

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 99 *October / November / December 2008*

One Hundred and out?

It is nearly fourteen years since the first Amendment Sheet appeared and the next will be the one hundredth, but will there be a one hundred and first? Like with many things, one sets off with great enthusiasm not knowing where it might lead, and what rods for ones own back might be created. If you are not sure what I mean, ask anyone who has started an enthusiast related website! For a couple of years now I have been debating in my own mind whether or not to call it a day with these sheets, but had decided to put off the final decision until the one hundredth. Now is the time to make that decision and thus the reason for these ramblings.

So why am I considering calling it a day? It is certainly not that I no longer have the enthusiasm – the thrill of the chase in hunting down the carriages that go missing and the travelling around keeping my lists as up to date and accurate as possible is still very much there. Probably it is more that I think that although my efforts are appreciated by most sheet recipients, others no longer have the interest in the minutiae of the subject that I have. What I found particularly interesting in this respect was the response to my comments in sheet 94 and the making available of updated lists of ‘Preserved Coaching Stock of British Railways part one – BR Design Stock’. Although a few recipients of these sheets requested updated lists, it was few in comparison to the number of sheets despatched and even fewer made comment. Also, although I regularly receive snippets that find there way onto the sheets from several recipients, it is from fewer than it once was which does make me wonder! Thus, I probably do need convincing that it is worth my while carrying on with the sheets, at least in the current form.

Having taken slightly longer than intended, I am now in a position to make available the updated listing based on ‘Preserved Coaching Stock of British Railways part two – Grouping Design Stock’. This is basically an updated version of ‘Preserved Coaching Stock of British Railways Part Two – Pre-Nationalisation Stock’ with condensed narrative, but including all locomotive hauled Pullman Cars. As with part one, the listing is on A4 sheets of paper with the layout the same as in the books. If you are interested in acquiring this listing or of course an updated version of part one please get in touch.

MYSTERIOUS CARRIAGES!!!

LMSR MCV (CCT) 37008 This was never included in ‘Preserved Coaching Stock of British Railways Part Two – Pre-Nationalisation Stock’ as by 1996 I was of the opinion that it no longer existed, I had though never been able to confirm this. It entered pseudo preservation at Solent Rigging Services, Redbridge, Southampton in the late 1970’s along with BR Mark 1 BSKs 34042 & 34742. All three moved with the company to Shamrock Quay, Southampton in the very early 1980’s where they were joined by BR Mark 1 BSK 34644(DB977086). It is then reported that 37008 was sold to a “Kent haulier” in 1987 who removed it from Shamrock Quay. What then became of it? Was it scrapped? Was the body removed for a store or similar and the chassis scrapped or used for another purpose? Does it still exist as a complete vehicle hidden away somewhere? Do you know what became of it?

BR FISH VAN 87702 (body) Further to Amendment Sheets 93 & 94 the observer of this body at Fair Oaks (Tyn-y-pwll), Gwern-y-Steeple, Peterston-Super-Ely, Vale of Glamorgan on 16th February 2000 has come forward. Thanks Mike! Mike has also forwarded a picture taken at the time of the visit and says, from memory, that although on land owned by Fair Oaks it was a couple of fields away in the direction of the River Ely next to woodland. This suggests possibly around ST 071758. Anyone local to the area fancy going and investigating? If so, let me know and I will forward Mikes picture which should help in pinpointing the exact location and confirming whether or not this body still exists.

ABERDEENSHIRE BODIES It is well known that the railway workshops at Inverurie, Aberdeenshire sold off many carriage bodies to local agriculturalists and industrialists and that many survive to this day in the surrounding area. Although some of these bodies were to grouping designs, none were included in the listing of ‘Bodies of Non Passenger Carrying Coaching Stock’ on pages 103-4 of ‘Preserved Coaching Stock of British Railways Part Two – Pre-Nationalisation Stock’ although those subsequently located have been added through these Amendment Sheets. The above mentioned ‘Preserved Coaching Stock of British Railways part two – Grouping Design Stock’, in addition to the bodies of non passenger carrying coaching stock, now also includes known passenger carrying coaching stock bodies from the era, the majority of which are located in Aberdeenshire. Unfortunately it has not been possible to numerically identify many of these, but I do understand that those that have been before me hunting these bodies have had more success. The problem is that, despite being told on

numerous occasions that various carriage restoration groups have comprehensive listings of bodies in the area including type, number and precise location details, getting hold of these lists is like getting blood out of the proverbial stone! Why this should be I do not know! All I wish to do is establish what survives and then keep tabs on its continued existence! Thus I am appealing for any one who can provide detailed listings of the Aberdeenshire bodies to please do so or do you know someone who can.

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

Further to section 1d) in Amendment Sheet 79 it has been established that the identity of the Fish Van body at the Dartmoor Railway, Okehampton is **87554**. Previously this was located at Woking Yard.

1) Additions

a) British Rail Mark 1 Passenger Carrying Coaching Stock

FO	3049	DB977389	Keighley & Worth Valley Railway <i>underframe only remains</i>
SK	25079	DB975080	Embsay & Bolton Abbey Railway
BSK	35109	DB975465	Reid Freight Services, Stoke-on-Trent

b) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO	6077	72608	Reid Freight Services, Stoke-on-Trent
TSO	6163		Humberside Fire & Rescue Service, Scunthorpe Training Site
BFK	14080	17080 35516	Railfilms, Crewe <i>Stored at Rail Restorations North East, Shildon</i>

c) British Rail Coaching Stock Built to Wagon Lots

MLW	900917	96452	MoD COD Bicester Military Railway
MLW	900926	96453	MoD COD Bicester Military Railway
SALOON	999503		Rampart Carriage & Wagon Services, Derby
SALOON	999509		Rowden Mill Station, Herefordshire

2) Deletions

a) British Rail Mark 2 Passenger Carrying Coaching Stock

BFK	14163	17163	Disposed of for scrap to C. F. Booth, Rotherham
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3) Movements

a) Pullman Car Company Stock

3	BALMOREL		John Watts Farm, Rye Farm, Wishaw
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b) Great Western Railway Stock

TK	3631	Camping Coach 9880	West Somerset Railway
BTK	5131	DW150246	West Somerset Railway
TK	5929	TDW150030	West Somerset Railway
SLF	9084		Severn Valley Railway
SALOON	80970	DW80970	Gloucestershire-Warwickshire Railway

c) London, Midland & Scottish Railway Stock

BG	31407	XDB31407	Rail Restorations North East, Shildon
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d) London & North Eastern Railway Stock

RF	42969	9007	ADE320947 North Yorkshire Moors Railway
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e) British Rail Mark 1 Passenger Carrying Coaching Stock

CK	16232	7232	Gwili Railway
BCK	21249		A1 Locomotive Trust, Hopetown, Darlington

f) British Rail Mark 3 Sleeping Cars

SLE	10727		St. Modwen Properties, Long Marston
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4) Detail alterations

a) British Rail Mark 1 Passenger Carrying Coaching Stock

BFK	14019	17019	now in use as 70013 Support Coach based at Carnforth
BFK	14025	17025	45690 Support Coach

MULTIPLE UNIT VEHICLES

1) Movements

a) British Railways DMUS

Class 108 DTCL	56274	54274	Stainmore Railway, Kirby Stephen East
UNCLASSIFIED	79963		North Norfolk Railway

b) Pullman Car Company EMUS

DMPBT	CAR No. 91	S291S	North Norfolk Railway
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Any information for inclusion in future amendment sheets should be forwarded to:-

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