

SR COVERED CARRIAGE TRUCK S1449

Covered Carriage Truck (CCT) S1449 was built in December 1951 at British Railways (Southern Region) Ashford Carriage & Wagon Works to Design Diagram 3101 in Lot Number A3702.

CCT's were similar to the Southern's Diagram 3103 Parcels & Miscellaneous Vans (PMV) with the exception that they were fitted with end doors whereas PMV's had 'solid' ends. The term CCT survived from very early railway practice where railway vehicles were provided for 'the great and the good' to have their own horse drawn carriages moved long distances by train. In latter years some CCT's had their end doors screwed shut to save on maintenance of hinges, etc.

The CCT 4 wheel chassis had the same wheelbase as PMVs (21 feet) with the finished vehicle weighing 13 Tons Tare (empty). It was vacuum braked and piped for steam heating allowing it to be used with passenger trains. Most of the bodyside panelling was plywood but the doors remained equipped with unequal width planking in the pre-Nationalisation manner.

When the Total Operations Processing System (TOPS) was introduced by BR, from around 1973, - S1449 was allocated into the NQV grouping. N represented a Non-Passenger Carrying Vehicle, the Q stood for Parcels & Miscellaneous workings and the third letter V related to vacuum braking fitted. They were used widely across the system and could be seen in trains from Thurso to Penzance.

BR started large scale withdrawals of PMV's/CCT's in 1982 and a photograph exists of S1449 in Cardiff Tidal sidings on Monday 12th April so this was not its end. It was, in fact, purchased from BR's sidings at Bristol by a member of the Port Line Group (which later became Southern Locomotives Ltd.).

It was intended to be used as the principal support vehicle [storage & workshop] during the restoration of Bulleid Pacific 35027 "Port Line" from scrap yard to working condition.

The vehicle was transported by road to the Swindon & Cricklade Railway at Blunsdon on Friday 18th November 1983. Subsequently it was moved to Swindon Works in 1988 after 35027 had departed for the Bluebell Railway. Its final journey was to the Swanage Railway in 1996.

Ownership was transferred in 2020 to another member of the Swanage Railway Trust and S1449 is now in the process of thorough overhaul back to operational condition.

Information collated by Peter Sykes 6th October 2021

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