

Southern Region Allocated BR Standard Coaching Stock

Vol. 1 - Passenger Carrying Vehicles

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Introduction

This publication is in two main sections, this section (1) covers Non-Southern Railway passenger carrying hauled stock allocated to the Southern Region of BR and its successor depots. Section 2 deals with BR standard design non-passenger stock allocated to the Southern Region of BR and its successor depots (This was previously referred to as Sections 3).

This is not a definitive work as many unknowns still exist and questions to be answered. It will be up-dated and re-issued as and when more information comes to light and time permits.

It is not intended at this stage to publish this information for general use; its aim is to assist the members of the SEmG in their researches and modelling.

I would like to record my thanks to Glen Woods, John Atkinson and other members of the SEmG for their assistance and answering some of the many questions raised.

Sources

Information from Graeme Pettit, Mike Watts, Mark Priest, Glen Woods, Mike South, Colin Duff, Robert Carroll and Ashley Butlin

BR SR Appendix to Carriage Workings 9/56 (LE&LC), 9/57 (LE&LC), 6/65, 7/67, 4/76

Unit Numbers & Formations 1903-1998 - B.Key 1998

Southern Railways Group data sheet based on CWN [steam trains] 19/9/1955

Vehicle set numbers from research by Glen Woods

EMU conversion data from John Atkinson

Southern C&W Society (via. Glen Woods)

Railway Observers from 1950 **to 1975 inc**

Notes

The dates normally quoted for set allocations are the first and last date of the Appendix(s) in which they are recorded allocated to that set. Where vehicles were formed in a set but were not allocated a set number, I have used a code which can be found in the abbreviations. If set number is in brackets formed in the set, but not formally allocated.

HO (head office) numbers are the SR version of lot or order numbers and used when some vehicles were ordered from SR workshops.

Changes since the last issue are highlighted in **yellow**.

In regional allocation dates; dates shown in **Bold** are actual dates rather than publication dates.

For more details and the latest information on vehicles owned by the "heritage railway industry" look at the Vintage Carriage Trust's data base at <http://www.vintagecarriagetrust.org>

Abbreviations

Code	Location
AB	Air braked
AVR	Avon Valley Rly. Bitton
B4	BR designed B4 bogie
B5	BR designed B5 bogie
B-C	Brighton-Cardiff workings
BG	Hull, Botanic Gardens Depot
BJ	Bristol Marsh Junc. Depot
BLM	Bird's Long Marston (scrap)
BN	Bounds Green Depot
BR1	BR Mk.1 design loco-hauled bogie with leaf springs
BR2	BR designed bogie with leaf springs
BRM	Booth Roe, Rotherham
BRR	Booth Roe, Rotherham
BRX	BR1 bogie scheduled to be changed for CW
BSR	Battlefield Steam Railway, Market Bosworth
BWR	Bodmin & Wadebridge Railway
CA	Cambridge Depot
CD	Central Division (SR)
CF	Cardiff Canton Depot
CIBT	Channel Island boat train
CJ	Clapham Junction Depot
CL	Carlisle, Upperby Depot
CP	Crewe, Carriage Depot
CS	Carnforth, Steamtown
CSK	Cohen's, Kettering (scrap)
CSM	Cohen's, Morriston (scrap)
CW	BR Commonwealth bogie
CWW	Central Wagon Co. Wigan (scrap)
CX	CW bogie scheduled to be changed for BR1
DB	Duel braked (air & vac)
DH	Duel heat (steam & electric)
DN	Unknown Depot Code
DVR	Dart Valley Railway, Buckfastleigh
DVR(P)	Dart Valley Railway, Paignton
DY	Derby, Etches Park Depot
EAR	East Anglian Railway Mus.
EC	Edinburgh, Craigenlinny Depot
EH	Electric train heating or Eastleigh Depot
ELR	East Lancashire Railway, Boulton
EN	Euston, Downside Depot
ER	Eastern Region BR
ESR	East Somerset Railway
Exe	Exeter area stock working
FK	Ferme Park Depot
GA	Golden Arrow train
GC	Glasgow, Cowlairs Depot
GCR	Great Central Railway - Leicester
GDM	Gwent Demolition, Margam
GI	Gillingham Depot
HI	Haylind Island Line service
HQ	Headquarters allocation
HSTRC	High Speed Track Recorder
HT	Heaton Depot, Leeds
IL	Ilford Depot

Code	Location
IRFT	Immingham Rail Freight Terminal (Scrapyard)
IS	Inverness Depot
KESR	Kent & East Sussex Railway
KW	Kings, Wymondham
LA	Plymouth, Laira Depot
LB	Lancing Works staff train
LHCS	Loco hauled coaching stock
LL	Liverpool, Edge Hill Depot
LMR	London Midland Region BR
LN	Lincoln Depot
MA	Manchester, Longsight Depot
MCMG	MC Metals, Glasgow
MHR	Mid Hants Railway
MK4	BR designed Mk4 trailer bogie (Ex. EMU)
MNS	Mayer Newman, Snailwell
MOK	"Man of Kent" train
MPS	Mayer Parry, Snailwell
MRC	Midland Railway Centre, Swanwick
M-W	Margate-Wolverhampton workings
N&LR	Northampton & Lamport Rly.
NC	Norwich, Crown Point Depot
Nferry	Night Ferry Train
NG	New Cross Gate Depot
NL	Neville Hill Depot, Leeds
NSR	North Staffs. Railway Cheddleton Railway Centre
NVR	Nene Valley Railway
OakC	Oakhampton Car Train
OLBT	Ocean Liner Boat Train
OLE	"Ocean Liner Express" set operated by NSE
OM	Old Oak Common Carriage Depot
OO	Old Oak Common, HST Depot
OY	Wolverhampton, Oxley Depot
P&BR	Pontypool & Blaenavon Rly.
PC	Glasgow, Polmadie Depot
PZ	Penzance Depot
RL	Ropley MHR
RO	Railway Observer (RCTS)
RW	Royal Wessex Train
S&CR	Swindon & Cricklade Railway
ScR	Scotish Region BR
SDC	Steelbreaking & Dismantling, Chesterfield (scrap)
SEbt	SED boat traffic
SED	South Eastern Division
SH	Steam heat
SL	Stewarts Lane Depot
SR	Southern Region BR
SRE	SR electric train heating
SU	Selhurst Depot
SWbt	SWD boat traffic
SWD	South Western Division
SZ	Southall (FSE) Depot
TF	Transfer or

Code	Location
UIC	Thornton Fields Depot
UIC	UIC/BR electric train heating
UIC/D	UIC heating + steam
VB	Vacuum braked
VBL	Vic Berry, Leicester
WB	Wembley Depot
WD	Withdrawal
WL	West London Line service
WQ	Unknown Depot Code
WR	Western Region BR
WSR	West Somerset Railway
YC	York, Clifton Depot
ZG	Code for Eastleigh Works

Brief History of Mark 1 Carriages on the Southern Region

Early Period (1949-1963)

Eastleigh Carriage Works were responsible for many of the design features of the BR Mark 1 vehicles. They completed the prototype corridor composite (15000) in December 1950. It was then used as a model for different interior designs, finally leaving Eastleigh early in 1952 as a "standard" CK. The first production vehicles for the "Royal Wessex" train were delivered during 1951 (see below).

Early stock deliveries were in carmine (red) & cream livery. Deliveries up to sets 553-8/61-5 & 515-9 were in carmine & cream. Sets 559-60 were the first sets delivered in green, this was early in 1957. Vehicles 15906-8 & 35004-13 were also delivered in green during 1/57 for the "Man of Kent" set. However, 35014-23 were delivered in "red & cream" shortly after for general service. This may be because "regional" liveries were initially to be used specifically for "named" services. Repainting in green of "standard" stock officially took place from 7/56, but this seems to have depended on the overall condition of the paintwork on the set at the time of overhaul. Set 840 is believed to have been one of the first re-painted green.

By the end of 1959 the Kent Coast electrification was starting to have a significant impact on stock allocations. A number of "standard" vehicles were transferred from the SE to Central section for use on the Oxted Line services, replacing SR (and pre-SR) vehicles. Eastleigh works also started fitting ETH to a number of vehicles for use on SE boat train services following the introduction of the HA electric locomotives (later Class 71).

From 2/11/59 the Weymouth Channel Island Boat Train became an SR responsibility and ran to Waterloo instead of Paddington. There does not appear to have been a corresponding re-allocation of stock as this service had previously used mostly GWR vehicles.

During 1962 a number of ETH vehicles were transferred from other Regions (many in maroon livery) for the winter service following the abolition of steam in the Kent area. Some boiler fitted Derby Type 2 diesel locos were also loaned to the SED to assist due to a shortage of ETH fitted stock.

With the completion of the Kent Coast Electrification a significant migration westwards started of Mark 1 loco-hauled stock.

The Royal Wessex ceased to use "Standard" stock from 2/4/62 as it was suffering from overcrowding and the equivalent SR vehicles had higher seating capacity. This is one of the reasons for the later SR "standard" vehicles having 8 seats per third/second class compartment rather than the six seats of the LMR & ER vehicles. (See below).

End of Steam (1963-66)

From 1963 SR started to fit air brakes and electric train heating for use with continental boat train stock and the new HA (Class 71) electric locos.

In 1963 SR took delivery of the last Mk.1 passenger carrying hauled vehicles built (BCK 21263-75)¹ and some of the first Mk.2 FKs.

During this period there were a number of boundary changes affecting the SR in the West Country. This resulted in some changes to service responsibilities and resultant transfers in stock allocations to and from the WR.

The rationalisation of lines in Sussex and Hampshire and the subsequent dieselisation of the remaining services continued the general westward migration of loco-hauled stock.

From March 1966 the SR suspended the use of painted set numbers. Sets were specified by vehicle type formations but no painted (vehicle) numbers. This was in preparation for the major re-formation of loco hauled stock as a result of the Bournemouth electrification and the re-casting of the SR timetable.

Vehicles started to be painted blue & grey from 1966. Some stock was swapped with other regions to bring more modern TSO & CK vehicles to the SR and allow the fitting of air brakes and ETH to selected vehicles.

The SR expanded the air brake fitting programme with the intention of covering most of its allocation by 1970. By Dec 1966 air braked stock was being used on Oxted Line services.

BR Blue Era (1967-1985)

From 6th March 1967 Brighton to Plymouth service ceased to run beyond Exeter (but ECS to Goodrington). WoE sets were now berthed at Newton Abbott and Goodrington.

From March 1967 sets were reformed into three groups; VB-SH, AB-EH and VB-DH. The forming up of these sets and the painting of the set number on sole bars and brake ends commenced on 13/6/66. The actual set make-up starting to operate from mid.1967.

¹ The braking system fitted to these vehicles from new is still the subject of discussion, but is now thought to have been vacuum initially, as built. Not air as stated in some publications. They were however fitted with air brakes in about 1966.

Sets 180, 185 & 186 were formed up in late 1967 from stock acquired from other regions.

Sets 61-6 (8 AB-EH) for ocean liner traffic from Southampton were ready by May 1968.

VB-DH vehicles were primarily used for newspaper, parcels and mail trains.

7th July 1967 end of steam hauled services on SR.

Sept 1967 SR became responsible to supplying both sets used on the Poole – York service, RMB 1881 transferred as a result from NE Region.

1968 - Adjustments to stock workings on the WoE services resulted in a small number of vehicles being transferred from WR. Restaurant services were withdrawn from Birmingham services (LM stock) and replaced by light refreshments. Full restaurant service introduced on the Poole – York services (SR stock). This resulted in the transfer to 2xRF from the LMR and 2x RMB to the LMR.

In 1969 SR organised a bogie swap between vehicles to provide some air brake stock with Commonwealth bogies for improved ride.

Also in 1969 there was another “sort-out” of the responsibility for stock on the West of England services. This resulted in further vehicles being transferred to the WR in March. They promptly condemned a number of these the following month and also transferred a few back to the SR in August.

From 5/75 non-sleeping passengers on the Night Ferry were conveyed by EMU between Victoria and Dover. Several BCKs, CKs and TSOs with UIC heating were withdrawn or transferred.

Dining facilities were withdrawn from the Night Ferry Service from 22/5/77, both RUO were withdrawn, the gangway adapters being transferred to two BCKs. RBs (1755 & 1772) were transferred to the WR for further use.

The Night Ferry service was finally withdrawn from 31/10/80 and the remaining BR vehicles re-allocated to Clapham for general use.

AB-EH vehicles with Commonwealth or B4 bogies were rated for 100mph working SWD boat trains to Southampton and Weymouth.

AB-EH vehicles fitted with BR1 bogies were rated for 90mph operation and were principally for Oxted, Tonbridge-Reading and special workings. They were also used for Newhaven Boat Train service in the early 1970's.

In the early 1970's a couple of Mk.2 FKs and Mk.1 BCKs became surplus and were transferred to other regions. By the mid 1970's there was a general reduction in the AB-EH 90mph fleet leading to the withdrawal of many vehicles.

In 1974 five RBs were exchanged for five RMBs.

In 1976 the RB (1759) that was fitted for working with EMUs was withdrawn, with the disbanding of the 8VAB unit. Two replacement RMBs (1872 & 1873) were then fitted with 27 way Jumpers for EMU work.

Also in 1976 several FKs were transferred to CD for Oxted work. This displaced the remaining AB CKs which were withdrawn.

During 1978 the last workings on the Tonbridge to Reading service ceased. This led to the withdrawal of some BSKs and TSOs. The final withdrawal of AB 90mph BSKs happened in 1981.

In 1982 the FOs and three RMBs were declared surplus and withdrawn.

From the early 1/80's the remaining AB vehicles were gradually cascaded on to Oxted work until they ceased in 1984.

The demise of the “Warship” DH locos on the West of England services in the early 1970s and their replacement by the ETH only Class 33 locos meant that the VB-SH stock used was redundant. It was replaced by WR allocated VB-DH stock maintained at Newton Abbott. Most of the remaining SR VB-SH stock was scrapped, a few were transferred to other regions. Some SR allocated ETH vehicles were transferred to the WR to boost the number of ETH fitted vehicles available.

NSE - The End (1985-1990)

From 1985 vehicles were allocated to specific depots rather than regional/divisional allocations. Initially Clapham and Selhurst (New Cross Gate) were the depots concerned on the Southern. Later Ramsgate, Brighton, Fratton and particularly Eastleigh received allocations (mostly for paper train use).

Clapham Yard ceased to be a maintenance location in the late 1980s.

Ramsgate, Brighton and Fratton looked after the maintenance of their respective newspaper trains.

Eastleigh Diesel Depot (now EWS) started to look after the remaining stock associated with the Boat Trains to Southampton and Weymouth.

In 1988, with the electrification to Weymouth the use of hauled stock for the Boat Train ceased.

NSE transferred some of the responsibility for the West of England sets from the Inter-City depot at Plymouth Laira to their own depots at Eastleigh and Old Oak Common. About this time surplus capacity at Eastleigh was created by the transfer of the remaining DEMUs to Selhurst and eventually the replacement EMU maintenance work to Fratton. This capacity was taken up in part by assuming responsibility for Clapham's remaining workload (allowing closure of the Repair Shop at Clapham).

Eastleigh Depot was the last location on the former Southern with a hauled stock allocation. During the early 1990's Eastleigh was responsible for a number of Parcels Sector /RES vans (See Section 2).

History of Specific Vehicles and Issues of Note

Plastic Bodied Non-Gangwayed Second.

On the 17/2/60 BR Approved the construction of a trial "plastic" coach under the control of the CM&EE SR². The authority was for the development, construction and trial of coach sections and assemblies.

In July 1962 Eastleigh constructed a fibre glass bodied vehicle on a reclaimed BR Standard 63ft underframe. The vehicle body was based upon the "standard" compartment non-gangwayed second class vehicle. It was initially numbered in the internal user series as 081342. There are detailed descriptions of the GRP manufacturing techniques used to construct the body in Parkin's book "British Railways Mark 1 Coaches" and Railway Gazette for July 26th 1963 (which includes several pictures).

The source of the underframe is open to debate. It came from one of the two TSO vehicles badly damaged in the Lewisham collision in December 1957. This was either S4377 or S4378. Some sources state one vehicle and other equally authoritative ones claim it is the other. Both vehicles were built to the same design and lot number (Swindon 30219 1957). There is a contemporary account in the RO for 1/58 of vehicle S4378 being moved on its own wheels from the accident site to a siding at St.Johns Station together with the set's buffet car (S7958S). The same report lists S4377 as completely crushed and S4378 with "half its roof torn off". Therefore on the basis of the currently available information it looks like S4378 is the most likely contender for the supply of the underframe.

It is believed that a second fibre glass body was built at the same time and placed on a new Ashford built underframe. It was then used for structural testing purposes, being scrapped on completion.

The vehicle was out-shopped from Eastleigh on the 7th March 1963 as DS70200 and was sent to Brighton to operate in the "Lancing Belle" which was the staff train for Lancing Carriage Works. It was allocated compartments 39 to 48. This was to form an initial "in-service" trial for the vehicle.

Some time shortly before 4th August 1963 it was re-numbered S1000S and was sent to operate in the Hayling Island service. The suggested reason for it receiving a SR series number rather than a BR "Standard" one is that it was a one off experimental vehicle and as such non-standard. It therefore received the first vacant number in the SR series for compartment thirds (by this time re-classified seconds).

It was around that time that the project to build complete vehicles in GRP was cancelled, It is believed that the cost of manufacture was considered too high to put such a vehicle into production, and the scheme was cancelled. A significant amount of information and experience was gained in the vehicle's construction which was then put into further developing individual GRP items (such as doors) for general use.

When the Hayling Island branch closed (9/63) S1000S operated for a short time on the West London Line service between Clapham Junction and Kensington Olympia before it was transferred back into the "Lancing Belle". It is thought then to have reverted to its DS number as all other vehicles in the train were considered to be departmental.

The "Lancing Belle" last operated as a specific service on 3/7/64 after which DS70200 became S1000S again and went back again to the West London service. It stayed here until the end of steam working in July 1967. After this the vehicle was sent to Micheldever for storage until finally withdrawn in January 1973. It was quickly sold to the East Somerset Railway on 14/2/73.

A description in the SC&WS Notes (courtesy of Glen Woods) gives some details of the interior:-
"The upholstery in compartments A, B & C is basically grey, that in D,E,F and G is basically green, and that in H,J and K is red. D,E and F are non-smokers. D,E,F and G have black interior door panels whilst A,B,C,H,J and K have white ones. All compartments except F have conventional luggage racks; those in F are in the form of

² Carriage Standards Committee 17/2/60 minute 2422

solid unbroken benches; being the same material and colour as the walls giving the compartment a very frigid atmosphere. The tare weight is 39 tons."

The following has been extracted from the Railway Gazette article (26/7/63):

"The body of this coach has no traditional framework and the requirement for rigidity has been obtained by using a sandwich construction of rigid foam core material with an inner and outer skin of glass-resin laminate. A series of stiffening webs, bonded to the core blocks and to the inner and outer skin, are incorporated.

To provide the required longitudinal stiffness the roof is constructed as a single-piece moulding 64ft long and 8ft 7in wide. The sandwich roof construction, which conforms to the standard BR contour on the outer side is 4in thick in the centre, reducing to 2 ¼ in at the sides. To provide a measure of crash protection in the event of overriding, the moulded coach ends are reinforced by a steel framework of pillars welded to the underframe end plates and bolted to a steel arch rail incorporated in the roof moulding."

"The degree of weight saving achieved on the first coach was not as much as expected and this aspect is under investigation. It is appreciable enough to effect a substantial reduction in haulage costs. This coach is now running in restricted daily service where it can be kept under observation, and a second coach is being produced for static and impact testing."

The article also contains some detailed descriptions of the techniques used to make the various section, together with a number of photographs of detail aspects of the construction.

This coach arrived at Cranmore on 18th November 1973 together with a number of other coaches. It is still in regular use and due to its fibre-glass body, it requires very little maintenance and so continues to provide good service. In August 1975 the vehicle was moved to BR at Shildon for overhaul returning to Cranmore on 1/9/75

Prototype All Steel Carriage (S15000)

This vehicle was one of the first BR all steel (later known as Mark 1) vehicles to be built. The reason for this was that Eastleigh Carriage Works design staff were to play a leading role in formulating the "standard" design carriage features. The drawing office prepared detail designs for many of the parts and a number of the complete vehicles.

The job of assembling the first "standard" underframe was underway at Ashford by 4/49³. It is not known what happened to this underframe. It was possibly used for testing, but may have been used for S15000.

Work commenced on assembling the vehicle in 1949, but progress was slow due to difficulties in material supply. The RO of 2/50 reported "work progressing slowly". By 4/50 the RO reported "side panels and floor being fitted". By 8/50 (RO9/50) the vehicle was reported as ready for painting. The RO of 10/50 reported that the vehicle was sent on a test run from Eastleigh to Dorchester and back on 13/9/50. The vehicle was finally completed by 18/9/50 and then sent to Marylebone for exhibition on the following day.

The internal arrangement was special to this vehicle and it had a number of features which were not carried forward into production vehicles. It had a combination of compartment and saloon accommodation. There were two first class and two third class compartments at one end and at the other first and third saloon. There was also a toilet at each end. The underframe was also slightly different from the later "production" vehicles. Like many of the early "standard" vehicles it was fitted with "SR type" brake cylinders, which had separate vacuum reservoirs.

The Railway Observer (RO 10/50) describes the interior as "the present seating capacity is eighteen first-class and twenty-four third class seats, which is made up by two third class compartments, one first class compartment, one first-class and one third class saloon. Seating in the saloons, both first and third, have small movable chairs, carpets on the floors, the layout being very similar to the LMR dining cars modified at Eastleigh [at the end of 1949]. Panelling and general woodwork is Indian almond and European cherry in the first and third-class respectively. One third-class compartment is panelled with a light coloured plastic. The coach is an experimental one as regard interior fittings, final decisions are now being made regarding this, so that the programme of building can commence, as the jigs at Eastleigh Works are all ready for work to commence."

The January 1951 Railway Observer noted that work had commenced at Eastleigh on the construction of Compartment Third Standard Steel Coaches. So presumably this report would have actually been dated about

³ Carriage Standards Committee meeting 29/6/49 minute 231

10/50. The following month (2/51) the Railway Observer noted that work had commenced on the construction of composite type standard all steel carriages. The underframes are being built at Ashford who will also supply York and Swindon Works with underframes. The April edition of the Railway Observer reported the completion of five all steel composites (S15021-3 and W15059-60). No mention was made regarding the compartment thirds, so presumably they were referenced in error. Although Eastleigh did build a batch of these shortly after, see Table below on SR built stock.

