

CARDIFF & AVONSIDE RAILWAY SOCIETY

Established 1971

www.cardiffandavonside.org.uk



MAGAZINE

Issue 540

February 2017

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Front Cover Photo February 2017 Issue 540:

70020 4070 Wentloog - Southampton at Newport on 26/02/16.

[Mike Crew]

Rear Cover Photo February 2017 Issue 540:

37059 and 37610 6M63 Bridgwater - Crewe at Bristol Temple Meads 06/01/16.

[Mike Crew]

FUTURE EVENTS

Trip 523

EAST MIDLANDS PLANT

Saturday 11/02/17

Proposed Trip Fare = TBA Reduced Fare for Society Members = TBA

Proposed Itinerary: If there are any queries/suggestions for locations that you would like to be included on this trip - please deal directly with Martin Lear, as he will be running this trip on behalf of the Events Secretary

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

Trip 525 EASTER EIRE WE GO AGAIN Friday 14/04/17 - Monday 17/04/17

Our annual four day Easter trip takes us once again across the Irish Sea to the Emerald Isle.

NOTE: This trip is now fully booked. Can participants please ensure that a copy of their personal travel insurance is sent to John Dicks

Proposed Trip Fare = £162.00 Reduced Fare for Society Members = £150.00

Proposed Itinerary:

J&R Bradley, Newtownshandrum; Dennis Collins, Kanturk; Tim Crowley, Glanmire; Ceannt Station, Cork; Tim Nagle, Kinsale; Halfway Vintage Club, Ballinhasig; Jameson Experience, Middleton; John Touig, Lissagroom; West Cork Model Railway Village, Clonakilty; Tralee & Dingle Steam Railway, Blennerville; Lartique Monorail, Liselton; Ballybunion & Listowel Monorail, Liselton; Three Rivers Heritage Group, Bishopshall; Rail Supply & Infrastructure Depot, Portlaoise; Jim Deegan, Stradbally; Iarnrod Eireann Wagon Works, Limerick; Mayo North Traction Engine Club, Crossmolina; Westport House Railway, Westport; Tom Brady, Geashill; Jim Duffy, Walsh Island; Heritage Committee, Walsh Island; Mike Lynch Excavations, Monard; Irish Traction Group, Carrick-on-Suir; Amusement Park, Tramore; Waterford & Suir Valley Railway, Kilmeadon; David 'O' Connor Contractors, Gurrawn; Mulligan Dismantlers Ltd, Scarnagh; Target Ranges, Glen of Imaal; Howth Transport Museum Store, Castleruddery; Munster Railway Works, Kealkill; Lullymore Heritage & Discovery Park, Rathangan; Bord Na Mona Sites, Bellair / Derrygreenagh / Edenderry EPL & Power Station / Croghan Works & Tip Head / Killaun Bog & Tip Head / Lemanaghan / Monettia Bog.

It is hoped that one day will be dedicated just to doing the Bord Na Mona locations.

Permits: TBA

Departure Time from Bristol area = TBA

Return Time to Bristol area = TBA

Book By Date = CLOSED

Safety Equipment (PPE) required: TBA

Trip 526

LONDON FLYER

Saturday 13/05/17

Approximately 8 hours free time to do as you wish in the capital.

Proposed Trip Fare = £26.00 Reduced Fare for Society Members = £23.00

Proposed Itinerary: None

Permits: None

Departure Time from Bristol area = 0630 am

Return Time to Bristol area = approx 2130 pm

Book By Date = 29th April 2017

Safety Equipment (PPE) required: None

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.

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

**** Please note 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

Photographs for Magazine Cover and Web Site

There remains an urgent need for members to submit photographs for the magazine cover. Photographs should ideally be from within our area and preferably digital, although any photographs of interest will be considered for publication. Please send via e-mail to Kevin Davies at the e-mail address at the front of the magazine. Any photographs submitted which don't make it onto the front cover will be considered for publication on the Society web site photo gallery alongside the photos normally taken on Society trips, unless a request is made not to publish them.

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

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.

Society FaceBook Group

The Society now has a Facebook Group. If you have a Facebook account you can find us by searching for "Cardiff and Avonside Railway Society" or by clicking on the link on the home page on the Society website. We will use the site to publish information about forthcoming trips and obviously for members to share and information and photographs. If anyone has any other ideas as to how we can use Facebook, please get in touch with either Kevin or Roy.

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

Magazine Articles

If you have an area of railway knowledge which might be of interest to other Society members then why not consider submitting a short article for possible inclusion in the magazine? Contributions by email to the Magazine Editor are always welcome.

Railway Stock Information

Members are reminded that links to web sites giving various information about railway stock locations, and other railway related web sites that may be of interest, can be found on the Society web site www.cardiffandavonside.org.uk

NOTES & NEWS

Bristol Parkway, Stoke Gifford, Pilning, Yate and Westerleigh

23/12 South-West trains 158881 passed Parkway at 1013 working a Salisbury - Brush Loughborough refurbishment move being routed via Westbury, Trowbridge and Yate.

24/12 The Christmas Eve departmental loco 'convoy' ran as 0012 Margam Lip - Eastleigh which departed at 0917 (53 early) and passed Severn Tunnel junction at 1141 (37 early). The loco running formation was listed as 66066 + 66107 + 66230.

Stoke Gifford sidings held the following during the morning; 66520, 66536, 66550, 66572, 66567 (allocated 0Y43 0935 light to Oxford Hinksey yard), 66598, with 66955 due to arrive 0C59 light from Wentloog and 66592 light

from Bristol West Railport.

Having brought in the 6B13 Robeston - Westerleigh loaded fuel tanks, 60001 unusually returned as 0B47 1400 Westerleigh - Margam light-engine via Parkway being recorded passing Westerleigh junction at 1401.

30/12 IEP set 800002 arrived at Stoke Gifford depot at 1316 (10 early) on a 5X71 1115 move from North Pole Iep depot.

31/12 66550 and 66955 were recorded stabled in the down side during the day with 66420 due on arrival with the 4V20 coal empties from Fiddler's Ferry during the afternoon.

02/01 Several 'positioning' light-engine moves were recorded following the Christmas / New Year break;

70801 + 70802 + 66846 passed Yate at 1406 (-) and Bath 1446 (1 late) running as 0F75 1130 Bescot - Westbury (1524) booked into the cement works and 66419 + 66598 running 0Z25 1245 Stoke Gifford - Southampton Maritime (1500) which passed Dr.Days junction at 1238 (16 early) and Westbury 1341 (6 early).

The 4V20 0635 (MWFO) Fiddler's Ferry - Stoke Gifford (1458) coal empties were triple-headed with 66509 + 66563 + 66957 and recorded passing Abergavenny at 1226 and Pilning 1308. The last two locos were added en route at Crewe Basford Hall yard.

06/01 The 1L38 0758 Swansea - Paddington GW service was noted departing Parkway at 0932 formed with GW green power car 43188 leading matching coaches with First blue 43170 bringing up the rear. Later IEP Class 800 Azuma set 800101 worked a 5X30 2223 Stoke Gifford - Plymouth (0136) and 5X33 0316 return to Stoke Gifford (0645) test run the outward being noted departing Temple Meads at 2328 (4 late). The NRMT HST was also reported through the area during the day with power cars 43013 + 43062 as 1Z20 0555 Old Oak Common - Derby RTC (1431) via Swansea which passed Hullavington at 0746 (19 late) and Pilning 0802 (9 late) on the outward to South Wales. A report from Stoke Gifford Iep depot listed sets 800001, 800002 and 800101 as all being present.

07/01 IEP set 800101 was noted in Parkway station at 0610 waiting to return to Stoke Gifford depot (0645) on a return 5X33 0316 test working from Plymouth.

During the afternoon of the 2016 Society Xmas gathering in the nearby Beaufort Arms, Stoke Gifford, 66562 (on west facing coal empties), 66563 + 66567 + 66599 and 66957 (stopped on two coal wagons) were all stabled in the 'downside' at Stoke Gifford (Parkway) sidings.

An engineering train report was; 66118 - 6W21 1724 Oxford Hinksey yard - Llansamlet (0009) which departed Parkway at 1945 (1 early) formed of 18 lobster wagons.

09/01 Returning engineering train records and loco allocations were; 66113 + 66118 top n' tailing - 6W21 0300 Briton Ferry yard - Oxford Hinksey yard (1023) which passed Newport at 0540 (8 early) and Hullavington 0710 (34 early) and 66058 - 6W22 0300 Briton Ferry - Oxford Hinksey yard (0856) which passed Patchway at 0718 (8 late). Both trains were formed of 18 lobster wagons and were routed via Parkway and Swindon.

10/01 NR Class 37 97304 arrived in the area with a test train for West of England use being reported passing Westerleigh junction at 0407 (34 early) running as 3Z20 2128 (Mon) Derby RTC - Bristol TM high level (0655) via Leicester. The train was booked to run 3Z22 2325 Temple Meads - Cardiff Canton Pullman (0745) via Exeter St.Davids later in the day. 66555 was observed on the downside during the day carrying the RILA Fugro rail profile and alignment equipment attached to the down facing end. The loco was believed to have worked a 0Y07 2322 (Mon) Stoke Gifford - Stoke Gifford (0511) area circular move via an unreported route.

14/01 66182 headed Pathfinder Tours 'Mersey Weaver II' (1Z25 0557 Westbury - Earlestown loop) which departed Parkway at 0653 formed with c/stock; 35469, 3121, 3147, 3149, 1651, 1832, 4991, 4959, 4998. Tour highlights included a visit to Garston Freightliner terminal, the through line at Alstom Edge Hill Crown Street depot, the new Ince branch at Helsby and passage under the West Coast mainline south of Warrington Bank Quay station on the line from Walton Old junction via Arpley yard which becomes the down goods loop on the other side west of Bank Quay station, this being the first ever rail tour to cover this freight only link.

