

SWANAGE RAILWAY HERITAGE COACHES

The Swanage Railway has been fortunate to have based on it, a dozen 'heritage' coaches, i.e. those pre-dating nationalisation of the railways in 1948. These are listed below and a more detailed description of each of the coaches follows. The notes and photos (unless otherwise credited) are by Mike Stollery

The following books have been referred to for historical information:

- An Illustrated History of Southern Coaches, Mike King, (OPC)
- LSWR Coaches in the 20th Century, G R Weddell, (OPC)
- Maunsell's SR Steam Carriage Stock, David Gould, (Oakwood Press)

LIST OF HERITAGE (pre 1948) COACHES on the SWANAGE RAILWAY

- Ironclad Corridor Third (TK) no. S 728 S, built 1923
- Maunsell Open Third (TO) no. S 1323 S, built 1933
- Maunsell Open Third (TO) no. S 1346 S, built 1933
- Maunsell Open Third (TO) no. S 1381 S, built 1930
- Maunsell Brake Third (BTK) no. S 2768 S, built 1932
- Maunsell Brake Composite (BCK) S 6697 S, built 1935
- Maunsell Brake Composite (BCK) S 6699 S, built 1935
- Bulleid Restaurant Open Third, (RTO) no. S 1457 S, built 1947
- Bulleid Semi-open Brake Third, (BTK) no. S 4365 S, built 1947
- Bulleid Semi-open Brake Third, (BTK) no. S 4366 S, built 1947
- Bulleid Composite First/Third, (CK) no. S 5761 S, built 1947
- Pullman Observation Car, no. 14, built 1918/21, rebuilt 1947

Ironclad TK No. S 728 S



728 photographed in 2003 prior to its move to off-site storage.

Dating from 1923, 728 is the oldest bogie coach on the Railway and is the only coach of LSWR design. As built it was an eight compartment Corridor Third completed to an LSWR design which originated under the auspices of Surrey Warner, introduced in 1921. They were 57 ft long and 9ft wide. Built with oak and teak frames they were clad with galvanised steel panels. Being one from a later batch, 728 was fitted with SR 'Ashford' bogies. It was formed into 5 car set 438, running in this or similar set 435 until withdrawal in 1959.

It was then converted to a Breakdown train Staff Van becoming no. DS 70011, being much modified losing most of its interior and having a pair of double doors cut into the bodysides. It has remained in departmental condition since its arrival on the Railway; in recent years it has been stored under cover off site and overall is in fair condition. Current plans envisage its restoration to its latter condition as a staff coach for use in conjunction with the Railway's 45 ton steam crane, an option which would halve the costs of its full restoration, while conserving it. A complete re-build would be required to convert it back to its pre-1959 passenger carrying condition.

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