On return from Marylebone S15000 was retained at Eastleigh where it was used to trial various internal arrangements and fittings. Once this work had been completed it was converted to resemble as far as possible a "standard" CK vehicle, although the underframe framework always remained different. It was allocated the diagram number 127. In its revised arrangement it had 2x first class compartments (7ft2in)-1x first class compartment (6ft7⁵/₈in)- vestibule-2x third class compartments (6ft3in)- 1x third class compartment (7ft2in). Unlike the production vehicles there was only one corridor side bodyside door which was located opposite the middle vestibule. The vehicle was eventually released to traffic on early in 1952⁴.

S15000 was formally completed under Lot number 30001. It has an SR HO number of 3619. The HO number was issued on 8/11/49, but the Lot number was not issued until over a year later on 14/12/50 for inclusion in the 1951 Build Programme. Lot number was "re-issued" 1/5/52 to cover the vehicles conversion to diagram 127⁵. About the middle of 1958 the second class compartments were fitted with modified seat backs without arm rests (RO 12/58).

The carriage ran loose until about 4/55 when it was formed into 3-COR set 520, it then operated in normal traffic on the SR until 7/67 when it was transferred to the LMR as part of the post "Bournemouth Electrification Stock Swap Round" which removed all steam heat only vehicles from internal SR services. It was still noted operating on the LMR in green livery in 11/69. It was withdrawn by 12/73.

Festival of Britain "Royal Wessex" Set of Stock

The "Royal Wessex" service was introduced by BR to be one of its "flagship" services to convey people to the Festival of Britain in London and as such it was to be made up using the new "standard" all steel carriages to reflect the modern BR. The "Royal Wessex" was a traditional SR style multi-portion train which operated from Waterloo (dep 4.35pm) to Bournemouth with portions for Swanage and Weymouth. There was a corresponding up working for the stock earlier in the day.

The initial train formation was:

Weymouth portion: S34157, S24169, S15023, S15021, S34158

Swanage portion: S15022, S34155

Bournemouth West portion: S34159, S9, S80009, S1006, S13003, S34156.

All these vehicles were built at Eastleigh between March and May 1951. Interestingly at this time these sets were not officially numbered.

The triple dining set (S9(RF)-S80009(RK)-S1006(RT)) operated in the train from its introduction in 1951 until January 1952, after which its duties were carried out by a Bullied Tavern set (RO 3/52) due to lack of demand for full meals.

In the RO 1/53 it was reported that the 2-car set had been allocated set number 884, the 6-car dining set 885 and the 5-car set 886. It is doubtful whether the vehicles actually carried these numbers for any length of time, if at all, as the set numbers were allocated to normal 4-car sets early in 1953. It is thought that some of the vehicles from these sets were used as maintenance cover whilst the regular vehicles received overhauls. (RO 5/53 states that 884+CK from 886 were used for the Weymouth portion, 1xBTK and CK from 885 used for Swanage portion, the Bournemouth portion was made up form 2x BTK from 886 plus a Bulleid FK and the normal SR dining set. Most of the vehicles were back by 16/12/52, except S34157 and S13003 which were not seen until 24/1/53).

⁴ Some sources quote 1/52 others 23/3/52. Railway Observer for 2/52 reports it as "recently left Eastleigh" which would tend to suggest early part of January.

⁵ Parkin "BR Mark 1 Coaches"

The set was painted green with the new BR crests about 3/57⁶. At this time the train contained the following vehicles S13003 (FK), S15021-3 (CK), S24169 (SK), S34158-9 (BSK), S3914 (TSO). Together with a SR buffet and dining cars (which did not have crests).

By about 1958 there were complaints of lack of seating capacity as the second class compartments still sat three per side as they were fitted with arm rests (unlike most of the later builds for the SR which had no arm rests and were classified as seating four per side). The seat backs were therefore modified to remove the arm rests. After further complaints of over-crowding the BR "Standard" stock was removed from the "Royal Wessex" service from 2/4/62 and replaced by higher capacity SR (Bulleid) stock (RO 5/62)

Boat Train Seconds

3500-4 were completed at Eastleigh about 3/53⁷ under Lot 30053 with 3507-11 following about 7/53⁸ (presumably 3505-6 came in between these two batches).

There were originally to be an additional five SO vehicles, which presumably were to have been S3515-9 (Lot 30067), but these were completed as TO for the LMR and numbered M4358-62. They were completed about 1/55⁹. This was in addition to the already authorised M4363-70 which were completed about 3/55¹⁰. A later note in the Railway Observer (9/57) says that the cancelled SO were S3515 to 30 which became M4358-72 during construction.

By 1963 (ACWN 6/63) the following had been re-classified as Restaurant Saloons (Unclassified):
3501, 3502, 3509, 3510, 3512, 3513.

In 1968 (ACWN 5/68) these vehicles were identified as "to be retained until further notice":

3502, 3506, 3507, 3509, 3511, 3512, 3513, 3514. They appear to have been operating as Open Firsts at this time, except for 3514.

In the specific section on these vehicles a number are shown as being withdrawn but, specifically retained for "Night Ferry Conversion". This is believed to relate to a proposal to convey non-sleeping car passengers in some form of special seated accommodation on the through service, rather than make them walk between the train, the ferry and the train again in France. This would have meant BR Mk.1 vehicles operating in France, which would probably been too much for SNCF. Anyway for one reason or another, the scheme was dropped and non-sleeping car passengers were eventually conveyed by EMU between London and the coast (1975). The reserved vehicles were disposed of at the end of 1969.

West of England Stock Transfers

This section has been re-written using contemporary information from the Railway Observers of the period.

During the 1950s and early 1960s there were a number of boundary changes between the Southern Region and the Western Region. This led to a number of vehicles moving between the two Regions at various times as responsibilities for various services changed. The through services to the West of England (Waterloo-Exeter) also had a number of changes in responsibility for locomotives and rolling stock as this was considered to be a joint responsibility. These swaps would appear to be a combination of WoE revisions together with an up-grading of the general SR stock.

Data from various issues of RO, some of which may be questionable together with other sources (*My comments are in italics*):

6/63: *Stock used for Exmouth local services transferred to WR (41060-3, 43374-81/3, 46280-3/5-6/8). These were almost immediately withdrawn and converted into carflats.*

The 1964 programme of exchanges involved:

From WR: 6/63: 2xRSO. 10/63: 17xTSO, 1xFK. 12/63: 3xS. 1/64: 1xS. 2/64: 5xCK, 7xSK, 1xBSK. 3/64: 1xTSO, 1xCK, 2xSK, 4xS. 4/64: 2xCK, 3xSK. 5/64: 2xSK, 1xS. 5/64: 1xRSO, 1xTSO, 1xCK. 6/64: 4xCK, 8xSK, 2xS.

To WR: 6/63: 4xC, 9xBS, 7xS. 8/63: 1xSK. 10/63: 3xTSO, 1xCK, 2xSK. 2/64: 1xFO, 11xTSO, 6xCK, 11xSK, 2xBSK 1xS. 3/64: 1xTSO. 5/64: 2xCK. 5/64: 1xTSO, 1xCK, 1xBSK. 10/64: 1xSK, 12/64: 1xSK)

From about 2/64 (RO 4/64):

To WR: 3063, 3914, 4001, 4002, 4010-3/9/20/46/7, 4381/3/7/9/92/3, 15030, 15569/73, 15886/7, 15910/2, 24169, 24304/6/8/9/11-5/24/6/7, 34992/3, 41060-3, 43374-82, 46280/3-8

⁶ RO 4/57

⁷ RO 5/53

⁸ RO 9/53

⁹ RO 3/55

¹⁰ RO 5/55

In return to SR: 1010/3 (returned), 4900/1/3/5-7/9-15, 16200/1/2/4/8, 24231/4, 25906/7/9/12-4/8/24, 34790, 34835/925, 13143, 46273-5. This swap would appear to be a combination of WoE revisions together with an up-grading of the general SR stock.

3/64 (RO 5/64):

To WR: 3832

From WR: 4902, 15425, 16205, 25916/7, 46022/3/39

4/64 (RO 6/64):

From WR: 16220/1, 25908/9/44

5/64 (RO 7/64):

To WR: 15036, 15571

6/64 (RO 8/64):

From WR: 4904, 16203

From WR: 16220/1 (again), 24309 (again)/15, 25908/44(again), 46035/59

From about 8/64 (RO 10/64):

To WR: 3922, 15578, 34632.

From WR: 1006/7/9, 4908, 5024, 16198, 16206/7/10, 24304/6/8/11-4/9/24, 2590/5, 46008/31/59

From March 1969 there was an adjustment of responsibility for some stock used on the WoE service and the following vehicles transferred:

To WR: 3/69: 2xRF, 1xRSO, 2xRKB, 1x RB, 3xRMB, 28xTSO, 4x FK, 13xCK, 27xBSK (Sets 155-60/184-90 with some vehicles swapped, plus some odd vehicles)

3/69 (RO 9/69):

To WR: 330/1, 1010/3, 1552/3, 1849/51/2, 3701, 3826/7/32/71/2/3, 3914/22/62/83/4/6, 4002/11/3/20/46, 4126/9/42/59/61/70/81/91, 4526, 13012/3/24/7, 15031-5/7/8/42-7, 34266/7/9/70/2-84, 34614/5/6/9/20/2/33-6.

Originally no FKs were due to be transferred. 15039/41 were condemned before scheduled transfer. 3920 and 4009 were also condemned before transfer and were replaced by 3914 and 4002 (*Note: both these numbers are incorrect as 3914 already part of Set 184 and 4002 had become a TC unit vehicle.*). 34268 transfer was cancelled and it was retained by the SR (*It would appear that this vehicle was actually condemned on transfer and later became a carflat*). 34271 was condemned before transfer. 34281-4 were substituted instead (*34281-2 were already part of Set 159, 34283 in Set 158 and 34284 in Set 184*). The restaurant vehicles were almost immediately transferred to other work on the WR and 19xx series vehicles substituted.

A number of the transferred carriages were almost immediately condemned by the WR the following month and some more were transferred back to the SR in the August (RO 12/69).

From WR: 1552, 1769, 1852, 3920, 4020, 4161/81, 15037, 34284, 34615/34/5/6.

(Apart from 1769 and 4020 all the others appear to have been in reality retained by the WR or condemned following possible paper transfer to the SR).

From 4/10/71¹¹ the SR became responsible for the locomotive provision (BRCW Type 3/Class 33s) and the WR responsible for all stock (8 coach VBDH sets) for services beyond Salisbury.

The following SR vehicles were transferred to WR in preparation for the winter 1971 service:

4161, 1767, 3824, 3836, 15880, 34943, 34945, 3831, 3847, 34954.

RO 12/71: S-W 1767, 3824, 3836, 15880, 34943/5 (also present to OOC for transfer to WR, 16/10/71 were S3831/47, 34954). These 8 coaches of VBDH stock were surplus following the withdrawal of the Brighton-Exeter train.

The same RO also lists some vehicle operating on WoE service and "branded" including M35068, M35307. A number of WR coaches have had their ETH restored for this service including 4917, 5028/9/42, 16199, 16206/7/11/3/5/6/8/23-5, 25921/8/9/33/7/9/45/7/51/9/62/5/7/9.

In 1976 a WR 8RU set (used on WoE) was formed SK, CK, BSK, BSK, CK, RU, TSO, SK (with the RU towards the London end)¹²

For complete details of stock movements refer to individual vehicles below. Some of the changes reported in the RO are believed to be duplications, also error corrections and misreporting. Therefore I have put a "level of interpretation" on some of these transfers in the light of subsequent recorded information.

¹¹ RO 12/71

¹² ACWNs 5/73, 4/76, 5/77

Southern Region Built Vehicles

Eastleigh

Lot No.	Lot Issued	Programme year	HO No.	HO Date	Numbers	Qty.	Type	Bdy/UF	Diagram	Comp. date	Remarks
30001	14/12/50	1951	3619	8/11/49	15000	1	CK	All	127	23/3/52	Prototype
30020	14/12/50	1951	3660	26/6/50	24302-31	30	(C)TK	Body	146/147	17/5/52	
30021	14/12/50	1951	3658	23/6/50	34225-84	60	(E)BSK	Body	181/182	29/11/52	SC/ES.51440
30022	14/12/50	1951	3575	22/9/49	15021-34	14	CK	Body	126	26/11/52	
			3661	26/6/50	15035-64	30	(B)CK	Body	126		
30023	14/12/50	1951	3576	22/9/49	80530-5	6	BG	All	711	16/6/51	
30052	1/6/51	1951	?		13033-5	3	FK	All	116	14/7/51	Transferred from Swindon lot 30019
30032		1953			34285-9/372-88						Transferred to Wolverton
30053	26/10/51	1953	3762	2/2/51	3500-14	15	SO	All	90	11/7/53	SC/DN.241
30054	26/10/51	1953	3761	2/2/51	3824-49/3886-3903	25+17	TSO	Body	93	19/6/54	SC/ES.5144B
30067	10/5/52	1953	3762	2/2/51	(3515-9) 4358-62	5	SO	All	94	26/2/55	SC/DN.241
30086	21/4/53	1953	3761	2/2/51	3904-69/?	65+3	TSO	Body	93	29/1/55	SC/ES.5144B
30121	29/4/53	1953	4018	14/7/53	4363-72	10	SO	All	94	5/11/55	SC/DN.241
30346	23/1/56		?		1546	1	RKB	Body	20	11/8/56	
30347	23/1/56		?		1700	1	RB	All	21	21/4/56	
30348	23/1/56		?		1900	1	RU	All	22	11/8/56	
30637	13/10/59		4682	9/10/59	1100-2	3	RG	Body	30	10/9/60	SC/ES.6150
F 2849			4263	6/3/56	889200-4	5	Scenery Van	All			

Note: The 1952 programme was cancelled and re-scheduled due to the continuing steel shortage.

Ashford

Lot No.	Lot Issued	HO No.	HO Date	Numbers	Qty.	Type	Bdy/UF	Diagram	Comp.date	Remarks
30020	14/12/50	3660	26/6/50	24302-31	30	(C)TK	UF	146/147	17/5/52	For Eastleigh
30021	14/12/50	3658	23/6/50	34225-84	60	(E)BSK	UF	181/182	29/11/52	For Eastleigh
30022	14/12/50	3575	22/9/49	15021-34	14	CK	UF	126	26/11/52	For Eastleigh
		3661	26/6/50	15035-64/?	29+1	(B)CK	UF	126		For Eastleigh
30054	26/10/51	3761	2/2/51	3824-49/3886-3903	25+17	TSO	UF	93	19/6/54	For Eastleigh

Lot No.	Lot Issued	HO No.	HO Date	Numbers	Qty.	Type	Bdy/UF	Diagram	Comp.date	Remarks
30086	21/4/53			3904-69/?	65+3	TSO	UF	93	29/1/55	For Eastleigh
30148	17/3/54	4490 Pt	14/3/58	14000-1	2	BFK	UF	161	26/12/59	For Swindon
30149	17/3/54	4205/86		3998-4097	100	TSO	UF	93	23/3/57	For Swindon
30217	16/3/55	?		13185-219	35	FK	UF	116	21/2/59	For Swindon
30218	16/3/55	4490 Pt	14/3/58	14002-6	5	BFK	UF	161	30/1/60	For Swindon
30219	16/3/55	?		4373-4412	40	TSO	UF	93	17/9/57	For Swindon
30346	23/1/56	?		1546	1	RKB	UF	20	11/8/56	For Eastleigh
30381	4/4/56	?		13223-8	6	FK	UF	116	11/7/59	For Swindon
30382	17/10/56	4490 Pt	14/3/58	14007-12	6	BFK	UF	161	28/11/59	For Swindon
30401	24/5/56	?		1901-12	12	RU	UF	23	30/11/57	For Swindon
30432	17/10/56	4507	10/7/58	13239-51	52	FK	13x UF	116	28/11/59	For Swindon
30476	16/5/57	4473	30/10/57	1913-24	12	RU	UF	23	27/12/58	For Swindon
30575	19/1/59	?		1944-58	15	RU	UF	23	10/6/60	For Swindon
30632	6/10/59	4679	17/9/59	1959-91	33	RU	UF(CW)	23	17/6/61	For Swindon
30633	6/10/59	4699	12/11/59	310-42	33	RF	8x UF	17	27/1/62	For Swindon
30637	13/10/59	4682	9/10/59	1100-2	3	RG	UF	30	10/9/60	For Eastleigh

It is rumoured that Ashford also built underframes for several other BR Workshops (Swindon and York) as well.

Lancing

Lot No.	Lot Issued	HO No.	HO Date	Numbers	Qty.	Type	Bdy/UF	Diagram	Comp.date	Remarks
F 2848	1958	4264	6/3/56	889000-19	20	Motor Car Van	All			
		4265	6/3/56	889020-9	10	Motor Car Van	All			

First Restaurant (RFO)

1951 Type H

Built to Diagram 36

This was one of the earliest SR allocated Mk.1 vehicles. It formed part of a triple restaurant set (RFO-RK-RSO) used in the "Royal Wessex" set when new.

Delivered to SR in "Plum & Spilt milk" livery. Repainted green 5/60.

Fitted with BR1 bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
9	York	12/50	30012	5/51	RW Loose 290 loose SWbt (298) (560) 560 loose	1951-? 9/57-6/60 9/60-8/61 9/61 3/62 8/62 11/62 6/63 6/64	SR WR	5/51, 1958 12/73	To WR to WR (RO) Withdrawn	6/65 11/66 & 6/67 By 12/77	4/56 re-painted red & cream To work with 80009 9/57 by 5/60 green livery 8/62 working with 7888 DH by 12/66 6/65 to WR in maroon

First Restaurant (RF)

1951 Type L

Built to Diagram 17

Fitted with BR bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
330	Swindon	10/59	30633	Ex LMR 5/68	150	By 5/68	LMR SR LMR	1/62 5/68 12/73, 6/79, 1/80	To WR Converted to RBK 1633 Withdrawn	3/69 c.1970 by 1/82	1974 VB DH CW 1978 AB DH CW pa, refurb. RBR
331	Swindon	10/59	30633	Ex LMR 5/68	151	By 5/68	LMR SR LMR	1/62 5/68 12/73, 6/79, 1/80	To WR Converted to RBK 1634 Withdrawn	3/39 c.1970 by 1/82	10/69 working on WoE still with M prefix 1974 VB DH CW 1/80 VB DH CW

Second Restaurant (RTO/RSO)

1951 Type K

Built to Diagram 56 (1000-13)

Built to Diagram 61 (1018-9)

Vehicles 1006 & 1018 were fitted with UIC adapter gangways for working with Wagon Lits Sleeping Cars on Night Ferry.

1006 delivered to SR in "Plum & Spilt milk" livery for Royal Wessex duty. Probably repainted green c.5/60.

Fitted with BR1 bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1000	York	12/50	30014	By 6/65	156 loose	6/65 6/66	ER SR	2/62 1965	withdrawn by ER Not SR Withdrawn	6/63 By 7/67 By 12/73	MAY be confused with S1000S Possibly ex.LMR
1003	York	12/50	30014	Ex. WR by 1978			LMR	5/51, 1958	to DB975000	4/67	SR operation not confirmed
1005	York	12/50	30014	Ex. WR by 1978			LMR	5/51, 1958	to DB975002 scrapped by Phillips at Old Dalby	4/67 3/96	SR operation not confirmed
1006	York	12/50	30014	5/51	RW Loose (SWD) (NF) NF	5/51-9/51 9/52-9/61 1/52-7/60 8/62 6/63-4/76	SR	5/51, 1958, 12/73, 1976	Stored To ADB975867 Owned by HSBC	5/77 1979	5/51 to work with 80009 6/65 EH only RUO by 6/66 7/67 AB UIC BR1 Modified for coupling to Wagons-Lits Translator coach 508 (T1) 2/02 fitted with emu CW bogies.
1007	York	12/50	30014	Ex. WR by 6/63	Loose	6/63-6/66	WR SR	5/51, 1958 1963	Ex.WR (RO) To WR To SR Withdrawn	6/67 By 5/67 6/67 By 12/73	6/65 SH VB
1009	York	12/50	30014	Ex. WR 7/64			WR SR WR SR WR	7/53, 1958 7/64 6/67 9/67 12/73	To become Griddle Sc1107 Conversion later cancelled Withdrawn	6/67 1/75	Temp. transfer to SR from WR 6/67
1010	York	12/50	30014	Ex. WR by 6/63	Loose 186 loose	6/63-6/66 7/67 5/68	WR SR WR	7/53, 1958 1963 3/69	Return to WR Withdrawn Reinstated to LMR	3/69 By 12/73 4/74	2/64 Green livery 6/65 SH VB 7/67 RSO VB SH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1013	York	12/50	30014	Ex. WR by 6/63 ¹³	Loose 185 loose	6/63- 5/68 7/67 5/68	WR SR WR	1958 1963 3/69	Return to WR Withdrawn Re-No. DB975323 Sold to KWVR Re-no. 35	by 3/69 3/69 By 12/73 1985	2/64 Green livery 6/65 SH VB 7/67 RSO VB SH BR1
1018	Wolverton	10/59	30647	Ex. ER by 6/63 ¹⁴	Loose NF	6/63-5/76 (5/64)	ER SR	6/61 1963 12/73 1976	Stored To S99631	5/77 2/79	Classified RUO when built 5/64 Green livery 6/65 EH only 7/67 AB UIC CW Modified for coupling to Wagons-Lits Exhibition van
1019	Wolverton	10/59	30647	Ex. ER by 7/64 ¹⁵	885 loose	6/64 6/65-5/69	Sc ER SR WR	6/61 6/61 ¹⁶ 7/64 12/73	To WR Withdrawn at Wolverton Scrapped by King's Newmarket	5/70 1975 6/75	6/65 DH RUO by 6/66 7/67 VB DH CW 5/68 VB DH CW 1974 VB DH BR1

¹³ RO reports transfer 6/67

¹⁴ RO reports transfer 6/67

¹⁵ RO reports transfer 6/67

¹⁶ RO dated 8/61

Restaurant Buffet (RKB)

Built to Diagram 25 (AH502)

Fitted with BR1 bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1552	Cravens	7/59	30624	3/61	Loose SWD 185 184	6/61 1963 7/67 5/68	SR WR LMR ER LMR	3/61 12/73 1976 12/78 6/79, 1/80	To WR returned to SR (RO) To WR again Withdrawn To ADB977083 Crewe Works test train Scrapped VBL	3/69 8/69 5/71 By 1/82 8/87	1961-65 worked with 7834 6/65 SH VB BR1 7/67 authorised to be fitted with B5 bogies VB SH BR1 1968 VB SH B5 10/69 still being used on Cornish Riviera with S prefix. 2/73 AB DH fitted 1974 AB DH B5 Crewe test train
1553	Cravens	7/59	30624	3/61	Loose SWD (NF) 186 loose	6/61 1963 (1966) 7/67 5/68	SR WR ER	3/61 12/73 1976,12/77, 6/79, 1/80	To WR Withdrawn at OOC	3/69 10/69	1961-65 worked with 7835 6/65 SH VB BR1 7/67 authorised to be fitted with B5 bogies VB SH BR1 10/65 in Blue & Grey 1968 VB SH B5 Summer 1969 used on Cornish Riviera. 1974 AB DH B5

Restaurant Buffet (RB)

Built to Diagram 24 (AJ402)

Lot 30512 fitted with BR1 bogies, SH & VB when built.

