

# **PRESERVED COACHING STOCK OF BRITISH RAILWAYS**

**AMENDMENT SHEET NUMBER 94**

*November 2007*

## **Will there be new editions of 'Preserved Coaching Stock of British Railways' parts one and two?**

I am frequently asked this question and the simple answer is that I would think that it is unlikely, particularly in the near future, but I am not ruling out the possibility entirely.

It is my view that sales of such books would not be sufficient to justify the considerable effort and commitment needed to produce in the style of the mid 1990's books. Why do I think sales would be low you may ask? My view is based not only on how the hobby and those pursuing it have changed but external influences that have impacted greatly on how we as enthusiasts go about things.

Within the hobby I detect a lesser number orientation of enthusiasts than was once the case. Consequently, for many, it is more of a general interest in railways with individuals having subjects of more particular personal interest than it is the pursuance of sightings and number underlining; train spotting was a hobby of the second half of the twentieth century and we are now in the twenty-first century is a cruder way of putting it. With fewer enthusiasts charging around with note books collecting numbers, then a whole segment of the market for the books has disappeared. The fact is that it is much more difficult, and one encounters more hostility, when visiting many of the locations where railway rolling stock lurks than was once the case, making the whole adventure less enjoyable! The decline in the traditional train spotter is therefore not surprising. I also detect that once the number collecting brigade have seen all the items ("cleared") in a particular book their interest in the subject wanes as they seek a new number collecting challenge. I thus believe that those who will find a new challenge in spotting preserved coaching stock in the future will be very few indeed. There are still those around though who, for whatever reason, have an interest in a complete listing of what carriages are around. They are though, not always so much in need of such a detailed and comprehensive listing as they once were, many only having an interest in a particular type of carriage or era.

Back in the 1990's few had home computers and the capabilities of those that existed were extremely limited compared with those in almost every home these days. Enthusiast information back then was very much sourced from books and magazines, none of the instant information of today available on line. Any home made listing having to be hand written or at best typed with all the inherent difficulties of making alterations. Today anyone with a PC can soon create databases, spreadsheets and reports tailored to their own needs that can be quickly altered and updated. In addition they can easily tap in to others listings and information sources available online in seconds. Thus no need to buy others listings which might not quite be what they want and are probably not as up to date as they require. In this respect the development of the Vintage Carriage Trust Carriage Survey Project <http://www.vintagecarriagetrust.org/surveystatus.htm>, despite its shortcomings, means any one wanting lists or details about various particular preserved carriages or types of carriage can soon discover a wealth of information that they can adapt to their needs. So how many would buy a book to obtain the same information knowing that it would progressively become out of date when they can create a tailor made product for themselves?

I do though appreciate that not everyone wishes to slave away on a keyboard looking at a screen and would instead like to periodically acquire a listing similar to that in the main parts of the 'Preserved Coaching Stock of British Railways' books. To this end I have therefore decided, for the foreseeable future, to make available updated listings based of these sections of the books. These will be available on request and will be created from my databases that I continually keep updated. Now available is the first of these covering BR design Stock and it is basically an updated version of pages 21-49, 54-58, 60 and, 63-79 of 'Preserved Coaching Stock of British Railways part one – BR Design Stock', along with a condensed introduction and guide to layout. Pullman Car Company information is not included but this will form part of a similar listing available in the not too distant future covering the contents of 'Preserved Coaching Stock of British Railways Part two'.

The listings are on A4 sheets of paper with the layout the same as in the books, it should be noted the sheets are not suitable for punching as doing so will put holes through vital information. They are though suitable for mounting in A4 plastic covers either in a ring binder or display book. If you are interested in acquiring the first listing please get in touch. Lists will be printed off individually for each requester and thus give the most current listing I can provide at the time. If you require another list a few months later that will not be a problem and it will of course have been updated. This is not a commercial operation but production and postage has a cost.

## **MYSTERIOUS CARRIAGES!!!**

**BR Mark 2 TSO 5391.** It is disappointing to report that I have received no further information about the possible whereabouts or destiny of this carriage since the appeal in Amendment Sheet 92. Consequently this remains 'serious mystery number one' and I appeal again for anyone who may have information that will lead to solving this mystery to make it known to me so I can investigate further.

**BR FISH VAN 87702 (body).** Disappointingly no one has responded to the appeal for information regarding this particular body made in Amendment Sheet 93. Thus, as several visitors to Gwern-y-Steeple have been unable to find it, the conclusion is that it no longer exists, thus the entry below.

**BR Mark 1 RMB 1867 (DB977725).** This has recently departed from the yard of Green Brooks Commercial at the former Clutton Station in Somerset. It is understood to have moved fairly locally but its new location has not been established. Thus, can any of you help with this new mystery?

**SR PMV 1313 (041682) (body).** In Amendment Sheet 84 it was recorded that this body, previously located at MoD COD Bicester Central Workshops, was now located in the Oxford area, the exact location not being known. Subsequently the only information received is the following comment "It's at a private site near Oxford and its still there. It's not visible from public places and the location will not be divulged." If any one does wish to divulge the location I would of course be pleased to hear from them. Experience tells me that such locations are eventually found by accident anyway!

## **PRESERVED LOCOMOTIVE HAULED COACHING STOCK**

### **1) Additions**

#### a) British Rail Mark 2 Passenger Carrying Coaching Stock

FO       **3271**   3521                   Mid Norfolk Railway

#### b) British Rail Non Passenger Carrying Coaching Stock

BPOT     **80458**                   Great Central Railway

BG       **81150**  92035  92935       Cadeleigh Station, Bickleigh Bridge, Bickleigh, Devon

BG       **81606**  92194               Cadeleigh Station, Bickleigh Bridge, Bickleigh, Devon

### **2) Deletions**

#### a) British Rail Mark 1 Passenger Carrying Coaching Stock

RB       **1691**                   Returned to use with Riviera Trains on the National Network.  
(No longer considered preserved)

### **3) Movements**

#### a) British Rail Mark 1 Passenger Carrying Coaching Stock

BAR     **1883**                   Weardale Railway

TSO     **4921**                   North Yorkshire Moors Railway

TSO     **5001**                   North Yorkshire Moors Railway

#### b) British Rail Mark 2 Passenger Carrying Coaching Stock

BFK     **14097**  17097  35518       Southall Depot

### **4) Bodies of Non Passenger Carrying Coaching Stock**

#### a) London, Midland & Scottish Railway Stock

##### i) Deletions

HB       **2470**   Scrapped at, or disposed of from Kidsley Park Farm, Smalley, near Heanor  
(NB – further research suggests this was one of those built by BR to a LNER design not a LMSR design vehicle)

#### b) British Railways Stock

##### i) Deletions

FISH     **87702**   Scrapped at, or disposed of from Fair Oaks, Gwern-y-Steeple, Peterston-Super-Ely

### **5) Correction to 'Amendment Sheet 51'**

It has now been established that the Horse Box body at Bodfari mentioned in 6)a)i) is actually of LMSR design and not GWR design.

### **6) Corrections to 'Amendment Sheets 77 & 78'**

The correct grid reference of the body of LMS HB **42634** at Brynamman referred to in Amendment Sheet 77 6)c)i) and in Amendment Sheet 78 4)b)ii) is SN 727141.

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