16/01 The GW dmu set working the 2M98 1227 Southampton Central - Great Malvern (1629) set was reported in trouble near Westerleigh junction with a traction motor issue. The set made Yate station at 1502 (-) where the working was terminated. In the meantime there were a number of northbound cancellations and Arriva XC diversions via the Severn Tunnel, Newport and Chepstow. An unconfirmed report suggested the unit's engine had become dislodged from its mountings beneath one of its coaches.

Two new 'staff information' screens have been reported fitted on platform 2 at the foot of the staircase and the other on platforms 3 / 4. This new facility is reported as freely available to anyone and displays rail maps of the rail network in the Parkway area as well as the trains complete with their head codes.

Locos recorded at Westerleigh on fuel tank duty have included; 60001/066/074/091/092.

Bristol Temple Meads, Barton Hill and Kingsland Road

19/12 Both GW sleeper services were confirmed as routed via Bristol in the early hours; 57605 - 1A40 2115 Penzance - Paddington which passed Yatton at 0156 and 57306 ('on loan' from DRS) - 1C99 2345 Paddington - Penzance which passed Temple Meads at 0145. Later, 150263 was noted in the new GW green colour scheme whilst working a return 5Z74 Highbridge loop - Bristol TM test working which passed Worle at 1554.

20/12 70805 worked the recently introduced 6C35 0515 Aberthaw 'la Farge' - Westbury loaded cement tanks which passed Lawrence Hill at 0700, the 6C36 1223 return empties being later recorded passing Bath at 1424. 66711 6V80 West Burton-Portbury passed Lawrence Hill at 1053.

21/12 As during the 2015 Christmas / New Year period in Bristol, two Class 56 locos were required for cable train duty this time in the Westbury area. 56303 + 56087 worked 0V56 1157 Washwood Heath Metro Cammell - Westbury (1415) light being recorded passing Yate at 1341 (21 late), Lawrence Hill 1403 (28 late), Bath 1416 (25 late) and Trowbridge 1433 (24 late).

Other records for the day included; 70805 working 6C35 0515 Aberthaw 'la Farge' - Moorswater cement tanks formed of 24 PCAs which passed Bathampton junction at 0722 and East Somerset junction 0809 and 37607 + 37612 paired on the 6V74 / 6M63 Crewe Coal sidings - Bridgwater nuclear flasks which passed Uphill junction outward at 0558 and departed at 1148 on the return and passed Lawrence Hill at 1236 (where the consist FNA 550060 + FNA D 7092250244 were noted).

22/12 Although no local area reports were received, 70805 returned PCA cement empties as 6C36 1009 Moorswater - Aberthaw la Farge the only train records being passing Dawlish at 1330 and Taunton 1431. Later, Virgin Azuma Class 800 IEP set 800101 passed Worle station at 2240 (having been looped at Yatton) working a 5X30 2123 Stoke Gifford - Plymouth (0108) test run.

23/12 37601 returned a 3Z04 0658 Exeter (Riverside) - Derby RTC (1346) test train (with dept c/stock; 977868, 96609 former motorail van, 977969, 99606, 9701), which passed Bridgwater at 0738 (14 early), Parkway 0912 (7 early) and Yate 0919 (10 early). The working was booked to have run (as it did outward as 3Q06 1430 Derby RTC - Exeter Riverside on the 19th December) as 3Q13 overnight via Newbury and Oxford. The HOBC train (Series 5) returned to Taunton in two moves as 6Y37 0900 Thoresby Colliery junction - Fairwater yard (1612) with 66598 and 6Y38 1000 Thoresby Colliery junction - Fairwater yard (1844) with 66536. The 6Y37 formed of ZWA DR76323, 22 YDAs and 1YSA passed Nuneaton at 1152 (6 early), Cheltenham 1355 (3 late), Lawrence Hill 1514 (4 late), Uphill junction 1543 (4 late) and Taunton station 1608 (1 late) and the 6Y38 formed of 1YSA and 19 YDAs passed St.Andrews junction (Birmingham) at 1407 (3 late), Lawrence Hill 1809 (42 late) and Nailsea & Backwell at 1822.

24/12 Paddington station closed at 2000 for six days and Ealing Broadway was used as the 'temporary' Great Western mainline London terminus. Further Cross-rail and the ongoing Great Western electrification project formed part of the work undertaken. This was one of 200 major track work schemes undertaken throughout the country over the Christmas period.

28/12 158957 was recorded departing Temple Meads at 1041 (-) working the 2M97 0823 Southampton Central - Great Malvern GW service as a two-car formation interestingly formed with First Blue 57747 (158954) + GW green 57748 (158957). The booked return working was 2094 1450 Great Malvern - Weymouth.

30/12 The final 6V74 / 6M63 Bridgwater nuclear flask service of 2016 was unusually in the hands of DRS plain blue duo 66305 + 66426 the inward being reported passing Abbotswood junction at 0553 and the return departing at 1207, passing Lawrence Hill at 1254, arriving Parkway at 1309 and departing at 1316 with FNAs 550060, 550028.

The days Arriva XC HST allocation was; 43303 XC03 43301 - 1V50 0606 Edinburgh Waverley - Plymouth / 1E63 1525 Plymouth - Leeds and 43378 XC 43357 - 1V44 0600 Leeds - Plymouth / 1S51 1225 Plymouth - Glasgow Central. Engineering train records included; 66161 - 6W09 0700 Cardiff West - Westbury (1048) formed of 18 wagons and passing Lawrence Hill at 1427 and 66177 - 6W13 1125 Westbury - Cardiff Long Dyke junction (1303) formed of 12 wagons and passing the same location at 1228.

31/12 An engineering train record was 66019 + 66144 top n' tailing a 6W02 1553 Westbury - Penarth Curve South junction (0900) working which passed Lawrence Hill at 1709 (1 late).

01/01 A return engineering train report was; 66161 - 6W01 1800 Ebbw junction - Westbury (1935) formed of 20 wagons and recorded passing Lawrence Hill at 1852 (-) and Bath 1909 (-).

02/01 A 2.3% ticket price increase came into force (despite an expected lower increase reported in a previous magazine). The average season ticket price increased on average by 1.9%. Rail campaigners including the 'Action by Rail Group' and Rail Union representatives held protests from 0700 - 1000 over the following day at a number of stations including Temple Meads, Montpellier, Clifton Down, Avonmouth, Weston-super-Mare, Taunton and Sherborne where picket lines were set up. They say that ticket prices have increased by 56% since 2006 and double the average of passenger earnings over the same period. Ticket prices have in fact increased by 25% since 1995 and are currently 6 times higher than those charged in Europe. An actual increased fare report was a 12 month season ticket between Bath and Bristol of £28.00 from £1,562 - £1,580.

04/01 66426 + 66434 were paired on the first 6V74 / 6M63 Crewe - Bridgwater nuclear flask train of the year the outward passing Gloucester

at 0547 and Uphill junction 0721 and the return departing at 1132 and passing Lawrence Hill at 1237 where the consist of two FNAs 550058 + 550060 were recorded. 70806 + 70807 passed Lawrence Hill at 1126 and Bradford junction 1201 running as a 0F75 1006 Cardiff Canton - Westbury move the former loco then later returning with 70808 as 0F84 1312 Westbury - Cardiff Canton which passed Patchway at 1421.

Also during the day St. Phillips Marsh depot received its first 'allocated' turbo set blue livery 166215 running as a 3U77 0920 move from Reading which had passed Wantage road at 0954 and Lawrence Hill at 1103. The unit will be used for static staff familiarization over the coming weeks.

05/01 A celebrity HST power car formation was recorded with W43002 Sir Kenneth Grainger OC46 43172 Harry Patch on the 1C07 0900 Paddington - Temple Meads noted arriving Chippenham at 1038 (25 late), 1A15 1130 Temple Meads - Paddington and 1C17 1400 return recorded passing Didcot at 1440 (-). The two car 158957 was still formed with 57747 (blue) + 57748 (GW green) when noted in Temple Meads on a Westbury working during the day. Loco wise 37099 (previously carrying BR blue, but now in ex works Colas livery and named Merl Evans 1946 - 2016) was present in the high level sidings at Temple Meads during the day with dept c/stock; 9708, 977985, 977986, 62384, 9714.

06/01 37099 worked 3Q08 2129 Temple Meads High level - Temple Meads High level (0639) via Ludgershall test train which passed Bath at 2157 (3 late) on the outward and Salisbury 0630 (82 late) and Bath 0730 (72 late) on the return.

07/01 SWT's 'GW hire in' 158880 worked the 2M98 1227 Southampton Central - Great Malvern service. Evening engineering train records passing Lawrence Hill included; 70810 - 6C20 2017 Westbury - Stormy Up Goods loop (2351) at 2104 formed with salmon flats, 70804 - 6C21 2021 Westbury - Pyle (2355) at 2112, 66539 + 66567 top n' tailing - 6Y59 2053 Westbury - Stormy (2343) at 2133 and 66599 - 6Y60 2131 Westbury - Stormy Down Goods loop (2349) at 2224.

08/01 Further observations at Lawrence Hill station during the day recorded the following; 70810 - 6C20 0900 Llanharen - Westbury (1104) at 1003 having earlier passed Severn Tunnel junction at 0941 formed of six salmon flats, 66182 - 6W97 0930 Moreton-on-Lugg - Westbury rail train at 1142 which had earlier passed Abergavenny at 1010, 66567 - 6Y59 0957 Llanharan - Westbury at 1236 which had earlier passed Pontyclun at 1030 (31 late), 66065 - diverted 6M38 1005 (Sun) Southampton Eastern dock - Halewood loaded cars at 1248 having earlier departed Eastleigh at 1024 and passed Bradford junction at 1202 and 66089 - diverted 6O38 (Sun) 0858 Halewood - Southampton Eastern dock at 1403 having passed Cheltenham earlier at 1247 and later Warminster at 1458.

10/01 150002 was a late morning arrival as a 3U77 Reading - St. Phillips Marsh move which had passed Swindon at 1020.

