

= SECR K and SR K1 classes =

The SECR K class was a type of 2 @-@ 6 @-@ 4 tank locomotive designed in 1914 by Richard Maunsell for express passenger duties on the South Eastern and Chatham Railway (SECR), which operated between London and south @-@ east England . The Southern Railway (SR) K1 class was a three @-@ cylinder variant of the K class , designed in 1925 to suit a narrower loading gauge . They were among the first non @-@ Great Western Railway (GWR) types to use and improve upon the basic design principles of power and standardisation established by GWR Chief Mechanical Engineer (CME) George Jackson Churchward . The locomotives were based on the GWR 4300 class , improved by the Midland Railway 's ideals of simplicity and ease of maintenance .

The K class was designed to be mechanically similar to the SECR N class 2 @-@ 6 @-@ 0 mixed @-@ traffic locomotives . The class was the earliest large @-@ scale use of the 2 @-@ 6 @-@ 4 wheel arrangement in Britain . Production began towards the end of the First World War , and the prototype rolled out of Ashford Works three years after design work was completed due to wartime production constraints . The class replaced obsolete 4 @-@ 4 @-@ 0 passenger locomotives in an SECR fleet standardisation programme .

Twenty @-@ one locomotives were built : twenty K class (two cylinders) and one K1 class (three cylinders) , the first in 1917 and the remainder between 1925 and 1926 . They operated over the Eastern section of the Southern Railway network and were given the names of rivers , being referred as the River class from 1925 . Crews referred to the K and K1 classes as " Rolling Rivers " because of their instability when travelling at speed . They were rebuilt as 2 @-@ cylinder SR U class and 3 @-@ cylinder SR U1 class 2 @-@ 6 @-@ 0s (respectively) following a railway accident at Sevenoaks , Kent in 1927 . They continued in service with British Railways (BR) until the last was withdrawn in 1966 . One K class rebuild (No. 31806) is preserved on the Swanage Railway in Dorset and as of 2016 is operational .

= = Background = =

Three factors dictated the type of locomotive that could operate on the South Eastern and Chatham Railway (SECR) : the heavy passenger train loadings ; the poor track quality ; and the weak , lightly built bridges . On the lines of the former London , Chatham and Dover Railway (LCDR) ? inherited by the SECR in 1899 ? beach pebbles had been used for ballast instead of conventional ballast , which has irregular shapes that lock together to keep the track in place . These economies in construction meant that only locomotives with low axle loadings could operate safely over the track . The SECR was therefore unable to follow a coherent strategy to reduce the number of locomotive types inherited from the two constituent railways . Despite increased passenger and freight traffic between London Charing Cross and the Kentish coast during the first decades of the 20th century , the Operating Department had to use mismatched classes of underpowered and obsolete 4 @-@ 4 @-@ 0 and 0 @-@ 6 @-@ 0 locomotives , which could operate within the restrictions imposed by the infrastructure . This resulted in frequent double @-@ heading , adding to operational costs .

Richard Maunsell was appointed CME of the SECR in 1913 , following the enforced retirement of Harry Wainwright , who had left a range of competent but unspectacular locomotive classes that struggled to cope with the increased train lengths and loadings . Maunsell reviewed the situation and planned to introduce six standard classes ? using only two boiler designs ? which would work the entire traffic of the railway . The first of these was the N class 2 @-@ 6 @-@ 0 , which gave the SECR a capable mixed @-@ traffic locomotive . For the express passenger design that could cope with the heavy boat trains , Maunsell wanted to enlarge the existing L class 4 @-@ 4 @-@ 0 with Walschaerts valve gear and an enlarged superheater , but this design would have resulted in a too heavy axle loading . Maunsell 's newly recruited assistants , G.H. Pearson and Harold Holcroft from the Great Western Railway at Swindon and James Clayton from the Midland Railway at Derby , had recently been involved in the design of large passenger tank engines and persuaded him to use the 2 @-@ 6 @-@ 4 wheel arrangement , which would allow the class to operate at high speeds on the

poor @-@ quality track in north Kent .

