

CARDIFF & AVONSIDE RAILWAY SOCIETY

Established 1971

www.cardiffandavonside.org.uk



MAGAZINE

Issue 511

September 2014

THE COMMITTEE

Simon Chainey

6 Usk Way
Cwm Talwg
Barry
CF62 7XL
01446 720750
membership@Cardiffandavonside.org.uk
magazine@Cardiffandavonside.org.uk

Kevin Davies

72 Conway Road
Newport
NP19 9NW
01633 274892
photos@Cardiffandavonside.org.uk

Roy Morris

7 Wardleworth Way
Wellington
Somerset
TA21 0BA
01823 669655

Chris Weeks

50 Glenburn Road
Kingswood
Bristol
BS15 1DP
07534 804039
publicity@Cardiffandavonside.org.uk

John Dicks

Enderley
Station Close
Backwell
North Somerset
BS48 1TJ
bookings@Cardiffandavonside.org.uk

Simon General Secretary
 Membership Secretary
 Printing and Distribution
 Magazine Editor

Kevin Treasurer
 Sales Officer
 Webmaster

Roy Events Secretary

Chris Publicity Officer

John Bookings Secretary

Society Mobile (Trip Days only): 07751 246365

Front Cover Photo September 2014 Issue 511:

66847 with an impressive amount of clag passes Haresfield Bridge Farm on 20/08/13 working 6W88 Kemble to Bescot.

[N.Hoskins]

FUTURE EVENTS

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

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

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

Departure Time from Bristol = 0630 am

Return Time to Bristol = 2100 pm

Proposed Itinerary:

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

Permits to be applied for: Where appropriate

Book By Date = 30th August 2014

Safety Equipment (PPE) required: TBA

Trip 494 COUNTY DURHAM WEEKEND Saturday-Sunday 18-19/10/14

A two day trip visiting locations in the North East

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

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

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

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

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

Proposed Itinerary:

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

Permits to be applied for: Where appropriate

Book By Date = 28th September 2014

Safety Equipment (PPE) required: TBA

Trip 495

THE BLACKPOOL ILLUMINATOR

Saturday 08/11/14

A one day trip visiting locations in the Blackpool area

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

Departure Time from Bristol = 0630 am

Return Time to Bristol = 2100 pm

Proposed Itinerary:

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

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

Permits to be applied for: Where appropriate

Book By Date = 25th October 2014

Safety Equipment (PPE) required: TBA

Trip 496

LONDON FLYER

Saturday 13/12/14

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

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

Departure Time from Bristol = 0630 am

Return Time to Bristol = 2100 pm

Proposed Itinerary: None

Book By Date = 29th November 2014

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

IMPORTANT – BOOKINGS

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

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

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

GENERAL TRIP INFORMATION

1. Although trip timings and costs advertised are based on Bristol area departures, fuel/train fare to an advertised departure point from Cardiff and Newport will be paid by the Society upon agreement with the Events Organiser. If you live outside the areas served by these points but on route for a trip please contact Roy Morris to arrange a pick up point that is mutually convenient.
2. The fare structure for Society members is as follows
ADULT – FULL FARE.
CHILD – QUARTER FARE.
TRIP MEMBER – AS ABOVE + £3
A child is a person who has not yet reached their seventeenth birthday and is still in full time education. People who are not Society members or family members will have their fares increased by the trip-member rate (£3 per day).
3. The discounts highlighted above for family members refer to travel costs only. Accommodation, and permits / admission fees will be charged at cost price.
4. Members who wish to go on a trip must contact John Dicks prior to the book by date to confirm that they still intend to go on the trip.
5. Where a trip is organised with an itinerary to a specific area, it may sometimes be possible to drop off a member en route. This is known as the Trip Flyer option. Availability and exact duration of stay will be at the discretion of the Events Organiser. The fare for this option will be negotiable, depending on the drop off point and seat availability.
6. For members living outside the normal pick up/drop off areas it may be possible to be picked up en route. This is known as the Trip Hiker option. Fares and availability are at the discretion of the Events Organiser.
7. The Society mobile **07510 224197** will be switched on throughout the duration of society trips. Please do not use it outside these times for time critical communications as voice mails and texts may not be picked up immediately.
8. Participants who confirm their booking on a Trip Booking Form prior to the "book by" date will have priority regardless of whether they are a member or non-member. Booking requests received on a Trip Booking Form after the "book by" date will be filled on a first come first served basis regardless of whether they are a member or non-member.

Society Merchandise

Investigation into re-kindling a supply of Society-themed merchandise has revealed that a local firm can supply all the usual garments made by "Fruit of the Loom", which is of upper middle quality.

There is a one off charge for the artwork of £54, and the artwork will remain ours forever. The company agreed to supply the garments as if we were making a bulk order because we are a Club, and £2 will be added to the each garment in an attempt to slowly recoup the cost of the artwork.

The following items are embroidered with the Society 'HST' logo which will make it very durable and are available in a variety of sizes. The usual colours of black white and blue has been suggested but you can in fact have any colour you want. There is no profit for the Society apart from recouping the initial outlay and rounding up odd amounts.

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

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

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

The intention is to offer this service once a year and orders with remittance are required by one month after the publication of this Magazine.

NOTES & NEWS

Bristol Parkway, Stoke Gifford, Pilning, Yate and Westerleigh

15/07 July Magazine - Correction; the entry for this date stating 93 late should read 3 late.

20/07 A return engineering train loco allocation was; 66091 top n'tailing 66172 - 6W01 1058 Abbotswood Junction - Westbury formed of 28 MHA / MTA wagons.

22/07 66020 headed the recently introduced 6Z47 0914 Wembley Euro Ops - Cardiff Docks Ryans (1647) stone empties formed of the smartly painted former National Power hoppers all now in DB Schenker red. The working was reported in Parkway at 1539 (158 late), the loaded return service destined for Crawley passed back through the area during the early hours of the following day.

70004, still working off Stoke Gifford arrived with 4V47 1115 coal empties from Rugeley PS around 60 late at 1645. The trains diagram would suggest the loco worked forward on the 6M12 2249 departure (which actually departed 53 early) from Portbury, during the previous day.

23/07 Colas heritage loco reports were; 56113 on the 6V54 0535 Chirk Kronospan - Teigngrace (1613) empty log carriers being reported passing Abergavenny 0827 (34 late), Patchway at 0853 (29 late), Lawrence Hill 0937 (27 late) and Taunton 1044 (35 late) and 60087, making a daylight debut with the 6V62 1113 (WSO) Tilbury (Riverside) - Llanwern Exchange Sidings

(1746) steel service which passed Reading at 1355 and Swindon 1436 (55 early), however on arrival at the booked Hullavington loop stop at 1531 (52 early) the loco failed with a loss of air. 70804 later arrived light from Westbury to assist, the onward journey, restarting at 2037 (242 late) and arriving at Llanwern 222 minutes late. The balancing up service for the Class 60 earlier in the day was the 6L63 2115 (TFO) Margam - Tilbury (via the Berks & Hants route, passing Bradford Junction at 0058 - 45 early) which was locally reported passing Patchway at 0013 (47 early) and Bath 0043 (42 early) the loco having earlier run 0Z63 1910 Cardiff Canton - Margam (1952) light-engine.

27/07 59005 returned from attention at Cardiff Canton Pullmans as a 0V59 1445 light-engine move to Westbury being recorded as passing Pilning at 1435 (68 early) and Bath 1511 (60 early).

28/07 57008 + 57009 worked a 5Z52 0710 Crewe Gresty Bridge - Plymouth Keyham (1402), escort coach move with the usual 9419 + 9428 (the flask wagons having been moved west earlier on 15/05 by 37423), passing East Usk at 1005 (15 early), Severn Tunnel Junction West 1044 (3 late), Bristol, Dr.Days Junction 1108 (4 early) and Taunton 1211 (5 late). Further DRS loco activity, saw 37409 work a 3Z05 1048 Derby RTC - Bristol HL sidings ultrasonic test train, formed with dept c/stock; 6264, 999606, 977983, 9703 and recorded passing Cheltenham at 1347 (6 late) and Filton Abbey Wood 1447 (1 early).

29/07 The 6Z47 0914 Wembley Euro Ops - Cardiff Docks Dawson with 66138 stone empties passed Patchway at 1310 (4 late). The work worn blue, former National Power HKA wagons in use with this train being now in ex.works DBS red. The return working was the 6Z48 2235 (Tues) to Crawley New Yard (booked Parkway from 0213 - 0215).

02/08 The 0012 1106 (SO) Margam LIP - Eastleigh light loco move was formed with 66200 + 66030 + 66096 + 66207 + 66009 when noted passing Filton Abbey Wood at 1326 (6 early) and Bath 1357 (2 early).

04/08 Colas 56087 + 56113 passed Pilning at 1007 (-) working the 6Z16 0924 (MO) Llanwern Exchange Sidings - Washwood Heath Metro Cammell (1605) steel service, routed via Badminton, Swindon and Oxford (not Charfield as originally scheduled) and later, 'blue' livery, former DRS duo, 66413 + 66419 (now unbranded) made an unusual sight passing Pilning at 1516 (5 late) working Freightliner Heavy-Haul's 4V22 1149 Crewe - Stoke Gifford (1635) via a Chipping Sodbury loco run-round, coal empties. Later, at 1715, 66519 and 70010 were present in the 'downside' at Stoke Gifford.

