

Southern Region Allocated BR Standard Coaching Stock

Vol. 1 - Passenger Carrying Vehicles

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Issue 5 - 22/9/07

INTRODUCTION	2
SOURCES.....	2
NOTES.....	2
ABBREVIATIONS	3
BRIEF HISTORY OF MARK 1 CARRIAGES ON THE SOUTHERN REGION	5
<i>Early Period (1949-1963)</i>	5
<i>End of Steam (1963-66)</i>	5
<i>BR Blue Era (1967-1985)</i>	5
<i>NSE - The End (1985-1990)</i>	6
HISTORY OF SPECIFIC VEHICLES AND ISSUES OF NOTE	7
<i>Plastic Bodied Non-Gangwayed Second</i>	7
<i>Prototype All Steel Carriage (S15000)</i>	8
<i>Festival of Britain "Royal Wessex" Set of Stock</i>	9
<i>Boat Train Seconds</i>	10
<i>West of England Stock Transfers</i>	10
SOUTHERN REGION BUILT VEHICLES	12
<i>Eastleigh</i>	12
<i>Ashford</i>	12
<i>Lancing</i>	13
FIRST RESTAURANT (RFO).....	14
FIRST RESTAURANT (RF).....	14
SECOND RESTAURANT (RTO/RSO)	15
RESTAURANT BUFFET (RKB)	17
RESTAURANT BUFFET (RB).....	18
RESTAURANT MINIATURE BUFFET (RMB)	22
RESTAURANT BUFFET (RU)	25
CAFETERIA CAR (RU).....	26
BUFFET CAR (RB)	26
BUFFET (RB).....	27
OPEN FIRST (FO)	28
OPEN SECOND (SO)	30
OPEN SECOND (TO/TSO)	32
OPEN SECOND Mk2A (TSO).....	62
CORRIDOR FIRST (FK)	63
CORRIDOR FIRST MK2 (FK).....	69
CORRIDOR FIRST MK2A (FK).....	73
CORRIDOR FIRST MK2B (FK).....	74
CORRIDOR FIRST MK2C (FK).....	75
CORRIDOR COMPOSITE (CK)	77
CORRIDOR BRAKE FIRST Mk.2A (BFK)	90
CORRIDOR BRAKE FIRST Mk.2c (BFK)	90
CORRIDOR BRAKE COMPOSITE (BCK)	91
CORRIDOR SECOND (TK/SK).....	95
CORRIDOR BRAKE SECOND (BTK/BSK).....	103
NON-GANGWAYED COMPOSITE (C).....	126
NON-GANGWAY BRAKE SECOND (BT/BS)	127
NON-GANGWAY SECOND (T/S)	128
KITCHEN CAR (RK)	132
ALLOCATION OF SR SETS CONTAINING BR VEHICLES.....	133
LOOSE AND SPARE VEHICLES.....	143
NUMERIC INDEX.....	148

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	Ferne 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 from 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 OOC 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 Cowlairs 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	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

Corridor Composite (CK)

1951 Type B

Built to Diagram 127 (15000 Only)

Built to Diagram 126 (15021-49) AA301

Built to Diagram 128 (REST) AA302

As built all fitted with BR1 bogies VB and SH, except Lot 30665 onwards which were built with CW bogies.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
15000	Eastleigh	12/50	30001	6/53	Loose 520 MOK 280 531 loose 531	6/53-9/54 5/55-12/57 12/57 11/59 6/60-9/61 6/63-6/63 6/65	SR LMR	1958, 1963 6/66, 7/69, 11/69	to LMR Withdrawn	By 7/67 By 12/73	Actually built in 1950 and used as prototype for interior developments for Mk.1 LHC Entered public service 1/52. Noted still in green livery in 11/69
15021	Eastleigh	12/50	30022	2/51	RW 574 loose	5/51-9/61 6/63-6/65 6/66	SR LMR	2/51, 1958, 1963 1967	To LMR Involved in Connington mishap Withdrawn at York Formally transferred to LMR	By 3/68 5/3/68 4/68 5/68	15/3/51 displayed at Marylebone 3-side second class seating converted to 4-side 1962. 1953 Vehicle involved with auto coupler side control trials. 6/57 Green Livery with Crest ⁴⁵
15022	Eastleigh	12/50	30022	2/51	RW 573 loose	5/51-9/61 6/63-6/65 6/66	SR	2/51, 1958, 1963	Not SR Withdrawn	By 7/67 By 12/73	3-side second class seating converted to 4-side 1962. 6/57 Green Livery with Crest ⁴⁶
15023	Eastleigh	12/50	30022	2/51	RW 572 loose	5/51-9/61 6/63-6/65 6/66	SR	2/51, 1963	To WR Withdrawn at OOC	By 7/67 2/70	3-side second class seating converted to 4-side 1962. 6/57 Green Livery with Crest ⁴⁷
15024	Eastleigh	12/50	30022	8/51	866 loose	6/52-6/65 6/66	SR LMR	8/51, 1963 1967, 1/69	To LMR Withdrawn	5/68 ⁴⁸ By 12/73	Reported still in Green 1/69
15025	Eastleigh	12/50	30022	8/51	867 loose	6/52-6/65 6/66	SR	8/51, 1963	Not SR Withdrawn	By 7/67 By 12/73	7/54 recently overhauled
15026	Eastleigh	12/50	30022	8/51	868 loose	6/52-6/65 6/66	SR LMR	8/51, 1963 1967	To LMR Withdrawn scrapped CWW	By 7/67 By 10/70 10/70	To LMR in green livery 10/70 still in green
15027	Eastleigh	12/50	30022	10/51	869	6/52-6/65	SR	10/51, 1963	Not SR	By 7/67	

⁴⁵ Parkin's Mk.1 Book Supplement

⁴⁶ Parkin's Mk.1 Book Supplement

⁴⁷ Parkin's Mk.1 Book Supplement

⁴⁸ Not listed in ACWN 7/67

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
15028	Eastleigh	12/50	30022	10/51	loose 870	6/66 6/52-6/65	SR	10/51 , 1963	Withdrawn Not SR	By 12/73 By 7/67	
15029	Eastleigh	12/50	30022	10/51	loose 871	6/66 6/52-6/65	SR LMR	10/51 , 1963 1967, 1/69	Withdrawn to LMR	By 12/73 9/67 ⁴⁹ By 12/73	Noted still in green livery 11/69
15030	Eastleigh	12/50	30022	10/51	872 873 loose	6/52-9/54 6/55-9/61 6/63	SR WR	10/51 , 1963 1963	To WR Withdrawn Scrapped BLM	10/63 By 12/68 1/69	
15031	Eastleigh	12/50	30022	10/51	873 loose 156	6/52-6/65 6/66 7/67-5/68	SR WR	10/51 , 1963 1969	To WR Withdrawn Re-No 079178	3/69 By 12/73 6/70	Completed 10/51 7/67 VB SH BR1 Swindon Works Test Train
15032	Eastleigh	12/50	30022	10/51	874 350 loose 195 190	6/52-6/64 6/65 6/66 7/67 5/68	SR WR	10/51 , 1963 1969	To WR Withdrawn at Penzance Scrapped at CSM	3/69 8/72 8/72	Completed 10/51 7/67 VB SH BR1
15033	Eastleigh	12/50	30022	10/51	875 loose 195 190	6/52-6/65 6/66 7/67 5/68	SR WR	10/51 , 1963 1969, 12/73	To WR Withdrawn at Laira	3/69 9/75	Completed 10/51 7/67 VB SH BR1
15034	Eastleigh	12/50	30022	10/51	876 loose 157	6/52-6/65 6/66 7/67-5/68	SR WR	10/51 , 1963 1969	To WR Withdrawn	3/69 By 12/73	Completed 10/51 7/67 VB SH BR1
15035	Eastleigh	12/50	30022	10/51	877 loose 186	9/52-6/65 6/66 7/67-5/68	SR WR	10/51 , 1963 1969, 12/73	To WR Withdrawn at Bristol Scrapped by BLM ⁵⁰	3/69 1/75 8/75	7/67 VB SH BR1
15036	Eastleigh	12/50	30022	10/51	878	9/52-6/63	SR	10/51 , 1963	to WR Withdrawn at Canton Scrapped BLM	5/64 11/68 1/69	
15037	Eastleigh	12/50	30022	10/51 8/69	879 loose 180 187	9/52-6/65 6/66 7/67 5/68	SR WR SR WR	10/51 , 1963 3/69 8/69 by 12/73	To WR Returned to SR Withdrawn	3/69 8/69 By 12/77	7/67 VB SH BR1
15038	Eastleigh	12/50	30022	12/51	880 Loose 158	9/52-6/65 6/66 7/67-5/68	SR WR	12/51 , 1963 1969	To WR withdrawn at OOC To carflat 745179 Swindon lot 3831 Withdrawn	3/69 7/73 c.1972 by 2/94	7/67 VB SH BR1 31/7/74 moved from OOC to BLM for removal of body prior to conversion. still listed 1/90
15039	Eastleigh	12/50	30022	12/51	881	9/52-6/65	SR	12/51 , 1963	Withdrawn	3/69	7/67 VB SH BR1

