

CARDIFF & AVONSIDE RAILWAY SOCIETY

Established 1971

www.cardiffandavonside.org.uk



MAGAZINE

Issue 539

January 2017

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Front Cover Photo January 2017 Issue 539:

[Chris Weeks]

TKh 4015 is seen at Oldfield on 16/10/16 during the Avon Valley Railway Steam Gala.

Rear Cover Photo January 2017 Issue 539:

[Chris Weeks]

37558 (37424) calls at Lawrence Hill with observation Saloon "Caroline" on 14/12/16.

FUTURE EVENTS

Trip 522

MANCHESTER FLYER

Saturday 14/01/17

Approx 5 hours free time to do as you wish in the city. Shall be trying to arrange a visit to the Siemens depot at Ardwick for this trip.

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

Proposed Itinerary: None

Permits: None

Departure Time from Bristol area = 0630 am

Return Time to Bristol area = approx 2130 pm

Book By Date = 24th December 2016

Safety Equipment (PPE) required: To be advised

Trip 523

EAST MIDLANDS PLANT

Saturday 11/02/17

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

Proposed Itinerary: Readypower, Coalville; Elmec Solutions, Loscoe; Van Elle, Kirkby in Ashfield; MLP Rail, Pinxton; TRAC, Chesterfield; SRS, Bolsover; Network Rail, Tuxford Test Track; TXM Plant, Beckingham; Trackwork, Kirkby Sandall; Quattro Plant, Carcroft; Marshgate OTPD, Doncaster; Network Rail Hexthorpe Rail Depot, Doncaster; SPL Powerlines, Doncaster; Network Rail TMD, Doncaster; Wood Yard, Doncaster.

Permits: TBA

Departure Time from Bristol area = TBA

Return Time to Bristol area = TBA

Book By Date = 28th January 2017

Safety Equipment (PPE) required: TBA

Trip 524

MAD MARCH TO PETERBOROUGH FLYER

Saturday 11/03/17

A one day trip visiting Cambridgeshire. This flyer is different to the usual type in that we shall be dropping people off at Peterborough Station and for those who wish we shall be going to a few locations in the March area where there are grounded coach bodies & also a view of Whitemoor Yard, before heading back to Peterborough for the remainder of the day.

Proposed Trip Fare = £31.00 Reduced Fare for Society Members = £28.00

Proposed Itinerary: None

Permits: None

Departure Time from Bristol area = 0630 am

Return Time to Bristol area = approx 2130 pm

Book By Date = 25th February 2017

Safety Equipment (PPE) required: TBA

The following is a list of proposed dates & locations for trips during the remainder of 2017

**** Please note that at this moment none of these are finalised or confirmed, and therefore bookings for these trips will not yet be taken.**

Sunday June 11th - Bedfordshire & Cambridgeshire.

Saturday July 15th - Shropshire.

Saturday August 12th - Home Counties/Essex Miniatures.

Saturday September 9th or 16th - Statfold Barn & Midland Railway Centre (including Golden Valley Light Railway).

Saturday & Sunday October 14th & 15th - Lincolnshire & Yorkshire Weekend.

Saturday November 11th - Doncaster Flyer.

Saturday December 9th - London Flyer.

NOTICES

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 **07751 246365** 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.

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

NOTES & NEWS

Bristol Parkway, Stoke Gifford, Pilning, Yate and Westerleigh

28/11 IEP Class 800 tests restarted from this date (being booked to operate until 5th December) 800002 working 5X30 2114 Stoke Gifford - Exeter St.Davids being reported passing Lawrence Hill at 2123 (19 early), Worle junction 2151 (11 early) and Bridgwater 2207 (4 early). The set arrived in Exeter at 2239 (10 early) and departed at 2257 (3 early) for Taunton, one of several overnight trips between these two locations to take place prior to the return move back to Stoke Gifford.

30/11 IEP set 800002 was noted in Parkway station at 2110 ready to continue a 5X30 2114 Stoke Gifford - Exeter St.Davids test run.

02/12 66156 passed Westerleigh junction at 0721 working the 6V10 0204 Dollands Moor - Barry Docks freight formed of 11 wagons.

03/12 67006 worked Pathfinder Tours 'York & Durham Noel Explorer' (1Z67 0519 Newport - Newcastle) which departed Parkway at 0550 (-) and Swindon 0632 (8 late). The train's c/stock formation was reported as 17105, 3314, 3340, 80042, 3325, 3397, 3390, 3364, 1200, 6051, 6158. Train problems believed linked to the brakes saw the working terminated at York. IEP set 800002 was again active this time on a 5X93 1020 Stoke Gifford - Old Dalby (via Acton) move which passed Westerleigh junction at 1027 and arrived Swindon at 1055. The days 0X12 1106 Margam - Eastleigh yard loco 'convoy' was reported formed with 66080 + 66037 + 66068 + 66054 + 66027 + 66066 + 66070 and recorded passing Bathampton junction at 1359.

04/12 The 1F12 1049 Frome - Cardiff Central (1243) and return 1F19 1308 Cardiff Central - Salisbury service was worked by a GW green combo of 158957 + 150248 the return being noted passing Cattybrook, near Pilning at 1348. It was interesting to record how the recently released to traffic (ex. Barton Hill) Class 158's colour contrasted with a rather grubby 150 livery! Another record for the afternoon was 70802 + 70806 + 70810 running as a 0C47 1409 Crewe Basford Hall yard - Westbury (1433) light-loco move which passed Patchway at 1409 (24 early), Keynsham 1441 and Bath 1447 (50 early). A 1307 Newport ADJ - Burton Wetmore return previous days rail tour ecs move originally booked via Bristol, Bath (1358), Swindon and Oxford was diverted via Chepstow and Gloucester.

08/12 66543 returned further Fiddlers Ferry PS coal empties which had departed from Avonmouth as a booked 2033 working during the previous

evening. The 6V20 0635 Fiddlers - Stoke Gifford empties passed Abergavenny at 1331.

09/12 66620 + 66508 headed a short coal wagon 'cripple' trip running as 4E14 1115 Stoke Gifford - York yard (1921) via Bromsgrove which departed Parkway at 1144 (23 late) and passed Yate at 1210 (35 late). Earlier the NMRT HST set with power cars 43014 + 43013 worked a 1Z20 0555 Old Oak Common - Derby RTC (1629) via Swansea move which departed Swindon at 0714 (1 late) and passed Patchway at 0743 (5 early) on the outward and Yate at 1214 (7 early) on the return.

10/12 Having remained overnight in the up goods loop, 66758 worked the previous days gypsum empties forward as 6E81 0945 Parkway - Doncaster Hexthorpe yard (1857) via Oxford passing Westerleigh junction at 0951 (-) and Swindon 1030 (16 early). A driver shortage was thought to be the reason why this service had an unexpected overnight stay in Bristol. Later, 66543 headed a 4V20 0610 Fiddlers Ferry - Stoke Gifford (1210) via Chipping Sodbury train of coal empties which passed Abergavenny at 1101 (74 late) and Pilning 1147 (79 late).

12/12 Booked stone traffic over the Tytherington Quarry branch line was scheduled to take place in the hands of operator Devon & Cornwall Railways with expected Class 56 hauling power. A 6M67 1053 service to Willesden (1647) via Yate Middle 1123 - 1125, Parkway 1143 - 1218 and Swindon 1316 was booked to run for the next two weeks (SSuX). However, although substantial vegetation clearance and track work had taken place (including the reinstatement of the three road level crossings back into working order, two with new barriers fitted) further work is still scheduled to take place including refurbishment of the loading equipment and clearance of the head shunt towards the A38 road at the quarry.

Stone trains could be operating over the line again in early March 2017 supplementing material loaded at the Mendip Quarries for the London area and the South-East.

A further unconfirmed report suggests the stone could be lined up for use on road construction with the improvements of the M4 motorway (and a relief road) in the Newport area - but still not fully approved - mentioned.

14/12 An IEP set (believed to have been the Virgin 800101) worked 5X30 Stoke Gifford - Plymouth and two out and back turns (5X31 and 5X32) to Newton Abbot prior to returning as 5X33 0345 Plymouth - Stoke Gifford.

16/12 IEP nine-car set 800101 was allocated the 5X30 2125 Stoke Gifford - Exeter St.David test run.

18/12 Following overnight testing in Devon during the previous week, IEP set 800101 was returned as 5X80 1541 Stoke Gifford - North Pole Lep passing Parkway at 1555.

Locos recorded at Westerleigh on fuel tank duty have included;
60019/066/074/091/092.

Bristol Temple Meads, Barton Hill and Kingsland Road

15/11 Additional Information (December Magazine) - Further information regarding the passage of the 6A35 2144 (Mon) Moreton-on-Lugg - Hayes (0543) and its axle problem has revealed the train was split near Hawkridge junction and the defected wagon removed into the cement works sidings. The train was then reformed and able to continue from Westbury the wagon being later moved on 'wheel skate' to here for attention. The train was believed responsible for the two rail breaks near Bathampton and Trowbridge reported on the day which caused delays and cancellations.

19/11 Steam 44871 + 45407 Lancashire Fusilier worked the Railway Touring Company 'Christmas Cheshireman' 1Z40 0700 Temple Meads - Chester (1306) and 1Z42 1613 return to Temple Meads (2154) the outward delayed due to a loco TPWS fault passed Lawrence Hill at 0759 (46 late), departed Filton Abbey Wood at 0759 (45 late) and Cwmbran 0926 (34 late). The trains c/stock formation (which had arrived during the previous day, see last months Magazine) was reported as; 3058, 1961, 99371, 3136, 99127, 99125, 1861, 4984, 4973, 99723. Steam 70013 Oliver Cromwell was originally booked for this tour. DCR unbranded green 31452 was present stabled in one of the north end platform spurs having moved locos to Okehampton for the 'Polar Express' Christmas trains over the Dartmoor Railway (also see last months Magazine). Also West Coast 33207 which had brought in the rail tour ecs was stabled on the former Bath Road depot spur. A high tide and the effects of North Atlantic storm Angus saw sea wall problems at Dawlish. Arriva XC Voyager sets were suffering with their exposed roof electrics, the 1V66 1955 and 1V68 2055 departures from Gloucester being both terminated at Exeter St.Davids. The 1V62 1755 Gloucester - Plymouth service was earlier noted cautiously moving wrong line formed of two sets (the second of which had one engine not working and its internal lights out) towards Dawlish Station passing at 2001 (6 late). Arriva XC tickets were as in the past made available for use on covering GW services to and from the west.

