

PRESERVED COACHING

STOCK OF BRITISH

RAILWAYS

PART ONE

BR DESIGN STOCK

***Locomotive Hauled Passenger Carrying and Non-Passenger
Carrying Coaching Stock built to BR Coaching Stock or Wagon Lot
Numbers***

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INTRODUCTION

The intention of this document is to give details of locomotive hauled passenger carrying and non –passenger carrying coaching stock built to BR coaching stock or wagon lot numbers that can now be considered to be in a preserved or a similar status. Thus, not included is coaching stock in regular use on the National Railway Network or awaiting disposal or further use having previously seen use on the National Railway Network. Certain items of coaching stock included here may though see use on the National Railway Network on an occasional basis or as part of a heritage train formation. Also included are the various carriages that have been subsequently sold overseas for preservation.

The general format of the document is passenger carrying carriages followed by non-passenger carrying coaching stock followed by coaching stock built to wagon lot numbers followed by exported carriages and finally a list of grounded bodies that exist away from what can be considered to be preservation locations. Within the passenger carrying section this is split into the three major designs so far represented in preservation, Mark I, Mark II and Mark III. Within the various splits carriages are listed numerically by first number carried. During the life of many carriages extensive changes are made to the vehicle. Generally the rule has been to list carriages as built with subsequent conversion details given. However, if a conversion is so substantial that a new lot number has been issued the carriage will be shown numerically by its latest lot rather than its original lot, details of its previous incarnations being given.

Information contained about the individual carriages listed here in can be split into two categories, historical and preservation. The historical information has been compiled from extensive research of both published works and notes compiled over many years. The preservation information is principally compiled from regularly visiting the various sites mentioned and it is believed that information regarding locations is as up to date as is possible. I am though not infallible and thus would welcome notification of any error found by readers or details of any changes they are aware of.

GUIDE TO THE LAYOUT

It is hoped that the layout used in this document is almost self explanatory. It would however be probably worthwhile to make a few comments on the layout before continuing.

As previously mentioned the order of the document is Passenger Carrying Coaching Stock subdivided by Mark I, Mark II and Mark III followed by Non Passenger Carrying Coaching Stock and Coaching Stock Built to Wagon Lots and finally a list of Grounded Bodies. Within each section carriages are arranged numerically by first number carried. In the main the numbering of carriages has been well organised, grouping particular designs together, thus details of a particular vehicle type are given as a main heading along with its type code. This is followed by details of particular lots and the vehicles preserved within them.

Lot details given include the lot number, builder, month the particular lot was ordered and completed, diagram number, design code, seats and type of bogies fitted when built. Although this probably makes perfect sense to the majority of readers the following notes are given as added explanation.

Type (or Telegraphic) Code Is a code adopted by British Rail for the identification of coaching stock throughout the network. With a few exceptions, mainly non-passenger carrying types, this consists of codes of up to five letters. These are shown to the right of the type descriptions. These codes evolved over time and various inconsistencies existed particularly with regard to catering carriages.

Lot Number To coincide with the introduction of the first designs of British Railways coaching stock in 1950, a new range of order numbers was introduced commencing at '30001' and known as lot numbers was started. Subsequently all new orders for coaching stock and some conversions of existing vehicles, have been allocated a lot number

Builder The construction of the majority of the carriages took place at the former British Railways workshops at Ashford, Derby, Doncaster, Eastleigh, Earlestown, Faverdale, Lancing, Swindon, Wolverton and York, whilst in addition certain conversions took place at Stewarts Lane Carriage and Wagon Repair Shops. However, certain carriages were built by outside contractors. Where two builders are shown, the first was responsible for the

underframe and the second for the body work.

Ordered This is the month in which the order for a particular lot of carriages was placed. It should however be noted that lots were not ordered in strict chronological order due in the main to contractual reasons and this also can create ambiguities with vehicles appearing to be ordered after they were built.

Completed This is the month in which the order was officially completed, usually coinciding with the date on which the last vehicle of the lot entered service.

Diagram This is the original British Railways diagram to which the particular vehicles were built. These are shown for all carriages for which they have been known to have been issued. However since the late 1970s new designs have been issued a Design Code instead.

Design Code Since the late 1970s all new designs of coaching stock have been issued a Design Code rather than a Diagram, similarly the majority of vehicles remaining at the time were retrospectively allocated a Design Code. The Design Code consists of seven alphanumeric characters, the first five characters of which are shown here. It should be noted that in certain cases vehicles which have remained in service into the 1980's are not shown as being allocated a Design Code. Such vehicles have undergone conversion without the issue of new lot numbers and consequently the Design Code bears no relation to the Diagram. Thus the Design Codes have been omitted to avoid confusion.