⁴⁹ Not listed in ACWN 7/67

⁵⁰ Reported in RO 10/75 as going from OOC to Kings, Newmarket.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					Loose 160	6/66 7/67-5/68					
15040	Eastleigh	12/50	30022	12/51	882 Loose 188	9/52-6/65 6/66-7/67 5/68	SR	12/51, 1963	Not SR Withdrawn	By 5/69 By 12/73	7/67 VB SH BR1
15041	Eastleigh	12/50	30022	12/51	883 Loose 159	9/52-6/65 6/66 7/67-5/68	SR WR SR	12/51, 1963 6/66 1/67	To WR From WR Withdrawn	6/66 10/66 3/69	Blue/grey on TF from WR 10/66 7/67 VB SH BR1
15042	Eastleigh	12/50	30022	12/51	884 Loose 185	9/52-6/65 6/66 7/67-5/68	SR WR	12/51, 1963 3/69	To WR Withdrawn	3/69 By 1976	7/67 VB SH BR1
15043	Eastleigh	12/50	30022	12/51	885 Loose 189	9/52-6/65 6/66-7/67 5/68	SR WR	12/51, 1963 3/69	To WR Withdrawn	3/69 6/69	7/67 VB SH BR1
15044	Eastleigh	12/50	30022	12/51	886 Loose	9/52-6/65 6/66-5/68	SR WR	12/51, 1963 3/69	To WR Withdrawn	3/69 By 1976	7/67 VB SH BR1
15045	Eastleigh	12/50	30022	12/51	887 Loose	9/52-6/65 6/66-5/68	SR WR	12/51, 1963 3/69	To WR Withdrawn Re-No 079175	3/69 6/69 6/70	7/67 VB SH BR1 Swindon Works Test Train
15046	Eastleigh	12/50	30022	12/51	888 Loose 155	9/52-6/64 6/65-6/66 7/67-5/68	SR WR	12/51, 1963 3/69, 12/73	To WR WR to ER Withdrawn	3/69 7/74 By 12/77	7/67 VB SH BR1
15047	Eastleigh	12/50	30022	12/51	889 351 Loose 184	9/52-6/64 6/65 6/66-7/67 5/68	SR WR	12/51, 1963 3/69	To WR Withdrawn	3/69 By 12/73	1962 Involved with trials of different toilet window glass 7/67 VB SH BR1
15048	Eastleigh	12/50	30022	12/51	890 Loose	9/52-6/65 6/66	SR LMR	12/51, 1963 7/67, 6/69	to LMR Withdrawn	By 7/67 By 12/73	Noted still in green livery 7/69
15049	Eastleigh	12/50	30022	12/51	891 Loose 52 70	9/52-6/64 6/65-6/66 7/67-5/68 5/69-5/71	SR	12/51, 1963	Stored at Micheldever Withdrawn Scrapped by CSK	8/72 9/73 9/73	2/67 poss. AB at Horwich 7/67 AB EH BR1
15425	Derby	1/53	30076	Ex. WR 2/62	Loose 105 107	6/64-6/66 7/67-5/68 5/69-5/71	WR SR	9/53, 1958 2/62, 5/71	withdrawn at Clapham Stored at Micheldever To 71156 Withdrawn Scrapped VBL	10/71 11/74 13/5/89 16/6/90	Ex.WR in maroon ran in 3-set on CD&SE in maroon. 6/65 for conversion BM Electrification DH 7/67 VB DH BR1 23/10/72 Moved from Eastleigh to York for conversion
15563	Met.Cam	1/54	30135	4/55	521 loose 63 loose	6/55-6/65 6/66 7/67-5/68 5/69-5/75	SR	4/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 c. 1975, (by 12/77)	6/65 for conversion BM Electrification SH 1/67 Poss. AB at Horwich 7/67 AB EH BRX 1974 AB EH CW

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
15564	Met.Cam	1/54	30135	4/55	522 loose 71	6/55-6/65 6/66-5/68 5/69-5/75	SR	4/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 c. 1975, (by 12/77)	6/65 for conversion BM Electrification SH 6/66 Green livery 7/67 AB EH BR1 1974 AB EH CW
15565	Met.Cam	1/54	30135	4/55	523 702 loose 54 95 loose	6/55-6/64 6/65 6/66 7/67 5/68 5/69-5/71	SR	4/55, 1963, 5/71	Stored at Micheldever Withdrawn at Micheldever Sold to GWS Didcot (static) Scrapped MCMG	12/71 1/73 by 1974 1999	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
15566	Met.Cam	1/54	30135	4/55	524 loose	6/55-6/65 6/66	SR LMR ER	4/55, 1963 7/67, 11/69 7/70	to LMR withdrawn Reinstated to ER withdrawn at York Works to carflat 745154 Swindon lot 3831 Withdrawn	5/68 ⁵¹ ? 7/70 8/73 c.1973 by 2/94	Noted still in green livery 11/69 10/73 expected to be sent from York to BLM for removal of body prior to conversion. Still listed 1/90
15567	Met.Cam	1/54	30135	5/55	525 loose 62 35 loose	6/55-6/65 6/66 7/67-5/68 5/69-5/72 5/73-5/75	SR	7/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 c. 1975	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 1974 AB EH CW
15568	Met.Cam	1/54	30135	5/55	526 703 loose 91 92 40 loose	6/55-6/64 6/65 6/66 7/67 5/68 5/69-5/72 5/73-5/75	SR	7/55, 1963, 1973,12/73 5/75	Not SR Withdrawn	By 4/76 c. 1975	6/66 Green livery 6/65 for conversion BM Electrification SH 7/67 AB EH BRX 1974 AB EH CW
15569	Met.Cam	1/54	30135	5/55	527	6/55-9/61	SR WR	7/55, 9/61 2/64	To WR Withdrawn at OOC	2/64 8/71	26/9/71 has gone from OOC presumably to a scrap yard
15570	Met.Cam	1/54	30135	5/55	528 517 loose 91 36 loose	6/55-6/64 6/65 6/66 7/67-5/68 5/69-5/72 5/73-5/75	SR	7/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 c. 1975	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 1974 AB EH CW
15571	Met.Cam	1/54	30135	5/55	529	6/55-9/61	SR WR	7/55, 9/61 5/64	To WR Withdrawn at OOC To carflat 745187	5/64 7/73 c.1973	believed to have been fitted with electric heating 31/7/73 moved from OOC to BLM for