11/01 66302 + 66422 were paired on the 6V74 / 6M63 Crewe Coal siding - Bridgwater nuclear flasks the outward passing Dr. Days junction at 0542 and the return Parkway at 1315.

12/01 Two Class 37 arrivals from different operators during the day were; Colas 37099 on a 1Q05 2017 (Wed) Derby RTC - Temple Meads (with dept c/stock 977986, 977985, 9708) working which arrived on the up through line at 0331 (1 late) and DRS 'large logo' 37402 with coach 975025 Caroline on a saloon positioning move as 5Z02 1134 Derby RTC - Temple Meads (1716) which passed Longbridge at 1427 (2 early) and Filton Abbey Wood 1631 (36 early). The former working was booked to return during the following day as 1Q06 1951 Temple Meads - Derby RTC (0343).

13/01 Having arrived during the previous day, 37402 + 975025 Caroline conveyed officials, believed to view current work associated with the city's enhanced passenger 'Metro West' rail scheme including track reinstatement on Filton Bank and a view of the Portbury dock branch where the line speed is to be increased up to 50mph and the recently again cleared (ahead of this years bird nesting season) Portishead track bed near Pill as 2Z02 0938 Bristol TM - Bristol TM (1211) and 2Z03 1313 Temple Meads - Temple Meads (1615) circulars, the 2Z02 departing at 0938 (-), passing Parsons street at 0942 (-) for the Portbury Dock stop board, the return then being routed via St. Phillips Marsh, passing Dr. Days junction at 1104 (8 early), Filton West 1123 (2 late) and departing Avonmouth at 1138 (5 early). Following a loco run round, the Class 37 again led the saloon passing Parsons street at 1308 (9 early), arriving Portbury Dock stop board at 1341 (8 late), departing at 1359 (7 early), a brief stop having taken place each way alongside the Portishead branch track bed, then passing Lawrence Hill at 1505 (2 early), Filton West junction 1514 (2 early), St. Andrews junction box 1527 (-), departing Avonmouth station at 1542 (-) and passing Clifton Down at 1555 (2 late).

There were two other Class 37 locos in Temple Meads during the day these being, 97304 (high level stub) and 37099 (former west end motorail bay / fish dock) both on separate test trains.

The NRMT HST set with power cars 43013 + 43062 put in an evening appearance in Temple Meads departing at 1835 before heading back to Taunton. The set was running late following a fuel shortage earlier in the day (also see Taunton notes & news).

14/01 Having stabled on the former Bath Road stub close to platform 15 overnight, 37402 pushed 975025 Caroline on a return 5Z03 0903 Temple Meads - Derby RTC (1300) move being noted passing Lawrence Hill at 0937 (32 late), Yate 0949 (27 late) and Cheltenham 1017 (24 late).

With the mainline closed from Bath to Westbury and Wootton Bassett junction for track work, a number of engineering trains worked into the area from Westbury via Taunton. These included; 66164 - 6W01 1918 Oxford Hinksey yard - North Somerset junction, 66085 - 6W07 2050 Oxford Hinksey yard - Bradford junction (via Swindon, Bath and Bristol) and 66539 - 6Y50 2031 Westbury - Oldfield Park (Bath),

15/01 150002 in GW green and Turbo set 166215 were both present in the wheel lathe sidings area at St. Phillips Marsh depot during the afternoon. Further engineering train records (including some returning trains) included; 66107 - 6W02 0831 Oxford Hinksey yard - Bath via Taunton Fairwater which passed Somerton at 0947 (43 late), Taunton station in the up direction at 1100 and Highbridge & Burnham at 1136 formed of falcon wagons, 66083 - 6W03 1247 Oxford Hinksey yard - Bath (1800) via Taunton Fairwater which passed Taunton station in the up direction at 1622 (5 late), Uphill junction 1650 (5 late) and departed Temple Meads at 1720 (20 early) and 66555 - 6Y51 1139 Taunton - Bath (1425) via Taunton which passed Highbridge & Burnham at 1238 formed of 2 bass and 5 salmon flats.

17/01 As well as the Turbo set (which is on depot staff familiarization), the other recent transfer in from Reading, 3-car 150002 has been reported in service and was noted during the day working the 1B04 0645 Frome - Cardiff Central and return 1F09 0930 Cardiff Central - Portsmouth Harbour which departed Bath at 1037 (2 late). The set worked 1F10 0823 Portsmouth Harbour - Cardiff Central and the 1F17 1230 return during the following day.

18/01 37602 + 37607 passed Dr. Days junction at 0543 working a two wagon (FNAs 550037 + 550038) 6V74 Crewe Coal sidings - Bridgwater flask working, which later departed from Bridgwater at 1205 as the 6M63 return to Crewe.

70802 powered the first Colas cement working through the area for the year, the 6C35 0250 Aberthaw - Moorswater (1250) which passed Newport at 0335 (12 early) and Bath 0552 (1 late).

Bristol West Railport

Locos recorded here on container duty have included;
66413/414/512/518/531/556/557/558/567/570/587/589/590/594/955.

Avonmouth and the Severn Beach branch line

23/12 66051 headed a 6Z42 Avonmouth BBHt - Worksop Up reception train of 21 HTAs from the store in the east sidings the wagons were believed destined for a return to traffic, the working being recorded passing Parkway at 1013. Later, evening empty coal arrivals from Aberthaw and Fifoots PSs were in a top n' tail formation - reason unknown, the latter working which passed Filton West junction at 2036 was unconfirmed with 66550 + 66562 in charge.

01/01 66550 passed Hallen Marsh junction at 1314 (120 early) on 4C11 1504 Stoke Gifford - Avonmouth coal empties which formed a loaded 6M02 1800 departure to Fiddler's Ferry (0404) which passed Hallen Marsh junction at 1749 (16 early). The 6C03 1319 (Sun) Southall - Severnside Sita refuse container train also operated on this date with 66040 formed of 13 FCA twin flats. This service reported passing Didcot at 1501.

04/01 Although a late inward arrival was not reported, 66040 and the return 6C03 Severnside Sita - Brentford empty refuse containers were booked to depart at 0900 and later reported arriving Avonmouth at 0921 and passing Clifton Down at 0952 (3 early). Later, the 4V20 0635 Fiddlers Ferry - Stoke Gifford coal empties was diverted to Avonmouth behind 66599. The service had been earlier reported passing Hereford at 1028 and Hallen Marsh junction at 1201.

06/01 66599 working the 4V20 0635 Fiddlers Ferry - Stoke Gifford coal empties was again diverted to Avonmouth the train passing Abergavenny at 1317 and Brentry (on the Henbury loop) at 1428. The loco returned light to Stoke Gifford.

07/01 The 4V20 Fiddlers Ferry coal empties was retimed to depart at 0610 and yet again routed direct to Avonmouth (1127) with 66599 passing Abergavenny at 0948 and Brentry at 1105. The loco again then ran light as 0C20 1155 to Stoke Gifford sidings (1225) passing Brentry at 1127.

15/01 The 6C03 (Sun) Southall - Severnside Sita (1732) loaded refuse containers were diverted for a second time via the Henbury loop with 66097 + 66207 due to track work between Westbury and Bath. The working which departed at 1523 (124 late) conveyed 70 containers on 13 FCA twin flats (including one empty) and was routed via the GWML and Swindon, passing Hullavington at 1719 (76 late), departing Parkway at 1745 (74 late), passing Filton West junction at 1751 (66 late) and St Andrews Road station at 1820 (91 late). The reverse movement actually took place just short of Shirehampton station the outward passing through Avonmouth station platform 2 at 1820 and back through platform 1 at 1858 and Hallen Marsh junction 1905 on the return.

Locos recorded on coal duty have included;
66507/509/512/550/555/562/563/567/592/599/955/957.

Locos recorded on stone duty have included; 59201. 66155/238.

Locos recorded on cement duty have included; 66056/112/230.

Locos recorded on refuse container duty have included;
66001/040/097/100/140. 66174/207.

Portbury Branchline

17/01 It has now been reported that the latest cost to reopen the Portishead branch to passenger trains will be £58 million. Track will have to be lifted and re-laid for a 50 mph line running speed. The crossing at Ashton Vale is also now expected to be replaced with a new road link from the west of the industrial estate area it serves. This work was not in the current plans, although the Ashton containers foot crossing has also been listed as to close, a source says a ramp off the A370 will connect a new path to be built between the Babcocks factory wall and the railway boundary passing behind where the signal box once stood.

Locos recorded on car duty have included; 66140/164.

Locos recorded on gypsum duty have included;
66710/711/720/726/735/737/738/757/770/771.

Bristol area workings during November

4L31 0903 Bristol West Rail port - Felixstowe containers (FL)
04/11 66532. 14/11 66594. 18/11 66418. 23/11 66511.
24/11 66592. 25/11 66572. 30/11 66503.

4L32 1100 Bristol West Rail port - Tilbury containers / * London Gateway (FL)
01/11* 66588 04/11 66589. 07/11 66955. 10/11 66589.
14/11 66572. 17/11 66418. 23/11 66592. 25/11 66572.
28/11 66572. 29/11 66503. 30/11 66501.

4051 / 4070* (4V51) Wentloog - Southampton containers (FL)
03/11 70018. 04/11 66543. 08/11 66503 + 66598.
11/11* 70018. 23/11 66501. 29/11 66587. 30/11* 70008.

6A83 Avonmouth Bennetts - West Drayton / * Theale loaded stone (DB)
04/11 59005. 18/11 66012. 28/11* 66136.

6B33 Theale - Robeston (Margam SO) fuel tank empties (DB)
05/11 60007. 12/11 60007. 18/11 60092. 22/11 66056.
23/11 60092. 24/11 60066. 25/11 60092. 29/11 60066.
Notes; Trains on 12/11 and 22/11 were diverted via Bath.

6(4)B35 Hayes (* Southall) - Moreton-on-Lugg stone empties (DB)
13/11* 66103. 20/11* 66177. 23/11 66149. 30/11 66093.
Notes; Trains on 13/11 and 20/11 were diverted via Bath.

