

PRESERVED COACHING STOCK OF BRITISH RAILWAYS

AMENDMENT SHEET NUMBER 120

June/July/August 2013

Amendment Sheets – the future

Further to Amendment Sheet 117, all Amendment Sheets published so far are now available on the RCTS website at <http://www.rcts.org.uk/> or direct <http://www.rcts.org.uk/features/preservedcoaches/>

Also now added at the same location are downloadable pdf files of updated versions of ‘Preserved Coaching Stock of British Railways part one – BR Design Stock’ and ‘Preserved Coaching of British Railways part two – Grouping Design Stock’. Consequently, these will not normally now be available as printed documents from me. It is the intention that these pdf files will be replaced with more up to date versions periodically. Notification of any errors, corrections, or updates is welcomed.

MYSTERIOUS CARRIAGES!!!

Two unidentified Mark 2s at Tyseley Locomotive Works – Visitors to recent Open Days at Tyseley Locomotive Works have reported that the high level ‘coaling stage’ sidings contain three tarpaulined over Mark Two carriages. Access to closely examine these carriages in order to establish the identity has not been permitted and enquiries made at the time as to the identities have drawn a blank. Subsequent enquiries made of those whom should know, have ranged from an admission that only one is present and its identity is not known to a total unwillingness to help.

One of the three is clearly BFK 14090-17090 which is considered to be part of the Vintage Trains fleet and not covered by these sheets.

One of the others carries the chalked number 5420 on one end. If this carriage is indeed TSO 5420 then it has probably been present for some time. TSO 5420, then named LYONNESSE, was one of those damaged in the Old Oak Common Fire of 5th September 2004 when owned by Wessex Trains. It was last mentioned in the Appendix to Amendment Sheet 89 when it was shown as stored at Old Oak Common along with TSO 5389 that had also been damaged in the Old Oak Common fire. Subsequently, TSO 5389 was scrapped at Old Oak Common in 2009 by a local scrap merchant but by then TSO 5420 had not been present for some time. Consensus of opinion was that TSO 5420 had probably been taken to West Coast Railway Company, Carnforth for component recovery and scrapping as had been the case with Railfilms FO 3246 also damaged in the fire. It should though be emphasized that no observations have ever been received to substantiate this possibility. Thus, could it be that in c2007 TSO 5420 was actually moved to Tyseley and has been present ever since? Have any readers of this sheet any sightings or information about TSO 5420 that might help establish whether or not it actually still exists and is one of the mystery pair.

As to the identity of the third carriage, I have no clues. Interestingly though it has still not been possible to establish beyond doubt what became of FK 13509 (NIR 902-920) which departed from Heysham Business Park, Middleton in 2010 (*see Amendment Sheet 117*). As this and TSO 5420 were once both owned by Wessex Trains, is there a connection?

Any help in confirming beyond doubt the identities of the three tarpaulined over Mark Two carriages at Tyseley would be very much appreciated.

BR Mark 2 BFK 14123 – 17123 – 35507 – This carriage was located at the Churnet Valley Railway but left earlier this year but to where has yet to be established. Does anyone know where it is now located? A connection with those at Tyseley (see above) is a possibility though, but not thought likely. This carriage was apparently at the Churnet Valley Railway to have work done on it for its owner but it is not known who the actual owner is.

SR PMV 1360 – For a number of the years this was located on an isolated section of track at the east end of Williton station on the West Somerset Railway. Earlier this year it was removed from this location and following a short period in Williton yard left the Railway. Enquiries made so far have yet to succeed in establishing where it is now located or what became of it. Do you know?

PRESERVED LOCOMOTIVE HAULED COACHING STOCK

1) Additions

a) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO	5866	Mid Norfolk Railway
TSO	5906	Mid Norfolk Railway
TSO	5960	Mid Norfolk Railway

TSO	5989	Mid Norfolk Railway
TSO	6059	Mid Norfolk Railway
BSO	9497	Mid Norfolk Railway
BSO	9500	Mid Norfolk Railway
BSO	9509	Mid Norfolk Railway

2) Deletions

a) London, Midland & Scottish Railway Stock

BG **31255** Body scrapped on site at Great Central Railway

b) British Rail Mark 1 Passenger Carrying Coaching Stock

BSK **35400** DB977167 Disposed of for scrap to C.F. Booth, Rotherham

c) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO **5310** Scrapped on site at Donnington Park Race Track

3) Movements

a) Great Western Railway Stock

BTK **2232** DW150397 Didcot Railway Centre

b) Southern Railway Stock

PMV **1496** DB975566 Ribble Steam Railway *uff only remains used for NLR ?*

c) London, Midland & Scottish Railway Stock

SALOON **45048** Severn Valley Railway

d) London & North Eastern Railway Stock

BTK **3669** 16335 ADE320984 North Yorkshire Moors Railway *No longer stored at Bridlington*

e) British Rail Mark 1 Passenger Carrying Coaching Stock

FO **3050** DB977435 6351 Nemesis Rail, Burton-upon-Trent

FO **3065** Bannold, Capability Barns, Fen Drayton

f) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO **5412** Nottingham Heritage Centre

BSO **9513** Battlefield Railway

BFK **14130** 17130 35511 Railfims Carnforth *Stored at Nemesis Rail, Burton-upon-Trent*

4) Detail alterations

a) British Rail Mark 1 Passenger Carrying Coaching Stock

RUKB **1666** Network Rail registered

BCK **21249** Network Rail registered Restored with Dual-brakes.

b) British Rail Mark 2 Passenger Carrying Coaching Stock

TSO **5304** Named 'EMMA'

TSO **5307** Named 'MADISON'

TSO **5364** Named 'ROBYNNE'

TSO **5373** Named 'STEPHANIE'

TSO **5378** Named 'SARAH'

TSO **5381** Named 'ELIZABETH ANNE'

BSO **9417** Named 'ROSIE'

c) British Rail Non Passenger Carrying Coaching Stock

ExhibVan **99629** Converted to Dining Car and named 'ROSE'

5) Carriages Exported Abroad For Preservation

a) Movements

i) British Rail Mark 1 Passenger Carrying Coaching Stock

SK **24199** Standish Historical Depot, Standish, Michigan

SK **24551** Standish Historical Depot, Standish, Michigan

6) Corrections to 'Amendment Sheet 119'

The name now carried by FO **3188** in 4)b) and 5)a) should read 'CADAIR IRIS'

MULTIPLE UNIT VEHICLES

1) Movements

a) British Railways DMUS

Class 101 DTCL **56356** 54356 6300 Barry Island Railway

Class 117 TCL **59515** Yeovil Railway Centre

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