⁵¹ Not listed in ACWN 7/67

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									Swindon lot 3831 Withdrawn	by 1/90	Carflat conversion.
15572	Met.Cam	1/54	30135	5/55	530 loose 66 37 70	6/55-6/65 6/66 7/67-5/68 5/69-5/72 5/73-5/75	SR	7/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 c. 1975	6/65 for conversion BM Electrification SH 2/67 poss. AB at Horwich 7/67 AB EH BRX 1974 AB EH CW
15573	Met.Cam	1/54	30135	7/55	531	6/55-9/61	SR WR	7/55, 9/61 2/64	To WR Withdrawn at Tysley	2/64 4/69	believed to have been fitted with electric heating 3/70 still at Tyseley
15574	Met.Cam	1/54	30135	7/55	532 loose 15 69	9/55-6/65 6/66 7/67-5/68 5/69-5/75	SR	7/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 c.1975	6/65 for conversion BM Electrification SH 8/66 at Wolverton for EHAB 7/67 AB EH BR1 1974 AB EH BR1
15575	Met.Cam	1/54	30135	4/55	533 loose 16 71	9/55-6/65 6/66 7/67-5/68 5/69-5/75	SR	4/55, 1963, 1973,12/73, 7/75	Not SR Withdrawn	By 4/76 c.1975	6/65 for conversion BM Electrification SH 1/67 Blue/grey livery coded LP 7/67 AB EH BR1 1974 AB EH BR1
15576	Met.Cam	1/54	30135	4/55	534 loose 51	9/55-6/65 6/66 7/67-5/68	SR	4/55, 1963, 5/68	stored at Micheldever Withdrawn at Micheldever Scrapped at CSK	2/70 9/73 12/73	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 3/12/73 Moved Eastleigh to Kettering
15577	Met.Cam	1/54	30135	4/55	535 loose 18 41	9/55-6/65 6/66 7/67-5/68 5/69-5/71	SR	4/55, 1963, 5/71	stored at Micheldever Withdrawn Sold to GWS at Didcot (static) Scrapped MCMG	12/71 by 12/73 by 1974 1999	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
15578	Met.Cam	1/54	30135	4/55	536	9/55-9/61	SR WR	4/55, 1958 7/64	To WR Withdrawn at OOC scrapped at BLM	7/64 8/71 10/71	1973 AB EH BR1
15579	Met.Cam	1/54	30135	4/55	537 loose NF loose	9/55-6/63 6/64-5/69 5/70-5/74 5/75	SR	4/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 5/76	6/65 for conversion BM Electrification EH only 7/67 AB UIC BR1 (EH only) 1974 AB UIC BR1
15580	Met.Cam	1/54	30135	4/55	538 loose 108 loose 108 loose	9/55-6/64 6/65-6/66 7/67-5/68 5/69-5/71 5/72-5/75 4/76	SR	4/55, 1963, 1973,12/73, 4/76	Not SR Withdrawn To ADB975621 Scrapped at VBL	By 5/77 c.1976 1977 3/85	6/65 for conversion BM Electrification DH 1968 VB UIC(D) BR1 1973 VB UIC BR1 Cl.317 barrier coach
15581	Met.Cam	1/54	30135	4/55	539 766 loose	9/55-6/63 6/64-6/65 6/66	SR	4/55, 1963, 5/71	to ScR Withdrawn at Cowlairs scrapped at McWilliams	2/72 10/72 12/72	6/65 for conversion BM Electrification EH only 7/67 VB UIC(D) BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
15582	Met.Cam	1/54	30135	7/55	106 540 loose 107 loose 104	7/67-5/71 9/55-6/65 6/66 7/67-5/68 5/69-5/71 5/72-5/75	SR	7/55, 1963, 1973,12/73, 5/75	Not SR Withdrawn	By 4/76 By 12/77	6/65 for conversion BM Electrification SH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
15583	Met.Cam	1/54	30135				WR	7/55, 1958, 12/73	withdrawn	by 12/77	Shown in RO 9/57 as allocated to SR ⁵²
15584	Met.Cam	1/54	30135				WR	6/55, 1958, 12/73	withdrawn	by 12/77	Shown in RO 9/57 as allocated to SR ⁵³
15871	Met.Cam	3/55	30222	10/56	541 loose 104	6/57-6/64 6/65-5/68 5/69-5/71	SR	12/56, 1963, 5/71	withdrawn at Clapham stored at Micheldever To 71157 REP/TC vehicle Withdrawn Scrapped VBL	10/71 12/71 12/74 12/4/88 c.7/90	Delivered in red & cream 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 11/71 moved to Basingstoke
15872	Met.Cam	3/55	30222	10/56	542 loose 109	6/57-6/64 6/65-5/68 5/69-5/71	SR	10/56, 1963, 5/71	stored at Micheldever To ScR Withdrawn at Cowlairst to McWilliams for scrap	12/71 2/72 10/72 12/72	Delivered in red & cream 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1
15873	Met.Cam	3/55	30222	10/56	543 loose 113 loose	6/57-6/64 6/65-5/71 5/72-5/75 4/76	SR	10/56, 1963, 1973,12/73, 4/76	Not listed Withdrawn	5/77 By 12/77	Delivered in red & cream 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
15874	Met.Cam	3/55	30222	10/56	544 loose 105 141	6/57-6/64 6/65-5/68 5/69-5/71 5/72-5/75	SR	10/56, 1963, 1973,12/73, 5/75	Not listed Withdrawn	By 4/76 By 1/80	Delivered in red & cream 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
15875	Met.Cam	3/55	30222	10/56	545 loose	6/57-6/65 6/66-5/68	SR	10/56, 1963, 5/68	stored at Micheldever Withdrawn at Micheldever Scrapped at CSK	2/70 12/70 2/73	Delivered in red & cream 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 1/67 Blue/grey livery coded PL 1963 AB UIC BR1 7/67 AB UIC BR1 (EH only) 12/72 still at Micheldever
15876	Met.Cam	3/55	30222	10/56	546 loose	6/57-6/65 6/66	SR	1958, 1963, 5/72	withdrawn stored at Micheldever	11/72 9/73	Delivered in red & cream 8/59 fitted with electric heating at

⁵² This may have been the intention, but vehicles were actually sent to WR instead. These two were at the end of a Lot built for the SR

⁵³ This may have been the intention, but vehicles were actually sent to WR instead. These two were at the end of a Lot built for the SR