Lot 30636 fitted with CW bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1714	BRCW	6/58	30512	Ex ER 7/65	Loose	6/65	ER SR	2/61 6/65	To 69319 Withdrawn Scrapped VBL	4/1/67 15/9/88 2/3/89	6/65 for conversion BM Electrification SH VB
1715	BRCW	6/58	30512	Ex ER 7/65	Loose	6/65-6/66	ER SR	9/60 6/65	To 69320 Withdrawn Scrapped VBL	10/2/67 4/1/88 6/10/88	6/65 for conversion BM Electrification SH VB
1716	BRCW	6/58	30512	11/60	Loose (293) (885)	6/61-6/66 6/63 6/64	SR	11/60	To 69321 Withdrawn Scrapped VBL	24/2/67	8/62 working with 3826 6/65 for conversion BM Electrification SH VB
1717	BRCW	6/58	30512	11/60	Loose	6/61-6/66	SR	11/60	To 69322 Withdrawn Scrapped VBL	10/3/67 28/12/87 6/10/88	8/62 working with 4003 6/65 for conversion BM Electrification SH VB
1718	BRCW	6/58	30512	11/60	Loose (516)	6/61-6/66 6/64	SR	11/60	To 69323 Withdrawn Scrapped VBL	3/3/67 4/1/88 6/10/88	6/66 green livery 6/65 for conversion BM Electrification SH VB
1719	BRCW	6/58	30512	11/60	Loose (295) (299)	6/61-6/66 8/62 6/63	SR	11/60	To 69324 Withdrawn Scrapped VBL	17/3/67 12/1/88 6/10/88	6/65 for conversion BM Electrification SH VB
1720	1BRCW	6/58	30512	12/60	295 (515) (561) loose	6/61 7/61 6/63 6/63-6/66	SR	12/60	To 69325 Withdrawn Scrapped VBL	24/3/67 20/12/88 2/3/89	6/65 for conversion BM Electrification SH VB
1721	BRCW	6/58	30512	1/61	Loose (516) (516) (300)	6/61-6/66 7/61 3/62 8/62	SR	1/61	To 69326 Withdrawn Scrapped VBL	21/4/67 17/12/87 6/10/88	6/65 for conversion BM Electrification SH VB
1722	BRCW	6/58	30512	1/61	(515) Loose Loan to WR (880)	1/61 6/61-6/66 8/62 6/63	SR	1/61	To 69327 Withdrawn Scrapped VBL	5/5/67 17/11/87 2/3/89	6/65 for conversion BM Electrification SH VB
1723	BRCW	6/58	30512	1/61	Loose	6/61-6/66	SR	1/61	To 69328 Withdrawn	12/5/67 3/12/87	6/65 for conversion BM Electrification SH VB

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									Scrapped VBL	6/10/88	
1724	BRCW	6/58	30512	1/61	Loose	6/61-6/66	SR	1/61	To 69329 Withdrawn Scrapped VBL	16/6/67 3/12/88 6/10/88	6/65 for conversion BM Electrification SH VB
1755	PSteel	10/59	30636	Ex WR 3/62	SEbt Nferry	8/62 6/63-4/76	WR SR WR LMR WR	6/61 ¹⁷ 3/62, 12/73, 1976 12/77 6/79 1/80	Stored To WR Withdrawn	By 5/77 12/77 by 1/82	5/64 green livery 6/65 for conversion BM Electrification EH VB 1968 AB UIC CW
1756	PSteel	10/59	30636	1/62	Loose Nferry	6/63-5/68 5/69-5/75	SR	1/62, 12/73	Stored Withdrawn	By 1975 1975	1/62 delivered in green livery 8/62 working with 3934 6/65 for conversion BM Electrification SH VB 1968 AB UIC CW
1757	PSteel	10/59	30636	1/62	Loose (515) 54 95 loose	6/63-6/66 6/64 7/67 5/68 5/69-5/75	SR	1/62, 12/73	Stored Withdrawn	By 1975 1975	1/62 delivered in green livery 8/62 working with 3943 6/65 for conversion BM Electrification SH VB 1968 AB UIC CW
1758	PSteel	10/59	30636	1/62	(296) Loose	8/62 6/63-4/74	SR LMR MA WB OY	1/62, 12/73 12/77, 6/79, 1/80, 1/82 12/83, 1985 1/85, 7/86 1/87, 11/87	To LMR Sold VBL	By 12/74 30/10/88	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 AB EH CW 11/67 Modified to work with TC units (not EP Braked) 11/67 Blue/grey livery 12/74 fitted with PA by 1/80 refurbished RBR
1759	PSteel	10/59	30636	1/62	(515) Loose (516) 8vab loose	4/62, 8/62 6/63-7/67 12/63 5/68-4/74 5/75	SR	1/62, 1968, 12/73, 1975	Withdrawn Sold to MNS	15/1/75 14/6/77	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 AB EH CW Formed in 8VAB unit 8001 1968-75 Not used after 8VAB disbanded as buffers had been removed when modified.
1760	PSteel	10/59	30636	1/62	(292) Loose	8/62 6/63-5/73	SR ER	1/62, 12/73 12/77, 6/79 ,	To ER ¹⁸ Withdrawn	By 2/74 By 11/84	1/62 delivered in green livery 6/65 for conversion BM Electrification SH

¹⁷ RO 8/61 records vehicle as delivered to WR

¹⁸ RO 2/75 records transferred to LMR from SR 12/74

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							HT	1/80, 1/82 12/83			VB 7/67 AB EH CW by 1/80 refurbished RBR
1761	PSteel	10/59	30636	1/62	Loose 91 loose	6/63-6/66 7/67-5/68 5/69-5/73	SR LMR	1/62, 12/73 12/77, 6/79, 1/80, 1/82	To LMR ¹⁹ Withdrawn	By 5/74 By 12/83	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 8/62 working with 1492 7/67 AB EH CW by 1/80 refurbished RBR
1762	PSteel	10/59	30636	1/62	(RW) Loose 92 loose	6/62 6/63-7/67 5/68 5/69-5/73	SR LMR MA OY	1/62, 12/73 12/77,1/80, 1/82 12/83, 11/84, 1/85 by 7/86	To LMR Withdrawn	By 5/74 by 1/87	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 AB EH CW 12/74 fitted with PA by 1/80 refurbished RBR
1763	PSteel	10/59	30636	1/62	(516) (515) Loose	4/62,8/62 12/63 6/63-5/73	SR ER	1/62, 12/73 12/77, 6/79 , 1/80, 1/82	To ER withdrawn Sold MNS	3/74 by 12/83 7/10/88	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 AB EH CW by 1/80 refurbished RBR
1764	PSteel	10/59	30636	1/62	Loose (874) 125 146 135 loose	6/63-6/66 6/64 7/67 5/68 5/69-5/70 5/71-4/76	SR ER	1/62, 12/73, 1976 11/77, 6/79, 1/80	To ER Withdrawn	5/77 By 1/82	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 VB DH CW by 5/68 Blue/grey
1765	PSteel	10/59	30636	1/62	(290) Loose 126 185 140 loose	8/62 6/63-6/66 7/67 5/68 5/69-5/75 4/76-5/77	SR	1/62, 12/73, 1976, 12/77, 6/79, 1/80	Re-no 99645 Exhib. Van	1981	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 VB DH CW by 5/68 Blue/grey
1766	PSteel	10/59	30636	1/62	Loose 180 187 141 loose	6/63-6/66 7/67 5/68 5/69-5/75 4/76-5/77	SR	1/62, 12/73, 1976, 12/77, 6/79, 1/80	Re-no 99646 Exhib. Van	1981	1/62 delivered in green livery 8/62 working with 4041 6/65 for conversion BM Electrification SH VB 7/67 VB DH CW by 5/68 Blue/grey 2/70 accident damage at Poole

¹⁹ RO 8/74 shows transferred SR to ER 6/74

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1767	PSteel	10/59	30636	1/62	SEbt Loose CD 195 186 loose	8/62 6/63-6/66 (5/65) 7/67 5/68 5/69-5/72	SR WR	1/62 12/73, 12/77, 6/79, 1/80	To WR Withdrawn	5/73 ²⁰ by 1/82	1/62 delivered in green livery 6/65 for conversion BM Electrification SH VB 7/67 VB DH CW by 5/68 Blue/grey
1768	PSteel	10/59	30636	3/62	SWbt Loose 188 loose	8/62 6/63-7/67 5/68 5/69-4/76	SR ER	3/62, 12/73, 1976 12/77, 6/79 1/80	To ER Withdrawn	5/77 By 1/82	6/65 for conversion BM Electrification SH VB 7/67 VB DH CW by 5/68 Blue/grey by 1/80 still retained staff toilet
1769	PSteel	10/59	30636	3/62	SWbt Loose 189	8/62 6/63-7/67 5/68	SR WR LMR	3/62 12/73 1976, 6/79, 12/77, 1/80, 1/82	To WR To SR (RO) Withdrawn	By 3/69 8/69 by 12/83	7/67 VB DH CW 3/69 still green operating in Devonian set. 1974 AB DH CW by 1/80 refurbished RBR
1770	PSteel	10/59	30636	3/62	SWbt Loose	8/62 6/63-6/64	SR ER	3/62 12/73,12/77, 6/79, 1/80, 1/82	To ER ²¹ Withdrawn	6/65 by 12/83	6/65 repainted maroon for transfer to ER, retained red cantrail band 4/71 fitted with AB 1974 AB DH CW by 12/77 refurbished RBR
1771	PSteel	10/59	30636	9/62	SWbt Loose	8/62 6/63-6/64	SR ER	9/62 12/73, 12/77	To ER ²² Withdrawn	6/65 by 6/79	6/65 repainted maroon for transfer to ER, retained red cantrail band 4/71 fitted with AB 6/71 involved in Manors Collision and suffered heavy damage 1974 AB DH CW refurbished RBR by 12/77
1772	PSteel	10/59	30636	3/62	SEbt Nferry	8/62 6/63-4/76	SR WR	3/62, 12/73, 1976 12/77, 6/79, 1/80	Temp. TF to ER stored To WR Withdrawn	6/71 5/77 11/77 by 1/82	5/64 green livery 6/65 for conversion BM Electrification SH VB 1968 AB UIC CW

²⁰ RO 12/71 lists transferred to WR c.10/71

²¹ Painted maroon livery with red cant rail band on t/f to ER by 6/67 (exchanged for 1714-5 for REP conversion)

²² Painted maroon livery with red cant rail band on t/f to ER by 6/67 (exchanged for 1714-5 for REP conversion)

Restaurant Miniature Buffet (RMB)

Built to Diagram 97 (1801-12) (AN201 (AN202 1806-7))

Built to Diagram 99 (1813-37/1865-82) (AN203)

Built to Diagram 98 (1838-52) (AN202)

Fitted with BR1 bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1806	York	6/57	30485	Ex ER by 12/73	Loose	5/74-5/77	ER NE ER SR	1/58, 4/65, 6/67 1973 5/74, 12/77, 6/79, 1/80, 1/82	Withdrawn Preserved MHR Scrapped following a fire	1982 1982 2001	1969 Blue/grey 10/72 B4 bogies fitted 12/73 AB & DH for SR 1974 VB DH B4 1976 AB SRE B4
1807	York	6/57	30485	Ex ER by 12/73	loose	5/74-5/77	ER NE ER SR	1/58, 4/65, 6/67 1973 4/74, 12/77, 6/79, 1/80, 1/82 ²³	Withdrawn Preserved MHR	1982 1982	10/72 B4 Bogies fitted 12/73 fitted with AB & DH for SR 1974 VB ? B4 1976 AB SRE B4
1822	Wolverton	7/58	30520	Ex ER by 12/73	Loose	5/74-5/77	LMR ER SR WR	12/60 7/65, 1/67, 1973 2/74, 2/77 6/79, 1/80	To WR Withdrawn	By 6/79 by 1/82	12/73 fitted with AB & DH for SR 1974 VB SH CW 1976 AB SRE CW
1831	Wolverton	7/58	30520		866	7/62-7/63	ScR SR WR WR	12/60 1962 1/64 6/67, 12/73	To WR	by 1/64	Loaned to SR by ScR noted working on SWD in 1962 & 1963
1849	Wolverton	5/58	30507	6/60	Loose (887) B-C (889) (880) 170 loose	6/60-6/66 9/60 8/62 (6/63) (6/64) 7/67 5/68	SR WR	6/60 12/73, 12/77, 6/79, 1/80	To WR Withdrawn	3/69 By 1/82	6/60 Delivered in Maroon with roundels 7/67 VB SH BR1 Authorised to have B5 bogies fitted 1/80 VB DH B5
1850	Wolverton	5/58	30507	6/60	Loose (891)	6/60-6/66 9/60	SR LMR	6/60 12/73	To LMR withdrawn	5/68 ?	6/60 Delivered in Maroon with roundels 7/67 VB DH BR1 Authorised to have B5

²³ some publications show allocation in 1982 as ScR

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					M-W (866) 150	8/62 (6/63) 7/8/67	ScR CA DY- MA- DY- NC OO	12/77, 6/79 1/80, 1/82 12/83, 1/85 7/86, 1/87, 11/87, 12/88, 1/89 11/89 17/5/93 16/6/93 14/1/94 by 11/99	To Llyncllys	2/04	bogies fitted 11/67 Blue/grey livery with B5 1974 VB DH B5 1988 VB EH B5 1999 AB EH B5 1994 IC livery & refurb.
1851	Wolverton	5/58	30507	6/60	Loose (888) SWD 171 loose	6/60-6/66 9/60 8/62 7/67 5/68	SR WR	6/60 12/73, 12/77, 6/79, 1/80	To WR Withdrawn Preserved MHR	3/69 By 1/82 1982	6/60 Delivered in Maroon with roundels Damaged at CJ 17/2/62, repaired and painted green by 4/62. 7/67 VB SH BR1 Authorised to have B5 bogies fitted 6/69 blue & grey livery
1852	Wolverton	5/58	30507	6/60	Loose (889) B-C (889) loose	6/60-5/68 9/60 8/62 6/64 7/67	SR WR ScR	6/60 12/77, 6/79 12/73, 1/82	To WR Back to SR (RO) To WR (RO) Withdrawn Preserved GCR	3/69 8/69 5/71 By 12/83 1983	6/60 Delivered in Maroon with roundels 7/67 VB SH BR1 Authorised to have B5 bogies fitted
1872	Wolverton	6/61	30702	Ex. ER by 5/74	Loose	5/74-5/77	ER SR CJ	9/62 , 1973 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	withdrawn Sold OOC Preserved Nene Valley	by 1/87 5/6/89 1988	4/71 fitted with AB (and poss. DH) 12/73 to be fitted with PP wiring for SR 1974 AB DH CW 1976 EP SRE CW 1976 Modified to work with TC units Currently stored 6/05
1873	Wolverton	6/61	30702	Ex. ER by 5/74	Loose	5/74-5/77	ER SR CJ	9/62 , 1973 12/73, 12/77, 6/79, 1/80 1/82 12/83, 1/85	withdrawn Sold OOC Preserved Bodmin	by 1/87 7/6/89 1988	4/71 fitted with AB (and poss. DH) 12/73 to be fitted with PP wiring for SR 1974 AB DH CW 1976 EP SRE CW 1976 Modified to work with TC units
1881	Wolverton	6/61	30702	Ex. ER 5/62	151	5/9/67	ER SR ER NER SR LMR OM	2/62 5/62 9/62 3/66, 6/67 1/68 1973 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	To NER Return to SR To LMR Withdrawn	3/66 11/67 By 1973 By 12/89	Should have gone to ER initially. May have been borrowed whilst 1851 was repaired. 3/66 Blue/grey livery 7/67 VB DH CW 3/71 fitted with AB 12/77 AB EH CW by 1/87 PA fitted Noted Cond. At Warrington 30/3/89

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							PZ MA	by 7/86, 1/87 by 11/87			

Restaurant Buffet (RU)

Built to Diagram23 (1925-43)

These were transferred to the SR specifically for conversion to EMU vehicles and not thought to have operated on SR as LHCS.

Fitted with BR2 bogies, SH & VB when built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
1925	Swindon	6/58	30513	Ex.ER			WR ER NER	12/58 1/60 7/67	withdrawn To 69022 Withdrawn Scrapped VBL	6/72 9/74 13/5/89 12/12/89	7/63 fitted with Gresley HD bogies 6/72 withdrawn at York 5/74 conversion to EMU started
1932	Swindon	6/58	30513	Ex.ER			ER ScR WR	1/60 6/66, 7/67 8/72	withdrawn To 69024 Withdrawn Scrapped VBL	5/73 10/74 15/4/89 12/12/89	7/63 fitted with Gresley HD bogies 5/73 withdrawn at York 5/74 conversion to EMU started
1935	Swindon	6/58	30513	Ex.ER			ER ScR WR	1/60 6/66, 7/67 8/72	withdrawn To 69025 Withdrawn Scrapped VBL	by 12/73 11/74 25/3/89 12/12/89	7/63 fitted with Gresley HD bogies
1939	Swindon	6/58	30513	Ex.ER			ER	1/60	withdrawn To 69023 Withdrawn Scrapped VBL	6/72 12/74 10/10/88 2/3/89	7/63 fitted with Gresley HD bogies 6/72 withdrawn at York to go to Stewarts Lane (later move cancelled) 5/74 conversion to EMU started

Cafeteria Car (RU)

These two vehicles were part of a batch of 9 (9209-17) converted at Eastleigh in 1954. They were originally 3rd Class Sleepers (6) or Kitchen Restaurant Firsts (3) and were formed in Ambulance trains during WW2. Two vehicles were allocated for use on the SR.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
S9211E				1955	(884)	3/56			withdrawn	c.1962	Was LNER 1246, delivered in red/cream 6/60 to green livery
S9213E				9/54					withdrawn	c.1962	Was LNER 1253, delivered in red/cream, later painted green.

G= Gresley design bogie.

Buffet Car (RB)

Transferred from ER to cover for vehicles being converted as part of Bournemouth Electrification Project

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
S9117E	York	1936		Ex NE by 11/66					To be withdrawn Still listed Withdrawn scrapped CSM	7/67 12/68 by 12/73 12/69	LNE Diagram 167. Original number 24081, re-numbered 9117 in 1946 9/65 Maroon livery without suffix to number 4/69 at Micheldever
S9119E	York	1937		Ex NE By 1967			NE	8/66	To be withdrawn still listed Withdrawn	7/67 5/68 by 12/73	LNE Diagram 167. Original number 24275, re-numbered 9119 in 1946 Maroon livery whilst on SR. 12/68 still in maroon livery 4/69 at Micheldever
S9121E	York	1937		By 6/66					Not SR	By 7/67	LNE Diagram 167. Original number 24277, re-numbered 9121 in 1946 Maroon livery whilst on SR. 9/66 at Micheldever as E9121E
S9125E	York	1937		By 6/66					To be withdrawn	7/67	LNE Diagram 167. Original number 24281, re-numbered 9125 in 1946 Maroon livery whilst on SR.
S9127E	York	1937		By					To be withdrawn	7/67	LNE Diagram 167. Original number

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
				6/66							43138, re-numbered 9127 in 1946 Maroon livery whilst on SR. 9/65 still maroon livery
S9134E	York	1937		By 6/66					To be withdrawn still listed Withdrawn	7/67 5/68 by 12/73	LNE diagram 167 original number 649, re- numbered 9134 in 1946. Maroon livery whilst on SR. 4/69 at Micheldever

G= Gresley design bogie.

9117/27 used on Poole-Newcastle services in June 1967, but later replaced by an RMB.

Buffet (RB)

Built in 1926 as Pullman cars for Hasting services

Reconditioned at Preston Park and transferred to SR in 1958 and painted green with schedule numbers 180-5 carried. Re-numbered 1961 into SR stock (S78xx). Fitted with Pullman 4 wheel bogies

Used for Southampton boat traffic, last used 6/63

In 6/63 7873-5/7/9 allocated to Central Division.²⁴

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
S7872S S180S	Met.C&W 1926			7/58					Withdrawn	By 6/63	Restriction 0 Pullman "Camilla" 180
S7873S S181S	Met.C&W 1926			7/58					Withdrawn	1964	Restriction 0 Pullman "Latona" 181
S7874S S184S	Met.C&W 1926			7/58					Withdrawn Preserved at KESR	1964 1964	Restriction 0 Pullman "Theodora" 184
S7875S S182S	Met.C&W 1926			7/58					Withdrawn	1964	Restriction 0 Pullman "Madeline" 182
S7876S S183S	Met.C&W 1926			7/58					Withdrawn	By 6/63	Restriction 0 Pullman "Pomona" 183
S7877S S185S	Met.C&W 1926			8/58					Withdrawn Preserved at KESR	1964 1964	Restriction 0 Pullman "Barbara" 185
S7879S	Met. C&W 1928			?					Withdrawn	1964	Pullman schedule No.214 Was LNER 493 1942-6 Rebuilt Preston Pk. 1948 as Car 59 "Hadrian Bar" Restriction 1 vehicle

²⁴ Appendix to Carriage Working Notices 17/6/63

Open First (FO)

1951 Type G

Built to Diagram 73

The principal use for these vehicles was the Southampton Boat trains

Fitted with BR1 bogies, SH & VB when built.

