriving Westbury at 1424. Later, a 0Y63 1600 Stoke Gifford - Oxford Hinksey Yard (1729) passed Westerleigh Junction at 1619 (1 late) with locos 66419 and 66597, the pair later working a 6Y63 1854 Oxford Hinksey Yard - Kennett Bridge Junction departmental. Another afternoon report was 56105 + 56113 paired on the 6V62 Tilbury (Riverside) - Llanwern Exchange Sidings steel service passing Patchway at 1550 (53 early).

14/07 Two morning loco hauled workings of interest were; 56113 + 56087 paired on the 6Z16 0923 Llanwern Exchange sidings - Washwood Heath Metro Cammell (1546) loaded steel, a Mondays Only service that had not run for some time, the train being reported as departing 70 late and passing Parkway at 1104 (48 late), and 70804 working a 6Z27 0616 Cardiff Canton - Tyne Yard (2120) part HOBC departmental, routed via the Badminton mainline (not Bath, due 0823 and Box as booked) having been recorded passing Parkway at 1003 (128 late) and Uffingham 1100 (51 late). The Class 56 return empties were booked as 6Z15 2245 (Mon) Washwood Heath - Llanwern (0049).

15/07 70804 returned the previous days HOBC wagon move from the North-East as 6Z16 1110 Tyne Yard - Cardiff Canton being reported passing Cheltenham at 1810 93 late), Gloucester New Yard 1818 (-) and Patchway 1854 (5 late). Earlier in the day, 66728 was reported in Parkway up loop at 1456 (-) on what turned out to be a 6B82 1336 Cardiff Tidal - West Drayton (2003) empty (not loaded) stone working, the wagons being reported as 'contaminated' and not fit for loading at Moreton-on-Lugg as booked. Since 30/06, SWTs have provided a Class 159 unit for 'hire' on an almost daily basis, (as well as over the weekends), 159001 being used on this afternoon First/GW Great Malvern - Brighton service.

16/07 At 1500, Stoke Gifford 'downside' held; 66419, 66508, 66598.

17/07 70004 arrived in the area as a 1145 Leeds Balm Rd - Stoke Gifford (1754) light-engine move passing Westerleigh Junction at 1728 (6 late).

18/07 70004 was present, along with 66560 and 66598 in the 'downside' sidings at 1155.

Locos recorded on Westerleigh tank duty during the review period have included;

60001/019/040/062/065.

Bristol Temple Meads, Barton Hill and Kingsland Road

20/06 31233 with the return 3Q01 2247 (Thur) Penzance (Long Rock) - Bristol TM high level sidings (0757) was reported passing Bridgwater at 0622 (37 early) and arriving Weston-super-Mare at 0624 (35 early) and departing at 0629 (31 early). The test train was booked to continue later north as 3Q01 2302 Bristol high level sidings - Derby RTC (0721). 57007 + 37607 top n' tailed FNAs 550027 + 550029 away from Bridgwater at 1142 as 6M63 to Crewe Coal Sidings, being later reported passing Worle Junction at 1157 and Temple Meads at 1219 (50 early). The 6V74 down working had earlier in the day been reported passing Stoke Gifford at 0607. Later, Statesman rail tour ecs (for use during the following day) arrived as 5Z33 ex Southall top n' tailed with West Coast 'blue livery' locos 57313 + 57315 being reported passing Warminster at 1650 and Keynsham 1727.

21/06 Two dining trains were in the area; 57313 + 57315 top n' tailing Statesman Rail's 'Snowdonian Statesman' 1Z34 0529 Bristol TM - Blaenau Ffestiniog (1357) and 1Z35 1610 return, being reported departing Parkway

at 0547 (1 late) and passing Charfield at 0603 (3 early) with c/stock; Car no 5912, Car no 5991, Car no 3363, Car no 1211, Helvellyn (3312), Ben Lomond (3438), Kitchen Car 1659, Cadir Idris (3188), Ben Cruachan (3231), Car no 17080 and 47853 + 47790 double-heading the 1Z67 0649 Manchester Victoria - Bath (via Oxford and Swindon), Northern Belle which was reported passing Chippenham at 1201 (3 late), arriving Bath at 1211 (2 late) and then running 1215 (3 late) ecs to Bedminster (1343). The ecs then returned to Bath as a 1458 departure (via a loco run round at Swindon - although this was unconfirmed) being reported passing Keynsham at 1516 (2 early), the return departure from Bath - Manchester being as booked at 1657 and passing Pilning at 1725 (3 early). First/GW reallocated two of their Class 08s, with 08663 (in First/GW blue colours) transferred from St. Phillips Marsh - Laira and 08641 moved from Laira - Landore. It is assumed St. Phillips Marsh depot will now operate with a single Class 08 (08822) the possible reason for this being due to the loss of the loaded depot fuel rail tanks from Fawley in October last year. At Laira, 08644 in BR blue is the other shunting loco. On the freight side, 66164 worked a 6Z60 1145 Exeter (Riverside) - Bescot (downside) freight formed with 14 loaded china clay JIAs which was reported passing Taunton at 1232, Bristol TM 1357 (10 early) and departing Pilning loop at 1446 (8 early). Some of the wagons had been moved from St. Blazey - Exeter as a 6Z55 move earlier in the day by the same loco.

22/06 Signalling problems between Reading and London saw the return 5Z37 Bristol Kingsland Road return Statesman ecs cancelled. However the train was retimed as a 5Z33 1219 departure from Temple Meads and diverted via Westbury and Salisbury. The working, top n' tailed with 57315 + 57313 was reported passing North Somerset Junction at 1224. New HST coach conversion reports in traffic were 42558 (ex 41021) and 42562.

25/06 56113 worked the 6V54 0535 Chirk Kronospan - Teigngrace (1614) log empties, formed of 18 wagons and recorded passing Pilning at 0841 (1 early), departing Temple Meads at 0925 (7 late) and passing Bridgwater at 1002 (5 late). The train was later reported departing Heathfield at 1620 following a loco run-round, for the final part of the working along the branch to the Teigngrace loading area.

26/06 Following a naming ceremony held at Plymouth Station during the previous day, 43163 'Plymouth, Britain's Ocean City' (formerly in the 'fly-be' Singapore Airways special livery) trailed 43143 (with intermediate coaching set LA12) when noted departing Weston-super-Mare at 0935 (6 late) on the 1A12 0740 Paignton - Paddington First/GW service. A late return north, believed due to fuelling issues, saw 56113 power the 6M51 1136 Teigngrace - Chirk Kronospan (2236) loaded logs, which departed at 1303 (87 late), passing Bridgwater at 1507 (87 late), departed Temple Meads at 1551 (42 late) and passing Pilning at 1610 (14 late).

27/06 NR yellow 57305 was still active on the First/GW sleeper services in place of the booked Class 57/6. The locos 1C99 2345 Paddington - Penzance service was routed via the Berks & Hants route, the Avon Valley and passed Bath at 0157 (1 late), Bristol TM 0211 (1 early) and Yatton 0224 (3 early). 57605 worked the 1A40 2145 Penzance - Paddington 'up' service which passed Temple Meads at 0222 (13 early), Bath 0240 (7 early) and departed Swindon at 0320 (2 late). The single FNA return 6M63 Bridgwater - Crewe flask working suffered loco multiple working problems prior to departure having to return back to the yard area prior to leaving around 1200. 20304 + 57007 were the locos involved, the train eventually departing at 1233 with the Class 57 leading and the Class 20 'dit'. The working was later reported passing Lawrence Hill, Bristol at 1317.