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					52 70	7/67-5/68 5/69-5/72			To 71158 Withdrawn Scrapped VBL	10/74 9/88 4/4/90	Eastleigh. 6/65 for conversion BM Electrification DH 1963 AB UIC BR1 7/67 AB UIC BR1 (EH only) 5/74 recently arrived at York for conversion
15877	Met.Cam	3/55	30222	10/56	547 loose	6/57-6/64 6/66-5/68	SR	1958, 1963, 5/68	stored at Micheldever withdrawn at Micheldever scrapped at CSK	2/70 12/70 10/73	8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 1963 AB UIC BR1 7/67 AB UIC BRX (EH only) 24/9/73 Micheldever to Kettering
15878	Met.Cam	3/55	30222	9/56	548 loose 19 69	6/57-6/65 6/66 7/67-5/68 5/69-5/75	SR	9/56, 1963, 1973,12/73	Not SR Withdrawn	By 4/76 c.1975	Delivered in red & cream 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification EH only 1/67 Blue/grey livery coded PL 7/67 AB UIC BR1 (EH only) 1974 AB UIC BR1
15879	Met.Cam	3/55	30222	9/56	549 loose 112	6/57-6/65 6/66-5/68 5/69-5/71	SR WR	9/56, 1963, 5/71 12/73	To WR Preserved Bulmers 99205 Withdrawn	2/72 Before 1974 c.1975 1985-6	Delivered in red & cream 6/65 for conversion BM Electrification SH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
15880	Met.Cam	3/55	30222	9/56	550 loose 110	6/57-6/65 6/66-5/68 5/69-5/71	SR WR	9/56, 1963 12/73, 12/77, 6/79	To WR Withdrawn	10/71 by 1/80	Delivered in red & cream 6/65 for conversion BM Electrification SH 7/67 VB UIC(D) BR1 1974 VB UIC BR1 1979 VB SH B4
15881	Met.Cam	3/55	30222	9/56	551 loose	6/57-6/65 6/66-5/75	SR	9/56, 1963, 5/75	Not SR Withdrawn	By 4/76 c.1975	Delivered in red & cream 6/65 for conversion BM Electrification EH only 7/67 AB UIC BR1 (EH only) 1974 AB UIC BR1
15882	Met.Cam	3/55	30222	10/56	552 280 loose	6/5711/59 6/60-6/65 6/66	SR	1/57, 1963	To 70801 Withdrawn Scrapped VBL	9/12/66 15/9/88 4/4/90	6/65 for conversion BM Electrification SH
15883	Met.Cam	3/55	30222	1/57	553 loose	6/57-6/65 6/66	SR	1/57, 1963	To 70802 Withdrawn Scrapped VBL	16/12/66 4/1/88 6/4/90	Delivered in red & cream 6/65 for conversion BM Electrification SH
15884	Met.Cam	3/55	30222	6/56	554	1/57-6/65	SR	6/56, 1963	To 70803	30/12/66	Delivered in red & cream

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose	6/66			Withdrawn Scrapped VBL	12/12/88 6/90	6/65 for conversion BM Electrification SH
15885	Met.Cam	3/55	30222	6/56	555 loose	1/57-6/65 6/66	SR	6/56, 1963	To 70804 Withdrawn Scrapped VBL	3/2/67 28/12/87 6/4/90	Delivered in red & cream 6/65 for conversion BM Electrification SH
15886	Met.Cam	3/55	30222	6/56	556	1/57-9/61	SR WR	6/56, 1963 11/73, 12/77, 6/79	To WR withdrawn	2/64 by 1/80	Delivered in red & cream 1974 VB SH B4
15887	Met.Cam	3/55	30222	6/56	557	1/57-9/61	SR WR	6/56, 1963 12/73, 12/77, 6/79	To WR withdrawn	2/64 by 1/80	Delivered in red & cream 1974 VB SH B4
15888	Met.Cam	3/55	30222	6/56	558 loose	1/57-6/65 6/66	SR	6/56, 1963	To 70805 Withdrawn Scrapped VBL	17/2/67 4/1/88 6/4/90	Delivered in red & cream 6/65 for conversion BM Electrification SH
15889	Met.Cam	3/55	30222	6/56	561 loose	1/57-6/65 6/66	SR	6/56, 1963	To 70806 Withdrawn Scrapped VBL	3/3/67 8/12/86 23/3/90	Delivered in red & cream 6/65 for conversion BM Electrification SH
15890	Met.Cam	3/55	30222	6/56	562	1/57-6/65	SR	6/56, 1963	Not listed To 70807 Withdrawn Scrapped VBL	6/66 4/4/66 20/12/88 c.6/90	Delivered in red & cream 6/65 for conversion BM Electrification SH Converted at ZG Initially numbered 70801.
15891	Met.Cam	3/55	30222	6/56	563 loose 65 38 loose	1/57-6/65 6/66 7/67-5/68 5/69-5/72 5/73-5/75	SR	6/56, 1963, 1973, 12/73, 5/75	Not SR Withdrawn	4/76 c.1975	Delivered in red & cream 6/65 for conversion BM Electrification SH 1/67 poss. .AB at Horwich 7/67 AB EH BRX 1974 AB EH CW
15892	Met.Cam	3/55	30222	6/56	564 loose	1/57-6/65 6/66	SR	6/56, 1963	To 70808 Withdrawn Scrapped VBL	10/3/67 5/86 c.6/90	Delivered in red & cream 6/65 for conversion BM Electrification SH
15893	Met.Cam	3/55	30222	6/56	565 loose	1/57-6/65 6/66	SR	6/56, 1963	To 70809 Withdrawn Scrapped VBL	31/3/67 17/6/87 23/3/90	Delivered in red & cream 6/65 for conversion BM Electrification SH
15894	Met.Cam	3/55	30222	7/56	566 loose	6/57-6/65 6/66	SR	7/56, 1963	To 70810 Withdrawn Scrapped VBL	21/4/67 11/6/88 2/3/90	6/59 painted green 6/65 for conversion BM Electrification SH
15895	Met.Cam	3/55	30222	7/56	567 loose	6/57-6/65 6/66	SR	7/56, 1963	To 70811 Withdrawn Scrapped VBL	23/6/67 2/2/87 2/3/90	6/65 for conversion BM Electrification SH
15896	Met.Cam	3/55	30222	7/56	568 loose 64 39	6/57-6/65 6/66 7/67-5/68 5/69-5/72	SR	7/56, 1963, 1973,12/73, 5/75	Not SR Withdrawn	4/76 c.1975	6/65 for conversion BM Electrification SH 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
15897	Met.Cam	3/55	30222	7/56	70 569	5/73-5/75 6/57-6/63	SR WR	7/56, 1963 1974, 12/77, 6/79	To WR withdrawn	7/70 ⁵⁴ by 1/80	1974 VB DH B4
15898	Met.Cam	3/55	30222	7/56	570 701 loose 68	3/57-6/64 6/65 6/66 7/67-5/75	SR	7/56, 1963, 1973, 12/73, 5/75	Not SR Withdrawn	By 4/76 c.1975	Delivered in red & cream 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1
15899	Met.Cam	3/55	30222	7/56	571 loose 68	3/57-6/65 6/66 7/67-5/75	SR	7/56, 1963, 1973, 12/73, 5/75	Not SR Withdrawn	By 4/76 c.1975	Delivered in red & cream 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1
15900	Met.Cam	3/55	30222	11/56	572 ⁵⁵ 880 loose	3/57-? 6/57-6/65 6/66	SR ER	11/56, 1963 12/73	to LMR LMR to ER withdrawn at Nunnery	5/71 8/71 8/75	Delivered in red & cream 6/66 Green livery 1974 VB SH BR1
15901	Met.Cam	3/55	30222	11/56	889 352 loose	6/57-6/64 6/65 6/66	SR	11/56, 1963	to LMR Withdrawn P12/67	By 12/67 3/68	Delivered in red & cream 1974 VB SH BR1
15902	Met.Cam	3/55	30222	11/56	516 loose 67	1/57-6/65 6/66 7/67-5/75	SR	11/56, 1963, 12/73, 5/75	Not SR Withdrawn	By 4/76 c.1975	Delivered in red & cream 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1
15903	Met.Cam	3/55	30222	11/56	517 loose	1/57-6/65 6/66	SR LMR	11/56, 6/66 7/67, 7/69	to LMR withdrawn at Wellingborough To RDB975429 Stores coach RTC Derby (Green livery) Scrapped VBL	5/68 ⁵⁶ 4/73 7/75 12/86	Delivered in red & cream 7/69 Noted still in green livery. 5/73 moved to Derby, still in green
15904	Met.Cam	3/55	30222	11/56	518 loose 151 115 114 loose	1/57-6/64 6/65-6/66 5/9/67- 5/68 5/69-5/71 5/72-5/75 4/76	SR	11/56, 1963, 1973, 12/73, 4/76	Not SR Withdrawn	By 5/77 By 12/77	Delivered in red & cream 7/67 VB DH CW 1973 VB DH BR1
15905	Met.Cam	3/55	30222	11/56	519 loose 117	1/57-6/64 6/65-5/68 5/69-5/71	SR WR	11/56, 1963, 1973 1974, 12/77,	To WR Re No 7905 withdrawn	2/72 by 12/83 by 1/87	Delivered in red & cream 6/66 in Blue/Grey 7/67 VB DH BR1

