

CARDIFF & AVONSIDE RAILWAY SOCIETY

Established 1971

www.cardiffandavonside.org.uk



MAGAZINE

Issue 600

February 2022

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**** Please note new number for the Society mobile ****

Front Cover Photo February 2022 Issue 600:

[R.W.Giles]

A loco debut at CEGB Berkeley for 88001 saw the loco paired up with 68006 seen in the terminal on the radioactive waste empties from Crewe on 15/07/21.

Rear Cover Photo February 2022 Issue 600:

[N.Hoskins]

60019 & 60020 passing through Gloucester on 24/05/21 with 1Z99 Robeston - Westerleigh. 60020 had an oil leak so 60019 had been added at Margam.

ISSUE 600

This issue marks the 600th edition of the monthly Society magazine. To commemorate this milestone this issue contains a fascinating series of articles compiled by current member and former committee member RICHARD GILES taking a look back at the evolution of the Society and its magazine over the last 50 years.

1971 - 1999

Today's magazine evolved as a news sheet in 1971/72 as one or two A4 typed pages stapled together. This initially passed on trip information and local rail news to the membership, which at that time cost 30p a year (when a Bristol to London 2nd Class rail ticket cost £2.15).

One of the first trip programmes published for 1972 was:-

- | | |
|---|-------------|
| LONDON (FARE £1.75) | 23/01/72 |
| Visiting (34G Finsbury Park), 30A Stratford, Ripple Lane SP, Kings Cross SP, Marylebone Depot, 1A Willesden, 81A Old Oak Common, 75C Selhurst, Norwood Junction SP, 73C Hither Green, Hither Green Continental Depot and 75D Stewarts Lane. | |
| 2-DAY EAST ANGLIA (FARE £5.00) | 19-20/02/72 |
| Visiting 16 depots & stabling points and the North Norfolk Railway with an overnight stay in Norwich. | |
| MANCHESTER AND LIVERPOOL (FARE £2.50) | 19/03/72 |
| Visiting 12 depots & stabling points. | |
| 2-DAY NORTH (FARE £5.50) | 22-23/04/72 |
| Visiting 22 depots & stabling points with an overnight stay in Carlisle. | |
| MIDLANDS (FARE £2.00) | 28/05/72 |
| Visiting 11 depots & stabling points. | |
| 2-DAY SCOTTISH (FARE £6.50) | 24-25/06/72 |
| Visiting 24 depots & stabling points with an overnight stay in Edinburgh. | |

This format of the Newsheet remained until the end of 1984 when with much influence by Dave Cole a booklet (or Magazine) was produced.

By the end of 1985 the familiar blue cover had become a regular feature along with occasional black & white photographs.

Two special editions were produced for the Paddington - Bristol 150th Anniversary (June 1991) and Exeter 150th Anniversary (May 1994). Two other Society publications had been published by this time and are still worthy of mention alongside the Magazine; the 1973 Locomotive Renumbering Lists priced at 40p (also see the later article 'RENUMBERING REMEMBERED') and the Locomotive Data Book which was produced by the Society and regularly updated via the magazine by the late Dave Jones, who it also has to be recorded assisted John Dicks during his time in the magazine editors role.

Magazine 308 (October 1997) was noteworthy containing a six colour picture Avon Valley Railway 'special' centre page supplement produced by Dave Cole which was listed as 'a Society first' regarding colour printing - a phrase often used that related basically to anything but mainly a comment made during trips around that time!

THE 2000's

As the new Century dawned, Paul Harley became the first to provision short articles ('Under Ground Railway Workshops' and 'Turbos 170/5s Work to Wales') in separate editions. Other items from various authors were to follow over the coming years.

With the committee down to only three individuals (a situation that remained in place from 2000 until early 2008) and Kevin Davies having taken the editor role alongside his other duties and commitments it would be fair to say that the Magazine was struggling with time and production problems no doubt linked to work load, and as the first decade came to a close submitted reports and information were being missed.

The Society website www.cardiffavonside.org.uk was launched in Issue 370 (December 2002).

Issue 411 (May 2006) contained details of the 400th Society trip 'Isle of Man' and Pete Merry (of the former Leicester Railway Wagon Society) began an excellent and interesting regular column (having previously provided some information for Society use in the early 2000s) covering the countrywide freight scene, his last report appearing in Issue 471 (May 2011).

The mainly blue cover had disappeared on Issue 431 (January 2008) to be replaced by a colour photograph cover.

The sad and untimely passing of Rick King (who was also the long time Society auditor) saw his last set of Magazine Loco Stock Alterations (LSAs) published in Issue 483 (May 2012).

Rick had covered the editor role for a number of years in the early days of the Society and had been a regular notes & news contributor as well as sourcing and presenting the LSAs from close to their creation in the early Newsheets and onwards for nearly 40 years.

Attempts to find a replacement for LSAs drew a blank but web site links to other groups were listed as available for the membership

A CARS social media 'gen' group was set up on Yahoo (Issue 473 July 2011) where Society members (and indeed 'permitted' non members!) could pass on information and sightings to be shared by other members as well as for Magazine use. This gen group subsequently transferred to Groups.io in October 2019.

Following the already mentioned production and timeliness problems Simon Chainey took on the editors role in 2012.

Issue 485 (July 2012) saw a gloss colour cover added which enhanced the picture quality and from Issue 500 (October 2013) Pete Nicholson (who edits Classic Traction and Miniature Railway sections in the RAILWAY MAGAZINE) provided an occasional but useful current and new books review column.

The 500th Society trip 'Emerald Isles Re-visited' was advertised in Issue 518 (April 2015), the report of which was provided in a separate supplement as part of Issue 522 (August 2015), this arrangement having taken place regarding coverage of bigger Society trip reports on several occasions.

Also in 2015 the option of electronic membership was introduced with the Magazine thereby being available in PDF format in addition to the traditional printed format.

John Dicks has also provided Society clothing available to purchase by the membership and advertised via the Magazine.

On the approach to the 2020s, Issue 560 (October 2018) saw an unexpected return to the plain blue cover last seen at the end of 2007 as no suitable photograph submissions were available.

Two further Society media accounts were launched with Facebook (Issue 562 December 2018) and Twitter (Issue 581 July 2020) the latter being 4 months into the Covid-19 pandemic. The Government lock down and travel restrictions in force did not affect magazine production but 'Zoom' had become the meeting norm for AGM, Committee Meeting, and any Social events.

MAGAZINE 'HALL OF FAME'

Here is a full breakdown of all the past and present Society members who have undertaken Newsheet / Magazine duties over the years. With thanks to our Society Archivist Red Perry for his input on this article.

NEWSHEET EDITORS

Dave Conibere	1972 - December 1974
Rick King	January 1975 - July 1977
Ron Latham	August 1977 - December 1980
Chris Selby	January 1981 - December 1981
Brian Beal	January 1982 - March 1984
John Jones	April 1984 - May 1985

MAGAZINE EDITORS

John Dicks	June 1985 - January 1991
John Dicks / Dave Jones (joint)	February 1991 - March 1993
Dave Jones / Richard Giles (joint)	April 1993 - June 1994
Dave Jones/ Andy Jehan (joint)	July 1994 - May 1995
Andy Jehan	June 1995 - November 1999
Kevin Davies	December 1999 - June 2012
Simon Chainey	July 2012 - June 2018
Position Vacant	July 2018 - current date

The Magazine Editor role has not been filled since June 2018. Whilst awaiting a new editor to step forward the magazine has continued to be assembled and distributed in an informal capacity by Simon Chainey with significant Notes & News contributions from Richard Giles, Trip Report contributions from John Dicks, and magazine cover production by Kevin Davies. Consequently the magazine distribution is now mid-month instead of the preferred target of 1st of the month.

Past editions of the magazine are now uploaded to the Society website by Kevin Davies for all to see for historical reference purposes, and a copy of each magazine is maintained by Red Perry in the Society Archive.

Sadly we know that both Rick King and Dave Jones have passed away. Particular thanks must also go to the late Bob Darvill (Industrial Railway Society), and to Peter Hall (coaching stock), Paul Stewart (Branchline Society) and of course the membership who have contributed and provided to a worthwhile read now in its 50th year.

PHOTOGRAPHIC 'HALL OF FAME'

Although the October 2018 edition (560) saw a break in cover photograph use, around 250 colour images have appeared since January 2008 and the following contributors are thanked for providing and showing their work (either as a scannable print or in the preferred e-mail form) for magazine use as well as possible web-site usage (with permission):

R.W.GILES (60), C.WEEKS (52), M.CREW* (45), N.HOSKINS* (33), the late J.HOCKLEY (23), K.DAVIES (13), P.CARPENTER (4), S.CHAINNEY (3), the late J.GOODWIN (2), K.MUNFORD (2), P.NICHOLSON (2), the late P.OLVER (2), J.DICKS (1), D.FORSE (1), D.GRIFFITHS (1), R.MORRIS (1), C.PIDGEON (1), T.WINTER (1).

Notes: * Both M.CREW and N.HOSKINS had a single image produced twice on separate Magazines and there were also four uncredited pictures published.

The list is believed to be correct up to and including this Issue 600.

REMEMBER RENUMBERING?

Just over 50 years ago British Railways began renumbering all of its diesel and electric locos into a standard number series reflecting the Class and their individual fleet number.

Over the following years sub Classes would be created as members were modified and an 'easy' reference was available especially with the introduction of a new computer based TOPS (Train Operations Processing System) which would pinpoint their location, train workings, allocations etc. soon to be introduced.

Electric locos received the treatment first, 'Tommy' E26050 became 76050 on 14th November 1971 and was actually reported in CARS Newsheet No.1 (January 1972) whilst E3054 (83011) was the second, listed in the March Newsheet No.3 of that year.

It was not until 1973 that any mainline locos appeared in a new guise with 'Peak' D96 becoming 45101 (electric train heat fitted) reported in

Newsheet 16 (April 1973) and D13 becoming 45001 in Newsheet 17 (May 1973), the latter no doubt helping with the feelings of any superstitious railway-men working around that time?

Locos were progressively renumbered over the following two years, either during works overhauls or by staff applying their new numbers at individual depot level, until 'electric' E3012 became 81010 (Newsheet 46 October 1975), Fort William out-based 3886 (08718) (Newsheet 47 November 1975), and 'Peak' 125 receiving 45071 in December 1975 (Newsheet 50 March 1976).

The latter loco had in fact received a major works rebuild following severe damage during an accident at Bridgwater, Somerset towards the end of 1974 and was one of the first to enter service with new marker light modifications at the expense of the former 4 digit head-code panel that was also being dispensed with around this time as new signalling centres were opening with their operating staff now not seeing the passage of trains physically merely just via a screen.