Seats This only applies to passenger carrying coaches with seated accommodation and is the amount and type of seats in the carriage when built. F- designates first class seats, S - designates second class seats now referred to as standard, prior to 3rd June 1956 what is referred to as second class accommodation was referred to as third class accommodation with designation T, however throughout this document, in order to be consistent it is always referred to as second, U - designates unclassified accommodation, that is that not specifically designated for the use of first or second class passengers.

Bogies This shows the type of bogies fitted to the carriage when first built. The various types of bogies used are:-

BR Mk I (BR1) - Standard double bolster leaf spring bogie.

BR Mk I heavy duty (BR1hd) - Similar to the BR1 but with a larger axle box and an extra stiffening plate welded along the top of the frame.

BR Mk II (BR2) - Later variant of BR1. Single bolster leaf spring bogie.

BR Mk II Madison (BR II) - Later development of the BR1 bogie with single centre bolster leaf spring

COMMONWEALTH (CW) - Heavy, cast steel coil spring bogie.

B4 - Coil spring fabricated bogie.

B5 - Heavy duty version of B4.

BT10 - A fabricated bogie with air suspension.

Brakes. The universal braking system for passenger trains inherited by British Railways was by the vacuum system. This system being perpetuated with the Mark Is' which were all built with this system. The fitting of vacuum brakes continued into the early batches of Mark IIs', not being replaced by the air system until the appearance of the Mark Iia in late 1967. As the changeover to air braking has yet to be completed various modifications to carriage brake systems have been made. In the details for carriages included in this document, details of brakes are only given if a change of braking system has taken place since the carriage was built.

The above details are followed by information regarding changes made to the carriages in that particular lot along with and any other relevant information regarding their main line and preservation careers. Also details of any departmental / internal use of the carriages.

Details then follow of the individual vehicles.

Following the first number any subsequent capital stock numbers are given, followed by any departmental or internal user numbers. This is followed by the location of the vehicle and any other relevant information concerning its current status such as "plated" number, current number if not previously carried and certain other details which may be of interest to readers.

Renumbering This has generally occurred due to either of two reasons, firstly when a carriage has been substantially altered and secondly as part of a general renumbering to avoid duplicate numbers on the British Rail TOPS computer system.

Departmental /Internal User Numbers When a carriage was transferred into departmental service it was normally allocated a new number. The majority of carriages in this document to which this has happened have been numbered into the DB97xxxx series. This series was first used at the end of 1966, the intention being that all service vehicles converted from condemned coaching stock would be so numbered. However, until 1970 this numbering series was little used as almost all service vehicles continued to be numbered into the various regional series, several such vehicles having been preserved which were numbered in the Western Region DW150xxx series, the Southern Region DS70xxx series and the Eastern Region DE32xxxx series. From 1970 the DB975xxx series began in earnest, although until 1979 some of the regional number series were still used. By the end of 1980 the DB975xxx series had been completed and as the DB976xxx series was in use for service vehicles converted from condemned freight stock, the series jumped to DB977000. When TOPS was first implemented in 1973 each departmental vehicle acquired a prefix indicating the department which owned it. No prefix indicated that it was a CCE vehicle, A was used for the CM&EE, C for BREL, K for S&T Engineer, L for CM&EE Electrical Construction, P for Shipping and Internal Services, R for Research, T for Traffic, X for Stores and Z for PRO & Publicity. Obviously certain vehicles changed prefix when responsibility for ownership changed and a number of anomalies inevitably occurred. Such prefixes have not been included in this document. Certain vehicles when transferred to departmental service are designated as 'Internal Use Only', such vehicles being given a number in the 0xxxx series, this indicating that movement is restricted. 02xxxx numbers were issued by the London Midland Region, 04xxxx numbers by the Eastern/North Eastern Region, 06xxxx & 07xxxx numbers by the Western Region, 08xxxx numbers by the Southern Region and 09xxxx numbers by the Scottish Region. It should be noted that a few preserved vehicles have carried more than one departmental identity and in such cases these are shown in chronological order.

Location The location where the carriage is normally to be found is given. It should however be noted that it is the intention of this document to record where individual carriages are rather than who owns them, thus it should not be assumed that a vehicle has any obligation to the site where it is located. In certain cases where carriages are located away from the site shown, such as for restoration, details are given of the current temporary whereabouts.

Plated number Privately owned carriages authorised to run on the British Rail Network were allocated a private owner number and referred to as "plated". The number consisted of an owner prefix followed by a five figure number in the 99xxx series. The status of 'Privately owned' vanished with privatisation, subsequently owners have had the choice of using 99xxx numbers or former capital stock numbers. In this document the "plated" numbers are only shown for carriages used on the National Railway Network that retain them.

Finally it should be noted that the above explained presentation of information varies slightly for certain carriages due to their individuality. However, the above explanations equally apply.