

BRITISH RAILWAYS Mk1 Coaches

The Swanage Railway has 20 BR Mark 1(Mk1) coaches based on it, plus a Mk1 full brake. Introduced in 1951, these coaches became the standard locomotive hauled coaching stock for the newly nationalised British Railways. They were of all steel construction and adopted the dimensions, although not the profile and construction methods, of the Southern Railway Bulleid designs four of which are also based on the Swanage Railway. They were 9ft 3ins wide overall and were 67ft 1in over buffers all being on 63ft 5ins underframes, apart from some batches of non-corridor coaches and the full brakes (BGs) which utilised the shorter 57ft underframes.

Mk1 coaches were built at a number of works across the BR network including Ashford, Derby, Doncaster, Eastleigh, St Rollox, Swindon, Wolverton and York; private contractors such as Birmingham RCW, Cravens, Gloucester RCW and Metropolitan Cammell were also used. The last locomotive hauled examples were constructed in 1964, although some of the same construction jigs were used for electric multiple unit (EMU) stock into the 1970s. From the mid 1960s onwards they were superseded by more modern designs, i.e. the Mk 2 (various sub categories), Mk3 and Mk4.

The Mk1s lasted into the early 2000s and were finally phased out from general service with the policy to eliminate 'slam door' stock. Modified with central door locking, some Mk1s are still in service on the main line network with charter train operators. In preservation, however, they form the backbone of most of the heritage railways' passenger stock.

Notes and photos (unless otherwise credited) are by Mike Stollery. Reference has been made to British Railways Mark I coaches by Keith Parkin (HMRS/Pendragon Books) and the Swanage Railway Stockbook (2000 edition) by George Moon & Robin Brasher (Finial Publishing)

MK1 COACHES IN SERVICE ON SWANAGE RAILWAY

Coach	Code	Date of construction and builder
• Miniature Buffet M 1865	(RMB)	built 1961, BR Wolverton
• Miniature Buffet S 1885	(RMB)	built 1953, (as TSO M 3764) BR York
• Kitchen Car E 1937	(RK)	built 1959, BRCW
• Buffet Car W 1947	(RBR)	built 1960, BR Ashford/Swindon
• Open First W 3090	(FO)	built 1959, BRCW
• Lounge/Bar Car S 4055	(BAR)	built 1956, (as TSO E 4055) BR Ashford/Swindon
• Tourist Open Second E 4349	(TSO)	built 1956, BRCW
• Tourist Open Second M 4416	(TSO)	built 1956, BRCW
• Open Second M 4803	(SO)	built 1957, BR York
• Tourist Open Second M 4842	(TSO)	built 1960, BR Wolverton
• Tourist Open Second M 4899	(TSO)	built 1960, BR Wolverton
• Tourist Open Second M 4945	(TSO)	built 1961, BR Wolverton
• Tourist Open Second M 4961	(TSO)	built 1962, BR Wolverton
• Tourist Open Second E 4981	(TSO)	built 1962, BR Wolverton
• Tourist Open second E 4983	(TSO)	built 1962, BR Wolverton
• Brake Second Open (buffet) Sc 9015 , (BSOB),		built 1955, BR Doncaster
• Brake Composite E 21205	(BCK)	built 1958, MCCW
• Disabled saloon M 24127	(SK(O))	built 1951, BR Derby
• Corridor Brake Second, M 35059 (BSK)		built 1957, GRCW
• Corridor Brake Second, M 35464 (BSK)		built 1963, BR Wolverton
• Passenger Full Brake, M 81410	(BG)	built 1958, Pressed Steel

NB As will be seen from their original numbers, the coaches came from different regions with their regional prefixes as noted above. Now refurbished and in service on the Swanage, they have all been given the 'S' prefix denoting their current allocation as to the Southern Region; these are used in the details that follow. Unlike the pre-nationalisation coaches the Mk1s carried no suffixes.

The following Mk1 coaches have been scrapped (date in brackets) by the Swanage Railway due to their poor condition: CK M 15673 /7673,(2005); TSO M 4074,(2005); BG M 81146,(2005); SK M 25424 (2011).

RU W 1908, was sold for scrap due to asbestos contamination in 2003, as was second class sleeping car SLSTP M 2564 (1994).

RMB S 1865



S 1865 photographed at Norden, 9 August 2011

1865 is in service as the 'Norden Nest', serving light refreshments, and is on an isolated section of track at the north end of the station. Built to diagram 99 and lot 30702, it had vacuum brakes, electric heating and is now carried on B4 bogies, previously having had Commonwealth bogies.