

Bulleid & BR Mk 1 Coaches, Southern Region Allocations

Introduction

The formation and allocation of Bulleid coaches changed very little during the life of the Southern Railway as Bulleid coaches continued to be built until 1951. Until 1954 Bulleid coaches were prohibited from working outside "Southern" territory. The British Railways era was more varied, with the introduction of Mk1 stock from 1952 and new catering stock from 1961. To avoid confusion First and Second class are used throughout for the BR(S) period.

As in Southern Railway days the operating department was divided into three, according to the geography of the pre-group companies. The post-war plan of the Southern Railway was to eliminate steam, by the adoption of electric or diesel traction from E to W in turn, with Exmouth Junction being the last remaining steam depot. This did not happen under BR, especially with the transfer of lines beyond Salisbury to WR. Completion of phases 1 and 2 of the Kent Coast electrification in 1959 and 1961 caused a migration Westwards of both coaches and locomotives.

This data therefore covers the BR period to c.1964 on a regional basis, commencing with the South Eastern (SE) Division, continuing with Central and South Western (SW) Divisions, and some cross-country and inter-regional services.

Livery

The following points need to be noted when planning complete rakes of coaches. So far as is known the early Bulleid sets 981 - 984 (S3, S5) and the BRCW sets 795 - 829 (S14, S15, S16) were **never** painted crimson and cream. From 1956 onwards BR(S) started to repaint coaches stock green, a colour that was darker than the Southern Malachite. Bulleid coaches seem to have been repainted green at the earliest opportunity, whilst BR Mk1 stock remained crimson and cream for a few more years, **even in the same set**.

Formation & Allocation

This is based upon published information for Bulleid coaches, and "Mark 1 Coaches", Keith Parkin, Pendragon/HMRS, and photographs. Where information is based on photographic evidence a reference number is given after the text, eg (1), or (1C) if a colour photograph, and details are included in an appendix. For sets longer than 4 or 5 coaches it becomes increasingly difficult to identify the relative orientation of individual coaches, such as --- which way did the corridor of a SK face? or --- was the First Class part of a CK at the London or country end? This information is given when known.

General notes on the formation of Bulleid sets

Almost without exception Bulleid sets were formed in a consistent manner, especially those of 3, 4 and 5 coaches, and the set numbers were on the brake ends and solebars. The terminology was simple and fairly obvious. All sets had a group letter used to define their operational use.

3 coach sets (3-sets)

3-sets were formed with consecutive number BSK's and a CK, with the First class end of the CK to the lower number BSK, which was normal Eastleigh practice (1 - 3). The BRCW 3-sets were an exception with the First Class end of the CK to the higher number BSK (4). The **numbering** of the Mk1 3-sets, originally 518 - 574, also followed this pattern. Many Mk1 3-sets were reformed.

4 coach sets (4-sets)

Both Bulleid and Mk1 4-sets were formed with consecutive number BSK's as BSK, SK, CK, BSK and with the SK next to the lower number BSK. The corridor side alternated within the set, which was normal Eastleigh practice (5, 6).

5 coach sets (5-sets)

5-sets were formed with consecutive number BSK's and SK's as BSK, SK, CK, SK, BSK and with the lower number SK next to the lower number BSK. The corridor side tended to vary from set to set (7 - 9). Details are given in SW Division data.

Longer sets

These have been selected to give examples of the variety that occurred that might also be of interest to modellers, whilst generally being not more than 9 coaches. This information is mainly taken from a June 1963 BR(S) "Appendix to carriage working notices".

Availability

Comet Models kit numbers are given for all formations listed in this data, eg (S1). An asterisk after the number indicates "not yet available", eg (S14*).

SOUTH EASTERN DIVISION**BRCW 3-sets "M" 795 - 804 (S14*, S15*)****Allocation**

Operating briefly on the SW Division, by September 1948 they were working on London - Dover - Ramsgate - Margate services until June 1954, when sets 795 - 802 went to the Oxted line.

The coaches from sets 803 and 804, plus other coaches, were then reformed into 7 and 8 coach sets for London - Chatham - Ramsgate services, and stayed on these duties until phase 1 of the Kent coast electrification in June 1959.