28/06 The Saturdays Only 'Weymouth Wizzard' First/GW HST 'relief' (1072

0906 Bristol TM - Weymouth and 1V67 1644 return) was worked with power cars 43035 + 43191. Following the non-availability of the mainline Class 52 D1015 Western Champion on last years Pathfinders 'Mazey Day' outing to Penzance (substituted by D9009 Alycidon) the loco did work this years outing, the only one to the Cornish terminus for the year. The loco, running with D1040 Western Queen plates (on one side) worked the 'Mazey Day Cornishman' (1Z07 0500 Tame Bridge Parkway - Penzance and 1Z08 1611 return) throughout being reported on the outward departing Cam & Dursley at 0654 (5 late), departing Temple Meads at 0734 (2 late), passing Bridgwater at 0809 (7 late) and Taunton 0817 (4 late) and on the return passing Dawlish at 1939 (4 early), Bridgwater 2016 (21 early), Nailsea & Backwell 2035 (21 early), arriving Temple Meads at 2047 (20 early) and departing 2052 (24 early). A correspondent on board the return journey reported a fast time of 64 minutes recorded over the 76 miles between Exeter and Bristol TM. To confirm there was currently a mainline steam loco shortage, Ian Riley's 45407 Lancashire Fusilier which had been in use working off Fort William, was moved to Bristol for Royal Duchy rail tour duty, with support coach as 5Z35 0805 Carnforth Steamtown - Kingsland Road (1708), headed by 57315 and reported Patchway at 1613 (2 early).

29/06 The first Railway Touring Company 'Royal Duchy' (1Z37 0812 Bristol Tm - Par and 1Z39 1745 return) was worked by steam 45407 with a revised schedule due to the turntable at St. Blazey depot being out of service. The train was booked to run via Plymouth Friary (timings for this section being - Laira Junction 1203, Mount Gould Junction 1211 / return 1246, Friary Yard 1221 - 1224 and Lipson Junction 1249) for a loco run round using the Laira triangle, before continuing onwards into Cornwall tender first and then facing the correct way for the return. However on the day, the turntable was in fact used and is now the subject of a preservation bid by the Bodmin & Wenford Railway to be maintained in working order. The outward, formed of 8 coaches (including a Pullman coach), departed Temple Meads right time, and Yatton at 0838 (4 late), passing Uphill Junction at 0848 (4 late), with the return being reported passing Bridgwater at 2147 (6 late), departing Yatton at 2210 (2 late) and arriving Temple Meads at 2228 (3 late). A full East Coast HST set was 'hired' in by Arriva XC to cover the 1V50 0900 Leeds - Plymouth (routed via Kidderminster, due to engineering work) and 1E73 1625 Plymouth - Leeds. The set involved, used power cars 43309 + 43296 with intermediate coaches EC62 and was reported departing Temple Meads at 1344 (-) on the outward and passing Bridgwater at 1804 (1 late) and later departing Temple Meads at 1821 (1 late) on the return. Continuing on the HST theme, the new special livery 43163 'Plymouth Britain's Ocean City' power car was noted leading the 1A30 1905 First/GW service to Paddington, when seen departing Temple Meads. A reason given for the East Coast 'hire' was down to a fire damaged Voyager set 220007 out of traffic at Eastleigh, with one coach reported as destroyed and a second with 20% damage. The fire at the Eastleigh LNWR Depot was believed to have been the result of a fuel leak. During the evening, the following week ends 'Torbay Express' ecs was brought in with 66005 + large-logo 47847, the latter being the standby and shunt diesel loco for the popular 2014 series of trips from Bristol - Kingswear. The 5Z10 1725 Bescot Downside - Barton Hill (2049) depot, formed of a full choc/cream Mk I rake (used on the Western Mazey Day trip during the previous day) passed Yate at 1938 (2 early) and Lawrence Hill 1950 (4 early). The Class 66 returned as 0Z07 2155 Barton Hill - Bescot later in the evening.

30/06 With the coaching stock having arrived during the previous evening, the first 'Torbay Express' train hauling loco, steam 34046

Braunton arrived in Bristol as a 5Z30 1020 Southall (Wcr) - Barton Hill (1411) support coach move, being reported passing Swindon at 1250 (1 early) and Narrowways Hill Junction (Bristol) 1334 (14 early).

03/07 57305 had come 'off loan' from First/GW. Although their routes were unconfirmed, 57604 worked the 1C99 Paddington - Penzance service and 57605 the balancing 1A40 Penzance - Paddington. 57604 handled the inward 5C99 ecs from Old Oak Common - Paddington during the previous evening. Due to signalling problems on the Berks & Hants route between Pewsey and Bedwyn, several First/GW HST services were diverted via Bristol and Bath including the 1A74 0553 Plymouth - Paddington service (formed with newly named 43163 and 43156) being reported passing Chippenham at 0820. The set which arrived in the Capital at 0929 (28 late) was still able to work its next booked departure, the 1B20 0945 Paddington - Swansea (1245) service which was noted leaving Parkway at 1119 (10 late). Two locos noted stabled in the Bristol area during the morning were; 47847 on Barton Hill depot and 57315 nearby at Kingsland Road sidings.

05/07 First/GW 'hired' in 159001 for the Summer Saturday Great Malvern / Brighton diagram and HST power cars 43169 + 43192 were used on the Bristol - Weymouth and return 'Weymouth Wizzard' south coast 'relief' service. An engineering train report was; 66603 top n' tailing 66619 - 6Y07 2023 Taunton Fairwater Yard - Thingley Junction (2340) HOBC viewed near Nailsea & Backwell at 2116 (13 early), the working returning as 6Y07 0750 Bath - Taunton Fairwater during the following day being reported passing Worle Junction at 0809 (17 early). 57315 was noted stabled in Kingsland Road sidings during the day with the following days 'Royal Duchy' rail tour coaching stock, which had not been returned to Southall as is normal practice over the following Monday (30/06) as 5Z36 1035 Kingsland Road - Southall Wcr (1315) via the Great Western mainline which was in fact cancelled.

06/07 Two west bound Steam departures; 45407 working the Railway Touring Company's 'Royal Duchy' (1Z37 0848 Bristol TM - Par and 1Z39 1745 return) which was reported as departing Yatton at 0908 (-) and passing Bridgwater at 0931 (2 late) and 34046 Braunton (in place of the booked 5029 Nunney Castle - which failed 'a fit for traffic' test during the previous day, following what was believed to have been fire box repairs) on the first of the season, Torbay Express Ltd 'Torbay Express' (1Z27 0915 Bristol TM - Kingswear and 1Z28 1650 return) which departed 3 late, passed Yatton at 0934 (3 late) and Bridgwater 1005 (3 late). Return time reports saw the 'Torbay Express' pass Bridgwater at 1931 (-), depart Weston-super-Mare at 1941 (-) and arrive Temple Meads at 2005 (1 early), whilst the 'Royal Duchy' passed Bridgwater at 2141 (-), departed Yatton at 2205 (3 early) and arrived Temple Meads at 2222 (3 early). The trains c/stock formations were reported as; Royal Duchy - 35317 (loco support), 4905, 1861, Amethyst (Pullman 99352), 99128, 99712, 13320, 3058 and Torbay Express (all in choc/cream except the support coach); 35451 (loco support), 4998, 4946, 1813, 3122, 3112, 3147, 1671, 3100, 3098, 21272. The two 'spare' coaches for this years series of Torbay specials; 4947 and 4991 were reported as stabled in the west end bay platform 2 at Temple Meads. The rarely reported return South Wales loco convoy (off the previous days 0X14 Margam - Eastleigh working) saw 66167 + 66081 + 66061 hauling an unidentified MPV as 6V14 (not 0V14 as booked) 2005 (Sun) Eastleigh - Margam LIP being reported passing Bath at 2233 (2 early) and Pilning 2308 (1 late).