THE NEXT 33 YEARS

With some of the information in the above articles taken from a '25 YEARS OF THE CARS MAGAZINE' item printed in Magazine May 1996 (Issue 291) the Society publication has now reached the 600 milestone in February 2022 and continues to offer a trip programme, local area and nationwide news (which sees occasional RAIL Magazine use), industrial & preservation (which also sees Industrial Railway Society report use), departmental, wagon, up to date and past trip reports for the membership along with the occasional historical item, new book publication reviews and an occasional 'for sale' section.

It does remain to be seen what the railways and the 1000th edition of the Society magazine will look like in June 2055! I don't think many of us will be around to see it though!

FUTURE EVENTS

ANNUAL GATHERING

Saturday 19/02/22

It is planned that this year's Annual Gathering will take place at 15.00 at the Beaufort Arms, Stoke Gifford, Bristol. BS34 8PB.

To reach the Beaufort Arms turn right at the bottom of the approach road to Bristol Parkway station and bear right where the road divides at a mini roundabout. The pub is on the left hand side, less than five minutes walk from the station.

It is hoped to see as many of you as possible.

If this second attempt has to be cancelled then John will send a message to everyone

Trip 571

W.H.DAVIES

Saturday 26/02/22

A day trip primarily to visit W. H. DAVIES, wagon builders, Langwith Junction. The site still incorporates part of the old Langwith Junction steam shed.

**** Please note that this trip is limited to ten people**

Proposed Trip Fare = £31 Fare with Day Membership = £34

Proposed Itinerary: W. H. Davies; Toton Depot (view); Old Dalby; Ashfordby; Mountsorrel Museum; Barden Hill (view) and Wishaw.

Departure Time from Mangotsfield = 0515 am

Note the early departure in order to reach W. H. Davies on time. Also, the departure time may alter if a pick up at Bristol Parkway is required

Return Time to Mangotsfield area = approx 2130 - 2200 pm

Book By Date = 05/02/2022

Safety Equipment (PPE) required: Hi-viz jacket, Safety shoes, Face mask

Trip 572

LONDON

Saturday 05/03/22

A day trip to London with a very early start to try and see the Mk5 sleepers at Euston.

Proposed Trip Fare = £27 Fare with Day Membership = £30

Proposed Itinerary: Approximately 11 hours in London to do as you please

Departure Time from 68 Long Road, Mangotsfield, BS16 9HP = 0500 am
Other pick-up points may be available on request.

Return Time to Mangotsfield area = approx 2130 - 2200 pm

Book By Date = 06/02/2022

Safety Equipment (PPE) required: Hi-Viz vest, Stout shoes, Face mask

Trip 573

MIDLANDS

Saturday 26/03/22

A day trip to the Midlands visiting various locations of interest.

Proposed Trip Fare = £30 **Fare with Day Membership** = £33

Proposed Itinerary: Donnington Freight Terminal; Chacewater Railway; LH Group; Doveside Caravan Park; Castle Donnington rft; Old Dalby test centre; Ashfordby Training Centre; Tyseley (view).

Departure Time from 68 Long Road, Mangotsfield, BS16 9HP = 0600 am
Other pick-up points may be available on request.

Return Time to Mangotsfield area = approx 2130 - 2200 pm

Book By Date = 06/03/2022

Safety Equipment (PPE) required: Hi-Viz vest, Stout shoes, Face mask

Trip 574

EAST ANGLIA

Thurs-Mon 14-18/04/22

A five day trip to East Anglian locations, with one night's accommodation in Ipswich and three nights in Norwich.

**** Please note that this trip is limited to ten people**

Proposed Trip Fare = £230 **Fare with Day Membership** = £245

Proposed Itinerary: Shenfield Station; Mangapps Farm Railway; Ipswich Station; Colne Valley Railway; East Anglian Railway Museum; Colchester Station; Norwich Station; Crown Point Depot (permission applied for); Mid Norfolk Railway; Cambridge Station; Irchester Narrow Gauge Railway; Northampton Steam Railway and Northampton Ironstone Railway.
There is also a proposed evening visit to Great Yarmouth Carriage Sidings.

Departure Time TBA

Return Time Approximately 2130 pm (Mon 18/04) to the Bristol area

Book By and Deposit Date = £136 by 08/04/2022 (Hotel fees)

Safety Equipment (PPE) required: Hi-Viz vest, Stout shoes, Face mask

Trip 575

CHANNEL TUNNEL

Saturday 14/05/22

A day trip to view the trains at Cheriton.

Proposed Trip Fare = £31 **Fare with Day Membership** = £34

Proposed Itinerary: Dollands Moor; Cheriton; Ashford Station.

Departure Time from 68 Long Road, Mangotsfield, BS16 9HP = 0600 am
Other pick-up points may be available on request.

Return Time to Mangotsfield area = approx 2130 pm

Book By Date = 25/04/2022

Safety Equipment (PPE) required: Hi-Viz vest, Stout shoes, Face mask

Covid-19 Protocols for Trips

Trip participants are requested to take a lateral flow test the day before a trip and bring a mask with you. The kits are available free of charge from pharmacies and are easy to perform by following the instructions on the enclosed leaflet. The kits contain enough equipment to perform seven lateral flow tests.

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

Members are also reminded to keep the Bookings Secretary informed of their intentions regarding their participation on trips.

Trip Departure Times

Please note that the advertised departure times for trips is about 06.30am from the Bristol area. However there are occasions when this time will have to be moved to an earlier time slot, depending on the trip destination or other circumstances that are outside of the control of the Society. Participants will be notified of any of these changes in departure time at the earliest opportunity.

Payment Facility

Members are reminded that the Society has the facility for debit and credit card payments to be taken on trips.

** However can trip participants please ensure they also have an alternative method of payment as the card reader can sometimes be unreliable.

Please note that it is also possible to pay for trips by bank transfer (BACS) directly into the Society's bank, sort code 09-01-51, account 97698301. Please let Kevin and John know when you make such a transaction.

Important Notice for Trip Participants

Members are reminded that to ensure the smooth running of a trip that participants must follow the direction and instructions given by the leader of the trip on the day.

Members are also reminded that where an individual leaves an in-progress trip to pursue their own interest then it is the responsibility of that individual to rejoin the trip at the pre-agreed time and location.

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 Dave Forse 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.
DAY MEMBERSHIP (TRIP MEMBER) - AS ABOVE + £3 per trip day
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 Day Membership 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 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.

NOTICES

Committee Help

Help is required in producing the monthly magazine. If anyone is willing to assist with the magazine editor role, or printing and distribution role, then please contact any member of the committee.

Media Content

Members are welcome to submit photographs and videos for the magazine cover, website and social media platforms. Content should ideally be from within our area and preferably digital, although any content of interest will be considered for publication.

Please send via e-mail to Mike Crew & Kevin Davies at the e-mail addresses at the front of the magazine. Any photographs submitted which don't make it onto the magazine front cover will be considered for publication on the Society web site and social media platforms alongside the photos normally taken on Society trips, unless a request is made not to publish them.

Society GEN News Group

There is a Gen Group on groups.io 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

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

Society FaceBook Group

The Society 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 Kevin Davies.

Society Twitter Account

There is now a Society Twitter account with the Twitter handle @CarsRailways and full url www.twitter.com/carsrailways

NOTES & NEWS

Bristol Parkway, Stoke Gifford, Pilning, Yate and Westerleigh

23/12 A points failure west of Severn Tunnel junction around 1700 saw cancellations and delays with diversions taking place. IET set 800313 was held at Parkway from 1715 (44 late) on 1B20 1518 Paddington - Cardiff Central whilst 800015 + 800019 was diverted via Gloucester on the 1L26 1522 Swansea - Paddington service, the 2U32 1513 Taunton - Cardiff Central formed with 43027 GW15 43171 was held in Bristol TM where Portsmouth Harbour services were being terminated and restarted.

On the freight side, the 6B11 Hayes - East Usk stone empties with 66616 was stopped in Pilning loop at 1654 and the 6B33 Theale - Robeston empty fuel tanks held near Severn Tunnel junction, the former later passing through that location at 2049 (230 late) having left Pilning loop at 1851 (113 late) and the latter being back on the move at 1843 (124 late).

28/12 With Parkway closed as two points were replaced along with track work either side of the station, road buses were running to connect Yate, Cam & Dursley and Gloucester. A retimed 6A11 Robeston - Theale loaded fuel tanks with 60010 was noted held in the up loop at Pilning at 1222 due to signalling problems, later 66562 + 66566 + 66616 passed Patchway at 1337 on 0N45 Oxford Hinksey yard - East Usk yard light-engines.

30/12 With the Parkway area closed Westerleigh fuel tank traffic was diverted and unusually routed via the Severn Tunnel, Filton Abbey Wood, Bath, Swindon Cocklebury yard (reverse) and Westerleigh junction (reverse), the 6B17 2100 (Wed) Robeston - Westerleigh Puma (0551) and 6B41 1115 Westerleigh - Robeston return empties being top n' tailed by 66134 + 60092 and reported outward passing Bath at 0515 (115 late), Hullavington 0703 (129 late) following the Swindon reverse arriving Westerleigh junction at 0722 and departing at 0738 (128 late) and the same location on the return departing at 1400 (125 late) and passing Bath at 1608 (179 late) loaded to 23 tanks (12 TEA / 9 TDA / 9 TIA) and later 60010 + 66089 top n' tailing 6B13 0500 Robeston - Westerleigh Puma (1540) which passed Bath at 1300 (67 late), departed Bathampton loop at 1523 (-) and Westerleigh junction (following a reverse) at 1509 (3 early).

31/12 Fuel tank diversions were in the hands of 60010 + 66080 top n' tailing 6B13 0500 Robeston - Westerleigh Puma (1540) which passed Pencoed at 0915 (33 late), arrived Bathampton loop at 1223 (25 late) and depart at 1323 (-), passed Hullavington at 1453 (1 late) and departed Westerleigh junction at 1539 (27 late) with 7 TDA / 11 TEA / 1 TIA tanks and 66035 + 66119 having arrived top n' tailing the loaded 6B17 departed on the 6B41 1115 return to Robeston (1856) which passed Bath at 1404 (55 late) and Pilning (with no loop stop) at 1432 (26 late) formed with 18 TEA / 5 TDAs.

04/01 'ROG' 57312 hauled withdrawn 'Transport for London' EMU sets 315854 + 315844 as 5Q76 1104 Ilford EMU depot - Newport Docks (1629) Sims Metals passing Ealing Broadway at 1305 (-), departing Reading at 1347 (6 late), passing Swindon at 1452 (1 late) and Westerleigh junction 1527 (6 late).