6B49 / 6B50 Llanwern - Swindon Stores steel and return empties (DB)
04/11 66015. 11/11 66082. 14/11 66119. 21/11 66059.
23/11 66035. 30/11 66056.
Notes; Trains on 14/11 and 21/11 were diverted via Gloucester and the Stroud Valley, the latter working needing assistance over the bank at Sapperton by 66087.

6B68 0925 Avonmouth BBHT - Aberthaw PS loaded coal (FL)
04/11 66509. 08/11 66529. 11/11 66519. 14/11 66520.
16/11 66589. 17/11 66589. 23/11 66509. 28/11 66952.
30/11 66952.

Note; Train on 30/11 failed near Henbury, 66955 being the rescue loco which took the working onwards.

6C03 Brentford - Severnside Sita and return (6A03*) refuse containers (DB)
04/11 66200. 05/11* 66200. 10/11 66019. 11/11*66019.
13/11 66019. 14/11*66019.20/11 66142. 21/11*66142.

Note; Train on the 4/11 was terminated due to late running in the Bulk Handling terminal having arrived via Henbury.
The working then ran 2100 Avonmouth BBHt - Severnside Sita (via Bristol East depot loop - loco run-round) and Clifton Down.

6C36 1220 Westbury 'la Farge' - Aberthaw Cement works empty cement tanks (Colas)
22/11 70805. 29/11 70808.

6C80 / 6B80 Westbury - Machen empty and return loaded stone (DB)
12/11 59206.

6C99 (TO) Newport ADJ - St.Blazey freight (DB)
08/11 66002. 15/11 66167. 22/11 66181. 29/11 66148.
Note; Train on the 29/11 was diverted via Bath and terminated at Westbury.

6F90 1425 Avonmouth BBHt - Uskmouth (Fifoots) PS loaded coal (FL)
15/11 66563. 16/11 66563. 21/11 66564. 23/11 66534.
28-30/11 66516.

6M60 (FO) Exeter (Riverside) - Bescot china clay freight (DB)
04/11 66161. 11/11 66002. 18/11 66167.

6V35 (MFO) Bescot (downside) - Avonmouth Hansons loaded cement 6M90 (TThSO) return to Clitheroe (DB)
11/11 66134.

6V37 Toton yard - Moreton-on-Lugg empty stone (DB)
29/11 66015.

6V51 0303 Warrington Arpley - Portbury empty car carriers (TThSO) (DB)
08/11 66093. 29/11 66047.

6V74 / 6M63 Crewe Coal sidings - Bridgwater and return nuclear flasks (DRS)
01/11 37610 + 37612. 08/11 37601 + 37604. 15/11 37605 + 37606.
22/11 37059 + 37610.

6V80 / 6E81 Gascoigne Wood / * Cottam PS - Portbury Coal terminal loaded and return empty gypsum to Doncaster Hexthorpe yard (GBRf)
02/11 66748. 03/11 66738. 04/11 66762. 07/11 66702.
08/11* 66705. 09/11 66706. 14/11 66755. 16/11 66755.
18/11 66755. 22/11 66767. 28/11 66708 + 66705.

6X52 1733 Portbury - Mossend loaded cars and vans (TThSO) (DB)
08/11 66093. 29/11 66047.

6Z47 Wembley yard - Cardiff Docks Ryans empty stone (DB)
18/11 66115. 22/11 66125.

Note; train on 22/11 was diverted via Bath.

Taunton

13/01 The NRMT HST was reported stabled in Fairwater yard with one of the power cars receiving fuel at 0930. The set formed with power cars 43013 + 43062 was running as 1Q18 0525 Old Oak Common - Paignton (via Penzance) and had passed Lavington at 0754 (42 late) and Taunton station 0836 (36 late). Due to late running the working was eventually terminated at Newton Abbot on the return.

Westbury

27/12 At 1030 the following were reported in the area; down yard 08799, 59201, 59202, 59203, 59204, 66161. shunting 66598. next to DB office 60054. up yard 66066, 66509. Re-cycling siding 56087, 56302, 70804, 70809. 66117 worked the 6041 Eastleigh departmental service. The Class 08 has been reported sold to the Harry Needle Railroad company.

30/12 The two Colas Class 56s (56078 + 56302), which had seen use in the area on a cabling train ran 0A28 light-engine to Oxford Hinksey yard passing Thingley junction at 0828.

31/12 The 9M97 0827 Southampton Central - Worcester Foregate street (1218) GW service (conveying a dmu set to be detached en-route) was noted departing Westbury at 0935 (-) formed with the two-car 158957 (57747, 57748), 153325 and an unidentified Class 150. An end of year location report for the area at 1425 found; down yard 08799, 59201, 59202, 59203, 60054. up yard 66083 (allocated - 6W03 1433 Westbury Up yard - Penarth South Curve junction), 66161 (allocated - 6W01 1727 Westbury Up yard - Cardiff West), 66019 (allocated - 6W02 1553 Westbury Up yard - Penarth South Curve junction). Re-cycling siding 66066, 66716 (believed 'on hire' to Colas), 66847, 70804, 70809. next to DB office 60054.

04/01 Having arrived light at Appleford as a 0A15 0827 move from Westbury, 60054 headed a 6C48 1330 loaded return stone service to Westbury which departed Swindon East at 1438.

06/01 70802 powered a 10 wagon 6C24 0830 Westbury - Exeter Riverside departmental which passed Taunton at 0928 with two cranes DRC78235 and DRC78226 included in the trains consist. This was one of several weekend workings for work on the Cornish mainline west of Truro.

07/01 At 1400 the following were present in the area; down yard 08799, 59202. up yard 60054, 66083. up reception 70804. re-cycling siding 70810.

10/01 60054 ran 0041 Westbury - Eastleigh East yard light-engine departing Salisbury at 1058. DBC are reported to be restarting a 'short term' stone flow from Hamworthy near Poole. The train has been listed as 7051 0005 Westbury - Hamworthy (0929) passing Salisbury at 0656 and 7V52 1235 return to Westbury (1753) calling at Salisbury from 1607 - 1612, as a Monday's only operation to run from 23rd January - 4th February.

14/01 At 1420 the following locos were found in the area; down yard 08799, 59005, 70809. up yard 60054, 70801. re-cycling siding 70806. Colas 68846 returned a 12 wagon 7C21 1555 Truro - Westbury engineers which included the two YJB cranes 78226 and 78235 and passed Taunton at 2033.

15/01 This was a busy week end at Westbury with departmental traffic with worksites on the Cornish mainline and in the Bath, Trowbridge and Chippenham areas.

Other train loco allocations and reports (not so far listed) for the day included; 70804 - 6C20 1200 Truro - Par which passed Totnes at 1500 and Taunton 1617 formed of YKA flats, 70806 + 66846 top n' tailing - 6C23 0843 Westbury - Penwithers junction which passed Taunton at 1219 formed of 10 HQA autoballasters, 66164 - 6W01 1540 Thigley junction - Oxford Hinksey yard which departed Chippenham at 1750, 66116 - 6W04 1110 Hawkrigde

junction - Thingley junction via Newbury and Swindon which passed Lavington at 1204 (41 late), 66162 - 6W06 1230 Hawkridge junction - Oxford Hinksey yard which passed Lavington at 1609 (207 late), 66085 - 6W07 1509 Hawkridge junction - Oxford Hinksey yard (via Newbury) which passed Heywood Road junction at 1605 (52 late), 66155 - 6W09 0917 Westbury - Thingley junction (via Newbury and Swindon) which passed Swindon at 1230 and 66520 + 66595 top n' tailing - 6Y19 0700 Westbury - Taunton Fairwater HOBC which passed Taunton station at 0730.

18/01 60054 + 66050 were paired on the 6V41 Eastleigh - Westbury departmental which passed Dean (Hampshire) at 1544.

Locos recorded on the 6M40 Cliff Hill / Stud Farm ballast have included; 66774/778.

Southampton

24/12 During the afternoon the Freightliner Maritime depot held; 66516, 66532, 66533, 66537, 66570, 66589, 66593, 66594, 70004, 70018, 70019.

Newport

21/12 The NRMT HST set formed with power cars 43013 + 43014 passed Newport at 1353 on a 1Q16 1205 Landore - Derby RTC via Chepstow move. The set had been terminated at Cardiff reason unknown during the previous day as 1Q15 0642 Derby RTC - Landore (2132) via Hereford, having departed Gloucester at 1436 (-), passing Standish junction at 1444 (2 early), departing Swindon at 1602 (11 early), passing Chepstow at 1712 (2 early) and arriving Leckwith North junction (Cardiff) at 1801 (11 early).

24/12 An 0X01 0752 Margam - Bescot (via Lydney) light loco move formed; 66169 + 66065 + 66086 + 66003 + 66054 + 66124 + 66083 + 66019 (the last two being added at Newport ADJ) passed Marshfield at 0850 and Chepstow 0955. Another light loco move which passed East Usk at 1050 was from Cardiff Canton - Westbury formed of three Class 70s, the last two being recorded as 70808 + 70807. These locos were later to be used on Christmas engineering work in the Paddington area.

04/01 56087 + 56302 passed Newport at 1318 (8 late) running 0M56 1248 Cardiff Canton - Washwood Heath (1556) light.

07/01 66001 + 66187 were paired on the Saturdays only 0012 Margam - Eastleigh yard light loco movement which passed Newport at 1247, Keynsham 1340 (6 early) and arrived Westbury at 1415.

09/01 60092 failed in West Wales with the 6B13 Robeston - Westerleigh loaded fuel tanks, 60074 being used as the rescue loco to Margam (where the defective loco was removed) and onwards later passing Margam Moors junction at 1058 (147 late) and Gloucester 1315 (121 late).