09/07 A midweek, Pathfinders 'Pennine Explorer', 1Z81 0520 Taunton - Carlisle and 1Z83 1426 return (due Taunton 2252) was headed by 37402 + 37603 and reported departing Taunton to time, Weston-super-Mare at 0602 (-), Yatton at 0618 (1 late) and passing Patchway at 0651 (1 early). There

were problems with the return working however with a hot box on the blue / grey livery kitchen coach 80042 which was detached, the train departing 46 late and later recorded at an extended stop in Crewe to load additional food stocks departing here at 1900 (26 late)! Other 1Z83 reports were passing Hereford at 2029 (25 late), departing Filton Abbey Wood at 2146 (27 late), Nailsea & Backwell 2212 (32 late) and Weston-super-Mare 2234 (19 late). The trains full c/stock formation was recorded as; 5955, 6024, 1200 Amber, 3364 Shakespeare, 3356 Tennyson, 3330 Brunel, 3426 Elgar, 3397 Wordsworth, 80042, 3348 Gainsborough, 3344, 35469 and the associated ecs movements were 5Z81 2230 (Tues) Crewe HS - Taunton (0454) and 5Z84 2355 return to Crewe (0642). A further empty Colas log train ran with 56105 as 6V54 0535 Chirk Kronospan - Teigngrace (1614), departing 117 late, the train was reported passing Craven Arms at 0818 (89 late), Pilning 1042 (91 late) and Bridgwater 1137 (66 late). A fatality at Ealing during the day saw the Great Western mainline closed in the area, with some bus substitutions and some First/GW late running.

10/07 The return 6M51 0856 Teigngrace - Chirk Kronospan (2358) loaded logs with 56105 was retimed into a later 1415 departure path following a late road tanker fuel run at 0915 in the bay platform in Newton Abbot Station. The working later eventually departed Newton Abbot at 1506 (2 late) and passed Uphill Junction at 1642 (1 early) and Narrowways Hill Junction (Bristol) 1742 (17 late).

11/07 The First/GW sleeper coaches are now reported as St. Phillips Marsh allocated for maintenance purposes as 10534, 10532, 10590, 10584, 10563 - PM 92 and 10601, 10594, 10589, 10616 - PM93. On this date, PM92 formed part of the 1A40 2145 Penzance - Paddington (with 57604 and PZ89 10219, 17174, 17175) whilst PM93 was in use with the 1C99 2345 Paddington - Penzance service (headed by 57603 and PZ88 10225, 12100, 17173).

12/07 The Saturdays Only 'Weymouth Wizzard' HST 'relief' service was in the hands of HST power cars 43030 + 43070. An evening engineering train report was; 66603 + 66619 top n' tailing the 6Y07 2023 Taunton Fairwater - Thingley Junction (2335) being reported as passing over the Weston-super-Mare loop and through the station around 10 minutes early and then Worle Junction at 2105 (10 early). The book return working during the following morning was 6Y07 0750 Bath - Taunton Fairwater (0913).

13/07 The second 'Torbay Express' of the season, worked by steam 34046 Braunton (complete with a GWR head board!) was routed via Bath, Westbury, Castle Cary to/from Taunton. The 11 coach train, running as 1Z27 0850 Bristol TM - Kingswear and 1Z28 1650 return was reported on the outward as passing Keynsham at 0858 (-), arriving Bath at 0906 (1 early) and departing at 0910 (1 late), passing Bathampton Junction at 0915 (1 early) and departing Trowbridge at 0933 (-), with the return departing Taunton at 1855 (12 late) and Bath at 2028 (11 late). However, the Railway Touring Company cancelled their Sunday 'Weymouth Seaside Special' to run on this date, as well as the one scheduled to run a week later, believed due to low bookings for both.

14/07 A signalling failure between Twyford West and Reading recorded a number of late running First/GW services during the day.

15/07 The Royal Scotsman land cruise was back in the area on day 5 of the 2014 round Britain tour, having left Scotland on 11/07. The locos were West Coast Class 47s 47804 + 47854 top n' tailing the usual 9 coach stock formation recorded as; Observation Car (99965), Dining Car no. 1 (99967) and no. 2 (99960), State Car no. 1 (99961), no. 2 (99962), (no. 3) (99963), no. 4 (99964) and no. 5 (99968) and Service Car (99969). The train ran the same as in 2013 as 1Z69 0508 Gloucester - Bath (via Birmingham New Street) being later recorded passing Yate at 0835 (7

early), departing Temple Meads at 0934 (-), following a reverse and arriving Bath at 0950 (2 late). The ecs then ran 5Z68 0956 to Westbury (1025) which departed 1 early, prior to returning as 5Z69 1305 Westbury - Bath (1520) ecs being recorded passing Bath at 1344 (7 early) and arriving Bristol East Depot loop at 1356 (7 early). A further observation was passing near Keynsham at 1513, then departing Bath at 1522 (7 early) as 1Z69 to Oxford (1848), being recorded passing Chippenham at 1537 (11 early).

17/07 Working of the day was the appearance of Colas 56312 + 56103 on a 0Z56 0956 Washwood Heath Metro Cammel - Plymouth and 0Z57 1629 return light-engine move. The outward was recorded passing Cheltenham at 1107 (12 late), Yate 1135 (41 early), arriving Temple Meads at 1156 (43 early) and departing at 1213 (26 early) and passing Bridgwater at 1213 (39 early) with the return passing Bridgwater at 1830 (62 early) and Temple Meads 1921 (63 early). This was the first run for 56103 in traffic and the usual various theories followed including the obvious testing of the loco, but in multiple (ready for Peak Forest stone duties) or for driver route learning concerning a new supermarket freight flow to Plymouth Tavistock yard for Colas. For the record, the locos reversed in the east end bay at Plymouth Station. A view of Barton Hill depot at 1300 recorded the following locos; 08516, 47847, 66193 with steam locos 5029 Nunney Castle and 34046 Braunton.

18/07 Following the use of a HST set (with power cars 43175 + 43188) on the 1C99 2345 Paddington - Penzance sleeper service (due to a coaching stock air conditioning fault), 'hire' NR 57305 returned the coaches (reported as 17175, 12161, 10219, 10534, 10532, 10616, 10563, 10590) west as 3A40 1033 Old Oak Common - Penzance (1749) via Westbury for the evenings 1A40 2145 Penzance - Paddington service, which was routed via Bristol in the early hours of the 19/07 passing Temple Meads at 0233 (2 early), Bath 0247 (-) and Chippenham 0258 (-). A Class 3 train indicates to a signalman nowadays, an ecs 'priority' working needed to form a booked service train within a short time following its destination arrival. In the past it would have been used for ecs, parcels or perishable traffic! With the reported non availability of a new Class 68 loco (see Miscellaneous Notes & News), DRS provided 57008 + 57009 as a replacement for Pathfinder Tours 'Catapillar Cat' outing to the Crewe Gresty Bridge Open Day Southampton - Crewe over the following day (see September 2014 Magazine). The Class 57s worked the tours ecs in advance as 5Z85 0845 Crewe HS - Eastleigh Trsmd (1545) via the Marches route and the Severn Tunnel, later being reported passing Bath at 1308 (8 late), Westbury 1355 (10 late) and Warminster 1403 (11 late). Coach 4959 was reported as at the rear of the train's c/stock formation moving as a Crewe to Eastleigh 'transit' move only.

Bristol West Railport

66418/420/501/502/532/534/558/569/594/954.

Avonmouth and the Severn Beach branch line

21/06 The return 6Z94 0500 (Sat) Avonmouth Hansons discharged PCAs ran to Ketton instead of Clitheroe, being noted passing Wickwar (near Charfield) early at 0503.