06/01 Having run 0Z15 0920 Westbury - Swindon Transfer yard light

(passing Thingley junction at 0958) 66847 returned rhtt wagons 642046/025/012/032 as a 6Z13 1112 return move to Shrewsbury Coleham yard (1509) passing Patchway at 1155 (1 late).

07/01 'ROG' 57312 hauled 'Networker' sets 365514 + 365534 as 5Q76 0531 Doncaster Belmont Down yard - Newport Docks (1246) Sims Metals passing Hitchin at 0743, Parkway 1155 (3 early) and East Usk 1210 (7 early).

11/01 A further consignment of former 'Networker' EMU sets for scrapping saw 'ROG' 57312 move 365539 + 365518 as 5Q76 0531 Doncaster Belmont yard - Newport Docks (1246) Sims Metals passing Finsbury Park at 0824 (3 early) and Parkway 1201 (9 late).

13/01 Another 5Q76 0531 Doncaster Belmont yard - Newport Docks (1246) Sims Metals working saw 365502 moved for disposal behind 'ROG' 37800 which passed Potter's Bar at 0805 (2 early), Acton West 0923 (11 early) and Patchway 1151 (3 early). The loco returned as 0H72 1527 Newport Docks - Wembley yard (1929) light-engine being routed via Filton Abbey Wood, Bath (passing at 1509), Chippenham and Swindon.

15/01 With 60007 having worked the 6A11 2152 (Fri) outward loaded tank service from Robeston (which passed Newbury at 0556), 66136 returned the 6B33 1335 empties from Theale - Robeston through the area having been reported passing Heywood Road junction (Westbury) at 1530.

It was assumed the Class 60 was swapped at Didcot (as reported here) following the 'as required' light-engine fuel run to and from Theale and 66136 was the replacement.

16/01 66846 + 56078 top n' tailed a 6C22 1327 Westbury - Penarth Curve South junction (1618) engineers which passed Patchway at 1432 (16 late). The booked return was 0430 Penarth South curve - Westbury (0648) during the following morning.

17/01 66951 passed North Somerset junction at 0705 with a 7Z18 0647 Stoke Gifford - Merehead wagon move.

Locos recorded on Westerleigh tank duty have included;
60010/017/020/040/054/092. 66035/089/119/134/150.

Tytherington Quarry

09/01 A new supply point of Little Kimble (taking over from Oxford Banbury Road) was brought into use to off load HS2 stone quarried from this location. An 8th January forwarded 2600 tonne loaded train, 0130 Tytherington - Acton (0625) which was moved to the site as 2200 Acton Yard - Little Kimble (0035) with 34 wagons behind 66169 + 66177 and reported passing Saunderton at 2347 (44 late). Loading for Banbury Oxford Road is believed to have been temporarily put on hold for the present.

10/01 66019 + 66096 were used on 6Z86 0504 Little Kimble - Tytherington (1135) via Swindon and Bath which had a consist of 19 unloaded and 15 empties passing Bath at 1142 (115 late) and Westerleigh junction at 1214 (96 late). Loading issues at Little Kimble which is in fact off the single running line towards Aylesbury under an engineering block saw a 12 late departure (with one passenger service train having to be cancelled). A stop at Acton from 0626 - 0926 was thought to have included the double loco change. The 6Z85 1543 loaded return was later recorded passing Yate at 1643. Tytherington also saw 66089 work a 6Z54 0707 Westbury loaded service which arrived Parkway at 0711 (being booked to continue at 0757) earlier in the day.

13/01 66030 + 66177 worked 6Z86 0504 Little Kimble - Tytherington stone

empties which passed Reading at 0806. Later with the same pair working in multiple, the 6Z85 1543 return to Little Kimble (0038) which passed Yate at 1655 (38 late) was reported as loaded to 3043 tonnes, in 35 box wagons at a train length of 1564 feet.

19/01 66130 + 66006 passed Heywood Road junction at 0708 working 6Z53 0513 Tytherington - Appleford loaded stone and 66096 + 66152 were reported Slough at 0739 with 4Z86 0504 Little Kimble - Tytherington (via Swindon and Bath) stone empties.

Branch line 'jumbo' train timetable (January 2022);

4Z86 Little Kimble - Tytherington (1127), 0Z84 1251 light-engines - Yate Middle, 6Z84 return second portion empties to Tytherington (1411), 6Z85 1543 loaded departure to Little Kimble (TWThO) - HS2 stone.

4Z65 Appleford - Tytherington (0025), 0Z31 0051 light-engines - Yate Middle, 6Z32 return second portion to Tytherington (0211), 6Z33 0513 loaded departure to Appleford (MTWThO) - Construction stone.

6C07 Westbury - Tytherington (0450), 0Z32 0621 light-engines - Yate Middle, 6Z32 second portion empties to Tytherington (0741), 6Z53 0941 to Westbury (SuO).

Locos recorded on Tytherington stone have included;
66006/019/030/089/096/130/152/177.

Bristol Temple Meads, Barton Hill and Kingsland Road

20/12 'Castle' HST cover saw Okehampton branch dedicated and Dartmoor Rail branded 150233 unusually work 2U06 0636 Exeter St.Davids - Cardiff Central, 5C71 1000 empty to Newport, 2C76 1014 return to Taunton, 2U18 1309 return to Temple Meads for 158745 to take over and complete the days diagram onwards as 2U18 1427 to Cardiff Central, 2C83 1600 return to Taunton, 2U28 1610 return to Cardiff Central and 2C93 2120 return to Temple Meads.

Also 158951 covered the 2C07 0650 Temple Meads - Exeter St.Davids and Turbo 166210 was used on 2C61 0500 Temple Meads - Taunton, 2U04 0611 return to Cardiff Central, 2C69 0900 return to Taunton - diagram.

21/12 The fire brigade, Network Rail and BT Police were in attendance to an incident involving leading coach 60312 as part of 220012 + 220004 working 1S37 0525 Plymouth Newcastle Arriva XC service which was reported to have struck 'something' at Worle at 0733 starting an engine fire. The coach fire suppression alarm system did help extinguish the flames which caused smoke to billow around the stationary train, a further safety examination of the damaged set taking place at Yatton after 0800, engine panelling having been checked using thermal imaging cameras.

Also 158760 covered 2U06 0821 Temple Meads - Cardiff Central, 2C71 1000 return to Taunton, 2U18 1309 return to Cardiff Central, 2C83 1600 return to Taunton, 2U28 1810 return to Cardiff Central and 2C93 2100 return to Temple Meads in place of a 'Castle' HST set and 158959 + 150261 were on the 2C07 0550 Temple Meads - Exeter St' Davids service (also see MISCELLANEOUS Great Western Railway section).

22/12 68003 + 68006 worked the 6V74 0200 Crewe Coal sidings - Bridgwater nuclear flasks formed with FNA 709229035-4 which passed Charfield at 0657 and later Uphill junction at 1351 and Worle junction 1355 on the 6M63 return north. 68006 carries the new special DRS environmental fuelled 'green' livery.

'Castle' HST cover saw; 150216 + 150249 - 2C87 1855 Temple Meads - Plymouth and 165134 + 165135 - 2U06 0821 Temple Meads - Cardiff Central, 2C71 1000 return to Taunton, 2U18 1309 return to Central station, 2C83 1600 return to Taunton, 2U28 1810 return to Cardiff Central, 2C93 2100 return to Temple Meads.

23/12 158956 worked 2C81 1551 Temple Meads - Taunton and 2U26 1711 return and 158957 the 2C91 2055 Temple Meads - Taunton and 2M76 2245 return to Temple Meads, all booked 'Castle' HST services.

Turbo 166206 also appeared on the 2U06 0704 Cardiff Central - Taunton diagram, up until 2C83 1600 Cardiff Central - Taunton which was part cancelled 158959 starting the service at Temple Meads as 2C83 1652 Temple Meads - Taunton and then 2U28 1810 return to Temple Meads.

24/12 158745 covered the 2U06 0821 Temple Meads - Cardiff Central, 2C71 1000 return to Temple Meads and the days 'Castle' HST diagram.

27/12 158951 worked the 2U24 1617 Taunton - Temple Meads service normally a 'Castle' HST turn.

29/12 158750 + 158767 worked 'Castle' HST turn 2C07 0650 Temple Meads - Penzance, 2U32 1650 Penzance - Cardiff Central and 5U23 2224 empty stock return to St.Philips Marsh.

A return engineering train record was; 66850 + 66849 top n' tailing a 6C97 0455 Danescourt - Westbury which passed Bath at 0704.

30/12 158766 was used on 2C63 0703 Temple Meads - Taunton, 2U08 0819 return to Cardiff Central, 2C73 1100 return to Penzance and 2P24 1715 return to Plymouth which would have been a 'Castle' HST duty.

02/01 Arriva XC HST 43207 XC01 43366 powered the 1V60 1105 Edinburgh - Plymouth service whilst 158951 and 166210 were both covering separate Worcester Foregate Street 'Castle' HST passenger diagrams.

03/01 37402 arrived in Temple Meads at 0412 (19 early) instead of Kingsland Road (0440) on a 3Q06 2108 (Sun) test train from Westbury via Reading and Taunton being recorded passing Castle Cary at 0240.

The train had previously worked 3Q60 2215 Reading Triangle sidings - Westbury (0725) via Cardiff with dept c/stock; 96604, 96609, 9801, 9708.

04/01 37402 continued on test train work as 3Z06 0445 (retimed from 1005) Temple Meads - Derby RTC (0739) passing Yate at 0436 (30 early) and noted Derby station at 0800 (35 early). 'Castle' HST cover recorded 158766 working 2C07 0450 Temple Meads - Penzance, 2P13 1150 return to Plymouth, 2C27 1418 return to Penzance, 2U32 1650 return to Temple Meads.

05/01 158750 worked 2U04 0724 Temple Meads - Cardiff Central, 2C69 0900 return to Penzance, 2P20 1515 return to Plymouth and 2C36 1830 return to Penzance in place of a 'Castle' HST set.

07/01 The Colas operated HST test train formed 43274, 72612, 977868, 5981, 6264, 43257 failed in the Bristol area on the previous days overnight 1Z17 1733 (Thur) Derby RTC - Paddington (0423) being terminated in Temple Meads at 0010 (5 late) with the Severn Beach branch and return to London via Parkway not having been covered, the set then working 5Z19 1140 Kingsland Road - Bristol Parkway (1208) and 1Z20 1214 return to Derby RTC (1447), the combined working reports being departing Temple Meads platform 15 at 1150, passing Lawrence Hill at 1153 (4 early) and Yate 1216 (6 early).

