

Bulleid Coaches, Southern Railway Allocations

These notes relate to the Bulleid coaches in the Comet Models range , and the codes eg S3, S12 refer to their catalogue numbers for the corresponding coaches.

The formation and allocation of Bulleid coaches changed very little during the life of the Southern Railway. Where information is based on photographic evidence the number after the text, eg (1), relates to the appendix of references at the end.

As the genuine second class coaches for boat trains are not in the Comet range, first and third class is used for Southern Railway, and first and second class throughout for BR(S).

Terminology

Formation	the sequence and orientation of coaches in a numbered set. Points of the compass, N, S, E & W are used.
Set identity	eg 3-set 963, set 963 having three coaches. eg 6 RB set 515, set 515 having six coaches, including an RB.
Coach type	BTK, CK, BTK* for semi-open type, etc.
Allocation	where the sets were operating, either the Eastern, Central or Western “section”, corresponding to SECR, LBSCR or LSWR territory. Additionally, some sets were allocated to particular services. All sets had a type reference letter, which defined their use.

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

Initially referred to as “3 corridor sets (New)”, all were allocated to Waterloo - West of England services. Examples of weekday services from 7/10/46 are:-

Down	10.50 am	One set to Ilfracombe and one to Plymouth (Ilfracombe set leading)
	12.50 pm	One set to Plymouth and one to Ilfracombe (Plymouth set leading)
	3.20 pm	One set to Bournemouth West
	6.00 pm	One set to Plymouth and one to Exeter Central
Up	7.21 am	One set from Bournemouth West
	7.30 am	One set from Exeter Central
	12.15 pm	One set from Ilfracombe and one from Plymouth (Ilfracombe set leading)
	2.25 pm	One set from Plymouth and one from Ilfracombe (Plymouth set leading)

Each train would have been up to 12 coaches between Waterloo and Exeter/Bournemouth and including Maunsell coaches. As the later design 3-sets 770 - 793 came into service sets 963 - 980 were used mainly on Bournemouth, Weymouth, Basingstoke and Salisbury local services. From October 1947 sets 981 - 984 were transferred to Brighton/Portsmouth to Plymouth workings.

Formation

Evidence suggests that these sets were formed with the lower number BTK at the country end and the CK and second BTK with their corridors facing to the S, refs. (1,2). From c. November 1945 until November 1947 prototype 64 ft. 6 in. CK 5751 replaced CK 5726 in set 980.

3-sets 770 -793, S8, S10

These were known as 3-sets "L", and there were many later sets with the same basic layout and seating capacity, which were interchangeable operationally. Set 771 was the first in service on the "Atlantic Coast Express" during December 1946. These sets were completed by November 1947, to be used **only** on services Waterloo - West of England and Waterloo - Boumemouth - Weymouth. Their duties included those originally allocated to sets 963 - 984.

Formation

These sets were formed with the lower number BTK* next to the First class end of the CK. The corridor sides of the CK and second BTK* therefore faced the same way, usually to the S. Due to their wide operational area sets also appeared facing the opposite way. Photographic evidence is inconclusive.

Footnotes

All later Bulleid coaches appeared after Nationalisation, and are covered in separate data sheets, which include BR Mk1 coaches.

During Southern Railway era, and for several years after, Bulleid coaches were prohibited from working beyond Southern territory. (They were **too good** to send elsewhere!)

Photographic references

- 1 MRC Planbook 1, title page, 3-set 973 on up train, CK & BTK corridors to S.
- 2 MRC Planbook 1, page 5, upper, BTK 2855 and CK 5716 from 3-set 970.