

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 95

December 2007 / January / February 2008

MYSTERIOUS CARRIAGES!!!

BR Mark 2 TSO 5391. Regrettably there is still nothing to report regarding the establishing the current whereabouts of this carriage. Consequently it remains 'Serious mystery number one'. Hunting out this carriage should be the main priority of anyone visiting the Lake District this year!

BR Mark 1 RMB 1867 (DB977725). As recorded below this has now been located but not as local to its former home as was thought.

SR PMV 1313(041682) (body). The current whereabouts of this body continues to be a mystery.

BR Mark 1 CKs 16012 and 16019. There are a few carriage mysteries that I leave on the 'back burner' for one reason or another. One such mystery has concerned a potential identity swap between these two carriages. Both were initially located at the Mid-Hants Railway before moving to the Bodmin Steam Railway and the Northampton & Lamport Railways respectively. For some time evidence has existed that the one at the Bodmin Steam Railway was really 16019 even though it carried identity 16012. Recently information has been received that the one at the Northampton & Lamport Railway has been discovered to be 16012 by its restorers even though it carries identity 16019. I thus have concluded that for some unknown reason the carriages swapped identities whilst at the Mid-Hants Railway. This has now been confirmed by Clive who says "*Whilst the two coaches were at the MHR in Blue & Grey livery a decision was made to paint them in another colour. Both coaches were taken to Ropley and one entered the shed, whilst the other remained outside. The bodywork on both was rubbed down and both had the numbers removed, by different groups of volunteers. After they were painted, new numbers were applied, however as no-one had taken a note of the numbers before removing, no-one could remember which was which. (In those days through lack of knowledge, people didn't know that if you took a look inside a toilet service cupboard you would find the number stamped into the timber) So the numbers were guessed at and in this case they got it wrong*". So, it is definitely 16012 masquerading as 16019 that is at the Northampton & Lamport Railway and 16019 masquerading as 16012 at the Bodmin Steam Railway, thus the corrections shown below.

BR Mark 1 BSKs 34414 (DB975127) and 34754 (DB975128). Another one I have taken off the 'back burner' is the true identity of the Mark 1 BSKs that arrived at the Severn Valley Railway in 1997 numbered DB975128 and 1999 numbered DB975127. To cut a long story short, my investigations have now led me to conclude that DB975127 was converted from 34414 and DB975128 was converted from 34754. However, due to mistakes made in 1981 and 1982 these identities became transposed in all 'Lineside Publications', 'Platform 5 Publishing' and 'South Coast Transport Publishing' listings of departmental coaching stock. Consequently these have been wrongly recorded in these Amendment sheets, thus the corrections shown below. In addition my conclusions on the subject under 'Special Note' in Amendment Sheet 33 have now been proved not to be correct as a result of these earlier mistakes.

LNER CCT 1287 (060489 or 064089?). An outstanding identity query from 'Preserved Coaching Stock of British Railways Part Two – Pre-nationalisation stock' has been the identity of the LNER CCT chassis at the West Somerset Railway. Very unusually for a vehicle of LNER origins its final use was as an internal user on BR Western Region although there is some confusion as to whether it was numbered 064089 as I show or 060489. Do any readers know for sure which is correct? Extensive research by John has now narrowed down the possibilities for its original identity to just 1287. This apparently passed into Internal Use at Plymouth Millbay in 1968 but it is not known whether it was used elsewhere before arriving at the West Somerset Railway.

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) British Rail Mark 1 Passenger Carrying Coaching Stock

BSK **35289** DB977168 Hope Farm (Southern Locomotives), Sellindge, Kent

b) British Rail Mark 2 Passenger Carrying Coaching Stock

FO **3377** 1215 Nottingham Heritage Centre, Ruddington

c) British Rail Non Passenger Carrying Coaching Stock

POT **80437** Bo'ness & Kinneil Railway

GUV **86180** 93180 Midland Railway - Butterley

2) Deletions

a) Southern Railway Stock

PMV **1495** DB975670 Scrapped on site at Owlsbury Coach Works

b) British Rail Mark 1 Passenger Carrying Coaching Stock

RB **1678** Scrapped on site at Severn Valley Railway

FO **3081** Scrapped by JT Lanscapes on site at MoD Caerwent

c) British Rail Mark 2 Passenger Carrying Coaching Stock

FK **13501** 19501 DB977656 Scrapped on site

FK **13505** 19505 DB977654 Scrapped on site

FK **13511** 19511 DB977660 Scrapped on site

FK **13518** 19518 DB977659 Scrapped on site

FK **13530** DB977657 Scrapped on site

FK **13531** DB977658 Scrapped on site

d) British Rail Mark 3 Passenger Carrying Coaching Stock

RFB **10021** 10230 Sold to Wrexham Shropshire & Marylebone Railway for potential use on the National Network

3) Movements

a) Great Western Railway Stock

AT **178** West Somerset Railway

Fruit D **2336** 024239 Titley Junction Station

BT **5500** 071343 Gloucestershire-Warwickshire Railway

BT **5539** DW150328 Gloucestershire-Warwickshire Railway

b) Southern Railway Stock

PMV **1153** Avon Valley Railway

c) London & North Eastern Railway Stock

SALOON **1729** Barrow Hill Round House

d) British Rail Mark 1 Passenger Carrying Coaching Stock

RMB **1867** DB977725 Churnet Valley Railway

FO **3064** DB975607 Bluebell Railway

TSO **4606** Howlish Cattery, Howlish Hall, Coundon, near Bishop Auckland

BSO **9225** DB977135 North Yorkshire Moors Railway

BFK **14023** 17023 Gloucestershire-Warwickshire Railway

BSK **34935** Battlefield Railway

e) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO **5174** Northampton & Lamport Railway

BSO **9384** Barrow Hill Roundhouse

f) British Rail Non Passenger Carrying Coaching Stock

CCT **94241** DB977254 061094 Ballater Station, Ballater, Aberdeenshire

4) Detail alterations

a) British Rail Mark 1 Passenger Carrying Coaching Stock

RU **1973** restored with vacuum brakes and 22 loose chairs

b) British Rail Non Passenger Carrying Coaching Stock

CCT **94241** DB977254 061094 Remains of body scrapped and under-frame converted to 6-wheel using components from wagon ADB998051 (083652). Used for Replica Queen Victoria's Royal Saloon.

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

Page 38. The carriage shown as 16012 is actually 16019 that carries number 16012 and the carriage shown as 16019 is actually 16012 that carries number 16019.

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

Page 102. The original identity of LNER CCT at the West Somerset Railway has been established to be **1287**.

7) Corrections to Amendment Sheet 23

In section 1)b) BSK **34414** DB975128 should read BSK **34754** DB975128

8) Corrections to Amendment Sheet 30

In section 1)a) BSK **34754** DB975127 should read BSK **34414** DB975127

9) Corrections to Amendment Sheet 31

In section 2)a) BSK **34754** DB975127 should read BSK **34414** DB975127

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