Also 150239 was reported on 'Castle' HST cover being used on 2C02 0639 Plymouth - Penzance then 2U16 0850 return to Bristol TM with 158745 (taking over en route) as 1154 Exeter St.Davids - Bristol TM, then 2C81 1551 return to Taunton, 2U26 1711 return to Cardiff Central, 2C91 2000

return to Taunton and 2M76 2245 return to Temple Meads and 166207 with 2U06 0821 Temple Meads - Cardiff Central, 2C71 1000 return to Taunton, 2U18 1309 return to Cardiff Central, 2C83 1600 return to Taunton, 2U28 1810 return to Cardiff Central and 2C93 2100 return to Temple Meads.

08/01 Colas 56078 was on a 0Z56 1125 Port Talbot - Westbury (1448) light-loco move for a Sunday engineering train duty passing Pontyclun at 1139 (17 early) and Lawrence Hill 1250 (60 late).

Turbo 165132 covered 'Castle' HST 2Y02 0650 Temple Meads - Weston-super-Mare, 2U06 0742 return to Cardiff Central, 2C71 1100 return to Taunton, 2U18 1320 return to Cardiff Central, 2C83 1600 return to Taunton, 2U28 1820 return to Cardiff Central, 5C29 2032 return empty to St.Philips Marsh.

09/01 A signalling problem near Castle Cary saw all stopped with the 1A77 0835 Exeter St.Davids - Reading (1121) not Paddington (as booked) service diverted via Bristol, Bath and Westbury (Hawkridge curve) with IET set 800310. A resulting diverted engineering train record also recorded 70817 + 70809 depart Temple Meads at 1030, pass Taunton at 1123 and Dawlish 1227 top n' tailing 6C21 Westbury - Newton Abbot West junction formed of 20 auto-ballasters (5 JJA / 15 HQA).

Two other South Wales originating engineering train records for the day were; 66616 - 6Y40 1211 Bridgend - Westbury (1617) via Margam which passed Patchway at 1538 (14 late) and Bath 1606 (15 late) and 66604 - 6Y41 1540 Bridgend - Westbury (1943) via Margam) formed with 11 coalfish + 6 JNA / 2 MLA box wagons passing Pyle at 1602 (17 late), Newport 1747 (2 late) and Lawrence Hill 1902 (9 late).

Arriva XC HST diagrams were covered by; 43357 XC02 43301 - 1V48 0811 Leeds - Temple Meads / 1E67 1734 return to Leeds and 43239 XC05 43208 - 1V56 0908 Edinburgh - Temple Meads / 1E67 1734 return to Leeds both sets running via Newport and Chepstow due to an engineering work at Parkway.

10/01 'Castle' HST cover saw 158766 work 2C69 0956 Temple Meads - Penzance and 2P20 1515 return to Plymouth.

12/01 Arriva XC restarted a weekday HST diagram with 43207 XC01 43366 working 1M49 1153 Plymouth - Birmingham NS and 1V61 1642 return, the workings continuing through the week. Another HST move saw GW power cars 43005 (newly named St.Michaels Mount) + 43155 formed a 0E24 1135 Laira Trsmd - Doncaster Wagon Works (2016) which passed Teignmouth at 1213 (8 early), Taunton 1257 (27 early) and Worle junction 1323 (34 early). Also during the day Colas 37175 with DBSO 9708 was noted present in Kingsland Road sidings during the afternoon having earlier arrived as 3Q87 1920 (Tues) Derby RTC - Kingsland Road (0704) with the UTU test train via Worcester, Hereford and Worcester a booked Westerleigh Branchline visit having not taken place. The train with loco leading later powered 3Q53 2333 Kingsland Road - Exeter Riverside (0619) via Portbury Dock stop board (booked 0028 - 0038), Weston-super-Mare and Paignton passing Cowley Bridge junction down at 0523. Turbo 166214 was on 'Castle' HST cover duty seeing use on the 2U06 0821 Temple Meads - Cardiff Central, 2C71 1000 return to Taunton, 2U18 1309 return to Cardiff Central, 2C83 1600 return to Taunton and 2U28 1810 return to Temple Meads.

13/01 43005 + 43155 returned coaching set GW09 west as a 5V84 1535 Doncaster Wabtec - Laira Trsmd (2158) stock move passing Uphill junction at 1905 (39 early). Another return South Wales engineers was 66544 + 66540 top n' tailing a 6Y97 0515 Abercynon - Westbury working which passed Filton Abbey Wood at 0721.

14/01 37175 returned 3Q62 2107 Exeter Riverside - Derby RTC (0723) test train via Stourbridge, Walsall, Birmingham NS, Water Orton and Burton being reported as departing Weston-super-Mare at 2215 formed with dept c/stock; 977986, 977985, 9803, 999602, 9708.

17/01 66847 + 70803 passed Bath at 0824 running 0Z50 0827 Westbury - Port Talbot light-locos. The former allocated Chirk Kronospan log duty and the latter to work empties from Baglan Bay to Newton Abbot for log train loading trials, this train later running 4Z60 1441 Baglan Bay - Hackney yard (2000) passing Pilning with a non loop stop at 1639 (38 early), Uphill junction 1712 (87 early) and Taunton 1734 (91 early).

Rail staff with Samaritan representatives were reported as handing out tea bags during the morning period so passengers at some point during the day could make a cup of tea and phone or speak to a possible 'vulnerable' person, this being the third Monday of January and reported the most depressing day of the year being dubbed 'Blue (or Brew?) Monday'.

18/01 A short observation period at Lawrence Hill recorded the following with passing time in brackets; 66776 - 0Z27 Westbury - Cardiff Tidal sidings light-engine (1640), 66415 - 4071 Wentloog - Southampton Maritime containers (1728) and 66030 + 66019 - 6Z85 1543 Tytherington Quarry - Little Kimble loaded 'jumbo' stone (1734).

19/01 70803 returned the 8 timber loaded KSA 'trial' as 6Z61 0855 Newton Abbot Hackney yard - Abergavenny up side siding (1459) the 530 tonne and 608 feet long train being reported passing Exeter St.Davids at 1031 (17 early), Worle junction 1131 (29 early), Parsons Street 1145 (60 early), a loop stop at Yatton being omitted and Filton Abbey Wood 1214 (60 early). After arrival the load was road moved to a Euroforest plant at Pontrilas for processing. 'Castle' HST cover was in the form of 158760 on the 2C07 0650 Temple Meads - Penzance, 2U32 1650 return to Cardiff Central and 5U32 2224 return empty to St.Philips Marsh.

Bristol West Railport

Locos recorded on Bristol West Freightliner stone (not 'coal' as listed in December 2021 Magazine!) duty has included; 60028.

Avonmouth and the Severn Beach branch line

20/12 Colas HST set with power cars 43274 + 43257 and intermediate dept c/stock; 96604, 977986, 977985, 9803, 999602 was in the area on a Derby RTC - Cardiff test working which covered the Brently loop (passing Brently down at 0025 and up at 0042) having earlier also visited Bristol East (reverse), Clifton Down and Severn Beach (booked 2346 - 2356) during the previous evening (also see Cardiff notes & news).

23/12 A points failure on the branch saw all trains terminating and starting at Avonmouth during at least part of the day.

27/12 Due to an engineering blockade at Parkway, the 6V84 inward loaded cement service from Clitheroe with 66770 was routed via Nuneaton, Oxford, Swindon and Bath, passing here at 1616 (4 early). After arrival the loco then ran 0B84 light-engine to Cardiff Tidal sidings (reported Brently at 1735) with 66756 already having arrived in the opposite direction as 0C84 light passing Brently at 1620.

Locos recorded on stone duty have included; 66502/591/606/617. 66753.

Locos recorded on cement duty have included; 66710/745/756/770.

Locos recorded on refuse container duty have included;

66019/069/077/106/152/169/170/177.

Locos recorded on container duty have included; 66518/955/957.

Portbury Branchline

27/12 DB commenced route refresher driver trainers over the branch as 0Z41 0800 Newport ADj - Portbury Auto terminal (0925), 0Z42 1000 return to Newport ADj (1140), 0Z42 1236 return to Portbury Auto terminal (1346) and 0Z44 1400 return to Newport ADj (1617), DB red 66206 working on the first day being reported Parsons Street junction at 0856 on 0Z41, the 0Z42 return only running as far as Filton West junction then passing Filton Abbey Wood at 1121 and Parsons Street 1134 the 0Z44 then being recorded as departing at 1218 (102 early) and passing Dr.Day's junction at 1251.

28/12 66206 was again on the light-loco route learners the 0Z41 being reported as arriving Ashton junction at 0909 and passing Clifton Bridge at 0919, the 0Z42 return passing Parsons Street junction at 1029, a reverse then taking place in Temple Meads (not Filton West) with a 1037 departure (0Z43), then passing Bedminster at 1045 and Ham Green at 1119 and Pilning 1229 following a brief stop at Patchway on the 0Z44 Newport return.

29/12 66089 was unconfirmed as the Portbury route learner the 0Z42 passing Filton Abbey Wood at 1013 (27 early) having again reversed at Filton West junction making the days operation another early runner. The route learners were cancelled over the following two days due to no loco being available.

04/01 The booked Newport based driver route refresher light-engine runs were again cancelled.

10/01 Following a run of cancellations, 66003 was on the 0Z41 and 0Z42 driver route learning light-engine runs from Newport ADj. Filton West junction being used again as the reversing point instead of the run back to Newport. The same loco was used during the following day with 66168 appearing on 12th January.

Bristol area workings during October

These have been held over and will be included in the March 2022 Magazine.

Gloucester

20/12 GBRf 66792 powered a 6V34 0300 Marchwood - Ashchurch MoD train loaded with 50 containers (using 16 FYA / 7 FAA flats) which passed Cheltenham down at 0634 arrived Worcester yard at 0705 (for a loco run-round) and at it's destination at 0838 (4 late). Late morning saw the mainline closed following a fatality in the Barnwood area involving 220027 + 220001 working the 1V48 0640 Newcastle - Bristol TM Arriva XC service.

21/12 66770 was noted stabled in Gloucester yard around 1630 having arrived with 6B90 0506 cement empties from Avonmouth and later 66616 passed Gloucester station at 1750 on the 6V54 1251 Radlett - East Usk yard stone empties.

27/12 66788 was a Gloucester yard arrival with a 4Z68 1247 wagon move from Tonbridge West yard.

30/12 'ROG' 37510 + 37116 top n 'tailed barrier coaches 6378 + 6379 as 5W76 0503 Derby RTC - Lydney (0748) passing at 0715 (9 late) to collect 'Heathrow Link' EMU set 360201 from the Dean Forest Railway.

