

BR 14T COVERED CARRIAGE TRUCK FERRY VAN

B 889000

To cater for the movement of cars across the English Channel BR ordered a total of 30 dual braked vans to be used on it's rail ferries serving the two routes from Dover to Belgium and France. Three vessels were specially built for this traffic, all with four rows of standard gauge lines on the covered deck, which were named Hampton Ferry; Twickenham Ferry and Shepperton Ferry.

The first batch of twenty 14 ton Covered Carriage Truck Ferry Vans were built at Lancing Carriage & Wagon Works in 1958 having been ordered in Lot No. 2848 using design diagram 1/291. They had UIC standard buffers, dual brakes, no windows and a single pair of doors instead of two with the vehicles weighing 14 Tons empty and up to 30 Tons when fully laden.

B889000 was the very first of the batch to be outshopped with the addition of it's UIC No. 2170-219-9-000-7 and classified as Ferry CCT. They used much of the basic design of passenger stock CCT vans which were used solely within the UK for parcels and mail traffic. The addition of anchorage points, on all four corners, allowed shackling to ensure safe passage on even the most stormy of crossings.

888900 was photographed at Three Bridges on 20th December 1987 and at Dover on 20th May 1992. It was purchased from sidings at Peterborough, by Drummond Locomotives Ltd, and for some time it appears to have been stored at Yeovil Junction before being brought to Swanage in December 1999.

Refurbishment took place and it was sited outside Swanage Engine Shed, for many years, being used by the Loco Department as a stores and small parts engineering workshop.

Information compiled by Peter Sykes 9th October 2021