

## LSWR Coach bodies

The Swanage Railway has three six-wheeled LSWR coach bodies dating from the later part of the 19<sup>th</sup> Century. These have been grounded for many years, with the long term objective of restoring them on new or adapted underframes to run as a vintage train.

Early London South Western Railway (LSWR) coaches like those on other railways drew heavily on stage coach design and were usually mounted on 4 wheel chassis. These continued to be built until the 1870s. From the mid 1870s, six wheel chassis were employed in an attempt to increase capacity usually by use of an additional compartment. All were wooden bodied, timber panelled with raised mouldings to cover panel joints and fitted with timber boarded roofs covered in canvas. They were mounted on pitch pine underframes, later superseded by steel.

On the LSWR, 6 wheel coaches continued to be built until the early years of the 20th century, albeit for secondary duties. The LSWR and Southern Railway 'cut and shut' many old 6 wheel coach bodies on to bogie underframes, while others like these three examples were sold to householders as holiday bungalows or out houses.

The Swanage Railway Stock Book, by George Moon and Robin Brasher, has been extensively drawn upon for the individual coach histories. For further information on LSWR carriages, reference should be made to the series on LSWR Carriages by G R Weddell. The photo is by Mike Stollery.

### LSWR 5 compartment Second no. 4550



**4550 at Swanage, 19 May 2014**

**4550** was built as a second class coach in 1891. It was one of five built as replacement vehicles and re-used 32ft 2ins underframes. These five were numbered 37, 86, 179, 192 and 221, all were converted to third class in June 1909 except no. 179 which was done in December 1910. The surviving LSWR records contain discrepancies so it is not possible to know which of these five has survived, what is known is that the one that survived carried the number 1512. It was this coach that was converted to a fruit van and renumbered again to 4550 in October 1920.

It was withdrawn and like no.2296 was sold to a purchaser in Worth Matravers in 1922. It was acquired for the Swanage Railway together with 2296 in 1983. It is currently located at Swanage opposite the engine shed.