Later, flooding at Newnham saw the Chepstow mainline closed around 1035 with several train cancellations (the Bristol Parkway mainline also being closed for engineering work), 66569 being held at Lydney having earlier

passed Marshfield at 0908 (85 late) on the diverted 4L36 0739 Wentloog - Felixstowe (1538) containers eventually departing at 1128 (139 late) and passing Gloucester at 1154 (145 late), Transport for Wales 'Turbo-star' 170204 held at Awre whilst working 2G54 0906 Cardiff Central - Gloucester service (which eventually arrived at 1125 - 70 late), 66035 stopped Cheltenham Lansdown junction loop working 6V05 0915 Round Oak - Margam steel (which had passed Droitwich at 0940) and the return Heathrow Link EMU set move which departed at 1148 (108 late) following Voyager 221132 on the diverted 1S43 0725 Plymouth - Edinburgh XC service (which was held Newport station and passed Lydney at 1136 - 55 late), top n' tailed by 37116 + 37510 as 5Q69 Lydney UGL - Bicester MoD passing Gloucester at 1220 and Standish junction 1232 (113 late) for the Stroud Valley line.

31/12 Having arrived at Gloucester as 0Z51 0955 ex. Bescot light-loco (passing Cheltenham at 1111 - 26 early) two days earlier, 56078 ran 0Z51 1405 to Port Talbot light passing Newport at 1310.

Bridgework near Stonehouse to restore passage of the Stroudwater Canal at a location known as 'Ocean' which had been closed to the passage of shipping since 1968 was in its final day. 150 staff had worked over the Christmas period on this multi million £ project which saw two new large concrete bridge sections cast on site and moved into position by a 1,000 tonne crane this section of the Cotswold Canal also being drained of water. The dream of connecting the Rivers Severn and Thames together for through shipping was another step closer!

01/01 66150 became the first loco to traverse the new canal bridge on 6V59 (Fri) Lindsey - Westerleigh Puma loaded fuel tanks which passed Yate at 0428, the loco later returning on the 6E45 empties.

05/01 68001 + 68005 worked a single container wagon 6V73 0433 Crewe - Berkeley CEGB low level radioactive waste trip.

10/01 Following the delivery towards the end of 2021 of the three former EMR HST power cars to Sims Metals Newport for scrapping, former GWR 43070 + 43079 + 43053 (ex. 253026) were moved south as a 'ROG' move to Newport Docks (1519) from Long Marston behind 37611 (using barrier coach 6340) which having departed at 1155 (20 late), passed Evesham at 1255 (48 late), Abbotswood junction 1407 (49 late) and Gloucester 1438 (50 late). The Class 37 and barrier had previously passed Kings Norton at 0712 on the 5V94 0448 inward working to Long Marston from Derby RTC.

11/01 68001 + 68002 were back together on the 6V73 0433 Crewe - Berkeley low level radioactive waste container trip, with 68004 + 68016 (with PFA wagon DRSL 92766) passing Standish junction at 0726 on the same turn a week later.

Swindon

Locos on the Liverpool EMR - Cocklebury loaded scrap service has included; 66129 (20/12).

Locos on Boston - Swindon Stores duty have included; 60039 (18/01).

Westbury

23/12 66725 + 66712 + 66792 passed Salisbury at 1559 (-) powering the 6V41 1448 Eastleigh yard - Westbury (1644) departmental service.

24/12 70802 passed Berkeley Road junction at 1120 as a 0V75 0552 light-loco move to Westbury (1325) from Carlisle New yard, 66850 + 56090 + 66849 passed Patchway at 1108 as 0Z75 1104 Port Talbot Parkway - Westbury light-engines and 66006 + 66098 + 66074 were later reported Pilning at 1455 as a

0W01 Margam - Westbury departmental train light-engine positioning move.

25/12 Christmas Day engineering train activity included; 70815 - 6C23 2340 Westbury - Hemerdon which failed at Castle Cary and was assisted forward by 66849 having arrived 'wrong-line' light-engine.

Locos 66006/074/093/712/725, 70801/803/816 were all reported as present on engineering train workings between Tavistock junction and Plymouth during the day, 66093 having arrived with the first of 10 on a 6W01 1820 (Fri) Westbury - Laira junction sleeper working which passed Wellington (Somerset) at 1927 during the previous evening.

26/12 Returning Boxing Day engineering train workings included; 70801 - 6C20 1000 Hemerdon - Westbury formed with 11 partly loaded and empty box wagons which passed Dawlish Warren at 1137, 70803 - 6C21 1100 Hemerdon - Westbury passing Dawlish at 1212 with 10 empty wagons, 70816 - 6C22 1300 Hemerdon - Westbury which passed Dawlish Warren at 1255, 66849 + 70815 top n' tailing - 6C23 1330 Hemerdon - Westbury (1717) which passed Dawlish at 1716 (127 late) and Taunton 1855 (163 late), 66850 (66849 having been removed to assist 70815) - 6C24 0011 Westbury - Hemerdon 'auto-ballasters', 66712 - 6G70 0900 Hemerdon - Westbury box wagons with used ballast passing Totnes at 0912 and Dawlish 1005, 66725 - 6G71 0930 Hemerdon - Westbury passing Dawlish at 1146 (the loco carrying a 'Christmas Wreath with antlers'!), 66093 - 6W01 1400 Hemerdon - Westbury (1747) which passed Taunton at 1726, 66074 - 6W02 1030 Hemerdon - Westbury which passed Dawlish at 1141 loaded with recovered track panels and 66003 - 6W03 0830 Hemerdon - Westbury passing Dawlish at 0959 with used ballast. The 'new' Cement works sidings were viewed with 59004/102/103/104/205, 66414/502/606/951 all being stabled.

02/01 66850 worked a 0Z10 1136 Westbury - Newton Abbot Hackney yard via Paignton and Goodrington route refresher light-engine trip passing Taunton down at 1201 (24 early).

06/01 70815 headed rail-vac 3 as a 6X43 1716 Westbury - St.Blazey (2200) move which passed Taunton at 1108 (48 early).

07/01 At 1500 the area held the following locos; down yard 66044, 66055, 66089, 66165, 66792, 70803. Up yard 66604, 66616. Up yard (short siding) 70815. Colas siding 56078, 70809.

Engineering train records included; 70801 - 6C20 2046 Westbury - Goodrington (2310) passing Taunton at 2149 and arriving Newton Abbot (platform 1) at 2309 (38 late), 66730 - 6G70 1936 Westbury - Goodrington (2240) which passed Castle Cary at 2003 and Newton Abbot 2207 (12 early) and 66093 - 6W01 1819 Westbury - Goodrington (2150) which passed Castle Cary at 1856 and Taunton 1926 (4 early) formed with 15 YKA wagons.

09/01 West of England and south Wales associated engineering train records were as follows; 70801 - 6C20 1330 Newton Abbot West junction - Westbury formed with 1 YSA / 7 YWAs (which terminated in Exeter Riverside yard at 1611 - 155 late), 70803 + 56078 top n' tailed - 6C23 1336 Westbury - Penarth Curve South junction (1600) formed of 10 HQA auto-ballasters passing Freshford at 1410 (14 early) and Keynsham at 1426 (5 late), 70815 - 6C97 0740 Camborne - Westbury which departed Plymouth at 1036 and passed Totnes at 1123 and Dawlish 1142 formed 1 YEA / 12 YZAs, 66730 - 6G70 1655 Newton Abbot West junction - Westbury (2046) which departed Taunton at 1938 (8 early) formed with 13 JNA / 2 MLA box wagons and 70809 + 70817 top n' tailing 6C21 2100 Newton Abbot West junction - Westbury which passed Starcross at 2313 formed with auto-ballasters (also see Bristol TM, Barton Hill and Kingsland Road notes & news). The 6C23 was booked to return

behind 56078 as 0430 to Westbury on 10th January.

10/01 Return engineering train records included; 70801 - 6C20 0900 Exeter Riverside - Westbury (1155) which had been recessed at Exeter passing Taunton at 1039 (1 late) and 70815 - 6C98 0405 St.Blazey - Westbury which had arrived Tiverton loop at 0736 (73 early).

14/01 Having worked 0C43 light-engine west during the previous day, 70815 returned Rail-vac 3 (7095150030) as 6X34 0545 St.Blazey - Westbury passing Totnes at 0741. 70803 hauled large Colas Kirow crane as 6X23 2027 Westbury - Torquay via Paignton (0056) passing Taunton at 2109 (19 early) and Stoke Canon 2224 (55 early) the trains formation being listed as; 610099 (FCA), 610100 (FCA), crane 7093190137 (ZOA), 610314 (FCA), 610313 (FCA).

15/01 An area loco line up at 1455 recorded the following; down yard 66006, 66044, 66096. Outside DB office 66089. up yard 66709 (allox. 6G70 1719 engineers to Milton junction with 66776), 66776 (allox. 6G70 1719 engineers to Milton junction with 66709). up yard (short siding) 66847 (allox. 6C22 with 56078), 70809. Colas siding 56078 (allox. 6C22 with 66847), 66846, 70801, 70803, 70815.

18/01 DC Rail 'Cappagh' blue livery 60028 arrived at 0726 with 24 empty JNA box wagons forming 6Z33 ex. Willesden DCR sidings. The booked loaded return was 6Z34 1640 to Willesden DCR sidings.

Locos recorded on Exeter stone duty have included; 66622.

Taunton

09/01 66566 + 66556 passed Whiteball Tunnel (Somerset) near Wellington at 0904 top n' tailing the return HOBC running as 6Y15 from Totnes arriving Fairwater yard at 0923.

16/01 66556 + 66566 top n' tailed the return 6Y15 0827 Newton Abbot West junction - Fairwater HOBC passing Dawlish at 0838.

17/01 The same pairing as for the previous day were again in HOBC use working 6Y15 1654 Fairwater yard - Ivybridge (1922) via Laira junction passing Ivybridge down at 1856 (12 late).

Newport

23/12 GBRf 66756 ran 0Z31 0745 Cardiff Tidal sidings - Gloucester (0931) which passed at 0817 (4 early) and 0Z32 0948 return to Cardiff Central (1054) passing again at 1022 (14 early). A rumour suggests GBRf could be taking over the TESCO container service (which is nearing another 'out for tender' period) and these were driver route learners, the rest of the day's booked diagram being; 0Z33 1050 Cardiff Central - Gloucester (1210), 0Z34 1300 return to Cardiff Central (1401), 0Z35 1410 return to Gloucester (1522) and 0Z36 1539 return to Cardiff Tidal sidings (1720).

29/12 66792 was on a 0G72 0829 Westbury - Westbury (1256) via Cardiff Central (booked 1015 - 1027) route learner light-loco which passed Trowbridge at 0828 (13 early), Newport 1000 (3 late) outward and Bath 1145 (44 early) on the return a reverse move believed to have taken place in Pengam sidings and not Central station (as booked).

31/12 66120 was on 6Z82 1008 Cardiff Canton - Newport ADj trip which passed Marshfield at 1038 formed with 8 IHA wagons.

