

BR PASSENGER FULL BRAKE M 81410

British Railways ordered 185 Gangwayed Brake (BG) vehicles in Lot No. 30400 (numbered 81313 to 81497) on 17th May 1956. Pressed Steel were the appointed builder of this batch to design diagram 711. It has a guard's compartment in the centre and two large areas either side for storing luggage.

These BGs were shorter – being 57 feet whereas most other Mk I designs were 63 feet. This enabled them to go everywhere unlike the longer coaches which were banned from some station platforms because of their length and the overhang on curves.

81410 entered service in late 1957 with steam heating and riding on vacuum braked BR I bogies. It would have been available to attach to any service, either passenger or parcels trains, up to a maximum speed of 90 mph.

In early 1990, British Rail had decided upon Sectorisation of its various business activities. In late 1991 Rail Express Systems (RES) was created to become responsible for transport of mail and parcels. 81410 was transferred into this sector and repainted into its distinctive livery. At the same time the original BR I bogies were replaced with B4 bogies and air braking was added which meant the maximum speed limit was raised to 100 mph. Steam heating equipment was removed and electric train heating installed.

81410 was allocated TOPS classification NFX. The N describes hauled non-passenger vehicle; the F indicates a Brake van (non-gangwayed) [*except it did/does have gangways!*] and the X stands for Dual brake fitted. 81410 was renumbered initially 92107 and subsequently became 92607.

It was withdrawn from service and moved to Old Oak Common from where it was purchased and transported to Swanage in March 2000. Requiring thorough refurbishment, it took from 2005 to finishing in June 2012. Currently it carries BR's crimson and cream livery.

Information collated by Peter Sykes 7th October 2021