14/01 The 0012 1055 Margam - Eastleigh yard light-loco move was formed with 66150 + 66155 + 66107 when noted passing Newport station at 1227 and arriving Westbury at 1410. One loco only continued onwards to Eastleigh. Another light-engine move was; 60063 + 66030 running as a 0F85 0820 Newport ADJ - Margam move which passed Pontyclun at 0906. The Class 60 then returned on a 6H27 1352 Margam - Llanwern steel trip which passed Newport at 1458.

Two engineering train records were; 66125 - 6W15 0812 Bescot - Briton Ferry (1705) which passed Ashchurch at 1230 (21 early), Chepstow 1403 (16 early) and departing Newport at 1444 (14 early) formed of 24 wagons and 66955 - 6Y67 0432 Crewe Basford Hall yard - Court Sart junction formed of 12 lobster wagons which departed Hereford at 0752 and Newport at 0855.

15/01 Further engineering train records (and loco allocations) were; 70801 - 6C97 0810 Baglan Bay - Crewe Basford Hall yard (via Hereford) which passed Cwmbran at 0959, 66125 - 6W15 0900 Landore junction - Bescot (via Gloucester) which passed Newport at 1409 and 66129 - 6W16 0948 Bescot - Landore junction which had passed Cheltenham at 1140.

16/01 As well as the previously reported problems at Yate (also see Bristol Parkway, Pilning, Yate and Westerleigh notes & news), there was a derailment of two wagons east of Newport on the 6V05 0915 Round Oak - Margam (1636) steel service behind 66134 which was departing Llanwern works around 1400 at Llanwern West junction when the incident occurred. There were no injuries, but the 6F90 1430 Avonmouth BBHt - Uskmouth (Fifoots) PS loaded coal with 66555 was heavily delayed having passed Severn Tunnel junction at 1444 (23 late) on the 'relief line' and was later recorded passing East Usk at 1634 (off route) heading towards Newport, the train eventually reaching its destination at 1743 (73 late). An engineering train record for the day was; 70801 - 6C98 0515 Marsh Brook level-crossing - Westbury (0824) rail train which passed Severn Tunnel junction at 0703.

17/01 66056 + 67007 with a breakdown train were noted passing East Usk on the down main line, then returning at 1400 on the relief line to attend to the previous days derailment at Llanwern West junction. The trains consist was reported as; ADRC96713 (crane), 975454, 975486, 971002.

18/01 67012 departed Central station at 1716 leading the 1W96 Holyhead 'Wag Express'.

Cardiff

19/12 66171 worked 4V01 0022 Hope (Earles sidings) - Cwmbargoed DP coal empties which passed Margam Moors junction at 0841 in the up direction. The 6M77 1543 loaded return to Hope was later recorded near Caerphilly at 1924.

20/12 66080 was on the 6Z94 2135 (Mon) 2135 Lindsey - Aberthaw PS loaded fuel tanks which passed Barry at 0554. Later, 67003 failed early into its journey with the 1W96 1715 Cardiff Central - Holyhead 'Wag Express' near Marshfield on the up main line. 66092 arrived to assist and dragged the train back to Central station where the passengers transferred to the following 1W97 1645 Llanelli - Crewe service formed with 158826 which was used to stand in for the failure and was believed to have worked right through to Holyhead.

21/12 Reported as cancelled a 6Z70 1523 Barry Town - Aberthaw 'la Farge' cement works (1515) move conveying PCAs 11077 and 10838 (via Pengam) did operate and passed Cadoxton at 1806.

24/12 With Christmas period track work taking place in the area the following engineering train loco allocations were reported; 66131 - 6W02 2136 Newport ADJ - Cardiff West, 66055 - 6W03 2101 Margam - Cardiff West, 66140 - 6W04 2120 Newport ADJ - Cardiff West and 66199 - 6W05 2129 Margam - Cardiff West.

27/12 Engineering train loco allocations and reports included; 66135 - 6W01 0820 Marshfield - Crewe Basford Hall yard (via Hereford) which passed Newport at 1459 (413 late) formed of 25 wagons, 66019 - 6W04 0945 Ebbw junction - Eastleigh yard (1536) via Westbury which passed Pilning at 1551 (279 late) and Bath 1633 formed of 17 wagons, 66086 - 6W06 0915 Ebbw junction - Crewe Basford Hall yard (via Hereford) which passed Little Mill junction at 1349 (218 late) formed of 23 wagons.

28/12 Road buses continued to replace trains between Bridgend and Cardiff Central.

29/12 Over running engineering work in the Central station area, due to be completed by 0400 caused problems. For example the first service to Rhymney (1015) for five days was reported to be the 2R04 0916 departure from Cardiff Central and the first up train was 2P37 1032 Bargoed - Penarth (1129). Valley line services continued to be cancelled on going during the day due to the disruption.

With the line reopened at 0815 a number of freight and light loco movements which had also been held either side of Cardiff were able to continue. These included the following;

66144 - 0B13 0823 Margam - Westerleigh light-engine which passed Bridgend at 0941 (62 late) and Central station 1040 (69 late), 66006 - 6B04 0752 Newport ADJ - Barry docks 'inter-modal' passing Marshfield at 0835 (33 late) and Central station at 1129 (196 late), 66004 - 6B65 0900 Margam - Llanwern steel passing Pontyclun at 0959 (21 late) and Central station 1046 (51 late) and the 6B58 0857 Llanwern - Margam return passing Newport at 1229 (192 late) and Central station 1312 (217 late), 66164 - 6H23 0923 Margam - Llanwern steel passing Central station at 1214 (75 late) and Newport 1238 (74 late), 60066 - 6H25 0923 Margam - Llanwern steel passing Pontyclun at 1038 (8 late) and Central station 1220 (81 late) and the 6A11 2249 (Wed) Robeston - Theale (0933) loaded fuel tanks with 60001 which was the most seriously affected time wise, having arrived Margam at 0125 (3 late) and later passing Margam Moors junction at 0929 (331 late), Central station 1146 (424 late), Severn Tunnel junction 1247 (433 late) and Narrowways Hill junction (Bristol) at 1306 (406 late). The outcome of the allocated return working for this service, the 6B33 1300 Theale - Robeston remained unknown.

Engineering train reports included; 66135 - 6W07 2316 (Wed) Crewe Basford Hall yard - Cardiff Long Dyke junction (0430) which passed Newport at 0419, 66168 - 6W08 0203 (Wed) Bescot - Cardiff Long Dyke junction (0500) which passed Newport at 0435 and 66161 - 6W09 0723 Westbury - Cardiff Long Dyke junction (1009) which passed Bradford junction at 0721 formed of three flats and 15 Bass wagons.

03/01 97303 + 37254 (carrying Inter-City 'swallow' livery) arrived in South Wales top n' tailing a test train as 1Z16 1014 Derby RTC - Cardiff Canton (1624) passing Water Orton at 1137 (15 late), Lydney 1423 (1 late) and Marshfield 1550 (9 early). The train's dept c/stock formation was reported as; 975091, 72631, 977997, 9481.

04/01 67012 departed Central station at 1721 (6 late) and later Cwmbran at 1750 (8 late) on the 1W96 'Wag Express' Cardiff to Holyhead service covering this working again during the following day.

05/01 37254 + 97303 worked 1Q59 2151 (Wed) Cardiff Canton - Cardiff Canton overnight via Cogan junction, the Vale of Glamorgan line to Margam, then later the Coryton, Cardiff Bay, Rhymney, Penarth, Maesteg branches as well as the South Wales mainline. The working was reported passing Llanbradach (near Caerphilly) at 0141 (19 early) outward on the Rhymney line. It was believed to be only the second NR Class 37 to cover this line, the first being 97301 back in June 2011. Having completed its booked duties, the test train returned as 1Z16 1102 Cardiff Canton - Derby RTC (1438) via Hereford with 97303 leading, departing Central station at 1120. 70807 moved six PCA cement tanks as a 6B11 1200 Canton - Aberthaw Cement works move which passed Cadoxton at 1508.

06/01 70807 worked 0B11 0917 Cardiff Canton - Barry Town station sidings light (passing Cadoxton at 0947) to collect 19 loaded PCA cement tanks (which had arrived here during late December) to form a 6Z70 move to Westbury 'la Farge' (1434). The working was recorded passing Newport 1311 (98 late), Bishton 1320, Severn Tunnel junction 1331 (93 late), Pilning

1347 (38 late), Lawrence Hill 1355 and Bath 1417 (21 late). Having arrived with the overnight 6V00 Port Clarence 'green energy' tanks, Royal Scotsman livery 66746 ran 0Z35 0834 Cardiff Docks - Long Marston light (passing Marshfield at 0937) to collect a single tank wagon 7077920218 forming a 6Z35 1315 return move which arrived Worcester yard at 1407 and passed Cheltenham at 1450.

08/01 60091 passed Central station at 1034 working 6H25 0846 Margam - Llanwern steel. This train had been diverted via Tondy due to engineering work between Bridgend and Swansea and had arrived here for a loco run round at 0923. Other freight service reports using this diversionary route for the first time since February 2015 were as follows; 60074 - 6M30 1011 Margam - Dee Marsh steel coils (which passed Marshfield at 1206), 66004 - 6E47 1213 Margam - Middlesbrough Dawsons, 60001 - 6H27 1305 Margam - Llanwern steel, 66066 - 6E30 1510 Margam - Hartlepool, 66107 - 6M75 1701 Margam - Carlisle and 60091 - return 6H26 1536 Llanwern - Margam steel (which passed Newport at 1557). Road bus services operated between Bridgend and Swansea during the blockade.

09/01 66119 passed Bridgend at 0849 working the 4V01 0022 Hope (Earles sidings) - Cwmbargoed DP (via Margam) coal empties formed of 18 HTAs. The return 6M77 1543 Cwmbargoed DP - Hope was later recorded passing Llanbradach (near Caerphilly) at 1915 (2 late) again headed by 66119.

12/01 66011 passed Central station at 1433 working a 6Z31 1330 Swansea Burrows sidings - Newport ADJ empty wagon move formed of 12 MEAs.