07/01 Having delivered two Class 365 EMU sets for scrap (also see Bristol Parkway, Stoke Gifford, Pilning, Yate and Westerleigh notes & news) 'ROG' 57312 returned 0M59 1523 Newport Docks - Derby RTC (1858) via Chepstow passing Newport at 1544, and Gloucester 1634 (4 late). Earlier in the day

Colas HST test train formed; 43272, 975091, 72631, 977997, 9523, 43251 as 1Q18 0750 Crewe CS - Derby RTC (1719) via Newport which was departed at 1107 although the working was then terminated at Crewe - reason unknown.

10/01 GBRf 66770 traversed the Birdport / Uskmouth route as a 0G66 light-loco move arriving East Usk yard at 1635. It is understood steel traffic from either Newport Docks or Trostre is to commence.

13/01 66709 + 66770 top n' tailed the first new 6Z29 0637 Trostre Works - East Usk Birdport branch steel trip which passed Bridgend at 0636 (115 early). The same locos performed this duty again during the following day passing Cardiff Central at 0910.

15/01 With GBRf also now active along the branch, main operator DB still move steel traffic with 66100 + 66051 (in Maritime blue) top n' tailing a return 6H36 1426 East Usk Birdport branch - Margam working passing Newport station at 1425 (89 early) the inward working being 6H35 0852 from Margam which was reported Margam Moors junction at 0849.

19/01 66776 + 66770 were used on the GBRf 6Z29 0627 Trostre Works - East Usk Birdport branch steel working passing Marshfield at 0947.

Cardiff

20/12 'Electro-stars' 387156 + 387170 worked the 9B04 0712 Paddington - Cardiff Central (0908) and 9L13 0951 return service to Paddington (1149). Later Colas HST set 43274, 96604, 977986, 977985, 9803 999602, 43257 formed a return 3Z59 1405 move to Derby RTC (via Chepstow) passing Severn Tunnel junction at 1447, the set having arrived at 0450 (also see Avonmouth and Severn Beach branch line notes & news).

22/12 66539 unusually ran 0B48 0846 Stoke Gifford - Barry Docks light-engine passing Central station at 0934.

The Colas HST with power cars 43290 + 43299 having arrived during the previous day returned as 1Q16 0317 Landore Tmd - Derby RTC via Fishguard Harbour and was reported Whitland at 0650.

08/01 66003 was a south Wales arrival with 27 scrap loaded MEA wagons as 6V81 1330 Masborough FD - Cardiff Tidal sidings (2122) which had passed Barrow Hill South junction at 1344 (10 early).

23/12 66850 + 66849 passed Central station at 0729 with 6Z54 Little Mill - Baglan Bay log empties suggesting the second loco being a failure.

30/12 Both the Aberdare and Merthyr lines north of Pontypridd were closed for engineering work with road bus substitutions in operation.

10/01 Colas 56078 returned to South Wales for log train duty passing Bath at 0849 as a 0Z50 0827 Westbury - Port Talbot Parkway light-engine working

11/01 'EDs' 73951 + 73952 were unusual South Wales visitors with a 1Z96 0942 Derby RTC - Canton sidings (1336) test train which was reported passing Washwood Heath West junction at 1030 (7 early) and departing Gloucester at 1200 (5 early). The Class 73s then worked an overnight 2140 Canton sidings - Canton sidings (0612) test train via Ninian Park, Aberdare, Merthyr Tydfil (noted here at 0100), Treherbert (noted around 0330) and Barry Island. The appearance of 73s at Aberdare, Merthyr and Treherbert were thought to be a Class first.

12/01 More south Wales location Class 73 firsts saw the pair work another area test train top n' tailing 1Q59 2109 Canton sidings - Canton sidings (0649) via Bridgend, Coryton (arriving at 2344 and departing at 2349), Cardiff Bay, Rhymney (departing at 0129 and being noted alongside other former South of England Class 769 (319) EMU conversions stabled here) and Penarth the move returning direct from here to Canton (via Cogan junction)

leaving out a booked Maesteg branch visit.

13/01 Having returned the 1Q59 during the early hours 73952 + 73951 top n' tailing dept c/stock; 9523, 977997, 72631, 975091 returned north as 1Z37 0706 Canton sidings - Derby RTC (1158) passing Newport at 0823 (51 late) and Cheltenham 0932 (10 late).

14/01 Stadler 'Flirt' unit 231002 broke new ground with a 9R01 2300 Central station - Rhymney (0004) test and platform gauging run which reached its destination at 0005 (1 late) the return then being 9R02 to Central station departing at 0015 (8 late). A second out and back turn was also booked to have operated during the following morning of the 15th as 9R05 0324 Cardiff - Rhymney (0426) and 9R06 0431 return to Cardiff (0532).

15/01 Colas 56078 returned from south Wales log duty as 0Z56 0755 Port Talbot - Westbury (1039) light-engine passing Central station at 0842 and Filton Abbey Wood 0918 for weekend departmental work. A later freight record was 66117 passing Central station at 1932 with 12 container flats as 6V71 1227 Hardendale Quarry - Margam (2045).

19/01 NRMT HST 43299 977984, 977994, 977993, 975814, 975984, 43290 arrived Carmarthen at 0708 with the return 1Q16 0317 Landore Tmd - Derby RTC test train (via Fishguard Harbour) having arrived during the previous day as 1Q15 0648 ex. Derby RTC via Hereford and Swindon. A freight record was 60092 passing Bridgend at 1508 (64 early) heading 6 FKA wagons as 6Z46 1551 Margam - Middlesbrough (Dawson Ayrton).

Locos on Daventry - Wentloog TESCO container service included; 66421 (29/12, 05/01, 09/01, 13/01, 15/01, 17/01, 18/01, 19/01), 66423 (07/01), 66424 (20/12), 66425 (22/12), 66427 (30/12, 31/12, 03/01, 06/01), 66428 (23/12), 66434 (10/01).

Locos recorded on Margam (Cwmbargoed) Port Talbot coal duty has included; 66006/035/040/117/119/142/164/172.

Locos recorded on Baglan Bay log duty have included; 56078 (06/01, 07/01, 08/01 empties, 13/01, 14/01). 66847 (18/01, 19/01), 66849 (21/12, 22/12), 66850 (23/12).

Locos recorded on Hope Cement works coal duty included; 66142/148/151/164.

Locos recorded on Corby steel included; 66035/040/080/100/115/134/174/183.

Locos recorded on Dee Marsh steel included; 66061/075/089/119/133/167/206.

Locos recorded on Round Oak steel duty included;

66035/051/061/075/089/092/100/115/119/133/134/136/142/183.

Locos recorded on Barry container duty included; 66415/418/520/522/539/544

PRESERVATION & INDUSTRIAL MATTERS

Avon Valley Railway

An industrial steam loco is expected to be 'hired in' as the boiler certificate on WD132 'The Sapper' (HE3163/3885 of 1944/64) has run out leaving Polish Tank 'Karel' (Chrz 4015/54) the only operating steam loco on the line.

GWR 4920 Dumbleton Hall

Additional Information (January Magazine); The loco has also worked on the Torbay Steam Railway and was present during August 1993 for the visit of 60103 Flying Scotsman 30th Anniversary in Preservation round Britain tour.

Mainline Preservation

The new 'B' engine of Class 52 D1015 Western Champion which suffered internal metal to metal contact damage sustained when a bronze coated alloy overlay melted following friction which seized the big end bearing at the bottom of the connecting rod running the crank pins of the crank shaft and was thought to be oil lubricated linked (although there were no oil pressure issues recorded on the journey) was nearing completion regarding repairs at a Birmingham based engineering firm. The bearing on the newly restored and over-hauled engine may have been too tight to allow oil to run across the entire surface or a metal fragment could have passed through the oil causing the problem. The loco suffered an engine failure (incorrectly stated as a seized traction motor) whilst on an Avonmouth - Gloucester 'load test' on 17th September (reported in the October 2021 Magazine under Avonmouth and Severn Beachline notes & news).

Road Movements

05/01 Ex. GWR 6412 westbound M5 near Exeter at 1155.

Vintage Trains

25/06 A 'Weston Air Show & West Somerset Railway' Birmingham Snow Hill - Minehead excursion is planned to operate using two Class 20 locos throughout. Pick up points are listed as Stourbridge junction, Droitwich Spa and Worcester Shrub Hill. June 25th is the first of this years planned two day Weston-super-Mare Air show spectacular event which has been cancelled over the previous two years.

In the past a display of military vehicles and helicopters has also been on show on the town's beach lawns over the week end.

West Somerset Railway

13/01 The long awaited movement of Class 47 47077 North Star (D1661 / 47840) from Bishop's Lydeard took place with the loco being loaded on to an Allelys Road trailer around 0900 for the journey north for a 'loan' spell on the North Yorkshire Moors Railway.

A deviation from the M5 at junction 22 (Burnham-on-Sea) saw passage through Bristol to the M32 (via the A38), A368, A37 and A4174 to the M4 then back onto the M5 was 'booked' to take place, due to a weight restriction on the M5 River Avon bridge. The loco was noted carrying a DEPG 'on tour' banner during the journey spread over the rear cab end!

MISCELLANEOUS

Arriva XC

30/12 A strike by RMT members took place over the role of guards on trains this having already affected the use of the companies HST fleet and their operation.

02/01 HST 43239 XC04 43285 working 1S51 1227 Plymouth - Edinburgh was terminated at Newton Abbot with a train fault, returning as 5S51 1550 Newton Abbot - Plymouth empty passing Totnes at 1606 (having earlier arrived here at 1308 - 16 late and departed at 1331 - 38 late northbound) the now trailing power car 43239 being noted again 'shut down' having been temporarily restarted at Newton Abbot.

15/01 HST 43321 XC04 43304 were noted passing Totnes up at 1217 as a 5Z43 1240 out and back (via Newton Abbot) Laira Trsmd test working the set being reported as in an externally 'clean' condition!

18/01 Power cars 43285 + 43378 formed a 'back to back' 0Z43 2000 Laira Trsmd - Laira Trsmd (2249) via Par test working which passed Liskeard down at 2008 (37 early).

DB Cargo

As 2021 drew to a close it was reported that the company had 50 Class 66 locos sidelined awaiting exams or repairs at Toton or depots around the country. The total includes 9 members recently returned from France with 3 currently under conversion back for use in this country.

Coal Revival?

The Neath Valley drift mine at Aberpergwm which ceased coal extraction in 2016 could be reopened by Energybuild Ltd who have a mining license to provide 350,000 tonnes of anthracite a year. The mine had previously delivered 40 million tonnes of this product over the past 20 years of operation this being the main supply location for this type of lower sulphur content coal, which burns with lower emissions and is particularly suitable for home and small business use. Although new Global Warming policies and some restrictions are to be considered over the coming years, the use of coal will still be needed in the future for steel (although a process is believed close to trial without using this commodity). Cement production and a new mine in Cumbria could also be opened, otherwise imports from North America and Russia by sea will be set to continue.

