

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 64

July/August 2003

Special Note:-

Railway Safety Regulations 1999

From 1 January 2003 the Mark 1 rolling stock provisions contained in the above came into force. These require that a vehicle defined as Mark 1 under the provisions must be granted an exemption if it is to be permitted to convey passengers on the national network. In simple terms this covers all vehicles built to designs earlier than Mark 2.

The effect of these regulations on the owners of carriages covered under the headings 'Special and Charter Train Coaching Stock' and 'News of Mainline Operations' will be given under these headings.

SPECIAL AND CHARTER TRAIN COACHING STOCK

A) RAIL CHARTER SERVICES

The company has received a temporary exemption until 31st March 2003 from the Mark 1 rolling stock provisions of the Railway Safety Regulations 1999. Vehicles covered by the company's exemption are Mark 1 Catering Cars 1658, 1671, 1674, 1679, 1680, 1696, 1698, 80041; RMBs 1813, 1832; FOs 3097, 3100, 3110, 3114, 3115, 3119, 3120, 3121, 3123, 3124, 3127, 3131, 3132, 3133, 3141, 3144, 3146, 3147, 3149, 3150; TSOs 4915, 4916, 4925, 4938, 4946, 4949, 4956, 4959, 4977, 4986, 4991, 4996, 4998, 4999, 5002, 5005, 5007, 5008, 5023, 5027, 5037; BFKs 17015, 17023; BCKs 21245, 21246, 21269. The exemption specifies that when operating any of these vehicles as part of the train, no vehicle at either end may be a Mark 1 carrying fare-paying passengers. The company is also permitted to consider a locomotive as acceptable as an outer end vehicle. Exemption has not been given for Mark 1 Staff Coaches 2833 & 2834, Generator Van 6311, and Brake Staff Generator Van 35469 to carry fare-paying passengers but these are still permitted to be used as outer end vehicles. In reality, due to the need to change direction, sets will normally be formed so that the outer vehicles at each end are normally not any of the exempted carriages. A further exemption has subsequently been issued covering the period beyond 31st March but details have yet to be made publicly available.

In order to comply with the regulations and continue to maintain passenger capacity on its sets, the company is hiring, as required, Mark 2 carriages from Wessex Trains and Riviera Trains. In addition it has the use of Green liveried Mark 2 TSO 5482. Contrary to the note in Amendment Sheet 62 this carriage being on loan to the company rather than owned by the company.

During April the rolling stock assets of the company were acquired by the English, Welsh and Scottish Railway, under which heading they will be referred in future. Seventy-three carriages changed ownership, these being Mark 1s: Catering Cars 1653, 1658, 1671, 1674, 1679, 1680, 1696, 1698, 80041; RMBs 1813, 1832; Staff 2833, 2834; FOs 3097, 3100, 3110, 3114, 3115, 3119, 3129, 3121, 3123, 3124, 3127, 3131, 3132, 3133, 3141, 3144, 3146, 3147, 3149, 3150; TSOs 4915, 4916, 4925, 4938, 4946, 4949, 4956, 4959, 4977, 4986, 4991, 4996, 4998, 4999, 5002, 5005, 5007, 5008, 5023, 5027, 5037; Generator Van 6311; BFKs 17015, 17023; BCKs 21245, 21246, 21269; Brake Staff Generator 35469, Mark 2s: TSO 5331, 5386, 5616; FKs 13604, 13607; BFKs 17141, 17153, 17165, 17169, 17172 and Mark 3s SLEP 10574; SLE 10646. Not acquired is Mark 1 TSO 5042 that was sold separately by Rail Charter Services and is awaiting removal from Ferme Park.

Changes made by the new owners are the putting of InterCity liveried Mark 1 Catering Car 1674 into storage at Bounds Green and the painting of Mark 1 Catering Car 1679 and FOs 3119 and 3123 from Green to Racing Green and Cream.

Maintenance of the companies Maroon liveried Mark 1 carriages: Catering Cars 1671, 80041; RMB 1813; FOs 3100, 3110, 3131, 3132, 3133, 3144; TSOs 4915, 4916, 4946, 4949, 4996, 5008; BCK 21245; Brake Staff Generator 35469 and Blue/Blue and Grey Mark 1 Carriages: Catering Cars 1658; Staff 2833; FO 3115, TSOs 4938, 4956, 4959, 4991, 4998, 4999, 5002, 5005; Generator 6311; BCK 21246 has been transferred from Bounds Green to Old Oak Common.