7-set 473			8-set 474		
		Kit			Kit
BSK	4225/34245	S14*/B6	BSK	4227	S14*
SK	81	S2a	SK	85	S2a
SK	82	S2a	SK	86	S2a
FK	7648	S1	CK	5783	S15*
Res. Car	?	n/a	CK	5784	S15*
SK	83	S2a	SK	87	S2a
BSK	4226/34246	S14*/B6	SK	90	S2a
			BSK	4228	S14*

Note

The BRCW BSK's in set 473 were replaced by Mk1's in June 1955. The restaurant car would have been a Buffet car converted from a Maunsell RF. It is not known which one.

In June 1959 set 473 was disbanded and set 474 went to a London - Deal working, and then London - Dover - Margate from June 1960 until late 1961.

4-sets "N" 80 - 94 (S2a, S4, S6)**Allocation**

These sets were allocated to the SE Division from May 1949 for London - Dover - Ramsgate - Margate services, mainly semi-fast trains. In June 1959, due to stage 1 of the Kent Coast electrification, sets 89 and 90 were transferred to the Oxted line, and sets 80 and 86 were strengthened to 7 coaches for regular London - Dover - Margate trains such as 9.10 down.

Coach	Set 80	Set 86	Kit
BSK	4011	4023	S4
SK	26	32	S2a
CK	5823	5829	S6
CK	5884	5886	S6
SO	1477	1482*	S2b
SO	1479	1487	S2b
BSK	4012	4024	S4

* Coach preserved on Bluebell Railway.

The first three and seventh coaches formed the original 4-sets. On completion of the Kent Coast electrification in June 1961 these two sets were transferred to the SW Division and reformed.

Meanwhile the remaining 4-sets stayed on their 1949 workings until the full electric service started in June 1962, at which time all 4-sets were transferred to the Central Division for Horsham - Guildford, Horsham - Brighton and Tunbridge Wells - Eastbourne services

3-sets 850 - 865 (S4, S6)

Allocation

These sets were built in 1951, identical in layout to 3-sets "L" 770 - 793, and sets 850 - 857 were allocated to SE Division for London - Dover - Margate - Ramsgate services. In June 1955 set 850 went to the Oxted line, and sets 851 - 857 went to SW Division.

BR Mk1 3-sets 515 - 574 (B6, B8)

Allocation

The allocation of these sets is not fully known, except for 1963. In 1961 3-set 550 was on SE Division (10), and probably all sets 537 - 551 of this series.

It is thought that the official plan was to form all these into 3-sets, but it is likely that some sets in this series were formed into longer sets from new. In reforming these BR sets, sometimes with a second CK, a Bulleid CK was substituted in the "donor" set.

In 1963 there were still several variations in this series, although 3-sets "K" in 1963 included sets 537 - 540 which were dual-heated for winter use with Type 3 D65xx locomotives on SE Division. Sets 537 - 540 were formed BSK, CK, BSK as usual, with BSK's 34623 - 34630 in pairs in numerical order, and CK's 15579 - 15582 in order.

BR Mk1 4-sets 866 - 891 (B6, B5a, B8)

Allocation

The allocation of these sets is unknown, although 874 and 875 were on SE Division, 876 on the Oxted line and 881 on SW division at various times (6). These sets were formed :-

BSK 34233 - 34284, SK 24302 - 24327 and CK 15024 - 15049, all in numerical order.

Coach	Set 866	Set 875	Set 881	Set 891	Kit
BSK	34233	34251	34263	34283	B6
SK	24302	24311	24317	24327	B5a
CK	15024	15033	15039	15049	B8
BSK	34234	34252	24264	34284	B6

Sets 874 and 875 were strengthened from June 1953 with Bulleid coaches, also set 873 in 1955 :-

Coach	Set 874	Set 875	Kit	Set 873	Kit
BSK	34249	34251	B6	34247	B6
SK	24310	24311	B5a	24309	B5a
SK	51	84	S2a	91	S2a
CK	15032	15033	B8	15031	B8
CK	5903	5899	S6	5892	S6
SK	52	88	S2a	BR, no?	B5a
SK	53	89	S2a	BR, no?	B5a
BSK	34250	34252	B6	34248	B6

Sets 873, 874 and 875 were used on regular London - Ramsgate services. Circa 1958 the Bulleid coaches in these sets were repainted green, whilst the Mk1's stayed crimson & cream for a few more years! (11). By 1963 most 4-sets were reduced to 3 coaches and moved to SW Division.