- Vehicle authorised to have B4 bogies fitted (5/68)

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3063	Doncaster	5/54	30169	8/55	Loose OLBT ?	6/56-9/58 6/59-9/61 6/62-9/62	SR WR LMR ER YC HT SL	8/55 , 1958, 1961 1973 1976, 12/77, 6/79, 1/80 1/82, 12/83 11/84, 1/85 by 7/86, 1/87, 11/87 by 11/99	To WR To LMR To WR (RO) Withdrawn at Stewarts Lane owned by VSOE ADB977594 located at ESR at Glouc & Worc Rly	2/64 7/74 7/75 1986 1987 2006	4/68 modified for 100mph 6/69 air brake (AB) fitted 1973 AB DH B4 by 7-86 as SO (AD204)
3064	Doncaster	5/54	30169	8/55	Loose OLBT OakC ? 354 loose 61 55 loose	6/56-9/58 6/59-9/61 9/61 6/62-9/62 6/64-6-65 6/66 7/67-5/68 5/69-5/74 5/75	SR SL	8/55 , 1958, 1963, 1973, 1974 by 11/99	Withdrawn To ADB975607 CM&EE Test Car No.7 Owned by VSOE Moved to ESR	1975 1976 1990 2005	6/65 for conversion BM Electrification SH 7/67 AB EH BR1# 4/70 B4 bogies fitted 1973 AB EH B4
3065	Doncaster	5/54	30169	7/55	Loose OLBT ? 353 loose 61 55 loose	6/56-9/58 6/59-9/61 6/62-9/62 6/63-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CS	7/55 , 1958, 1963, 1973, 1974, 1976, 12/77, 6/79 1/80, 1/82 by 11/99	Withdrawn Sold to MHR Carnforth Hound Inn Arlecdon	1982 1982 1989-03 2/03	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 # 4/70 B4 bogies fitted 1974 AB EH B4 "Orchid"
3066	Doncaster	5/54	30169	7/55	Loose OLBT Loose 61 56 loose	6/56-9/58 6/59-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CP	7/55 , 1958, 1973, 1974, 1976, 12/77, 6/79, 1/80, 1/82 by 11/99	Withdrawn Sold to VSOE Re No 99566 Sold to Riviera Trains In use	1982 1983 1994 by 8/02	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 # 4/70 B4 bogies fitted 1974 AB EH B4 OLE Set

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3067	Doncaster	5/54	30169	7/55	Loose OLBT Loose 61 56 loose	6/56-9/58 6/59-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR	7/55, 1958, 1973, 1974, 1976, 12/77, 6/79, 1/80, 1/82	Withdrawn Preserved MHR	1982 1982	6/65 for conversion BM Electrification SH 7/67 AB EH BR # 4/70 B4 bogies fitted 1974 AB EH B4
3068	Doncaster	5/54	30169	7/55	Loose OLBT Loose	6/56-9/58 6/59-6/65 6/66-5/75	SR CP	7/55, 1958, 1974 by 11/99	Withdrawn To RDB975606 Lab.Coach 2 RTC Derby Sold to VSOE ReNo 99568 Sold to Riviera Trains In use	1975 1976 1988 1994 by 8/02	6/65 for conversion BM Electrification SH 7/67 AB EH BR # 1974 AB EH B4 OLE Set
3069	Doncaster	5/54	30169	8/55	Loose OLBT Loose 61 55 loose	6/56-9/60 6/61-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CP	8/55, 1958, 1973, 1974, 1976, 12/77, 6/79, 1/80, 1/82 by 11/99	Withdrawn Sold to VSOE ReNo 99540 Sold to Riviera Trains In use	1982 1983 1994 by 8/02	6/65 for conversion BM Electrification SH 7/67 AB EH BR # 4/70 B4 bogies fitted 1973 AB EH B4 diagram AO231
3070	Doncaster	5/54	30169	8/55	Loose OLBT 468 OLBT Loose 61 56 loose	6/56-9/60 6/61 9/61 6/63-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR	8/55, 1958, 1973, 1974, 1976, 12/77, 6/79, 1/80, 1/82	Withdrawn Sold to MHR	1982 1982	6/65 for conversion BM Electrification SH 7/67 AB EH BR # 4/70 B4 bogies fitted 1973 AB EH B4 "Fern"

Open Second (SO)

1951 type J.

Built to Diagram 90.

The original BR Lot 30053 was initially for seven vehicles, a further four were added later, and the last one even later.

20 vehicles were ordered under HO3762 (remaining 5 (4358-62) were TO for another Region)

Ordered for continental boat train use, designated second class when BR were operating a three class railway.

All were up-graded to First (FO) 11/59. About 1960 three were branded as Restaurant Cars.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3500	Eastleigh	10/51	30053	3/53	Loose 430 loose	4/53-11/59 6/60-9/61 6/63	SR	3/53, 1958	Withdrawn to 082241 To ADS70320 To 083621 scrapped	By 6/64 1965 8/88 10/98	by 6/59 FO Weymouth Slade Green Ashford
3501	Eastleigh	10/51	30053	3/53	Loose 233 loose	4/53-11/59 6/60-9/61 6/63-6/66	SR	3/53, 1958	Not SR withdrawn	By 7/67 by 12/73	by 6/59 FO by 6/63 RUO 2/64 RFO by 6/65 FO
3502	Eastleigh	10/51	30053	3/53	Loose 234 loose	4/53-11/59 6/60-9/60 6/61-5/68	SR	3/53, 1958	withdrawn scrapped CSM	By 5/68 12/69	by 6/59 FO by 6/63 RUO 2/64 RFO "Restaurant" by 6/66 FO 1968 to be retained for NF conversion, project later cancelled. 4/69 lying at Micheldever, Cond. In green livery.
3503	Eastleigh	10/51	30053	3/53	Loose	4/53-6/63	SR	3/53, 1958	Withdrawn To carflat 748719 Ashford lot 3533 withdrawn	By 1/64 1/64 by 1/90	by 6/59 FO
3504	Eastleigh	10/51	30053	3/53	Loose 430 770 loose	4/53-9/61 6/63 6/64 6/65-6/66	SR	3/53, 1958	Not SR Scrapped at KW	By 7/67 9/68	by 6/59 FO
3505	Eastleigh	10/51	30053	4/53	Loose	4/53-6/63	SR	4/53, 1958	Not SR To carflat 748720 Ashford lot 3533 To departmental	By 6/64 1/64 by 2/94	by 6/59 FO
3506	Eastleigh	10/51	30053	4/53	Loose 279	4/53-9/61 6/62-6/65	SR	4/53, 1958	withdrawn scrapped CSM	By 5/69 12/69	by 6/59 FO 1968 to be retained for NF conversion,

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose	6/66-5/68					project later cancelled. 4/69 lying at Micheldever, 12/69 Cond. In green livery.
3507	Eastleigh	10/51	30053	5/53	Loose 279 loose	9/53-9/61 6/62-6/65 6/66-5/68	SR	5/53, 1958	withdrawn scrapped CSM	By 5/69 12/69	by 6/59 FO 1968 to be retained for NF conversion, project later cancelled. 4/69 lying at Micheldever, 12/69 Cond. In green livery.
3508	Eastleigh	10/51	30053	5/53	Loose	9/53-6/63	SR	5/53, 1958	Not SR To carflat 748715 Ashford lot 3533 withdrawn	By 6/64 1/64 by 1/90	FO by 6/59
3509	Eastleigh	10/51	30053	5/53	Loose	9/53-5/68	SR	5/53, 1958	withdrawn scrapped CSM	By 5/69 12/69	by 6/59 FO by 6/63 RUO by 6/65 FO 1968 to be retained for NF conversion, project later cancelled. 4/69 lying at Micheldever, 12/69 Cond. In green livery.
3510	Eastleigh	10/51	30053	5/53	Loose 560 loose	9/59-6/63 6/64-6/65 6/66	SR	5/53, 1958	Not SR Scrapped at KW	By 7/67 9/68	by 6/59 FO by 6/63 RUO 2/64 RFO by 6/64 FO 9/68 green livery
3511	Eastleigh	10/51	30053	5/53	Loose	9/53-5/68	SR	5/53, 1958	Not SR withdrawn scrapped CSM	By 5/69 by 1968 12/69	by 6/59 FO by 6/63 RUO by 6/64 FO 1968 to be retained for NF conversion, project later cancelled. 4/69 lying at Micheldever, 12/69 Cond. In green livery.
3512	Eastleigh	10/51	30053	7/53	Loose	9/53-5/68	SR	10/51, 1958	To ER withdrawn	5/69 by 12/73	by 6/59 FO by 6/63 RUO by 6/64 FO
3513	Eastleigh	10/51	30053	7/53	Loose	9/53-5/68	SR	10/51, 1958	To ER withdrawn	5/69 by 12/73	by 6/59 FO by 6/63 RUO by 6/64 FO
3514	Eastleigh	10/51	30053	7/53	Loose 212 loose CIBT	9/53-6/60 9/60-6/65 6/66-7/67 5/68	SR	10/51, 1958,	To ER To LMR withdrawn To DB975000	5/69 ? ? by 4/67	by 6/59 FO

Open Second (TO/TSO)

1951 Type J

Built to Diagram 93 (except as below) (AC204)

Built to Diagram 89 (4900-17) (AC201)

Prior to 1956 these were Third Class TO or TTO. Classified as SO by SR up to 7/68 when classification TSO started to be used in App. to CWN

Fitted with BR1 Bogies VB & SH as built, Lot 30646 onwards built with CW bogies.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3701	York	12/50	30011	Ex. WR By 7/67	Loose	7/67-5/68	LMR WR SR	5/51, 1958 1/60, 5/64 7/67	To WR Withdrawn OOO To TDB975201 to 060969 First Aid training Scrapped at Cardiff Canton by Knill	3/69 9/71 3/72 12/82	Diagram 92 TSO 7/67 VB SH BR1
3738	Doncaster	4/51	30043	Ex. ER 6/66	Loose 15 67 loose	6/66 7/67-5/68 5/69-5/75 4/76-5/77	LMR ER SR SU CJ	9/53, 1958 5/64 6/66, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Stored BM Sold SL Sold to VSOE Preserved MHR	By 11/87 6/89 24/7/89 1988 1989	6/66 maroon 7/67 AB EH BR1 1989 VB fitted
3739	Doncaster	4/51	30043	Ex. ER 6/66	Loose 16 70	6/66 7/67-5/68 5/69-5/72	LMR ER SR	9/53, 1958 5/64 6/66	Withdrawn stored at Micheldever scrapped by CSK	11/72 9/73 9/73	6/66 maroon 7/67 AB EH BR1
3742	Doncaster	4/51	30043	Ex. ScR By 6/66	Loose 52 70	6/66 7/67-5/68 5/69-5/72	LMR Sc SR	9/53, 1958 5/64 6/66	Withdrawn scrapped by CSK	11/72 2/73	6/66 maroon 8/66 at Wolverton for ABEH 1/67 Blue/grey 7/67 AB EH BR1
3745	Doncaster	4/51	30043	Ex. ER 6/66	Loose 17 68 loose	6/66 7/67-5/68 5/69-5/75 4/76-5/77	LMR ER SR SU CJ	10/53, 1958 9/64 6/66, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82, 12/83, 1/85 by 7/86, 1/87	Withdrawn Preserved at Bitton, AVR	By 11/87 1989	6/66 maroon 8/66 at Wolverton for ABEH also blue/grey 7/67 AB EH BR1 1989 VB
3746	Doncaster	4/51	30043	Ex. ER 6/66	Loose 18 14 loose	6/66 7/67-5/68 5/69-5/75 4/76-5/77	LMR ER SR	10/53, 1958 3/64 6/66, 1973, 12/73, 1976,	Withdrawn For Swanage Rly at Andover at Long Marston Damaged	By 11/87 1988 1989-91 1991	6/66 maroon 7/67 AB EH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							SU CJ	12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87			
3748	Doncaster	4/51	30043	Ex. ER 6/66	Loose 19 67 loose	6/66 7/67-5/68 5/69-5/75 4/76-5/77	LMR ER SR SU CJ	10/53 , 1958 3/65 6/66, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Sold from EH Sold to MHR to Emneth (derelict)	By 11/87 2/1/91 1989 2/03	6/66 maroon 8/66 at Wolverton for ABEH 7/67 AB EH BR1
3749	Doncaster	4/51	30043	Ex. ER 6/66	Loose GA GA Loose	6/66-5/69 (7/67) 5/70-5/72 5/73-5/77	LMR ER SR CJ CL DY	10/53 , 1958 6/64 6/66, 12/73, 1976, 12/77, 6/79, 1/80, 1982 1/85, 7/86, 1/87 by 11/87 1/89 15/7/89 11/89 1990	Withdrawn To be TDB977623 Cl.90 training coach conv. canc. Sold to AVR at Long Marston	? 28/1/89 1991 2/2003	6/66 maroon 7/69 CW bogies fitted 7/67 AB EH BR1 1970 stencilled "Buffet" in GA train 16/3/71 in collision with 15909 at Clapham 1976 AB EH CW
3756	York	2/53	30079	Ex. LMR by 6/66	Loose GA GA	6/66-5/69 (7/67) 5/70-5/72	LMR SR	9/53 , 1958 6/66	Withdrawn Scrapped by CSK	11/72 2/73	7/67 AB EH BR1 1970 stencilled "Buffet" in GA train
3759	York	2/53	30079	Ex. ER 6/66	Loose 69 loose	6/66 6/67-5/75 4/76-5/77	LMR ER SR SU CJ	9/53 , 1958 10/65 6/66, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1982 12/83, 1/85 by 7/86, 1/87	Withdrawn Sold to Foster Yeoman, Grain Used as office	By 11/87 ?	6/66 maroon 7/67 AB EH BR1
3768	York	2/53	30079	Ex. ER 6/66	Loose 95 32 loose	6/66-7/67 5/68 5/69-5/71 5/72	LMR ER SR	10/53 , 1958 1/65 6/66	Withdrawn Scrapped by CSK	11/72 2/73	6/66 maroon 7/67 AB EH BR1
3773	Doncaster	4/51	30043	Ex. ER 6/66	Loose 95 32	6/66-7/67 5/68 5/69-5/71	ER SR	10/53 , 1958 6/66	Withdrawn Scrapped by CSK	11/72 2/73	7/67 AB EH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					42	5/72					
3774	Doncaster	4/51	30043	Ex. ER 6/66	Loose 95 32 42	6/66-7/67 5/68 5/69-5/71 5/72	ER SR	10/53, 1958 6/66	Withdrawn Scrapped by CSK	11/72 2/73	7/67 AB EH BR1
3824	Eastleigh	10/51	30054	10/53	Loose 525 loose 145 110	9/53-6/59 11/59-6/65 6/66 7/67-5/68 5/69-5/71	SR WR LA BG PC DY	10/53, 1958, 1963 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 11/84, 1/85 by 7/86, 1/87 by 11/87 by 10/89	To WR Withdrawn	10/71 by 11/88	4/64 overhauled at Wolverton 6/65 for conversion BM Electrification SH 7/67 VB DH BR1 Believed that DY entry for 10/89 is an error.
3825	Eastleigh	10/51	30054	10/53	Loose 525 loose 150	10/53-6/59 11/59-6/65 6/66 7/8/67-5/68	SR	10/53, 1958 1963	to ER Withdrawn at Connington Sold to KWVR Re-No. 14 Sold to Peak Rail at Buxton	1/72 8/72 10/72 1987	6/65 for conversion BM Electrification SH 7/67 VB DH BR1
3826	Eastleigh	10/51	30054	10/53	Loose 190	10/53-7/67 5/68	SR WR ScR	10/53, 1958 1969 12/73	To WR to ScR Withdrawn	3/69 2/72 By 12/77	8/62 working with 1716 as RSO 7/67 VB SH BR1
3827	Eastleigh	10/51	30054	10/53	Loose 190	10/53-7/67 5/68	SR WR ER	10/53, 1958 12/73 6/79, 1/80	To WR to ER Withdrawn Re-no 99633	3/69 3/75 By 1981 1981	7/67 VB SH BR1 Exhib. Van
3828	Eastleigh	10/51	30054	10/53	350 loose 63 25 loose	6/54-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR SU CJ	10/53, 1955, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Stored EH	By 11/87 6-89	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3829	Eastleigh	10/51	30054	10/53	350 loose 63 27 loose	6/54-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ	10/53, 1955, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Withdrawn Sold VBL	by 11/88 6/12/88	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							CL	7/86, 1/87 by 11/87			
3830	Eastleigh	10/51	30054	10/53	350 loose 517 loose 151	6/54-9/56 6/57-9/58 6/59-6/65 6/66 5/9/67-5/68	SR ER	10/53, 1958 12/73, 12/77, 6/79, 1/80	To ER To ScR Withdrawn To Cable flat ADB975929 Scrapped Romford	11/69 9/74 1/80 1/80 2/04	6/65 for conversion BM Electrification SH 7/67 VB DH BR1
3831	Eastleigh	10/51	30054	10/53	350 loose 150 115	6/54-6/65 6/66 7/8/67-5/68 5/69-5/71	SR	10/53, 1958	To WR (at OOC) Withdrawn at OOC	16/10/71 4/72	6/65 for conversion BM Electrification SH 7/67 VB DH BR1 1/72 at OOC with severe side damage
3832	Eastleigh	10/51	30054	10/53	427 WR Loose 190	6/54-9/61 6/63-6/66 7/67 5/68	SR WR ER	10/53, 1958, 1963, 1966 12/73	To WR (maroon) returned to SR To WR again To ER Withdrawn at Cadder to go to Swindon for breaking up	3/64 By 7/67 3/69 9/72 4/75	7/67 VB SH BR1
3833	Eastleigh	10/51	30054	1/54	427 loose 300 loose 150	1955 6/63 3/65 6/66 7/8/67-5/68	SR WR CF HT BG HT	1/54, 1958 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86 by 1/87 by 11/87	To WR withdrawn Cond, Carlisle	2/72 by 11/88 26/12/88	6/65 for conversion BM Electrification SH 7/67 VB DH BR1
3834	Eastleigh	10/51	30054	1/54	351 loose 54 95 31 70 loose	6/54-6/65 6/66 7/67 5/68 5/69-5/72 5/73-5/75 4/76	SR	1/54, 1955, 1958, 1963, 1973, 12/73, 1976, 12/77	Stored To ADB975808 Scrapped MPS	5/77 1978 10/91	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 Test coach "Romeo"
3835	Eastleigh	10/51	30054	1/54	351 loose 54 95 68 loose	6/54-6/65 6/66 7/67 5/68 5/69-5/75 4/76	SR	1/54, 1955, 1958, 1963, 1973, 12/73, 1976, 12/77	stored To ADB975865 Scrapped at MPS	5/77 2/79 11/86	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 Barrier coach 508
3836	Eastleigh	10/51	30054	1/54	350 515 loose	6/54-9/58 6/59-6/64 6/65-5/68	SR	1/54, 1955, 1958, 1963,	to WR Withdrawn at Wolverton Preserved N.Norfolk Rly.	10/71 3/73 By 12/73	6/65 reserved for conversion, BM electrification 7/67 VB DH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					113	5/69-5/71					
3837	Eastleigh	10/51	30054	1/54	351 516 loose 64 40 loose	6/54-6/58 5/59-6/65 6/66 7/67-5/68 5/69-5/72 5/73-5/77	SR CJ	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 7/86, 1/87	Withdrawn	By 11/87	1963 VB 6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1974 AB EH CW
3838	Eastleigh	10/51	30054	1/54	351 loose 11 loose	6/54-6/65 6/66 7/67-5/75 4/76	SR SU CJ	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Stored EH	By 11/87 6/89	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
3839	Eastleigh	10/51	30054	1/54	351 loose 11 loose	6/54-6/65 6/66 7/67-5/75 4/76-5/77	SR	1/54, 1955, 1958, 1963, 1973, 12/73, 1976	withdrawn	By 12/77	4/64 overhauled at Wolverton 6/65 for conversion BM Electrification SH 7/67 AB EH BR1
3840	Eastleigh	10/51	30054	1/54	352 350 loose 63 27 loose	6/54-9/58 6/59-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ CL	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86 by 11/87, 1/87	withdrawn Cond. Carlisle Sold MCMG for scrap	by 11/87 26/12/88 10/11/92	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3841	Eastleigh	10/51	30054	1/54	352 loose 53 92 30	6/54-6/65 6/66 7/67 5/68 5/69-5/72	SR	1/54, 1955, 1958, 1963	Withdrawn scrapped by CSK	11/72 2/73	6/65 for conversion BM Electrification SH Possibly AB EH 2/67 Horwich 7/67 AB EH BR1
3842	Eastleigh	10/51	30054	1/54	352 loose 53 92 69 loose	6/54-6/65 6/66 7/67 5/68 5/69-5/75 4/76	SR	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77	Stored To ADB975863 Barrier coach for 508 EMUs Scrapped at MPS	5/77 2/79 11/86	6/65 for conversion BM Electrification SH Possibly AB EH 1/67 Horwich 7/67 AB EH BR1
3843	Eastleigh	10/51	30054	1/54	352 loose 53 92	6/54-6/65 6/66 7/67 5/68	SR	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79,	Withdrawn Sold MNS	By 11/87 1/89	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 12/77 AB EH BR1 1983 AB EH CW