26/06 66849 hauled 1148 Chaddeston sidings - Avonmouth BBHt (1709) which passed Yate at 1439 (114 early) and departed Hallen Marsh Junction at 1644 (19 early), having been held at Stoke Gifford. The train later formed the 6M87 1900 loaded coal departure to Ratcliffe PS which passed Hallen Marsh Junction at 1933 (26 late) and Chipping Sodbury 2014 (37 late).

09/07 An unidentified Plasser & Theurer tamping machine carrying a DR73xxx number, which was believed to be part of the Track Work operating fleet was active on newly laid track during the day. The machine, carrying a yellow and green livery was seen during the following day on a lorry low loader trailer heading for the M5 motorway along Crowley Way, Avonmouth at 1640. Earlier in the year, overgrown former Midland siding land, just to the west of Avonmouth Station was 'reclaimed' by the Port of Bristol Authority. The levelling work has included the 'infill' of a former loco turntable pit, some of the brick work being reported as removed by an unknown preservation group.

11/07 Track work continued with two Trackwork contractor road/rail excavators present in the Royal Edward Dock area. The Clitheroe cement was confirmed as cancelled whilst the work was undertaken.

15/07 For the first time, probably since the end of it being a loco hauled working, the weed killer duty took place in daylight hours using MPV DR98908 + 98958. All main and secondary routes were covered around the Bristol area, north of Temple Meads as far as Severn Tunnel East Junction (via the Tunnel) and Yate (including the Murco Terminal branch line). Running as 6Z05 0923 Kingsland Road - Kingsland Road, some operating reports were; passing Clifton Down at 0953 (5 late), arriving Severn Beach at 1027 (7 late) and departing at 1029 (5 late), then working via the Henbury loop to Filton West and back to the bulk handling terminal, before continuing to Pilning and the Severn Tunnel. It is interesting to note these trains are now worked by a SWTs driver in the West Country, but was assumed to be using a DBS pilot man during the day!

Locos recorded on coal duty during the review period have included; 66021/041/050/055/092/102/115/136/154. 66419/507/564/598. 66849.

Locos recorded on stone duty during the review period have included; 66124/128.

Locos recorded on cement duty during the review period have included; 66188.

Portbury Branchline

04/07 66742 ran 0M95 1100 Cardiff Docks Green energy GB - Portbury (1326) light-engine, passing Patchway at 1219 (5 late) to take forward the previous days and now retimed 6M95 1400 Portbury - Ironbridge PS loaded biomass. It was assumed there were problems with the train loco 66732, the working eventually departing double-headed 24 late and passing Parsons Street at 1447 (3 early). The route north was via Parkway and Cheltenham.

Locos recorded on coal duty during the review period have included; 66016/092/144/160/171/185. 66413. 66849.

Locos recorded on biomass duty during the review period have included; 66723/724/732.

Locos recorded on car duty during the review period have included; 66050/081/144/169/193.

Bristol area workings during May

4L31 0901 Bristol West Railport - Felixstowe containers (FL)
01/05 66414. 09/05 66570. 16/05 66414. 21/05 66503.
23/05 66571. 27/05 70805* tnt 66540.

Note; The Class 70 was on 'hire' to Freightliner from Colas.

4L32 1100 Bristol West Railport - Tilbury (4024* Grain) containers (FL)
07/05 66556. 15/05 66414.

4051 (4V51) Southampton - Wentloog and return containers (FL)
02/05 66502. 13/05 70009. 30/05 70015.

4059 (SO) Wentloog - Southampton containers (FL)
17/05 70015. 24/05 70016. 31/05 66414.

4V94 / 6M95 Ironbridge - Portbury and return loaded biomass (GBRf)
26/05 66726. 27/05 66726. 29/05* 66726.
Note; * The train on this date went forward as the 1220 to Ironbridge,
formed of the previous days cancelled working.

6B33 Theale - Robeston (Margam SO) fuel tank empties (DB)
06/05 60020. 09/05 60039. 15/05 60020. 16/05 60020.
17/05 60040. 22/05 60063. 24/05 60019. 29/05 60019.

4(6)B35 Hayes - Moreton-on-Lugg empty stone (DB)
05/05 66170. 09/05 66197. 14/05 66020. 21/05 66199.
31/05 66077.

6B49 / 6B50 Llanwern - Swindon Stores sidings loaded and return empty
steel (DB)
23/05 66099. 30/05 66149.

6B59 (6C49) Exeter (Alphington Road) - Cardiff Tidal sidings loaded scrap
(DB)
29/05 66140.

6A63 Avonmouth Bennetts - West Drayton / 6C63* Westbury loaded stone (DB)
03/05* 66186. 06/05 66119. 07/05 66154. 09/05 59104.
10/05* 66007. 13/05 66137. 14/05 59001. 16/05 66119.
19/05 59204. 20/05 59101. 30/05 59205.
Note; The working on 13/05 was reported to Acton.

6M02 2045 Portbury - Rugeley PS loaded coal (4C09 1758 Stoke Gifford -
Portbury empties) (FLHH)
01/05 66563. 09/05 66514. 12/05 66514.

6M04 1050 Portbury / 1103 * Avonmouth BBHt loaded coal (FLHH)
06/05* 66527. 09/05* 66602. 26/05* 66510. 29/05* 66524.

6M14 1628 Avonmouth BBHt - Rugeley PS loaded coal (FLHH)
06/05 66514. 08/05 66602. 09/05 66563. 26/05 66413.
28/05 66513.

6M87 1900 Portbury / Avonmouth* - Ratcliffe PS loaded coal (Colas)
06/05 66848. 07/05 66848. 09/05 66848. 12/05 66848.
14/05 66848. 15/05 66848. 20/05 66848. 21/05 66848.
28/05 66848.

6M39 1305 Portbury - Ratcliffe PS loaded coal (DB)
01/05 66155. 15/05 66056.

6M63 (6V74) Bridgwater - Crewe Coal sidings nuclear flasks (DRS)
06/05 20302 + 37601. 09/05 37610 + 57004. 13/05 20302 + 57004.
16/05 20302 + 37667. 27/05 37423 + 37608.

6M64 Portbury - Fiddlers Ferry PS loaded coal (FLHH)
13/05 66554.

6M69 1500 Portbury - Ratcliffe PS loaded coal (DB)
01/05 66129. 13/05 66124. 20/05 66037. 26/05 66044.
28-30/05 66044.

6O32 Margam / Llanwern - Dollands Moor steel (DB)
04/05 66050. 06/05 66183. 11/05 66050. 13/05 66046.
14/05 66135.

6V13 Dollands Moor - Llanwern / Margam steel (DB)
03/05 66014. 17/05 66135. 24/05 66065.

6V47 Tilbury - Trostre loaded steel (MThO) (DB)
05/05 66063. 29/05 66002.

6V54 (6M51) Chirk Kronospan - Teigngrace empties and return loaded log
wagons (Colas)
23/05 56078 + 56113. 27/05 56113 (6M51). 28/05 56113 (6V54).
29/05 56113 (6M51).

6V62 Tilbury (Riverside) Llanwern Exchange sidings steel (Colas)
03/05 66849. 10/05 56078 + 56113. 14/05 66849.
17/05 56078 + 56113. 21/05 56078 + 56113. 24/05 66848.

6V82 Tunstead - Westbury loaded cement (SuO) (FLHH)
04/05 66604. 11/05 66605. 25/05 66621.

6X52 Portbury - Mossend loaded automotive (TThO) (DB)
08/05 66024. 13/05 66002.

6Z34 Bescot (downside) - Avonmouth Hansons loaded cement (6Z94 return
empties to Clitheroe) (DB)
01/05 66127 (6Z94). 02/05 66193 (03/05). 05/05 66093 (06/05).
12/05 66165 (13/05). 14/05 66067 (15/05). 19/05 66103 (20/05).
21/05 66193 (22/05). 23/05 66152 (24/05). 26/05 66013 (27/05).
28/05 66206 (29/05). 30/05 66127 (31/05).