05/08 66603 top n' tailing 66619 worked the return HOBC as 6Y07 0615 Charfield - Taunton Fairwater (0757) passing Parkway at 0645 (12 late) and Bedminster 0700 (13 late). Later, DB red livery 66001 created a uniform train livery wise with the former National Power stone wagons (also all now in DB red) working the recently introduced 6Z47 0914 Wembley - Cardiff Docks (Ryans) stone empties being noted passing Patchway at 1307 (1 late) and Severn Tunnel Junction at 1340. At 1500, Stoke Gifford 'downside' held; 66413, 66419, 66519. 70010 was an arrival at 1549 with the 1115 Rugeley - Stoke Gifford coal empties. This train was believed to have been off the previous evenings 6M12 2249 ex Portbury loaded coal service. 70004 had also appeared on these trains recently.

06/08 Colas 60087 was successful completing the 6V62 1122 Tilbury (Riverside) - Llanwern Exchange Sidings steel service at a second attempt! The days working was reported passing Swindon at 1529 (8 late) and Pilning 1633 (1 late).

09/08 The Colas 6L63 (Fri) Margam - Tilbury (Riverside) steel service passed through the area during the early hours headed by 56087 + 56113

with 60087 reported as 'dit'.

Later, the balancing 6V62 loaded 1120 return from Tilbury (Riverside) passed Patchway at 1642 (1 early). During the afternoon, Stoke Gifford 'downside' held; 66419, 66621 (which ran 0Z74 1402 light to Taunton Fairwater during the following day), 70010. The Saturdays Only, 0012 Margam - Eastleigh light loco move was only formed of two locos, 66119 + 66085 when seen arriving in Westbury running late at 1512.

13/08 Colas 56113 + 56078 were paired on the 6V62 1122 (WSO) Tilbury (Riverside) - Llanwern loaded steel, being reported passing Swindon at 1620 (59 late) and Patchway 1701 (43 late) however another Colas working the 0535 Chirk - Teigngrace empty log wagons was cancelled.

15/08 A second rake of JSA steel wagons were moved to South Wales by Colas bringing the total here now ex. store to 60. The hauling loco was 47739, running as 6Z56 1300 Long Marston - Llanwern Exchange Sidings (1723) and was noted passing Yate at 1633 (5 early) and Pilning 1700 (6 late). They are expected to be used on a new Colas steel contract lasting 3 months on local work as well as between Corby and South Wales.

16/08 66091 + 66054 + 66007 were noted departing Westbury working the 0012 Margam - Eastleigh light loco move, it was unconfirmed whether any other locos had earlier been detached from this working. Two freight reports were; 66019 unusually employed on the 6B33 1127 Theale - Margam empty fuel tanks passing Patchway at 1457 (-), normally a Class 60 duty and 56113 + 56087 on the 6V62 1120 (WSO) Tilbury (Riverside) - Llanwern Exchange Sidings (1720) steel, which departed 78 early and passed Swindon at 1504 (6 early), Chipping Sodbury 1533 (63 early) and Patchway 1544 (59 early).

17/08 A morning departmental train report was; 66519 - 6Y27 0920 Eckington Bridge - Westbury being reported passing Bath at 1148 (44 early). A repeat of Sunday 18/05/14 took place with both Halewood - Southampton car trains being diverted via the Bristol area. The days train details were as follows; 66200 - 6Z38 0931 Ford Halewood Jaguar - Southampton Eastern Dock (1846) being reported passing Yate 1513 (3 late), Bath 1548 (3 early) and Trowbridge 1604 (4 early). 66076 - 6Z44 1515 Southampton Eastern Dock - Ford Halewood Jaguar (2348) passing Trowbridge at 1716 (1 early), Bath 1745 (9 early) and Yate 1831 (1 late). The latter working was reported formed of 9 empty foreign registered two tier carriers.

Locos recorded on Westerleigh fuel tank duty during the review period have included;
60011/040.

Bristol Temple Meads, Barton Hill and Kingsland Road

19/07 Three rail tours passed through the area during the day; 57008 + 57009, standing in for the unavailable Class 68 loco with Pathfinder Tours 'Catapillar Cat' (1Z86 0707 Eastleigh - Crewe and 1Z87 1640 return), for the DRS Gresty Bridge Open Day, which was reported departing Westbury at 0831 (7 late), passing Lawrence Hill at 0923 (14 late) and Yate 0942 (14 late) and on the return via the Marches and the Severn Tunnel, departing Filton Abbey Wood at 2031 (20 early) and Bath 2116 (2 early). 57314 + 57315, top n' tailing Statesman Rail's 'Exmoor Coast Statesman' 1Z57 0615 Sheffield - Minehead and 1Z58 1555 return to Chesterfield (2310) which was reported passing Cheltenham at 1009 (2 late), Parkway 1045 (1 late), departing Temple Meads at 1117 (15 late - due to a late running Arriva XC service, possibly the 1V46 0645 York to Plymouth formed with 220025) and the return passing Bridgwater at 1739 (6 late) and Parsons

Street at 1801 (4 late).

66117 + 66056, top n'tailing UK Railtours 'Bristol Docker' (1Z90 0746 Hitchin - Temple Meads and 1Z92 1712 return) the inward being reported departing Bath at 1201 (4 late) and arriving Temple Meads at 1219 (8 late) and the return departing Bath at 1734 (5 late). A trip over the former Portishead Branch (closed to passengers 50 years ago on 07/09/64) as far as the current limit, Pill to Portbury Dock as well as the Henbury Loop also featured during the day (also see Portbury Branchline notes & news). The three tour trains c/stock formations were recorded as;

1Z86 / 1Z87 - 6137, 6183, 5965, 5921, 5964, 1200 Amber, 3426 Elgar, 3397 Wordsworth, 1683, 3348 Gainsborough, M35469.

1Z57 / 1Z58 - 4832, 6000, Car no. 5991, Car no. 3360, Car no.3362, Car no.1211, Helvellyn (3312), Ben Lomond (3438), Kitchen Car 1659, Cadair Idris (3188), Ben Cruachan (3231), Car no.17080.

1Z90 / 1Z92 - M3097, S3066, W1651, W3123, S3068, W1691, S3069, M3120, S21269, M1832, W5341, M4927, M5292 (the Royal Scots set, all in carmine / cream livery).

The days (Saturday) Arriva XC HST power car allocations were as follows; 43303 + 43378 - 1V44 0600 Leeds - Paignton (1133) / 1S51 1235 Paignton - Leeds (2221). 43321 + 43304 - 1V52 0601 Glasgow Central - Paignton (1538) / 1E67 1637 Paignton - Leeds (2201). 43285 + 43207 - 1V54 0632 Dundee - Newquay (1838) / 2P86 2000 Newquay - Plymouth (2148). 43384 + 43366 - 1V48 0745 York - Penzance (1541) / 1E75 1625 Penzance - Leeds (2350). A landslide was reported near Twerton Long Tunnel around 1600, due to continually rain on and off throughout the day.

A view of St. Phillips Marsh depot in the wheel lathe Avonmeads area found loose HST coaches; 42310 (with graffiti on one side) and 44005. The isolated training coaches in the car park area, now both in the latest First/GW blue colours were identified as; 4598 (ZDB975403) and 5636.

20/07 The 'Torbay Express' (1Z27 0915 Bristol TM - Kingswear and a retimed 1Z28 1851 return) had a real GWR feel with steam 5029 Nunney Castle carrying a R71 headcode and hauling a full choc/cream livery MkI coaching stock rake. The outward departed Temple Meads to time, Weston-super-Mare at 0945 (-), passed Bridgwater at 1003 (1 late) and Dawlish 1127, whilst the return passed Bridgwater at 2056 (6 late), Yatton 2131 (7 early) and arrived Temple Meads at 2148 (5 early). The revised departure time from Kingswear was to take in to account the ongoing days FBU strike (from 1700 - 1900) whose firemen were responsible for providing the loco with water from a road tanker. It is interesting to remember that the 2013 'Torbay Express' programme a year ago started with haulage from Class 47 D1916 (47812) only on 07/07/13 and steam 5029 Nunney Castle + D1916 on both 14 and 21/07/13 due to fire risk!!

Later in the day, 150002 arrived back in the area to strengthen high Summer services arriving as 5T77 1204 Reading - St. Phillips Marsh being reported passing Bath at 1319 (10 early). The set then went forward to Exeter for local area work, prior to a return to Bristol for use on Cardiff - Taunton workings during the following day.

23/07 The 'Visit Plymouth' special livery HST power car 43163 (paired with 43145 and intermediate coaches LA12) was reported working the 1A02 0529 Temple Meads - Paddington (0715) First/GW service. 'Hire' 150002 was on First/GW Taunton - Cardiff Central services during the day.

24/07 Steam Dreams 'Cathedrals Express' (1Z65 0844 Victoria - Bristol TM and 1Z66 1736 return) was double-headed with steam 70013 Oliver Cromwell + 47237 (attached on the inside due to fire risk) being reported departing Bath at 1350 (2 late), arriving in Temple Meads at 1406 (2 early) and on the return departing Temple Meads to time, as well as Bath at 1757 (-) and

passing Westbury at 1816 (12 late). 56113 returned the previous days log train now loaded as 6M51 0856 Teigngrace - Chirk Kronospan (2218) which departed at 1230 (214 late), passed Bridgwater at 1442 (137 late) and Patchway 1539 (12 late!).