Cornish Re-signalling

Signal boxes at Lostwithiel, Par and Truro are all set to close over the coming two years with Liskeard, St.Blazey, Goonbarrow junction, St.Erth and Penzance to remain. Liskeard will still have some mainline control and will retain the Looe and at present 'mothballed' Moorswater freight branch line, but will be controlled at a distance on both sides by Exeter Panel, the changes being expected to be brought in by November 2023. The former signal now crossing box at Roskear, near Camborne is also to be retained.

Class 18

GBRf has ordered 4 Bo-Bo shunting locos from an order of 15 to be built by Claydon.

Class 20

23/12 20007 + 20142 + 20189 + 20205 passed Oxford at 1238 running as 0Z20 0951 Leicester Lip - Eastleigh Trsmd (1415) via Nuneaton light-locos

Corsham

This 1965 closed Wiltshire station between Bath and Chippenham is subject to a reopening scheme with a suitable business case the Government having provided £15 million but with strong support work could be started in 2026

DRS Heritage Sale - part 2

11/01 The following have been offered for disposal;

37603/04/09. 57004/08/09/10/11/12. c/stock; 9704/05/07/09/10. 82101/26.

Emergency Timetables

22/12 Transport for Wales already operating with a 10-15% service reduction reduced services again by up to 15%. The Welsh Government is still encouraging a work from home policy.

04/01 ScotRail revised their timetables due to many staff isolating following a Covid-19 positive test result.

08/01 GWR altered their operating timetable (and committing to a weekly review update) prioritising services needed for 'key workers' travelling to and from work due to staffing issues.

With drivers, guards and station staff missing mainline services along with certain branch lines faced a 20% reduction, some areas of which were already running 20-30% less on pre-pandemic levels.

17/01 A staff absenteeism rate of 11% was reported with several operators quoting the revised service as more 'reliable' to achieve as figures still rise with employees having contracted Covid-19 and now 5 (adjusted from 7) day isolating.

South Western Trains has reported a 28% reduction in staff availability and is to revisit and adjust its timetables on a weekly basis.

Govia Thameslink

04/01 No services were operated between Victoria and Brighton during the day due to a staff shortage being affected by Covid-19 or isolating. Tickets were made available for use with other operators as the train suspension continued on further dates during January.

05/01 Victoria to Balham services were diverted to London Bridge during the day again due to operating staff shortages.

Great Western Railway

20/12 The 2C67 0800 Cardiff Central - Penzance service was noted departing Totnes at 1107 formed 43027, 48150 (spare), 48144, 48143, 49115 (GW15) 43171.

21/12 158958 was used on the 1A78 0710 Penzance - Plymouth service as far as Plymouth for IET set 80011 to take over. Also 158959 having arrived at Exeter with 150261 on the 2C07 0550 service from Bristol TM worked the 2K03 service to Okehampton (reported to be a Class first) departing at 0839 (-) having not started at Central station as booked.

24/12 There were a number of Christmas Eve service cancellations due to Covid-19 related staff absenteeism regarding isolation.

31/12 158769 replaced 150219 on Dartmoor Line passenger duties with the 2K07 1234 Exeter St.Davids - Okehampton service.

05/01 IET set 800018 worked the 2P51 0725 Exeter St.Davids - Plymouth service in place of the booked 'Castle' HST set.

06/01 'Tri-mode' 769930 ran 5Q09 Oxford CS - Long Marston for storage passing Charlbury at 1444 (1 late) with a Colas driver in charge.

08/01 A new revised timetable taking in 'staff shortages' commenced with weekly updates to follow. Immediate changes saw Paddington - Bristol TM and south Wales IET services reduced to hourly, with the Newton Abbot - Paignton branch closed over the weekends of 15-16th and 22nd-23rd January for engineering work (with road bus substitutes) and the St.Ives branch reduced to hourly from Monday - Friday.

Turbo 165136 worked the 2K03 0835 Exeter Central - Okehampton service and was reported to be a Class first. However the sets appearance was short lived with 150239 later taking over the days diagram.

10/01 Another Turbo unit 166203 was in Okehampton branch line passenger use commencing with 2K01 0630 from Exeter St.Davids. 165132 was active over the route during the following day being noted departing Okehampton at 1324 (-) on the 2R54 service to Exeter Central.

11/01 After a big naming gap, HST power cars 43187 and 43005 received Cardiff Castle and St.Michael's Mount plates respectively whilst stopped at Laira Depot. Only 3 power cars now remain unnamed from the original planned list.

13/01 West of England IET set 802007 was noted fitted with covered sensor and monitoring equipment around the Yaw Damper on body side of driving coach 835007 when passing Totnes at 1031 on a 3Z91 0745 Paddington - Penzance working. The unit was also recorded in a similar condition during the previous day on the same test move.

Also during the day, the 2C67 0800 Cardiff Canton - Penzance local service formed 43194 GW08 43016 departed Totnes at 1104 the intermediate coaches being listed as; 49117, 48136 (spare), 48123, 48124 and the 2C69 0956 Temple Meads - Penzance service formed 43042 GW15 43192 was reported in trouble with the lead power car 'shut down'. On arrival at Penzance, the set formed a 2P20 1515 working to Plymouth (with 43192 now leading) then 5P20 1740 empty to Laira Trsmtd so 43042 could receive attention.

14/01 The GWR sleeper service was announced as being suspended between Monday and Thursdays from 24th January - 17th March 2022 whilst a 209 metre long overhead rock fall shelter was to be constructed at the north end of Parson's & Clerk Tunnel between Dawlish and Teignmouth. The trains still operate on Fridays and Saturdays only during this otherwise overnight closure period.

15/01 57604 + 57605 were noted departing Camborne at 0731 top n' tailing the 1C50 2345 (Fri) Paddington - Penzance sleeper service formed with c/stock; 17174, 12161, 10217, 10612, 10534, 10590, 10584.

17/01 158766 covered 3Z50 1513 Exeter Tmd - Castle Cary (via Honiton and Yeovil) & 3Z31 1747 return diversionary driver route refresher turns with 150247 covering the turns two days later passing Pinhoe outward at 1528.

HS2

A new conveyor belt system is under construction linking Old Oak Common to Willesden for stone movements from a rail head at the latter location. The new system which is thought to be around 2 miles in length also conveys excavated waste materials in the opposite direction and appears to be part constructed over a section of the former Old Oak - Park Royal branch lifted track bed.

Loco Services Ltd

07/01 D6851 (37667) was engaged on driver route learning light-engine work from Didcot - Acton yard and also over the following day.

London Underground Strike

06/01 It was all stop with the planned walk-out by RMT Union staff regarding a work and life rostering row over evening and weekend work. Services during the following day were also disrupted with further announced in advance stoppages planned up until June.

Penmaenmawr

20/12 The North Wales Coast quarry here reopened for stone traffic with

GBRf 60087 powering 6D60 0708 ex Tunstead formed of 23 JNA box wagons returning loaded as 6K22 1443 to Tunstead.

Rail Operations Group

A report as the Magazine was going to press has seen 37901 and 91120 now both repainted in 'Europhoenix' grey/red livery at their Leicester depot, the former still receiving attention prior to a test run with the latter expected to be moved to Barrow Hill for storage.

Riviera Trains

07/01 Having pulled out of their Southampton operating base, 66020 + 66084 moved 16 of their charter train coaches as 5Z45 0940 Eastleigh Arlingtons - Burton Wetmore sidings (via Reading West curve) empty stock passing Oxford at 1148 (11 early).

Train Cancellations

20/12 As the year drew to a close, Covid-19 staff related shortages saw numerous Nationwide train cancellations with 100 ScotRail workings reporting as not running during the day, although LNER had reported minimal problems.

The drop in rail travelling passengers was still at 53% on pre pandemic figures with more recently a 61% reduction reported on the previous week.

TRACK MACHINES & DEPARTMENTALS

20/12 Bristol TM - DR79104 + DR79105 on a 6Q01 1015 Hereford - Kingsland Road move arriving at 1222 (to reverse). The unit was then allocated 6Q01 1440 to Truro yard during the following day.

22/12 Exeter Riverside - DR73920 allocated a 6J81 1026 to Plymouth Tavistock yard move.

23/12 Totnes - DR79263 + DR79273 passing at 1006 as 6U03 1000 Tavistock junction - Woodborough, DR75407 passing at 1325 as 6J84 1124 Castle Cary - Tavistock yard, DR80210 passing at 1452 as 6U30 1400 Exeter Riverside - Truro and DR79104 (127008-9) + DR79105 (327002-0) at 1201 as 6Q01 1102 Tavistock yard - Southall yard.

27/12 Taunton - DR73920 passing at 1141 as 6J81 Tavistock junction - Bristol Kingsland Road.

31/12 Bristol Kingsland Road - DR77327 which later passed Uphill junction at 1031 (2 early) and Taunton 1108 (1 late) on a 7Z09 0950 working to Tiverton Loop (1131). Stonehouse (Ocean Canal Bridge) - Ready-power rrv SB300, FR301 (incomplete list).

07/01 Westbury - DR77327 later departing as 7Z09 1048 to Chipping Sodbury

08/01 Taunton - DR73122 + DR77010 which both later departed as 6Q55 1100 to Newton Abbot Hackney yard.

09/01 Tavistock yard (Plymouth) - DR80205.

10/01 Totnes - DR80205 which passed at 1300 on a 1152 Liskeard - Honeybourne move.

11/01 Goodrington (Paignton) - XYZ Civil rrv 908019-1 with others.

14/01 Bristol Kingsland Road - DR80303 later passing Totnes at 1226 as a 6U42 0950 move to Plymouth. Truro yard - DR80205 which arrived as a 6U25 1040 move from Honeybourne having passed Totnes at 1529.

17/01 Port Talbot - DR79104 + DR79105 allocated a 6Q01 0850 move to

Paddock Wood. Reading Triangle sidings - DR73120 + DR77909 passing Southcote junction at 0822 on a 6Q53 0806 move to Taunton arriving at 1108 **18/01** Swindon Transfer Yard - DR76903 + DR76911 + DR76913 (YXAs) with WHD97310 + WHD97304 (KFAs) later running as a 6X08 0632 to Swindon Transfer (0836) turning move which passed Hullavington at 0712 (19 late) and Bath 0802 (13 late).