= = Design and construction = =

The 2 @-@ 6 @-@ 4 wheel arrangement was not in common use in Great Britain at this time , as many railway companies operated routes that required locomotives with greater fuel capacity , or short branch lines that necessitated smaller locomotives . The 2 @-@ 6 @-@ 4 tank engine design had only been used once before for standard gauge locomotives in Britain , on the Great Central Railway 's 1B class freight locomotives of 1914 . However , the configuration was ideal for the SECR , because of its shorter mainlines , and allowed for a long wheelbase with a leading axle to permit greater stability at speed on track curves . The tightness of the curves on the former LCDR mainlines had constrained the size of locomotives operating on the SECR , as they had been hastily erected during the nineteenth century to compete with those of the South Eastern Railway (SER) . The longer locomotive could also accommodate a larger boiler than a 4 @-@ 4 @-@ 0 , giving sufficient power to avoid double @-@ heading of locomotives on heavier trains .

The K class design used a " Bissel bogie " leading axle and a plain trailing bogie . The trailing bogie permitted the use of a large coal bunker that was capable of sustaining the locomotive over the run between London Charing Cross and Dover Marine , and side water tanks of 2 @, @ 000 imp gal (9 @, @ 100 l ; 2 @, @ 400 US gal) capacity were used , negating the need for a tender . The coupled wheelbase between the rear and centre driving wheels was reduced from that used on the mechanically identical N class to 7 ft 9 in (2 @. @ 362 m) to accommodate the bogie . The cab was fully enclosed , although the set of four small front spectacle plates (the windows on the front face of the cab for forward visibility) were the same as those used on the N class .

The K class was designed by Maunsell 's team in 1914 as part of his proposed standardisation programme following the N class , but the designs were not shown to the railway directors until early 1915 to enable all six designs to be shown at once . The design incorporated the principles of power and reliability established by George Churchward , using a Belpaire firebox that sloped downwards towards the cab instead of a round @-@ topped version , a regulator located in the smokebox , long @-@ travel valves for free running at high speeds , a sharply tapered and domeless boiler , and a right @-@ hand driving position . The inclusion of these features is attributed to Holcroft , Maunsell 's personal assistant , who had worked on the GWR 4300 class and the N class . James Clayton , Maunsell 's Chief Locomotive Draughtsman , brought simpler and more functional Midland Railway influences to the design , such as the shape of the cab and the drumhead @-@ type smokebox , which sat on a saddle that was of wider diameter than the fully lagged and clad boiler . The latter was fitted with Ross pop safety valves and pressed to 200 psi (1 @. @ 38 MPa) .

Other innovations by Maunsell 's team included greater superheating surface area , locating the boiler water top feed inside a dome @-@ like cover with external clackboxes and water feed pipes mounted on either side , outside Walschaerts valve gear , and parts that could be shared with similar locomotive classes to reduce maintenance costs . The firebox was narrower towards the rear and featured a continuously sloping grate , whilst the ashpan was fitted with front and rear damper doors , the latter adjusted to clear the rear driving axle . The lower part of the coal bunker incorporated a water tank of 760 imp gal (3 @, @ 500 l ; 910 US gal) capacity . This was connected to two 620 imp gal (2 @, @ 800 l ; 740 US gal) side tanks by two rectangular pipes on either side of the locomotive that also formed supports for the cab footplate .

= = = K class = = =

In January 1915 Maunsell received authority to build six examples , but , as with the N class , production was delayed due to the use of the Ashford works for wartime armaments manufacture . Assembly began in 1917 and the first , No. 790 , emerged in July of that year . It was based at Bricklayers Arms depot , preceding the earlier N class design into service by one month . Further construction was deferred until after Ashford had caught up with the maintenance backlog caused by the war .

Ten more locomotives were ordered by the SECR from Ashford works in June 1920 , and to speed delivery the construction of frames , cylinders and side tanks was subcontracted to the Royal Arsenal at Woolwich . However , further severe delays at Ashford caused by the backlog of repair work meant that the boilers had to be supplied by the North British Locomotive Company . Construction of these locomotives had not begun by 1 January 1923 , when the Railways Act 1921 merged the SECR with other railways in southern England to form the Southern Railway .