26/07 HST power cars 43033 + 43133 saw use on the First/GW 'Weymouth Wizzard' South Coast 'relief' service and SWTs 159002 was 'on hire' to First/GW during the day. 33029 brought the following days eight coach 'Weymouth Seaside Express' ecs into Bristol as 5Z36 1257 Southall Wcr - Kingsland Road (1533), being reported passing Swindon at 1426 (1 late), Bath 1506 (13 late) and arriving Bristol East Loop at 1519 (2 early). 47841 + 57307 (standing in for 47810, see the Cardiff notes & news section) top n' tailed a Belmond Northern Belle Bristol dining circular as 1Z16 1205 Temple Meads - Worcester Shrub Hill (1441) and 1Z17 1454 return (having arrived as 5Z16 1030 ex Cardiff Pengam ecs, due 1158), and 1Z17 1454 return, the outward being reported passing Keynsham at 1212 (1 late) and departing Bath at 1227 (3 late) and the return through Cheltenham at 1525 (5 late) and Filton Abbey Wood at 1638 (5 late). The working was then double-headed onwards from Temple Meads, with the Class 57 leading as 1704 to Swindon (1752), passing North Somerset Junction at 1710 (1 late) and departing Bath at 1728 (5 late), prior to a 5Z17 1800 ecs return to Crewe, via Oxford and Coventry. The Saturdays 0012 1106 Margam LIP - Eastleigh light loco move was formed; 66089 + 66106 + 66046 and reported passing Keynsham at 1346, being followed by test dmu set 950001 working a late 2Q08 0532 Derby RTC - Westbury (1304) working (which was believed to have been delayed on the Portbury branch) at 1350 (90 late). It was interesting to note, the test unit was allowed to pass the loco convoy, which used the up and down passing loop at Bathampton, close to the nearby junction at 1406 (78 late). The loco convoy was later reported departing Westbury at 1425 following a crew change.

27/07 With the following Sundays trip already cancelled due to low bookings, steam 5039 Nunney Castle (with 33029 inside, due to fire risk) headed the Railway Touring Company 'Weymouth Seaside Express' 1Z82 0820 Bristol TM - Weymouth (1122) and 1Z83 1700 return, being reported as departing to time from Temple Meads, Keynsham 0834 (-) and Bath 0858 (-). although arrival on the Dorset Coast was at 1149 (27 late) due to a 25 minute delay at Yeovil Pen Mill waiting to allow a late running 2071 First/GW service to Weymouth pass. The 1Z83 return working, with 33029 this time attached to the rear, departed Westbury at 1921 (4 late) and Bath 1952 (-), the arrival in Temple Meads being at 2017 (18 early)! The days c/stock in use (a full West Coast maroon livery set, except loco support) was; W35461 (choc/cream), 99121, 99122, 99125, 99127, 1860, 4994, 4973, 99304. Area 'loan' unit 150002 made it to Cornwall working the 1C04 0733 Bristol TM - Penzance service. The set later returned north as 2E68 1341 to Exeter, where it took up some local area services during the evening period.

28/07 A person was struck by a train (and sadly died during the following day) near Saltford Tunnel (between Keynsham and Bath) at 0530, resulting in some train diversions, cancellations and late running, up until around 1230 when services returned to normal. The previous days Weymouth rail tour stock was returned by 33029 as 5Z37 1035 Bristol Kingsland Road - Southall Wcr (1311) being recorded passing Bath at 1051 (4 late) and Swindon 1119 (4 late).

29/07 Three departmental morning test train reports were; 2 car unit 950001 working 2Q08 0500 Didcot Yard - Plymouth (1200) passing Bath at 0750 (2 early), Temple Meads on the down through at 0857 and departing Yatton loop at 0931 (4 early) and 37409 propelling 3Q23 0937 Temple Meads

- Didcot (1820) via Weymouth booked 1340 - 1348, which had arrived during the previous afternoon, being reported passing Bath at 0950 (1 late) and Bradford-on-Avon 1003 (2 early). The third train was 31233, with dept c/stock; 977986, 977985, 62384, 9708 stabled in the high level stub. Part of Platform 3 at Temple Meads became a beach (complete with sand, bucket and spades and deckchairs!) for the currently touring round Britain 'two together rail card' promotion, launched in March this year (see April 2014 Magazine). With free ice cream also being given out, it was interesting to record that the city's temperature during the day was 27 C.!

30/07 SWTs 159108 was reported as 'on hire' to First/GW during the day covering the usual Great Malvern and Brighton diagram. The DRS 6Z52 1847 Keyham (Devonport) - Sellafield submarine reactor flask train returned north formed; 57008 + coach 9428 + MODA KUAs 95770 + 95771 + coach 9419 + 57009 (this unusual order must have suggested an 'active' load?) being reported as passing Plymouth at 1858, Bridgwater 2047 (2 early), Worle Junction 2112 (-), Temple Meads 2142 (2 late) and Yate 2220 (14 late).

31/07 Having arrived in the area during the early hours at 0256 (45 early) with a 2154 (Mon) Derby RTC - Bristol test train on 29/07, 31233 returned north as 3Z17 1304 Temple Meads - Crewe LNWR Shed (1819) via Swindon and the Stroud Valley, being reported passing Bath at 1318 (1 late), departing Swindon Loco Yard, following a reverse for the loco to lead for the Golden Valley line at 1421 (1 early) and passing Kemble at 1433 (2 late).

01/08 A late afternoon fatality at West Ealing saw all services stopped in and out of Paddington, affecting some Bristol and South Wales First/GW HST services.

02/08 This was the first day of two for diverts and road bus substitutions between Didcot and Swindon due to permanent way electrification work taking place to the east of Didcot on the GWML, a further weekend of closures being also planned for the 23 - 24/08/14. Saturday freight diversions via the Berks & Hants route and the Limpley Stoke Valley and Bath included;

66119 - 6V13 0812 Dollands Moor - Margam steel service, reported passing Bath at 1428, Stapledon Road 1514 (2 early) and Patchway 1525 (-).

66563 - 6V33 1200 (SO) Neasden Charringtons - Cardiff Pengam empty stone IIAs passing Bath at 1543 (13 late) and Patchway 1622 (-).

56113 + 56087 - 6V62 1120 (WSO) Tilbury (Riverside) - Llanwern Exchange Sidings passing Trowbridge at 1626 (15 late), Bath 1644 (15 late) and Pilning 1728 (31 late).

Also an 'additional' stock move operated - 56303 - 5Z34 Wembley - Barton Hill (1912) single coach Chiltern Trains Coach (12607) refurbishment finishing move, being reported passing Trowbridge at 1827 (4 late), Bath 1846 (4 late) and departing Temple Meads at 1900 (6 early) on a reversing to Barton Hill. Another regular Saturday freight working, the 6B33 Theale - Margam empty fuel tanks was reported as cancelled. A passenger train record for the day was the 1B40 1230 Paignton - Swindon First/GW HST service formed with power cars 43023 + ex works, newly named 43147 Royal Marines Celebrating 350 years.

03/08 Another good looking former GWR train creation again featured steam 5029 Nunney Castle (this time carrying a 146 head code outward and 560 on the return) on the 'Torbay Express' (1Z27 0915 Bristol TM - Kingswear and 1Z28 1650 return) with a full choc / cream Mk I rake being reported passing Yatton at 0931 (-), departing Weston-super-Mare at 0948 (1 late) and on the return departing here, at 1940 (1 early), passing Yatton at 1951 (1 late) and arriving Temple Meads at 2006 (-). The HOBC

(6Y07), which was noted near Keynsham at 0620 top n' tailed with 66603 + 66619 was routed via Westbury on the return as 0754 Bath Goods signal B175 - Taunton Fairwater being reported passing Trowbridge at 0826. During the afternoon, the Visit Plymouth HST power car 43163 (with 43145 on the other end) passed Bridgwater at 1648 working the 1A27 1512 Plymouth - Swindon First/GW service, the booked return being the 1C25 1904 Swindon - Bristol TM.

04/08 Having delivered a Chiltern Trains coach to Barton Hill two days ago, DCR 56303 passed Lawrence Hill at 0806 (15 early) light as 0Z56 0815 Barton Hill - Chaddeston Sidings (1221).

07/08 The First/GW sleeper service, having failed at Exeter as the 1C99 Paddington - Penzance during the previous day behind 57603 and moved forward to Laira by DRS 'hire' loco 57310 (the onward train was replaced by a HST set from this point), was in again suffered problems this time in the Bristol area! With a HST set, with power cars 43129 + 43154 working the 1A40 2145 (Wed) from Penzance - Plymouth, a revived 57603 (with 57310 still attached to the rear) and c/stock; 17175, 12161, 10219, 10534, 10532, 10589, 10563 having departed Plymouth at 0112 (77 late), was in trouble near Bathampton Junction at 0409 (78 late), the lead loco having been shut down by the driver. At 0445 control agreed the train could be diverted to Parkway (via Dr.Days Curve) and run via Badminton to Swindon using the rear loco 57310. At 0543, the driver had shut this loco down also and was fault finding, liaising with maintenance control and by 0643 the train had returned to Parkway (with both locos shut down), for passengers to de-train! Assisting locos were FLHH 66413 + 66519 although the location of where the two were attached and detached remained unconfirmed. The train was moved to the up through in Temple Meads (arriving at 0743 having departed Parkway at 0728) to be collected by 57605 which had arrived at 1004 (34 early) as a 0Z74 0845 move from Paddington being reported passing Swindon 0854 (43 early) and Bath 0925 (47 early), the whole train then going forward at 1048 (16 early) as 5Z70 to Old Oak Common being reported as passing Bath at 1101 (18 early) and Swindon 1131 (17 early).