Gloucester area workings

21/06 6v78 Scunthorpe - Margam 66015 Gloucester 1250; 6v06 Handsworth -
Cardiff Tidal 66006 Gloucester 1817

22/06 6w97 Bescot - Gloucester Over Jn arr 0025 66112/092; 6e77 Margam -
Scunthorpe Gloucester 2117 66015; 6v97 Beeston - Cardiff Tidal Gloucester
1714 66126; 6m56 Berkeley - Crewe 37612/218

24/06 1q05 Derby RTC - Landore Gloucester 0025 37605/602; 6v78 Scunthorpe
- Margam 66081 Gloucester 1202; 6v05 Round Oak - Margam 66125 Gloucester
1227; 6v67 Redcar - Margam 66008 Gloucester 1257; 4v09 Rugeley - Stoke
Gifford 66413; 4v94 Ironbridge - Portbury 66724

25/06 0z12 Peterborough - Cardiff Docks 66721 Gloucester 1248; 6v55
Bedworth - Robeston 60099 Gloucester 2029; 4v09 Rugeley - Stoke Gifford
66413; 6m56 Berkeley - Crewe 57007/20304 Standish Jn 1234; 4v94 Ironbridge

- Portbury 66724

26/06 6b36 Didcot - Ashchurch Mod 66232; 4v09 Rugeley - Stoke Gifford 66413; 6m56 Berkeley - Crewe 37612/603; 4v38 Daventry - Wentloog 66424 Gloucester 1103; 4e66 Margam - Redcar 66003 Gloucester 1156

27/06 6m63 Bridgwater - Crewe 57007/20304 Gloucester Yard Jn 1355; 6z50 Lindsey - Cardiff Dock 66721 Gloucester 0310

28/06 6b13 Robeston - Westerleigh 60020 Gloucester 1056; 6w98 Bescot - Over Jn 66011 Gloucester 2340; 4v09 Rugeley - Stoke Gifford 66419

29/06 6w06 Gloucester Sig31 - Westbury 66169/66057 Standish Jn 0904; 6w98 Gloucester - Eastleigh East Yard 66011/66001 Standish Jn 0910; 6v83 Peterborough - Moreton-On-Lugg 66715

30/06 6m56 Berkeley - Crewe 37606/611

01/07 0z80 Carnforth - Lydney DFR 47580 Gloucester 1209; 0z81 Lydney - Butterley 47580/31466 Gloucester 1346; 4v94 Ironbridge - Portbury 66723

03/07 6m56 Berkeley - Crewe 37605/37608

04/07 6J84 Honeybourne - Cardiff Taff Vale Sdg Dr75407 Gloucester 1207; 6z93 Fairwater - Toton 66514

05/07 6b13 Robeston - Westerleigh 60011 Gloucester 1103; 6v06 Handsworth - Cardiff Tidal 66172

06/07 0v06 Gloucester - Cardiff Tidal 66724 Gloucester 1647; 6e11 Cardiff Dock - Lindsey 66724 Gloucester 2010; 6w02 Stoke Works Jn - Westbury 66250; 6w03 Stoke Works Jn - Westbury 66117; 6w04 Stoke Works Jn - Westbury 66006

07/07 6v74 Beeston - Cardiff Tidal 66204 Gloucester 2000; 6m56 Berkeley - Crewe 37218/37611; 4v05 Rugeley - Stoke Gifford 66507

08/07 6v22 Bescot - Aberthaw 66136 Gloucester 0903; 6v83 Peterborough - Moreton-On-Lugg 66704 Gloucester 1706; 6v69 Bescot - Newport AD Jn 66092 Gloucester 1930

09/07 6z58 Margam - Wolves Steel Term 66058 Gloucester 0526; 0v66 Derby - Cardiff Docks 66723 Gloucester 1100

10/07 4v38 Daventry - Wentloog 66433 Gcr 1243; 6v73 Crewe - Berkeley 57008-20304; 6e41 Westerleigh - Lindsey 60062

11/07 6e41 Westerleigh - Lindsey 60024; 4v38 Daventry - Wentloog 66428 Gcr 1207; 6v05 Round Oak - Margam 60044 Gcr 1200

12/07 0x66 Newport Docks - Doncaster Roberts Road 66737-752-753-754-756-755; 6v29 Lincoln Terrace - Cardiff Tidal 66107 Gcr 2234; 1z25 Banbury - Llandrindod 66133 Gcr 0856-0905

14/07 4v38 Daventry - Wentloog 66433 Gcr 1054; 6v97 Beeston - Cardiff Tidal 66043 Gcr 2003; 6v73 Crewe - Berkeley 37605/608; 4c30 Aberthaw - Gloucester New Yard 66849 Standish Jn 1140

15/07 6e41 Westerleigh - Lindsey 60079; 6a36 Ashchurch Mod - Didcot Yard 66128; 6z47 Tyne Yard - Cardiff Canton via Yate 70804; 6m98 Cardiff Tidal - Saltley Emr 66012 Gcr 0803; 4v38 Daventry - Wentloog 66422 Gcr 1119; 6v69 Bescot - Newport AD Jn 66030 Gcr 2005

16/07 6e41 Westerleigh - Lindsey 60062; 4m36 Wentloog - Daventry 66303 Gcr 2022

19/07 6v06 Handsworth - Cardiff Tidal 66193 Gcr 1830; 6z53 Exeter Riverside Yard - Newport AD Jn 66030 Gcr 2240; 0z94 Fairwater Yard - Bardon Quarry 66511 Standish Jn 0845

20/07 6w01 Abbotswood Jn - Westbury Yard 66172 Tnt 66091 Haresfield Village 1255

Westbury

23/06 Having been reported passing Swindon at 1354, 70807 + 70805 + 70804 + 70802 + 70809 arrived at Westbury as a 0Z24 light loco move,

assumed from Oxford Hinksey Yard. The latter, then ran 0Z30 onwards to Eastleigh. 66704 was the 6M40 Stud Farm ballast loco.

25/06 70806 + 70807 broke new ground top n 'tailing a 6C55 Westbury - Westbury departmental (via Barnstaple) which departed Crediton at 0003. Amongst the first day of mainly HST passenger extras for this years Glastonbury Festival, Turbos 165107 + 165131 were used on the 1Z32 1233 Paddington - Castle Cary 'relief' which returned 5Z32 ecs to Old Oak Common. A local additional move from the Bristol area was; 2Z40 0857 Temple Meads - Castle Cary, 5Z41 0949 Castle Cary - Westbury ecs, 2Z41 1026 Westbury - Taunton, 2Z42 1130 Taunton - Castle Cary and 5Z42 1230 Castle Cary - Old Oak Common ecs, all covered with HST set LA73 with power cars 43151 + 43161.

43134 LA63 43022 covered this diagram during the following day.

26/06 165113 + 165127 were used on the 1Z32 1030 Paddington - Castle Cary pop festival 'relief', with 165109 + 165121 covering this diagram during the following day. The early evening 6Z30 departmental departure to Eastleigh East Yard was headed by; 66846 + 66848 + 70807 + 70805.

02/07 70802 + 70807 + 70809 passed Chippenham at 0827 hauling five empty flats forming the 6M50 Westbury - Bescot departmental. The latter two had earlier passed Chippenham at 0506 with a 6C50 Westbury bound working. 66704 later worked the 6M40 Stud Farm ballast.

03/07 31105 was present having arrived with a 3Z07 1215 test train from Derby RTC formed with dept c/stock; 9481, 999602, 9714.

07/07 70803 + 70807 + 70810 formed a 0Z70 1021 Eastleigh - Westbury Yard lght loco move and an ex. Works repaint, 66713 powered the 6M40 1156 Westbury - Stud Farm (Cliffe Hill) ballast which was reported passing Trowbridge at 1224. The same loco worked the same train over the following two days.