13/01 The 6H27 1358 Margam - Llanwern steel service was double-headed with 66184 + 60066 and passed Margam Moors junction at 1406. Also during the day, 67010 passed Marshfield at 1449 running as a 0M10 1438 Cardiff Canton - Crewe Electric depot (via Hereford) light loco move.

Locos recorded on the 4V38 / 4M36 Daventry - Wentloog and return TESCO container service have included;

66303 (12/01, 13/01), 66305 (19/12), 66433 (04/01, 05/01, 06/01, 07/01 outward & 08/01 return, 09/01), 66433 (15/01, 16/01), 66434 (20/12, 21/12, 29/12).

Locos recorded on Aberthaw PS coal duties have included; 66506/509/520/550/562/563/567/599/957.

Locos recorded on Port Talbot coal duties have included; 66077/086/107/199.

Locos recorded on Port Clarence 'green energy' tanks have included; 66708/746. 66753.

PRESERVATION & INDUSTRIAL MATTERS

Mainline Preservation

07/01 It has been reported that Class 52 D1015 Western Champion has been taken out of service following an electrical problem on the outward and a complete B engine shut down with a serious fault on the return of Pathfinder Tours 'Yuletide East Yorkshireman' trip from Swindon - Scarborough on 17th November 2016. £50,000 will have to be raised for a replacement MD655 'B' engine from Germany, believed currently in marine use. The proposed Pathfinder 'Western Glory' 40th end of service anniversary trip, detailed in the January 2017 Magazine has been cancelled, the loco not being expected to be back in traffic until at least 2018, when this trip may possibly run.

West Somerset Railway

09/01 Freightliner has resumed movements of waste ballast to the Norton Fitzwarren triangle for disposal, with the recent return of the HOBC to the area. 66595 + 66520 top n' tailed a 6C75 Fairwater - Bishops Lydeard move which departed at 1010 (15 early) and 6C76 return which arrived in Fairwater yard at 1133.

MISCELLANEOUS

Colas

24/12 The following locos were reported involved on engineering work in the Ladbrooke Grove area during the day; 60021, 60085, 66846, 70801, 70802, 70804, 70805, 70807, 70808, 70809. Further Cross-Rail and ongoing electrification formed part of the work being undertaken.

Great Western Railway

20/12 DBC 'hired in' 57605 from GW as a 1Z99 rescue loco from Long Rock (departing at 0810) to assist 6G06 0739 Goonbarrow - Carne Point (Fowey) loaded china clay formed of 38 CDAs following the failure of train loco 66154 on the climb to Treverrin tunnel north of Par at 0935. The rescue loco arrived at 1110 and pushed the train and failed loco onwards to Lostwithiel up loop to clear the up main line.

21/12 Sleeper loco 57604 worked a 5Z77 1100 Penzance - Laira (1338) stock move which passed Camborne 1125 (3 early) and Liskeard 1235 (5 late)

22/12 Colour mixed HST reports were; 43005 (GW green) + First blue set + 43130 - 1A16 0741 Penzance - Paddington which departed Exeter at 1104 and 43021 (First blue) + LA16 + 43041 (GW green) - 1A85 1256 Plymouth - Paddington noted north of Exeter at 1405.

23/12 Carriage cleaning staff walked out on a 24 hour strike over pay and conditions. They are employed from a third party and wish to have the same job terms and pay in line with other GW workers doing a similar job.

28/12 57605 hauled coaches 10232, 42049 (HST coach), 17174 as a 5Z77 1018 Penzance - Laira stock move which passed St.Erth at 1026 (5 early). The 1A83 1000 Penzance - Ealing Broadway HST service was noted departing Totnes at 1234 formed with FGW blue 43021 with GW green LA16 stock and GW green 43041. Also SWTs set 158882 was noted at Westbury on 'hire' to GW.

29/12 57605 returned 10232, 17174 as 5Z79 1008 Laira - Penzance which passed Par at 1136 (7 early). Following the previous days blue/GW green HST mix, the 1C79 1104 Ealing Broadway - Plymouth was recorded passing Kintbury at 1154 formed with GW green 43005 with First blue OC45 coaches and blue 43127 on the rear.

01/01 A survey of the age of train operators rolling stock for the beginning of the year found Great Western at 4th on the list although newly delivered 'bi-modal' IEP 800s and suburban emu sets will bring this figure down. The top five operators with the oldest stock for 2017 read as follows;

1 Caledonian Sleeper - 33 years, 2 Merseyrail - 37 years, 3 Tf1 Rail - 36 years, Great Western - 33 years and Virgin Trains East Coast - 31 years.

03/01 The 1A81 0844 Penzance - Paddington HST service was seen passing Dawlish at 1130 formed with GW green 43187 power car and stock LA15 with second power car First blue 43042.

04/01 57306 + 57603 were noted departing Par at 0639 working the 1C99 2345 (Tues) Paddington - Penzance sleeper service, the latter loco having failed early into its journey at Royal Oak. The pair returned on the 1A40

2115 Penzance - Paddington sleeper service later in the day. Also during the day an ex. works 43160 was noted back to back with 43016 running as a 0Z77 1100 Laira - Laira running in turn via Newton Abbot which passed Totnes in the up direction at 1127. 43160 had been out of action for sometime having been involved in the Plymouth station collision with a Class 150 unit in 2015.

09/01 An early hours Class 57 'status' report was as follows; 57306 (on 'hire' from DRS), 57602 - Old Oak Common, 57603 - 0C99 Paddington - Old Oak Common light-loco, 57504 - 1C99 2345 Paddington - Penzance sleeper service (en route) and 57605 en route 1A40 2115 Penzance - Paddington sleeper service (en route). GW services between Swindon and Gloucester were affected by a landslide which blocked the down line during the day. A large boulder had become dislodged and blocked the track near Chalford, the obstruction not being completely broken up and cleared until during the following day.

14/01 08641 + 57603 top n' tailed a 5C99 Plymouth - Laira stock move which departed Plymouth station at 0542 (11 late).

London Underground

08/01 The RMT and Transport Salary Staff Association members held a 24 hour strike commencing at 1800 over station ticket office closures and job losses. Although it was reported that most of the main over ground stations (such as Paddington, Euston and King's X) underground link were closed 70 % of services still operated with only 9 of the 11 lines fully affected by the industrial action. A further Southern Railways three day strike took place from the following day by ASLEF drivers over the planned driver replacing guard on train door operation. Talks however to resolve this ongoing dispute between Southern Trains management and the Union were planned to take place towards the end of January.

More Transcontinental Freight

18/01 Following on from the July 2015 Magazine (no. 521) report of a direct through China - Germany freight service operated by DBS, a train arrived during the day at Barking (North London) via the Channel Tunnel from the same Country having set out 14 days ago. The consignment of 34 containers had travelled the 7,500 miles through 8 different countries, a sea move covering this distance would have taken just under a month to complete.

Torbay Express

Six trains are booked to run during 2017 for this popular Bristol - Kingswear (for Dartmouth) series of steam hauled rail tours. The following Sunday dates are on; 23/07 and 03/09 with pick ups at Yatton (new for 2017), Weston-super-Mare and Taunton and on 18/06, 02/07, 20/08 and 10/09 with pick ups at Bath, Trowbridge, Westbury and Taunton.

TRACK MACHINES & DEPARTMENTALS

19/12 Kingsland Road (Bristol) - DR98008 which departed as a 3Z07 1005 move to Rugby Depot passing Cheltenham at 1118.

23/12 Lawrence Hill (Bristol) - 80303 + 80301 which passed at 1506 on a Exeter - Northampton move.

28/12 Totnes - DR73907 passing at 1128 as a 6J89 1000 Plymouth Tavistock yard - Newport Maindee move.

04/01 Taunton station - DR80205 passing at 2144 running as 6U25 2143 Taunton - Somerton. Plymouth (Tavistock junction) -DR75407 which later departed as a 6J84 1000 move to Gloucester Lip.

05/01 Cardiff Taff Vale sidings - DR73908 which later departed as a 6J90 0936 move to Rugby OLE depot which later passed Newport at 1005.

08/01 Totnes - DR75406 arriving at 1027 and departing at 1050 running as a 6J83 1000 Exeter Old yard - Truro Freight depot move.

11/01 Cardiff Taff Vale sidings - DR73805 which later worked 6J94 to Ystrad Mynach. The same machine was recorded near Caerphilly at 2208 during the previous day on a working to Pontlottyn (6J94). Avonmouth TXM - rrvs 6901, V71KOV (940302-1), trailer RT129.

13/01 Totnes - DR73911 passing at 1301 as a 6J45 0906 Truro - Taunton movement.

17/01 Avonmouth TXM - rrvs 5474, 6490, V71KOV (940302-1).

MAGAZINE ARTICLES

The conclusion of the magazine article from last months magazine.

First Employee Death On The Taff Vale Railway - Part 2

When the 'Dinas' train arrived at Llandaff station (there were 3 stations between Cardiff and Newbridge, viz; Llandaff, Pentyrch and Taff's Well) Brittain again cautioned Bentley and begged him to stop and go no further, but again the driver said they had plenty of time. Brittain felt it was not in his province to interfere with the driver anymore, but showed him his watch for a second time (the driver not having a watch), and asked him to sound his whistle constantly along the line. There were two sidings or set-outs between Taff's Well and Newbridge; but were rarely used.

Meanwhile, Robert Buckley, the engine driver of the 'Merthyr' engine was on time leaving Navigation with thirteen empty iron ore wagons on the train. About 12.35 he passed through the Newbridge station and considered himself right on time. He received no caution and indeed, as he passed the Rhondda Junction he received what seemed an intimation from the man at the Rhondda points that the 'Dinas' coal train had already passed on its way down.