CENTRAL DIVISION

3-sets 963 - 980 and 981 - 984 (S12, S13, S3, S5)

Allocation

From 1948 sets 981 - 984 were on Brighton/Portsmouth to Plymouth workings for a few years, before returning to the West of England (W of E) line.

In 1961 sets 973 - 979 went to Central Division for Oxted line, Reading - Tonbridge and Brighton - Horsham services.

BRCW 3-sets "M" 795 - 804 (S14, S15)

Allocation

In June 1954 sets 795 - 802 went to the Oxted line. On 17 April 1958 set 795 was in an accident at Eastbourne, and BSK 4209 was withdrawn. In June 1959 these sets were transferred to the SW Division for Weymouth and W of E services.

Meanwhile sets 801 and 802 had been reformed in 1957 as 5-sets for working 2-day cycles on London - Tunbridge Wells West - Forest Row services. This arrangement lasted until DMU's took over the service in 1962.

Coach	5-set 801	5-set 802	Kit
BSK	4221	4223	S14*
SK	97	92	S2a
FK	7635	7630	S1
SK	98	122	S2a
BSK	4222	4224	S14*

3-sets "L" 770 - 793 and 850 - 857 (S8, S10, S4, S6)

Allocation

From June 1955 to June 1959 3-set 850 was allocated to Central Division for Oxted line services. In 1963 sets 771 and 772 were transferred to Central Division, 3-sets "T".

Bulleid and BR 3-sets "T" (1963)**Allocation**

This was a large group of 34 three-coach sets consisting of 23 sets of Bulleid coaches and 11 sets of dual-heated BR Mk1 coaches. The dual-heated Mk1's were for winter use with Type 3 D65xx locomotives.

Allocation

This group covered the following routes :-

London - East Grinstead - Forest Row - Tunbridge Wells West - Brighton - Eastbourne.

Reading Southern - Redhill - Tonbridge.

Brighton - Horsham.

Bulleid sets (S8, S10 for 771, 772; others S4, S6)

Sets 81 - 94 ex 4-sets "N"; sets 264, 266 from loose coaches; sets 771, 772 ex 3-set "L" and sets 860 - 863 and 865. In 1963 sets 860, 861 and 863 were **without intermediate buffers**, which is useful if your layout has very sharp curves. Please see SW Division 3-sets "L" for details.

BR Mk1 sets (B6, B8)

Sets 541 - 551. These sets were formed BSK, CK, BSK as usual, with BSK's 34934 - 34955 in pairs in numerical order, and CK's 15871 - 15881 in order.

4-sets "N" 80 - 94 (S2a, S4, S6)**Allocation**

In June 1959, due to phase 1 of the Kent Coast electrification, sets 89 and 90 were transferred to Oxted line services, and were berthed at Tunbridge Wells West and East Grinstead. Other, unknown, 4-sets also appeared on this line.

In June 1962 all 4-sets were transferred to the Central Division for Horsham - Guildford, Horsham - Brighton and Tunbridge Wells - Eastbourne services.

A year later all sets were reduced to three coaches by removing the SK's and worked on the few remaining steam hauled services. Central Division steam services finished in June 1965, and the remaining sets 82, 83, 85, 88, 90 & 94 were transferred to SW Division.

BR Mk1 4-set 876, with additional Bulleid coaches :-

Set 876, with additional Bulleid coaches, was allocated to an Oxted line business service from June 1953. About 1958 the Bulleid coaches were repainted green, and the Mk1's stayed crimson & cream for a few more years.

Coach	Set 876	Kit
BSK	34253	B6
SK	24312	B5a
FK	7631	S1
CK	15034	B8
SK	54	S2a
BSK	34254	B6

SOUTH WESTERN DIVISION

3-sets 963 - 980 and 981 - 984 (S12, S13, S3, S5)

Allocation

Sets 963 - 980 were used mainly on Bournemouth, Weymouth, Basingstoke and Salisbury local services. Sets 981 - 984 returned from Brighton/Portsmouth to Plymouth workings after a few years.

From November 1959 sets 963 - 973 were allocated to the Somerset & Dorset line (S&D), but were back on the main line for summer 1960. By 1961 only sets 980 - 984 were on W of E services. In June 1962 sets 980 - 984 were increased to 8 coaches, by adding a CK and Maunsell SK's. By June 1964 only 7 sets existed, of 8 coaches as above, and all were withdrawn by late 1965.