⁵⁴ Not listed in ACWN 7/67

⁵⁵ RO 5/57 has this vehicle formed in set 572

⁵⁶ Not listed in ACWN 6/67

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							CF	6/79, 1/82 12/83, 1/85			1974 VB DH BR1
15906	Met.Cam	3/55	30222	12/56	277 loose 115 loose 108	6/57-6/64 6/65-6/66 7/67 5/68 5/69-5/71	SR	12/56, 1963, 5/71	Withdrawn	3/72	new in green 6/66 in Blue/grey 7/67 VB DH BR1
15907	Met.Cam	3/55	30222	12/56	277 768 loose 151 140	6/57-6/63 6/64-6/65 6/66 5/9/67- 5/68 5/69-5/75	SR	12/56, 1963, 12/73, 5/75	Not SR Withdrawn	By 4/76 By 12/77	new in green 6/65 for conversion BM Electrification SH 7/67 VB DH CW 1973 VB DH BR1
15908	Met.Cam	3/55	30222	12/56	278 loose 67	6/57-6/65 6/66 5/68-5/75	SR	12/56, 1963, 1973, 12/73, 5/75	Not SR Withdrawn	By 4/76 c.1976	new in green 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1
15909	Met.Cam	3/55	30222	9/56	278 loose 67 loose 70	6/57-6/65 6/66 7/67-5/68 5/69-5/70 5/72	SR	9/56, 1963, 5/72	Withdrawn stored at Micheldever To 71159 Withdrawn Scrapped VBL	11/72 9/73 10/74 29/11/86 19/5/90	new in green 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 16/3/71 in collision at Clapham Junction 1/2/74 moved from Micheldever to York for conversion
15910	Met.Cam	3/55	30222	9/56	279 427	6/57-9/61 6/62	SR WR	9/56, 1963 1974, 12/77, 6/79, 1/80	To WR Withdrawn	2/64 By 1/82	new in green 1974 VB SH B4
15911	Met.Cam	3/55	30222	9/56	279 468 loose 151 113	6/57-9/61 9/62-6/65 6/66 5/9/67- 5/68 5/69-5/71	SR WR BJ CF	9/56, 1963 1974,12/77, 6/79,1/80, 1/82 12/83 1/85	(To WR) (withdrawn at Small Heath) (reinstated) Re No 7911 Withdrawn	(By 1969) (12/69) 11/71 by 12/83 By 1/87	new in green 7/67 VB DH CW
15912	Met.Cam	3/55	30222	9/56	559	1/57-9/61	SR WR	9/56, 1963 1974,12/77, 6/79, 1/80	To WR Withdrawn	2/64 1982	new in green Not listed as SR 6/63 3/68 modified for 100mph 1974 VB SH B4
15913	Met.Cam	3/55	30222	9/56	560 loose 858 loose	1/57-9/61 6/63 6/64 6/65-6/66	SR LMR	9/56, 1963, 6/66 5/69, 7/70	to LMR Withdrawn at Glasgow Works (in green livery) scrapped at McWilliams, Shettleston	5/69 6/71 6/71	new in green 9/64 noted with S suffix. 7/70 Noted still in green livery
15914	Met.Cam	3/55	30222	9/56	515	1/57-6/64	SR	9/56, 1963,	Not SR	By 4/76	10/56 Green

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose 141 109	6/65-5/68 5/69-5/71 5/72-5/75		1973, 12/73, 5/75	Withdrawn	By 12/77	6/65 for conversion BM Electrification SH 7/67 VB DH BR1 14/2/70 accident damage at Poole 1974 VB DH BR1
15915	Met.Cam	3/55	30222	9/56	MOK 525 loose 17 loose	6/57-1/59 11/59-6/65 6/66 1/67-5/68 5/69-5/72	SR	9/56, 1963, 5/72	Withdrawn	11/72	10/56 Green 1963 AB EH BR1 1/67 Blue/grey livery 7/67 AB EH BR1
16198	Derby	3/60	30666	Ex. WR 7/64	Loose 112 loose	6/64-5/72 5/73-5/75 4/76-5/77	WR SR CJ CF	10/61 1963, 1973, 12/73,1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	To WR Re.No. 7198 Withdrawn	By 1986 By 12/83 By 11/87	6/65 for conversion BM Electrification DH 1/67 poss. DH at ZG 7/67 VB DH CX 1973 VB DH BR1 1984 VB EH BR1 ⁵⁷
16199	Derby	3/60	30666	Ex. WR 6/62			WR LA OM NL	10/61,12/73 12/77, 6/79, 12/79,12/81/ 82 12/83, 1/85, 11/85 by 1/87 by 12/88	Re .No. 7199 Withdrawn	by 12/83 by 12/89	Ex. WR in maroon Noted at Eardley 2/62 as TF to SR. Nothing further known. 1/67 noted as EH fitted, not operative by Wolverton 10/71 ETH restored to use for Wloo- Exeter service. 12/73 VB DH CW
16200	Derby	3/60	30666	Ex WR 2/64	548 loose 116 105 loose	6/64-6/65 6/66-5/68 5/69-5/71 5/72-5/75 4/76-5/77	WR SR GC PC EC	6/61 1963, 1973, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83 1/85, 1/87 by 7/86	To ER Re .No. 7200 Withdrawn	By 1983 By 12/83 By 11/87	TF from WR in maroon 6/65 for conversion BM Electrification EH only 1/67 poss. DH at ZG 7/67 VB DH CX 1973 VB DH BR1 1974 VB DH CW 1984 VB EH BR1
16201	Derby	3/60	30666	Ex WR 2/64	548 loose 125 146 loose 107 loose	6/64-6/65 6/66 7/67 5/68 5/69-5/71 5/72-5/75 4/76-5/77	WR SR GC EC PC	6/61 1963, 1973, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83 by 7/86 by 1/87	Re No 7201 Sold to Bo'ness B&KR to Strathspey Rly	by 12/83 by 11/87 ?	TF from WR in maroon 6/65 for conversion BM Electrification EH only 12/66 poss. DH at ZG 7/67 VB DH CX 1973 VB DH BR1 1984 VB EH BR1