However, Buckley stopped at Treforest to check this information because he was doubtful of this information as the coal train never went down before him. He was apparently again given the ok and then proceeded down near a quarry, where another policeman gave the ok signal, there being no information that the 'Dinas' train was on the line. And so the scene was set, two trains on a single line heading towards each other and the sharp curve of the railway at Maesymawr (near the bottom of what is now known as Power Station Hill, Tonteg, in the parish of Llantwit Vardre), between them.

Buckley slowed the 'Merthyr' train to 4 or five miles an hour as the train approached the curve, knowing that at that speed he could quickly reverse the engine should he meet the 'Dinas' train. The 'Dinas' train however, was doing its usual 18 to 20 miles-an-hour speed. The curve is about 10 miles distant from Cardiff on the line. With the tender first and the train travelling backwards the driver and fireman first saw the 'Merthyr'

train coming around the sharp corner or curve near the quarry of the Maesmawr works 100 yards away. The fireman immediately ran to apply the brake on the tender as long as he could and the driver shut off the steam, but being so momentary it had but little effect.

Meanwhile, on the iron ore train the approach of the coal train was not seen until about 40 yards away. The driver instantly reversed the engine and the fireman put on the break of the tender; while the breaks man in the trucks did the same. This was near the quarry. They could not see very far at this point in consequence of a projecting hill.

However, there was no avoiding the collision and with a mighty bang the two trains collided. Robert Buckley and William Roberts, the driver and fireman on the 'Merthyr' jumped for their lives, while on the 'Dinas' train Brittain jumped clear, while the tender on the train was pushed back and crushed the driver, who remained at his post, up against the firebox.

After about two minutes Buckley got up from where he had landed and then ran forward to his engine, and saw the wheels revolving in the reverse way, but the two engines were stationary. The wheels revolving a different way was the consequence of having been reversed when he had jumped off the engine. The 'Merthyr' engine was resting on the hind wheels, and on the top of the "Dinas" tender, which was forced back upon its own engine up to the fire-box. He saw Bentley jammed between the tender and engine belonging to the up-train and who must have been killed almost in an instant.

The 'Merthyr' train had passed James Gilbert, a 'policeman' between Treforest and the collision point, he heard steam being released from the two engines as they crashed but did not see the accident, and immediately ran as fast as he could towards the trains, and passed them, fearful of the passengers' train coming behind. He ran by the trains for more than three quarters of a mile until he met the next policeman and told him of the accident, who also ran forward, to pass on the alarm so as to stop the passengers' train.

Gilbert then ran back again towards the accident, and rendered every assistance in his power. On his return to the trains, the deceased, Joseph Bentley, was not taken off the engine. There were a great many people by this time on the spot. Mr. Crawshay, owner of the nearby Tinsplate works at Treforest, assisted by several of his men had arrived to render assistance, and while Gilbert kept the people back the deceased was extricated from the wreckage. Mr. Crawshay then returned home not liking to interfere with the trains until Mr. Bush, the Company's chief engineer, should arrive.

On the following day, Lewis Reece, and a highly respectable jury, accompanied by Mr. Bush and Mr. Ball, the company's chief engineer and secretary, repaired to the spot, by a special train, in order to survey the place where the fatal event took place, and also to view the body of the unfortunate sufferer, and to arrange for its internment. The funeral took place at Cardiff, on Sunday afternoon, attended by a number of the company's policemen in their uniforms, two abreast, with black crape on their left arms, preceding the corpse. There was a great number of respectable followers, among whom were also Mr. Bush, Mr. Ball, and others in the company's service.

At the thorough inquest that followed the following verdict was brought:
"We, the undersigned, having duly considered our verdict touching the death of Joseph Bentley, are of the opinion that it was occasioned by the collision of the two engines, called the "Merthyr" and "Dinas," the latter of which he was the driver of, and that he was crushed between the tender of the Dinas Engine, and received injuries which caused him immediate death. It is also our opinion, that the deceased was mainly the cause of the occurrence so fatal to himself, in not having obeyed the instructions given to him, and that his departure from which was the cause of the collision. We are also of the opinion, that the times for the departure of traffic trains from the termini should be strictly laid down and enforced, and the engine drivers compelled to keep their fixed time. The jury earnestly recommend the Taff Vale Railway Company to place an extra policeman at the curve in the line where the accident took place, whose duty it shall be to remain there at the point, or at least 150 yards on either side, so that he may act in conjunction with the policeman at present on that beat. Signed: - Joseph Davis (foreman), William Thomas, R. P. Charlton, George Clinton, R. H. Hamlin, W. B. Watkins, W. Stanley, P. Wallcott, Thomas Jacob, P. Bird, John Evans, W. L. Jenkins, James Pride, William Pride, and George Watkins.

Footnote: A station was opened at Maesmawr near Tonteg in April 1845, but was unsuccessful and closed three months later. Its contemporary station in nearby Trefforest remains in use to this day

TRIP REPORTS

TRIP 518

STATFOLD BARN

10th September 2016

Bristol Parkway.

Diesel: 43097 Environment Agency /192.

M5 heading west(view from minibus).

Mk3: 10584 on the back of a lorry.

Amtrain, Fradley (view from minibus).

Small Plant: Ego Trolley: 901036-2 RTU50004 - ST/03/33*.

LH Group Services, Barton-Under-Needwood (view).

Diesel: 08531/575/615/873/891/913, ALEX - AB 614/77, MADDIE - HE 6662/66, VALIANT - S 10108/63 reb TH/87, TH 194V/68, TH 312V/84.

Passing:

Diesel: 43303/321. DMU: 17005/117. DEMU: 220006.

Statfold Barn Railway Open Day, (visit).

Steam Locos: Gauge 4ft 8.5": (S.1990.0014) HODBARROW - HE 299/1882.

Gauge 2ft 6": 5 TJEPPER - Jung 2279/14, LaMeuse 3243/26.

Gauge 750mm: PAKIS BARU 1 - OK 614/00, 5 Pakis Baru - OK 1473/05.

Gauge 2ft: WB 1916 - BLW 44657/16 reb WB/18,

1 Ryam Sugar Company - Dav 1650/17*, Decauville 1735/19 dsm,

11 FIJI - HC 972/12*, ALPHA - HC 1172/c24*,

(BRONLLWYD) SURREY COUNTY COUNCIL HIGHWAYS DEPARTMENT GP39 - HC 1643/30*,
CLOISTER - HE 542/1891 ex p73, Sybil Mary - HE 921/06*,
No.2 HOWARD (DLR2 JOSEPHINE) - HE 1842/36 reb Statfold/2014*,
Trangkil No.4 - HE 3902/71*, (STATFOLD) - HE 3903/2005,
JACK LANE - HE 3904*, 3 - Hen 14928/17,
SACCHARINE - JF 13355/12*, 9 Sf.Djatibarang - Jung 4878/30,
Sragi No.1 S.S. TRAM BINA - Krauss 4045/1899*, 3010 - KS 3010/16,
ROGER - KS 3128/18* ex Canada, SRAGI 14 Max - OK 10750/23*,
No.1 Harrogate - P 2050/44, ISIBUTU - WB 2820/45*,
6 HOWARD (PADDY) - Wbton 2/2007*.
Gauge 600mm: MINAS DE ALLER 2 - Corpet 439/1884*.
Gauge 1ft 11.5": (CEGIN) AB 1991/31 ex-Puerto Rico,
OGWEN - AE 2066/33 ex p77, MARCHLYN - AE 2067/33*,
(LIASSIC) - P 1632/23 dsm ur.
Gauge 1ft 10.75": KING OF THE SCARLETS - HE 492/1889,
MICHAEL - HE 1709/32.
Gauge 1ft 6": JACK - HE 684/1898 ex p249.

Diesel Locos: Gauge 4ft 8.5": RRM134 (CEGB No.24) - TH 188C/67.
Gauge 3ft: LM110 - RH 379066/54 assumed under tarpaulin.
Gauge 2ft 6": No. 6 Badger - HB D1418/71, 50 - HB 1419/71,
YARD No.26 Sam - HE 2019/39, (51) TOM - HE 8847/81 + HC DM1447/81,
19 - HE 9294/90 assumed under tarpaulin.
Gauge 2ft: RNAD Trecwyn A10 - BD 3782/84, Brookville 3746/51,
D4 - Funkey 1001, D5 - Funkey 1033, 2 ATLAS HE 2463/44 reb ALR No.2/83,
S.1985.0055 - HE 2959/44 ex p248, HE 3621/47, (VICKATCHAR) - HE 8819/79,
9332 STATFOLD WORKS - HE 9332/94,
Lower Lea Valley Cable Tunnel - HE 9351/94,
W114H WESTERN REEFS GOLD MINE - HT 6720/65, (N13H) D7 - HT 7588/68,
S.1987.0013 - HU 36863/29 ex p249, 8 - HU 39924/24, 20777 - OK 20777/36,
39581 (No.17) - MR 8640/41 frame only converted to a mobile compressor to
provide air braking for passenger services,
CHARLIE (Charley) - MR 9976/54, MR 40SD503/75,
2 - Plymouth 1891/24, 7 Tiny (3) - Plymouth 5800/54,
8 Tim - Plymouth 6137/58, U/I RH (418676 or 418776?) dsm.
Gauge 600mm: (NG) 35 - HE 7010/71 reb HAB 6941/88.

Petrol Locos: Gauge 4ft 8.5": (JACOB) - Bg 680/16,
Gauge 2ft: (Oakley) - BgC 774/19 assumed, Planet (20) - FH 1776/31,
3 - Vulcan Ironworks USA 4049/29, 5 - Vulcan Ironworks USA 4196/36.

Petrol Railcars: Gauge 4ft 8.5": LIBBIE - Bg/DC 1097/20,
14/3 2705 A9 - Fairmont Speeder 252319, CN 168-31 - UID Fairmont Speeder,
UID Fairmont Speeder.
Gauge 2ft: NemethJ/2009 reb HE 9903/2009 (Landrover),
("Galloping Goose") - StanhopeT/2005, The Goose - Statfold/2015*.