09/08 66100 powered a 4Z42 0637 Neville Hill - Westbury (1300) working formed of empty HTA wagons now for stone use. The working passed Gloucester Yard Junction at 1131 (28 late) and Dr.Days Junction at 1220 (9 late). The wagons, one of two former HTA coal rakes, now in stone use is expected to be used on a new Colnbrook stone flow from the Mendips. West Coast 47237 brought in the following days Weymouth rail tour stock as 5Z36 1257 Southall Wcr - Kingsland Road being reported passing Didcot at 1404 (1 late), Swindon 1423 (2 early) and Bath 1449 (4 early). Another report for the day was Colas 66849 which had visited Barton Hill depot for fuel and returned 0Z49 to Westbury arriving here at 1515. During the late afternoon, the Bristol - Weston-super-Mare mainline was closed with a fatality just south of Nailsea & Backwell Station involving 150234 working the 2U22 1507 Taunton - Cardiff Central First/GW service, which was terminated at Nailsea then going forward as 2Z26 at 1742 (14 late) to Temple Meads. Both lines were fully reopened by 1800, but there were numerous First/GW cancellations, the first company train to pass actually being the 1C20 1530 Paddington - Weston- super- Mare HST at 1747 (23 late). No Arriva XC trains were diverted via Westbury whilst attendance to the incident took place, but three workings were held; Temple Meads (1V58 0900 Glasgow Central - Penzance, departing at 1725 - 39 late and terminating due to the delay at Plymouth) in the Weston-super-Mare area (1S55 1425 Plymouth - Edinburgh Waverley which was terminated at Temple Meads at 1756 - 91 late) and near Taunton (1E63 1525 Plymouth - York,

which was terminated at Leeds, having departed Temple Meads at 1843 - 43 late).

10/08 With a high risk fire warning (despite the remnants of the tropical hurricane Bertha being nearby!) and a 2 hour FBU fire fighters strike planned for during the day, steam 34046 Braunton (with 47237 attached to rear) worked the Railway Touring Company's 'Weymouth Seaside Special', 1Z81 0855 Bristol TM - Weymouth (1252) and 1Z83 1700 return to Temple Meads (2014) being reported passing Keynsham at 0903 (-) and Bathampton Junction 0921 (-) and on the return departing Bath at 1950 (2 early) and arriving Temple Meads at 2007 (7 early). SWT's 159004 was the Sunday First/GW 'hire' unit being noted working the 1F31 1740 Cardiff Central - Portsmouth Harbour service.

12/08 NR Class 37, 97302 (with DBSO 9702) arrived in the early hours with a 3Q55 1511 (Mon) Derby RTC - Bristol TM high level (0110) test train, routed via the Midlands. The train was booked to later work 3Z18 2005 Bristol TM - Bristol TM (2318) via a Swindon reverse.

15/08 NR yellow 57305 was 'on hire' to First/GW working the overnight 1A40 2145 Penzance - Paddington sleeper service being reported passing Temple Meads at 0222 (13 early), Parkway 0231 (14 early) and departing Swindon at 0330 (-). Later in the day, area 'loco-haul hire' 150002 was noted in the up passing loop at Yatton at 1200 on the 2U14 1104 Taunton - Cardiff Central First/GW service to allow the late running 1A41 0741 Penzance - Paddington First/GW HST to pass.

16/08 150921 was used in place of the 'booked' HST set on the First/GW 'Weymouth Wizzard' (1072 0906 Bristol TM - Weymouth and 1V72 1728) Saturday 'relief' service. 33029 + steam 34046 Tangmere brought in the following days Weymouth stock as 5Z36 1419 Southall Wcr - Kingsland Road (1805) being reported passing Keynsham at 1659 with c/stock; 14099 (steam loco support), 99304, 4973, 4994, 1860, 99127, 99125, 99122, 99121. The Weston-super-Mare loop was reported closed for part of the morning due to the line being blocked at an unspecified location.

17/08 Temple Meads had a real Southern steam flavour for the day with 34046 Braunton working the 'Torbay Express' (1Z27 0915 Bristol TM - Kingswear and 1Z28 1650 return) and 34067 Tangmere the 'Weymouth Seaside Express' (1Z82 0855 Bristol TM - Weymouth and 1Z83 1700 return). The former train, had departed Temple Meads 1 late and Weston-super-Mare at 1000 (16 late) having lost time in the Flax Bourton area, reason unknown, with the return departing Taunton at 1900 (2 late), passing Bridgwater at 1914 (1 late) and Yatton 1952 (1 late), whilst the latter had an eventful journey, departing Bath at 0917 (1 late) and later, Westbury at 1018 (38 late) having been delayed due to a level crossing barrier failure near Bradford-on-Avon. Further problems on Evershot Bank saw Tangmere slip to a halt and the train hauled back to Yeovil Pen Mill by a Class 66 loco which had run light from Westbury. This resulted in several cancellations and delays for First/GW. The train eventually continued substantially late, being reported departing Maiden Newton at 1333 (150 late) and arriving Weymouth at 1357 (154 late). 33029 had meanwhile run 0Z33 1304 Temple Meads - Weymouth light passing Bath at 1316 (1 late), to assist the return working which departed with the Class 33 leading and Tangmere attached to the rear of the train, 2 late and later Bath at 1939 (14 early) with the steam loco leading having believed to have turned on the triangle at Hawkridge, Westbury, a loco move to use the turntable at Yeovil Junction not being possible due to the trains late arrival at Weymouth. The early running was due to the omission of the booked Frome loop water stop (booked 1848 - 1903) which was not needed as the Class 33 was in charge of the train.

18/08 33029 + steam 34046 Braunton returned the previous days rail tour stock as 5Z36 1035 Kingsland Road - Southall Wcr (via Box and Swindon) passing Bath Oldfield Park at 1059.

It has been reported that all track side electrical boxes and signalling equipment has now been repositioned on raised platforms between Bridgwater and Cogload Junction over the Somerset Levels, this being the area of flooding which closed the line earlier this year.

Bristol West Railport

Locos reported here on container duty during the review period have included;

66420/509/533/541/543/556/570/571/588/591.

Avonmouth and the Severn Beach branch line

21/06 July Magazine - Additional Information; 66188 was the loco which worked the cement empties to Ketton instead of Clitheroe on this date.

21/07 Following track work in the Royal Edward Yard docks area, the 6Z35 Bescot (downside) cement PCAs restarted, 66035 working the days inward loaded service.

26/07 Test unit 950001 visited the area running as 2Q08 0532 Derby RTC - Westbury, covering the Henbury loop in each direction. The set then visited the Portbury branch.

29/07 DBS red 66097 ran 0Z60 1140 Avonmouth BBHt - Exeter St.Davids (1355) being noted passing Temple Meads at 1204 (4 early) and 0Z55 1448 return light-engine to Avonmouth (1717), the latter being reported passing Bridgwater at 1428 (102 early). This may well have been a diversionary route learning trip for stone workings into Avonmouth from the Mendips, due to commence in early 2015 for Hinkley Point power station construction.

08/08 The first ever recorded three stone departures in one day from Bennett's sidings;

66040 - 6Z94 0548 Avonmouth - Hunslet Tilcon (1604), formed of former HTA coal wagons (having arrived the previous evening as a 1216 move from Milford West Sidings, passing Hallen Marsh at 1856 - 10 late). This working provided a couple of firsts, being a new supplying point from the area and the first use of 'coal' HTA wagons for stone. The 6Z94 (using the same head code as the Clitheroe cement empties) was reported departing Stoke Gifford at 0612 (-) and passing Yate at 0623 (2 early).

66127 - 6A83 1326 Avonmouth - West Drayton, believed formed of the usual Hanson wagons.

66419 - 6A39 1811 Avonmouth - Stoke Gifford (via Chipping Sodbury) formed of HIAs. These wagons formed a loaded move to Theale during the following day, the empties returning back to Stoke Gifford as a 6C29 1006 empty working at 1240 (13 early).

11/08 70010 was possibly the first class member to visit the bulk handling terminal (other class members have loaded coal trains in the Bennett's, Royal Edward Dock area during 2010), being noted at 1145 loading a rake of HHA wagons prior to departing later on a 2335 service to Rugeley PS. Earlier in the day, Colas started a new flow from the bulk handling terminal with 66849 on a 6M87 0400 working to Aberthaw PS (not originating from Cwmbargoed as expected) which departed at 0348 (12 early), the inward empties being 4V87 0031 Gloucester New Yard to Avonmouth (0140) which arrived 38 late. To complete the diagram, the empties were booked to return via Parkway as 4C30 0900 Aberthaw - Gloucester New Yard (1158). The loco worked a loaded coal service out of

Portbury - Ratcliffe PS during the following day.

12/08 Having earlier worked the 4V47 1115 Rugeley PS - Stoke Gifford into the area, 70010 arrived at 1834 (20 late) with the 1758 coal empties from Stoke Gifford, however following a loco run round, loading did not start until after 1920, but there were problems, the loco and train having to reverse back through the loading silo on two occasions prior to 2000 and by then the 2136 departure to Aberthaw PS, with 66019 was loading alongside! The Freightliner Heavy-haul service did eventually depart at 2311 (24 early). The Class 70 worked this train again during the following day being noted in the terminal prior to loading at 1835. It was believed by the end of the week the loco was on a trial 22 loaded HHA test, Class 66s only handle 19 loaded wagons from this location. At Hallen Marsh Junction, the Smoke Lane crossing (A403) branch stub was disconnected, during the day the start signals SA 41 and SA 43 had been switched out a few days earlier. The land between here, the NR boundary to the crossing has been reported sold. Some clearance work had taken place earlier in the year but this was down to a local company recovering some of their equipment which had fallen over the boundary fence! The line was last used in the early 2000s, for the movement of sulphuric acid prior to the closure of the Britannia Zinc processing plant on Kings Weston Lane, in 2003.