BRCW 3-sets "M" 795 - 804 (S14, S15)

Allocation

They operated initially on the SW Division until September 1948, when they were transferred to SE Division. Sets 795 - 802 returned in June 1959 for Weymouth and W of E services. The First Class end of the CK was next to the higher number BSK (4).

3-sets "L" 770 - 793 and 850 - 865 (S8, S10, S4, S6)

Allocation

Sets 770 - 793 were to be used **only** on services Waterloo - West of England and Waterloo - Bournemouth - Weymouth, and remained on these services for many years. The corridor sides of the CK and second BSK faced the same way, usually to the S. Sets also appeared facing the opposite way. Set 770 was the only set of the early series to be re-formed, in 1963, to a 6 RS set for Bournemouth services.

The later sets 850 - 865 were built in 1951 and had the same layout and seating capacity, and were interchangeable operationally. Sets 858 - 865 were allocated to SW Division, with 2 extra, unspecified, SK's added for summer 1951 services Waterloo - West of England, reverting to 3-sets in September. This seasonal change continued until June 1953 when all sets became 3 coaches. In June 1955 sets 851 - 857 were transferred from SE division, and in June 1959 set 850 transferred from the Oxted line.

About 1960 the intermediate buffers were removed from sets 850 - 865 (*ideal for sharp curves*) and were reinstated by 1964. In 1962 set 864 was reduced to 2 coaches (for one year and then disbanded), BSK 2530 and CK **5922** for the Swanage portion of the "Royal Wessex". Between 1962 and 1965 set 858 ran with extra coaches and in 1963 was a 6-set allocated to the Weymouth portion of the "Royal Wessex", with coaches :-

6-set 858 (1963)

Coach		Kit
BSK	2517	S4
SK	100	S2a
CK	5916	S6
CK	5922	S6
CK	5895	S6
BSK	2518	S4

It appears that the separate Swanage portion of the "Royal Wessex" ceased in 1963.

Coach	Set 826	to	Set 829	Kit
BSK	4291	odd nos.	4297	S16*
SK	106	even nos.	112	S2a
CK	5819	to	5822	S15*
SK	107	odd nos.	113	S2a
BSK	4292	even nos.	4298	S16*

4-sets “N” 80 - 94 (S2a, S4, S6)

Formation

Originally allocated to SE Division, by 1964 the remaining sets (3 coaches BSK, CK, BSK) 82, 83, 85, 88, 90 & 94 were transferred to SW Division for West of England and Weymouth services. In summer 1964 set 80 (already a long set of 9 coaches without catering facilities) was reformed again and allocated to a Bournemouth - Sheffield working, alternating with 9-set 474. Please see section on Inter - Regional Services.

Tavern Sets (S11a, S11b, S11c*)

The formation and allocation of these sets is given in the “sides packs”, apart from 6 RKB set 805 (Bournemouth West - Waterloo) and 11 RKB set 517 (Waterloo - Weymouth Quay).

6 RKB set 805	Original RKB	Kit	Rebuilt RKB	Kit
BSK	4229	S16*	4229	S16*
FK	7622	S1	7622	S1
RKB	7897**	S11a	7897	S11c*
RCO	7834	S11b	7838	S11b
SO	3846	B5b	3846	B5b
BSK	4230	S16*	4230	S16*

Note** “At the sign of the Three Plovers”, (available from Markits).

11 RKB set 517 (1963)

Coach		Kit
BSK	35018	B6
SO	?	B5b or S2b
SO	?	B5b or S2b
SO	3830	B5b
CK	15903	B8
RKB	7899	S11c
RCO	7837	S11b
FK	13003	B1
SO	3945	B5b
SO	4043	B5b
BSK	35019	B6

Notes

Although a long set the first two, unidentified, SO’s may have been seasonal, and could have been Mk1 or Bulleid coaches. Suitable numbers are 4386 - 4394 for Mk1 and 1485 - 1506 for Bulleid coaches. Simply omitting them to give a nine-coach formation is another possibility.

FK 7608 - 7647, BSK 3943 - 3962, CK 5868 -5907, SK 41 -56, 81 - 130 (S1, S4, S6 and S2a).