Maunsell was appointed CME of the newly formed Southern Railway in 1923 , and inherited the 1920 SECR order for ten K class locomotives . The order was still outstanding in 1924 , although most of the component parts had been made . On 14 January 1925 , Maunsell ordered No. 790 to be overhauled and trialled on the Central section . As the locomotive proved suitable for the operating conditions of this section , the Southern Railway 's Locomotive Committee proceeded with the assembly of the K class parts using outside contractors . Nine sets of parts (Nos. A791 ? A799) were conveyed to Armstrong Whitworth for assembly and the finished locomotives delivered in May and June 1925 . These were dual @-@ fitted with vacuum and Westinghouse (air) brakes for use with the former London , Brighton and South Coast Railway (LBSCR) rolling stock on the Central section . Other differences from the prototype included the relocation of the regulator to the dome and an increase in superheater area . The tenth set of parts was retained by Ashford and used for the first member of the K1 class later that year .

In May 1925 Maunsell ordered a further ten locomotives from Brighton works (Nos. A800 ? A809) , which only had vacuum brakes for the SECR stock on the Eastern section . They were delivered between July and December 1926 . This group had modified suspension on the bogie and leading axle , in an attempt to address complaints from the crews of rough riding experienced with earlier members of the class . A further 20 members of the class were ordered in March 1926 (ten each from Ashford and Brighton works) , despite strong reservations expressed by the Operating Department concerning " the wisdom or desirability of placing so many large passenger tanks in service " . These were allocated the numbers A610 ? A629 , and work had begun on building the frames and cylinders when the order was cancelled following an accident at Sevenoaks in 1927 involving locomotive No . A800 . These numbers were later allocated to the first production batch of U class locomotives .

== K1 class ==

In August 1919 , a proposal was put to the SECR ? s Locomotive , Carriage and Wagon Committee for 2 and 3 @-@ cylinder tank engines of 2 @-@ 8 @-@ 0 wheel arrangement for heavy shunting of freight wagons . They were to use the same boiler as the K and N classes and the general layout was similar to designs used by the GWR in South Wales . Nothing came of this proposal because of other commitments and the absorption of the SECR into the Southern Railway . In 1922 , Holcroft suggested that 3 @-@ cylinder 2 @-@ 6 @-@ 0 tender locomotives with 6 ft (1 @,@ 830 mm) driving wheels should be built instead of tank locomotives . Despite the benefit of a greater operational range , Holcroft 's immediate superior , Clayton , refused to pass this suggestion on to Maunsell . The 3 @-@ cylinder principle was therefore applied to the K class .

At the Southern Railway ? s January 1925 Locomotive Committee meeting , when it was decided to use outside contractors to build the K class , Maunsell received authority to retain one set of parts at Ashford works to construct a prototype 3 @-@ cylinder 2 @-@ 6 @-@ 4 tank . The modification was based upon that used on N class No. 822 to produce a 3 @-@ cylinder locomotive in 1922 , although it retained the 6 ft (1 @,@ 830 mm) driving wheels and shorter wheelbase of the K class . The modification was the inclusion of an additional (inside) cylinder between the frames , and a crank axle was fitted to the middle driving wheels . The axle was connected to the inside cylinder assembly by a connecting rod inclined at 1 in 8 to clear the front driving axle . This arrangement was supplemented by two smaller @-@ diameter outside cylinders with 16 in (406 mm) bore (compared to the 19 in (483 mm) cylinders of the K class) , and a greater chimney diameter . The resulting prototype 3 @-@ cylinder " K1 " was narrower than the K class and hence could work on routes with restricted loading gauge . As with No. 822 , this locomotive used Holcroft 's derivative of

the Gresley conjugated valve gear to drive the inside cylinder . To accommodate this , the boiler had to be raised by 3 in (76 mm) above the inside gear , raising the centre of gravity on the locomotive .

The main visual difference between the K and K1 classes was at the front end : the K1 incorporated a vertical metal cover above the front buffer beam to protect the third cylinder and associated Holcroft valve gear assembly from the elements . It also featured a new cab design with redesigned single front spectacle plates , and a pair of substantially constructed steps were fitted behind both outside cylinders to provide access to the running plate . The lack of a middle cylinder on the K class locomotives had allowed the provision of a footplate that curved from the buffers to the water tanks . The K1 prototype emerged from Ashford works as No . A890 , and underwent trials from 1 December 1925 before entering regular service . Only one locomotive of the K1 class was built ; plans to build a further ten (Nos. A891 @-@ A900) alongside a batch of five N1 class 2 @-@ 6 @-@ 0s were cancelled after the Sevenoaks accident in August 1927 . Following rebuilding as a 2 @-@ 6 @-@ 0 tender locomotive in 1928 , No . A890 was reclassified U1 and was the forerunner of twenty more basically similar locomotives built in 1931 .