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					31 loose	5/69-5/75 4/76-5/77	SU CJ	1/80, 1/82 12/83, 1/85 by 7/86, 1/87			
3844	Eastleigh	10/51	30054	1/54	352 loose 63 26 loose	6/54-6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80	Stored to Swindon To 71628 Cl.411 vehicle withdrawn scrapped MPS	By 1/82 17/3/81 13/10/81 c.8/97 10/00	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3845	Eastleigh	10/51	30054	1/54	244 805 880 loose 14 loose	6/54-9/56 6/57 9/57-6/65 6/66 7/67-5/75 4/76-5/77	SR SU CJ	1/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Sold VBL	By 11/87 5/10/88	6/65 for conversion BM Electrification SH 6/66 green livery 7/67 AB EH BR1
3846	Eastleigh	10/51	30054	2/54	244 805 loose 63 loose	6/54-9/56 6/57-6/65 6/66 7/67-5/68 5/69-5/77	SR CJ	2/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Sold VBL	By 11/87 5/10/88	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1974 AB EH CW
3847	Eastleigh	10/51	30054	2/54	353 loose 517 loose 150 loose	6/54-6/60 9/60-6/63 6/64-6/65 6/66 7/8/67-5/68 5/69-7/71	SR WR	2/54, 1955, 1958, 1963 12/73, 12/77, 6/79, 1/80	To WR (at OOC) Withdrawn	16/10/71 By 1/82	6/65 for conversion BM Electrification SH 7/67 VB DH BR1
3848	Eastleigh	10/51	30054	2/54	353 350 880 353 loose 12 loose	6/54-6/56 9/56-9/58 6/59-6/63 6/65 6/66 7/67-5/75 4/76-5/77	SR SU CJ	2/54, 1955, 1958, 1963, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Stored EH	By 11/87 6/89	6/65 for conversion BM Electrification SH 1/67 Blue/grey livery coded LP 7/67 AB EH BR1
3849	Eastleigh	10/51	30054	2/54	353 350 880 353 loose 12	6/54-6/56 9/56-9/58 6/59-6/63 6/65 6/66 7/67-5/75	SR	2/54, 1955, 1958, 1963, 1973, 12/73, 12/77	Stored To ADB975864 Owned by HSBC	5/77 2/79	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 Translator coach 508 (T1) 2/02 fitted with emu CW bogies.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose	4/76					
3871	York	2/53	30080	1/54 ²⁵	Loose 190	7/67 5/68	SR WR SR WR ER	1/54 7/54, 1958 7/67 1969 by 12/73	To WR Back to SR to WR again Withdrawn To Cable flat LDB975934 scrapped at Doncaster	By 7/54 by 1967 3/69 by 11/77 1/80 12/04	7/67 VB SH BR1
3872	York	2/53	30080	1/54 ²⁶	Loose 190	7/67 5/68	SR WR SR WR ER	1/54 7/54, 1958 7/67, 5/68 1969 12/73 12/77, 6/79, 1/80, 1/82	To WR Back to SR To WR again to ER (at OOC) Sold to NYMR	By 7/54 by 7/67 3/69 16/1/72 1983	7/67 VB SH BR1 9/71 at OOC for estimate
3873	York	2/53	30080	1/54 ²⁷	Loose 184	7/67 5/68	SR WR SR ScR	1/54 7/54, 1958 7/67, 5/68 12/73 12/77, 6/79, 1/80	To WR back to SR to WR again Withdrawn	By 7/54 by 7/67 ²⁸ 3/69 By 1982	7/67 VB SH BR1
3882	York	2/53	30080	Ex. WR 1/68			WR SR	7/54, 1958 5/68	withdrawn at OOC	3/69	9/58 Brown & Cream livery
3883	York	2/53	30080	Ex. WR ?			WR SR WR ScR	7/54, 1958 ? 11/68 11/73, 12/77, 6/79, 1/80, 1/82	To WR To ScR withdrawn	10/68 7/73 by 12/83	9/58 Brown & Cream livery
3913	Eastleigh	4/53	30086	7/54	880 loose 140	9/54-6/65 6/66-5/68 5/69-5/71	SR	7/54, 1958, 1963	stored at Micheldever To 76943 Withdrawn Scrapped VBL	12/71 1/75 2/7/88 19/5/90	6/65 for conversion BM Electrification SH 7/67 VB DH BR1 9/72 to York for conversion
3914	Eastleigh	4/53	30086	7/54 7/67	880 loose RW	9/54-6/55 9/55 9/56-4/62	SR WR	7/54, 1958, 1963, 1973, 12/73	To WR (maroon) returned to SR To WR again	2/64 By 7/67 3/69	6/57 Green livery with crest ²⁹ 7/67 VB SH BR1

²⁵ BR Mk.1 Carriages – Parkin says new to SR, more likely to be ex. WR by 7/67

²⁶ BR Mk.1 Carriages – Parkin says new to SR, more likely to be ex. WR by 7/67

²⁷ BR Mk.1 Carriages – Parkin says new to SR, more likely to be ex. WR by 7/67

²⁸ RO11/68 quotes 9/68 for transfer

²⁹ Parkin's Mk1 Book Supplement

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					Loose 184	7/67 5/68	ER	12/77, 6/79, 1/80, 1/82	To ER Withdrawn	7/75 by 12/83	
3915	Eastleigh	4/53	30086	7/54	353 350 880 loose 14 71	9/54-9/55 9/56-9/58 6/59-6/65 6/66 7/67-5/68 5/69-5/75	SR	7/54, 1958, 1963, 1973, 12/73	Not SR Withdrawn	By 4/76 By 1976	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
3916	Eastleigh	4/53	30086	7/54	354 889 loose 65 loose	9/54-9/56 6/57-6/64 6/65-6/66 7/67-5/68 5/69-5/77	SR ER	7/54, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79 1/80	to Swindon To 71626 withdrawn scrapped IRFT	24/2/81 15/9/81 30/4/04 4/8/04	1963 VB 6/65 for conversion, BM electrification 7/67 AB EH BRX 7/69 CW bogies fitted 1974 AB EH CW
3917	Eastleigh	4/53	30086	7/54	354 loose 880	9/54-6/60 9/60-6/63 6/64-6/65	SR ScR	7/54, 1958, 1963, 1973, 12/73, 12/77, 1/80	Not SR To ScR Withdrawn	By 6/66 2/73 By 1/82	1974 VB SH BR1
3918	Eastleigh	4/53	30086	7/54	354 loose 62 25 loose	9/54-6/65 6/66 6/67-5/68 5/69-5/74 5/75-5/77	SR CJ CL	7/54, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 1988, 11/88	Withdrawn CL Sold Wolverton Preserved Rushden Station	2/1/89 30/10/89 30/10/89	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3919	Eastleigh	4/53	30086	7/54	354 loose 62 25 loose	9/54-6/65 6/66 6/67-5/68 5/69-5/74 5/75-5/77	SR CJ CL DY	7/54, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 7/86, 1/87 by 11/87, 11/88, 28/1/89 15/7/89	Withdrawn Re-instated CL Withdrawn DY To be TDB977624 Cl.90 training coach at Pitsford N&LR	2/1/89 15/7/89 25/8/89 1989 3/90	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW 6/79 SRE by 1/80 EH
3920	Eastleigh	4/53	30086	7/54 7/67	Loose 517 180 187	6/55-6/63 6/64 7/67 5/68	SR	7/54, 1958, 1963	To WR (green) Returned to SR To WR Withdrawn reinstated withdrawn at Chaddesden	7/65 By 7/67 ? 3/69 8/69 7/70	7/67 VB SH BR1 8/69 Blue/grey

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									scrapped SDC	10/70	
3921	Eastleigh	4/53	30086	7/54	Loose 298 Loose 62 26 loose	6/55-6/64 2/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR	7/54, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80	to Swindon To 71627 withdrawn scrapped IRFT	17/3/81 22/9/81 29/4/04 2/8/04	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW by 1/80 EH
3922	Eastleigh	4/53	30086	7/54 7/67	Loose 180 187	6/55-9/61 7/67 5/68	SR	9/54, 1958, 1963	To WR To SR again To WR Withdrawn Re-No 079177 Swindon Works Test Train	7/64 By 7/67 3/69 6/69 6/70	7/67 VB SH BR1
3923	Eastleigh	4/53	30086	9/54	Loose 65 loose	6/55-6/66 7/67-5/68 5/69-5/77	SR CJ CL	9/54, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82, 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88,28/1/89 1990	Withdrawn To be TDB977625 Cl.90 training coach, conversion cancelled. Scrapped BRM	? 1989 11/91	6/65 scheduled for conversion, BM electrification scheme. 7/67 AB EH BRX 7/69 CW bogies fitted 1974 AB EH CW
3924	Eastleigh	4/53	30086	9/54	Loose 885 loose 62 loose	6/55-6/64 6/65 6/66 7/67-5/68 5/69-5/77	SR CJ CL DY	9/54, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88, 28/1/89 15/7/89	Withdrawn Re-instated To be TDB977626 Cl.90 training coach Sold to Coventry Rly.Ctr. Moved to Torrington	? 15/7/89 1989 1990 3/06	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 7/69 CW bogies fitted 1974 AB EH CW 6/79 SRE
3925	Eastleigh	4/53	30086	9/54	Loose 468 loose 885 loose 62	6/55-6/61 9/61-6/62 6/63 6/65 6/66 7/67-5/68	SR	9/54, 1958, 1963	Stored at Micheldever withdrawn at Micheldever Stored at Micheldever Preserved Betws-y-Coed, Conway Valley Rly.Mus.	2/70 6/70 12/72 8/74	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 18/5/73 moved from Micheldever to Ruddington then on to Chester
3926	Eastleigh	4/53	30086	9/54	Loose 237	6/55-9/60 6/61-6/65	SR	9/54, 1958, 1963	To 76279 Withdrawn Scrapped MNS	13/7/66 13/6/91 18/10/91	6/65 for conversion BM Electrification SH 4/66 at York in green to be 76297

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3927	Eastleigh	4/53	30086	9/54	Loose 237	6/55-9/60 6/61-6/65	SR	9/54, 1958, 1963	To 76295 Withdrawn To ADB977543 Scrapped MCM	16/9/66 26/11/90 7/9/93	6/65 for conversion BM Electrification SH
3928	Eastleigh	4/53	30086	9/54	Loose 237 loose 885 loose (63)	6/55-9/60 6/61 9/61-6/63 6/65 6/66 7/67	SR	9/54, 1958, 1963	To 76317 Withdrawn Scrapped VBL	2/12/66 2/10/88 31/1/90	6/65 for conversion BM Electrification SH
3929	Eastleigh	4/53	30086	9/54	Loose 237 (63)	6/55-9/60 6/61-6/65 7/67	SR	9/54, 1958, 1963	To 76275 Withdrawn To 4VEP unit 3473	6/7/66 10/2/92 4/92	6/65 for conversion BM Electrification SH 7/69 fitted with CW bogies 5/2006 Stored at Shoeburyness
3930	Eastleigh	4/53	30086	9/54	Loose 237 loose	6/55-9/60 6/61-6/65 6/66	SR	9/54, 1958, 1963	To 76321 Withdrawn Scrapped MCM	19/1/67 10/2/92 9/5/92	6/65 for conversion BM Electrification SH
3931	Eastleigh	4/53	30086	9/54	Loose 237	6/55-9/60 6/61-6/65	SR	9/54, 1958, 1963	To 76291 Withdrawn Scrapped MCM	2/9/66 26/11/90 30/3/92	6/65 for conversion BM Electrification SH
3932	Eastleigh	4/53	30086	9/54	Loose 468 237	6/55-9/60 6/61 9/61-6/65	SR	9/54, 1958, 1963	To 76283 Withdrawn Scrapped VBL	5/8/66 20/8/88 6/4/90	6/65 for conversion BM Electrification SH REP/TC vehicle
3933	Eastleigh	4/53	30086	9/54	Loose 468 loose	6/55-9/60 6/61-6/64 6/65-6/66	SR	9/54, 1958, 1963	To 76325 Withdrawn Scrapped VBL	24/3/67 2/7/88 2/3/90	6/65 scheduled for conversion, BM electrification scheme.
3934	Eastleigh	4/53	30086	9/54	Loose 468 loose	6/55-9/60 6/61-6/65 6/66	SR	9/54, 1958, 1963	To 76326 Withdrawn Scrapped VBL	31/3/67 2/7/88 2/3/90	8/62 working with 1756 as RSO 6/65 for conversion BM Electrification SH
3935	Eastleigh	4/53	30086	9/54	Loose 515 loose	6/55-9/58 6/59-6/64 6/65	SR	9/54, 1958, 1963	To 76299 Withdrawn Scrapped VBL	30/9/66 4/10/88 21/7/90	6/65 scheduled for conversion, BM electrification scheme.
3936	Eastleigh	4/53	30086	9/54	Loose 516 loose	6/55-9/58 6/59-6/65 6/66	SR	9/54, 1958, 1963	To 76322 Withdrawn Sold to LRT Sold to Swanage 4TC Group	23/12/66 10/2/92 20/2/92 11/05	6/65 for conversion BM Electrification SH was to be 76297 stored at Dinton
3937	Eastleigh	4/53	30086	9/54	Loose 468 loose	6/55-9/60 6/61-6/64 6/65-6/66	SR	9/54, 1958, 1963	To 76332 Withdrawn Scrapped MCM	30/6/67 3/9/92 6/11/92	6/65 scheduled for conversion, BM electrification scheme.
3938	Eastleigh	4/53	30086	9/54	Loose 468 loose	6/55-9/60 6/61-6/64 6/65	SR	9/54, 1958, 1963	To 76297 Withdrawn Sold to LRT	22/9/66 13/5/91 11/1/92	6/65 scheduled for conversion, BM electrification scheme.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3939	Eastleigh	4/53	30086	9/54	Loose 468 loose	6/55-9/60 6/61-6/65 6/66	SR	9/54, 1958, 1963	To 76319 Withdrawn Scrapped VBL	16/12/66 30/4/89 23/3/90	4/64 overhauled at Wolverton 6/65 for conversion BM Electrification SH
3940	Eastleigh	4/53	30086	9/54	Loose 468 loose (63)	6/55-9/60 6/61-6/64 6/65-6/66 7/67	SR	9/54, 1958, 1963	To 76323 Withdrawn Scrapped MCM	13/1/67 21/9/91 26/11/91	6/65 scheduled for conversion, BM electrification scheme.
3941	Eastleigh	4/53	30086	9/54	Loose 299 loose	6/55-6/64 6/65 6/66	SR	9/54, 1958, 1963	To 76313 Withdrawn Scrapped MCM	18/11/66 21/3/90 2/5/92	6/65 for conversion BM Electrification SH
3942	Eastleigh	4/53	30086	10/54	Loose	6/55-6/65	SR	10/54, 1958, 1963	To 76293 Withdrawn Scrapped VBL	9/9/66 1/9/88 c.6/90	6/65 scheduled for conversion, BM electrification scheme.
3943	Eastleigh	4/53	30086	10/54	Loose 278 loose	6/55-9/61 6/63-6/65 6/66	SR	10/54, 1958, 1963	To 76314 Withdrawn Scrapped MNS	18/11/66 30/9/91 20/11/91	8/62 working with 1757 as RSO 6/65 for conversion BM Electrification SH
3944	Eastleigh	4/53	30086	10/54	Loose 277 loose (63)	6/55-9/61 6/63 6/64-6/65 7/67	SR	10/54, 1958, 1963	To 76300 Withdrawn Scrapped VBL	30/9/66 4/10/88 21/7/90	6/65 scheduled for conversion, BM electrification scheme.
3945	Eastleigh	4/53	30086	10/54	Loose 517	6/55-9/58 6/59-6/65	SR	10/54, 1958, 1963	To 76296 Withdrawn To ADB977544 Scrapped MCM	16/9/66 26/11/90 7/9/93	6/65 for conversion BM Electrification SH 4/66 at York in green
3946	Eastleigh	4/53	30086	10/54	Loose (63)	6/55-6/65 7/67	SR	10/54, 1958, 1963	To 76292 Withdrawn Scrapped VBL	2/9/66 26/11/90 30/3/92	Operated as an RSO 9/61 to 6/65 (for use with RKB S7894S or S7896S) 8/62 working with S7899S
3962	Eastleigh	4/53	30086	Ex WR 1/68	185	5/68	LMR WR SR WR ER	12/54, 1958 ? 1968 12/73 12/77, 6/79 1/80, 1/82	to WR to ER Withdrawn Sold to Lakeside & Haverthwaite Rly.	3/69 5/75 By 12/83 1983	1968 VB SH BR1 1974 VB SH BR1
3963	Eastleigh	4/53	30086	Ex WR 3/68			LMR WR SR ScR	12/54, 1958 10/66 5/68 11/73	LMR to WR WR to ScR Withdrawn	10/66 2/72 by 12/77	Not confirmed as operating on SR 12/4/75 collision damage at Craigentenny having run-away from Waverley Station.
3983	York	4/53	30090	Ex WR 1/68	185	5/68	WR SR	6/54, 1958 1968	from WR had not happened To WR withdrawn Re-No 079176 Swindon	by 5/68 3/69 6/69 6/70	9/58 Brown & Cream livery 1968 VB SH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									Works Test Train		
3984	York	4/53	30090	Ex WR 1/68	186	5/68	WR SR ER	5/54, 1958 1968 12/73, 12/77, 6/79, 1/80	To WR Withdrawn Reinstated to ER Solde to Audley End Miniture Rly.	3/69 6/69 1/72	9/58 Brown & Cream livery 1968 VB SH BR1 1974 VB SH BR1
3986	York	4/53	30090	Ex WR 1/68	186	5/68	WR SR	6/54, 1958 1968	To WR withdrawn Re-No 079171 Swindon Works Test Train	3/69 6/69 6/70	9/58 Brown & Cream livery 1968 VB SH BR1
3987	York	4/53	30090	Ex. ScR 3/66	Loose 95	6/66-7/67 5/68	ScR SR	3/54, 1958 ?	Stored at Micheldever withdrawn Stored at Micheldever To 76944 Withdrawn Scrapped VBL	2/70 6/70 8/72 1/75 2/7/88 19/5/90	7/67 AB EH BR1 2/70 Stored at Micheldever. 25/9/72 moved from Micheldever to York for conversion
3988	York	4/53	30090	Ex. ScR 6/66	Loose 64 35 loose	6/66 7/67-5/68 5/69-5/74 5/75-5/77	ScR SR	3/54, 1958, 1973, 12/73, 1976, 12/77, 6/79, 1/80	to Swindon To 71630 withdrawn scrapped IRFT	17/3/81 10/11/81 9/11/02 16/12/02	8/66 at Wolverton for ABEH and blue/grey 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3989	York	4/53	30090	Ex. ScR 6/66	Loose 31 loose	6/66-5/68 5/69-5/72 5/73-5/75	ScR	3/54, 1958, 12/73	Not SR Withdrawn	By 4/76 By 12/77	7/67 AB EH BR1
3990	York	4/53	30090	Ex. ScR 2/66	Loose 38 loose	6/66-5/68 5/69-5/74 5/75-5/77	ScR SR	3/54, 1958, 1973, 12/73, 1976, 12/77, 6/79, 1/80	withdrawn, stored at Micheldever to Swindon To 71635 withdrawn scrapped IRFT	2/70 5/6/81 11/5/82 13/12/02 10/1/03	2/66 maroon 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3991	York	4/53	30090	Ex. ScR 6/66	Loose 64 84 39 loose	6/66 7/67 5/68 5/69-5/74 5/75-5/77	ScR SR CJ CL DY	3/54, 1958, 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88, 28/1/89 15/7/89	Withdrawn Re-instated DY To be TDB977627 Cl.90 training coach conv. Canc. Sold to AVR at Long Marston	? 15/7/89 1989 1991 2/2003	7/67 AB EH BRX 1973 AB EH CW
3992	York	4/53	30090	Ex. ScR 6/66	Loose 28 loose	6/66-5/68 5/69-5/74 5/75-5/77	ScR SR	3/54, 1958 12/73, 1976, 12/77, 6/79	to Swindon To 71629 withdrawn scrapped IRFT	17/3/81 3/11/81 6/7/04 6/8/04	8/66 at Wolverton for ABEH 7/67 AB EH BRX 1973 AB EH CW

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
3993	York	4/53	30090	Ex. ScR 6/66	Loose 64 39 loose	6/66 7/67-5/68 5/69-5/74 5/75-5/77	ScR SR CJ CL	3/54 , 1958 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88,28/1/89, 12/89	To TDB977628 Cl.90 training carriage Scrapped MCM	1989 6/91	7/67 AB EH BRX 1973 AB EH CW
3994	York	4/53	30090	Ex. ScR 6/66	Loose 35 loose	6/66-5/68 5/69-5/74 5/75-5/77	ScR SR	3/54 , 1958 12/73, 1976, 12/77, 6/79, 1/80	To swindon To 71711 withdrawn scrapped IRFT	5/6/81 6/1/83 28/4/04 30/7/04	7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
3997	York	4/53	30090	Ex. ScR 6/66	Loose 92 30	6/66-7/67 5/68 5/69-5/72	ScR SR	9/54 1968	Withdrawn scrapped at CSK	11/72 2/73	7/67 AB EH BR1
3998	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56 , 1958	To ScR (maroon) To 76320 Withdrawn Scrapped VBL	8/63 16/12/66 40/4/89 23/3/90	6/65 Scheduled for conversion, BM electrification scheme.
3999	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56 , 1958	To 76294 Withdrawn Scrapped VBL	9/9/66 1/9/88 c.6/90	6/65 Scheduled for conversion, BM electrification scheme. 4/66 at York in green
4000	Afd/Swin	3/54	30149	5/56	Loose 296 loose	6/56-6/64 6/65 6/66	SR	5/56 , 1958	To 76315 Withdrawn Scrapped VBL	25/11/66 29/4/88 6/4/90	6/65 for conversion BM Electrification SH
4001	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56 , 1958	To WR To 76311 Withdrawn Scrapped VBL	2/64 11/11/66 2/8/88 2/3/90	9/64 proposed to t/f to WR 6/65 Scheduled for conversion, BM electrification scheme.
4002	Afd/Swin	3/54	30149	5/56 7/67	Loose 185	6/56-6/63 7/67-5/68	SR WR ScR	5/56 , 1958 12/73 12/77, 6/79	To WR To SR again To WR again Withdrawn	2/64 By 7/67 3/69 By 1/80	7/67 VB SH BR1
4003	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56 , 1958	To 76276 Withdrawn Scrapped MNS	6/7/66 21/9/91 26/11/91	8/62 working with 1717 as RSO 6/65 Scheduled for conversion, BM electrification scheme.
4004	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56 , 1958	To 76298 Withdrawn Sold to LRT Sold to Swanage 4TC Group	22/9/66 13/5/91 11/1/92	6/65 Scheduled for conversion, BM electrification scheme. 4/66 at York in green

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									stored at Dinton	11/05	
4005	Afd/Swin	3/54	30149	5/56	Loose 280 279 loose	6/56-11/59 6/60-9/61 6/62-6/64 6/65	SR	5/56, 1958	To 76277 Withdrawn To DB977335 HSTRC Scrapped MCM	13/7/66 13/4/85 12/7/93	6/65 Scheduled for conversion, BM electrification scheme. 4/66 at York in green for 76298
4006	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76309 Withdrawn Scrapped VBL	4/11/66 29/2/89 19/5/90	9/61 to 6/65 classified RSO to work with RKB S7894 or S7896
4007	Afd/Swin	3/54	30149	5/56	Loose 280 279	6/56-11/59 6/60-9/61 6/62-6/65	SR	5/56, 1958	To 76278 Withdrawn To DB977336 Scrapped MCM	13/7/66 13/4/85 12/7/93	6/65 for conversion BM Electrification SH HSTRC
4008	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76284 Withdrawn Scrapped VBL	5/8/66 20/8/88 6/4/90	6/65 Scheduled for conversion, BM electrification scheme. 4/66 at York in green
4009	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76324 Withdrawn Sold to LRT	20/2/67 10/2/92 20/2/92	6/65 Scheduled for conversion, BM electrification scheme.
4010	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/63	SR ScR	5/56, 1958 12/73	To WR (maroon) to ScR Withdrawn	2/64 2/73 By 1/80	1974 VB SH BR1
4011	Afd/Swin	3/54	30149	5/56 7/67	Loose 186	6/56-6/63 7/67-5/68	SR ScR	5/56, 1958 12/73	To WR Returned to SR To WR again To ScR (from OOC) Withdrawn	2/64 By 7/67 3/69 8/73 By 1/80	7/67 VB SH BR1
4012	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/63	SR ER	5/56, 1958 12/73, 12/77, 1/80	To WR (maroon) to ER Withdrawn	2/64 5/73 By 1/82	1974 VB SH BR1
4013	Afd/Swin	3/54	30149	5/56 7/67	Loose 195 loose	6/56-6/63 7/67 5/68	SR ScR	5/56, 1958 12/73	To WR (maroon) Returned to SR To WR again To ScR Withdrawn	2/64 By 7/67 3/69 10/73 By 1/80	7/67 VB SH BR1
4014	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76280 Withdrawn Scrapped MNS	13/7/66 13/6/91 18/10/91	6/65 Scheduled for conversion, BM electrification scheme.
4015	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76312 Withdrawn Scrapped VBL	11/11/66 2/8/88 2/3/90	6/65 Scheduled for conversion, BM electrification scheme. 6/66 Green livery
4016	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76305	21/10/66	6/65 Scheduled for conversion, BM

