

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 76

July 2005

SPECIAL AND CHARTER TRAIN COACHING STOCK

1) Old Oak Common fire

Further to the notes in 'Amendment Sheet 71' it has been established that Railfilms Mark 2 FO 3246 'APHRODITE' also suffered extensive damage.

2) Wessex Trains

The two former Northern Ireland Railways Open Standards 924 and 926 (originally BR Mark 2 FKs 13508 and 13498 respectively) that were under conversion to FOs have been sold to Railfilms. They remain in storage at the Carnforth premises of the West Coast Railway Company pending a resumption of the conversion work. Also sold to Railfilms is Mark 1 RBR 1659 'CAMELOT'.

Both Mark 1BSK 35317 and Mark 2A BFK 35518 'MERLIN' have been sold along with locomotive SR 34067 "TANGMERE" to Ian Riley Engineering. Both carriages will remain in use as support coaches for the Ian Riley Engineering and associates steam locomotives used on Network Rail.

3) Vintage Trains

Railfilms 'LMS Club Car' 99993 is no longer based at Tyseley Locomotive Works for use in the Vintage Trains formation. The carriage having moved to the Carnforth premises of the West Coast Railway Company for an overhaul after which it will be based at Old Oak Common for inclusion in Wessex Trains formations.

Pullman Cars Parlour Second with Kitchen 'CAR No.335' and Bar Car 'The HADRIAN BAR' have been acquired from the West Coast Railway Company and are now regularly used in Vintage Trains formations.

4) Flying Scotsman Railways

Mark 1 BFK 17013 initially passed to the National Railway Museum along with locomotive LNER 4472 'FLYING SCOTSMAN'. It has subsequently been sold to Jeremy Hosking and moved to his Southall premises for use with LNER locomotive 60019 'BITTERN'.

Mark 1 Generator Van 6312 has been sold to the West Coast Railway Company.

Mark 1 BCK 21268 has been sold to to Bressingham Steam Museum. It is intended that it will be used as a support coach for LMS locomotive 6100 'ROYAL SCOTT' currently undergoing repairs at Jeremy Hosking, Southall. It is thus currently located at Southall.

As a result of the above the company no longer owns any Special and Charter Train Coaching Stock and will thus not appear again under this heading.

5) English, Welsh and Scottish Railway

Mark 2 TSO 5482 has been painted into Maroon livery.

Mark 1 FO 3150 that had been stored at Bounds Green has been sold to the Bo'ness & Kinneil Railway (Scottish Railway Preservation Society).

6) West Coast Railway Company

Further to the information given in Amendment Sheet Number 75, Pullman Cars 'CAR No. 348' and 'THE HADRIAN BAR' have not yet entered operational use but are now part way through an overhaul that will eventually see them added to the operational carriage fleet. 'CAR No. 335' and 'CAR No. 353' have now passed to Vintage Trains.

The company has acquired Mark 1 Generator Van 6312 from Flying Scotsman Railways. It has now been painted into Maroon livery and added to the operational carriage fleet.

Mark 1 FK 13321(99316), Mark 1 SKs 25756(99721), 25893(99712), 26013(99713), Mark 1 BG 92908 and Mark 2 PFP 546(99670) have been taken out of the operational fleet and are now stored at Carnforth pending further use.

7) Riviera Trains

Following the arrival at Cardiff Canton depot of English, Welsh and Scottish Railways Arriva Trains liveried Marks 2s (see Amendment Sheet 74) for with the Valley Lines Unit of Arriva Trains Wales the

requirement for Riviera Trains carriages reduced. Consequently Mark 2 TSOs 5911, 5945, 6051, 6141 and BSOs 9531 9537 have been transferred to the fleet of carriages used for charter operations. Subsequently, as a result of several of the English, Welsh and Scottish Railway carriages receiving collision damage, Riviera Trains has added Mark 2 TSOs 5910, 6027, 6107 and BSO 9507 to the fleet based at Cardiff Canton for use with the Valley Lines Unit of Arriva Trains Wales.

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) British Rail Mark 1 Passenger Carrying Coaching Stock

FO	3150		Bo'ness & Kinneil Railway	
BCK	21268		Bressingham Steam Museum	Stored at Southall
BSK	35317		East Lancashire Railway	

b) British Rail Mark 2 Passenger Carrying Coaching Stock

BFK	14097	17097 35518	East Lancashire Railway
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c) British Rail Non Passenger Carrying Coaching Stock

CCT	94462	041843	East Somerset Railway	<i>Body only remains</i>
CCT	94753	041842	East Somerset Railway	<i>Body only remains</i>

2) Movements

a) Pullman Car Company Stock

PSP	351	CAR No. 351	Watercress Line
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b) British Rail Mark 1 Passenger Carrying Coaching Stock

SLF	2013	2908	Jeremy Hosking, Southall
BFK	14013	17013	Jeremy Hosking, Southall

c) British Rail Mark 2 Passenger Carrying Coaching Stock

BFK	14057	17057 35512	Bo'ness & Kinneil Railway
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d) British Rail Coaching Stock Built to Wagon Lots

Ferry Motor car Van	889016		Gloucestershire-Warwickshire Railway
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3) News of Mainline Operations

a) Railfilms

The smoke damage suffered by Mark 2 FO 3231 'APOLLO' has been rectified and the carriage is now again available for inclusion in Wessex Trains formations. Regrettably, the damage to Mark 2 FO 3246 'APHRODITE' was far more extensive than originally thought and this carriage has now been taken out of use. It has been removed to the Carnforth premises of the West Coast Railway Company for component recovery prior to scrapping.

The company has acquired from Wessex Trains Mark 1 RBR 1659 'CAMELOT'. This carriage remains based at Old Oak Common and is available for inclusion in Wessex Trains formations. Also acquired from Wessex Trains are partially converted former Northern Ireland Railways Open Standards 924 and 926 (originally BR Mark 2 FKs 13508 and 13498 respectively). These remain in storage at the Carnforth premises of the West Coast Railway Company pending a resumption of their conversion to FOs.

'LMS Club Car' 99993 is no longer based at Tyseley locomotive works. It has been moved to the Carnforth premises of the West Coast Railway Company for overhaul after which it will be based at Old Oak Common for use in Wessex Trains formations.

Pullman Bar Car 'PEGASUS' has now been moved to Old Oak Common for use in Wessex Trains formations and also use by Venice-Simplon Orient Express.

b) Northern Belle, Crewe

The former Mark 3A Royal Train Sleeping Car 10734 has now entered use with the Northern Belle set following a repaint in Northern Belle livery. Consequently Mark 3A SLE 10729 has been designated 'spare' although it will see use if required. Mark 3A SLEP 10569 has also been transferred to the Northern Belle fleet, previously part of the Venice-Simplon Orient Express fleet. It has, however, not seen use and is in storage at Crewe Carriage Shed.

c) Venice-Simplon Orient Express

Mark 3A SLEP 10569 has been transferred to the Northern Belle fleet.

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

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