⁵⁷ BR C/S Pocket Book 1984

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
16202	Derby	3/60	30666	Ex WR 2/64	Loose 904 loose 126 146 loose 106 loose	7/64 6/65 6/66 7/67 5/68 5/69-5/71 5/72-5/75 4/76	WR SR	6/61 1963, 1973, 1974, 1976	Not SR Sold to SVR	By 5/77 1977	TF from WR in maroon 6/65 for conversion BM Electrification DH 7/67 VB DH CX 1973 VB DH BR1
16203	Derby	3/60	30666	Ex. WR 6/64	Loose 904 loose 116 loose 111 loose	6/64 6/65 6/66 7/67 5/68 5/69-5/75 4/76-5/77	WR SR CJ LA NL	6/61 1963, 1973, 1974, 1976, 2/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87 by 11/87	Re No 7203 Withdrawn NL SA99907 Sold to Weedfree Co.	By 12/83 5/11/88 c.2001	6/65 for conversion BM Electrification DH 7/67 VB DH CX 1973 VB DH BR1 1984 VB EH BR1 Schering weed train Operating in Belgium fitted with B4 and AB
16204	Derby	3/60	30666	Ex WR 2/64	766 loose 150 114 127 loose	6/64-6/65 6/66 7/8/67- 5/68 5/69-5/71 5/72-5/75 4/76-5/77	WR SR CJ LA	6/61 1963, 1973, 1974,1976,12/ 77, 6/79, 1/82 12/83, 1/85 by 7/86, 1/87	Re No 7204 Sold to Plym Valley Railway	by 12/83 by 11/87	TF from WR in maroon 6/65 for conversion BM Electrification EH only 7/67 VB DH CX 11/67 still fitted with CW bogies 1973 VB DH BR1 1974-7 VB DH CW 1984 VB EH BR1
16205	Derby	3/60	30666	Ex. WR 3/64	427 Loose 150 loose	6/64-6/65 6/66 7/8/67- 5/68 5/69-5/77	WR SR	6/61 1963, 1973, 1974, 1976	Not listed Withdrawn	11/77 11/78	6/64 painted green (ex. Maroon) 6/65 for conversion BM Electrification EH only 7/67 VB DH CX 1976 VB DH BR1
16206	Derby	3/60	30666	Ex. WR 7/64			WR CF	6/61, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 11/84, 1/85	To WR Re No 7206 withdrawn	5/69 by 12/83 by 1/87	1/67 fitted with ETH without jumpers at Wolverton DHEHNO 10/71 ETH restored to Wloo-Exeter service
16207	Derby	3/60	30666	Ex. WR 7/64			WR BJ CF	6/61, 12/73, 12/77, 6/79, 1/80, 1/82 12/83 11/84, 1/85, 1/87	To WR Re No 7207 withdrawn	6/69 by 12/83 by 11/88	10/71 ETH restored to Wloo-Exeter service by 1/87 fitted with fluorescent lighting

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
16208	Derby	3/60	30666	Ex WR 2/64			WR CF OM	6/61, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 11/84, 1/85 1/87	To WR Re No 7208 Withdrawn	5/71 by 1/85 by 11/88	TF from WR in maroon Not listed in ACWN ⁵⁸ 1/67 fitted with ETH without jumpers at Wolverton DHEHNO by 11/84 fitted with fluorescent lighting
16210	Derby	3/60	30666	Ex. WR 7/64	Loose 150 loose	10/63-6/66 7/8/67- 5/68 5/69-5/77	WR SR CJ CF	6/61 1963, 1973, 1974, 1976, 12/77, 6/79, 1/82 12/83, 1/85 by 7/86	Re No 7210 Withdrawn Sold to Bluebell Rly	by 1/85 by 1/87 by 12/86	6/65 for conversion BM Electrification DH 7/67 VB DH CX 11/67 still fitted with CW bogies 1974 VB DH BR1 1984 VB EH CW ⁵⁹
16220	Derby	3/60	30666	Ex. WR 4/64	985 Loose 109 loose 118 loose	10/63-6/65 6/66 7/67 5/68-5/70 5/71 5/72-5/77	WR SR CJ CF LA	6/61 1963,1973, 1974 1976, 12/77, 6/79, 1/82 12/83, 1/85 by 7/86, 1/87 by 11/87	Re No 7220 withdrawn	By 1983 ?	4/64 painted green on transfer 6/65 for conversion BM Electrification EH only 7/67 VB DH CX 1974 VB DH BR1 1984 VB EH BR1
16221	Derby	3/60	30666	Ex. WR 4/64	985 loose 109 loose 119 128 loose	10/63-6/65 6/66 7/67-5/68 5/69-5/70 5/71 5/72-5/75 4/76	WR SR GC PC	6/61 1963, 1973, 1974, 1976, 12/77, 6/79, 1/82 12/83 1/85	Not SR Re No 7221 withdrawn sold to Carnforth Preserved GWrlly.	By 5/77 by 1/85 by 7/86 by 7/86 1992	Ex WR in maroon 4/64 painted green following transfer 6/65 for conversion BM Electrification EH only 7/67 VB DH CX 1973 VB DH BR1 1984 VB EH BR1

⁵⁸ Listed as transferred in SC&WS SN43 10/63

⁵⁹ BR C/S Pocket Book 1984

Corridor Brake First Mk.2a (BFK)

Built to Diagram 163 AB103

As built all fitted with B4 bogies AB and PHV

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
17079	Derby	5/67	30786				ER WR LA EH CP	9/68 6/72, 12/73, 12/77, 6/79, 1/80, 1/82 12/83, 1/84, 1/85, 1/87, 11/87,11/88 12/89 11/99	built as 14079 Re No 17079 to BSK 35515 withdrawn Sold to Mid.Norfolk Rly.	by 12/83 1993 ? 8/04	1988 refurbished to NSE spec. 1/87 NSE livery
17081	Derby	5/67	30786				ER LMR WR OM LA EH	9/68, 12/73 8/74 12/77, 6/79, 1/80, 1/82 12/83, 1/84, 1/85 1/87, 11/87, 11/88 12/89	built as 14081 Re No 17081 withdrawn to KDB977910 Scrapped at Ipswich C&W by Mayer Parry	by 12/83 1993 4/95	28/5/74 seen at Glasgow with no regional prefix by 12/89 NSE livery

Corridor Brake First Mk.2c (BFK)

Built to Diagram 165 AB105

As built all fitted with B4 bogies AB and PHV

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
17133	Derby	5/69	30796				LMR EN WB BN MA EH	1/70, 12/73, 12/77, 6/79, 1/80, 1/82 12/83 1/84, 1/85, 1/87 11/87 11/88 12/89	built as 14133 Re No 17133 withdrawn to 977935	by 12/83 1994	by 12/89 composition brake blocks

Corridor Brake Composite (BCK)

1951 Type D

Built to Diagram 171(LOTS 30669 & 30731) AB301

Built to Diagram 172 (LOT 30732) AB302

Note: Lot 30732 vehicles are quoted as being Air Brake fitted from new⁶⁰, in reality this probably means that they were actually dual air & vac. braked⁶¹.

Lot 30732 vehicles were delivered in green livery with roundels (not normally carried with green livery).

As built all fitted with CW bogies VB (see above) and SH

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
21246	Swindon	3/60	30669	EX. ER 2/62			ER LMR WB CL EN BN	2/62 6/66, 12/73, 12/77, 6/79, 12/79, 12/81, 1/82 12/83, 12/84 by 1/87 11/88, 12/88 12/89, 11/99	still owned by EWS 2005		Noted at Eardley 2/62 in maroon as TF to SR 8/66 blue/grey livery 12/73 VB DH CW
21247	Swindon	3/60	30669	EX. ER 2/62			ER LMR BP CW OM	2/62 9/70 12/73, 2/77, 6/79, 12/79, 12/81, 1/82 12/83, 12/84 by 1/87 12/88, 12/89	Withdrawn sold to Dean Forrest Railway	by 11/99 ?	Noted at Eardley 2/62 in maroon as TF to SR 8/66 Blue/grey livery 12/73 VB DH CW
21251	Swindon	3/60	30669	Ex. LMR 3/65	Loose 66 55 loose	6/65-6/66 7/67-5/68 5/69-5/74 5/75-5/77	LMR SR LA	2/62 3/65, 1974, 1976, 12/77 1989	To ADB975678 Withdrawn Re-No. 6340	1978 11/78 1989	6/65 DH VB 7/67 AB EH CW 1973 AB EH CW HST Barrier coach (still in use 2003)
21263	Derby	8/62	30732	5/64	Loose NF	6/64-5/69 5/70-5/71	SR	5/64	Stored at Micheldever Withdrawn at Swindon To RDB975280 Lab Coach 18 "Mercury" RTC Derby	12/71- 9/72 10/73 6/74	6/65 for conversion BM Electrification EH only 7/67 AB UIC CX (EH only) 9/72 moved to York in connection with conversion of TC Stock 6/74 fitted with B4 Bogies Owned by Network Rail 2003