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									Withdrawn Scrapped VBL	18/8/88 4/4/90	electrification scheme.
4017	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76303 Withdrawn Scrapped MNS	14/10/66 30/9/91 20/11/91	6/65 Scheduled for conversion, BM electrification scheme.
4018	Afd/Swin	3/54	30149	5/56	Loose 277 loose not listed	6/56-9/61 6/63 6/64-6/65 6/66	SR	5/56, 1958, 1963	To 76327 Withdrawn Sold to VSOE at ESR scrapped	28/4/67 11/89 2001	6/65 Scheduled for conversion, BM electrification scheme.
4019	Afd/Swin	3/54	30149	5/56 7/67	Loose 195 loose	6/56-6/63 7/67 5/68	SR WR	5/56, 1958 12/73	To WR To SR Not SR Withdrawn	2/64 By 7/67 By 5/69 By 1/80	7/67 VB SH BR1
4020	Afd/Swin	3/54	30149	5/56 8/67	Loose 195 loose	6/56-6/63 7/67 5/68	SR ScR	5/56, 1958 12/73	To WR Returned to SR To WR again Returned to SR To ScR Withdrawn	2/64 By 7/67 3/69 8/69 3/73 By 12/77	7/67 VB SH BR1
4021	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76273 Withdrawn Scrapped VBL	29/6/66 10/10/88 4/4/90	6/65 Scheduled for conversion, BM electrification scheme.
4022	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76271 Withdrawn Scrapped VBL	22/2/66 21/5/88 c.7/90	6/65 Scheduled for conversion, BM electrification scheme.
4023	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76272 Withdrawn Scrapped VBL	22/2/66 21/5/88 c.7/90	6/65 Scheduled for conversion, BM electrification scheme.
4024	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76274 Withdrawn Scrapped VBL	29/6/66 10/10/88 4/4/90	6/65 Scheduled for conversion, BM electrification scheme.
4025	Afd/Swin	3/54	30149	5/56	Loose 278 loose 13 loose	6/56-6/62 6/62-6/65 6/66 7/67-5/75 4/76	SR	5/56, 1958 1973, 12/73 1976, 12/77	Stored To ADB975809 Scrapped MPS	5/77 2/79 10/91	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 Test coach "Juliet"
4026	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76318 Withdrawn Scrapped VBL	2/12/66 2/10/88 31/1/90	6/65 Scheduled for conversion, BM electrification scheme.
4027	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76310	4/11/66	6/65 Scheduled for conversion, BM

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									Withdrawn Scrapped VBL	29/2/89 19/5/90	electrification scheme.
4028	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/66	SR	5/56, 1958	To 76316 Withdrawn Scrapped VBL	25/11/66 29/4/88 6/4/90	6/65 Scheduled for conversion, BM electrification scheme.
4029	Afd/Swin	3/54	30149	5/56	Loose	6/56-6/65	SR	5/56, 1958	To 76289 Withdrawn Scrapped VBL	26/8/66 16/5/88 27/7/90	6/65 Scheduled for conversion, BM electrification scheme.
4030	Afd/Swin	3/54	30149	5/56	Loose 541 loose 145 125	6/56-6/63 6/64-6/65 6/66 7/67-5/68 5/69-5/71	SR	5/56, 1958	Withdrawn at Basingstoke Stored at Micheldever To 76945 Withdrawn Scrapped VBL	11/71 9/72 2/75 13/5/89 16/6/90	UIC by 6/63 (c.1960) 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 25/9/72 Moved from Micheldever to York for conversion
4031	Afd/Swin	3/54	30149	7/56	Loose 540 loose Nferry loose	6/56-6/64 6/65 6/66-5/69 5/70-5/75 4/76-5/77	SR SU CJ	3/57, 1958, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Sold to VBL	By 11/87 12/88	8/59 fitted with electric heating at Eastleigh. UIC by 6/63 6/65 for conversion BM Electrification DH 7/67 AB UIC BR1 (EH only)
4032	Afd/Swin	3/54	30149	7/56	Loose 546 loose 145 125	6/56-6/63 6/64-6/65 6/66 7/67-5/68 5/69-5/71	SR	3/57, 1958	Stored at Micheldever To 76946 Withdrawn Scrapped VBL	12/71 2/75 13/5/89 16/6/90	UIC by 6/63 (c.1960) 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 25/9/72 Moved from Micheldever to York for conversion
4033	Afd/Swin	3/54	30149	7/56	Loose 540 loose Nferry loose	6/56-6/64 6/65 6/66-5/69 5/70-5/75 4/76-5/77	SR SU CJ	3/57, 1958, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Sold to CFB(R)	By 11/87 11/88	8/59 fitted with electric heating at Eastleigh. UIC by 6/63 (c.1960) 6/65 for conversion BM Electrification DH 7/67 AB UIC BR1 (EH only)
4034	Afd/Swin	3/54	30149	7/56	Loose 145 125	6/56-6/66 7/67-5/68 5/69-5/71	SR	3/57, 1958	Stored at Micheldever Withdrawn To 76947 Withdrawn Scrapped VBL	12/71 8/72 1/75 2/2/88 c.7/90	UIC by 6/63 (c.1960) 6/65 Scheduled for conversion, BM electrification scheme. EH only. 7/67 VB UIC(D) BR1 25/9/72 Moved from Micheldever to York for conversion
4035	Afd/Swin	3/54	30149	6/56	Loose Nferry loose	6/56-5/69 5/70-5/74 5/75-5/77	SR SU	6/56, 1958, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Withdrawn Stored BM Sold to Swanage Rly. at Andover To AVR at Long Marston	By 11/87 6/89 1989 1989-91 1991	UIC by 6/63 (c.1960) 6/65 Scheduled for conversion, BM electrification scheme. EH only. Poss. AB 1/67 at Eastleigh 7/67 AB UIC BR1 (EH only)

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							CJ	by 7/86, 1/87			
4036	Afd/Swin	3/54	30149	6/56	Loose	6/56-5/72	SR	3/57, 1958	Withdrawn scrapped at CSK	11/72 2/73	UIC by 6/63 (c.1960) 6/65 Scheduled for conversion, BM electrification scheme. EH only. 1/67 Blue/grey livery 7/67 AB UIC BR1 (EH only)
4037	Afd/Swin	3/54	30149	6/56	Loose 542 loose 115 loose 126 loose	6/56-6/63 6/64-6/65 6/66 7/67 5/68 5/69-5/71 5/72-4/76	SR	3/57, 1958 12/73	Not SR Sold to KESR Re-No. 65	By 5/77 1977	UIC by 6/63 (c.1960) 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1
4038	Afd/Swin	3/54	30149	6/56	Loose 145 112	6/56-6/66 7/67-5/68 5/69-5/71	SR WR ER	3/57, 1958 12/73, 12/77 6/79, 1/80	To WR Withdrawn	2/72 By 1/82	UIC by 6/63 (c.1960) 6/65 Scheduled for conversion, BM electrification scheme. DH. 7/67 VB UIC(D) BR1
4039	Afd/Swin	3/54	30149	6/56	Loose 544 loose 145 126 loose	6/56-6/63 6/64-6/65 6/66 7/67-5/68 5/69-5/71 5/72-4/76	SR	3/57, 1958, 12/73, 1976	Not SR Sold to WSR (static)	5/77 1977	UIC by 6/63 (c.1960) 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1
4040	Afd/Swin	3/54	30149	6/56	Loose 549 loose 145 126 loose	6/56-6/63 6/64-6/65 6/66 7/67-5/68 5/69-5/71 5/72-4/76	SR	3/57, 1958, 12/73, 1976	Not SR To Barrier Coach Cl.317 ADB975623 Scrapped VBL	5/77 1977 3/85	UIC by 6/63 (c.1960) 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1
4041	Afd/Swin	3/54	30149	6/56	Loose	6/56-6/66	SR	3/57, 1958	To 76307 Withdrawn Scrapped VBL	28/10/66 8/4/89 27/7/90	8/62 working with 1766 as RSO 6/65 Scheduled for conversion, BM electrification scheme.
4042	Afd/Swin	3/54	30149	6/56	Loose OakC	6/56-6/65 7/62	SR	3/57, 1958	To 76281 Withdrawn To ADB977687 Scrapped at EH	20/7/66 17/6/89 10/96	6/65 Scheduled for conversion, BM electrification scheme.
4043	Afd/Swin	3/54	30149	6/56	Loose 517 OakC	6/56-9/58 6/59-6/65 c.1962 to 7/62	SR	3/57, 1958	To 76270 Withdrawn Scrapped MCM	7/7/66 3/9/92 6/22/92	6/65 for conversion BM Electrification SH
4044	Afd/Swin	3/54	30149	6/56	Loose	6/56-6/66	SR	3/57, 1958	To 76328	9/6/67	6/65 Scheduled for conversion, BM

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									Withdrawn Scrapped MCM	17/8/88 2/5/92	electrification scheme.
4045	Afd/Swin	3/54	30149	6/56	Loose	6/56-6/66	SR	3/57, 1958	To 76330 Withdrawn Scrapped VBL	7/67 28/8/89 27/7/90	6/65 Scheduled for conversion, BM electrification scheme.
4046	Afd/Swin	3/54	30149	6/56 7/67	Loose 195 loose	6/56-6/63 7/67 5/68	SR	3/57, 1958	To WR (maroon) To SR To WR Withdrawn To exhib. Van 99604 Sold to DVR as No.4 Moved to Blaenavon P&BR	2/64 By 7/67 19/4/69 14/6/69 ? 1/70 1985	7/67 VB SH BR1
4047	Afd/Swin	3/54	30149	6/56 7/67	Loose 195 151 140 loose	6/56-6/63 7/67 5/68 5/69-5/75 4/76-5/77	SR	3/57, 1958, 1973, 12/73, 1976	To WR (maroon) To SR To M&EE GI staff & stores 083264	2/64 By 7/67 4/77	7/67 VB SH BR1
4055	Afd/Swin	3/54	30149	Ex. ER By 6/65	Loose 13 71 loose	6/65-6/66 7/67-5/68 5/69-5/75 4/76-5/77	ER SR SU CJ	6/57, 1958 1973, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Sold to Swanage Rly.	By 11/87 1989	6/65 Scheduled for conversion, BM electrification scheme. Poss. AB EH 2/67 Horwich 7/67 AB EH BR1
4058	Afd/Swin	3/54	30149	Ex. ER 6/65	Loose 66 28 loose	6/65-6/66 7/67-5/68 5/69-5/74 4/75-5/77	ER SR CJ CL DY	6/57, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88,28/1/89 15/7/89	Withdrawn Re-instated DY To TDB977629 Cl.90 training coach Sold to AVR at Long Marston	? 15/7/89 1989 1991 2/2003	6/65 Scheduled for conversion, BM electrification scheme. Poss. AB EH 1/67 Horwich 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW Located at Stratford & Broadway Railway 4/06
4059	Afd/Swin	3/54	30149	Ex. ER 6/65	Loose 66 29 loose	6/65-6/66 7/67-5/68 5/69-5/74 4/75-5/77	ER SR	6/57, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80	withdrawn to Swindon To 71634 withdrawn scrapped IRFT	by 1/82 5/6/81 30/3/82 c.29/1/01 4/9/03	10/65 still working on ER 1/66 arrived on SR ex.ER 6/65 Scheduled for conversion, BM electrification scheme. 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4062	Afd/Swin	3/54	30149	Ex.	Loose	6/65-6/66	ER	2/57, 1958	to Swindon	15/6/82	6/65 Scheduled for conversion, BM

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
				ER 6/65	91 27 loose	7/67-5/68 5/69-5/74 4/75-5/77	SR	1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82	To 71712 withdrawn scrapped GDM	4/8/83 20/5/93 c.24/7/93	electrification scheme. 6/66 green livery 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4063	Afd/Swin	3/54	30149	Ex. ER By 6/65	Loose 91 38 loose	6/65-6/66 7/67-5/68 5/69-5/74 4/75-5/77	ER SR	12/56, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80	withdrawn to Swindon To 71632 withdrawn scrapped IRFT	by 6/81 5/6/81 17/2/82 20/9/04 5/10/04	6/65 Scheduled for conversion, BM electrification scheme. Poss. AB EH 2/67 Horwich 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4065	Afd/Swin	3/54	30149	Ex. ER By 6/65	Loose 91 29 loose	6/65-6/66 7/67-5/68 5/69-5/74 4/75-5/77	ER SR	12/56, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80	withdrawn to Swindon To 71636 withdrawn scrapped IRFT	by 1/82 5/6/81 24/6/82 6/10/04 10/11/04	6/65 Scheduled for conversion, BM electrification scheme. Still on ER. 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4066	Afd/Swin	3/54	30149	Ex. ER By 6/65	Loose 91 loose	6/65-6/66 7/67-5/68 5/69-5/77	ER SR CJ SU CJ CL DY	12/56, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 1985 by 7/86, 1/87 by 11/87, 11/88,28/1/89 15/7/89	Withdrawn Re-instated DY Withdrawn DY To TDB977630 Cl.90 training coach then Balfour Beatty Plant To CC99017 Chipman weed train Sold to BRC Quainton Road	? 15/7/89 23/10/89 1989 14/1/93 2002	1/60 Red & Cream livery 4/65 Still on ER. 6/65 Scheduled for conversion, BM electrification scheme. Poss. AB EH 1/67 Horwich 7/67 AB EH BRX 8/69 CW bogies fitted 1974 AB EH CW 1983 AB EH BR1 ³⁰
4072	Afd/Swin	3/54	30149	Ex. ER By 6/65	Loose 91 36 loose	6/65-6/66 7/67-5/68 5/69-5/74 4/75-5/77	ER SR	6/57, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80	withdrawn to Swindon To 71633 withdrawn scrapped MPS	by 1/82 5/6/81 23/3/82 8/5/99 10/00	6/65 Scheduled for conversion, BM electrification scheme. 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4073	Afd/Swin	3/54	30149	Ex. ER 6/65	Loose 92 30	6/65-7/67 5/68 5/69-5/72	ER	6/57, 1958	Not listed To 76948 Withdrawn Scrapped VBL	5/73 1/75 2/9/88 c.7/90	6/65 Scheduled for conversion, BM electrification scheme. Still on ER. 7/67 AB EH BR1
4074	Afd/Swin	3/54	30149	Ex. ER By	Loose 69 31	6/65-6/66 7/67-5/68 5/69-5/72	ER SR	6/57, 1958 1973, 12/73, 1976, 12/77,	To ER then back to SR Withdrawn Sold to Swanage Rly at	6/71 By 11/87 1989-92	6/65 Scheduled for conversion, BM electrification scheme. 7/67 AB EH BR1

³⁰ BR C/S pocket book 1984

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
				6/65	loose	5/73-5/77	SU CJ	6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Andover at West Bay (Café) Scrapped	1995- 2001 2005	1973 AB EH BR1
4076	Afd/Swin	3/54	30149	Ex. ER 6/65	Loose 26 loose	6/65-5/68 5/69-5/74 5/75-5/77	ER SR CJ CL	6/57, 1958 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 11/88,28/1/89 11/89, 12/89	Withdrawn To TDB977635 Cl.90 training coach, conversion cancelled. Scrapped MCM	? 1989 7/91	6/65 Scheduled for conversion, BM electrification scheme. 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW 1984 AB EH BR1 ³¹
4077	Afd/Swin	3/54	30149	Ex. ER 8/65	Loose 41 70	6/65-5/68 5/69-5/72 5/73-5/75	ER SR	6/57, 1958 1973, 12/73	ER to WR ³² Not SR Withdrawn	1/66 By 4/76 By 1976	6/65 Scheduled for conversion, BM electrification scheme. 7/67 AB EH BRX 1973 AB EH BR1
4126	York	5/54	30171	Ex. WR 1/68	187	5/68	ER WR SR WR ScR	9/55, 1958 ? 1968 12/73 12/77, 6/79, 1/80	To WR to ScR Withdrawn	3/69 3/75 By 1/82	1968 VB SH BR1 1974 VB SH BR1
4129	York	5/54	30171	Ex. WR 1/68	188	5/68	ER WR SR WR ScR	9/55, 1958 1/66 1968 12/73 12/77, 6/79, 1/80, 1/82	ER to WR To WR To ScR Withdrawn	1/66 3/69 3/75 By 1/85	1968 VB SH BR1 1974 VB SH BR1
4142	York	5/54	30171	Ex. WR 1/68	188	5/68	ER WR SR	9/55, 1958 4/65 1968	ER to WR To WR Withdrawn	4/65 3/69 6/69	1968 VB SH BR1
4159	York	5/54	30171	Ex. WR 1/68	188	5/68	ER WR SR WR ScR	10/55, 1958 7/65 1968 12/73 12/77, 6/79, 1/80, 1/82	ER to WR To WR Withdrawn	7/65 3/69 By 1/85	1968 VB SH BR1 1974 VB SH BR1

³¹ BR C/S Pocket book 1984

³² Possible reporting error.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
4160	York	5/54	30171	Ex WR 5/68			ER WR SR WR ER	11/55, 1958 7/65 1968 12/73 12/77, 6/79, 1/80	ER to WR Condemned at Didcot then to Wolverton for overhaul Reinstated WR to ER withdrawn	7/65 3/70 5/70 7/75 by 1/82	
4161	York	5/54	30171	Ex. WR 1/68	189	5/68	ER WR SR WR ScR	1/56, 1958 6/65 1968 12/73 12/77, 6/79, 1/80	ER to WR To WR Returned to SR To WR again WR to ScR Withdrawn	6/75 3/69 8/69 9/71 3/75 By 1/82	1968 VB SH BR1 1974 VB SH BR1
4170	York	5/54	30171	Ex. WR 1/68	189	5/68	ER WR SR WR ScR	1/56, 1958 ? 1968 12/73 12/77, 6/79, 1/80	To WR WR to ScR Withdrawn	3/69 3/75 By 1/82	1968 VB SH BR1 1974 VB SH BR1
4181	York	5/54	30171	Ex. WR 1/68	189	5/68	ER WR SR WR ScR	1/56, 1958 1/66 1968 12/73 12/77, 6/79, 1/80	ER to WR To WR Returned to SR To WR again WR to ScR Withdrawn	1/66 3/69 8/69 ? 3/75 By 1/82	1968 VB SH BR1 1974 VB SH BR1
4191	York	5/54	30171	Ex. WR by 5/68	184	5/68	ER WR SR WR ScR	1/56, 1958 7/65 1968 12/73 12/77, 1/80, 1/82,	ER to WR To WR WR to ScR Withdrawn	7/65 3/69 3/75 By 1/85	1968 VB SH BR1 1974 VB SH BR1
4373	Afd/Swin	3/55	30219	3/57	277 loose	6/57-6/63 6/64-6/66	SR	3/57, 1958, 1963	To 76329 Withdrawn Scrapped VBL	7/67 28/8/89 27/7/90	6/65 Scheduled for conversion, BM electrification scheme.
4374	Afd/Swin	3/55	30219	3/57	277 loose	6/57-6/63 6/64-6/65	SR	3/57, 1958, 1963	To 76282 Withdrawn To ADB977684 Scrapped at EH	20/7/66 17/6/89 10/96	6/65 Scheduled for conversion, BM electrification scheme.
4375	Afd/Swin	3/55	30219	3/57	278	6/57-6/65	SR	3/57, 1958, 1963	To 76301 Withdrawn Sold to Rolltrack	7/10/66 24/1/94 1/98	6/65 for conversion BM Electrification SH
4376	Afd/Swin	3/55	30219	3/57	278 loose	6/57-6/65 6/66-5/68	SR	3/57, 1958, 1963, 1973,	Withdrawn To TDB977631 Cl.90 training	? 1989	6/65 for conversion BM Electrification SH 7/67 AB EH BRX