= = = K and K1 class construction history = = =

= = = Naming the locomotives = = =

For details of K and K1 class locomotive names , see : List of SECR K and SR K1 class locomotives

The K class prototype operated without a name until 1925 , when the Southern Railway 's publicity department decided to name all express passenger locomotives . The locomotives constructed from 1925 were named after rivers found within the Southern Railway 's operating area , and the class became known collectively as the River class . The first @-@ completed Southern Railway K class No . A791 was named River Adur whilst the former SECR prototype was given the name River Avon ; names were also allocated to the cancelled 1926 batch of locomotives . The K1 class locomotive No . A890 was named River Frome . The names were displayed on a rectangular brass nameplate fitted to the water tank sides .

= = Operational details = =

The K class was intended to haul the SECR 's Kent expresses , and was trialled between Charing Cross , Tonbridge , Canterbury East and Folkestone East . A trial non @-@ stop run between Cannon Street and Folkestone Harbour by No. 790 pulling a train of 300 long tons (305 t) had proved the water capacity of the side tanks to be insufficient for such runs . No. 790 was also tested on fast Cannon Street , Redhill and Tonbridge trains during the spring of 1922 , although rough riding between the latter two stations meant slower speeds over that part of route on subsequent runs .

The Southern Railway 's motive power re @-@ organisation following the Grouping of 1923 expanded the class for operations over the Central section . The Westinghouse @-@ fitted Armstrong Whitworth batch was used on the air @-@ braked Eastbourne and Brighton expresses and regular passenger service trains to Portsmouth . The vacuum @-@ braked Brighton batch was run @-@ in on the Portsmouth route in preparation for operating the Redhill ? Reading line , the class regularly hauling the daily Birkenhead ? Dover through train . The K1 was mainly rostered to haul the early evening express from Cannon Street to Dover Marine .

= = = Performance of the tank locomotives = = =

The K class proved successful on well @-@ maintained track . It was capable of high speeds on express passenger duties , although their use was limited by the lower storage capacity of tank

locomotives , which meant the K and K1 classes were prone to water shortages on the long Kent Coast routes , and precluded them from working many of the former London and South Western Railway (LSWR) routes west of London . The need to save weight meant that compromises were made in some aspects of the design . The boiler size was constrained by the SECR 's axle load loading restrictions , with the result that the design 's full steaming potential was not realised . The failure to capitalise upon a larger boiler would also affect Maunsell 's subsequent 2-6-0 classes , as they were given the same boiler despite their lower axle loadings .

On the Southern Railway 's Central and Eastern sections , crews complained that the locomotives rolled heavily and unpredictably on the cheaply laid track of the former SECR and LBSCR networks , leading to their nickname , " Rolling Rivers " . The rolling was in part caused by the type of coil suspension and steadying springs used on the Bissel truck and bogie axles , which caused adverse springing on poor track . These were modified in later batches , with limited success . The rough riding was also attributed to the frames , which were of insubstantial construction to save weight . The bracing proved incapable of counteracting the stresses applied to the frames when travelling at speed and caused excessive vibration on the footplate at higher outputs .

The K1 prototype was slightly faster and more powerful than the K class , and gave a smoother ride at low speeds . It was also found to have a wider route availability due to the smaller outside cylinders . However , the Holcroft valve gear proved to be difficult to maintain in everyday service . This locomotive was also noted for particularly poor riding characteristics at high speed , derailing twice in 1927 . The first derailment occurred at Borough Green & Wrotham , near Maidstone on 31 March , when the flanges of the lead coupled wheel mounted the rails at 60 mph (97 km / h) . The second derailment was at Bearsted on 20 August , when the lead driving wheel mounted and completely dropped off the rails at 40 mph (64 km / h) , derailing the train and causing serious damage to the track . These derailments were attributed to the slightly higher centre of gravity of the boiler on the K1 . Although the official reports of these accidents blamed the poor quality of the track , a group of directors sought to have both classes banned from use on passenger services , but were overruled by the Southern Railway 's Chairman of the Board of Directors , Everard Baring on grounds of cost .

== Accidents and incidents ==

In March 1927 , locomotive No. 890 River Frome was hauling a train which derailed at Wrotham , Kent .

