

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 60

December 2002

SPECIAL AND CHARTER TRAIN COACHING STOCK

A) WESSEX TRAINS

The overhaul of carriages to be used in the initial formation of the Wessex Trains set has now been completed. The set, based at Old Oak Common, London consisting of Mark 1 RBR 1659 'CAMELOT'. Mark 2s; SOs 5229 'THE GREEN KNIGHT' & 5239 'THE RED KNIGHT'. TSOs 5278 'SIR GALAHAD', 5389 'SIR LAUNCELOT', 5419 'MELISANDE', 5420 'LYONNESSE'. BSO 9391 'PENDRAGON'. In addition work is nearing completion on three former BR Mark 2 carriages acquired from Northern Ireland. These are Mark 2F RSS 1800 (originally TSO 5970) and Mark 2B FK's 13498 and 13508. The former has had an under-floor diesel generator fitted whilst in Northern Ireland and is thus self sufficient in power. This allows it to be used on trains hauled by locomotives without ETS without compromising its operation. This carriage will be named 'TINTAGEL'. The latter two had been converted by Northern Ireland Railways to 56 seat TSOs, but retained the first class seat spacing. These are currently being converted to 42 seat FOs at the Heysham premises of Lancastrian Carriage & Wagon. 13508 is to be named 'EXCALIBUR' whilst the name intended for 13498 has not yet been announced. All carriages now carry Umber & Cream livery.

It is no longer the intention to use Mark 1 BSK 35317, currently located at the East Lancashire Railway, as the support coach for SR 34067 'TANGMERE'. Mark 2 BFK 35518 will instead be used, work on this has now been completed at the Heysham premises of the Lancastrian Carriage & Wagon Company and it now carries Umber & Cream livery and is named 'MERLIN'. No decision has yet been taken on the future role of Green liveried 35317.

Mark 2E FO's 3237 and 3251 stored at Studley have been stripped of all useful components and have now been scrapped. Mark 2 BSO 9382, Mark 2A FK 13475 and Mark 2B FK 13487 have passed to the Railway Preservation Society of Ireland.

B) RIVIERA TRAINS

Riviera Trains has, following application to the HSE, been granted an exemption from the Mark 1 rolling stock provisions in the Railway Safety Regulations 1999. The exemption allows the company to continue to operate locomotive hauled Mark 1 stock until the end of 2005 provided certain criteria are met. Most apparent will be a restriction that no Mark 1 design passenger-carrying vehicle can be marshalled at the outer end of any set. The granting of this exemption has meant that the Crewe based Mark 1 Chocolate and Cream liveried CP01 set will continue to see regular use rather than being stood down at the end of 2002 as originally intended. It will now always be formed with a Mark 2 TSO as the outer vehicle at the Standard Class end, 5309 having been painted in Chocolate and cream livery for this purpose. With a non-passenger carrying vehicle, normally Brake Generator Van 6310 or Courier vehicle 80213, at the First Class end. Also now assured of a future in its current form is Crewe based CP02 set which contains Mark 1 catering vehicles and Open Firsts. It had been intended that vehicles in this set would carry Brunswick green and cream livery but it is now intended that the Oxford Blue and cream livery be retained initially.

C) WEST COAST RAILWAY COMPANY

Mark 1 SK 25893 (99712) is no longer on loan to Vintage Trains and has been returned to Carnforth.

D) VINTAGE TRAINS

Mark 1 SK 25893 (99712) is no longer on loan from the West Coast Railway Company and has been returned to Carnforth.

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) London, Midland & Scottish Railway Stock

MILK **44069** 061007 Tyseley Locomotive Works, Birmingham

b) British Rail Mark 1 Passenger Carrying Coaching Stock

TSO **4066** Buckinghamshire Railway Centre

FK **13227** East Somerset Railway

c) British Rail Mark 3 Sleeping Cars

SLE **10708** Battlefield Railway

d) British Rail Non Passenger Carrying Coaching Stock

BG **81218** 92048 92948 Cadeleigh Station, Devon

2) Deletions

a) Great Western Railway Stock

MINK D **288XX**

It has been established that the MINK D body at Oswestry Cycle & Railway Museum is MINK A 85714. It is thus out of the scope of Preserved Coaching Stock of British Railways.

b) British Rail Mark 1 Passenger Carrying Coaching Stock

BSK **34769** DB975047

Scrapped on site at the West Somerset Railway

3) Movements

a) Great Western Railway Stock

SALOON **9005**

Dartmoor Railways

b) British Rail Mark 1 Passenger Carrying Coaching Stock

SO **4824**

Churnet Valley Railway

TSO **5049**

Caledonian Railway

CK **15208**

Rampart Carriage & Wagon Services, Derby

BCK **21249**

Nottingham Heritage Centre, Ruddington

SK **26169** 19169

Dartmoor Railways, Okehampton

BSK **34712**

Nottingham Heritage Centre, Ruddington

BSK **34742**

Dean Forest Railway

BSK **35200**

Caledonian Railway

4) Bodies of Non Passenger Carrying Coaching Stock

a) Southern Railway Stock

i) Disposals

PMV **1126** 041492

Broken up on site at Tetleys Transport, Goodman Street, Leeds

5) British Rail Carriages Exported Abroad For Further Use

a) Deletions

i) Irish Republic

BR Mark 2 FO **3158** 6403 IR 4107 Scrapped

BR Mark 2 FK **13469** 19469 IR 4113 Scrapped

BR Mark 1 BCK **21143** IR 3174 Scrapped

ii) Northern Ireland

BR Mark 2 TSO **5970** 1800 NIR 546 Returned to Great Britain for mainline use with Wessex trains.

BR Mark 2 FK **13498** NIR 926 Returned to Great Britain for mainline use with Wessex trains.

BR Mark 2 FK **13508** NIR 924 Returned to Great Britain for mainline use with Wessex trains.

6) British Rail Carriages Exported Abroad For Preservation

a) Additions

BR Mark 2 BSO **9382** Northern Ireland – Railway Preservation Society of Ireland

BR Mark 2 FK **13475** Northern Ireland – Railway Preservation Society of Ireland

BR Mark 2 FK **13487** DB977529 Northern Ireland – Railway Preservation Society of Ireland

MULTIPLE UNIT VEHICLES

PRESERVED LOCOMOTIVES OF BRITISH RAILWAYS – Eleventh Edition

The eleventh edition of 'Preserved Locomotives of British Railways' has now been published by Platform 5 Publishing. Commencing with this 'Amendment Sheet' all entries in this section will update this publication.

1) Additions

a) British Railways EMUS

Class 302 DTSO **75033**

Mangapps Farn, Burnham-on-Crouch

Class 302 DTSO **75250**

Mangapps Farn, Burnham-on-Crouch

2) Deletions

a) Trolleys

BR Wickham Type 27 PWM4312

Reduced to un-powered trailer.

3) Movements

a) British Railways DMUS

Class 107 DMCL **52025** 977833

Pullman TPL, Cardiff Cathays

b) Trolleys

BR Wickham Type 27 PWM3763

Location unknown

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

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