20/11 66177 worked the 4B35 1219 Southall - Moreton-on-Lugg (1700) stone empties formed of 28 former coal HTA wagons being noted passing Bedwyn at 1332 (2 late) and Bath 1520 (19 late).

21/11 West Coast 33207 returned the previous days rail tour ecs as 5Z46 1149 Kingsland Road - Southall Wcr (1613) which passed Bath at 1208 (22 early) and Swindon 1244 (37 early). Heavy rain and flooding due to the already mentioned storm Angus caused chaos at several locations with the Bristol - Taunton, Taunton - Exeter and Yeovil - Exeter routes all being at one time closed during the day. Locally the usual locations at Chipping Sodbury tunnel and Flax Bourton (where a 5 mph restriction was introduced late morning) were reported but further afield Cowley Bridge junction (near Exeter) and Crewkerne suffered flooding problems. Temple Meads was in fact closed late afternoon for safety reasons due to the number of passengers in and around the location the tunnels beneath the station being brought into use to accommodate some of the travellers who had already and were continuing to arrive. There were a large number of late running records, for example the 2U20 1248 Paignton - Cardiff Central was terminated in Temple Meads at 1643 (190 late), the 2D16 1410 Weston-super-Mare - Temple Meads service arrived at 1620 (105 late) and the 1A23 Temple Meads - Paddington HST departed at 1530 (70 late). A number of cancellations were to follow. Freight diversions via Bath included the morning Wentloog - Southampton containers and the return 6C28 1253 Exeter Riverside - Westbury stone empties with 70804 which passed Bridgwater at 1527 and Bathampton junction 1851 (the train having been held in Highbridge loop due to flooding at Uphill junction). The 6B50 return Swindon - Llanwern steel empties (booked via Parkway) departed at 1557 and was routed via Kemble and Gloucester behind 66059. A 3Z01 Derby RTC - Exeter (Riverside) yard test working headed by Colas 37421 was also affected being terminated at Taunton having earlier been reported departing Weston-super-Mare at 2215.

22/11 Flood problems continued with Chipping Sodbury tunnel closed (although at 0540 the up line was reopened and the down line under signallers instructions only up until 0700) and the mainline at Cowley Bridge junction (where the Barnstaple branch was also closed), near Exeter

where road bus services were brought in between Taunton and Exeter. A speed restriction was also in operation between Weston-super-Mare and Taunton. The days revised Arriva XC HST service report was as follows; 43321 XC01 43384 - 1V46 0640 York - Taunton (1116) / 1S47 1151 Taunton - Glasgow Central (2015) and 43304 XC03 43378 - 1V44 0600 Leeds - Taunton (1015) / 1S45 1051 Taunton - Aberdeen (2048). The 1V50 0606 Edinburgh Waverley - Plymouth (1443) service was terminated at Dunbar due to flooding between Berwick and Newcastle.

Freight records for the day included; 37059 + 37610 working the 6V74 / 6M63 Crewe - Bridgwater nuclear flasks the outward passing Lawrence Hill at 0558 and the return passing Nailsea & Backwell at 1136 formed with FNAs 550027 + 550031 and the Tuesdays only 6C99 Newport ADJ - St.Blazey freight which was diverted via Bath and terminated at Westbury, going forward during the following afternoon at 1556 the hauling power not being reported. Also the first of a new Colas cement flow from South Wales - Wiltshire / Cornwall operated as 6C35 0250 Aberthaw PS - Westbury la Farge and 6C36 1220 return, 70805 hauling the first trains. The outward was reported to have passed Hawkridge junction at 0727 (134 late) and the late running return passed Lawrence Hill at 1608. Another Lawrence Hill report for the day was 66056 passing at 1608 working the diverted 6B33 Theale - Robeston empty fuel tanks running this way due to the already reported flooding in Chipping Sodbury tunnel.

23/11 The Exeter to Taunton line reopened during the early afternoon.

24/11 An East Anglian - Plymouth stock move which had previously been cancelled operated behind 68024 as 5Z69 1003 Norwich Station CSD - Laira Tsmc (2017) formed with c/stock (for refurbishment); 10229 (Anglian white), 12078, 12133, 12011, 12122, 12138, 10212, 11018, 11048, 11007 (all in Virgin black). This interesting move was reported passing Trowse junction (Norwich) at 1022 (15 late), Camden Road (North London) 1418 (3 early), Twyford 1521 (8 early), departing Reading at 1535 (2 early), passing Swindon 1631 (3 early), Bath 1708 (5 late), Keynsham 1710, Bridgwater 1820 (5 early), Taunton 1833 (11 early) and Exeter St.Davids 1900 (13 early). The stock will eventually be used as Pendolino (Class 390) maintenance unit cover in the Midlands.

The Stanier 5 pairing of 44871 + 45407 Lancashire Fusilier were back in Bristol on rail tour duty with the Railway Touring Company 'The Bath Christmas Market' 1Z87 0650 Poole - Temple Meads (1105) and 1Z88 1736 return to Poole (2206) as far as Salisbury, the outward being reported as departing Southampton Central at 0821 (1 late), Salisbury 0932 (5 late) and Bath 1040 (7 early). The return departed Temple Meads to time and Bath at 1757 (-) and passed Westbury at 1826 (-). West Coast 47802 was the trains diesel support loco.

25/11 68024 returned light-engine from the previous days stock move as 0Z69 1050 Laira - Crewe Gresty Bridge (2016) which was reported passing Taunton at 1220 (41 early), Bridgwater 1229 (43 early), departing Temple Meads at 1407 (6 early) and passing Lawrence Hill at 1409 (7 early). Another light-loco report was 31452 stabled in one of the north end bays close to platform 5 during the day. At St.Phillips Marsh depot during the late afternoon 143620 was recorded having arrived on a 5C02 empty move from Exeter St.Davids earlier in the day. The days Arriva XC HST allocations were as follows; 43321 XC01 43366 - 1V44 0600 Leeds - Plymouth (1144) / 1S51 1225 Plymouth - Glasgow Central (2244) and 43301 XC03 43304 - 1V50 0606 Edinburgh Waverley - Plymouth (1443) / 1E63 1525 Plymouth - Leeds (2106).

26/11 A power cut between Bath and Bristol caused train problems up until around 2030. The last up HST service was the 1A09 0830 Temple Meads

- Paddington (1025) service which departed Bath at 0846 (3 late) and the final down HST the 1C03 0643 Paddington - Temple Meads which arrived in Bristol at 0839 (-). In the meantime all local, Portsmouth Harbour and South-West Trains services were cancelled. The 1A10 0729 Exeter St.Davids - Paddington HST (with power cars 43154 + 43042) which departed Temple Meads at 0913 (13 late) was seen passing Parkway off route, later departing Swindon at 0952 (8 late) and arriving in the Capital at 1046 (7 late) and the diverted 1C06 0822 Paddington - Temple Meads HST service departed Swindon at 0940 (8 late) and arrived Temple Meads at 1019 (4 late). Another Saturday diversion was the 0012 1106 Margam - Eastleigh yard (1643) light-engine convoy (originally listed as cancelled) being routed via Parkway, Swindon and Reading West. The unconfirmed loco line-up was; 60054 + 66056 + 66182 + 66230.

29/11 70808 worked the second 6C36 Westbury Cement works - Aberthaw empty PCA cement tanks which passed Trowbridge at 1312 (39 late) and Lawrence Hill 1415. Large logo 37025 was stabled in the former west end motor-rail bay on a test train.

30/11 37421 + 37219 were an evening arrival top n' tailing a high mileage 1Z78 0643 Tyseley - Temple Meads (2317) test working (with dept c/stock 6262, 5981, 977983) via Evesham, Oxford, Frome and Yeovil. Reports were passing Oxford at 1109, departing Chippenham at 1627 (11 early) and departing Yeovil junction at 1825 (3 late) following a reverse move. Large-logo blue 37025 meanwhile had departed the former motorail bay platform at Temple Meads working 3Z71 2010 to Tyseley (0503) via Slough (reverse) and Oxford, being locally reported passing Bath at 2017 (7 early) and departing Swindon 2201 (16 late).

01/12 Northern Belle duo 57312 + 57305 were paired on the 6V74 / 6M63 Crewe Coal sidings - Bridgwater and return nuclear flasks formed of two FNA Ds which had arrived at 0615 and departed at 1122 later passing Parkway at 1220. 70806 + 70810 ran 0Z98 0935 Westbury - Bescot light passing Stapleton Road at 1052. The first set of Cornish cement empties returned as 6C36 1003 Moorswater - Aberthaw Cement works (1859) via Bristol again with 70808 being reported as departing Liskeard at 1040, passing Saltash at 1046 (75 early), Totnes 1133 (119 early), Tiverton Parkway 1234 (134 early), Taunton 1412 (52 early), Yatton 1452 (68 early), departing Temple Meads at 1518 (113 early) and passing Patchway at 1527 (108 early). Steam 60163 was an afternoon arrival in the area working a UK Railtours 'The Bath Christmas Express' 1Z91 0943 Victoria - Bristol TM and 1Z93 return to Victoria (2205) the outward being delayed at the Newbury Racecourse water stop due to a loco whistle failure! The departure at Bath was eventually recorded at 1431 (46 late) and arrival in Temple Meads at 1446 (40 late) the return departing at 1759 (22 late) and Bath 1819 (19 late). The trains c/stock formation was reported as; 21249 (loco support), 6310, 21272, 3121, 3147, 1651, 3149, 3066, 1832, 4949.