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					29 loose	5/69-5/74 5/75-5/77	CJ CL	12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88,28/1/89, 11/89	coach Scrapped MCM	6/91	7/69 CW bogies fitted 1973 AB EH CW
4377	Afd/Swin	3/55	30219	3/57	279	6/57-12/57	SR	3/57	Withdrawn	12/57	Written off at Lewisham 12/57
4378	Afd/Swin	3/55	30219	3/57	279	6/57-12/57	SR	3/57	Withdrawn Underframe to DS70200 later S1000S	12/57 1962	Damaged at Lewisham 12/57
4379	Afd/Swin	3/55	30219	3/57	MOK 279	6/57-12/57 12/57-6/65	SR	3/57, 1958, 1963	To 76287 Withdrawn Stored at ZG	19/8/66 21/1/94	6/65 for conversion BM Electrification SH
4380	Afd/Swin	3/55	30219	3/57	MOK 279	6/57-12/57 12/57-6/65	SR	3/57, 1958, 1963	To 76285 Withdrawn Scrapped VBL	12/8/66 15/4/89 16/6/90	6/65 for conversion BM Electrification SH 1/66 seen marked 76285/409 in green livery
4381	Afd/Swin	3/55	30219	3/57	Loose MOK loose 37 loose	6/57-12/57 12/57-9/60 6/61-5/68 5/69-5/74 5/75-5/77	SR	3/57, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80	To WR (cancelled) withdrawn To Swindon To 71625 withdrawn scrapped IRFT	1969 by 1/81 20/1/81 18/8/81 14/10/02 7/11/02	6/65 Scheduled for conversion, BM electrification scheme. Poss. AB EH at Horwich 1/67 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4382	Afd/Swin	3/55	30219	3/57	Loose MOK loose (37) (loose)	6/57-12/57 12/57-9/60 6/61-(5/68) (5/69-5/74) (5/75-5/77)	SR	3/57, 1958, 1963	To 76302 Withdrawn Sold to Rolltrack	7/10/66 24/1/94 1/98	6/65 Scheduled for conversion, BM electrification scheme
4383	Afd/Swin	3/55	30219	3/57	Loose	6/57-6/66	SR	3/57, 1958, 1963	To WR by 8/63 and again 2/64 (maroon) To 76306 Withdrawn Scrapped VBL	both cancelled 21/10/66 18/8/88 4/4/90	6/65 Scheduled for conversion, BM electrification scheme
4384	Afd/Swin	3/55	30219	3/57	Loose	6/57-6/66	SR	3/57, 1958, 1963	To 76304 Withdrawn Scrapped MCM	14/10/66 23/4/90 2/5/92	6/65 Scheduled for conversion, BM electrification scheme
4385	Afd/Swin	3/55	30219	3/57	Loose 560	6/57-9/61 6/63-6/64	SR ScR	3/57, 1958, 1963 12/73, 12/77, 1/80, 1/82	to WR WR to ScR withdrawn	By 6/65 4/67 by 12/83	1974 VB SH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
4386	Afd/Swin	3/55	30219	4/57	Loose	6/57-6/65	SR	4/57, 1958, 1963	To 76286 Withdrawn Scrapped VBL	12/8/66 15/4/89 16/6/90	4/57 New in green 6/65 Scheduled for conversion, BM electrification scheme
4387	Afd/Swin	3/55	30219	4/57	Loose	6/57-6/63	SR ScR	4/57, 1958, 1963 12/73, 12/77, 6/79, 1/80, 1/82	To WR (maroon) WR to ScR withdrawn	10/63 4/67 by 1/85	4/57 New in green 1974 VB SH BR1
4388	Afd/Swin	3/55	30219	4/57	Loose	6/57-6/66	SR	4/57, 1958, 1963	To 76331 Withdrawn Scrapped VBL	17/1/66 4/7/90 28/8/90	4/57 New in green 6/65 Scheduled for conversion, BM electrification scheme. Converted at ZG
4389	Afd/Swin	3/55	30219	6/57	Loose loose 37 loose	6/57-6/63 6/64-5/68 5/69-5/74 5/75-5/77	SR CJ	6/57, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79 1/80, 1/82 12/83, 1/85, 7/86, 1/87	To WR Cancelled by 9/64 Withdrawn	By 11/87	6/65 Scheduled for conversion, BM electrification scheme 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4390	Afd/Swin	3/55	30219	6/57	Loose	6/57-6/66	SR	6/57, 1958, 1963	To 76308 Withdrawn Scrapped VBL	28/10/66 8/4/89 27/7/90	6/65 Scheduled for conversion, BM electrification scheme
4391	Afd/Swin	3/55	30219	6/57	Loose	6/57-6/65	SR	6/57, 1958, 1963	To 76288 Withdrawn Stored at ZG	19/8/66 24/1/94	6/65 Scheduled for conversion, BM electrification scheme
4392	Afd/Swin	3/55	30219	6/57	Loose 36 loose	6/57-5/68 5/59-5/74 5/75-5/77	SR CJ CL DY	6/57, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87, 11/88, 28/1/89 15/7/89	To WR 10/63 Cancelled Returned to SR Cond. Carlisle Re-instated CL Withdrawn DY To TDB977632 Cl.90 training coach at Churnett Valley Railway	4/69 26/12/88 15/7/89 23/10/89 1989 1990	10/63 repainted maroon 6/65 Scheduled for conversion, BM electrification scheme Poss AB EH at Horwich 2/67 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4393	Afd/Swin	3/55	30219	6/57	Loose 64 40 loose	6/57-6/66 7/67-5/68 5/69-5/72 5/73-5/77	SR CJ CL	6/57, 1958, 1963, 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87,	To WR By 9/64 Cancelled Withdrawn Re-instated CL To TDB977633 Cl.90 training coach then Serco To CC99018 Chipman weed train	? ? 15/7/89 1989 ?	6/65 Scheduled for conversion, BM electrification scheme 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							DY	11/88, 28/1/89 15/7/89	Sold at Thorpe Thewles	?	
4394	Afd/Swin	3/55	30219	6/57	Loose	6/57-6/65 ³³	SR	6/57, 1958, 1963	To 76290 Withdrawn Scrapped VBL	26/8/66 16/5/88 27/7/90	6/65 Scheduled for conversion, BM electrification scheme
4395	Afd/Swin	3/55	30219	7/57	Loose	6/57	SR ER	7/57 7/58, 12/73, 12/77, 6/79, 1/80	Withdrawn	By 1/82	Shown in 9/56 ACWN as SR allocated. Parkin shows initial allocation as ER. 1974 VB SH BR1
4396	Afd/Swin	3/55	30219	2/57	Loose	6/57	SR ER HT YC	2/57 6/57, 12/73, 12/77, 6/79, 1/80, 1/82 1/85 1985	ER to NER Withdrawn	4/65 By 1/87	Shown in 9/56 ACWN as SR allocated. Parkin shows initial allocation as ER. 1974 VB SH BR1 1982 Flour.lights
4397	Afd/Swin	3/55	30219	2/57	Loose	6/57	SR ER	2/57 6/57	ER to NER Withdrawn at Connington	1/65 9/72	Shown in 9/56 ACWN as SR allocated. Parkin shows initial allocation as ER.
4436	BRCW	4/55	30226	Ex. WR 10/66	loose 28 loose	6/65-5/68 5/69-5/74 5/75-5/77	LMR WR SR	6/57, 1958 12/60, 5/64 1973, 12/73, 1976, 12/77, 6/79, 1/80	LMR to WR Transfer WR to SR withdrawn to Swindon To 71631 withdrawn scrapped MPS	12/60 4/69 ³⁴ by 1/81 5/6/81 15/12/81 11/5/99 10/00	6/65 Scheduled for conversion, BM electrification scheme 10/66 TF from WR in maroon Poss AB EH at Horwich 1/67 7/67 AB EH BRX 7/69 CW bogies fitted 1973 AB EH CW
4445	BRCW	4/55	30226	Ex NER 9/68 ³⁵	151 141 loose	5/9/67-5/68 5/69-5/75 4/76	ER SR	12/56, 1958 1973, 12/73, 1976	ER to NER Not SR To ADB975624 protective barrier vehicle Scrapped VBL	4/65 By 5/77 1977 3/85	7/67 VB DH BR1 Barrier coach CI.317
4526	York	5/55	30243	Ex ER by 7/67	151 loose	5/9/67 5/68	ER SR	8/56, 1958 1967	to WR Withdrawn Re-No 079174 Swindon Works Test Train	3/69 By 12/73 6/70	7/67 VB DB BR1
4560	York	5/55	30243	Ex ER by 7/67	151 141 loose	5/9/67-5/68 5/69-5/75 4/76	ER SR	12/56, 1958 1973, 12/73, 1976	Not SR To Barrier coach CI.317 ADB975625 Scrapped VBL	By 5/77 1977 3/85	6/66 with NE prefix 7/67 VB DH BR1

³³ Not listed in 6/61 ACWN

³⁴ According to RO 7/69

³⁵ According to RO 11/68, SR ACWN has vehicle allocated in set from 7/67.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
4900	Wolverton	10/59	30646	Ex WR 10/63	547 loose 125 146 135 118	6/64-6/65 6/66 7/67 5/68 5/69-5/70 5/71	WR SR WR CF BN	6/61 1964 12/73, 12/77, 6/79, 1/80, 1/82 1/85, 1/87 by 1/88, 12/89	To WR Preserved KWVR as 38	2/72 1991	10/63 to SR in Maroon 6/65 for conversion BM Electrification SH 7/67 VB DH CX 7/69 BR1 bogies fitted 1974 VB DH BR1 1989 PA fitted by 11/88 LNER Green & cream livery
4901	Wolverton	10/59	30646	Ex WR 10/63	548 loose 125 146 129 119 112 loose	6/64-6/65 6/66 7/67 5/68 5/69-5/70 5/71 5/72-5/75 4/76-5/77	WR SR CJ EH EN OM	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 by 1/88, 11/88 by 11/89	Withdrawn	By 1999	10/63 to SR in Maroon 6/65 for conversion BM Electrification EH only 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1984 VB DH BR1 1/88 VB DH CW by 12/89 NSE livery
4902	Wolverton	10/59	30646	Ex WR 3/64	loose 126 146 127 114 loose	6/64-6/66 7/67 5/68 5/69-5/71 5/72-5/75 4/76-5/77	WR SR ScR PC IS PC IS -OY -EH -LL CL -HQ -CO -LL -CP -LL -CP -LL -CP	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83 1/85 7/86, 1/87 by 11/87, 2/89 6/89 15/7/89 1/91 30/3/91 ? 1/2/94 10/9/96 19/3/97 8/4/97 22/5/97 26/9/97 7/4/98 16/4/98 11/99	Sold to RES Stored at BN Sold to Riviera Trains	1995 1996	6/65 Scheduled for conversion, BM electrification scheme DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1984 VB DH BR1 1982 VB DH B4 by 12/89 Inter-City livery
4903	Wolverton	10/59	30646	Ex WR 10/63	Loose GA	6/64 6/65	WR SR	6/61 1973, 12/73,	Not SR To ScR	By 1/80 c. 1978	10/63 to SR in Maroon 6/65 Scheduled for conversion, BM

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose 126 146 129 loose	6/66 7/67 5/68 5/69-5/70 5/71-4/76	ScR IS HT PC NL PC -NL HT -HQ	1976, 12/77 6/79, 1/80, 1/82 12/83, 1/85 by 7/86 by 11/87 11/88 BY 1/87 12/88 17/6/89 11/89 by 1/91 13/1/93	Withdrawn HT Sold OOC Preserved Elsecar, Barnsley	21/1/93 21/3/94	electrification scheme DH 6/66 used as RSO 7/67 VB DH CX 7/69 BR1 bogies fitted 1974 VB DH BR1
4904	Wolverton	10/59	30646	Ex WR 6/64	loose 116 loose 127 loose	6/64-6/66 7/67 5/68 5/69--5/75 4/76-5/77	WR SR CJ CF BG PC -NL HT -HQ	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83 1/85 by 7/86, 1/87 by 11/87 11/88, 12/88 17/6/89 11/89 by 1/91 13/1/93	Withdrawn HT Sold OOC Preserved at Mid.Rly Ctr.	21/1/93 9/3/94	6/65 Scheduled for conversion, BM electrification scheme DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1
4905	Wolverton	10/59	30646	Ex WR 10/63	766 loose	6/64-6/65 6/66-5/77	WR SR CJ EH -EN DY -HQ -CL BN	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 11/88, 12/88 28/1/89 11/89 13/1/93 11/3/93 by 3/97 6/97	To Carriage & Traction Co. Sold to Wessex Trains To MHR to WCR Carnforth	1995 1997 1999 ?	10/63 to SR in Maroon 6/65 for conversion BM Electrification EH only 7/67 VB DH CX 7/69 BR1 bogies fitted 1974 VB DH BR1 1988 VB DH BR1 by 12/89 NSE livery 1997 VB DH CW

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							-RL CS	30/9/97 by 11/99			
4906	Wolverton	10/59	30646	Ex WR 10/63	loose 131 128 loose	6/64-6/66 7/67-5/68 5/69-5/71 5/72-4/76	WR SR ScR IS HT PC -NL HT -HQ	6/61 1973, 12/73, 1976 12/77, 6/79 , 1/80, 1/82 12/83, 1/85 by 7/86, 1/87 by 11/87, 11/88, 12/88 17/6/89 11/89 by 1/91 13/1/93	Not SR To ScR Withdrawn HT Sold from OOC Sold to Gwili Rly.	By 5/77 c.1978 21/1/93 2/2/94 2/2/94	10/63 to SR in Maroon 6/65 Scheduled for conversion, BM electrification scheme 7/67 VB DH CX 7/69 BR1 bogies fitted 1974 VB DH BR1
4907	Wolverton	10/59	30646	Ex WR 10/63	Loose 541 loose 131 128 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/75 4/76-5/77	WR SR CJ BG PC -IS -PC -NL	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87 by 11/87 by 1/88, 11/88 31/3/89 17/6/89	withdrawn Sold to ESR used at FO	? 1991	10/63 to SR in Maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1
4909	Wolverton	10/59	30646	Ex WR 2/62 ³⁶	545 loose 131 128 loose	6/64-6/65 6/66 7/67-5/68 5/69-5/75 4/76	WR SR ScR IS PC IS -OY PC -LL -CL BN	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80 1/82 12/83 1/85, 7/86 1/87, 11/87 by 1/88, 11/88 25/2/89 11/89 by 30/3/91 19/4/93 by 3/97	To WR To ScR To Carriage & Traction Co. Sold to MHR to WSR	By 5/77 c. 1/80 1994 2/97 2003	10/63 to SR in Maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1984 VB DH BR1 1988 DB DH B4 by 12/89 Inter-City livery 1994 DB DH CW

³⁶ SC&WS SN43 says TF from WR 10/63

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							FK	by 11/99			
4910	Wolverton	10/59	30646	Ex WR 10/63	Loose 543 loose 130 129 117 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/70 5/71 5/72-5/77	WR SR CJ EH -EN OM -HQ -CL BN -RL	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 11/88, 12/88 by 11/89 ? 13/1/93 3/93 3/97 30/9/97	To Carriage & Traction Co. Sold to Wessex Trains To MHR	1995 1997 1999	10/63 to SR in Maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1974 VB DH BR1 1984 VB DH BR1 1988 VB DH BR1 by 12/89 NSE Livery 1995 DB DH CW
4911	Wolverton	10/59	30646	Ex WR 10/63	543 loose 130 111 loose	6/64-6/65 6/66 7/67-5/68 5/69-5/75 4/76-5/77	WR SR ScR IS HT NL BN -PC BN	6/61 1973, 12/73 1976, 12/77, 6/79, 1/80 1/82, 12/83 1/85, 7/86 BY 1/87 by 11/87 5/11/88 by 11/89	To ScR Sold to WSR	By 1/82 1991	10/63 to SR in Maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 West Highland set 1989 by 12/89 pa fitted LNER Green & cream livery 1991 VB DH B4 on WSR
4912	Wolverton	10/59	30646	Ex WR 10/63	loose 130 loose ³⁷	6/64-6/66 7/67-5/68 5/69-4/76	WR SR ScR IS HT NL PC BN PC -BN CS	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86 BY 1/87 by 11/87 by 1/88, 11/88 ? 5/11/88 ?	Not SR To ScR Sold to WCR Carnforth Re No 99318	By 5/77 c.1978 1991	10/63 to SR in Maroon 6/65 Scheduled for conversion, BM electrification scheme DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 by 12/89 pa fitted LNER Green & cream livery 1991 VB DH CW by WCR

³⁷ Shown in ACWN 5/69 as being in set 130 as well as loose.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							-FW CS	22/6/98 by 11/99			
4913	Wolverton	10/59	30646	Ex WR 10/63	550 loose 130 loose ³⁸	6/64-6/65 6/66 7/67-5/68 5/69-5/77	WR SR CJ EH EN	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 1/88 12/89	Sold OOC Sold BH Preserved at Crewe Carriage & Traction Co.	6/94 22/7/96 1996	10/63 to SR in Maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1984 VB DH BR1 by 11/88 CW NSE Livery 1989 VB DH CW
4914	Wolverton	10/59	30646	Ex WR 10/63	loose 130 loose ³⁹	6/64-6/66 7/67-5/68 5/69-4/76	WR SR	6/61 1973, 12/73 1976, 12/77	Not SR Sold to NVR Preserved GCR	By 5/77 1977-9 1979	10/63 to SR in Maroon 6/65 Scheduled for conversion, BM electrification scheme DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1976 VB DH CW
4915	Wolverton	10/59	30646	Ex WR 10/63	loose 544 loose 131 127 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/75 4/76-5/77	WR SR ScR IS PC -OY LL -CL BN	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80 1/82, 12/83 1/85 by 7/86, 1/87, 11/88, 12/88 11/89 by 30/3/91 4/93 by 3/97, 11/99	To ScR Sold to Carriage & Traction Co. To DVR(P)	By 1/82 1995 2005	10/63 to SR in Maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1984 VB DH BR1 1988 VB DH B4 1995 DB DH CW
4916	Wolverton	10/59	30646	Ex WR 10/63	loose GA 131 114 140 loose	6/64-6/66 (6/65) 7/67-5/68 5/69-5/72 5/73-5/75 4/76-5/77	WR SR ScR IS PC IS	6/61 1973, 12/73, 1976, 12/77, 6/79, 1/80 1/82 12/83 1/85, 7/86 1/87, 11/87,	To ScR Sold to Carriage & Traction Co. Sold to MHR To WCR Carnforth to DVR(P)	By 1/82 1995 2/97 1999 2005	10/63 to SR in Maroon 6/65 Scheduled for conversion, BM electrification scheme DH 6/66 used at RSO 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1984 VB DH BR1

³⁸ Shown in ACWN 5/69 as being in set 130 as well as loose.

³⁹ Shown in ACWN 5/69 as being in set 130 as well as loose.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							-OY LL -CL BN	12/88, 11/89, 4/11/89 by 30/3/91 19/4/93 by 3/97 11/99			1985 VB DH B4 1988 VB DH B4 1995 DB DH CW
4935	Wolverton	6/60	30690	Ex WR 10/63			LMR LL EN	12/73, 12/77, 6/79, 1/82 12/83, 11/84, 1/85 1/87, 1/88, 11/88, 12/89	To LMR	10/65	TF from WR in maroon Not listed in ACWN ⁴⁰ 6/66 blue/grey livery 11/85 NSE livery by 12/89 pa fitted
5024	Wolverton	6/60	30690	Ex WR By 10/63	985 Loose 542 loose 113 loose	10/63 6/64 6/65 6/66-5/71 5/72-5/75 4/76-5/77	WR SR CJ EH EN	9/62 1973, 12/73, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 1/88, 11/88, 11/89	Sold OOC Preserved at WSR	16/3/93	6/65 for conversion BM Electrification DH 7/67 VB DH CX 7/69 BR1 bogies fitted 1973 VB DH BR1 1988 VB DH CW by 11/88 NSE Livery
5030	Wolverton	6/60	30690	Ex WR 10/63	985	10/63	WR CF HT OY WB	9/62 , 12/73, 12/77, 6/79, 1/82 12/83, 11/84, 1/85, 1/87 11/87 1/88, 11/88 12/89			Presumably returned to WR by end of 10/63 11/88 VB DH CW by 12/89 AB Inter-City livery
5034	Wolverton	6/60	30690	Ex WR 10/63	985	10/63	WR BJ CF OM	9/62 , 12/73, 12/77, 6/79, 1/82 12/83 11/84, 1/85, 1/87 11/87, 11/88	ER to NE withdrawn to 99165 Sold to Bluebell Rly. Modified for disabled use.	12/64 by 12/88 ? 11/93	Presumably returned to WR by end of 10/63

⁴⁰ Listed as TF to SR in SC&WS SN43 10/63

Open Second Mk2a (TSO)

Built to Diagram 86

RAVERS diagram AC206

Fitted with B4 bogies, PV and AB as built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
5290	Derby	1/67	30776				ER WR ER LMR MA LL CJ LA KN	8/67, 4/68 12/73 12/77, 6/79, 1/80 1/82 12/83 11/84,1/85 1/87 11/88, 2/89 11/99	ER to WR WR to LMR owned by HSBC	3/72 7/74	30/6/71 slightly damaged in Manors collision. by 11/88 NSE livery by 11/99 NSE with blue stripe

Corridor First (FK)

1951 Type A

Built to Diagram 116

Fitted with BR1 bogies SH and VB as built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13000	Swindon	12/50	30019	Ex ER 7/65	Loose	6/65-6/66	WR ER SR	5/51, 6/52, 1958 5/64 1965	WR to ER To 70865 Withdrawn Scrapped VBL	5/64 23/6/67 2/8/88 2/3/90	6/65 Scheduled for conversion, BM electrification scheme SH
13001	Swindon	12/50	30019	Ex ER 7/65			WR ER	5/51, 6/52, 1958 5/64	WR to ER To 70868 Withdrawn Scrapped VBL	3/64 7/7/67 2/10/88 31/1/90	6/65 Scheduled for conversion, BM electrification scheme SH
13002	Swindon	12/50	30019	Ex ER 3/65			WR ER	5/51, 6/52, 1958 5/64	WR to ER To 70869 Withdrawn To ADB977542 HSTRC Scrapped MCM	5/64 14/7/67 26/11/90 9/12/91	6/65 Scheduled for conversion, BM electrification scheme SH
13003	Swindon	12/50	30019	6/52	RW 517 loose	5/51-4/62 6/63-6/64 6/65-6/66	SR	5/51, 6/52, 1958	To 70863 Withdrawn Scrapped VBL	28/10/66 8/4/89 27/7/90	6/57 Green Livery with crest ⁴¹ 6/65 Scheduled for conversion, BM electrification scheme SH
13006	Swindon	12/50	30019	Ex LMR 4/65	Loose 170 188	6/65-6/66 7/67 5/68	LMR SR	5/51, 6/52, 1958 1965	Not SR Withdrawn	By 5/69 By 12/73	6/65 DH 7/67 VB DH BR1
13007	Swindon	12/50	30019	Ex LMR 6/65	Loose 171 189 135 loose	6/65-6/66 7/67 5/68 5/69-5/70 5/71-5/77	LMR SR WR	6/52, 1958 1974 12/77, 6/79, 1/80 1/82	To WR Withdrawn	By 1/82 By 12/83	6/65 DH 7/67 VB DH BR1
13008	Swindon	12/50	30019	Ex LMR 6/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70845 Withdrawn Scrapped MCM	22/2/66 10/2/92 9/2/92	6/65 Scheduled for conversion, BM electrification scheme DH
13009	Swindon	12/50	30019	Ex LMR by 6/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70850 Withdrawn To ADB977686 Scrapped at EH	20/7/66 17/6/89 10/96	6/65 Scheduled for conversion, BM electrification scheme DH
13010	Swindon	12/50	30019	Ex	Loose	6/65	LMR	6/52, 1958	To 70846	29/6/66	6/65 Scheduled for conversion, BM

