

# PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 135    *January / February / March 2017*

## TWENTY-FIRST CENTURY PROBLEMS!!!

Since Amendment Sheet 42 (March 2000) the same email contact details had appeared on these sheets. This was my first email address and is still my principle one, it appearing at various places on line and in print. Much of my online activity revolves around this email and it has resulted in much of interest emerging over the years. A few weeks ago I was informed that this email will be eliminated at the end of May along with a rarely used Orange email. This comes on top of my only other email, a rarely used Yahoo, having been subject to a data breach and ongoing computer hard and software problems. In addition difficulties surround certain of my other web involvements.

Exactly where I go from here with regard to computers, email and the web is far from clear. I am finding it extremely difficult to get a clear understanding about the various email options, particularly with regard to future proofing, security, archiving, storing and back- up. Once I have a clear understanding, I will create new emails which will be displayed on all Amendment Sheets in the public domain on line.

My strategy has always been to have two computers, one data only (no web contact), and one with internet access. The data only computer needs to be disc supported and sourcing discs is proving to be a problem. Currently looking for suppliers who can provide disc based versions of basic Windows 7 or later and Office Home and Student later than 2007. Also recommended suppliers of computers for home set up and external hard drives with disc based set up. In addition recommended database applications that would be comparable to Foxpro, disc based of course.

If attempts to email me after May fail, please revert to 1990's methods of contact.

## PRESERVED LOCOMOTIVE HAULED COACHING STOCK

### 1) Additions

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

FO	<b>3069</b>	West Somerset Railway
FO	<b>3144</b>	East Lancashire Railway
TSO	<b>5007</b>	Great Central Railway

### 2) Deletions

#### a) Southern Railway Stock

BTK    **3680**    DS70159    Underframe scrapped on site at Bluebell Railway

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

TSO    **4328**    Remaining part broken up on site at Seaburn

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

CCT    **94477**    902612 083631    Scrapped on site at Finmere Station

### 3) Movements

#### a) Pullman Car Company Stock

PFK	43	<b>SAPHIRE</b>	Barrow Hill Roundhouse
PTG	99	<b>CAR NO 99</b>	Barrow Hill Roundhouse
PFK	102	<b>ROSALIND</b>	Barrow Hill Roundhouse
PFK	246	<b>LYDIA</b>	West Somerset Railway

#### b) Great Western Railway Stock

SALOON **9004**    DE321011    London & North Western Railway Heritage Company, Crewe

#### c) Southern Railway Stock

PMV    **1218**    Railway Retreats, Northiam Station, East Sussex

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

MILK    **44065**    060997    Swindon & Cricklade Railway    *uff only remains*  
SALOON **45036**    Tanat Valley Railway    *uff only remains*

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

RBar	<b>1883</b>		London & North Western Railway Heritage Company, Crewe
RUK	<b>1972</b>		Railway Retreats, Northiam Station, East Sussex
BSK	<b>35003</b>	80411	Vale of Berkeley Railway
BSK	<b>35386</b>	DB975397	Great Central Railway
BSK	<b>35449</b>		West Coast Railway Company, Carnforth

f) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO **5211** Mid Norfolk Railway  
TSO **5219** Mid Norfolk Railway  
BSO **9406** 9106 024909 Telford Railway Centre

g) British Rail Non Passenger Carrying Coaching Stock

POT **80434** Vale of Berkeley Railway  
BG **81077** 92029 92929 Great Central Railway  
CCT **94429** DB977140 Churnet Valley Railway

**4) Detail alterations**

a) Southern Railway Stock

BY **442** Body scrapped at Bluebell Railway, u/f only survives used for SE&CR 172  
PMV **1145** DS70217 u/f now used for LCDR 108  
PMV **1193** DS166 u/f now used for LBSCR 949 not LBSCR 328  
PMV **1507** ADB977182 u/f used for LBSCR 668  
PMV **1536** ADB977183 u/f used for LBSCR 328  
PMV **2206** Body of LBSCR 668 no longer mounted on u/f  
CCT **2411** DS70249 u/f now used for LCDR 51 not LBSCR 949  
CCT **2497** ADS70264 u/f not now in use, no longer used for LCDR 108  
GUV **4589** CC9015 Body scrapped at Isle of Wight Steam Railway, u/f survives

b) London, Midland & Scottish Railway Stock

BG **31244** Body scrapped at Kent & East Sussex Railway, u/f survives

**5) Bodies of Coaching Stock**

a) Great Western Railway Stock

i) Additions

CCT ? Store shed at Church Hill Farm, Wootton Bassett, Wiltshire *SU 085833*  
CCT ? Store shed in compound on Heol Las, PeterstoneWentlooge, Newport *ST 262801*

b) British Railways Stock

i) Deletions

FISH **87807** No longer present at Shaw's Metal Supplies, Haydock Park Road, Derby – presumed broken up.

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

**Page 35** – HB 542 It has now been established that this was actually from **Lot:** 437 **Diagram:** N.4 **Built:** 1888 and not as shown.

**Page 39** – MINK D 288XX Further to 2)a) in Amendment Sheet 60 and 7) in Amendment Sheet 100 it has now been established that this is actually the body of a FRUIT C. The number has yet to be established. It should thus now be included under Perishables Vehicles..

**MULTIPLE UNIT VEHICLES**

**1) Deletions**

a) British Railways DMUS

Class 115 DMBS **51677** Scrapped on site at European Metal Recycling, Kingsbury  
Class 100 DTCL **56317** Scrapped on site at European Metal Recycling, Kingsbury

**2) Movements**

a) British Railways EMUS

Class 411 4 Cep TSOL **70547** Source Farm Shop, Hungerford Park, Hungerford  
Class 420 4 Cig DTCSOL **76818** The Cab Yard, Bridgend *Body only in two halves survives*

**3) Corrections to 'Amendment Sheet Number 133**

In section 3)b) **77758** should read **77558**

**4) Corrections to 'Amendment Sheet Number 134**

In section 1)a) **55020** should read **55022**

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

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