

# 2 Hal unit 2700

## Background

The 4621-4666 series of all steel 4 Sub units were followed off the Eastleigh body production line in 1950 by fifteen motor coaches with saloon interiors - this odd number of cars may be the result of a financial authorisation to replace vehicles written off in accidents. 14 of the new cars were marshalled with all-steel trailers taken from augmented pre-war units and formed all-steel 4 Sub units 4601-4607 which therefore had the non-standard configuration of two saloon motorcoaches flanking two 10-compartment trailers.

## 2700

The fifteenth car, 12664, was initially used a replacement for a pre-war motor coach unit in 4 Sub unit 4590 and went on to become half of the unique 2 Hal unit 2700.

The other half of unit 2700 was driving trailer composite 12855, built in 1954 on the underframe of a 2-Bil driving trailer, the body of which had been destroyed in an air-raid at Brighton in May 1943. 12855 was generally similar to the driving trailers of the 2693-2699 batch but without cab-end steps and handrails and with the Formica and veneer interior finish of contemporary EPB stock.

## Deployment

Originally pooled with the Eastern Section Maidstone-Gillingham 2 Hal fleet, 2700 was transferred in 1958 to the Central and western section 2 Bil/2Hal pool, acquiring a second periscope during its first overhaul to enable it to operate solo.

Unit 2700 was disbanded in March 1968, its all-steel driving trailer 12855 transferring to unit 2688 to replace 12842, withdrawn following derailment damage at Ascot the previous month. 2700's saloon motor coach went to 4 Sub. 4369, replacing a motor coach damaged in a depot crush at Strawberry Hill.