

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 12

February/March 1996

LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) Mark 1 Passenger Carrying Coaching Stock

TSO	4936			Glenfinnan Station Museum
BSK	35000	99202	DB977692	Gloucestershire-Warwickshire Railway

b) Mark 3 Sleeping Cars

SLEP	10569			Venice-Simplon Orient Express
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c) Non Passenger Carrying Coaching Stock

GUV	86530	93530	94058	Battlefield Steam Railway
GUV	86544	93544	94071	Rail & Marine Engineering Ltd. Stored at Adtranz, Crewe Works
GUV	86803	93803	94062	Rail & Marine Engineering Ltd. Stored at Adtranz, Crewe Works

2) Movements

a) Mark 1 Passenger Carrying Coaching Stock

RU	1953			Steamtown Railway Centre, Carnforth
RU	1954			Pontypool & Blaenavon Railway
BSK	35276	80220		East Somerset Railway
SLO	48004			Llangollen Railway

3) Detail alterations

a) Mark 1 Passenger Carrying Coaching Stock

FO	3125	Restored with Dual-brakes, now named 'Loch Shiel' and currently "plated" RFM3125		
SO	4480	Now named 'DENVER'		
SO	4804	Now named 'OHIO'		
BFK	14021	No longer "plated". Delete HLP99421		
BSK	35185	Restored with B4 bogies and Dual-brakes		
BSK	35207	Restored with Dual-brakes		

5) News of Mainline Operators

a) West Coast Railway Company, Carnforth

A further four carriages were loaned to South West & Wales Railways Ltd early in the year to cover for vehicles which had become defective. These being 25729(WDS99314), 25806(TRTS99721), 25955(WDS99315) and 35459(TRTS99723). Subsequently these and 21256(WDS99304) have all been returned to Carnforth. The carriages remaining on loan being 4912(WDS99318), 5033(WDS99328), 5044(WDS99329), 5463, 5487, 5569, and 9448. On occasions BG 92411 owned by Rail Express Systems has been used with these carriages when no brake coach has been available. In addition a further set of variable formation has been loaned on a daily basis for use on relief and similar workings.

b) Venice-Simplon Orient Express Ltd, Stewarts Lane

A recent addition is Mark 3 Sleeping Car 10569 which has been loaned from Porterbrook leasing. Following a repaint this will be used as a staff support coach on longer itineraries.

c) Carriage & Traction Company Ltd

BFK 17023 involved in the Camden derailment has returned to service at Bounds Green T&RSMD. RB 1693, FOs 3111, 3118, 3134, 3140 and TSOs 4869, 4909, 4916, 5042 which were all derailed at Camden are now stored awaiting a decision on their future. It is understood no final decision regarding these carriages has yet been taken.

d) The Riviera Ltd, Cranmore

Following a rather disappointing and frustrating period it is now confirmed that the Riviera Ltd set will make its debut on 27th April when it will be utilised on Pathfinder Tours Westbury-Sheffield railtour.

6) Corrections to 'Preserved Coaching Stock of British Railways - Part one'

I am most grateful to those whom have commented regarding the braking system fitted to Mark 1 BCKs of lot 30732 (21263-21275) and Mark 2 FKs 13387-13406 when built. As a result further research has taken place and it has now been established without doubt that all these carriages were constructed with vacuum brakes. All then had air brakes fitted during 1966-1968. Consequently the following corrections need to be made:-

- Page 10 *The second sentence under the 'Brakes' heading should read. 'This system being perpetuated with the Mark 1s which were all built with this system'.*
- Page 16 *The final paragraph on this page should read. 'The train braking system fitted to all Mark 1 carriages when built was vacuum braking. However in 1966 the Southern Region commenced the fitting of carriages used on continental boat trains with air-brakes. This was soon expanded to cover the majority of the Regions allocation by 1970. At the same time the above mentioned bogie swop took place on the Southern Region in order to provide older carriages fitted with air-brakes and used on Boat Trains with comparable ride characteristics to the newer carriages.'*
- Page 40 *The note regarding brakes for lot 30732 should read. 'Air braked by the Southern Region in the late 1960s. 21272 had its air brake equipment isolated and vacuum brakes reinstated in 1973, it is restored with Dual-brakes.'*
- Page 50 *The fourth sentence of the second paragraph should be replaced with. 'Unlike their contemporaries these did not have pressure ventilation. During 1966-1968 these twenty carriages had their vacuum brakes replaced with air brakes.'*
- Page 91 *The first sentence should read. 'All locomotive hauled Mark 1 Passenger Carrying Coaching Stock was fitted with vacuum brakes when built.' Lot 30732 (BCK 21263-21275) were not built with air brakes.*
- Page 92 *The BCKs fitted with air brakes should read. '21234, 21246*, 21251, 21263, 21264, 21265, 21266, 21267, 21268, 21269, 21270, 21271, 21272, 21273, 21274, 21275.'*
- Page 92 *In Appendix 4 section 1.1 the statement should read. 'All Mark 2 built with vacuum.' 13387-13406 were not built with air. Section 1.1.1 should read. '13387-13406. Converted to air for the Southern Region in 1966-1968.' A new section 1.1.1.1 should be inserted which should read. '1.1.1.1 13387. Subsequently converted back to vacuum.'*
- Page 94 *The first two sentences should read. 'From 1966 onwards the Southern Region instigated a program of air-braking much of its locomotive hauled coaching stock fleet. The Mark 1s included in this program are included in Appendix 3 and the Mark 2s in Appendix 4.' The words 'built with air brakes' should be deleted from the end of the third sentence of the second paragraph.*

MULTIPLE UNIT VEHICLES

1) Additions

a) British Railways DMUS

52005	977832	Class 107 DMBS	Swindon & Cricklade Railway
52025	977833	Class 107 DMCL	Swindon & Cricklade Railway
55003		Class 122 DMBS	Chinnor & Princess Risborough Railway
55006		Class 122 DMBS	Mid Norfolk Railway, Yaxham
55009		Class 122 DMBS	Mid Norfolk Railway, Yaxham
59520		Class 117 TCL	Stratford & Broadway Railway, Long Marston

2) Movements

a) British Railways DMUS

51134		Class 116 DMBS	Gloucestershire-Warwickshire Railway
51135		Class 116 DMBS	Swansea Vale Railway
51147		Class 116 DMS	Gloucestershire-Warwickshire Railway
51148		Class 116 DMS	Swansea Vale Railway
55032	977842	Class 121 DMBS	The Railway Age, Crewe

Any information for inclusion in future amendment sheets should be forwarded to:-

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