02/12 Two workings of interest through Lawrence Hill during the day were; the Rail Operations Group 37608 heading a 3Q23 1009 Bristol High level sidings - Derby RTC via Birmingham NS test train (with dept c/stock 977969, 999606, 9701) at 1104 the inward working for this movement being 3Q64 1850 (Thur) Old Oak Common - Temple Meads which had earlier passed Filton Abbey Wood at 0509 and 70808 working the 6C36 1220 Westbury la Farge - Aberthaw Cement works empty PCA tanks at 1513 (121 late). The outward cement service, formed of 33 PCAs ran as 6C35 0250 Aberthaw - Westbury and passed Bradford junction at 0455. This was the first working of a new ongoing Colas freight flow contract.

04/12 Having ventured from Weston-super-Mare as far as Bristol in 2014 and Severn Beach in 2015 this year's Springboard Children's charity 'Santa

Special' operated by GW rail staff volunteers ran to and from Wiltshire. The 2Z30 1032 Weston-super-Mare - Weston-super-Mare (1249) via Westbury (1129 - 1145) service complete with headboard was worked again with the charities dedicated special livery unit 158798. The train which also stopped each way at Yatton departing here at 1146 (1 late) outward and 1239 (7 late) on the return was also recorded passing Keynsham at 1104 (3 late) and departing Bathampton junction at 1119 (9 late) having arrived here at 1115, passing this location on the return at 1203 (2 late) and Temple Meads on the down through line at 1222 (5 late).

05/12 Colas 37175 worked 0F84 0937 Tonbridge West yard - Cardiff Central light passing Warminster at 1407 and Lawrence Hill 1456.

06/12 37424 + 37259 were paired on the 6V74 / 6M63 nuclear flask service the outward passing Worle junction at 0557 and the return departing at 1104, passing Yatton at 1122, Bedminster 1146 and Lawrence Hill 1205, the consist being FNA D 709229006-5 + FNA 550051. Another freight report for Lawrence Hill was 70805 working the 6C36 Westbury - Aberthaw Cement works empty PCAs which passed at 1312. Loco 37424 carries the old BR large logo blue livery with Avro Vulcan XH558 nameplates as well as the 'unofficial' loco fleet number 37558. XH558 was the RAF fleet number of the last airworthy Vulcan bomber which flew in preservation for the last time towards the end of 2015. Also during the day 67012 worked a 1V80 0943 Victoria - Bath (1307) Belmond VSOE which passed Woking junction at 1043 (16 late) and Avoncliff 1244 (9 early) and the 1092 return to Victoria (1945) which departed at 1555 (-) and passed Trowbridge at 1614 (-).

07/12 Two loco hauled rail tours were in the area; 68023 + 68016 top n' tailed the Northern Belle dining train (with c/stock; 10729 Crewe, 10734 Balmoral, 17167 Mow Cop, 325 Duart, 3247 Chatsworth, 3275 Harlech, 3182 Warwick, 3267 Belvoir, 1566, 3273 Alnwick, 3174 Glamis) which worked 1Z12 1204 Cardiff Central - Swindon (1416) passing East Usk at 1228 (4 late), Lawrence Hill 1301 (8 late), departing Temple Meads at 1316 (1 late) and departing Bath at 1337 (6 late). The 1Z13 1431 Swindon - Cardiff West (1710) return operated via Kemble, Gloucester and Chepstow where a passing time of 1543 (33 early) was recorded. A 1718 Cardiff West - Swindon (1932) then followed which departed Temple Meads at 1846 (5 late) and Bath 1904 (3 late). A Swindon - Cardiff Pengam sidings ecs (via Parkway) completed the day's activities.

In contrast, heritage traction in the form of 47804 + 47854 top n' tailed a West Coast 'The Festive Bath Explorer' 1Z83 0555 Barrow-in-Furnace - Bath (1250) via Oxford and 1Z84 1701 return to Barrow-in-Furnace (0004), the outward departing Crewe at 0919 (7 late) passing Swindon at 1231 (5 late) and Bathampton junction 1250 (4 late) and the return passing Chippenham at 1713 (1 early).

The trains c/stock formation which was reported as; 3313, 3350, 3395, 3431, 6103, 6724, 99680, 99679 Windermere was stabled at Kingsland Road via 5Z84 and 5Z85 movements from and back to Bath.

08/12 70805 returned the second Colas Cornish cement working as 6C36 1003 Moorswater - Aberthaw which passed Taunton at 1500 and Uphill junction 1537.

09/12 The Colas cement service made a Friday run with 70805 as 6C35 0400 Aberthaw Cement works - Westbury la Farge which was reported passing Filton Abbey Wood at 0510 (44 early) and Trowbridge 0619 (23 early) and the 6C36 1220 return to Aberthaw (1603) which passed Freshford at 1335 (54 late) and Patchway 1418 (59 late).

10/12 Steam 34046 Braunton - still carrying the 34052 Lord Dowding number and name worked Steam Dreams 'Cathedrals Express' 1Z50 0943 Victoria - Bristol TM and 1Z52 1711 return to Victoria (2114) with

c/stock; 35451 (loco support), 5222, 5200, 9104, 13440, 13320, 99347, 1666, 5236, 5249, 5237. The outward was reported departing passing Westbury at 1352 (7 late), departing Bath at 1419 (2 late) and passing Oldfield Park at 1425 (6 late). The return (with 47802 noted on the rear) departed Bath at 1806 (36 late) and passed Swindon at 1841 (38 late). Two engineering train loco allocations and reports were; 66068 - 6W98 1714 Eastleigh East yard - Cardiff West rail-train which passed Filton Abbey Wood at 2028 and 66509 - 6Y61 1727 Westbury - Avonmouth (1952) which passed Bath at 1730 (21 early) and Clifton Down 1956 (15 late) formed of 30 wagons.

11/12 A return engineering train record was; 66068 - 6W98 0745 Cardiff Up Goods loop - Eastleigh yard cwr train which passed Bathampton junction at 1014.

13/12 The new Colas cement flow appears to be settling down to a regular pattern with a Aberthaw - Westbury and return working on both Tuesdays and Fridays (via Bath) and a working to Moorswater (Cornwall) on a Wednesday (via Westbury) returning empty via Bridgwater on a Thursday. The return 6C36 1220 Westbury la Farge - Aberthaw Cement works was noted with 70805 on this date being reported passing Freshford at 1241 (-) and Pilning 1320. It is believed the Welsh Assembly has been involved in this new rail flow which is removing numerous lorry movements from the roads of South Wales as well as securing production work at the Aberthaw Cement plant. The service is expected to be extended to the Theale cement terminal sometime during 2017.

14/12 Two morning records through the Bristol area were; 37607 + 37612 on the 6V74 / 6M63 Bridgwater flasks (FNA 550060 + FNA D 709229010) which passed Bristol West at 0527 on the outward and Temple Meads at 1146, Lawrence Hill 1209 and Parkway 1217 on the return and 70804 + 70807 working 0F75 Cardiff Canton sidings - Westbury light-engines which passed Llanwern West junction at 1004 and Lawrence Hill 1138.

Another working of interest was a DRS 2Z02 0734 Ealing Broadway - Reading (1731) saloon coach 975025 (Caroline) circular working. The hauling power was large-logo 37424 (37 558) which had appeared on the Bridgwater flask eight days earlier and the train took in the Berks & Hants, Avon Valley, Marches and the Stroud Valley routes. With the Class 37 leading the saloon throughout the move the train was locally noted passing Bath at 1016 (4 early), Lawrence Hill 1141 (4 late), Filton Abbey Wood 1147 (5 late) and Llanwern West junction 1234 (1 late).

15/12 Having worked west during the previous morning, the Cornish cement empties formed of 25 PCAs returned as 6C36 1009 Moorswater - Aberthaw (1908) behind 70805 passing Taunton at 1414 (48 early), arriving Temple Meads at 1507 (70 early) departing at 1706 (1 late), passing Pilning at 1725 (5 late) and Newport 1748 (3 early).

16/12 The Friday's recently 'revised' NRMT diagram 1Q18 0525 Old Oak Common - Paignton (1536) and 1Z18 1546 Paignton - Taunton (1847) via Bristol was amended being terminated at Temple Meads, the train then going forward as 1Z19 1810 Temple Meads - Heaton (2320) passing Lawrence Hill at 1826 (12 late) and Yate 1854 (4 late).

The trains running formation was reported as; 43013, 9977984, 975814, 977793, 977794, 975984, 43014. The 1Q19 1857 Taunton - Old Oak Common via Castle Cary and Paddington (2137) and 1Q21 2209 return to Derby RTC (2209) train moves were both cancelled.

18/12 Engineering work closed the mainline north of Westerleigh junction with a road bus service running between Temple Meads, Parkway and Yate stations during the day.

Bristol West Railport

Locos recorded here on container duty have included;
66416/501/503/504/511/533/543/569/572/592/955.

Avonmouth and the Severn Beach branch line

19/11 DBC locos were back on the 3S59 Barton Hill rhtt replacing Freightliners 66524 + 66560 which had been 'hire in'. 66104 + 66106 were recorded at 0927 passing Breentry (near Filton West junction) heading towards Avonmouth from South Wales.

22/11 GBRf 66731 was a rare visitor returning a 0128 Avonmouth West wharf - Colnbrook (via Bath and the Berks & Hants route) loaded stone which passed Filton West junction at 0122 (25 early). The inward 6V30 empties had arrived from Neasden at 1807 (21 late) during the previous day

27/11 There was passenger disruption on the Severn Beach line with the first service of the day, the 2K14 0906 Temple Meads - Severn Beach service striking a wheel barrow on the track between Sea Mills and Shirehampton stations. The set limped onwards to Avonmouth station where it was terminated at 1032 (62 late). The balancing return 2C71 0945 Severn Beach - Taunton (1125) service was cancelled, but later restarted at Temple Meads departing at 1035 (10 late). In the Royal Edward dock area Day Group Limited are setting up a new facility on the former CWS flour mill site (close to St. Andrews Junction level crossing) to deal with incinerator ash and the conversion of the material for use in the construction industry. Although rail movements are not expected at this stage, this is the same company who has sidings at a rail served stone terminal in Brentford. Up to 75 tonnes of ash a day is expected to be dealt with once the plant is operating.

29/11 70806 was engaged on further RILA (rail survey tests) during the day making four light-engine movements over the Henbury loop between Parkway / Filton and the Bulk Handling terminal the first passing Breentry at 0931. The final return run passed Breentry for Westbury at 1441 (93 early).

