

SR 8 PLANK GOODS WAGON S 37064

This is a typical example of Southern Railway's (SR) open goods type of wagon. It was built to carry general merchandise although, if no purpose-built mineral wagons were available, it could be used to carry coal. Under R E L Maunsell, SR constructed eight different versions of the 8-plank open wagon.

37064 was built by SR at Ashford Carriage & Wagon Works, to diagram 1398, in Lot Number A864 and was outshopped in 1936. Lot A864 was ordered on 30th April 1935 comprising 250 vehicles constructed (very quickly!) between December 1935 and January 1936 numbered 37051 to 37300. Diagram 1398 was the first to have the (until then) 9 ft standard wheelbase extended to 10 ft with a tare weight of 7 tons 5 cwt.

37064 was based on the standard 17 ft 6 ins underframe, designed to carry up to 13 Tons of materials and had sheet (tarpaulin) supports. All Lot 864 vehicles were equipped with vacuum brakes as they were intended for the newly introduced fast freight services. A 7 in vacuum cylinder acted upon four brake blocks – one for each wheel.

In general service it seems it's duties were unremarkable. In any event, no details have been discovered apart from the fact that 37064 was withdrawn from revenue earning service by SR in 1942. It was then transferred to Departmental Service as a Mechanical & Electrical Engineers Stores wagon. It was renumbered ADS 1756 and used to carry stores for the various Works at Ashford, Brighton and Eastleigh.

ADS 1756 (37064) was seen at Eastleigh Works during a visit on Saturday 27th June 1970. After withdrawal from Departmental duties it was condemned and purchased by the Kent & East Sussex Railway arriving at Tenterden in spring 1984. It was restored and allocated KESR number 147 being noted at Northiam on a couple of days in 1992.

It was purchased for use on the Swanage Railway arriving during the late 1990's.

Over some years, it's duties have involved the movement of locomotive ash and clinker, from the Swanage shed area, and being unloaded along the line to help 'bolster' various embankments as well as create safe(r) walking routes.

Information compiled by Peter Sykes 16th October 2021

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