

# **BR Mk I CORRIDOR FIRST (FK) No. 13019**

## **Converted to**

# **4-TC CORRIDOR TRAILER FIRST (TFK) No. 70855**

Most details from: <https://www.bloodandcustard.com/bournemouth1966.html#PushPull>

This vehicle was ordered by British Railways on 14<sup>th</sup> December 1950 to be built at BR's Swindon Carriage & Wagon Works as part of Lot No. 30019. 33 similar coaches [numbered 13000 to 13032] were constructed to Design Diagram No. 116 with the last one completed on 14<sup>th</sup> June 1952. 13019 was probably outshopped during early 1952.

It's internal layout had one toilet compartment at each end of the coach accessed from the transverse access vestibules. Seven compartments each seating 6 passengers (total capacity 42) accessed by a side corridor. On the corridor side there was one further entrance door situated opposite the partition between the third and fourth compartments to the right hand side when viewing the coach from the corridor side. Two BR1 vacuum braked bogies carried the vehicle with steam heating equipment in each compartment as well as the toilets. Little is known of 13018's service career although it would have travelled widely over 14 years.

In 1966 it was taken to York Carriage & Wagon Works, with many other Mk I carriages, for conversion as part of the initial stages of the Bournemouth electrification project. BR allocated Lot No. 30766 to the FK conversion to the 4TC TFK and work was to Design Diag. No. 930.

Apart from internal layout alterations which differed with each variant of coach, all vehicles had their internal finishes updated with grey and blue coloured laminate panelling replacing wood, improved levels of lighting (though still provided by incandescent bulbs). The revised seating moquette was in a new blue /green check pattern which became known as 'Bournemouth Blue'. However, a different moquette was used in the First Class compartments. It was predominately dark grey and each seat was fitted with a headrest covered in white plastic.

Mechanically, all TC trailer vehicles had their vacuum braking and steam heating removed and were remounted on new B5(S) bogies which were fitted with air and electro-pneumatic (EP) braking. These B5(S) bogies were a heavy duty version of the B4 bogie used extensively under loco-hauled stock elsewhere on BR at this time.

Electric heating was equipped to work on the SR 750-volt multiple unit arrangement. Each compartment had two 500w (at 675v) heaters, controlled by electric temperature controllers adjustable by passengers between 48°C and 86°C. Control circuits worked at voltages between 45 - 110v to allow operation at 70v with other multiple-unit stock or 110v with locomotives. Battery boxes were removed from the underframes during conversion and combined with the change of bogies 70855 now weighed 33 Tons.

The vehicle was already fitted with the drop head type of buckeye coupler at each end with retractable side buffers. 70855 (formerly 13018) had it's side buffers removed entirely with the buckeyes replaced by the fixed head version.

Single glazed windows were retained throughout although bedding arrangements were

changed during conversion with a later style of glazing unit with gasket rather than mastic mounted glass and external aluminium frames which permitted sliding vents.

The entire first batch was repainted into all-over BR matt Blue livery and 70855 was outshopped from the paint shop on 2<sup>nd</sup> September 1966. It was allocated initially into Unit 412, which entered service on 29<sup>th</sup> September 1966. The matt paint on all units did not wear well and Unit 412 was repainted into BR Blue/Pearl Grey livery on 23<sup>rd</sup> October 1969. When BR introduced its TOPS system 4TCs became Class 438 so Unit 412 became 8012. Around August 1988 it was repainted into Network South East's first livery using lighter blue and angled upsweeps.

During August 1988, 70855 was withdrawn from Unit 412 and placed into the 'spare' pool. 70855 was then refurbished as a TCK (Trailer Composite Corridor) with two of the 6 seater compartments being rebuilt to change them to 8 seater Standard Class. This gave the vehicle a revised capacity of 30 First Class seats plus 16 Standard Class and in that state it replaced the TFK in Unit 8015 during September 1988.

However, this did not last long as Unit 8015 was withdrawn on 13<sup>th</sup> May 1991 and sold to London Transport arriving at their West Ruislip Depot on 11<sup>th</sup> January 1992. Used by LT for special duties, such as 'Steam on the Met', until some coaches were put up for disposal in March 2005.

70855, and DTS 76298, were both sold to the Swanage Railway 4TC Group in November 2005. Initially they went into store at Westfield Storage at Dinton near Salisbury before later moving, during February 2008, to the Midland Railway Centre at Butterley. In September 2016, the Swanage TC Group decided to gift 70855, and the other ex-London Underground vehicles, to the Swanage Railway Trust charity.

After several years in store 70855 was moved to Swanage on 3<sup>rd</sup> August 2019 to await raising necessary funding towards restoration.

Information compiled by Peter Sykes 25<sup>th</sup> September 2021