Also during the day 66952 failed between Fishpool Hill road overbridge and the Charlton Tunnel mouth working the 6B68 0925 Avonmouth BBht - Aberthaw PS coal working at 1025. 66955 arrived from Stoke Gifford sidings light at 1106 and the train was eventually again on the move at 1122.

30/11 66516 was observed loading the 6F90 1425 Uskmouth PS coal service at 1325 and unusually the 6B68 0925 Aberthaw PS coal departure with 66952 was also still present. The latter was eventually recorded passing Hallen Marsh junction at 1350 (259 late!) the reason for the late departure remained unknown.

03/12 The 3S59 overnight Barton Hill rhtt with 66104 + 66106 was reported passing Pilning at 0948, Breentry heading towards Avonmouth at 1000 and Nailsea & Backwell enroute to Weston-super-Mare prior to the return to Bristol at 1248 (103 late).

04/12 The engineering line work resumed from the spring in upgrading the tracks on the Bristol side of Avonmouth station for up to a 50 mph running speed. Freightliner engineering trains were used for the work along with a single DCS working. Train details and reports were as follows; 66040 - 0830 Filton West junction - Westbury (0926), 66516 - 6Y42 1000 Holesmouth junction - Westbury (1125) formed of JNA wagons carrying old sleepers, dug out material and new unused ballast in JNA boxes passed Breentry at 1018, Keynsham 1059 (10 late) and Bathampton junction 1112 (1 late), 66567 - 6Y43 1100 Holesmouth junction - Westbury (1219) which passed Breentry at 1038, Keynsham 1149 (6 late) and Bathampton junction 1203 (8 late) and

66543 - 0115 (Mon) Holesmouth junction - Westbury which was present in the 'occupation zone' at 1130 formed mainly with coalfish wagons. Inward workings were; 6W35 1728 (Sat) Westbury - Hallen Marsh junction (reported passing Montpelier at 1850), 1931 (Sat) Westbury - Avonmouth (2042), 2224 (Sat) Westbury - Clifton Down (2317) and 0038 Westbury - Clifton Down (0130). It was interesting to record that Gloucester Road level crossing was closed during the day with the road diversion routed via the West Town road level crossing / Victoria road dock entrance for residents living on the other side of the crossing. The route over private land was under port police supervision and the public were not to walk, stop their vehicle, be aware of heavy equipment movements and not allowed to take any photographs. Also the 6C03 1330 (Sun) Acton - Severnside Sita (1955) refuse containers were diverted via Filton and the Henbury loop top n' tailed with 66131 + 66082. The train was reported passing Brentry at 1822 heading to Hallen Marsh junction departing here at 1847 (6 early) towards St. Andrews Junction signal box for the token and a reverse move. Also a 6M02 1745 Avonmouth BBHt - Fiddler's Ferry coal service was loaded and departed behind 66516 passing Brentry at 1818. This was the first service loaded here for a location other than Aberthaw or Uskmouth for around 2 years.

05/12 DB large logo red 66066 worked the 6A83 1336 (MO) loaded stone service to Theale was formed with former coal HTA wagons and passed Lawrence Hill at 1351. The loco and same wagons were in the dock again during the following morning.

11/12 The Gloucester Road level crossing was part re-laid (on the up side) during the weekend occupation. Passenger trains were terminating and restarting at Clifton Down with road bus connections from here to the other stations on the line. Engineering train records were; 66509 - 6Y61 1000 Holesmouth junction - Westbury (1119) which was noted stopped near North Somerset junction on Day's curve at 1035 and passing Bradford junction at 1108 formed of MRA and 10 coalfish wagons and 66541 6Y62 1100 Holesmouth junction - Westbury (1201) which passed Hallen Marsh junction at 1404 (183 late). A further 1705 Holesmouth junction - Westbury (1837) working was believed to have been worked by 66543.

14/12 66550 worked the 6B68 0925 Avonmouth BBHt - Aberthaw PS loaded coal formed of 20 HXAs passing Severn Tunnel junction at 0942. The loco and train then formed; 6C93 1400 Aberthaw PS - Cwmbargoed DP empties and a 6C95 1853 Cwmbargoed DP - Aberthaw PS loaded return.

16/12 66957 headed the 6F90 1425 loaded coal departure to Uskmouth (Fifoots Point) PS coal service, a 0027 departure has also been operated by Freightliner to this location in recent weeks. It has been confirmed the power station here had been revived and was providing some power to the National Grid. Stored HTA coal wagons located in the east sidings still number 68. Elsewhere, 142 are reported stored at East Usk, 21 at Newport ADJ and 59 at Margam. A further 21 are also stored at an unspecified South Wales location.

Locos recorded on coal duty have included;

66509/516/520/525/534/550/564/567. 66952/957.

Locos recorded on stone duty; 59004/103//202/203/205. 66066/070/075/136. 66165. 66731.

Locos recorded on refuse container duty have included;

66082/075/085/131/140. 66142.

Portbury Branchline

28/11 66705 failed for a second time on the 6V80 2359 (Sun) Cottam PS -

Portbury loaded gypsum in the Tamworth area but was able to reach the loop at Elford. 66708 later arrived light, the train with both locos then going forward at 1337 (413 late), then passing Northfield at 1525 (459 late), Cheltenham 1641 (463 late), departing Parkway (following a crew change) at 1753 (427 late) and arriving Portbury at 1844 (411 late). The locos were then returned as 0E81 2045 light-engine to Doncaster Hexthorpe yard (0230) passing Temple Meads at 2133 (6 late).

29/11 66708 returned as a 0V80 0405 Doncaster - Portbury light-loco which passed Yate at 0916 to collect the previous days empties forming a 6E81 move to Doncaster Hexthorpe yard which departed at 1700 (-).

Locos recorded on car train duty have included; 66030/120.

Locos recorded on gypsum duty have included;

66704/705/708/722/750/751/758.

Bristol area workings during October

The Severn Tunnel electrification work closure continued until 21st October with diversions continuing via Chepstow, Gloucester and Stroud to / from Swindon. Freight workings affected have again not been listed.

4L31 0903 Bristol West Railport - Felixstowe containers (FL)

03/10	66547.	06/10	66514.	07/10	66517.	10/10	66954.
11/10	66588.	12/10	66595.	17/10	66591.	19/10	66541.
20/10	66567.	26/10	66556.	28/10	66541.	31/10	66538.

4L32 1100 Bristol West Railport - Tilbury containers (FL)

03/10	66517.	06/10	66549.	07/10	66954.	10/10	66588.
11/10	66595.	12/10	66543.	17/10	66541.	19/10	66567.
20/10	66572.	26/10	66567.	27/10	66541.	31/10	66541.

4057 1329 (MO) Wentloog - Southampton Maritime containers (FL)

24/10 66538.

4070 (4V51) Wentloog - Southampton containers (FL)

24/10 66569 + 66598. 25/10* 70807. 26/10 66538.

27/10 70008. 28/10 66956. 31/10* 70810.

Notes - 26/10 the train ran as 4051. * Locos 'hired' in from Colas.

6C03 Brentford - Severnside Sita and return (6A03*) refuse containers (DB)

09/10 66041. 10/10* 66041. 11/10 66019. 12/10* 66019.

16/10 66074. 17/10* 66074. 17/10 66012. 18/10* 66012.

23/10 66053. 24/10* 66053. 28/10 66019. 29/10* 66019.

30/10 66019. 31/10* 66019.

6A83 Avonmouth Bennetts - West Drayton loaded stone (DB)

05/10 66155. 07/10 59104. 14/10 66074. 19/10 66079.

19/10 66089. 21/10 66003. 28/10 59101.

Note - The second train on 19/10 ran as 6Z84 to Westbury only.

6B33 Theale - Robeston (Margam SO) fuel tank empties (DB)

27/10 60019. 28/10 60019.

6(4)B35 Hayes (* Southall) - Moreton-on-Lugg stone empties (DB)

02/10* 66039. 03/10 66134. 09/10* 66040. 10/10 66039.

12/10 66192. 18/10 66074. 19/10 66155. 28/10 66109.

30/10* 66131.

Note - Trains on 02/10, 09/10 and 30/10 were confirmed as diverted via the Berks & Hants route and the Avon Valley.

6B49 / 6B50 Llanwern - Swindon Stores steel and return empties (DB0)
24/10 66147. 28/10 66183.

6B68 0925 Avonmouth BBHt - Aberthaw PS loaded coal (FL)
26/10 66513. 27/10 66560. 28/10 66513. 31/10 66519.

6C80 / 6B80 Westbury - Machen empty and return loaded stone (SO) (DB)
01/10 66061. 22/10 66089.

6C99 (TO) Newport ADJ - St.Blazey freight (DB)
18/10 66168. 25/10 66142.

6M60 (FO) Exeter (Riverside) - Bescot china clay freight (DB)
07/10 66085.

6V35 (MFO) Bescot (downside) - Avonmouth Hansons loaded cement
6M90 (TThSO) return to Clitheroe (DB)
02/10 66070. 07/10 66085. 16/10 66070. 23/10 66171.
25/10 66171.

6V51 0303 Warrington Arpley - Portbury empty car carriers (TThO) (DB)
06/10 66171. 11/10 66169. 20/10 66043. 27/10 66138.
31/10 66169.

Note - Trains on 06/10, 17/10 and 20/10 were all diverted via Chepstow and Gloucester.

6V74 / 6M63 Crewe Coal sidings - Bridgwater and return nuclear flasks (DRS)
06/10 37259 + 37069. 20/10 37606 + 37603. 25/10 37603 + 37605.

6V80 / 6E81 Gascoigne Wood - Portbury Coal terminal loaded and return empty gypsum, to Doncaster Hexthorpe (GBRf)
03/10 66747. 07/10 66747. 10/10 66725. 12/10 66725.
14/10 66762. 19/10 66714. 21/10 66703. 24/10 66742.
26/10 66768. 31/10 66748.

6X52 1733 Portbury - Mossend loaded cars and vans (TThSO) (DB)
06/10 66171. 11/10 66169. 20/10 66043. 27/10 66138.
31/10 66169.