⁶⁰ Preserved CS of BR - Hall & Fox

⁶¹ Picture in Steam into Wessex of 21266 at leading end attached to WC Loco & Vac. Brake Pipe is visible. Also a picture of 21263 in Parkin (P64) shows a vacuum hose.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
21264	Derby	8/62	30732	4/64	Loose NF	6/64-5/69 5/70-5/75	SR ScR	4/64, 1974 1976	To ScR Withdrawn Scrapped by WF Smith Ecclesfield	By 4/76 by 11/77 c.1978	6/65 for conversion BM Electrification EH only 7/67 AB UIC CX (EH only) 1974 AB UIC BR1
21265	Derby	8/62	30732	2/64	Loose 61 48 loose	6/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ EH CL HQ WQ	2/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1985 7/86, 1/87, 12/88 by 11/87, 11/88, 1990 ? 1/2/94 2/5/97	Sold to RES stored at KN Cond. KN Sold to Northampton & Lampton Rly.	1995 By 11/99 2003	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW 1988 AB EH BR1
21266	Derby	8/62	30732	4/64	Loose 299 loose 61 56 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ CL BN DN HQ SZ	4/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1985, 1/87 7/86 by 11/87, 11/88,12/88, 22/4/89 3/97 22/12/97 by 11/99	Sold C&T Co. Operated by West Coast Rly.	2003	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW 1988 AB EH BR1
21267	Derby	8/62	30732	5/64	Loose 296 loose 62 35 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ BN	5/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1985, 7/86, 1/87 11/88	Re-no.2834	By 11/88	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW Staff coach owned by EWS (still in use 2003)
21268	Derby	8/62	30732	2/64	Loose 298 loose 62 36 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ CL	2/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1985 7/86, 1/87 by 11/87	Sold to C&T Co. Used by Royal Scott Loco Support Group Stored at Southall	? 2003	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW 1988 AB EH BR1 Owned by Flying Scotsman Railways

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							BN HT HQ SZ	11/88, 12/88 20/5/89 by 3/97 22/12/97 by 11/99			
21269	Derby	8/62	30732	5/64	Loose 298 loose 63 37 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/74 5/75	SR ScR EC BN	5/64, 1973, 1974 12/77, 6/79, 1/80, 1/82 12/83, 1985, 1/87, 11/88, 12/88, 1990 by 3/97, 11/99	Not SR To ScR Sold to C&T Co. Operated by EWS Charters	By 4/76 c.1976 1995 by 2003	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW
21270	Derby	8/62	30732	4/64	Loose 296 loose 63 38 loose NF	6/64 6/65 6/66 7/67-5/68 5/69-5/74 5/75 4/76	SR CJ SU CJ CL BN	4/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83 1985 by 7/86, 1/87 by 11/87 11/88	Not listed by SR Re-no. 2833	5/77 By 11/88	6/65 for conversion BM Electrification DH 7/67 AB UIC CW (EH only) 1973 ⁶² Gangway adapter fitted for working Night Ferry stock 1973 AB UIC CW Staff coach owned by EWS (still in use 2003)
21271	Derby	8/62	30732	6/64	Loose 296 loose 64 39 loose	6/64 6/65 6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR	6/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82	To ADB977109 S&T brake, then BTU Staff coach Sold to Bluebell Rly.	1982 2/03	6/65 for conversion BM Electrification DH 1/67 Blue/grey livery 7/67 AB EH CW 1973 AB EH CW
21272	Derby	8/62	30732	2/64	Loose 300 loose 64 40	6/64 6/65 6/66 7/67-5/68 5/69-5/72	SR ScR CP	2/64, 1974 12/77, 6/79, 1/80, 1/82 by 11/99	Withdrawn Stored at Micheldever To ScR Preserved by Pullman Rail 99129 Sold to Carriage & Traction Co. Operated by Riviera Trains	11/72 9/73 4/74 1984 1995 by 2003	6/65 for conversion BM Electrification DH 1/67 Blue/grey livery 7/67 AB EH CW 1974 VB SH CW diagram AO3
21273	Derby	8/62	30732	2/64	Loose 300 loose 65	6/64 6/65 6/66 7/67-5/68	SR	2/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82	Not SR Withdrawn To ADB977384 BTU Staff coach	By 5/77 By 1987 c.1986	6/65 for conversion BM Electrification DH 7/67 AB UIC CW (EH only) 1973 ⁶³ Gangway adapter fitted for working Night Ferry stock

⁶² Some publications quote this as 5/77

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					45 NF	5/69-5/71 5/72-4/76	CJ	12/83, 1985, 7/86	Sold to S.Yorkshire Rly. Moved to Lavender Line	by 2003	1974 AB EH CW
21274	Derby	8/62	30732	5/64	Loose 65 46 loose	6/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ EH EN BN	5/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 1985, 7/86, 1/87 11/87, 11/88, 12/88 ? 20/5/89 1990	To NRM Collection Stored at Kineton to NRM Shildon	9/95 1995-03 2005	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW 1988 AB EH BR1
21275	Derby	8/62	30732	2/64	loose 66 47 loose	6/64-6/66 7/67-5/68 5/69-5/74 5/75-5/77	SR CJ	2/64, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1985, 7/86, 1/87	Withdrawn CC99016 Stored at Ashford to GWRly.	By 11/87 By 2003 ?	6/65 for conversion BM Electrification DH 7/67 AB EH CW 1973 AB EH CW Chipman weed train Owned by Balfour Beatty

⁶³ Some publications quote this as 5/77

Corridor Second (TK/SK)

1951 Type C

Built to Diagram 146 (lot 30002) AA201

Built to Diagram 147 (lots 30020 & 30686) AA202

As built all fitted with BR1 bogies (except lot 30868 CW), VB (see above) and SH

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
24169	Derby	12/50	30002	5/51	RW Loose	5/51-4/62 6/63	SR	1958	To WR Withdrawn OOC	10/63 (2/64) ⁶⁴ 10/67	Built with 3-side seating. May have been converted to 4-side 1962. 6/57 Green livery with crest ⁶⁵
24231	York	12/50	30026	Ex WR 2/64			ER SR ER	1952 2/64 12/73	To SR To ER/LMR ⁶⁶ Withdrawn at Dumbarton Moved from Kirkland Junc to Springs Branch for Steel Breaking & Dismantling.	10/63 ?2/64 8/74 4/75	Not listed in ACWN ⁶⁷
24234	York	12/50	30026	Ex WR 2/64			ER SR	1952 2/64	To SR withdrawn	10/63 ?2/64 by 12/73	Not listed in ACWN ⁶⁸
24302	Eastleigh	12/50	30020	2/52	866 loose	6/52-9/61 6/63-6/64	SR	2/52 , 1958	to WR to LMR Withdrawn at Wellingborough moved to Kettering moved to Chaddesden to carflat 745199 Swindon lot 3831 Withdrawn	7/65 by 7/70 4/73 9/73 10/73 c.1973 by 2/94	HO 3660 10/70 Noted still in green livery Still listed 1/90
24303	Eastleigh	12/50	30020	2/52	867 loose	6/52-9/61 6/63-6/64	SR	2/52 , 1958	To WR to LMR Withdrawn OOC moved to Didcot moved from Didcot to BLM	7/65 by 8/68 10/68 by 1/68 24/9/70	7/54 ex works 8/68 Green livery
24304	Eastleigh	12/50	30020	2/52	868 loose	6/52-9/61 6/63-6/64	SR	2/52 , 1958	To WR return to SR	2/64 7/64	

⁶⁴ Date for transfer estimated from report in RO 4/64

⁶⁵ Parkin's Mk.1 Book, supplement

⁶⁶ RO 19/74 quotes vehicle with E prefix, RO 6/75 quotes an M prefix.