Locos recorded on coal duty during the review period have included; 66009/015/019/025/040/061/095/097/107/121/154/172/193/200/204. 66508. 66849. 70010.

Locos recorded on stone duty during the review period have included; 66009/040/117/127/136. 59104/201/204/206. 66419/519.

Locos recorded on cement duty during the review period have included; 66023/080.

Portbury Branchline

19/07 66056 top n' tailing 66117 visited the branch working UK Railtours 'Bristol Docker' 1Z91 1235 Bristol TM - Bristol TM (1611) being noted arriving Ashton Junction at 1243 (-) and departing at 1245 (-), departing Portbury Dock stop board at 1318 (16 late) for the auto terminal, returning at 1353 (1 early) and departing at 1356 (10 early) for the coal stock yard, having returned to the stop board at 1419 (18 early) the train returned to Bristol at 1438 (1 early). A circular trip back to Temple Meads via Filton and the Henbury Loop followed, which passing Shirehampton, heading for Clifton Down at 1551 (also see Bristol Temple Meads, Barton Hill and Kingsland Road notes & news).

28/07 The first working of a further Ironbridge biomass series of workings was cancelled.

Locos recorded on coal duty during the review period have included; 66419/563/585. 66849.

Locos recorded on car duty during the review period have included; 66043/046/109.

Locos recorded on biomass duty during the review period have included; 66739.

Bristol freight workings during June

4L31 0901 Bristol West Railport - Felixstowe containers (FL)

12/06 66593. 18/06 66594. 23/06* 66558 + 66569.

Note; 23/06 the train was diverted via Parkway and the Badminton route.

4L32 1100 Bristol West Railport - Tilbury (4024* - Southampton) containers (FL)

05/06 66414. 10/06 66541. 13/08* 66517 tnt 66587. 17/06 66532.
18/06 66568. 20/06 66569. 24/06 66420. 25/06* 66502.

4O51 (4V51) Southampton - Wentloog and return containers (FL)

18/06 66534. 20/06 66571. 24/06 70007. 25/06 66416.

4O59 (4V50) Millbrook - Wentloog and return containers (SO) (FL)

07/06 70016. 14/06 70016. 28/06 66509.

4V94 / 6M95 Ironbridge - Portbury and return loaded biomass (GBRf)

23-25/06 66724.

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

03/06 60020. 07/06 60040. 12/06 60040. 14/06 60099.

19/06 60099. 20/06 60011. 21/06 60065. 26/06 60011.

27/06 60020. 28/06 60019.

6A83 Avonmouth Bennett's - West Drayton loaded stone (DB)

02/06 66091.

6C49 / 6B59 Cardiff Tidal sidings - Exeter (Alphington Road) empty and return loaded scrap metal (DB)

05/06 66015. 19/06 66153.

6C99 2147 (TO) Newport ADJ - St.Blazey freight (DB)

03/06 66155. 10/06 66131. 17/06 66164. 24/06 66169.

6M04 Avonmouth BBht (* 1050 Portbury) - Rugeley PS loaded coal (FLHH)

02/06 66525. 09/06* 66951. 16/06* 66508. 19/06* 66413.

6M63 (6V74) Bridgwater - Crewe Coal sidings nuclear flasks (DRS)

03/06 20304 + 37688. 06/06 37608 + 37612. 10/06 37608 + 37612.

13/06 20304 + 37218. 20/06 37607 tnt 57007. 27/06 20304 + 57007.

6M87 1900 Portbury - Ratcliffe PS loaded coal (Colas0)

12/06 66849. 19/06 66849. 26/06 66849.

6O32 Margam / Llanwern - Dollands Moor steel (DB)

17/06 66117. 18/06 66002. 27/06 66056.

Note; 27/06 the train was diverted via Bath.

6V13 Dollands Moor - Llanwern / Margam steel (DB)

21/06 66126.

6V33 (SO) Neasden Charringtons - Cardiff Pengam stone empties (FLHH)

21/06 66619. 28/06 66603.

6V47 Tilbury - Trostre loaded steel (DB)

03/05 66125. 25/06 66081.

6V54 (6M54) Chirk Kronospan - Teigngrace empty and return loaded logs (Colas)

25/06 56113. (26/06).

6V62 (WSO) Tilbury (Riverside) - Llanwern Exchange Sidings steel (Colas)
04/06 66850. 11/06 56113. 18/06 56113. 21/06 66850.
28/06 66850.

6V82 (SO) Tunstead - Westbury 'la Farge' loaded cement (FLHH)
08/06 66620.

6Z35 Bescot (downside) - Avonmouth Hansons loaded cement (6Z94 return
empties to Clitheroe, * Ketton) (DB)
02/06 66127 (03/06). 04/06 66013 (05/06). 11/06 66169 (12/06).
20/06 66188 (21/06*).

Westbury

19/07 Colas locos present stabled during the afternoon were recorded as;
60087, 70801, 70804, 70808, 70809, 70810.

22/07 Observations from 1515 - 1830, recorded the following; 08799,
59005, 59102, 59201, 59202, 59204, 66057, 66091, 66116, 66250, 66849,
70801, 70804, 70806, 70807. Dmu; 153372, 153377, 153380.

24/07 GBRf 66713 worked the 6M40 Stud Farm ballast.

26/07 The following were present during the morning period; 59103,
66116, 66136, 66849, 70801, 70804, 70805, 70806, 70807, 70810.

28/07 At 1100, the following Colas locos were present in the station and
yard areas; 66849, 70801, 70804, 70805, 70808. GBRf 66743 was also noted
prior to working the 6M40 Stud Farm ballast.

04/08 66719 was used on the 6M40 Stud Farm ballast working, being
reported on the same working 10 days later.

11/08 At 2000, 66140, 70804, 70808, 70809, 70810 were all visible from
the station.

16/08 A Saturday morning loco report found the following in the area at
1130; 08799, 66037, 66116, 66183, 66850, 70806, 70807, 70809, 70810.

18/08 66738 was on Stud Farm ballast duty.

A recent missed anniversary record for here was the official opening date
of the Westbury area power signal box on 14/05/84 - 30 years ago.

Newport

20/07 Following a late arrival in Newport (from Exeter Riverside), 66207
took the 6M60 Alexandra Dock Junction - Bescot (downside) freight forward
passing through the station at 1013.

21/07 Colas 60087 passed East Usk at 1050 running light from Westbury -
Cardiff Canton, followed by 66849 in the up direction at 1100 working 4C30
Aberthaw PS - Gloucester New Yard coal empties.

22/07 66086 with 67012 'dit' were on the front of the 6V69 (TO) Bescot -
Newport ADJ freight service when noted passing Chepstow at 1947.

26/07 It seems the Colas Class 47 fleet is almost forgotten, but 47727
working a 6Z56 1300 Llanwern - Crewe (1832) freight service failed on
arrival in Abergavenny loop with power loss at 1418 (1 late), the rescue
loco being 56113 off the 6V62 Tilbury - Llanwern steel service, having
arrived light from Newport. The train eventually went forward at 1810 (208
late) with an arrival in Crewe at 2245 (254 late)!

27/07 Two Colas light engine records were; 56087 (needed to replace
56113 which assisted a failed freight service during the previous day)
passing Cheltenham at 1607 (15 late) and East Usk 1655 (12 early) working
0Z56 1438 Washwood Heath Metro Cammell - Cardiff Canton (1733) and 70807,
passing East Usk at 1900, also destined for Cardiff Canton running from

Oxford Hinksey Yard. A freight service report was; 66207 + 60044 paired on the 6E47 1345 Margam - Middlesbrough Dawsons freight passing Cardiff Central at 1432 (-), departing Llanwern Exchange Sidings at 1617 (1 early) and passing Chepstow at 1641 (-).

29/07 66002 passed at 2144 (8 early) and departed Temple Meads later at 2236 (26 early) working the 6C99 2147 (TO) Newport ADJ - St.Blazey freight service.

02/08 Test unit 950001 having returned from West Country test duties during the previous morning, returned north as 2Q08 0735 Bristol TM - Derby RTC (1453) via Severn Tunnel Junction at 0748 (8 early). DB red 66001 passed Maindee West Junction at 1456 (28 late) working the 6C55 1100 Exeter (Riverside) - Bescot Downside (1930) freight service, which had earlier arrived in Exeter as a 0651 move from St.Blazey formed of 18 JIAs and reported passing Filton Abbey Wood at 1343 (-).

04/08 56087 + 56113 passed East Usk at 0815 (94 late) as 0Z16 0750 Cardiff Canton - Llanwern Exchange Siding (0838) ready to work a Washwood Heath steel service (also see Bristol Parkway, Pilning, Yate and Westerleigh notes & news). Later, 67002 was noted working the Arriva XC 'Wag Express', Cardiff - Holyhead service.

With 150001 still working off Reading, the West of England 'loan' unit 150002 is still attracting attention, working the 2C96 2236 Cardiff Central - Bristol TM First/GW service, departing Newport at 2253 (2 early) and working the 2070 0841 Temple Meads - Weymouth during the following morning.

10/08 The diverted 4V38 Daventry - Wentloog Tesco container service was noted departing Hereford at 1350 behind 66303 heading towards Newport. The later return 4M36 working was routed via the normal route through Chepstow and Gloucester. Later 60059 arrived at Llanwern at 1910 (41 early) with the 6H27 from Margam, which had been diverted via Aberthaw and Barry en route.

13/08 Although expected to be allocated the 6L63 Tilbury steel, 70806 passed East Usk at 0833 working a 6Z41 Llanwern - Newport steel service formed of BYAs and IHAs. The loco later passed the same location again at 1030, heading back to Llanwern.