Allocation

Several of these loose coaches were formed into sets, some including Maunsell coaches, especially restaurant or buffet cars. See also Ocean Liner Sets and Inter - Regional Services.

3-sets "L" 830 - 837 (S4, S6)

5-sets "H" 838 - 849 (S4, S2a, S6)

Allocation

These sets were always allocated to Waterloo - West of England and Waterloo - Bournemouth - Weymouth services.

Formation

The 3-sets followed normal Eastleigh practice, with the CK and higher number BSK having their corridors facing the same way, usually to the South. The 5-sets were formed BSK, SK, CK, SK, BSK in numerical order :-

Coach	Set 838	to	Set 849	Kit
BSK	3987	odd nos.	4009	S4
SK	57	odd nos.	79	S2a
CK	5856	to	5867	S6
SK	58	even nos.	80	S2a
BSK	3988	even nos.	4010	S4

3-sets 830 - 837 became seasonal 5-sets, having 2 SK's (S2a) added every summer, and removed again in the autumn. From June 1953 sets 834 - 837 were permanent 5-sets with SK's 123 - 130 in pairs in numerical order. Finally in autumn 1959 sets 830 - 833 also became permanent 5-sets with SK's 114 - 121 in pairs in numerical order.

The arrangement of coaches varied within the sets, and three examples are given of sets 834, 835 and 840, listed from W to E in each case (7 - 9).

Coach	Set 834 (7)	Set 835 (8)	Set 840 (9)
BSK	Corridor to N	Corridor to N	Corridor to N
SK	Corridor to S	Corridor to N	Corridor to N
CK	Corridor to N	Corridor to S	Corridor to N
SK	Corridor to N	Corridor to N	Corridor to S
BSK	Corridor to S	Corridor to S	Corridor to S

BR Mk1 4-sets 866 - 891

Allocation

The BR 4-sets were formed as Bulleid 4-sets "N", with corridor sides alternating and the SK next to the lower number BSK. Set 881, for example, was running in 1958 in crimson & cream with the lower number BSK at the London end (6). Crimson & cream livery tended to be left as long as possible on BR stock before repainting, whilst Bulleid stock was repainted green at the earliest opportunity.

Trains of mixed livery with Bulleid stock crimson & cream, and BR stock green were very rare, indeed almost non-existent.

4-sets 866 - 891 were formed with BSK 34233 - 34284 in pairs and in numerical order, and SK 24302 - 24327 and CK 15024 - 15049, all in numerical order.

Coach	Set 866	Set 875	Set 881	Set 891	Kit
BSK	34233	34251	34263	34283	B6
SK	24302	24311	24317	24327	B5a
CK	15024	15033	15039	15049	B8
BSK	34234	34252	24264	34284	B6

DEDICATED SETS (1963)

This section gives examples of Southern Region sets dedicated to a particular route or service. Where sets include refreshment facilities the BR data does **not**, in most cases, list a particular coach, but only the type, such as RB. *For modelling purposes, some of these sets could be shortened without losing their essential character.*

9-set 237, Swanage - Waterloo

	Coach		Kit		Coach		Kit
1	BSK	3949	S4	5	FK	7640	S1
2	SO	3926	B5b	6	SO	3929	B5b
3	SO	3927	B5b	7	SO	3930	B5b
4	SO	3932	B5b	8	SO	3931	B5b
				9	BSK	3961	S4

10 RB sets 277 & 278, Waterloo - Weymouth

These sets were identical in formation and included a Mk1 RB to diagram 24 (B19*).

Note

The Southern Region allocation was 1716 - 1724, completed 1/61 with B1 bogies, and 1755 - 1772, completed 3/62 with Commonwealth bogies. RB's 1755 and 1772 were allocated to Dunkirk Ferry service, and 1767 to Central Division, with all others to SW Division.

10 RB set 278

	Coach		Kit		Coach		Kit
1	BSK	35006	B6	6	CK	15909	B8
2	SO	3943	B5b	7	SO	4375	B5b
3	SO	4025	B5b	8	SO	4376	B5b
4	CK	15908	B8	9	SK	BR/SR	B5a/S2a
5	RB	see note	B19*	10	BSK	35007	S4

The SK was not specified and could have been either Mk1 or Bulleid. Suitable numbers are 24304 - 24309 for Mk1 and 27 - 40 for Bulleid coaches.

