

BULLEID CORRIDOR COMPOSITE S 5761 S

Southern Railway (SR) ordered one of its last batches of passenger coaches before it was Nationalised in 1948. The construction of Lot no. 3235 Corridor Composite vehicles were built using two sites as usual. Underframes came from their Lancing Carriage Works with Eastleigh Carriage Works undertaking everything else including bodywork and all interior fittings to design diagram 2318.

5761 weighed 34 Tons and four compartments could seat 24 First Class passengers along with three compartments for 24 Third Class passengers. It entered service during February 1947 forming the centre coach of three car set No. 780.

Set 780, along with all companion sets numbered in the sequence from 770 to 793, was dedicated to Waterloo – Bournemouth/Weymouth and Waterloo – West of England services. More than likely Set 780, including 5761, would have visited Swanage. Set 780 was disbanded in March 1966 and, thereafter, S5761S ran 'loose' throughout Southern Region's South Western Division.

In December 1968 it was withdrawn from Capital Stock with the unique claim to fame that it was the last loco-hauled Bulleid coach in revenue earning service with the Southern Region of British Rail. It was purchased from BR by Henry Frampton-Jones in 1968 and moved to Liss. When that closed, it went to the South Eastern Steam Centre in Ashford during October 1971. In November 1978, after SESC also closed, it went to the Mid-Hants Railway but only limited restoration work took place.

Later Mr Frampton-Jones put it on loan to the Southern Steam Trust and 5761 was moved by road to Swanage arriving on Saturday 31st March 1984. The body was lifted so that it could travel on road bogies and the two (rail) bogies travelled on an accompanying low loader.

5761 was restored with the help of unemployed people in a Manpower Services Commission project. It was used on Swanage Railway services from 1986 until the early 1990's. Later it was sold to a Trust member and moved to Ramparts in Derby for structural and mechanical work which was completed in July 2010.

This included complete removal of bodyside sheeting, although some was able to be reused, and rebuilding of both ends, vestibules and toilets where water penetration had caused severe damage. Similarly the bottom rail had to be cut out from end to end necessitating trimming back the floor and its subsequent repair. The bogies, brake and heating systems were also overhauled, rotten roof timbers replaced, the roof recovered and new stainless steel water tanks provided. All internal work and fitting out was carried out by volunteers after it's arrival back at Swanage.

On Saturday 15th March 2014, at Swanage station, the formal dedication ceremony was undertaken by Swanage Railway Trust patron, the Honourable Ralph Montagu of Beaulieu [now The Right Honourable The Lord Montagu of Beaulieu].

A further external repaint was undertaken in Spring 2019.

Originally collated by Peter Sykes 7th March 2017

Updated by Peter Short 8th March 2017 and 15th September 2021

Further updated by Peter Sykes 5th September and 14th December 2021