

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 92

August / September 2007

MYSTERIOUS CARRIAGES!!!

Both outstanding mysteries mentioned previously have now been resolved as recorded below. It is now known that **GWR Hawksworth BTKs 2148 (DW150403) and 2218 (DW150400)** where both scrapped. Thanks to Kevin for eventually tracking down the mystery Mike and thus solving this one. With regard to the mystery of which of **BR Mark 1 CKs 16158 (7158) and 16172 (7172)** was scrapped, my own efforts have resulted in discovering that the answer is now both! Apparently the one that had not been scrapped departed from Wentloog Corporate Park earlier this year for scrap, thus solving the mystery by default.

BR Mark 2 TSO 5391. This carriage now becomes 'serious mystery number one'. In recent years it had been located at Pleasure Island, Lytham St. Anne's but has now departed, possibly as long ago as 2004, for a new home. Personally I have been unable to make any progress with this mystery, but the Vintage Carriage Trust understands that it may possibly survive as a café in the Lake District. I have also been passed the following comment with regard to the carriage. "I was talking to a guy working in the shop in one of the coaches and he told me that the coach had belonged to his mum and he thought it was in the Lake District somewhere in use as a cafe or restaurant. One of his mothers' friends reported seeing it up there and commented on how she could still see the name of his mothers' shop through the new paintwork". Thus can any of you help at all with this mystery? Perhaps you know yourself where it is now located and not realized its current location was such a mystery? Perhaps someone you know, who has visited the Lake District, has mentioned it? Please do not leave it to others, if you know something or somebody who knows something about this carriage then please let me know.

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

Special Note:- Following recent research it has been established that the order of conversion of Mark 1 BSKs 34994, 34995, 35000, 35020 & 35021 to Bullion Vans 99200-99204 was not as I had previously reported. The correct order of conversion is 34994 = 99203, 34995 = 99204, 35000 = 99202, 35020 = 99200 and 35021 = 99201. The current situation with these is thus:-

34994	99203	083637	Venice-Simplon Orient Express, Stewarts Lane
34995	99204	889302 025030	Peak Railway, Darley Dale
35000	99202	DB977692	Gloucestershire-Warwickshire Railway
35020	99200	083636	East Somerset Railway
35021	99201	889301	MoD DM Kinton

1) Additions

a) British Rail Mark 2 Passenger Carrying Coaching Stock
TSO **5226** Weardale Railway

2) Deletions

a) Great Western Railway Stock

BTK	2148	DW150403	Scrapped on site at Enterprise Weaving Company, Kidderminster
BTK	2218	DW150400	Scrapped on site at Enterprise Weaving Company, Kidderminster

b) British Rail Mark 1 Passenger Carrying Coaching Stock

SLSTP	2536	2815	Scrapped at, or disposed for scrap from, Waungilwen, Carmarthenshire
CK	16158	7158	Disposed of for scrap to Simms Metals, (Newport/Cardiff?)
CK	16172	7172	Disposed of for scrap to Simms Metals, (Newport/Cardiff?)

(NB – One of the above two was definitely despatched to Simms Metals of Newport in October 2005.

The other quoted as being disposed of to Simms Metals in early 2007, yard details not being given).

SK	24677	DB977247	Scrapped on site at East Kent Light Railway
SK	25509		Scrapped on site at Dean Forest Railway
SK	25602	18602 DB977724	Scrapped on site at Dean Forest Railway
BSK	34682	DB977301	Scrapped on site at East Kent Light Railway

3) Movements

a) Southern Railway Stock

PMV	1152		East Anglian Railway Museum
GUV	2464		East Somerset Railway

b) London, Midland & Scottish Railway Stock

SALOON	45030	042205	West Coast Railway Company, Carnforth
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d) London & North Eastern Railway Stock

BFK	4163	11047	ADE320797 Kirkby Stephen East Station
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