

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 28

December 1998 / January 1999

LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) British Rail Mark 1 Passenger Carrying Coaching Stock

RB	1655	Steamtown Railway Centre, Carnforth	Stored at Carlisle Kingmoor Yard
RB	1684	Steamtown Railway Centre, Carnforth	Stored at Carlisle Kingmoor Yard
FO	3140	Riviera Trains Ltd, Crewe	
TSO	4842	Riviera Trains Ltd, Crewe	Stored at Ferme Park CS
TSO	4858	Steamtown Railway Centre, Carnforth	Stored at Carlisle Kingmoor Yard
FK	13306	Steamtown Railway Centre, Carnforth	Stored at Carlisle Kingmoor Yard
BCK	21265	Steamtown Railway Centre, Carnforth	Stored at Carlisle Kingmoor Yard

b) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO	5630		Riviera Trains Ltd, Crewe	
TSO	5647		Riviera Trains Ltd, Crewe	
TSO	5693		East Lancashire Railway	Part of body only remains
TSO	5732		Riviera Trains Ltd, Crewe	
TSO	5739		Riviera Trains Ltd, Crewe	
FK	13501	19501 DB977656	MoD Pontrilas	
FK	13505	19505 DB977654	MoD Pontrilas	
FK	13511	19511 DB977660	MoD Pontrilas	
FK	13518	19518 DB977659	MoD Pontrilas	
FK	13530	DB977657	MoD Pontrilas	
FK	13531	DB977658	MoD Pontrilas	
BFK	14159	17159	Riviera Trains Ltd, Crewe	
BFK	14164	17164	Riviera Trains Ltd, Crewe	

c) British Rail Non Passenger Carrying Coaching Stock

BG	81391	92100	Riviera Trains Ltd, Crewe
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2) Deletions

a) British Rail Mark 1 Passenger Carrying Coaching Stock

CK	15565	Scrapped at Booth-Roe Metals Ltd, Rotherham
CK	15577	Scrapped at Booth-Roe Metals Ltd, Rotherham
SK	25142	Scrapped at Booth-Roe Metals Ltd, Rotherham

3) Movements

a) Pullman Car Company Stock

325	AMETHYST	Flying Scotsman Railways Ltd, Southall
335	CAR No. 335	Flying Scotsman Railways Ltd, Southall
347	CAR No. 347	Flying Scotsman Railways Ltd, Southall
348	CAR No. 348	Flying Scotsman Railways Ltd, Southall
350	CAR No. 350	Flying Scotsman Railways Ltd, Southall
351	CAR No. 351	Flying Scotsman Railways Ltd, Southall
352	CAR No. 352	Flying Scotsman Railways Ltd, Southall
353	CAR No. 353	Flying Scotsman Railways Ltd, Southall
354	THE HADRIAN BAR	Flying Scotsman Railways Ltd, Southall

b) Great Western Railway Stock

Saloon	80975	East Somerset Railway
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c) London, Midland & Scottish Railway Stock

TO	?	84XX ARMY 3322	Stratford & Broadway Railway
Dynamometer Car No.3	45049		Barrow Hill Locomotive Shed, Staveley, near Chesterfield
BG	31244		Gloucestershire-Warwickshire Railway

d) British Rail Non Passenger Carrying Coaching Stock

BG	81023	92025 92925 6312	Flying Scotsman Railways Ltd, Southall
CCT	94477	902612 083631	Central Railway Engineering Ltd.

On loan to Connex South Central, Selhurst T&RSMD

4) Detail alterations

a) Southern Railway Stock

TO	1456	DS70285	This is no longer part of the National Collection.
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PMV **1119** It has been established that the body of this vehicle has been scrapped at Wittersham Road station. The underframe remains in use with the body of LCDR BT 49 mounted on it.

PMV **1210** ADS796 The body and underframe of this vehicle have been re-united.

PMV **1225** It has been established that the body of this remains at Wittersham Road station.

b) London & North Eastern Railway Stock

BZ **70692** The underframe of this vehicle now has the body of GER 76 (63875) mounted on it.

5) Bodies of Non Passenger Carrying Coaching Stock

a) Great Western Railway Stock

i) Additions

Fruit D **3466** ADB975164 Store Shed at Fair View, Peterstone Wentlooge, Gwent

b) British Railways Stock

ii) Additions

FISH **8xxxx** Store Shed at ? Farm, Lechryd, Rhymney, Mid-Glamorgan (SO 108093)

FRUIT D **92106** Store Shed at Fair View, Peterstone Wentlooge, Gwent

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

Page 25 AT 212 was also numbered 079014

Page 35 SCV 765 was built at Stratford and not at Swindon as shown.

Page 37 FISH 2740 was built by Metropolitan Cammell and not Swindon as shown.

Page 37 SIPHON G 2926 was numbered US 7009 and not US 7029 as shown.

Page 38 SIPHON G 2980 was also numbered US 6904 when in use in an Ambulance Train.

Page 38 SIPHON G 2983 was also numbered US 6908 when in use in an Ambulance Train.

Page 39 MINK G 112884 was not numbered 042431

Page 39 MINK G 112889 was also numbered 042431

Page 68 BY 405 was also numbered 083004 prior to numbering ADB975143

Page 72 GUV 2339 was also numbered 3609 when in use in an Ambulance Train.

Page 97 TK 10023 is actually 10021, its second number was 1002 and not 1008 as shown. All Subsequent numbers were as shown.

Page 97 TK 1052 is actually 1050. All subsequent numbers are correct.

Page 97 TK 3374 is actually 3132. All subsequent numbers are correct.

Page 99 CK 1065 was originally numbered 10155.

Page 99 BY 772 was originally numbered 6843. It was subsequently numbered 70246 and not 70240 as show. Its final number was 040923 as shown.

Page 100 BGP 4149 was also numbered US 2704 when in use in an Ambulance Train.

Page 101 QUAD-ART. Investigation has revealed that this not the set that it has always been recorded as being. Correct details are:-

Order No: **Built:** 1923 **Builder:** Doncaster **Design:** Gresley
Diagram: GN467B **Dimensions:** 38' 1 ¼" x 8' 6" (8861/2) 43' 6" x 8' 6" (8863/4)
 Quad-art set 74.

8861	48861	86384	Brake Third	Dia. 72B	Seats: 60T	North Norfolk Railway
8862	48862	86385	Third	Dia. 73	Seats: 84T	North Norfolk Railway
8863	48863	86386	Third	Dia. 74	Seats: 98T	North Norfolk Railway
8864	48864	86387	Third	Dia. 75	Seats: 96T	North Norfolk Railway

MULTIPLE UNIT VEHICLES

1) Movements

a) British Railways DMUS

52006 Class 107 DMBS Embsay Steam Railway

52031 Class 107 DMCL Embsay Steam Railway

b) Diesel Railbuses

R3.01 Durbin and Greenbrier Valley Railroad, USA

c) London Underground EMUS

STANDARD STOCK **297** – 3327 LT Museum Store, Ash Grove Bus Garage, Cambridge Heath

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