6 RB sets 515 & 516, Brighton - Plymouth

These sets were identical in formation and included a Mk1 RB to diagram 24 (B19*).

Note

These sets were formed fairly early (18) as they originally included Maunsell buffet cars which were removed from the sets in January 1961; the same month as RB's 1716 - 1724 were completed. These trains seem to have been particularly popular with line-side photographers (18 -24). The workings varied with the seasons and day of the week :-

Winter weekdays

The trains ran as 6RB set & Mk1 BG (B10), with the BG leading (19) as the train left Brighton or Plymouth. The route was via the West Coast line to Portsmouth & Southsea (reverse) and then via Southampton, Salisbury and the West of England main line to Plymouth.

Saturdays and summer weekdays

The train ran as 6RB set from Brighton, with a SK and BR 3-set from Portsmouth and Southsea (20) added to the rear of the train at Fareham. In the reverse direction the Portsmouth portion was again at the rear and was detached at Fareham. During part of 1964 one 6RB set, thought to be 516, was running with a Bulleid CK (S6) in April and August (19, 21). 9-coach formations seem to have been more common (21, 22).

Bulleid 3-sets are also known to have formed the Portsmouth portion without the extra SK, as on Saturday 20/2/65 when set 515, hauled by electric locomotive 20003 to Chichester, had 3-set 853 added at Fareham. (*A friend of mine travelled on the train.*)

I have not found any written information to confirm the allocation of a Bulleid CK to either of these sets.

Sundays

Officially these sets were scheduled for maintenance on Sundays but workings from Brighton to Bournemouth West and return did occur (18, 23).

Motive Power

This was mainly un-rebuilt Bulleid light pacifics, but Bulleid electric locos, D65xx diesels in summer, and WR class 42 Warships were also used. The headcodes for "Warships" were 1V67 down (24) and 1O86 up.

Coach	6 RB set 515	6 RB set 516	Kit
BSK	35014	35016	B6
SO	3836	3837	B5b
RB	?	?	B19*
SO	3935	3936	B5b
CK	15914	15902**	B8
BSK	35015	35017	B6

Note**

For those modellers wishing to substitute a Bulleid CK (S6), suitable numbers for loose composites in 1963 are 5901, 5902 and 5905.

6-set 897, London - Tunbridge Wells West - Brighton

Coach	Kit	Notes
BSK	4225	S14*
SK	41	S2a
FK	13143**	B1
SK	42	S2a
SK	43	S2a
BSK	4226	S14*

The BSK's were in this set from 6/58, and the SK's from 11/59, all until the set was disbanded 6/64.

** FK 13143 was dual heated and originally WR stock built 12/55 to D116.

7-set 767, London - Tunbridge Wells West

Coach		Kit	Note
BSK	3950	S4	The BSK's were in this set from 6/50, the SK's and FK from 6/55, all until 6/64.
SK	93	S2a	
SK	94	S2a	
FK	7645	S1	
SK	95	S2a	
SK	96	S2a	
BSK	3951	S4	

OCEAN LINER BOAT TRAINS

This section gives examples of Southern Region sets dedicated to Ocean Liner Boat Trains, working Waterloo - Southampton Docks.

9 RB sets 350 - 354

These were the principal sets allocated to these services, although most of the loose Bulleid FK's and SO's were also allocated to these duties, to be formed into trains as required. Sets 350 - 352 included an FK and CK, and sets 353, 354 three FK's and an FO. An example of each is given.

9 RB set 350

Coach		Kit
BSK	34994	B6
SO	3828	B5b
SO	3829	B5b
RB	?	B19*
FK	7617	S1
CK	5809	S10**
SO	3831	B5b
SO	3840	B5b
BSK	34995	B6

9 RB set 354

Coach		Kit
BSK	35002	B6
FK	7621	S1
FK	7620	S1
FK	7623	S1
FO	3064	B2
RB	?	B19*
SO	3848	B5b
SO	3849	B5b
BSK	35003	B6

Note**

Bulleid CK with shallow window vents.

BR 3-SET VARIATIONS

In the SE Division data it was mentioned that some of these sets had a Bulleid CK substituted for the original Mk1. Two examples are given, plus a "problem" set for modellers who like a challenge.