⁴¹ Parkin's – Mk1 Book supplement

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
				LMR 6/65			SR	6/35	Withdrawn Scrapped VBL	15/4/89 16/6/90	electrification scheme DH
13012	Swindon	12/50	30019	Ex LMR 3/65	Loose	6/65-5/68	LMR SR WR	6/52, 1958 6/65-3/69 3/69	To WR Withdrawn	3/69 By 12/73	6/65 DH 7/67 VB DH BR1
13013	Swindon	12/50	30019	Ex LMR 3/65	Loose 180 187	6/65-6/66 7/67 5/68	LMR SR WR	6/52, 1958 6/65-3/69 3/69	To WR Withdrawn	3/69 By 12/73	6/65 Scheduled for conversion, BM electrification scheme DH 7/67 VB DH BR1 9/70 at OOC for estimation
13014	Swindon	12/50	30019	Ex LMR 7/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70857 Withdrawn Scrapped VBL	16/9/66 6/89 6/4/90	6/65 Scheduled for conversion, BM electrification scheme DH 4/66 at York for conversion in maroon with S prefix (to become 70856).
13015	Swindon	12/50	30019	Ex LMR 7/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70856 Withdrawn Scrapped VBL	16/9/66 20/8/88 19/5/90	6/65 Scheduled for conversion, BM electrification scheme DH 4/66 at York for conversion in maroon with S prefix (to become 70857).
13016	Swindon	12/50	30019	Ex LMR 7/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70847 Withdrawn Scrapped MCM	6/7/66 20/5/91 2/5/92	6/65 Scheduled for conversion, BM electrification scheme SH
13017	Swindon	12/50	30019	Ex LMR by 6/65	Loose	6/65-6/66	LMR SR	6/52, 1958 6/65	To 70871 Withdrawn To ADB977763 Scrapped at EH	14/7/67 1/3/90 10/96	6/65 Scheduled for conversion, BM electrification scheme SH
13018	Swindon	12/50	30019	Ex LMR 7/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70855 Withdrawn Sold to LRT Sold to Swanage 4TC Group	2/9/66 13/5/91 11/1/92 11/05	6/65 Scheduled for conversion, BM electrification scheme SH Stored at Dinton
13019	Swindon	12/50	30019	Ex LMR by 6/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70860 Withdrawn Sold to Rolltrack	7/10/66 24/1/94 1/98	6/65 Scheduled for conversion, BM electrification scheme SH
13020	Swindon	12/50	30019	Ex LMR 6/65	Loose	6/65-6/66	LMR SR	6/52, 1958 6/65	To 70862 Withdrawn Scrapped VBL	21/10/66 18/8/88 4/4/90	6/65 Scheduled for conversion, BM electrification scheme SH
13021	Swindon	12/50	30019	Ex LMR 6/65	Loose	6/65-6/66	LMR SR	6/52, 1958 6/65	To 70867 Withdrawn Scrapped VBL	23/6/67 29/4/88 6/4/90	6/65 Scheduled for conversion, BM electrification scheme SH
13022	Swindon	12/50	30019	Ex LMR 6/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70844 Withdrawn Scrapped MCM	1/12/65 1/7/91 30/3/92	6/65 Scheduled for conversion, BM electrification scheme. SH Converted at ZG
13023	Swindon	12/50	30019	Ex	Loose	6/65	LMR	6/52, 1958	To 70851	5/8/66	6/65 Maroon livery

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
				LMR 6/65			SR	6/65	Withdrawn Scrapped VBL	10/10/88 4/4/90	6/65 Scheduled for conversion, BM electrification scheme SH 1/66 at Eastleigh in maroon marked S70851 set 408.
13024	Swindon	12/50	30019	Ex LMR 6/65	Loose 185	6/65-6/66 7/67-5/68	LMR SR WR	6/52, 1958 6/65 3/69	To WR at OOC for assessment Withdrawn	3/69 20/9/70 12/70	6/65 Scheduled for conversion, BM electrification scheme DH 11/3/66 in transit from York to Stewarts Lane to become 70848, poor condition 18/6/66 at EH for conversion (?cancelled) 7/67 VB DH BR1
13025	Swindon	12/50	30019	Ex LMR 6/65	Loose	6/65	LMR SR	6/52, 1958 6/65	To 70849 Withdrawn Scrapped MNS	13/7/66 13/6/91 18/10/91	6/65 Scheduled for conversion, BM electrification scheme DH
13026	Swindon	12/50	30019	Ex LMR 7/65	Loose 186	6/65-6/66 7/67-5/68	LMR SR	6/52, 1958 6/65, 5/68	Not SR in store at Micheldever (W prefix) Withdrawn (S Prefix) Scrapped by CSK	By 5/69 15/2/70 1/73 2/73	6/65 Scheduled for conversion, BM electrification scheme to become 70852. DH 11/3/66 en route from York to Stewarts Lane, very poor condition. 7/67 VB DH BR1
13027	Swindon	12/50	30019	Ex LMR 7/65	Loose 184	6/65-7/67 5/68	LMR SR	8/53, 1958 6/65, 4/68	To WR Withdrawn at OOC To become carflat B745174 Swindon Lot 3831 1972-4	3/69 7/73 1/72	6/65 Scheduled for conversion, BM electrification scheme DH 11/3/66 noted in transit to works 7/67 VB DH BR1 31/7/73 from OOC to BLM for removal of body.
13028	Swindon	12/50	30019	Ex LMR by 1974			LMR	3/53, 1958	withdrawn at Cowlairs To 71166 Withdrawn Scrapped VBL	5/73 2/75 7/6/87 21/7/90	
13030	Swindon	12/50	30019	Ex ER 7/65	Loose	6/65	ER SR	5/51, 1958 6/65	To 70853 Withdrawn Scrapped MNS	19/8/66 30/9/91 20/11/91	6/65 Scheduled for conversion, BM electrification scheme SH 1/66 maroon livery at Eastleigh marked S70853 set 410
13032	Swindon	12/50	30019	Ex ER 6/65	Loose	6/65-6/66	ER SR	5/51, 1958 6/65	To 70870 Withdrawn Scrapped MCM	14/7/67 24/3/91 30/3/92	6/65 Scheduled for conversion, BM electrification scheme SH
13033	Eastleigh	6/51	30052	Ex ER 6/65	Loose	6/65	ER SR	6/52, 1958 6/65	To 70848 Withdrawn Scrapped MNS	13/7/66 13/4/85 c.10/86	6/65 SH Fire damaged
13034	Eastleigh	6/51	30052	Ex ER 7/65	Loose	6/65	ER SR	6/52, 1958 6/65	To LMR Withdrawn	By 6/66 1/67	6/65 SH 6/66 to become 70848

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13035	Eastleigh	6/51	30052	Ex ER 7/65	Loose	6/65	LMR ER SR	1/67 8/51, 1958 6/65	To 70852 Withdrawn Scrapped VBL	12/8/66 20/8/88 6/4/90	6/65 SH 6/66 noted at York in maroon with S prefix to become 70852
13037	Swindon	12/50	30019	Ex ER 7/65	Loose	6/65-6/66	ER SR	8/51, 1958 6/65, 6/66	To 70866 Withdrawn ADB977764 Stored at ZG Scrapped at ZG	23/6/67 1/9/90 10/96	6/65 Scheduled for conversion, BM electrification scheme SH
13038	Swindon	12/50	30019	Ex ER 1/65	Loose	6/65-6/66	ER SR	8/51, 1958 6/65, 6/66	To 70864 Withdrawn Scrapped VBL	12/5/67 29/2/89 19/5/90	1/65 maroon livery 6/65 Scheduled for conversion, BM electrification scheme SH
13040	Swindon	12/50	30019	Ex ER 3/65	Loose	6/65	ER SR	6/52, 1958 6/65	To 70859 Withdrawn Sold to private owner at Stravinthie Station	30/9/66 24/1/94 c.3/00	6/65 Scheduled for conversion, BM electrification scheme SH
13053	Swindon	12/50	30019	Ex ER 1/65	Loose	6/65	ER SR	6/52, 1958 6/65	To 70854 Withdrawn Scrapped VBL	26/8/66 13/5/89 16/6/90	1/65 maroon livery 6/65 Scheduled for conversion, BM electrification scheme SH 1/66 at Eastleigh in maroon marked S70854 set 411.
13062	Swindon	12/50	30019	Ex ER by 1974			LMR ER	2/53, 1958 ?	withdrawn To 71167 Withdrawn Scrapped VBL	by 12/73 1/75 2/9/88 c.7/90	
13063	Swindon	3/51	30027	Ex ER 6/65	Loose	6/65	LMR ER SR	2/53, 1958 ? 6/65	To 70858 Withdrawn Scrapped MCM	22/9/66 26/11/90 30/2/92	6/65 SH 4/66 at York in maroon with S prefix
13086	Swindon	4/53	30089	Ex LMR 6/65	Loose 145 loose	6/65-6/66 7/67-5/68 5/69-5/77	LMR SR WR	6/54, 1958 1974, 1976, 12/77, 6/79, 1/80 1/82	To WR Withdrawn	By 1/82 By 1/85	6/65 Scheduled for conversion, BM electrification scheme DH Poss. DH 1/67 at ZG 7/67 VB DH BR1
13087	Swindon	4/53	30089	Ex LMR 6/65	Loose	6/65	LMR SR ScR	6/54, 1958 6/65 11/73	Not SR To ScR Withdrawn	By 6/66 by 3/72 By 12/77	6/65 SH 3/72 has been fitted with Fluor. lights 1974 VB SH BR1
13096	Swindon	4/53	30089	Ex LMR 6/65	Loose	6/65-6/66	LMR SR	10/54, 1958 6/65	To 70861 Withdrawn Scrapped MNS	14/10/66 21/9/91 26/11/91	6/65 SH 6/66 to become 70861
13097	Swindon	4/53	30089	Ex LMR 6/65	Loose	6/65-6/66	LMR SR ER	10/54, 1958 6/65 1/68	for WD or TF To ER withdrawn at York	7/67 1/68 11/72	6/65 SH

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									To 71163 Withdrawn Sold to LRT	2/75 10/2/92 20/2/92	
13109	Swindon	4/53	30107	Ex LMR 4/65	Loose	6/65-6/66	LMR ER SR	7/55 1958 6/65	for WD or TF Withdrawn at Micheldever	7/67 4/68	6/65 SH
13111	Swindon	4/53	30107	Ex ER by 1974			ER	9/54, 1958	withdrawn at Thornton Fields To 71162 (may have become 71164) Withdrawn Scrapped VBL	10/72 6/74 2/7/88 2/3/90	11/72 at York Works (withdrawn)
13115	Swindon	4/53	30107	Ex ER by 1974			ER NER	9/54, 1958 3/66	withdrawn To 71164 (may have become 71165) Withdrawn Scrapped VBL	6/73 6/74 (10/74) 28/8/89 21/7/90	8/73 at York Works (withdrawn)
13143	Swindon	1/54	30147	Ex WR 10/63	897 427 loose 51 loose	6/63 11/63-6/65 6/66 7/67-5/68 5/69-5/71	WR SR	1/56, 1958 6/65, 6/66	Stored at Micheldever Withdrawn at Micheldever scrapped at CSK	12/71 1/73 2/73	was Maroon on transfer to SR Green by 10/63 ⁴² 1963 VB EH BR1 6/65 for conversion BM Electrification EH only 7/67 AB EH BR1
13175	Swindon	1/54	30147	Ex LMR 7/65	Loose	6/65-6/66	WR LMR SR LMR	12/55, 1958 ? 6/65, 6/66 5/69	for WD or TF Stored at Micheldever To LMR Withdrawn	7/67 4/68 5/69 By 12/73	6/65 SH
13178	Swindon	1/54	30147	Ex LMR 7/65	Loose	6/65	WR SR	12/55, 1958 6/65	to LMR to WR to ScR (at OOC) Withdrawn at Cowlairst Scrapped by Steel Breaking & Dismantling	5/69 4/71 8/73 10/73 5/75	6/65 SH 5/74 at Glasgow Works (withdrawn) 8/74 at Dumbarton (withdrawn) 30/4/75 Kirkland Junc to Springs Branch
13179	Swindon	1/54	30147	Ex LMR 6/65	Loose	6/65-6/66	LMR WR LMR SR ER	2/56 1958 ? 6/65, 6/66 5/69, 12/73	for WD or TF To ER Withdrawn	7/67 5/69 By 11/77	6/65 SH 1974 VB SH BR1
13180	Swindon	1/54	30147	Ex LMR 7/65	Loose	6/65	LMR WR LMR	2/56 1958 ? ?	withdrawn by LMR at Wolverton Withdrawn by SR	1/65 4/66	6/65 SH

⁴² SC&WS SN43 10/63

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							SR	6/65	Scrapped CSK (M prefix)	8/66-1/67	
13197	Afd/Swin	3/55	30217	Ex WR 9/72			WR	12/57, 1958	withdrawn To 71165 (may have become 71162) Withdrawn Scrapped VBL	by 12/73 10/74 (6/74) 2/7/88 19/5/90	12/57 Brown & cream livery 11/72 at York Works (withdrawn)
13208	Afd/Swin	3/55	30217	Ex ScR 2/72			WR ScR	1/58 9/71	WR to ScR To SR and stored at Micheldever Withdrawn Scrapped at CSK	9/71 2/72 ? 2/73	
13210	Afd/Swin	3/55	30217	Ex ScR 2/70			WR ER ScR	? ? ?	Withdrawn at Ranskill (ER) withdrawn by Sc To SR and stored at Micheldever Withdrawn Scrapped at CSK	2/64 1/70 2/70 ? 2/73-8/74	15/2/70 with an S prefix [may have actually been Sc].

Corridor First MK2 (FK)

Built to Diagram 122 (AA105)

Delivered new to SR in Green livery

Fitted with B4 bogies, VB and DH as built

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13387	Derby	8/62	30734	6/64	Loose 54 95 45	6/64-6/66 7/67 5/68 5/69-5/71	SR ER BN CA	8/64 1974, 1978, 12/77, 6/79, 1/80, 1/82 12/82, 12/83 1/85	Withdrawn at Clapham then stored at Micheldever To ER Withdrawn Scrapped MNS	12/71 2/73 1985 1985	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4 10/73 stored at Eastleigh 8/74 overhauled at Swindon 1974 VB DH B4
13388	Derby	8/62	30734	6/64	Loose 53 91 45 42 (KO) loose	6/64-6/66 7/67 5/68 5/69-5/71 5/72-5/74 (6/74) 5/75-5/77	SR CJ	8/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86	Withdrawn Scrapped MNS	1986 11.86	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13389	Derby	8/62	30734	6/64	Loose GA 53 92 45 41 loose	8/64-6/66 (9/64) 7/67 5/68 5/69-5/71 5/72-5/74 5/75-5/77	SR SU CJ	8/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn Scrapped MNS	1987 1.89	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13390	Derby	8/62	30734	6/64	Loose GA 65 46 loose	8/64-6/66 (9/64) 7/67-5/68 5/69-5/74 5/75-5/77	SR SU CJ	8/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/82, 1/85 by 7/86	Withdrawn Scrapped MNS	1986 11.86	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13391	Derby	8/62	30734	6/64	Loose 65 46 loose	9/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR SU CJ	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86	Withdrawn Scrapped MNS	1986 11.86	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13392	Derby	8/62	30734	6/64	Loose 65 46 loose	7/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ	7/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1986 9.86	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13393	Derby	8/62	30734	6/64	Loose 66 47 loose	9/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86	Withdrawn Meyer Newman	by 11/86 11.86	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13394	Derby	8/62	30734	6/64	Loose 66 47 (KO) loose	9/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77 (6/74)	SR CJ	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1987 4.87	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13395	Derby	8/62	30734	6/64	Loose 66 47 loose	9/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1987 7.87	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13396	Derby	8/62	30734	6/64	Loose 69 loose	7/64-6/66 7/67-5/68 5/69-5/71	SR ER SR	7/64, 7/69, 1973, 1974	Loaned to ER for air conditioning trials Withdrawn to RTC Derby To ADB975290 CM&EE Test Car No.6 for Air Conditioning trials.	7/69 7/72 1976	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4 1/71-10/71 stored at Crainentenny 10/71 at Wolverton for estimate 8/73 interior has been stripped at Derby C&W Works Still in use by Serco 4/06
13397	Derby	8/62	30734	6/64	Loose 48 loose	9/64-5/68 5/69-5/74 5/75-5/77	SR	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80	Withdrawn Scrapped MNS	1981 3/83	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13398	Derby	8/62	30734	6/64	Loose	9/64-5/68	SR	9/64, 1973,	Withdrawn	1987	6/65 Scheduled for conversion, BM

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					48 loose	5/69-5/74 5/75-5/77	CJ	1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Scrapped MNS	7/87	electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13399	Derby	8/62	30734	6/64	Loose 48 loose	9/64-5/68 5/69-5/74 5/75-5/77	SR CJ	9/64 , 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1987 7/87	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13400	Derby	8/62	30734	6/64	Loose	9/64-5/77	SR CJ	9/64 , 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1987 7/87	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13401	Derby	8/62	30734	6/64	Loose	9/64-5/77	SR CJ	9/64 , 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1987 4/87	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13402	Derby	8/62	30734	6/64	Loose	9/64-5/77	SR	9/64 , 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80	Withdrawn Scrapped MNS	1981 9/82	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13403	Derby	8/62	30734	6/64	Loose 43 loose	9/64-5/72 5/73-5/74 5/75-5/77	SR CJ	9/64 , 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Scrapped MNS	1987 4/87	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13404	Derby	8/62	30734	6/64	Loose	9/64-5/77	SR	9/64 , 1973, 1974, 1976,	Withdrawn Scrapped MNS	1987 4/87 ⁴³	6/65 Scheduled for conversion, BM electrification scheme DH

⁴³ BR Coaching Fleet Mk.2,3 &4 - Ashley Butlin quotes 3/83

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							CJ	12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87			6/66 DH VB 7/67 AB EH B4
13405	Derby	8/62	30734	6/64	Loose	9/64-5/77	SR	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82	Withdrawn Scrapped MNS	1982 3/83	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4
13406	Derby	8/62	30734	6/64	Loose	9/64-5/77	SR CJ	9/64, 1973, 1974, 1976, 12/77, 1978, 6/79, 1/80, 1/82 12/83, 1/85, 7/86	Withdrawn Scrapped MNS	1986 11/86	6/65 Scheduled for conversion, BM electrification scheme DH 6/66 DH VB 7/67 AB EH B4

Corridor First MK2a (FK)

Built to Diagram 123 (AA106)

Built with B4 bogies, AB & DH.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13459	Derby	1/67	30774				WR LMR ER YC NL CJ EH	2/69, 11/73 3/74 12/77, 6/79, 1/80, 1/82 12/83 11/84, 1/85 by 1/87 11/87,11/88 12/89	withdrawn scrapped GDM	1993	11/88 NSE livery
13462	Derby	1/67	30774				WR LMR ER OM CJ LA OM EH	6/68, 11/73 8/74 12/77, 6/79, 1/80, 1/82 12/83,11/84 1/85 by 1/87 11/87 11/88 12/89	to SK 19462 back to FK withdrawn sold to C&T Co. to Ebberstone Station (static)	1985 1986 1993 2/03	11/87 NSE livery
13467	Derby	5/67	30785				ER WR ER HT CJ EH	11/68 3/72, 11/73 12/77, 6/79, 1/80, 1/82 12/83,11/84 1/85 by 1/87 11/87,11/88 12/89	withdrawn sold to C&T Co to Ebberstone Station (static)	1993 2/03	11/88 NSE livery
13473	Derby	5/67	30785	5/69	Loose	5/69-5/71	ER SR WR LMR WR	1/69 1/69 11/73 3/74, 12/77, 1978, 6/79 1/80, 1/82	Not SR To SK 19473 Returned to FK Withdrawn Scrapped GDM	By 5/72 1985 1986 1995 c.1995 ⁴⁴	1968 AB EH B4 25/1/69-5/71 on loan to SR from ER for trials on Oxted Line 11/88 NSE livery

⁴⁴ BR Coaching Fleet Mk.2,3 &4 - Ashley Butlin quotes 12/93

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							OM CJ EH	12/83,11/84 1/85 by 1/87 11/87,11/8812 /89			

Corridor First MK2b (FK)

Built to Diagram 124 (AA107)

Fitted with B4 Bogies, DH and AB as built

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13477	Derby	11/67	30789				ER LMR OM CJ LA	3/69, 11/73 8/74, 12/77, 6/79, 1/80, 1/82 12/83,11/84, 1/85 by 1/87 11/87	withdrawn	by 11/88	
13479	Derby	11/67	30789				ER LMR OM CJ LA EH	2/69, 11/73 5/74, 12/77, 6/79, 1/80, 1/82 12/83,11/84, 1/85 by 1/87 11/87, 11/88 12/89	to SK 19479 back to FK withdrawn sold became camping coach, Rogart	1985 1986 1993 1997	11/87 NSE Livery 1/5/74 used in initial air braked "Master Cutler" service.
13482	Derby	11/67	30789				ER CA HT NL CJ LA EH	3/69, 11/73, 12/77, 6/79, 1/80, 1/82 12/83 11/84 1/85 by 1/87 11/87 11/88, 12/89	withdrawn sold to C&T Co. to Ebberstone Station (static)	1993 2/03	11/88 NSE livery
13492	Derby	11/67	30789				WR LMR OM	3/69, 11/73 12/77, 6/79, 1/80, 1/82 12/83,11/84,	withdrawn scrapped BRR	by 11/88	

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							CJ EH	1/85 by 1/87 11/87			
13499	Derby	11/67	30789				WR OM CJ EH	3/69 , 11/73, 12/77, 6/79, 1/80, 1/82 12/83,11/84, 1/85 by 1/87 11/87,11/88 12/89	withdrawn scrapped GDM	1993	11/88 NSE livery
13507	Derby	11/67	30789				WR OM CJ EH	3/69 , 11/73, 12/77, 6/79, 1/80, 1/82 12/83,11/84, 1/85 by 1/87, 11/87, 11/88 12/89	to SK 19507 back to FK withdrawn scrapped GDM	1985 1987 1993	11/88 NSE livery
13513	Derby	11/67	30789				WR OM CJ EH	6/69 , 11/73, 12/77, 6/79, 1/80, 1/82 12/83,11/84, 1/85 by 1/87 11/87, 11/88 12/89	to SK 19513 back to FK withdrawn scrapped GDM	1985 1986 1992	11/88 NSE livery

Corridor First MK2c (FK)

Built to Diagram 125 (AA108)

Fitted with B4 Bogies, AB &DH when built

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13514	Derby	5/67	30797				LMR BN HT BN CJ EH	6/69, 11/73, 12/77, 6/79, 1/80, 1/82 12/83 11/84, 1/85 by 1/87 11/87, 11/88	withdrawn to MOD Bramley to Gardener's Arms, Sompting WSussex (static)	c. 1993 4/03	1/87 NSE livery

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
13525	Derby	5/67	30797				LMR HT CJ EH	12/89 6/69, 11/73, 12/77, 6/79, 1/80, 1/82 12/83,11/84, 1/85 by 1/87 11/87, 11/88 12/89	withdrawn scrapped GDM	1993	1/87 NSE livery
13526	Derby	5/67	30797				LMR OY MA NL LA EH	6/69, 11/73, 12/77, 6/79, 1/80, 1/82 12/83 11/84, 1/85 1/87 11/87, 11/88 12/89	withdrawn scrapped GDM	1993	11/84 pa fitted 11/89 NSE livery