10/07 70807 + 70806 + 70801 powered the morning 6M50 Westbury - Bescot departmental.

16/07 66713 was still active on the 6M40 Stud Farm ballast.

17/07 70807 + 70810 were paired on a five wagon 6M50 Westbury - Bescot departmental being reported passing Highworth (Swindon) at 0905. Other locos recorded in the area were as follows; 08799, 60087, 66004, 66850, 70801. The Colas 60 had arrived hauled by 66004 as a failure during the previous afternoon and was reported en route to Cardiff Canton for repairs.

18/07 At 1125 the following were reported as present in the station and yard areas; 08799, 60087, 59004, 66713 (allox 6M40), 70801, 70804, 70808, 70809, 70810.

Swindon

26/06 With the MoD depot at Ashchurch set to close at the end of 2014, 66232 worked a 6B36 0837 Didcot - Ashchurch (1302) MoD trip formed of loaded vehicles.

The redoubling of the Swindon - Kemble mainline was set to be completed in August 2014 with its commissioning due to take place from 19-24/08. Swindon panel is due to move to new premises between 24-25/08, although the area will eventually come under the control of Didcot.

Weymouth

05/07 Two Saturday afternoon rail tour departures were recorded as; 57313 + 57314 top n' tailing - 1Z79 1535 to Hooton and D6515 (33012) with steam 44932 on the rear - Royal Wessex, 1Z94 1635 to Three Bridges (having

arrived with the steam loco as 1Z92 0654 ex Three Bridges).

09/07 Steam 44932 put in a second appearance for the month here working the Railway Touring Company 'Dorset Coast Express' 1Z67 0844 Victoria - Weymouth and 1Z69 1635 return to Waterloo (2118) with 33207 (not the expected D6515 / 33012) acting as the diesel support loco. The train departed Weymouth Class 33 hauled and reversed at Southampton Central, departing here at 1832 (1 late) via Laverstock curve, with the steam loco leading the train, a water stop later taking place at Basingstoke.

Newport

19/06 37604 + 37423 were on South Wales test train duty (1Q13), working off Alexandra Dock Junction.

22/06 66301 passed Cwmbran at 1438 with the diverted 4V38 Daventry - Wentloog Tesco container service.

23/06 Colas 66849 arrived in East Usk from Gloucester New Yard with coal empties. The train was still reported as present two days later.

25/06 60099 passed at 2127 (42 early) with the 6V55 1530 Bedworth Murco - Robeston empty fuel tanks.

26/06 The Arriva Trains 'Wag express' was in the hands of 67001, with DVT 82308 leading on departure at 1732 for Holyhead.

29/06 GBRf 66715 passed Llanwern West Junction at 2139 (13 late) with 6V83 1445 Peterborough - Moreton-on-Lugg stone empties, which on the day was only the final four wagons in the trains formation!

04/07 A 'Welsh Marches Explorer' trip from Preston Park - Shrewsbury was cancelled, assumed due to low bookings.

09/07 66737 worked light from Lindsey to Cardiff (Sims) during the morning for the new GBRf loco move. The loco then ran 0Z51 0932 Cardiff Docks Greenway (GB) - Newport Docks (1120) during the following day passing Marshfield at 1128 (47 late).

10/07 The MV, HR Resolution, conveying the new GBRf Class 66s locos from North America was reported as docked at Newport, having arrived on the evening tide.

11/07 The five new Class 66/7s, were off loaded during the afternoon, 66737 performed the shunt moves. 66756 became the first loco to be off-loaded, followed by 66755 and then 66754, 66753 and lastly 66752. Other local area report for the day were; 66092 working the Birdport steel trip during the late morning and 56113 arriving in Llanwern Exchange sidings at 1810 (-) on a 6Z67 1359 working from Crewe LNWR sidings being reported passing Hereford at 1656 (12 late)

12/07 The new GBRf locos were moved as 0X66 1200 Newport Docks - Doncaster Roberts Road Depot (1920) by 66737, hauling 66752, 66753, 66754, 66756, 66755 being reported as passing East Usk 1148 (54 early), Severn Tunnel Junction 1201 (57 early) and Gloucester 1258 (43 early). An earlier 0900 departure path was not used.

Pathfinder Tours 'Heart of Wales Rambler' (1Z25 0625 Banbury - Llandrindod Wells (1430) headed by 66133 called from 0953 (2 early) - 1029 (1 early) with c/stock; 35469, 3344, 3348, 1683, 3397, 3426, 3300, 3356, 3364, 1200, 6183, 6137. This train had been routed via the Great Western mainline and Kemble, the Stroud Valley and Gloucester.

A freight report for the morning was 66009 working 6M60 1011 Newport ADJ - Bescot (Downside) passing Newport at 1023 (6 late).

16/07 60019 passed Chepstow at 2218 (-) working a 6V52 1701 Wolverhampton Steel Terminal - Cardiff Docks freight service. This train normally runs to Margam.

As the Magazine went to press, the Railway Touring Company was organizing a new Autumn date for its 'Welsh Valleys' steam hauled trip from Bristol planned to cover the Ebbw Vale and Rhymney branch lines on 20/07, but cancelled due to a train crew firemans (FBU) strike.

Cardiff

27/06 37605 and 37602 were on South Wales test train duty top n' tailing 1Q14 which was noted stabled in Pengam sidings early afternoon.

06/07 A view of Cardiff Celsa at 1200 found 08401 stabled with industrial loco DH 50 - 2 shunting wagons nearby.

14/07 NR Class 37, 97301 was reported on South Wales area test train duties (1Q13).

Barry

The last semaphores in the Cardiff Valleys were removed over the weekend of 28 - 29th June with the closure of the signal box at Barry. It is believed the last planned signal box and semaphore removal in the Wales area will be at Pantyffynon in the early 2030s.

Margam

12/07 A view of the depot and the yard area recorded the following; 60011, 66015, 66040, 66125, 66154. Steel works area; 60020/040. Industrials; 07 (BT/WB 95/3140 of 1957), 905 (BT/WB 93/3138 of 1957), 922 Guinevere (CNES 0003/2010 / HE 9379/2012).

PRESERVATION & INDUSTRIAL MATTERS

Mainline Preservation

07/07 Steam 60163 with support coach was hauled by DCR 56303 as a 5Z63 0916 Crewe Heritage Centre - Swanage (2035) move via the West Coast Mainline and a reverse at Salisbury, being reported passing Basingstoke at 1515. The Class 56 later ran light from Swanage to Totton.

Newport Fire Station

C.Weeks

11/07 Viewed through the door; r/r SN51ONL (978006-3).

Llanwern Tata Steel Works

C.Weeks

11/07 The following were viewed; 304 (EEV D1248), DE3 (GECT 5411), DE5 (GECT 5413) along with another unidentified loco.

Margam Country Park, Margam

C.Weeks

12/07 A green livery Margam Castle (AK 65/2001) was noted in use hauling three coaches.

The 'Tarka Trail', North Devon

R.W.Giles

17/07 Bideford Station Information Centre Industrial; Planet 3832/57 (green livery). C/stock; 4489. SR Van; (S2142), Freight stock; B95(4)757 (brake van)

17/07 The Puffing Billy Inn, Torrington.

Industrial; JF 400001/45 (green livery). C/stock; (3924). Freight stock; B743169 (OOV - china clay hood) along with an unidentified brake van and a 12 ton grounded van body.

Notes; The public house, located within the station buildings, which has been closed for sometime, is set to reopen soon with a new landlord.

The coach continues to be in use as an information centre open currently on Thursdays only. Further along the line at Instow (between Bideford and Barnstaple) some track work is still in place with semaphore signals outside the fully restored signal crossing box.