Note - Trains on 06/10, 17/10 and 20/10 were all diverted via Gloucester and Chepstow.

6Z47 Wembley yard - Cardiff Docks Ryans empty stone (DB)
23/10 66007. 27/10 66061. 28/10 66161.

Note - Train on 28/10 started at Acton as 4Z47.

Westbury

21/11 The second last Class 66 loco to be built, 66778 worked the 6M40 1156 Westbury - Cliff Hill (Stud Farm) empty ballast performing on the same duty over the following two days later.

26/11 Colas 66848 worked a 6C97 1846 Westbury - Truro (2315) rail train which passed Exeter St.Davids at 2025 (7 early). The train returned during the following day as 6C97 0820 Redruth - Westbury (1434).

30/11 70808 worked the first Colas Cornish cement service as 6C35 0250 Aberthaw - Moorswater la Farge (1250) via Westbury which passed Filton Abbey Wood at 0403 (24 early), Taunton 0638 (10 late), departed Totnes at 0826 (52 early) and passed Laira junction at 0854 (46 early). The train eventually reached the off-loading terminal at 1208, having been moved in two separate portions over the tightly curved Looe branch section to Coombe junction (the second arriving at 1140) from Liskeard, a booked run round at Lostwithiel having not taken place. The trains consist was 15 four-wheel PCA BCCs. The last cement train to arrive at this location was back in 2013 worked by Freightliner.

02/12 66183 + 66006 passed Warminster at 1029 working the 6041 1014 Westbury - Eastleigh departmental formed with crane DRK 81622 (ZOA), runners CN97416, CN97417, CN97418 (KFAs) and flats 996833, 996107 (YKAs).

06/12 Although rumours suggest the DBC Class 60 loco fleet will be reduced to just five during January, all for South Wales steel and oil work, 60054 was still active at Westbury being recorded with the 7012 0530 Merehead Quarry - Woking Down yard (1015) loaded stone which departed Westbury at 0820 (44 late). The return was 6V12 Westbury - Merehead empties.

07/12 70805 powered the second 6C35 0400 Aberthaw Cement works - Moorswater (1319) cement formed of 23 four-wheel PCA wagons. The working was recorded passing Clink Road junction (Frome) at 0734 (4 late) and Newton Abbot 1010.

10/12 During the afternoon, the following were found in the area; down yard 08799, 59204, 60054. up yard 66103, 66165. next to platform 3 66061. short siding 70802, 70810.

14/12 66160 + 66238 top n' tailed the final West of England rhtt move. The 6Z12 2018 St.Blazey - Westbury (0031) 'transit' movement (with wagons 642020 + 642035) was reported passing Saltash (Cornwall) at 2003 (75 early) and Taunton 2324 (5 early).

17/12 The following were found in the area during the afternoon; down yard 08799, 59104, 60054, 66037, 66103, 66183. up yard 66238. re-cycling siding 70801, 70807, 70809, 70810.

18/12 70809 returned a 6C97 0820 Camborne - Westbury 13 wagon rail train which had passed Taunton at 1232.

Locos recorded on Exeter stone duty have included; 70801 (23/11, 25/11), 70802 (24/11), 70804 (21/11), 70807 (30/11, 02/12), 70809 (01/12 - the return empties ran as 7C81 not 7 or 6C28 as normal), 70810 (05/12).

Newport

23/11 The NRMT HST set with power cars 43014 + 43062 returned from West Wales test duties as 1Q10 0330 Landore - Derby RTC via Chepstow which passed Severn Tunnel junction at 1434.

24/11 67022 worked the 1V91 0533 Holyhead - Cardiff Central 'Wag Express'. The same loco performed this duty also during the following day.

02/12 The NRMT HST was again back in the area working 1Q20 0750 Crewe CS - Derby RTC (1720) via Newport the outward passing Cwmbran at 1022 (1 early) and the return departing Newport on the return at 1119 (-). The train's power cars were again 43014 + 43062.

05/12 66516 returned the previous days 6M02 1745 Avonmouth - Fiddlers Ferry loaded coal service as 4V20 0635 Fiddlers Ferry - Stoke Gifford being reported passing Cravens Arms at 1147 formed of 21 empties.

09/12 142006 was noted working the Cardiff Bay branch line service during the day.

10/12 66103 + 66183 + 66156 + 66115 formed the days 0012 0947 Margam - Eastleigh yard light loco move passing Newport station at 1307.

14/12 It was the turn of Freightliner to work rail alignment test light-engine runs using 66516 which was noted at 1130 terminating a 0Y09 movement from Swansea at Severn Tunnel junction, the return later being recorded passing Llanwern West junction at 1150. Both West Coast and Colas have handled these 'RILA' moves in the past.

17/12 The Saturdays only engineers loco positioning move ran as 6012 1049 Margam - Westbury with 66183 + 66037 (the latter being attached at Newport) and conveyed rhtt wagons. Train reports were; passing Bridgend at 1125, stopped at Newport platform 3 at 1219 and arriving Westbury at 1418.

18/12 Two engineering train loco allocation and records were; 70809 - 6C20 1000 Cardiff Long Dyke junction - Westbury (1507) via Margam formed of 28 coalfish wagons passed Newport at 1249 (23 early), Patchway 1326 (47 early) and Bath 1350 (46 early) and 70810 - 6C22 1342 Westbury - Cardiff Long Dyke junction (1805) via Margam which passed Filton Abbey Wood at 1411 (34 early) and Newport 1513 (2 early).

Cardiff

08/11 Additional Information (December Magazine) - The reason for the Arriva Trains Wales services leaving out the booked station stops (as listed, due to a river bridge problem) was to as near as possible maintain other mainline train service schedules.

19/11 37421 passed through Central Station at 1729 working a Cardiff Canton - Derby RTC test train.

20/11 66520 passed Central station at 1200 (and later Newport at 1219) working 4V69 1140 Aberthaw PS - Stoke Gifford coal empties. 66104 + 66106 passed Llanbradach (near Caerphilly) at 2008 (3 early) with the 3S59 1632 (Sun) Barton Hill - Barton Hill (via Tir-Phll) rhtt formed with wagons 642012 + 642032. The train later returned back through the same location at 2057 (65 early).

25/11 'Rail Operations Group' loco 37608 worked a 5Z37 Cardiff Canton - Derby RTC single barrier coach move which passed central station at 1432.

28/11 66077 powered 6M77 1543 Cwmbargoed DP - Hope sidings loaded coal being recorded passing Llanbradach (near Caerphilly) at 1918 (5 late).

30/11 Colas 56105 was noted passing Central station at 0841 working 6V54 0535 Chirk Kronospan - Baglan Bay log empties.

06/12 66197 worked 6M77 1543 Cwmbargoed - Hope Cement works loaded coal passing Llanbradach near Caerphilly at 1904 (9 early).

16/12 67003 powered the 1V91 Holyhead - Cardiff Central 'Wag Express' which passed Marshfield late at 1029 with c/stock; 12180, 12176, 12179, 10249, 82307. 70805 passed Cadoxton running towards Barry with the return 6C36 Westbury - Aberthaw cement empties at 1532. Earlier, the loaded 6C35 0250 outward working had been reported passing Bath at 0440. Another freight record for the day also at this location was DB red 66185 working a 10 wagon 6018 Barry docks - Dollands Moor service which passed at 1516, having departed at 1500 (28 late). Also the Royal Train was reported as in the area top n' tailed by dedicated 67005 + 67006 being noted passing Marshfield down at 0947 on the relief line and later passing Leckwith Loop north junction at 1424 heading towards Cardiff. The train's c/stock formation was recorded as; 2920, 2915, 2917, 2916, 2923, 2922, 2921.

18/12 66567 returned coal empties as 4093 0920 Margam - Stoke Gifford (1610) passing Central station at 1000 (3 late) and arriving Pilning loop at 1039 (5 late) and departing at 1504 (26 early)!

Locos recorded on 4V38 / 4M36 Daventry - Wentloog TESCO container duty have included; 66304 (28/11). 66305 (29/11, 30/11, 02/12, 11/12, 14/12, 16/12, 18/12), 66423 (23/11), 66434 (08/12, 09/12).

Locos recorded on Aberthaw PS coal duty have included; 66509/516/520/525/534/550. 66562/564/567/952/957.

Locos recorded on Port Talbot coal duty have included; 66069/151/183/230.

MAGAZINE ARTICLES

The Editor is grateful to local south Wales historian Gareth Harris who has kindly submitted the following article to the Society magazine.

FIRST EMPLOYEE DEATH ON THE TAFF VALE RAILWAY - Part 1

Coal mining and iron smelting had been carried out on a small scale in South Wales for some centuries before the arrival of railways. Both industries grew significantly during the industrial revolution, particularly as coal-derived coke could replace charcoal in the smelting process. The availability of coal, iron ore and limestone at the heads of the South Wales valleys led to a number of ironworks being founded there between 1750 and 1800, including the Cyfarthfa, Plymouth and Dowlais works in the Merthyr Tydfil area.

Canals were built along several of the valleys, to bring the iron down to the coast for shipping elsewhere. The Glamorganshire Canal, authorised in 1790, and completed in 1794, ran from Merthyr Tydfil to Cardiff, a distance of 25 miles.

Disputes between the Glamorganshire Canal Company and ironmasters led to proposals for a 'dram road' to Cardiff as early as 1798 and it was clear that with the new Bute dock opening at Cardiff the canal was not going to be able to cope with the expected increase in freight traffic.

In 1835 Anthony Hill, owner of the Plymouth Iron Works, asked his friend Isambard Kingdom Brunel, to estimate the cost of building a railway from Merthyr to Cardiff and to the Bute Docks. Brunel's estimate was £190,649. Local industrialists held a meeting, chaired by John Josiah Guest, at the Castle Inn in Merthyr, to discuss the issue, and decided to request Parliamentary permission to form a company to build the railway.

Construction was started in 1836, and the stretch from Cardiff to Navigation House (later named Abercynon) was opened in a formal ceremony on 9 October 1840, with public services starting the next day. The stretch from Abercynon to Merthyr was opened on 12 April 1841. The railway was single track for its entire length, with passing only possible at a few of the six intermediate stations. Brunel, the chief engineer, had chosen a narrower gauge (4 ft 8 1/2 in) or (1,435 mm) rather than the 7 ft (2,134 mm) gauge he would use for his Great Western Railway in order to fit the railway into the narrow, curvy space allowed to him by the River Taff valley.