B) RIVIERA TRAINS

Further details have been published regarding the companies exemption from the Mark 1 rolling stock provisions in the Railway Safety Regulations 1999 (see Amendment Sheet 60). Initially a temporary exemption was granted covering the period up to 31st March 2003. This covered Mark 1 vehicles RBRs 1683, 1692, 1699; RMBs 1842, 1863; FOs 3066, 3068, 3069, 3098, 3107, 3112, 3122, 3125, 3140, 3148; TSOs 4902, 4927, 4963, 5009, 5029, 5040; BCKs 21224, recently acquired from the Northern Belle, 21272; BSK 35461. In addition Mark 1 RBR 1651 under overhaul at Cranmore is covered in readiness for its return to service. The same conditions apply as do to Rail Charter Services (see above) and although exemption has not been given for

Mark 1 Generator Van 6310, Courier Vehicle 80213 and leased BG 92936 these are still permitted to be used as outer end vehicles provided no fare-paying passengers enter them. A further exemption covering the period beyond 31st March has subsequently been issued but details have not been made publicly available.

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO **5841** 977867 Ridings Railtours *Stored at Seward Agricultural Supplies, Sinderby, near Thirsk*

2) Deletions

a) British Rail Mark 1 Passenger Carrying Coaching Stock

BCK **21224** DB977580 Now considered as 'Special and Charter Train Coaching Stock'

b) Pullman Car Company Stock

PARLOUR THIRD **CAR No. 97** Scrapped on site at Marazion

BRAKE THIRD **CAR No. 503** Scrapped on site at Marazion

BRAKE THIRD **CAR No. 502** Scrapped on site at Marazion

3) Movements

a) Pullman Car Company Stock

KITCHEN FIRST **PHYLLIS** Venice-Simplon Orient Express

b) British Rail Mark 2 Passenger Carrying Coaching Stock

FO **3152** 6411 DB977547 Ridings Railtours *Stored at Seward Agricultural Supplies, Sinderby, near Thirsk*

4) Detail alterations

a) Southern Railway Stock

PMV **1137** Body only remains. U/F used for ?

5) News of Mainline Operations

a) Venice-Simplon Orient Express

The company has received an exemption to the Mark 1 rolling stock provisions in the Railway Safety Regulations 1999. The exemption covers Pullman Cars Audrey, Cygnus, Gwen, Ibis, Ione, Lucille, Minerva, Perseus, Phoenix, Vera and Zena along with Mark 1 RF 325. Conditions applying include that the number of fare-paying passengers carried on the train does not exceed the number of seats permitted for use by such passengers in the train. The train shall not travel at more than 120 km/h. Three designated non fare-paying passenger carrying vehicles, Baggage Car 9 (Mark 1 BSK 34991 (99538)), Baggage Car 11 (Mark 1 Courier Vehicle 80207 (99545) and Generator Van 6313 are to be used with the exempted carriages. Any two of these must be included as the vehicle behind the locomotive and the vehicle at the rear outer end of the train whenever the exempted carriages convey fare-paying passengers. The three vehicles in turn required certain modifications to be made to them described as "the alterations that have been made to First Great Western car carrier vehicles", these required completion by 12th May 2003. To put it very simply, the modification involves weakening the underframe to promote buckling downwards so that in the event of an end-on collision it will under-ride the vehicles on either side of it. The exemption covers the period up until 31st December 2007.

Although it is eventually intended that Baggage Car 9 (Mark 1 BSK 34991 (99538)), Baggage Car 11 (Mark 1 Courier Vehicle 80207 (99545) and Generator Van 6313 will be replaced with classic Pullmans suitably modified they will continue to see use for several more years. In the interim, in order to disguise the presence of these vehicles in the formation a decision has been taken to disguise them in such a way as to make them look to be part of the locomotive. Thus it is planned that all three will receive EWS livery. The first to be painted is the Generator Van the repainting of which was completed earlier this year. Next for painting is Baggage Car 9 to be followed by Baggage Car 11 by the end of the year.

Mark 1 BSK 34952 that has acted as a source of spares at Stewarts Lane for several years has been disposed of to Immingham Railfreight Terminals for scrap.

b) Northern Belle, Crewe

Mark 1 BCK 21224 has been sold to Riviera Trains.

The two Mark 1 catering vehicles, 1566 and 1953, have been granted an exemption in accordance with the Mark 1 rolling stock provisions in the Railway Safety Regulations 1999 allowing their continued use in the otherwise normally Mark 2 formed Northern Belle set. This is conditional on that they do not convey fare-paying passengers if marshalled at the outer end of a train. This is extremely unlikely to occur as they are normally marshalled within the Northern Belle set in order to provide catering to vehicles either side of them. This exemption was temporary expiring on 31st March although a further exemption has been issued covering the period beyond that although no details have yet been made publicly available.

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

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