Battery Locos: Gauge 2ft:
(LOU) - CE B4427C reb SBR 272/2017 dsm ur ex p192,
CARLISLE (ANNE) - CE B4427B/2006 reb AK 96R/2015 reb SBR 271/2016 ex p100,
CONTEX 1 - CE 5940A/72, LM23 JM - GB 420253/70 reb WR/83, WR 6092/58.
Variable Gauge: DIANE / LoCo - CE RD2001/2016 ex Clayton Equipment new.
Compressed Air Loco: Gauge 2ft: SID - HE 9902/2009.

Wickham Trolleys: Gauge 4ft 8.5": Wkm 4164/c48 see notes,
(DB 965045 68011 WR 3002) - Wkm 7073/55 dsm.

Gauge 3ft 6": Wkm 5864/51.
Gauge 3ft: Wkm 4091/46 dsm.
Gauge 2ft: (A155W TR11 PWM 2187) - Wkm 4164/48 reb CravenJ/87 (gauge convertible).

Tram: Gauge 3ft: Burton and Ashby Light Railway: 14.

Carriages: Gauge 4ft 8.5": GNSR: No.31 B/o.
Gauge 2ft/2ft 6": 1* (Built Severn Lamb), 2*, 3*, 4*, 5*, 7 Sam*,
8 Arabella*, 9*, 10 Diane*, 25 Julie*, 517*, 518*, 519*, 520*.
Track maint carriage: Ex Romanian coach? built by Fritz Knotz of Austria?

Steam Crane: Gauge 4ft 8.5": DS199 - Grafton 1618/17.

Ex Road/Rail: Gauge 4ft 8.5": 5652 940207-2 - Case 788 CGG 0211426 ex Hydrex 5652 with rail gear now removed.

Wagons: Gauge 4ft 8.5": Unnumbered 10t van under restoration.
Gauge 2ft 6" and under: 1 (100), 15 (99), (14 SBR Maintenance car b/o),
93, 94, 97, 103, 235, 252*, 2125*, 8027, 8029, 8036, L04, L016, 33475*,
39582*, 42539*, 42573*, 43579*, 43985*, 43986*, 43987*, 43988*, 53471*,
53479, 54357.
Unnumbered: 4w searchlight carrying wagon*, 4w flat carrying MICHAEL,
4w side tipping skip, side tipping skip b/o.

Misc: Hand Pump Trolleys: USA RYS No. 17 - Buda Foundry "Sheffield Pattern".
S.L.& R.L.R.R. - no details recorded.

* = In steam/working.

Notes: Parts from Wkm 4164 were used in the CravenJ vehicle listed above,
and now the dsm frame of Wkm 4164 is on site.
La Meuse also carries a worksplate 3355/29 on one side.
DIANE / LoCo is a demonstrator loco built by Clayton and is at Statfold
ready for a launch event.
"WALTER" - Moes c1955 Ex p205 was on site but not on display.
Not all narrow gauge wagons recorded.
LoCo - CE RD2001/2016 was visiting ahead of a launch event by Clayton.

Departures

Steam Locos: Gauge 4ft 8.5": (WALESWOOD) - HC 750/06 - to Northampton
Ironstone Rly.
Gauge 2ft: (LAUTOKA) No.19 - HC 1056/14 to ???
Gauge 1ft 11.5": TRIASSIC - P 1270/11 to Bala Lake.
Diesel: 2ft: (WHR No.5) - HE 6285/68, To Welsh Highland Heritage Rly
Jan/16

Chasewater Railway (visit).

Brownhills West.

Gauge 4ft 8.5": Steam: (No.3) COLIN McANDREW & Coy - AB 1223/11,
ROSYTH No.1 - AB 1385/14 ex p297, HOLLY BANK No.3 - HE 3783/53,
431 - HC 431/1895, (10) - HC 1822/49, ASBESTOS - HL 2780/09,
(ALFRED PAGET) - N 2937/1882, 917 - P 917/02, TEDDY - P 2012/41,
4 Central Electricity Authority Midlands Division (MEAFORD) - RSHN
7684/51, 5 - S 9632/57, (LINDA) - WB 2648/41 dsm ur.

Diesel: D3429 (08359) - Crewe/58 in service, (D3765) 08598 - Derby/59, (D3850) 08683 - Hor/59 ex p52 & 83, (34) - BBT 3097/56 dsm ur, No.5 - Bg 3027/39, (MARSTON THOMPSON & EVERSHED) - Bg 3410/55, Bg 3590/62, Derbyshire Stone No.2 WD 462 - FH 1891/34, 251 - GECT 5414/76 ex p215, 255 - GECT 5418/76 ex p215 previously thought scrapped, 262 - GECT 5431/77 ex p215, 267 - GECT 5464/77 ex p215, Shell Mex - HC D615/58, (53) 4/33 6678 - HE 6678/69 reb HE/82, JF 4100013/48, JF 4220015/62, (No.21) - KC 1612/29, D2911 - NBQ 27876/59, RH 305306/52, 544998 - RH 544998/69, (5300003) MYFANWY - RSHD 8366/62 WB 3211/62 ex p195, (HEM HEATH 3D) - WB 3119/56, WB 3208/61 ex p217.

DMU: 59444 in service/522/603.

Carriages: LNER: (22313 86062) DE320882 u/f/o.

LNWR: (7080 22687 7048)*.

MC: (11)*.

MLSR: (1470 51470)*. MR: (68)*.

Mk1: 14024 (17024) in service, 24006, (43349).

NPCCS: GER: (44)*.

SR: (2181 DS36 083663)*, (2202 DS169) DM202.

BR: 94240 (977138), 94581 061095 (977251).

Crane: Steam: (80113 330274 80/015).

Hand: MR: UID built 1881 with runner.

Small Plant: (RD2002) - BP045, RD2003 - BP047.

Permaquip Personnel carrier: (68800) - Perm 001/85.

Wickham Trolley: Wkm 496/32, Wkm 6857/54 dsm ur, A14W PWM 2786 (TR36) - Wkm 6885/54.

R/R: (AP Webb 026) 97515 952960-4 - O&K MH4S 314958 working.

Trailer: (LG0004) - Permaquip*.

Wagons: BR: 368103, (7xxxxx / 366) b/o black in car park, (7xxxxx) b/o in red & cream by narrow gauge shed, (7xxxxx) b/o in red & cream by steam shed, (7xxxxx) b/o in red and white now a shop in the car park, 230258 (784106), 741161, 749678, 759106, 760335 (WGB 4099), (772351) 070865, 777434 b/o in brown at M6 end of line, 891988, 900045, 993736.

GWR: 35831.

LMS: reg 120116 u/f/o, 401732. LNER: 544440. LSWR: 69 (UID 5 Plank open Lavender & Sons). LYR: 144. MOD: (396 / 47650), 2 (2310 11022 49011), 75.

MR: (1109) IU21, UID b/o in red and white now a shop in the car park.

NER: 100684.

P.O.: 4, (6 Stanton and Staveley Slag Ladle), 15, 498*, X6056, (210) 47757.

Unknown: 4w flat wagon carrying Wkm 496, 4w plank deck short flat.

Misc: Hand pump trolley.

Gauge 2ft: Diesel: 7385 - HE 7385/76, HE 7448/76*, CAT - HE 9081/84, 174535 - RH 174535/36, RH 441424/60*, (NEATH ABBEY) - RH 476106/64*.

Wagons: GP 3, 12, 38, 63, 77, 81, (TO225)*, 237, 412, 647, 030039 / 030055.

Unnumbered: 4w Skip in green.

Notes: Some narrow gauge stock was assumed to be in containers / sheds and not seen. There were also 2 carriages, 2 complete manriders with a third

manrider dismantled to a frame probably undergoing restoration, and various other wagons. HE 7385 was regauged to 2ft from 2ft 6" c2006.

Chasewater Heath.

EMU: (10027 DS70278) - converted to a crane runner wagon with no body.

Wagons: BR: 274600, 351111, 352203, 354966, 355798, 592234 (588359), 715021, 948398, 953827*, 983908, 993632.

LMS: 950167. LNER: 301580, MOD: 35.

PO: 47 (67), 60, 63, 68, 83, 109, 503, 688, 23053.

Unknown: 4w chassis only of a steel body open.

With Thanks to Bryan Marks for organising and hosting our visit. The group enjoyed a round trip behind D3429.

Brownhills - Quattro Depot (view).

Bance Trolleys: 153/06 - 789, 154/06 - 790.

Bance Trailers: 791, 792, 793.

Platform lifts: PL016, PL065, PL070.

Road/Rail:

940415 - 126, 940424 - 146, 943049 - 217 (EJZ4138),
940412 - 226, 911157 - 227, 911155 - 236, 911156 - 237, 940411 - 242,
940414 - 243, 942002 - 264, 940307 - 332,
940394 - 337 (CJZ5675), 940395 - 338 (EJZ4161),
940399 - 343, 940402 - 346, 940308 - 347, 940107 - 446,
940103 - 447, 940105 - 448, 940101 - 453, 940104 - 455,
940095 - 456, 940097 - 457, 940096 - 458, 942023 - 487,
942019 - 488 (QNI2674), 942031 - 490 (CJZ5673),
942074 - 493, 972007 - 503 (N742PJO), 943040 - 505,
943052 - 510, 911164 - 526, 914055 - 547, 975048 - 956,
BCL254 (R612NMJ).

Trailers/attachments:

943 (009055 3), 945 (009057 9), 962 (016001 8),
963 (016002 6), 964 (016003 4), 980 (016019 0),
1049 (011730 7), 1050 (011731 5), 1052 (011733 1),
1053 (011734 9), 1054 (011735 6), 1055 (011736 4),
1056 (011737 2), RFC004 (001048 6), RFC013 (001042 9),
RFC014 (001043 7), RFC015 (001044 5).

Bescot Yard and Depot (view from M6).

Diesel: 66004/076/087/171, 67005/006. Cranes: 78213*/215*/219*.

^ = Not seen by entire party. PSL = Preserved Stocklist record number.

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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