Coach	Set 527	Kit	Set 536	Kit	Set 531	Kit
BSK	34645	B6	34621	B6	34653	B6
CK	5803	S10	5892	S6	15000	See note
BSK	34646	B6	34622	B6	34654	B6

Note

CK S15000, diagram 127, was the first prototype Mk1 coach and BSK M34000 was the second prototype. As originally built S15000 was a semi-open configuration, with two First and two Second compartments at one end and two-bay First and Second saloons at the other end.

Before entering service it was rebuilt internally to an approximation of the production coaches, with three Second and four First class compartments. The compartment sizes were unique, one second being 7ft 2in, and two firsts being 6ft 8in. The First class compartments were at the former open end. The corridor side door and window arrangement was also unique (25), with the first class end being very similar to the non-toilet side of the Restaurant First, diagram 36 (B17a).

INTER-REGIONAL SERVICES

Bournemouth - Sheffield, 1964.

Coach	9-set 80	Kit	9-set 474	Kit
BSK	4011	S4	4227	S14*
SK	101	S2a	85	S2a
SK	103	S2a	86	S2a
CK	5823	S6	5783	S15*
CK	5785	S15*	5784	S15*
SK	26	S2a	87	S2a
SK	102	S2a	90	S2a
SK	112	S2a	92	S2a
BSK	4012	S4	4228	S14*

Notes: -

Although both sets contain different mixtures of Bulleid and BRCW coaches their arrangement and seating capacities were identical.

In the written information I have seen there is no mention of these sets including any refreshment facilities, which I find surprising. An RB or RMB instead of one SK would be reasonable "modellers licence".

9 RB set 880, Bournemouth - Newcastle

	Coach		Kit		Coach		Kit
1	BSK	34261	B6	5	RB	?	B19*
2	CK	15900	B8	6	SO	3915	B5b
3	SO	3913	B5b	7	SO**	?	B5b/S2b
4	SO	3845	B5b	8	CK	15038	B8
				9	BSK	34262	B6

Note **

The unspecified SO could be either Mk1 or Bulleid. Suitable numbers are :- 4386 - 4394 for Mk1 and 1476 - 1485 for Bulleid coaches.

There was, presumably, an equivalent set provided by Eastern Region.

5 RMB sets 866 & 867, Brighton - Cardiff

Coach	5 RMB set 866	5 RMB set 867	Kit
BSK	34233	34235	B6
SK	24302	24303	B5a
RMB	?	WR	B13
CK	15024	15025	B8
BSK	34234	34236	B6

The RMB's allocated to Southern and Western Regions were :-

Diagram 98, B1 bogies.
S1849 - S1852

Diagram 99, Commonwealth bogies
S1881, W1813 - W1816

W Region coaches would have been painted BR maroon

I have no information regarding which RMB's were in these sets. As all W Region RMB's were diagram 99, it is possible that the solitary S Region RMB to the same diagram was in set 866.

TWO RAILTOURS

The "Sussex Coast Limited", 24/6/62

This train was a 7-coach formation, very clean, all loose stock, running Waterloo - Mid-Sussex line - Bognor Regis - Haywards Heath - Eastbourne and back to London. LB&SCR Mogul 32353 pulled the train from Bognor to Haywards Heath (26C). The formation, front to rear, was :-

BSK (S4), SO (B5b), SO (B5b), RKB (S11c*), RCO (S11a), SO (B5b), BSK (S4). Suitable numbers for BSK's are 2529 & 2530, and for SO's 4386 - 4394.

RCTS/LCGB Sussex Branch Lines, 22/3/64

This train used set 237, (Swanage - Waterloo, Dedicated Sets section) with a Bulleid tavern set either replacing, or additional to, FK 7640 (27C, 28C). Neither photograph shows all the train. Motive power included Bulleid Q1 33027 Waterloo - Horsham (27C), and 34066 Spitfire (immaculate) Tunbridge Wells West - Brighton (28C).

APPENDIX - PHOTOGRAPHIC REFERENCES

This appendix lists photographs by publication in the order of their first reference.

MRC Planbook 1, Bulleid Coaches in 4mm scale

- 1 Title page, 3-set 973 on up train, CK & BTK corridors to S.
- 2 Page 5, upper, BTK 2855 and CK 5716 first class end, of 3-set 970.