A brake van, B954681 which was once located here, may well be the unidentified one located at Torrington.

To conclude this report, our correspondent recalls that this was the first time he had stood on Torrington Station since 12/09/82 when a farewell 'North Devon Explorer' trip, which started at Bristol, covered the line using a nine car Reading based DMU formation (L403 + L429 + L412). This was in fact the second last ever passenger train over this line with 31174 top n' tailing 31158 working the final train (formed of 15 coaches!), again starting from Bristol, on 06/11/82, china clay traffic having already ended in the September of that year (also see Magazine 129, October 1982).

Road Movements

11/07 Ex. GWR steam 6435, westbound, M5 passing Junction 26, (Wellington) at 1435.

15/07 Ex BR diesel 50017, northbound, M5 near Junction 22, (Highbridge) at 1415 from the Plym Valley Railway.

MISCELLANEOUS

HST Renumberings

All of the FGW sets are having one of the first class vehicles converted to either a composite or second class. Sets with the micro buffets 401xx will gain a composite and the ones with a proper buffet will gain an extra second class coach.

In addition five ex buffet cars have been converted to second class.

40723	42516	40403	42518	40434	42520
40745	42517	40416	42519		

Composites will be numbered 46001-46018 and the second class will be 42551-42583, below is the list of the intended re-numberings, but this may obviously change. Note that for some reason 42385 ex 41153 is due to be re-numbered.

41003	42551	41101	42568	41029	46002
41007	42552	41105	42569	41033	46003
41009	42553	41114	42570	41055	46004
41011	42554	41121	42571	41065	46005
41015	42555	41123	42572	41081	46006
41017	42556	41127	42573	41096	46007
41019	42557	41129	42574	41109	46008
41021	42558	41131	42575	41109	46009
41023	42559	41133	42576	41125	46010
41027	42560	41141	42577	41139	46011
41031	42561	41143	42578	41147	46012
41037	42562	41145	42579	41148	46013
41045	42563	41155	42580	41168	46014
41051	42564	41157	42581	41179	46015
41085	42565	41163	42582	41181	46016
41086	42566	42385	42583	41184	46017
41093	42567	41005	46001	41191	46018

HST 1st - 2nd Conversion 'In Service' Report

Converted so far are 42558 (22/06), 42562 (22/06), 42561 (01/07), 42559 (04/07), 42551 (14/07). Also 42564 (41051), 42570 (41114). 42557 (14/07) reported as a road trailer move on the M5 heading westbound, near Tiverton at 0800.

Bristol Area News

At Nailsea & Backwell the disabled ramp project planned for the downside and improvements to the one in place, which is too steep on the up side, have been cancelled.

The Department of Transport has withdrawn funding which was allocated in 2011 as part of a nationwide £1.23 million station improvements scheme which had to be used by March 2014. However the work start date had been cancelled initially due to platform subsidence work taking place and then for the £700,000 car park work (reported as £50,000 under budget on completion!), which was finished in June with spaces increased from 123 - 285 along with 6 new motorcycle bays and 40 bike stands. Funding is hoped to be sourced elsewhere in the long term for the ramp, with First/GW still providing some already agreed finance for the work.

Close to Flax Bourton, the recently opened 'Festival Way' public foot and cycle path between Nailsea Lodge Lane and Flax Bourton Station Road has been diverted whilst embankment stabilization and strengthening work takes place. The temporary path is located alongside the railway on the opposite side of the line. Weather related damage due to winter rain and flooding is the reason the work is being undertaken.

In the City area, work is underway on another bank stabilization project at Malago (close to Pearce's Foot bridge) near Parsons Street Station following several months of monitoring. Steel netting with pegs and concrete have been used, a speed restriction being in force on all three passing running lines in the work zone. At Lawrence Hill, the Barrow Road branch has been reconnected to the main network at Easton Junction, the missing rail section, removed in September last year due to a track fault having been replaced (believed as long ago as late April or early May). The line saw its last train of empty stone wagons stabled during June 2013, but a view of the line in July this year found it to be very overgrown with vegetation.

Cornish re Signalling

Network Rail has now allocated a £118.6 million investment to bring forward the decommissioning of semaphore signals date within the county by 5 years to December 2018. Increased capacity (possibly a half hourly main line service) and some faster journey times would be an overall benefit from this project.

Current NR semaphore survivors in the South-West area are at Yeovil Pen Mill (with the last remaining examples in the counties of Somerset and Dorset), with the next nearest being on the Totton - Fawley freight-only branch (Southampton), Park Junction (on the Ebbw Vale and Machen branch lines), the Marches mainline route to Shrewsbury from Newport and the Worcester Shrub Hill area.

HST Naming

25/06 43163 was named 'Plymouth Britain's Ocean City' at a ceremony at Plymouth Station during the day. The power car had moved as a back to back 0Z11 1035 Laira - Laira move in the company of 43086. 43163 had previously carried the special 'fly-be' promotional Singapore Airlines livery.

Electrification Is Coming - 4!

A correspondent reported that by early July, electrification masts had been installed as far as Moreton, near Didcot, with further post installation markings along the trackside as far as Swindon. Work continues to progress on the £80 million Hitachi IEP electric train depot and representatives organized a site visit for local councillors and officials early in July. The new facility is expected to be completed by March 2016.

Record Fine for Network Rail

The railway operating and maintenance company, Network Rail have been fined £53 million by the rail regulator for not reached their 5 year projected train delays target. For example, long distance services were subject to 86% late running, under the 92% target whilst London and the South-East operated on average, 89% late, instead of the planned 93%. The overall picture was just under 87% against a planned 92% target. From 1994 - 1995, 735 million rail journeys were recorded nationwide, this now increasing to 1.59 billion from 2013 - 2014, however train time keeping has remained virtually unchanged over the years. The fine will be invested back into the rail system with improvements to on board train wi-fi throughout the network - a £90 million plan (which should increase internet connections up to 10 times quicker), as well as infrastructure work in the South-East area.

New Locos - DRS

Although some freight testing work had taken place, the Class 68 debut on a passenger train was put back with a reported TPWS fault (along with a number of other issues) which saw the current fleet out of use by mid-July. Pathfinders 'Catapillar Cat' tour from Eastleigh - Crewe on the 19/07, which was to be hauled by a Class member, the first to do so, was substituted with double Class 37 haulage. It has also been confirmed that Chiltern Trains will start driver and crew training on the new Class during the autumn.

New Locos - GBRf

The final batch of Class 66 locos ever to be built in North America, 66752 - 66756 arrived in Newport Docks on board the HR Resolution during July (see Newport Notes & News).

TRACK MACHINES & DEPARTMENTALS

21/06 Oxford 'The Turnpike' (Green Lane) near Hinksey - r/r FR646 (940710-5), trailers; FR782 (010675-5), FR785 (010678-9).
01/07 Dawlish - DR75406 passing at 1623 in the up direction.
03/07 Bristol Kingsland Road - DR77901.
08/07 Westbury Up Yard - DR73907.
10/07 Bristol Kingsland Road - 73115, 75407, 77327 (the latter two both in Colas livery).
11/07 Bristol Kingsland Road - 73805 which had arrived early evening on the 1112 move from Machynlleth Carriage sidings. Cardiff Canton sidings - DR77901 allocated a 6J88 0928 move to Plymouth Tavistock Junction (1503).
12/07 Bristol East Freight Depot - 79241 - 79247. Kingsland Road - 73115, 73805, 73916, 75406, 77327. Margam (near foot crossing) - KEJ Price, r/r A241 UVV, carrying the name Tigger no.1 on the drivers side and

Tim no.2 on the other! MPV unit; DR98909 + DR98959 (the second part was assumed only). TXM Depot, Cwmbran - 941047, 911029, 911212, 914048. trailer; 010165, 010166, 010744 (which carried a sticker 010098-9) however the white panel number confirmed the former number was correct. Fitzgerald's Depot, Cwmbran - 940595, 975018, FPSRT 001. trailer; 010205, 010009, 011702, 011704, 018034, 010059, 016056, 016053, 016051, 016054, 016055, 000061, 000029, 000080, 041014, 010005, 010006. Quattro Depot, Cwmbran - 940323, 940408, 940099, 940334, 940311, 940308, 940040, 940062, 940348.

