

BR MK I TOURIST SECOND OPEN No. 4416

Built for British Railways by the Birmingham Railway Carriage & Wagon Co. at their works in Middlemore Road, Smethwick. 4416 was constructed as part of Lot No. 30226 which comprised carriages numbered 4413 to 4472. This batch was ordered by BR on 21st April 1955 and the last vehicle of it was completed on 26th January 1957. Therefore, 4416 would have been outshopped early in the production run in 1955.

The BR TSO carriage had a standard design (Diagram 93) which lasted for several years during which many hundreds were built. They were all fitted with 64 seats arranged in open saloons of 16 'bays' of 4 seats and steam heated radiators underneath them. Two toilets were fitted at one end either side of the coach end vestibule/corridor connection. The coach was carried on two BR I bogies which were vacuum braked.

TSOs were used widely across the BR network and 4416 was believed to have been withdrawn in the mid 1980s, due to more modern stock being introduced, a working life of just over 25 years. It was moved to Swanage in 1986.

After being stored for a while, for funds to become available, it was despatched to Cranmore Train Care and Maintenance Services. Prior to working being started it was available for use by the East Somerset Railway. Later it went to Rampart Engineering in Derby in March 2004 for additional work. 4416 was returned eventually to Swanage and in passenger service by June 2006.

4416 has been on the Swanage Railway for almost 40 years, which is longer than BR ownership, and 'celebrated' its 70th birthday during 2025. By this time the interior was becoming 'tired' again, despite earlier refurbishments, needing substantial finance to replace all the linoleum flooring as well as moquette and general upholstery of seating.

During the 1951 Festival of Britain, when British Railways first introduced their standard Mark One designs of carriage, the Second (now Standard) Class seating used a 'Boomerang' design of red moquette. A similar design of new moquette was purchased in 2025 to be used on all 64 seats in 4416.

Whilst all this was going on, the clearance of seating for refurbishment allowed the old lino to be removed and new lino installed. The C&W Dept's woodworking team was not idle during this period as a new set of tables were manufactured out of Beech. The original 1951 electrical wiring was also completely replaced so that working lighting was now possible after many years of the coach being restricted to daytime trains – possibly since its arrival in 1986.

In service, 4416 has managed to gain some wheel 'flats' making an uncomfortable noise when travelling. The bogies will be sent away for re-profiling shortly so that the tyres will be circular once again.

Information collated by Peter Sykes 17th September 2021

and Peter Short 4th October 2021

Updated by Peter Sykes 30th December 2025