On 2 August 1927 , Locomotive No. 800 River Cray was derailed at Maidstone , Kent .

On 20 August 1927 , locomotive No. 890 River Frome was hauling a passenger train which was derailed at Bearsted , Kent . The cause was attributed to track defects . The locomotive was repaired and re-entered service on 23 August . It was involved in a serious accident the next day .

=== Sevenoaks disaster ===

The K and K1 classes suffered from stability problems when travelling at speed over points and curves . The locomotive would initially roll (briefly lean heavily) to one side , followed by several further rolls of gradually reducing amplitude , combined with a side-slip movement that caused the driving wheels to mount the rails . Several minor derailments of members of the class were followed by the serious derailment of No. A800 River Cray at Sevenoaks , Kent , in August 1927 , caused by a combination of a surge in the water tanks and the flanges of the locomotive 's lead driving wheels mounting the rail at speed due to poor quality track-work . The locomotive was hauling a Cannon Street to Deal express with a Pullman carriage when the leading driving wheels derailed at 55 mph (89 km / h) over catch points in a cutting . Several carriages were flung against a road bridge , injuring 40 and killing 13 passengers .

In the days following the accident , two K and K1 class engines were trialled on the London and North Eastern Railway 's (LNER) Great Northern mainline under the supervision of that company 's

CME , Nigel Gresley , to gain an unbiased review of their riding qualities . Locomotives No . A803 (K) and No . A890 (K1) , and King Arthur class No . E782 , were tested on the well @-@ maintained LNER line between Huntingdon and St. Neots in October 1927 , where few problems were found with locomotive stability . On runs between Kings Cross and Potters Bar with the LNER 's dynamometer car , No . A890 was recorded at a top speed of 83 miles per hour (134 km / h) and A803 at 79 miles per hour (127 km / h) , with no problems in riding . When these engines returned from the LNER , the Southern Railway 's General Manager , Sir Herbert Walker ordered further trials to be led by Sir John Aspinall on the Western section main line near Woking . These were terminated by the Southern Railway 's Operating Department , as the riding of the locomotives at speeds near 80 miles per hour (130 km / h) rendered the locomotives unsafe . The instability of No . A890 at speed was attributed to the helical springs on the Bissel truck and bogie .

The 1928 accident inquiry did not attach blame to the Southern Railway for track maintenance or locomotive performance issues , and noted that the prototype had run for eight years over the same stretch of line without complaint . However , it identified the Brighton batch and No . A890 as being more susceptible to rolling on sharp curves with weak rail joints , although the entire class operated without incident on the former LBSCR network . The management of the Southern Railway realised that to have any success in operating the K class tanks on other parts of the network , vast stretches of track would require upgrading . With the prospect of storing 20 locomotives whilst the necessary upgrading took place , the management recommended the class be fully withdrawn from service . To recoup the expense of constructing the engines , Maunsell was given permission to rebuild them to the new SR U class 2 @-@ 6 @-@ 0 tender engine design in 1928 . This decision also reduced the adverse publicity generated by the accident . However , many of the components discarded during the rebuilding process would later be re @-@ used on another 2 @-@ 6 @-@ 4 tank locomotive designed to haul heavy freight on short trips : the 3 @-@ cylinder W class of 1932 .

= = Rebuilding = =

The rebuilding of the class as tender locomotives was cheaper than relaying track , particularly as in most respects the class had performed well . Rebuilding took place at Ashford , Brighton and Eastleigh railway works between March and December 1928 , where the water tanks , rear bogie and coal bunker were removed . The straight @-@ sided 3 @,@ 500 @-@ imperial @-@ gallon (15 @,@ 900 l) variant of Maunsell tender was attached , allowing a greater operational range for the locomotives . The rear bogies were later used on the SR W class 2 @-@ 6 @-@ 4 tank locomotives (the only subsequent use of this wheel arrangement by the Southern Railway , and their use was restricted to freight operations around London) . The solitary K1 class locomotive was rebuilt in June 1928 , and so became the three @-@ cylinder prototype of the SR U1 class . The Holcroft valve gear was later replaced with a third set of Walschaerts valve gear in February 1932 , thus reducing maintenance . None of the rebuilds retained their names .