TRIP REPORTS

TRIP 563

STATFOLD BARN

10th July 2021

LH Group, Barton under Needwood (Viewed)

Diesel Locos 08530 Dar 1961 (Ex Freightliner, Southampton); 08643 Hor 1959 (Ex P189, 18EL);

Industrial Locos Forth AB 649/1980 (Ex P254, 18EL); 07 BT/WB 95/3140 of 1957 (Ex P289, 18EL); Phillips 66 DH60C HE 9372/2010 (Ex P131, 18EL)
Passing Dmus 170112/116

Statfold Barn

2' 0" gauge working locos. Steam locos Cegin AB 1991/1931; Marchlyn AE 2067/1933; 19 CBR & Co Ltd HC 1056/1913; GP39 HC 1643/1938; Cloister HE 542/1891; Jonathan HE 678/1898 - carried on a wagon in a freight train (Ex P118, 18EL); Sybil Mary HE 927/1906; Jack Lane HE 3904/2006; Wendy WB 2091/1919 (Ex P99, 18EL); Isaac WB 3023/1953 (Ex P69, 18EL); Diesel Locos 39581 MR 8640/1941 (converted to compressor wagon); No. 7 Tiny Plymouth 5800/1954; 1' 11.5" Steam Locos Lilla HE 554/1891 (Ex 275, 18EL); Britomart HE 707/1899 (Ex P276, 18EL); Liassic P 1832/1923;

All these Ffestiniog locos were visiting for the weekend only

Outside locked Traverser Sheds

4' 8.5" Steam Loco Hastings HE 469/1888 (Ex P246, 18EL)

Workshop

Frames of new build 2' 0" 0-4-0ST+T loco Juliette. Expected to be HE 3907/2021.

Running Shed

3' 0" Steam loco (11 Maitland) BP 4663/1905 (Ex P338, 18EL) - not yet complete.

Standard Gauge Line

17 frames only of (Wheldale) HE 3168/1944 (Ex P237, 18EL)

Small turntable roads

2' 0" gauge Diesels 1 D4 Funkey 1001; 4 D5 Funkey 1033.

Garden Railway

2' 0" working steam loco ISC Ltd No. 2 Roger KS 3128/1918.

Note Grafton Hand Crane 1618 was sited near the entrance (as a gate guardian?)

Tram Road

Burton & Ashby tram 14 was giving rides

Grain Store/Roundhouse

Main Entrance. Ground floor 7.25" locos Charles HE283/1882; Blanche HE 539/1893; Rough Pup HE 541/1891; Cackler HE 671/1898; 1' 6" Diesel Loco (Carnegie) HE 4524/1954 (Ex P90, 18EL); 600mm Steam Loco frames of HE 3756/1952 (Ex P207, 18EL): 2' 0" Steam Locos 5 Pakis Baru OK 1473/1905; Harrogate P 2050/1944; 4' 8.5" Petrol Jacob Biscuit Factory McEwan & Pratt Bg 680/1916; Hodbarrow HE 299/1882.
Elevated Store Line. 2' 0" Charles Matthews Ltd, Thornhill Charles Brookville 3746/1951; GB 420253/1970, rbt WR n1983, rbt CE B4623/2016; Beckermat Mining Company Ltd WR 6092/1958.
Plinthed on rear wall of Roundhouse. 2' 0" FH 1176/(1931?); Atlas HE 2463/1944, rbt ALR No.2/1983; S.1985.0055 HE 2959/1944; HE 8819/1979; W114H Western Reefs Gold Mine HT 7588/1968: D7 N13 HT 7588/1968; HU 36863/1929; 600mm 35 HE 7010/1971, rbt HAB 6941/1988.
Turntable Roads. 3' 0" Steam Loco (Handyman) HC 573/1900 (Ex P239, 18EL) (patchwork faded white, mounted on wagon); 2' 0" Steam Locos 1 Ryam Sugar Mill Dav 1650/1918; Alpha HC 1172/1922 - on plate, IRS says 1924; 11 Fiji HE 972/1912; Trangkil No. 4 HE 3902/1971; Saccharine JF 13355/1912; SF Djatibarang Jung 4878/1930; Sragi No.1 Krauss 4045/1899 Sragi 14 Max OK 10750/1923; Isibutu WB 2820/1945; No.6 Howard LH Plant Wbton 2/2007; Diesel Locos 9332 HE 9332/1994; Landrover Nemeth J/2009 rbt HE 9903/2009; Charlie MR 9976/1964; 20777 OK 20777/1936; 2 Plymouth 1891/1924; No.8 Tim Plymouth 6137/1958; The Goose Statfold 2015; 4 RH 201970/1940 (Ex P98, 18EL); 600mm Steam Loco Minas de Aller Corpet 439/1884; 1' 11.5" Steam Loco Tasmanian No.1 BP 5292/1909 (Ex P276, 18EL); Diesel Loco MR 435/1917, rbt MR 3663/1924 (Ex P276, 18EL)

Unidentified

4w green - looking like a garden shed. Not even sure this was a loco.

Grounded under Gallery Staircase 4' 8.5" Libbie Bg/DC 1097/1920; Pump Trolley Sheffield 5 USA Rlys No.17; Pump Trolley SR & RLRR; Glass cases on stairs leading to the Gallery 7.25" Steam loco GWR 1101 + two others, believed to be 5" gauge.

Gallery

2' 6" Diesel Loco Yard No.26 HE 2019/1939; 750mm Steam Loco Pakis Buru No.1 OK 614/1900; 1' 11.5" Steam Loco Gertrude HE 995/1909 (Sectioned to show working parts which are driven by electricity) 1' 10.75" Steam Locos King of the Scarlets HE 492/1888; Michael HE 1709/1932

Strawberry Park

3' 0" Diesel Loco RH 379066/1954 (no wheels); 2' 6" Diesel Loco Tom HE/HC 8847/DM1447 of 1981; 19 HE 9294/1990; 2' 0" Diesel Locos Lower Lea Valley Cable Tunnel HE 9351/1994; Agwi Pet 2 MR 4724/1939 (Ex P99, 18EL); MR 5226/1930 (Ex P99, 18EL); 3 VIW 4049/1929; 2' 0" steam Locos Converted to WE WB 1445/1895, rbt Greaves 1927 (Ex P281, 18EL); WB 1278/1890 rbt Greaves 1930 (Ex P281, 18EL)

Grain Store/Roundhouse Reception

2' 0" Compressed Air Loco (Sid) HE 9902/2009;
Diesel Loco HU 39924/1924

EMD, Longport (Viewed)

Diesel Locos 56032/077 56201 66048 66797

Moseley Railway Trust, Apedale

This was an ad hoc visit because one member of the party was looking for two particular locos. Nonetheless we were made very welcome and advised that with prior notice the containers which held locos could be unlocked for viewing.

Station Area

2' 6" working Diesel Loco CD54 FH 2196/1940; 2' 0" working diesel loco HC D558/1933 (IRS says build date should be 1930);

Area behind Station

2' 6" grounded locos HE 8830/1929; 11 HE 8968/1980; (Both heavily surrounded by tall grass.)

Grassy area by path leading to the sheds

1' 11.5" Diesel Railcar (DX68081) Wkm 4131/1947 (Only just visible through the foliage and grass)

Workshop

Imported Steam Loco (Renishaw No.2) AE 1986/1926 Dsm & very derelict (Ex Crookes Brothers Ltd., Renishaw Sugar Estate, Scottburgh, KwaZulu, Natal, South Africa 2019. Stored at unknown UK location. It did not go to the Richmond Light Railway. It was sold to an Apedale member by Jeremy Martin and arrived at Apedale on 11/06/2021. 1' 8" Diesel Loco RH354013/1953 Dsm (Ex P80, 18EL); 2' 0" Rhiwbach 1935 Dsm;

Original (Upper) Shed and Yard

2' 0" Steam locos 104 HC 1238/1916; 303 HE 1215/1916; Stanhope KS 2395/1917 (in steam); KS 3014/1916; Diesel Locos 90 DH887 BD 3756/1981; Dtz 10050/1931; 84 H 984/1931; 26 (Twusk) HE 6018/1961 (engine running); 18 8103 HE6299/1964; LB 50888/1959 under tarpaulin - assumed (Ex P38); LB 52528/1961 (Ex P38, 18EL) - frame only on wagon (Ex P38, 18EL); (Both these Ex P38 locos were at the end of a long siding next to the shed) LB 52610/1961; LB 52885/1962 (assumed); 3 MR 8878/1944; MR 22235/1965 (Ex P210, 18EL); OK 3444?/1930 (assumed); 27 RH 198297/1939; 37 RH 260719/1948; 89 2 Ghost R&R 84/1938; Ex Ffestiniog Coaches 117/120

Unidentified

4w MR - green - could be one of several
4w mine loco - could be one of several

Lower Level Rough Ground

2' 0" No1 Percy (LM21) RH 243392/1946 (ex P204, 18EL); LMM 1053/1950 (assumed) (Ex P204, 178EL); - Both almost invisible in long grass

Lower Level Open Ended Shanty type sheds

2' 6" Diesel Loco Crystal WR K7070/1970 2' 0" Diesel Locos 25 HE
6007//1963; 7 MR 8663/1941 (Known as the Wade loco); L5 MR 21520/1955
Dsm; 59 OK 4588/1932; 5 RH 223667/1943

New (Lower) Shed and Yard

3'0" Diesel Loco RH 224337/1944 (Ex LNER & BR at Lowestoft, Ex P252,
18EL) 2' 6" Diesel Loco Old Nick AB 556/1970; 2' 0" Diesel Locos AK
4/1979 (Ex P38); AK 46//1993; FH 2306/1940 (Paxman engine); Ald Hague
FH 3465/1954; Cat C HE 9082/1984; Merlin HU LX1001/1968; HU
LX1002/1968 (assumed); 23 L 52031/1960 (Ex P55, 18EL); MR 1320/1916;
LR 2537 MR 2197/1923; MR 1111/1918; LR3090 MR 1369/1918; MR 5213/1930
(Ex P237, 18EL); 41 MR 5821/1934; MR 6035/1937; MR 8669/1941; 6 MR
9104/1941; 14 Knothole Worker MR 22045/1959; RH 235725/1944; 4
Thunderbird SMH 104G083/1978; SMH 40SD516/1979; 2' 0" Battery Electric
Loco CE 5843/1971; Pickrose PWRB0366/1993; 2 Cable Mill WR
C6716/1963;

Unidentified

4w L - I could not find any record of this additional Lister
4w RH - possibly one of several
4w BE - referred to as "Spondon"
4w - white & green

Note - 27 RH 198297/1939 (See upper shed above) pushed a rake of wagons
into the shed

Crest of Embankment above Shanty Sheds & Lower Shed

4' 8.5" Diesel Loco BLW 1917, rbt BLW;

The Red Shed

2' 0" Diesel loco 42 MR 7710/1939

Museum

Closed. Possibly due to the hour.

Bescot (Viewed from M6)

Diesel Locos 66205 66731/739

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