TRIP REPORTS

TRIP 490

CORNWALL

14th June 2014

Notes: Items are gauge 4ft 8.5" unless otherwise stated.

* = Assumed

** = Not seen by all.

Bridon, Bowling Green, near Bugle (visit).

Carriage: Metropolitan: (224) 8wl 8 compartment b/o.

Inspection of this vehicle shows it has rounded door tops, indicative of the Metropolitan Railway and 8 compartments. It was recorded as a GWR vehicle on trip 477, and the GWR may have owned it later as BP & GR bought some carriages from the Met c1915 - 1916.

With Thanks to the owner for his help.

Lavrean Cottage, Lavrean (visit).

Carriage: 6367 b/o.

With Thanks to the owner for our visit.

This carriage body was formerly located next to the one at Bowling Green (above) and was moved approx March 2013.

This was a 5 compartment wooden body carriage, the original operating company is undetermined at this stage.

Fenton Farm, Currian Vale (visit).

Carriage: Barry Rly: (38 later GWR 124) b/o.

With Thanks to D Owens for our visit.

This carriage had been previously thought to be Barry Rly 36 / GWR 409.

The vehicle at Fenton Farm seemingly had 5 compartments, with one of them believed to be a guards compartment. Only numbers 37 (later GWR 119) and 38 had guards compartments. The number 4 was found as part of the number on a previous visit by a trip participant in 1996.

Garden next to Fenton Farm, Currian Vale (view).

Wagon: GWR: UID 'Mink A'.

Summercourt Scapyard, Summercourt (visit).

Gauge 1524mm: Steam: 1103 - LO 141/43 pvd with its tender ex p42.

There is also a Standard Gauge carriage, 4wl 4 compartment b/o on private land next to the scrapyard which we were refused permission to view on this occasion. No details are currently known, but it was moved to the site some years ago after being used as a house a few miles away for many years.

With Thanks to J Clayton for our visit.

Little Western Railway, Newquay (visit).

Gauge 7.25": Loco: HST style Mardyke Miniatures 4-4wPH of 1980 in blue/grey/yellow.

Carriages: There were two un-numbered blue and red carriages in service. The third was away for repair.

With Thanks to J Littlefield for our visit.

J Spenceley, Private Location (visit).

Gauge 1ft 11.5": Steam: Roanoke 0507 ST/2004 working.

Diesel: LOD 758221 - MR 8886/44.

Carriages: Two un-numbered, 1 in service.

Wagons: All un-numbered: 3 flat, 2 open.

With Thanks to J Spenceley for our visit.

The party enjoyed a ride on the line.

Helston Railway (visit).

On the old trackbed next to the car park.

Road/Rail: Ex- AP Webb: 051 970053-3 - O&K MH 4S 315053.

Prospidnick Halt.

Diesel: 11520 - RH 395305/56.

DMU: W50413, W56169.

NPCCS: Mk1: 94148 (86416 93416 95148).

Wagon: BR: 954353 ex GCR(N).

Small Permaquip trolley: RTU 6655.

Trevarno.

Diesel: 97649 - RH 327974/54.

DMU: 59521.

Wagon: BR: 954673.

Trailer used with Road/Rail vehicles: Ex AP Webb: DK 56 - Railability.

Unknown Gauge: 4wl (unpowered) Wickham trailer.

2 plank open wagon b/o.

Truthall Bridge, current end of the line.

Trailer used with Road/Rail vehicles with added sides: Ex AP Webb: TR6 011283-7 - Railability.

With Thanks to B Barnes and Marcus for our visit.

The Coach House, Prazegooth Lane, Cadgwith (visit).

Carriage: Old Coach b/o.

Wagon: HENRIETTA - GWR outside framed Toad brake van b/o built between 1874 and 1882.

With Thanks to Paula & Paul McMinn for our visit.

The carriage was built by Brown, Marshalls & Co. prior to 1902, for export to Egypt as a verandah ended saloon. It returned to Swindon works after World War 1. It was moved along with the Brake Van to the site c1923 after being purchased for £25 by R A G Hannington, the then GWR Locomotive Works Manager. The carriage was originally inside the house and a film of its extraction is available on Youtube.

Both vehicles are available for use as holiday accommodation.

The Lizard Lifeboat Station, Kilcobben Cove (view).

Electric Funicular: 8ft gauge: One un-numbered car/c1995.

Used by the RNLI to get to / from the lifeboat launching station.

Railway Cottage, Near Kuggar (view).

Carriage: GWR: UID 6w1 6 Compartment 3rd b/o.

Tremerlin, Kestle Barton, Helford (view).

Carriage: GER: 987 - 6w1 5 compartment 3rd b/o.

Larks Nest, Plot 118, Gwithiam Towans (view).

Carriage: GWR: UID 4w1 5 compartment b/o.

Macsalvers Yard, Pool (view).

NPCCS: SR PMV's: 1299 b/o, 2120 b/o.

07/06/14

BISHOPS LYDEARD

J.A.DICKS

- The purpose of this trip was not to view the West Somerset Railway but to visit the layouts built by the Taunton Model Railway Club at their headquarters on platform 1 of the Station. This included their famous model of the Somerset and Dorset facilities at Bath, Green Park.

- It was interesting to note that 150106 was being used to form a shuttle service between Taunton and Bishop's Lydeard. The charge was £5 per round trip and participation would have meant a journey along one side of the now famous triangle. Conversely a service 28 bus calls half hourly at Taunton Station and also calls at Bishop's Lydeard Station.

Rexquote

Shovlin Plant 940050-6 Rexquote Gigarailer 180 S 301286: X 192 HNF
Rexquote/Thwaites TD12 1-97998.

Yard

Keltbray E1067 (940481-1).

Readypower FR1345 (942042-1).

Quattro 257 (942005-8).

Workshops

Rexquote E1189 (911224-2).
L&W Contractors RRV133 (910021-3).
Road Rail Cranes DE55AAE (919082-6).
Murphy P1209 (943081-8).

Trains in Service.

Steam 4160 with 25323, 4875, 35257, 4814, 4435 & 24985
Diesel 150106
D1010 Western Campaigner with 5002, 25308, 9380, 5025, 4911 - short rake
only 5 coaches
D1015 Western Champion (Ex P95) - stock not noted
D7017 with 4956, 4909, 4346, 9227, 4876, 5030

Platform 1 Bay

Unidentified Coaches PMVY or possibly LMS CCT: Courier Van fitted with
roller shutter doors

Sidings

Steam Locos GWR 3850: S&DJR 88 (53808) Diesel 09019 (Ex P54) Coaches
GWR Camping Coach 3668 (9888) of 1922 - used for volunteer accommodation:
"Quantock Belle" train set - 35408 (977165) Jupiter: 1909 Orion: 3108
Meteor: 1804 Aries: 21174 Phoenix

Museum

Coach GWR SLF of 1897 used on Paddington - Fishguard trains 9038 (242)

Notes

- The front end of a heritage Dmu was just visible round the curve
towards Taunton

ABC Electrification

(912078-1).

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Can all information for the magazine please be sent to Simon Chainey by
the 20th of the month, either at the address at the front of the magazine
or by e-mail to: magazine@Cardiffandavonside.org.uk