Southern steam in the South & West, M Arlett & D Lockett, OPC

- 3 Page 139, 3-set 972 in **crimson & cream**, with CK corridor to S, 6/10/57.
- 9 Page 135, 5-set 840 leading a down Ilfracombe train on Honiton bank, 22/8/64.
- 12 Page 140, 2-set "R" in **crimson & cream**, with BCK & BSK as 4th. & 5th. coaches in up train, **6/10/56**.
- 13 Page 141, 2-set 65 in **green**, BSK leading in down train, **6/10/56**.
- 14 Page 150, 2-set 69 in green, BCK leading in up train, 15/4/57.
- 17C Pages 28, 29 and jacket, showing locomotive and first coach of Bournemouth Belle Pullman beyond the platform end.
- 18 Page 48, 6 RB set 516, in crimson & cream, waiting to leave Bournemouth West on Sunday 7/9/58.
- 19 Page 91, Maroon BG leading 6 RB set, probably 516, on up train at Semley **18/4/64**.
Note Bulleid CK as third coach
- 20 Page 132, Down train climbing Honiton bank, at least 10 coaches, Monday 3/7/61.
- 23 Page 45, 34027 and 6RB set at Bournemouth West from Brighton, Sunday 16/9/62.

Bulleid's SR steam passenger stock, David Gould, Oakwood Press

- 4 Cover and between pages 48 & 49, 3-set s801 when new. Note half height "S" to coach and set numbers.

The Southern in Kent and Sussex, Terry Gough, OPC

- 5 Plate 38, Bulleid 4-set at Ashford on Maidstone East - Ramsgate service 21/4/60.
The SK and CK are 2nd. & 3rd. coaches.
- 10 Plate 16, BR 3-set 550 in green at Tonbridge on Maidstone West train, CK corridor to NE, 19/5/61.
- 11 Plate 6, Bulleid/BR 8-set 873 leaving Ramsgate, 12/3/59. Bulleid coaches, 3rd. & 5th in green. BR coaches in crimson & cream.

The Southern West of Salisbury, Terry Gough, OPC

- 6 Plate 13, 4-set 881 in crimson & cream leading down train at Yeovil Jct. 10/7/58.
The CK and SK are 2nd. & 3rd. coaches. This photo also shows an up train with a BR 4-set in crimson & cream leading and all other coaches in green.
- 15 Plate 1, 3-set 806 approaching Salisbury on up train, CK corridor to S, Sept. 1962.
- 16 Plate 9, 3-set 827 leaving Buckhorn Weston tunnel, CK corridor to N, August 1964.

Southern steam locomotive survey, Bulleid light pacifics, D Bradford Barton

- 7 Page 24, 5-set 834 and a BR 3-set with CK corridor to N on a down train near Wilton in summer 1963.

Atlantic Coast Express, Stephen Austin, Ian Allan

- 8 Title page, 5-set 835 leading a down train leaving Salisbury on 28/8/60.

The Salisbury to Exeter Line, Derek Phillips & George Pryer, OPC

- 21 Page 123 lower, Up train passing Seaton Junction, **Bulleid CK** as fifth coach, 9-coach train, **18/8/64**.
- 21 Page 123 upper, **Set 515** leading down train passing Seaton Junction, **18/8/64**.

An Historical Survey of selected Southern Stations, Vol. 1, G A Pryer & G J Bowring, OPC

- 24 Page 114, Tavistock North, D831 Monarch, headcode 1V67, entering with Brighton - Plymouth train, 3/10/64.

BR Mark 1 Coaches, Keith Parkin, Pendragon/HMRS

- 25 Page 81, Prototype CK S15000, corridor side, crimson & cream, LH number, at Ramsgate in 1958.

Sussex Steam, Michael Welch, Capital Transport

- 26C Page 31, LBSCR Mogul 32353 and "Sussex Coast Limited" leaving Patcham tunnel on 24/6/62.
- 27C Page 58, 33027 and set 237 leaving East Grinstead (high level) RCTS/LCGB tour 22/3/64.

Southern Steam in Colour, Hugh Ballantyne, Jane's

- 28C Page 83, Immaculate 34066 Spitfire leaving Tunbridge Wells West for Brighton, RCTS/LCGB tour 22/3/64. 33027, also in picture, had pulled the train Three Bridges - Tunbridge Wells West in addition to the Waterloo - Horsham section.