The line was conceived as a goods line, carrying iron and coal. However, it also ran passenger services from the beginning. The railway was financed, owned and operated by the ironmasters themselves as a means of exporting iron efficiently to all parts of the UK and overseas. In so doing, it made Merthyr the biggest iron exporting town in the world at that time.

The engineering of the main line was relatively straightforward. The line mostly followed the course of the Taff valley, with largely gentle

gradients, except for a short portion between Navigation House and Quaker's Yard. This half-mile stretch, at a gradient of between 1 in 19 and 1 in 22, was worked by winding engines; trains were timed to meet at the incline, and locomotives would exchange their trains of carriages instead of traversing the incline. Initially there were two passenger trains each way daily from Cardiff to Navigation, including Sundays, but it was the introduction of four a day in June 1841 that caused some confusion and contributed to the first death of a Taff Vale Railway Company employee.

How it occurred

James Brittain, a fireman on the "Dinas" railway engine on the Taff Vale Railway rose at 4 a.m. on October 16th 1841 as was usual at his home in Frederick Street, Cardiff, and immediately called up the engineer (driver) Joseph Bentley who lived close by and proceeded to the engine house at the Cardiff Terminus. Here he began to clean and oil the engine. However, Bentley, did not arrive until 6.10. and after connecting the empty trucks to the engine set out on their first trip of the day to collect full trucks from the Dinas Colliery in the Rhondda valley, the train being now 40 minutes late. Travelling between 18 and 20 miles an hour they travelled the estimated 18 miles to collect full trucks. The Dinas train always travelled to Dinas with the tender in front, as the train could not turn at its destination. The coal train had been established about a month. The timetable showed that the coal train and Iron ore train were to travel up the valley around the same time and again return near the same time, sometimes meeting at the Newbridge junction. Having taken in water and again oiled the engine the Dinas train returned to the Cardiff terminus somewhere around 8.45, later than their usual 8 o'clock time. A fitter at the terminus, George Ellis, asked Joseph Bentley why he was so late, but the engine driver gave an indistinct answer. After oiling the engine again and collecting empty trucks they began their second journey of the day, and after collecting more trucks at Dinas returned to the Cardiff terminus about 11.30, now running over 50 minutes late.

After collecting more empty trucks they left the Terminus and collected water at the Cardiff station (Queen Street). Joseph Bentley then asked Brittain to go and get him a little dinner; so Brittain then got off the train at the bridge that crosses the Whitmore Lane and then cut across to the Queen's Head for his driver's dinner. He had to wait here for about 10 minutes. He returned to the train, but a further 20 minutes had been lost. It was now ten minutes to twelve o'clock.

Frederick Hesketh, another driver who lived near Whitmore Lane and had been in the employ of the Taff Vale Railway Co; ever since the line first opened, ten months before, had a conversation with Joseph Bentley, before the latter started from the Cardiff station. He told Bentley that he ought to have started at about a quarter to eleven, and he was therefore considerably late, and said that if it were him he would not go up until the down iron ore train had come in with the empty trams, or he would certainly meet it. To this the deceased said: - "Oh, no, I have plenty of time - the red ore train has not got up yet." Hesketh replied, "Yes she has and is certain to be coming back before this time." It might have been three or four minutes that this conversation occupied. Bentley then backed out and proceeded to the Cardiff station.

Thomas Lewis, a policeman in the employ of the Taff Vale Railway Company, living in Paradise Row, at the bottom of Crockertown, in the town of Cardiff, had heard Hesketh warn Bentley, and also took it upon himself to tell the driver that he was dangerously late, but this also went unheeded.

Stationed along the railway line at various places were 'policemen' who were not there to enforce any law, but they carried red flags to warn drivers of any danger on the line. Brittain was now worried that the red ore train that travelled a few times a day from Navigation (Abercynon) to Cardiff, was soon due.

Bentley had a timetable, as did all the drivers and firemen. Brittain (the fireman) also expressed this worry to the driver that they might meet that train coming down the single line before they reached the junction at Newbridge (Pontypridd) but Bentley shrugged it off.

... to be continued next month

PRESERVATION & INDUSTRIAL MATTERS

The Warley Model Railway Show - 2016, Genting Arena, Birmingham D.Forse
26/11 The yearly modal railway show displayed the following 'non model' standard exhibits; Vale of Rheidol 7 (with parts missing - under overhaul), 1213 (9) in GWR green (both not carrying nameplates). GWR (replica - rebuild) 6880 Betton Grange carrying a 'GWR Grange Anniversary' head board (boiler from another loco, believed a Hall Class, wheels, cab and motion). 5-inch gauge LNER B1 8306, 13029 (black) diesel shunter.

Mainline Preservation

23/11 West Coast 47802 top n' tailed steam 45407 Lancashire Fusilier + 44871 on a 5Z85 1120 Southall Wcr - Swanage (1706) rail tour positioning move which passed Slough at 1149 91 late), Basingstoke 1348 (25 late), Beaulieu Road 1519 (3 late) and Bournemouth 1554 (7 late).

29/11 Steam 34052 Lord Dowding (34046 Braunton) worked Steam Dreams 'Cathedrals Express' 1Z82 0740 West Brompton - Salisbury (1227) and 1Z84 1700 return to West Brompton (2129) the outward arriving Clapham junction at 0748 (1 late) and departing at 0809 (3 late) and passing Basingstoke at 1137 (4 early). The trains c/stock formation was reported as; 35451 (loco support), 5222, 5200, 9104, 13440, 99352, 13320, 99347, 1666, 5236, 5249.

03/12 Steam 44871 + 45407 Lancashire Fusilier worked the Steam Dreams 'Cathedrals Express' 1Z86 0809 Southend East - Salisbury (1311) and 1Z87 1628 return to Southend East (2104), the outward being reported as departing Basingstoke at 1232 (12 late). The steam locos had taken over from diesel 47760 at Hanwell Bridge junction loop. This trip had operated in place of a 'Bath Christmas Market' special from Three Bridges - Bath and return believed cancelled due to engineering work on the trains booked route.

15/12 Stanier 5 duo 44871 + 45407 Lancashire Fusilier were back in action working the Railway Touring Company 'The Sherborne Christmas Carols' 1Z82 0843 Victoria - Yeovil junction (1329) and 1Z84 1640 return to Victoria (2216) the outward being noted near Templecombe at 1258.

17/12 Following a fatality in the London area involving another service train, the ecs for the steam 34046 Braunton (running as 34052 Lord Dowding) hauled Steam Dreams organized 'Cathedrals Express' 1Z34 0715 Victoria - Bishop's Lydeard (1250). The return working was 1Z35 1905

Bishop's Lydeard - Paddington (2316). The outward which finally left at 0812 (57 late), departed Reading at 0945 (43 late), arrived Frome for the booked water stop at 1147 (20 late) and departed Taunton at 1252 (19 late). 34046 had replaced the non-available 46201 Princess Elizabeth on this train.

Road Movements

07/12 GW saloon coach W9004 (in a choc/cream livery) passing junction 25 (Taunton) M5 at 1115 en-route from the South Devon Railway to Crewe LNWR for refurbishment.

60163 Flying Scotsman

The loco has been booked to visit the West Somerset Railway during September 2017, arriving on the 4th and working passenger trains along the line from the 5th - 12th September. Several 'local' area trips are also planned earlier in the year including a Cardiff - Shrewsbury and Severnside circular from Newport on 19th May, another Severnside circular and a Bristol - Minehead outing on 23rd May, a West of England tour on 26th May and a Paddington - Penzance 'Cornishman' excursion on Spring Bank Holiday 29th May.

MISCELLANEOUS

Bristol Area News

The former Royal Mail sorting office, closed nearly 20 years ago and now derelict is set to be re-developed to form part of Bristol University and is expected to be in use by 5000 students during the term 2021 - 2022. The cost of the work is expected to be around £300 million. An ongoing saga at Nailsea & Backwell station first highlighted by campaigners in 2008 for the building of an access ramp for prams and disabled wheel chairs continues. A recent report suggests a lift could be positioned on the down side (still only served by a staircase) as a new ramp could put extra pressure on the embankment on which the platform is built and cause subsidence. The 'No Go Britain' TV programme is compiling an ongoing list of transport locations throughout Britain where since attention and financial investment into the 2012 Paralympics in London, problems for the disabled still exist. During December a works port-a-cabin had appeared in the Portishead Quay's Avenue area close to the planned new station site suggesting building work is to finally start on this project in early 2018.

Dawlish Warren

Following last months report regarding the sale of the camping coach site it appears the coaches could be under threat if the new owner wants to develop the land for further use. With most of the running gear removed along with the corridor connections the coaches could be expensive financially for a return to preserved line running. The coach name plates have been sold (believed on e-Bay), the one carried by former RUO 1991 'Bristol' having been purchased by a private collector in the Parson's Street area of Bristol and has now been fully restored.

Electrification is coming - 25

04/12 The road bridge at the Cardiff end of Severn Tunnel Junction station was taken out of use on this date prior to rebuilding. The planned

reopening for the structure, popular with the rail photographer with its good each way views is August 2017.

Great Western Trains

11/11 Additional Information (December Magazine) - The unidentified IEP set was 800001 which broke new ground for the class on this date between Westbury and Taunton (via Castle Cary).

19/11 57605 worked a 5Z19 1337 Laira - Penzance stock move formed of barrier van 6348 and was recorded passing Liskeard at 1158 (148 early) having departed Plymouth Station at 1103.

20/11 The 1C05 0800 Paddington - Penzance service was noted departing Newton Abbot at 1145 formed with GW green 43005 and First Blue 43153 with a blue intermediate set of coaches.

