

## MAUNSELL THIRD OPEN S 1381 S

Using underframes and bogies constructed by Southern Railway's Lancing Carriage Works, SR's Eastleigh Carriage Works built the carriage body and interior in December 1930 to diagram 2005 as part of Lot number 461. Vehicle S 1381 was one of the first batch of Third Opens (1369 – 1388). It was outshopped in Sage Green livery and did not receive the later Malachite Green in the late 1930s when the (then) General Manager Sir Herbert Walker decided their trains needed brightening up.

S 1381 is 61ft 7in long with painted galvanised sheet steel bodywork with an interior of polished Mahogany. Upper panels and some doors had a white celluloid inlay. Seating for 56 passengers was allocated in 7 bays, sub-divided into three saloons, with upholstery of uncut moquette. A toilet was provided at either end of the coach. The design had large 'picture' windows which employed a dropping mechanism to allow increased ventilation in hot weather. Unfortunately this permitted rain to get in causing drainage problems and consequent corrosion.

S 1381 would have received Crimson Lake & Cream livery sometime after Nationalisation in 1948. From 1956 BR(S) received permission to repaint it's passenger stock into a darker shade of Malachite Green. It was always allocated as a 'loose' coach, often in the company of a Restaurant or Kitchen car, and would have travelled widely across the Southern Railway and BR's Southern Region before being withdrawn from revenue-earning service in October 1961. This was part of BR's policy to withdraw all passenger vehicles over 30 years old to minimise fleet size by abolishing carriage pools for traffic such as excursions as well as seasonal peak demand.

After this it was stripped internally, corridor connections removed and plated over before conversion for use by Southern Region's Mechanical Engineers Department as a Staff & Tool Coach by July 1962. It carried the departmental number ADS 70175 being based at Horsham as a rule. Eventually, SR's Power Supply Section took over using it. On final withdrawal it was hauled for storage at Micheldever sidings between Basingstoke and Winchester.

It was purchased privately from there and moved to Swanage in 1979. Refurbishment then took place with seating, etc. recovered from withdrawn period Southern Electric Multiple Units and corridor end Pullman type gangway connections re-instated using BR Mk1 components from a scrapped coach. It ran on the Swanage Railway for several years from 1985 until the 1990's painted in SR Malachite livery.

After a period in store, it was sent to Rampart Engineering for a full bodywork overhaul in 2014. On it's return to Swanage, on Tuesday 21<sup>st</sup> February 2017, the Railway's C&W volunteers worked on the interior to get 1381 back to passenger-carrying standards once more. It re-entered service in the Summer 2019 repainted into the later BR(S) Green.

Since then, 1381 has been available for passenger service although, in more recent times, it developed wheel flats which could only be removed easily by the attention of wheel-lathe equipment.

On Monday 7th March 2022, 1381 was taken away by road and moved to the Bristol Barton Hill Depot of Arriva Train Care. This allowed the wheel profile, and any 'flats', to be corrected using it's ground lathe. 1381 was duly returned to Arne Road Interchange sidings on Thursday 10<sup>th</sup> March from where it was collected and transported to await it's next turn of duty on the Swanage Railway.

On Saturday 7<sup>th</sup> October 2023, S1381 plus S1346 and BSOB 9015 formed the first passenger train to be hauled by Adams Class T3 number 563 conveying stakeholders, sponsors and specially invited guests. During certain dates in November and December 2023, S1381 formed part of "The Polar Express" series of special trains from Swanage.

S1381 entered Swanage Goods Shed for an external repaint into Southern Railway Olive Green lined livery. Unfortunately time ran out to get the lining, and associated artwork, finished prior to the Autumn Steam Gala [September 2025].

After that event, 1381 came straight back into the Goods Shed where it was fully lined out and then re-entered passenger use. 1346 followed it into the Goods Shed to be similarly repainted into Southern Railway fully lined-out Olive Green.

Information collated by Peter Sykes 4<sup>th</sup> March 2017

Revised by Peter Short 8<sup>th</sup> March 2017

Further updated at intervals by Peter Sykes up to 14<sup>th</sup> December 2025