16/08 70016 worked the Saturdays 4V64 Crewe - Wentloog container service.

17/08 56113 passed East Usk at 1500 working a Sundays 6Z42 Newport Docks - Llanwern steel trip formed of BYAs and ILAs. Up to four of these workings a day are expected to be operated by Colas Railfreight under a new contract.

Cardiff

19/07 At 1140 locos; 08401 and 66723 along with industrial DH50 - 1 were all found in the weighbridge area of the Celsa Steel works.

24/07 70804 passed Central Station at 1630 heading light-engine to Canton Depot. The loco had earlier worked the 6M50 Westbury - Bescot departmental which was noted near Swindon at 0925.

25/07 Having arrived in South Wales earlier in the week, 67012 was noted on the Arriva Trains, Holyhead 'Wag Express'. Belmond Northern Belle ecs arrived as 5Z83 0232 Crewe - Cardiff Central to work a 1Z84 0607 dining special to Oxenholme Lake District (1243) returning as 1Z85 1703 to Cardiff Central (2357). The train locos, 47810 + 47841 suffered problems, although at which location was unconfirmed, 47810 being replaced by 57307 (which carries the new DRS 'cable theft - we're watching you livery' and former Lady Penelope Virgin Trains nameplates). The trains return

departure from Oxenholme was 62 late, and later a 2003 (90 late) departure time was recorded at Crewe, then passing times through Cheltenham at 2229 (3 early) and Bristol Parkway at 2312 (1 early), although arrival in Cardiff Central was to time at 2357! The stock then stabled overnight in Pengam sidings prior to departing as 5Z16 1030 ecs to Temple Meads during the following day (also see Bristol Temple Meads, Barton Hill and Kingsland Road notes & news).

27/07 At 1115, a view of the steel works sidings at Celsa, in the weighbridge area recorded the following; 08401, 66723 and industrial shunter DH 50-2. DH 50-1 was in use, dealing with wagons nearby.

31/07 70807 was noted at the east end of Cantons Pullman depot with its engine running.

01/08 70806 passed East Usk, Newport at 1545 heading light from Westbury - Canton Depot. 70807 had earlier been noted passing the same location at 1155 following a Canton visit. A light-engine 0Z66 1206 Westbury - Cwmbargoed Open Cast Colliery (1621) and 0Z67 1847 return was cancelled. The workings were believed linked to a possible new coal flow to Aberthaw PS from this location using the HHA wagons normally used on the Avonmouth / Portbury, Ratcliffe PS coal service stabled in Gloucester New Yard.

03/08 A most unusual move through Central Station at 1236 (16 early) was HST power cars 43160 + 43020 hauling a failed 43021 + intermediate coaching set OC41+ 43003 as 5Z86 1130 Cheltenham Alstone CS - Landore Tmd. The two power cars, acting as a loco, ran outward as 0Z85 0900 Landore - Cheltenham, which was reported as passing Bridgend at 0924.

16/08 59104 + 59005 were present on Canton Depot during the day for wheel turning having arrived as a 0F59 move from Merehead. This was reported as the third visit for 59005 to Canton in four weeks! Also present was 08499 along with a number of wagons including three former long term stored Avon refuse container flats. The main sheds are now used by Arriva Trains for DMU bogie repair work and Colas Rail freight for wagon maintenance (complete with a sealed paint shop area).

Margam

12/07 August Magazine - Correction; the running number of the CNES loco was 922, not 907 as stated.

PRESERVATION & INDUSTRIAL MATTERS

Isleport, Steam and Vintage Vehicle Rally, Highbridge R.W.Giles

27/07 The former ROF Puriton buffer stop, restored and ready to be positioned in Burnham-on-Sea close to the former station site as a memorial (also see the May 2014 Magazine) was on show alongside the main viewing arena, being seen on the second day of this event.

Mangotsfield, Bristol

The Old Station Cottage, built in 1844 and fully renovated in 1988 was set to be auctioned at the end of July with a reserve price of £475,000. Included in the sale was an Andrew Barclays steam loco and guardsvan with several items of railway memorabilia (also see January 2014 Magazine).

Steam Fayre & Vintage Transport Rally, Norton Fitzwarren Triangle

R.W.Giles

03/08 For the first day of this year's 2 day event organized by the West Somerset Railway; SDJR Kilmersden (P1788/29) was hauling two brake vans,

giving passenger trips over a half mile part of the former Barnstaple Branch alignment (now part of the turning triangle here). This was advertised as the first loco hauled passenger train over this section since its closure in 1951 to normal services, the final passenger working was in fact on 03/10/66, a DMU special organized by the Barnstaple Round Table.

Also present on display was ex BR Class 47 D1661 North Star, which had brought in a rake of wagons including ex GWR departmental; FC 2823 (DW150356) and mess van DW150319 as an 0940 'freight' working from Minehead during the previous day.

Other coaches present were; restored ex. GWR; 9039 (sleeper), which was open for interior viewing and W80976W (inspection saloon). DMU set; W51859 + W59493 + W51880 were working 'free' shuttles from Bishop's Lydeard to the event during the day.

Other items of railway interest were; 7.25 inch narrow gauge steam 2-4-2T, 3 Tinkerbelle hauling out and back sit over rides on a section of portable track and the Taunton GWSA 'pump trolley' which was also in action.

West Somerset Railway

16/08 47237 + 37706 top n' tailed a 1Z47 0725 Southend East - Bishops Lydeard excursion with former S & D steam 53808 taking over at Bishops Lydeard for the onwards trip to Minehead.

MISCELLANEOUS

Bristol Area News

The ticket barriers at Temple Meads will be manned from 0545 - 0000 from Monday - Fridays and 0700 - 2300 on Sundays by the end of August. Other stations are expected to follow for revenue protection purposes. Station refurbishment here is due to commence later this year linked in with the oncoming electrification. The former Royal Mail conveyor belt bridge and associated subways at the north end of the station are to be removed over the Christmas period in between 24 - 30/12/14 and filled in. They were last used in the mid-1990s prior to the movement of Royal Mails letter and parcels operation from Temple Meads to Filton.

A recent Halcrow consultant High Level Output Assessment into the reopening of Saltford station between Keynsham and Bath states that with a 144 space car park a new stop here could generate around £770,000 of revenue annually and has stopping paths available within future timetable projections. A well supported campaign continues at this location, the station being part of the 'Metro West' scheme to enhance rail travel in the Bristol area with Government funding already allocated.

At Weston-super-Mare, a 'venda-brolley' machine is now installed on platform 1 and for £3.00 will dispense a fold away umbrella!

On the freight side, Tytherington Quarry has now been taken over by FCC Environmental, a recycling waste management company. The South Gloucestershire branch line link from Yate to here was closed towards the end of 2013 with the end of road asphalt production at the site.

Local Firm Supports Great Western Electrification

Cleveland Cabling of the St. George Industrial Estate in Avonmouth (alongside the Bulk Handling terminal sidings) is to supply cabling for the Great Western Main line re signalling, as well as equipment for the installation of new axle counters along its route.

Didcot Power Station

28/07 At 0500, the three cooling towers were demolished using 400 tonnes of explosive. This rail related landmark, built 42 years ago, was served with imported coal from Avonmouth up until early 2013 (having been switched off in March of that year) and has provided a back drop to many 1000s of Great Western Mainline train photographs taken on Didcot Station or in the area over the years.

Swindon

A former GWR water tower on the downside, once part of the former carriage interior workshops is reported as under a fully 'covered' restoration project to form part of a new college development. Bam Nutall are the main contractor, an opening ceremony is planned for later this year, the work being reported as to be a very high standard.

HST 1st - 2nd Class conversions

42573 (22/07), 42557 (26/07), 42556 (27/07), 42567 (27/07), 42559 (29/07)

Return for European Exile?

Former Mendip Rail loco 59003, exported to Germany and in use since 1997 has been reported as purchased by GBRf (not DRS as originally thought) and is to be moved back to mainland Britain in the coming months. The loco currently carries a German red and blue livery with a grey roof and is numbered 259003.

New Locos - Class 68

31/07 The first imported locos carrying Chiltern Trains livery, 68010 and 68011 landed at Seaforth, Liverpool.

01/08 68002 + 68004 passed Stafford at 0757 as 0Z68 Crewe - Wembley light-engines for Chiltern Trains driver training duties.

Road Movements

29/07 Class 42 'Warship' D821 northbound M5 Junction 24 (Bridgwater, South) at 1800 (from the West Somerset Railway).

TRACK MACHINES & DEPARTMENTALS

19/07 Kingsland Road, Bristol - DR73115. 75406. 77327.

23/07 Pilning - DR79200A + DR79200B passing Pilning at 1520 (39 early) working to Reading from Hereford.

24/07 Westbury - crane 78235.

28/07 Gloucester Horton Road - DR73111 + DR73903, prior to working 6U17 1000 to Andover.

29/07 Taunton Fairwater - DR73115. Temple Mills - RBL 020 1200/07 stored on blocks.

03/08 Severn Tunnel Junction - DR80211, which later departed on a 6U31 1200 move to Port Talbot.

05/08 Severn Tunnel Junction - DR75406 passing eastbound during the early afternoon.

07/08 Bristol TM, old cattle dock - TXM r/r 6876 with support trailer RT287.

15/08 Hereford - Colas DR77901.

16/08 Westbury - DR77901.

TRIP REPORTS

TRIP 491

CREWE

19th July 2014

Notes:

Items are gauge 4ft 8.5" unless otherwise stated.

