

# MAUNSELL BRAKE CORRIDOR COMPOSITE S 6697 S

As usual, underframe and bogies were built at Southern Railway's Lancing Carriage Works. These works were constructed by the London Brighton & South Coast Railway in 1911 and stayed in production until closure on 25<sup>th</sup> June 1965. During World War 2, they converted several passenger coaches, for use in Ambulance Trains to move injured soldiers, as well as tail planes for Horsa gliders.

The underframes were transported to Eastleigh Carriage Works so that bodywork and interior fitting out could be accomplished to design diagram 2403 as part of Lot No. 799. S6697 was completed in 1935 and ran as part of two-coach Set 196, with Brake Corridor Third No. 2778, until converted to a push-pull Driving coach in 1960. S6697 had two First Class compartments (12 seats) and four Third class compartments (32 seats).

S6697 then formed part of push-pull Set 618, along with Second Open S1342, being allocated to the Central Section of Southern Region. This set did not last long allowing S6697 to work as a 'loose' coach although it was noted coupled to a BR Suburban 10 Compartment Second coach. It was used on the Hayling Island Branch in the last few months prior to it's closure in November 1963.

After withdrawal S6697, and S6699, were purchased by Chipman Chemical Co. of Horsham, in 1965, for use as a spray control vehicle on their weed-killing trains. The interior fittings were removed allowing the installation of tanks for weed-killing chemicals, pipes, mixing valves and spray gear. Number CWT 11 was allocated originally although this was changed to 99011 which it then carried until sold by Chipmans.

Subsequently S6697 was purchased privately and taken to Mid-Hants Railway in 1984. Some restoration was undertaken in the late early 1990s but the effects of persistent attention of local vandals saw the abandonment of the project.

Donated to the Swanage Railway in the autumn of 2005 it was then placed in store awaiting possible grant-aid. This was intended to facilitate rebuilding it into a SR push pull driving coach as part of a 2 coach set along with another former Mid Hants resident Maunsell Third Open 1323. Subsequently the bodywork had deteriorated to such an extent that it was dismantled, leaving just the underframe. Some parts were, or will be used for the restoration of other Maunsell carriages, including sister carriage 6699 which will in time be restored and coupled to 1323 to form push-pull set 619.