21/11 Adverse weather conditions and flooding saw the 1C99 2345 Paddington - Penzance sleeper cancelled and a HST set formed 43154 OC30 43097 work the balancing 1A40 2145 Penzance departure which passed Lostwithiel at 2302 (2 early) and was terminated at Exeter St, David's due to conditions (also see Bristol TM, Barton Hill and Kingsland Road notes & news). Some GW HST services were able to divert via the former LSWR route via Honiton to Yeovil and Castle Cary (via Yeovil Pen Mill) during the Taunton - Exeter line closure.

22/11 Following the passage of weather storm Angus, the Looe branch line in Cornwall was closed due to flooding (also see Bristol TM, Barton Hill and Kingsland Road notes & news).

24/11 An early hours 'status' report for the company's Class 57 fleet was as follows; 57306 (0A40) sleeper shunt loco, 57602, 57604 - Old Oak Common, 57605 - 1A40 Penzance - Paddington sleeper, 57603 - en-route 1C99 Paddington - Penzance sleeper.

25/11 A mixed colour HST formation report was; 43098 + 43122 (both in First Group blue) with GW green LA15 departing Taunton at 1250 working the 1A82 1132 Paignton - Paddington service.

29/11 After 57604 failed at Paddington, 57306 worked the 1C99 2345 Paddington - Penzance sleeper service in a top n' tail formation with coaching set PZ89. The train departed 0211 (146 late) and suffered problems en-route leaving out Lostwithiel, Redruth, Camborne and St.Erth eventually arriving in Penzance at 1004 (131 late).

03/12 43156 + 43015 formed a 0Z77 1100 Old Oak Common - Laira back to back power car move which departed Taunton at 1405 (17 early).

06/12 A 'mini' HST stock move saw 43022 + 41160 + 43004 work 5Z70 1630 Laira - Old Oak Common (1959) via Castle Cary being reported passing Taunton at 1554 (10 early). Also, GW green 43005 was reported as working with First blue 43088 and matching coaches on the 1C87 1606 service to Penzance at Paddington station.

08/12 43069 + 43021 formed a back to back 0Z77 Laira - Laira (via Newton Abbot) 'test' movement the up working passing Totnes at 1430. Power car 43069 was in an ex. works condition.

09/12 Hitachi and GWR officially launched their new IEP Class 800 units to on looking press and invited guests at the Newton Aycliffe factory in Durham, GW set 800005 being used at the ceremony. Sets 800001, 800002 and 800004 along with 'loaned' Virgin Midland 800101 have all been reported in use on the GWML and into Devon on test turns during 2016.

16/12 57603 with the 1A40 Penzance - Paddington sleeper service failed with 'no power' early into its journey at Long Rock, 08410 being the rescue loco moving the train back into the terminus where passengers transferred to a substitute HST set formed with power cars 43022 + 43004.

The train finally departed Penzance at 2359 (134 late). Continuing the HST theme, two 'misformed' HST set records livery wise were; 43172 Harry Patch with GW green LA15 and 43191 (First blue) departing Taunton at 1945 on the 1C91 1735 Paddington - Paignton service and (during the following day) 43041 (GW green) with GW green set LA16 but with First blue coach C! and power car 43021 on the 1A80 0759 Penzance - Paddington working.

17/12 The sleeper stock from the previous days train failure was moved as 5Z77 1200 Penzance Rsmd - Laira Trsmd (1436) which passed Lostwithiel at 1312 (2 early).

18/12 A further 5C99 0850 Laira - Paddington sleeper stock move was top n' tailed with 57604 + 57603 and recorded passing Totnes at 10932 (7 early), Taunton 1032 (7 early) and Newbury 1137 (22 early). For the record the trains c/stock consist was recorded as; 10594, 10584, 10601, 10612, 10219, 12100, 17173.

Rail-Head Treatment Train 2016 - update

Reports have included;

28/11 Gloucester Horton Road - 66513 + 66523 (3S33). Margam - 66161 + 66169 (3S61).

10/12 Bristol, Barton Hill - 66104 + 66106 (3S59). St.Blazey - 66160 + 66238 (3J12 / 3J13). Longbridge / Gloucester - 66513 + 66523 (3S32 / 3S33).

14/12 Gloucester Horton Road (3S33) - 66523 + 66566 on the final day of this trains operation.

Road Movements

29/11 08644 northbound near Taunton on a Laira - Derby move.

06/12 Part of Arriva Train's Wales dmu set 142072 eastbound near junction 17 (Chippenham) at 1345 en-route to Wolverton Works.

Southern Trains

13/12 This was the first of three planned strike days on the lead up to Christmas for both RMT and ASLEF drivers / conductors regarding the introduction of a driver (in place of conductor) train door operation. Around 500,000 passengers were affected with over 2,000 trains being cancelled. Many commuters used the underground service where available as an alternative which saw a marked increase in usage during the day.

TRACK MACHINES & DEPARTMENTALS

24/11 Taunton Station - Electrification MPV DR76922 + DR76919 + DR76921 + DR76923 which passed at up at 1305.

25/11 Lawrence Hill (Bristol) - 73907 passing at 1330 as a 6J89 Gloucester - Newton Abbot move. Taunton station - Electrification MPV DR76923 Gavin Robbins (7093130232) + DR76921 (7093130216) + DR76920 (7093130208) + DR76919 (7093130190) + DR76922 (7093130224) which passed down at 1218 and returned up at 1256 as a 6H09 1002 Swindon Transfer - Taunton Fairwater yard and 6H10 1300 return move.

26/11 Dawlish Warren - TXM r/r 6852 (940654-5), trailer RT135 (011123-3)

02/12 Bristol TM (old fish dock) - 73108.

03/12 West town Road level crossing (Avonmouth) - TXM 5474, bulldozer 6382 (914006-0), 6876 (940656-0). Trailers RT226 (011152-4), RT249 (010207-7).

04/12 Blaise (Henbury loop) - A P Webb r/r lorry RUM P04 (949015).
08/12 Avonmouth TXM - dumper V71KOV (940302-1), excavator (940206-4).
Patchway - DR79251 - DR79257 (Loram rail-grinder) passing at 1318 on a
6Z03 1304 Bristol East yard - Cardiff Canton move.
13/12 Taunton - Electrification MPV DR76919 + DR76921 + DR76923 which
passed in the up direction at 1727.
15/12 Exeter St.Davids - DR73928.

TRIP REPORTS

TRIP 519

BLUEBELL RAILWAY

9th October 2016

National Rifle Association (Lloyds/TSB Rifle Club), Bisley.

Coach:

BR MkI Sleeper 2592 (on section of track in Old Station).

Bluebell Railway - Sheffield Park = Station (Visit).

Locomotives:

847 (30847) - 4-6-0 Eastleigh/1946.

592 (31592) - 0-6-0 Longhedge/1901.

80064 - 2-6-4T Brighton/1953.

1638 (31638) - 2-6-0 Ashford/1931.

672 (32636) 'Fenchurch' - 0-6-0T Brighton/1872.

Coaches:

BR = 1674 ; 3064 ; 4824 ; 4941 ; 4957 ; 16012 ; 16210 ; 34556 ; 35207.

LNWR = 1503.

Pullman (SR) = 175 'Fingall'. Pullman (LNER) = 219 Car 64 'Christine'.

NPCCS:

LMS = 32975.

Bluebell Railway - Sheffield Park = Museum (Visit).

Locomotives:

34059 'Sir Archibald Sinclair' - 4-6-2 Brighton/1947.

1618 (31618) - 2-6-0 Brighton/1928.

73082 'Camelot' - 4-6-0 Derby/1955.

21 C 123 (34023) 'Blackmoor Vale' - 4-6-2 Brighton/1946.

9017 (3217) 'Earl of Berkeley' - 4-4-0 Swindon/1938.

55 (32655) 'Stepney' - 0-6-0T Brighton/1875.

96 (30096) 'Normandy' - 0-4-0T Nine Elms/1893.

488 (30583) - 4-4-2T Neilson 3209/1885.

92240 - 2-10-0 Crewe/1958.

473 (32473) 'Birch Grove' - 0-6-2T Brighton/1898.

Bluebell Railway - Sheffield Park = Yard (Partial Visit & View).

Locomotives:

No.3 'Captain Baxter' - 0-4-0T Fletcher Jennings 158/1877.

78059 - 2-6-0 Darlington/1956 (Dismantled - frames only will become
84030).

27 (31027) 'Primrose' - 0-6-0T Ashford/1910 (Dismantled - frames only, Cab
was noted on top of a nearby container).

30541 - 0-6-0 Eastleigh/1939.

263 (31263) - 0-4-4T Ashford/1905.

928 (30928) 'Stowe' - 4-4-0 Eastleigh/1934 (Dismantled undergoing
restoration).

323 (31323) 'Bluebell' - 0-6-0T Ashford/1910.

178 (31178) - 0-6-0T Ashford/1910.

09018 (D4106) - 0-6-0DE Horwich/1961.

Coaches:

BR = (either one of 21271 or 25776). LMS = 398. CIWL (Wagon-Lits) = 3801.

NPCCS:

SR = 2186.

Wagons:

BR = B 8551xx (Grounded Van Body) ; 900036 (Well Wagon) ; UI Grampus (Ballast Wagon). SR = DS61107 (Well Wagon).

Bluebell Railway - Sheffield Park = Workshops (Visit).

Locomotives:

80151 - 2-6-4T Brighton/1957 (Dismantled - frames only).

65 (31065) - 0-6-0 Ashford/1896 (Dismantled - frames & cab only).

Bluebell Railway - Sheffield Park = Carriage Shed (Visit).

Coaches:

GNR = 1283.

LBSCR = 142 (Body only on underframe of LNWR Ambulance Car - Army 80.081) ; 661 (Body only on underframe of SR 2216).

LCDR = 51 (Body only on underframe of SR 2411) ; 106 (Body only on underframe of SR 1233) ; 668 (Body only on underframe of SR 1507).

LNWR = Army 80.081 (Underframe only - see LBSCR 142 above).

LSWR = 1520.

SECR = 1084 ; 1416a.

SR = 1482 ; 2526 ; 6686.

NPCCS:

SR = 1233 (Underframe only - see Lcdr 106 above) ; 1507 (Underframe only - see Lcdr 668 above) ; 2216 (Underframe only - see LBSCR 661 above) ; 2411 (Underframe only - see Lcdr 51 above).