* assumed

Due to the flyer element of the trip all sightings may be considered "not seen by all".

Bristol Parkway / Stoke Gifford (view).

Diesel: 66507, 66956, 70004 The Coal Industry Society.

Bescot (view from M6 around 08.50).

Diesel: 08580*, 08709*, 08907*, 60099*, 66057, 66096, 66116.

Crewe Station and approaches.

The Chrysalis Kitten 1Z86 Eastleigh to Chester, 1Z87 Chester to Crewe, 5Z87 Crewe to Crewe DMD and 1Z88 Crewe to Eastleigh:

Diesel: 57008, 57009. Carriages Mk1^ & Mk2 in consist order: 6137, 6183, 5965, 5921, 5964, 1200 AMBER, 3426 ELGAR, 3397 WORDSWORTH, 1683^, 3348 GAINSBOROUGH, 35469^.

5Z00 Old Oak Common - Kilmarnock: Diesel: 57316 top'n'tail with 47580

County of Essex: Carriages: Mk1 Barriers^/FGW Mk3 HST in consist order: 6330^ 41121 41105 41123 41101 41131 41143 41129 41141 6338^.

Diesel: 57308 County of Staffordshire (stabled).

DMU: 150253/283, 153302/312/381, 175001/002/008/011/108/111.

DEMU: 221101/102/103/104/108/109/111/112/114/115/116/117/118.

EMU: 323230/235/237, 350104/111/118/119/124/239/247/261/265, 390002/008 390009/020/044/050/103/104/114/121/124/125/134/135/127/148/154/155/156.

Station avoiding line:

Diesel: 66051.

Diesel: 66194 6042 Halewood to Southampton with wagons;

8743920437, 8743920221, 8743920338, 8743920189, 8743920163, 8743920379, 8743920254, 8743920262, 8743920098.

Electric: 92016 4M25 Mossend - Daventry at 14.45 hrs.

Diesel: 66008 6M48 Southampton to Halewood at 14.45 hrs.

Diesel: 66537 4K45 Ditton to Basford Hall at 15.19 hrs with wagons

???009, 7045200867, 7045200875, 608532, 607094, 607116, 608467, 640006, 640005, 608481, 608483, 608460, 608543, 608461, 608333, 608529, 608139, 608140, 608360, 608517.

Diesels: 66567 & 66571 0Y50 Basford Hall to Carlisle at 15.25 hrs.

Tommys Lane Access Point, Northeast end of Crewe Station (view).

Road/Rail: TXM: 4193 940192-6 - Case 988P Megarailer CGG0232335/2003.

Trailer: 010478-4 RT285 - Chieftain.

DRS Open Day, Gresty Bridge (visit).

Diesel: 20308, 20309, 37405, 37419 Carl Haviland 1954 - 2012, 37606,

37608, 37610 T.S.(Ted) Cassady 14.5.61 - 6.4.08, 37682, 40088 - cab only, 47810 Peter Bath MBE 1927-2006, 47818, 47841, 57002, 57010, 57011, 57012, 57306, 57311 Thunderbird, 57312 Peter Henderson, 66429, 68002 Intrepid - Vossloh 2680 of 2013, 68004 Rapid - Vossloh 2682 of 2014, 68006 Daring -

Vossloh 2684 of 2014, 68007 Valiant - Vossloh 2685 of 2014, 68008 Avenger - Vossloh 2686 of 2014.

Electric: 90034.

Carriages: Mk2: 5995, 9419, 9428.

Wagon: DRSL 92768.

Snowploughs: 965580, 965581.

Gauge 1ft 11.5": Steam: No 2 PRINCE - GE (199?)/1863 visiting from the Ffestiniog Railway ex p 179 in steam but plinthed.

Basford Hall Yard (part visit).

Diesel: 47811, 47816, 66419, 66514, 66558, 66567, 66597 Viridor*, 66599, 66607, 70003, 70011.

Electric: 86607, 86609, 86612, 90016, 90041, 90042, 90043 Freightliner Coatbridge, 90047, 90049.

Crane: 78221.

Wagons: 12918* 12969* 12973 12982 12984* 12986*

29036 29039 29047 29095 29120* 29140 29142* 29145 29166 29176 29234 29272

29281 29308 29332 29334 29368 29371 29374 29434 29522 29541 29546

NLU: 93339 93606 93715

TIPH: 93482

110023

112017 112122 112285

370204 370379

380404 380504 380610 380611 380612*

391146 391447 391493

394029 394097 394122 394123 394130 394135 394157 394161 394190 394233

394263 394272 394280 394298 394299 394308 394324 394348 394543 394618

394673 394692 394784 394795 394851 394897 394941 394996

395070 395109 395172 395236 395269 395333 395337 395387

396015 396019 396043 396046 396144

470029* 470031 470087*

500305 500343

501003 501049 501052 501062 501109* 501112 501124 501132 501138 501265*

501266 501267* 501274 501275 501276

503095 503102 503117 503137 503138 503523 503536 503545 503558 503590

503594

607017 607062

608255 608315 608404

996312 996351 996573 996580 996596 996657

Additionally:

Diesels: 66613 & 66614 left at 1110 hrs to Crewe Gresty Lane.

OTM: 73921 passed at 1138 hrs working from Guide Bridge to Gresty Lane.

Crewe Diesel Depot and Holding Sidings (view).

Diesel: 08507.

Carriages: Mk1: 3107, 3140, 13227, 35333.

Mk2: 1203, 3232, 3344, 3356 TENNYSON, 3364 SHAKESPEARE, 3390 CONSTABLE, 6027, 6158.

NPCCS: Mk1: 84519, 92303*, 92400, 92936*, 94538*.

Departmental: 975991 (LMS 31045).

LNWR Crewe (view from station).

Electric: 86613.

EMU: 350373/374*.

Crewe Gresty Green (view from passing train).

OTM: 78802, 78812, 78822*, 78832.

Crewe Heritage Centre (visit).

Steam: 5224 - Sdn/24 ex p184, 5553 - Sdn/28, (7027 THORNBURY CASTLE) - Sdn/49, (46100) 6100 ROYAL SCOT - Derby/30 reb Crewe/50, 68030 - HE 3777/52 ex p265, 71000 Duke of Gloucester - Crewe/54, 80136 - Bton/56, 92134 - Crewe/57 Rolling Chassis with Cab, 49 Columbine - Cab only.
Diesel: 03073 - Don/59 in service giving brake van rides, 08830 - Derby/60, 37108 - EE 3237 VF D762/62, 46035 - Derby/62* under tarpaulin, 47192 - Crewe/65, 47435 - Cab only, (D1948 47505 47712) - BT 610/66, TH 132C/63 a rebuild of JF 22982/42.

Electric: 87035 Robert Burns - Crewe/74.

APT: 370003 48103, 48404, 48603, 49002, 48602, 370006 48106.

Carriages: BR: Mk2: 17041. Hawksworth: 9082* partially tarpaulined.

Inspection saloon: 999501* tarpaulined.

LNWR: (2997 8107 4772 395136).

NPCCS: Mk1: (86253 93253), (86568) 93568, 94429 (977140). Fruit D: 92061 975336*.

Cranes: Steam: RS 1020/30. Diesel: ADRC 96719 - CS.

Wagons: ARMY: (LMS 360337) registered 1074/42.

BR: 313014, 504354*, (900411)*, 904519, 904524, 904541 XTZ7267, 904671, 905076*, 954536 in service.

LNWR: (941766), un-numbered 4wl crane runner, un-numbered 4wl crane runner, all for use with ADRC 96719.

LNWR: (284235)* crane match wagon for RS1020, unnumbered trolley flat VIP carrier (PSL 37515).

There was also a 6wl wooden brake van UID.

Gauge 7.25" Miniatures:

Jenny = 2-4-0ST+T, R.Marsh/B.Rogers 1992 (In service).

Vulcan = 4w-4BE, Severn Lamb 1987 (Inside the shed).

D6327 Peter White = 4wPH, A.Kettle/D.Jeavons 2008 (Inside the shed).

Not seen

4655 = 0-6-0T, R.Elmore c1987 (Away for boiler overhaul/servicing).

D7030 'Norcliff' = 4w-4PH, ESSE 1993 (Away for a total all over re-build).

Crewe Electric depot (view).

Diesel: 08567, 08593, 08706, 08757, 08804, 08824, 08865, 08886, 08995, 58022, 58048.

Electric: 90023, 90025, 90030, 90031 The Railway Children Partnership, 90032, 90038, 90040.

OTM: 98004, 98010, 98011.

Wagons: 97304, 996875.

Warrington Yard (view).

Diesel: 60010, 60039.

OTM: 98912, 98962.

Bescot (view from M6).

Diesel: 08580*, 08709*, 08907*, 60099*, 66057, 66096, 66116, 66206.

Bristol Parkway / Stoke Gifford (view).

Diesel: 66560, 66617, 66956.

DMU: 158763.

29/07/14

VISIT TO LONDON

R.J.PERRY

Bristol Temple Meads:

31233 - high level siding next to Platform 1 bay with 977986; 977985;
62384 & 9708 (08.28HR)
37409 - stabled on Bath Road depot stub with 6264; 999606; 977983 & 9703
(08.28HR)
950001 - passed through between platforms 11 & 13 (08.57HR)
Also 57373 (153373)
HST Buffet and First Class conversions: 42504 (40714) and 42558 (41021).

