

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

Maunsell Open Thirds nos. S 1323 S, S 1346 S and S 1381 S.



S 1319 S, similar to, and from the same batch as 1323 and 1346; in departmental condition as ADS 70206 at South Lambeth Goods Depot, note the 2 louvre vents over the toilet window, 30/5/80



S 1381 S, prior to application of a protective tarpaulin in 2003. Note the single vent to the toilet.

These three coaches were built to a 1930 design under the direction of Richard Maunsell, the Southern Railway's Chief Mechanical Engineer (CME) from 1923 to 1938. They were 61ft 7ins long overall and, built to Southern Railway Restriction 4, they were 9ft 3ins wide overall. They ran loose, i.e. not allocated to fixed sets and seated 56 in seven bays subdivided into 3 saloons. The only difference between the coaches was the design of the ventilation bonnet to the toilets, 1323 and 1346 (both built 1933) having two vents and 1381 of 1930 having one. All three ran loose throughout their Southern Railway lives and also for most of their BR existence.

1323 was converted for push-pull operation in 1960 being included in set 611. After withdrawal in 1964 it became departmental 082232 then, in 1967, it was converted to instruction car DS 70266. It is currently stored off site but is in poor condition. When funds permit, it is intended to restore it for use in a reconfigured Maunsell push-pull set, to be numbered 619, to operate on the Swanage Railway.

1346 ran loose until its inclusion in 10 coach set 269 in 1954, becoming loose again in 1959 until withdrawal in 1961, whereupon it was converted for departmental use as an Instruction Coach as DS 70102. It was sold for preservation, initially on the Kent & East Sussex Railway, in 1982. Privately owned, it is currently at the Barrow Hill workshops of Rampart Engineering, where work has started on its restoration for its eventual use on the Swanage Railway.

1381 ran loose throughout its career until withdrawal in 1961. Converted for departmental use as DS 70175, it was sold for preservation in 1982. Privately owned, it moved to the Swanage Railway in 1979, whereupon it was restored for traffic and ran for several years. It has been out of service for many years protected by a tarpaulin. Considering the time it has been out of service, it is in fair condition. Work has started on the first stage of its restoration.