= = = Performance of the rebuilt locomotives and withdrawal = = =

As members of the U and U1 classes , rebuilds were used mainly on mixed @-@ traffic as well as secondary passenger duties on lines between the main routes . They were used all over the Southern Railway network , but were little @-@ used over the steep track gradients west of Exeter . The smaller @-@ wheeled N class was preferred amongst crews for the same duties , as high @-@ speed running was rare away from the main lines in the West Country . Heavier passenger work was allocated to Bulleid 's Unrebuilt Light Pacifics , which were within weight restrictions in this area . The 21 rebuilt locomotives entered British Railways service in 1948 . From 1955 a few were given replacement frames at overhaul : these had a shallower curve between the front buffer beam and the smokebox .

Withdrawals took place between 1962 and 1966 , by which time many of the rebuilds were based at Guildford shed . Work was taken over by Oliver Bulleid 's Light Pacifics , and the electrification of much of the former Southern Railway network was imminent , making all the 2 @-@ 6 @-@ 0s

surplus to requirements from 1963 . The final rebuild was withdrawn from service in June 1966 .

= = Livery and numbering = =

= = = SECR and Southern Railway = = =

The K class prototype was painted in an unlined dark grey livery with white lettering and numbering . This Maunsell grey livery was introduced by the SECR as a wartime economy measure . On Grouping in 1923 , the SR replaced the liveries of the constituent companies with a standard sage green livery (the colour being that previously used by Urie on the LSWR) with black and white lining , primrose yellow numbering and " Southern " on the tender . From 1925 , the K and K1 classes were repainted in a darker olive green livery , introduced by Maunsell , with plain white lining and primrose yellow markings . When rebuilt into the U and U1 classes , the locomotives were repainted in the olive green livery with " Southern " added to the tender tank . This was carried into the Second World War when labour shortages meant that many U class locomotives were painted in plain black , with the result that by 1945 all the class were running in black .

The class prototype was initially numbered 790 , with the rest following consecutively with a prefix " A " to denote a locomotive designed for the former SECR . The system of prefixes had been adopted by the SR to distinguish between locomotives with identical numbers acquired from different companies , and the K1 class became No . A890 when built in 1925 . This system was replaced from 1928 by a renumbering of all locomotives into one sequence , in which the K class rebuilds became Nos. 1790 ? 1809 , and the K1 class rebuild became No. 1890 .

= = = Rebuilds in British Railways service = = =

The K and K1 classes were absorbed by British Railways as part of the U and U1 classes in 1948 , which were given the BR power classification 4MT (mixed @-@ traffic) in 1950 . This was later revised to 4P3F in the light of operational experience on freight trains . The locomotives at first retained their Southern Railway livery , with " British Railways " added to the tender when repaints were due . From 1949 to 1955 , the U and U1 class locomotives were gradually repainted in the British Railways mixed @-@ traffic lined black livery with red , cream and grey lining and the British Railways crest on the tender . Numbers were changed to the British Railways standard numbering system : the series 31790 ? 31809 was allocated to the K class rebuilds , and 31890 to the K1 class .

= = Operational assessment and preservation = =

For location details and current status of the preserved (rebuilt) locomotive , see : List of K and K1 class locomotives .

Sir Nigel Gresley 's independent report on the K and K1 classes during the mainline stability trials stated that they were well designed , mechanically reliable and capable of hauling expresses at high speeds on well @-@ maintained track , which meant that they could have been useful additions to the Southern Railway 's suburban commuter fleet . However , they were undoubtedly prone to rough riding and instability , and not only on the poorest quality tracks . The restricted water capacity also limited their use outside the Southern Railway 's Central section . The impending electrification of the Brighton Main Line , scheduled for 1932 also meant that fewer duties suitable for heavy passenger tank locomotives would be available in the 1930s . The lack of a suitable role for both classes was considered when the decision was made to rebuild them as U / U1 tender engines following the Sevenoaks disaster . In rebuilt form they continued to operate until the 1960s , and were capable of attaining speeds in excess of 70 mph (110 km / h) with a greater degree of stability .

One K class rebuild has survived : No . A806 River Torridge ? converted to U class No. 1806 ? was

rescued from Woodham Brothers scrap yard in Barry , Vale of Glamorgan , South Wales in October 1976 for use on the Watercress Line . It was restored to ex @-@ British Railways condition as No. 31806 . In August 2014 , the locomotive entered service with the Swanage Railway .