Barton Hill (BK):

5029 Nunney Castle, 34046 Braunton (09.01HR)

Swindon:

42503 (40712)

Foxhall Junction:

70804 - waiting to take west curve with pw train (09.59HR)

Didcot:

08888 - stabled in yard (10.00HR)
66067 - on station stabling point (10.00HR)

Goring & Steetley:

66561 - on freightliner towards Southampton (10.06HR)

Reading:

458009

Hayes & Harlington:

66020 - eastwards on stone train (10.36HR)

Acton Yard:

66127, 66128, 66131 - all stabled in yard (10.37HR)

Acton Bank:

66169 - facing down bank on stone train (10.38HR)

Old Oak Common:

08836 - stabled alongside main line (10.38HR)

Paddington:

42559 (41023)

Hillington Station (Metropolitan):

London Transport battery loco No.54 (11.30HR)

Uxbridge (Metropolitan):

London Transport battery locos (11.40HR): No.15, No.22, No.26, No.29,
No.31, No.32, No.48

West Ruislip (Central):

66071 - stabled on spoil train (15.32HR)

Temple Mills:

08948 - stabled alongside Sculfort loco next to perimeter fence (17.15HR)
Sculfort (RBL-030-1200/2007) - still up on blocks next to perimeter fence
Eurostar situation similar to my March visit with power cars 3102 and 3206
still out of action and stored next to disbanded Regional Eurostar stock
i.e. 3733082, 3733085 (think that's right, last digit really hard to
decipher, kept changing before my eyes as a 4, 5 or 8), 3733086, 3733087
3733089, (37)4008 - nose poking out from far side of main depot building

Paddington Station:

42506 (40724), 42573 (41127)

Acton Bank:

66061 - facing down bank, not sure of consist (20.49HR)

Acton Yard:

66014, 66136, 66169 - all stabled in yard (20.50HR)

Burham:

59201 - trundling westwards on empty stone train (20.52HR)

Near Slough:

66150 - on short pw train t/t with 66167 (20.57HR)

66167 - on short pw train t/t with 66150 (20.57HR)

Didcot:

08888 - stabled in yard (21.28HR)

66068 - appeared to be on enterprise working waiting to get into yard
(21.31HR).

21-23/03/14

BLUEBELL RAILWAY

P. NICHOLSON

Three-day visit to Bluebell Railway, 21-23 March 2014, for 1st diesel gala
/ East Grinstead 1st birthday / Maunsell Loco Society members' day

Highbridge & Burnham to Paddington:

07.31 - 43078

Weston-super-Mare

150101

Bristol TM

159104; 43187; 43198 Oxfordshire 2007; 221139; 150239+150221

Didcot

EWS 08; DR73905; 165104; 165133; 66051*; 66101* (DBS red); 67019

Reading

165128; 165116; 166203

West Drayton

66106

Southall

WCR Class 47; DR73935

Acton

66206*; 66112; 66134;

On flyover nr N. Pole

43125+43170; 43154

Paddington

43031; 180108

LU Circle Line S Stock 21309; 21409

Victoria

377412+37416+377426 = 10.53 to East Grinstead; 377132; 377415; 377458;
377462; 377129; 377431; 377432

Selhurst

377610

East Croydon

DR73937; DR 73918; 377132

East Grinstead

377144; 377402

Bluebell Railway diesel gala 21 March

Running: 33103 Swordfish on Mk1/Bulleid green set: S2526S (862) + S16210
+ S1838 + S4941 + S25728 + S1482S

09018 - but failed during the morning and taken to Sheffield Park by 08
13236 which took over train duties instead of brakevan shuttles at Horsted
Keynes. This was Southern set 1098 + 1336 + 1309 + 6686.

EVR DMU E51505 + E50599

RR 10241/THill 247C in plain green livery, was stabled around the back of
the HK carriage works, away from view. I asked to see it and was told 'No,
because it was too dangerous round there with trip hazards.' I said that
being a diesel gala it should be made available for the visiting diesel
enthusiasts to see. An hour or so later it was started up and brought
round and parked, on view, beside the carriage shed.

Howard 957 4wP was visible in Platform 1, HK, but kept partly sheeted
over.

All steam observations as per next two days.

No access to SP shed yard and beyond and very many coaches in sidings well
sheeted over. All locos that were seen are noted, plus carriages in use or
in HK workshops, only. I was there mainly to see and photograph and ride
behind locos 847 and 1638.

22 March

East Grinstead station: 377101; 377445

22-23 March**Bluebell East Grinstead 1st Birthday gala**

Three-train operation and all double-headed, not that anyone had told the
girl in the BR's EG travel centre who said it was not a special event this

weekend and that the normal timetable applied.

She was soon put straight and then, suddenly, via her PC and printer, started churning out working timetables - from the first couple of us enquiring, to dozens within a few minutes as the word got round and her Portakabin became besieged!

Working trains - both days

Maunsell Loco Society's S15 847 and U-boat 1638 on the Mk1/Bulleid green set (formed as previous day).

P class 178 - (substituting for failed H class 263) + C class 592 on the antique set LCDR 114 + SECR 3360 + LBSCR 661 + Mets 394 + 368 + 412 + 387. GWR 2-6-2T 5521 (as LT L.150 maroon livery and with cut-down cab) + GWR 0-6-2T 5643 on the Southern set, strengthened to: 3363 + 7598 + 1098 + 1336 + 1309 + 6686.

Golden Arrow Pullman set headed by 847 on Saturday evening and by 178 and 592 on Sunday lunchtime/afternoon: Lilian (Car No. 76 + LMS BGZ 32975 + Fingall + Christine (Car No. 64).

Captain Baxter giving brake van rides at HK with Queen Mary 56290.

Horsted Keynes

Headshunt by railway cottages:

USA Tank WD 1959 (30064) stored with black BR1B tender carrying plate No. 1208, 4725gal - presumed from 73082 Camelot.

HK west-side sidings

Ballast tamper DR73305 - on hire from Railway Support Services; NLR Tank 27505 (just visible). Not seen but confirmed as here: 9F 92240 and 4-COR 11201 sheeted over and due to be moved soon (to EKR?) - (most staff seem to think it's already gone.)

In Platform 1: two Type 27 Wickhams and Howard 957 4wP part sheeted.

HK Carriage & Wagon workshops and shed:

LNWR Observation saloon 1503 minor overhaul by full-time staff to get it back in service asap.

SR Bulleid S5768S complete rebuild in progress

Mk1 21246 complete rebuild in progress

Three ex-grounded bodies being restored (by viewing area in works): LCDR 668/SECR 3188; LBSCR 949 and LBSCR 328.

In shed, restored: LSWR 1520; LNER 43909 and LBSCR Milk van 270 plus SECR van.

HK south east-side sidings: Wickham Type 27, dumped off-track.

SP Loco shed, stored OOU: Nos. 65, 488, 96 Normandy, 80151, 9017 (no tender), 34059 (no boiler) and 1618. In shed operational: 473, 55 Stepney and 672. The last two Terriers were in steam outside shed on Sunday in preparation for working a Jack Owen (early Bluebell driver) memorial train.

In works: Q class 541 in advance stage of restoration, awaiting refitting of boiler. Outside: 928 Stowe - tender fully restored but boiler out and in workshop receiving major repairs to firebox. Note, this work now being done in house, not by LNWR Crewe as previously announced.

Atlantic House: LBSCR Beachy Head 4-4-2 under construction. Frames are complete with new driving wheels awaiting fitting. Boiler beside frames.

Tender frame (ex-LBSCR B4 class 4-4-0 ex Manston Group Richborough Power Station site when part of a wagon) now mounted on ex-LBSCR C2X class wheels. Tank not yet built as the flat space on top of the frame is too valuable for storage!

Outside the shed is the frame of BR 2-6-0 No. 78059 being converted for use as 2-6-2T No. 84030. Also, P class No. 27 bare frame - exactly as I saw it on my previous Bluebell visit about 10-12 years ago!

The Ecclesbourne VR DMU was in the shed yard awaiting collection, its last BR duties having been on 21 March. The failed H class 263 was visible in the distance.

SP station 33103 Swordfish and 09018 in the bay platform by loco shed. Other side of line in the bay there, was 21C123 Blackmoor Vale, with 80100 unrestored and sheeted.

Locos not seen: 323 Bluebell; 73082 Camelot; 75027, 80064 and Sharpthorn.

LNWR Coach No. 806, known as the Semi-Royal, had to be removed from the railway as it was no longer required in the dining set. It went earlier in the month to the Lavender Line via another site for filming purposes. It is to be used at Lavender, but is for sale.

East Grinstead station:

377123 + 377150 15.42 to Victoria

Dormans 377321

Victoria 377616; 377451; 377468; 377614; 375602; 375802; 465911

LU Circle Line S Stock 21303; 21364

District Line D Stock: 7035-8035; 7025-8026; 7091-8091

Acton

66232*

Reading

166202; 165129; 165131; 165127; 165135; 165103; 165111; 165110.

Thanks to David Jones (Bluebell/Maunsell LS and Atlantic Project) for information and access to Atlantic House, and MLS members Mike Frackiewicz and Ben Coughlan for making the arrangements on Sunday, including two return trips behind 'our' locos.

THANKS TO THE FOLLOWING WHO HAVE CONTRIBUTED TO THIS MAGAZINE:

R.W.GILES, KP, A.TURNER, C.CATT, N.HOSKINS, C.WEEKS, R.G.GILES, R.PERRY, D.FORCE, SENSELESS APPRENTICE, J.DICKS, VINCE(OTP), J.ROWSELL, P.NICHOLSON

Also thanks to the following whose information has been used in the organisation of trips to industrial and coaching stock locations
INDUSTRIAL RAILWAY SOCIETY, PETER HALL.

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