Thanks go to Chris Knibbs & Peter Nicholson for organising and to Chris Haynes for hosting our visit.

Bluebell Railway - Sheffield Park = Atlantic House (Visit).

Locomotive:

32424 'Beachy Head' - 4-4-2 New build "Atlantic" under construction (frames, wheels, cab - boiler was separate).

B4 Tender:

424 (Frame only) - later Test Unit for Diesel-Electric Shunting

Locomotives Departmental Stock DS 3202.

Thanks go to David Jones & Peter Nicholson for organising and to Keith Sturt & Fred Bailey for hosting our visit.

Bluebell Railway - Horsted Keynes = Carriage Workshop (Visit).

Coaches:

BR = 21246.

LBSCR = 328 (Body only on underframe of SR 1536) - undergoing restoration ; 949 (Body only on underframe of SR 1193) - undergoing restoration.

Pullman (LNER) = 157 Car 54 'Fiona' - undergoing restoration.

SR = 1336 - in paint shop ; 5768 - undergoing restoration.

NPCCS:

SR = 1193 (Underframe only - see LBSCR 949 above) ; 1536 (Underframe only - see LBSCR 328 above).

Wagons:

SR = 55993 (Brake Van).

Bluebell Railway - Horsted Keynes = Yard, Sheds & under construction New Carriage Shed (Visit).

Locomotive:

4wDH - Rolls Royce 10241/1966 {rebuilt Thomas Hill 247C/1973}.

Coaches:

BR = 1838 ; 2442 ; 25769.

LMS = 603 ; 623.

Metropolitan Railway = 368 ; 387 ; 394 ; 412.

SECR = 1434a - Undergoing restoration.

SR = 1309 ; 3687 ; 6575 (Covered under tarpaulin).

NPCCS:

SECR = 153 ; 177.

SR = 404 ; 405: 2206 (Underframe only) - later Departmental Stock DS 70218 ; 2276 ; 2531.

LSWR = 5510 (Underframe only) - later Departmental Stock DS 1309.

On Track Plant:

73315 (Tamper).

Road-Railer Trailers:

L&W ASPT 105/010549-2 - Chieftain RT1017/???? ; RRT 13/010343-0 - Rexquote 2062/2005.

Wagons:

BR = B761349 (Underframe only - covered box van) - later Port of London Authority PLA45 ; 983103 (Ballast Hopper) ; 993217 (Ballast Hopper) ; 993348 (Ballast Hopper).

LBSCR = 94 (Body only - Brake Van) - on underframe of UI LBSCR wagon ; UI (1577 Fictitious number) - with body of LBSCR 94 on it (4 Plank Flatbed).

LSWR = UI (RNAD 91 (Pallet Wagon).

SECR = 15750 (Covered box van) - later Internal User 080697.

SR = 12058 (Underframe only - 5 Plank Open) - converted former EMU adaptor wagon at Eastleigh Works ; 56290 (Brake Van).

Bluebell Railway - Horsted Keynes = Station & Sidings (Visit).

Locomotives:

'Britannia' - 4wPM Howard 957/1926 (runs on propane gas - partially covered with tarpaulin).

75027 - 4-6-0 Swindon/1954.

(27505 58850) - 0-6-0T Bow 181/1880.

No.4 'Sharpthorn' - 0-6-0ST Manning Wardle 641/1877.

80100 - 2-6-4T Brighton/1955 (Covered under tarpaulin).

DXN 68001 01 - 2w-2DMR Wickham 10708/1974 {rebuilt Ashford/1993}.

Unnumbered trailer - (DB 965162) Wickham 8386/1959 (now unpowered).

Coaches:

BR = 1818 ; 4754 ; 5034 ; 25871.

LBSCR = 60 (Covered under tarpaulin) ; 676 (Body only on underframe of SR 1728) ; 992 (Body only with LSWR 25 on underframe of SR 4035) - Covered under tarpaulin.

LCDR = 48 (Covered under tarpaulin).

LSWR = 25 (Body only with LBSCR 992 on underframe of SR 4035) - Covered under tarpaulin.

Pullman (BRS) = 307 'Carina' (Covered under tarpaulin).

Pullman (LNER) = 229 Car 76 'Lillian' (Covered under Tarpaulin).

SECR = 719 (Covered under tarpaulin) ; 1061 (Covered under tarpaulin).

SER = 33 (Body only on underframe of SR 4036) - Covered under tarpaulin. ;

172 (Body only on underframe of SR 442) - Covered under tarpaulin.
SR = 1464 ; 2515 (Covered under tarpaulin) ; 4035 (Underframe only - see LBSCR 992 & LSWR 25 above) ; 4036 (Underframe only - see SER 33 above) ; 4227 (Covered under tarpaulin) ; 4441 (Covered under tarpaulin) ; 4444.
NPCCS:
BR = 81478 ; 86722 ; 87720 ; 94181.
LBSCR = 270.
LSWR = 5498 (Covered under tarpaulin) - later Departmental Stock DS 1686.
SR = 419 ; 442 (Underframe only - see SER 172 above) ; 1184 ; 1455 ; 1728 (underframe only - see LBSCR 676 above) ; 2276 ; 2462 ; 4430 ; 4601 ; 4922
On Track Plant:
1748s (Manual Hand Crane) - later Departmental Stock DS 1748 {J.Booth/1943}.
SM 1748 (Crane Jib Runner Wagon) - later Departmental Stock DS 3162.
LNER 951516 (Breakdown Crane) - later ADRR 95215 {Ransomes & Rapier F4991/1942}.
LNER 951676 (Crane Jib Runner Wagon).
SR 936033 (Converted Tender Snowplough) - later Departmental Stock DS 70225.
Wagons:
BR = BD 49908B (Lift-on-off Container - see LMS 480222 below) B 772972 (Covered Palvan) ; 900920 (Well Wagon).
GWR = 17908 ('Toad' Brake Van) ; 100677 (Sleeper Wagon).
LBSCR = 3346 (5 Plank Hybar Open) ; 8196 (Covered box van).
LMS = 474558 (3 Plank Open) ; 480222 (3 Plank Open with BR lift on-off container in it) ;
LSWR = 5706 (Brake Van) ; 8112 (Covered box van) - Partially covered under tarpaulin ; UI (2773 Fictitious number) - later Army 47773, covered under tarpaulin.
SECR = 11934 (Brake Van) ; UI (567 Fictitious number) - later Port of Bristol Authority 59305 (2 Plank Open) ; UI (5542 Fictitious number) - later Port of Bristol Authority 59542 (7 Plank Open) ; UI (16194 Fictitious number) - later Port of Bristol Authority 59252 (7 Plank Open).
SR = 44611 (Covered box van) ; 47588 (covered box van) - later Internal User 082048 ; 62002 (5 Plank Open) ; UI (30004 Fictitious number) - later Port of Bristol Authority 58164 (7 Plank Open) ; UI (37786 Fictitious number) - later Port of Bristol Authority 60026 (8 Plank Open).
Air Ministry = AM 812 - later Esso 1921/LMSR Registered 162376 (Tank Wagon).

Bluebell Railway - Horsted Keynes = Ardingly Branch Sidings (Visit).

Coaches:

LSWR = 320 (Covered under tarpaulin) ; 494 (Covered under tarpaulin).
SECR = 950 (Covered under tarpaulin) ; 1170 (Covered under tarpaulin).
SR = 1365 (Covered under tarpaulin) ; 1440[SECR allocated 5546] (Covered under tarpaulin) ; 2356 ; 3724 ; 4279 ; 5644 (Covered under tarpaulin) ; 7864 (Covered under tarpaulin).

Road Railer:

L&W 105/940259.3 - Rexquote/Fiat Hitachi EX165W MA0000324/????.

Wagons:

BR = 984506 (Grampus Ballast Wagon) - Underframe only.
LMS = UI (5 Plank Open) - later Port of Bristol Authority 66071 (semi-derelict).
PO = UI (Tippler Wagon) - later Port of Bristol Authority 59685.
SR = 39617 (Conflat Wagon) - later Internal User 083627 ; 2864 (Brake Van) ; UI (9608 S.C. Ruffy Fictitious number) - later Port of Bristol Authority

59425 (5 Plank Open) ; UI (SECR 50899 Fictitious number) - later Port of Bristol Authority 60011 (5 Plank Open).
War Department = WD 11037 - WD(S) Registered 1032 (Pillbox Brake Van) - later Army 49018.

Thanks go to Richard Salmon for organising and hosting our visit.

Bluebell Railway - Horsted Keynes = North Sidings (View).

Locomotive:

WD 1959 (30064) - 0-6-0T Vulcan Iron Works 4432/1943.

Coach:

BR = 25728.

Wagon:

SR = UI (10013 Fictitious number) - later Port of Bristol Authority 59239.

Bluebell Railway - Kingscote = Station Yard (Visit).

Coaches:

BR = (either one of 21271 or 25776).

SR = 1481 (Covered under tarpaulin).

NPCCS:

SR 1788.

Wagons:

BR = B 458525 (Open Ballast Wagon) ; B 461224 (Open Ballast Wagon) ; B 741381 (5 Plank Open Pipe Wagon) ; B 904134 (Well Wagon).

LMS = 411245 (6 Plank Open) ; 570027 (Covered Banana Van).

SECR = 11916 (Brake Van).

Thanks go to the member of the station staff who opened up the gate to facilitate our visit (after he had locked up and was just about to go home).

Bluebell Railway - East Grinstead = Station (View).

Coach:

BR = 35419 - later Departmental Stock DB 977199.

East Grinstead Mainline Station (View).

Units:

377421 & one other UI Class 377.

THANKS TO THE FOLLOWING WHO HAVE CONTRIBUTED TO THIS MAGAZINE:

R.MORRIS, G.HARRIS, J.A.DICKS, R.W.GILES, A.TURNER, C.WEEKS, N.HOSKINS, K.DAVIES, THE CWMBRAN CREATURE, R.G.GILES, D.FORSE, B.DEANE, Wag, Swrg, Bristol Post.

Also thanks to the following whose information has been used in the organisation of trips to industrial and coaching stock locations

INDUSTRIAL RAILWAY SOCIETY, PETER HALL.

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