⁶⁷ Listed at TF to SR by SC&WS SN43 10/63

⁶⁸ Listed at TF to SR by SC&WS SN43 10/63

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									to WR again Withdrawn OOC Moved to Didcot Moved from Didcot to BLM	by 6/65 10/68 by 3/70 24/9/70	
24305	Eastleigh	12/50	30020	2/52	869 loose	6/52-9/61 6/63-6/64	SR	2/52, 1958	to WR Withdrawn OOC scrapped CSK	7/65 10/68 1/69	1/69 Blue/grey
24306	Eastleigh	12/50	30020	2/52	870 loose	6/52-9/61 6/63-6/64	SR	2/52, 1958	To WR return to SR To WR again Withdrawn OOC Moved to Didcot Moved from Didcot to BLM	2/64 7/64 10/64 10/68 by 3/70 17/9/70	
24307	Eastleigh	12/50	30020	2/52	871 loose 703 loose 132 loose	6/52-9/61 6/63-6/64 6/65 6/66 7/67-5/68 5/69-5/71	SR ER	2/52, 1958 1974	Stored at Micheldever To ER (Stratford) Sold to WSR scrapped	12/71 20/1/72 c.1975 1996	7/67 VB DH BR1 1974 VB DH BR1
24308	Eastleigh	12/50	30020	2/52	872 873 loose	6/52-9/54 6/55-9/61 6/63	SR WR LMR	2/52, 1958 10/64 11/73	To WR return to SR to WR again To LMR Withdrawn at Chaddesden To DB975392 Ballast Cleaner match wagon	2/64 7/64 10/64 5/70 8/73	10/73 carded for conversion to Carflat Operated by Fastline
24309	Eastleigh	12/50	30020	2/52	873 loose	6/52-9/61 6/63-6/64	SR	2/52, 1958	To WR return to SR to WR again Withdrawn	2/64 5/64 9/68 ⁶⁹ By 12/73	
24310	Eastleigh	12/50	30020	2/52	874 loose 132 117 loose	6/52-9/64 6/65-6/66 7/67-5/68 5/69-5/70 7/71	SR ER	2/52, 1958 1974	Stored at Micheldever To ER (Stratford)	12/71 20/1/72	7/67 VB DH BR1 1974 VB DH BR1
24311	Eastleigh	12/50	30020	2/52	875 loose	6/52-9/61 6/63-6/64	SR	2/52, 1958	To WR return to SR To LMR Withdrawn	2/64 7/64 ⁷⁰ ? ?	

⁶⁹ Not listed in ACWN 6/65

⁷⁰ Not listed in ACWN 6/65

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
24312	Eastleigh	12/50	30020	2/52	876 loose	6/52-9/61 6/63-6/64	SR	2/52, 1958	Condemned at CSK To WR (maroon) return to SR to WR again Cond at OOC To carflat 745016 Cowlairs lot 3679 To 96250 withdrawn	28/3/71 By 8/63 7/64 By 5/68 ⁷¹ 5/68 1968 1985 1989	
24313	Eastleigh	12/50	30020	2/52	877 loose	9/52-9/61 6/63-6/64	SR	2/52, 1958	To WR return to SR to WR again Withdrawn OOC returned to stock (WR) withdrawn	2/64 7/64 by 6/65 10/68 1/69 By 12/73	
24314	Eastleigh	12/50	30020	2/52	878 loose	9/52-9/61 6/63-6/64	SR WR LMR	2/52, 1958 10/63 1974	To WR return to SR To LMR Withdrawn at Chaddesden	10/63 7/64 ⁷² 5/71 4/75	1974 VB SH BR1
24315	Eastleigh	12/50	30020	2/52	879 loose	9/52-9/61 6/63-6/64	SR WR LMR	2/52, 1958 6/64 1974	To WR return to SR to LMR Withdrawn at Dumbarton Moved from Kirkland Junc. to Springs Branch for Steel Breaking & Dismantling	2/64 5/64 ⁷³ ? 10/74 30/4/75	1974 VB SH BR1
24316	Eastleigh	12/50	30020	2/52	880 loose 132	9/52-9/61 6/63-6/66 7/67-6/68	SR ER	2/52, 1958 1974	To WR Return to SR Not listed by SR From SR to ER	7/65 9/68 By 6/69 2/71	7/67 VB DH BR1 1974 VB DH BR1
24317	Eastleigh	12/50	30020	3/52	881 loose	9/52-9/61 6/63-6/64	SR	3/52, 1958	to WR withdrawn at OOC To carflat 745017 Cowlairs lot 3679 To 96251 withdrawn	7/65 5/68 1968 1985 1989	
24318	Eastleigh	12/50	30020	3/52	882 loose	9/52-9/61 6/63-6/64	SR ER	3/52, 1958 1974	Stored at Micheldever To ER (Stratford)	12/71 20/1/72	7/67 VB DH BR1 1974 VB DH BR1

⁷¹ Not listed in ACWN 6/65

⁷² Not listed in ACWN 6/65

⁷³ Not listed in ACWN 6/65

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					702 loose 132 loose	6/65 6/66 7/67-5/68 5/69-5/71					
24319	Eastleigh	12/50	30020	3/52	883 loose	9/52-9/61 6/63-6/63	SR	3/52, 1958	To WR return to SR To LMR Withdrawn at Derby Moved to Chaddesden To carflat 745210 Swindon lot 3831 Withdrawn	2/64 7/64 ⁷⁴ ? 7/73 10/73 1974 by 2/94	10/73 carded for conversion to Carflat
24320	Eastleigh	12/50	30020	3/52	884 loose	9/52-9/61 6/63-6/64	SR LMR	3/52, 1958 1971	To LMR (green) Withdrawn at Chaddesden To LDB975069 Scrap BRR	7/65 7/70 4/93	Still listed 1/90 CMEE Elect. Staff coach
24321	Eastleigh	12/50	30020	3/52	885 loose	9/52-9/61 6/63-6/64	SR Sc	1958 ?	To WR (green) Withdrawn OOC scrapped CSK	12/64 10/68 1/69	1/69 blue/grey
24322	Eastleigh	12/50	30020	3/52	886 loose 701 loose	9/52-9/61 6/63-6/64 6/65 6/66-5/71	SR ER	1958 1974	Stored at Micheldever To ER (Stratford)	12/71 20/1/72	7/67 VB DH BR1 1974 VB DH BR1
24323	Eastleigh	12/50	30020	3/52	887 loose	9/52-9/61 6/63-6/64	SR	1958	To WR Withdrawn OOC stored Didcot Moved from Didcot to BLM	7/65 10/68 7/70 17/9/70	
24324	Eastleigh	12/50	30020	3/52	888 loose	9/52-9/61 6/63-6/63	SR	1958	To WR return to SR to LMR Withdrawn at Cowlairs at McWilliams, Shettleston	2/64 7/64 ⁷⁵ 7/71 9/71 10/71	
24325	Eastleigh	12/50	30020	3/52	889 loose 132 loose	9/52-6/64 6/65-6/66 7/67-5/68 5/69-5/71	SR ER	1958 12/73	Stored at Micheldever To ER (Stratford)	12/71 20/1/72	7/67 VB DH BR1 1974 VB DH BR1
24326	Eastleigh	12/50	30020	3/52	890 loose	9/52-9/61 6/63-6/63	SR WR ER	1958 8/63 9/70	To WR (maroon) to ER Withdrawn at York	2/64 9/70 5/74	5/52 involved in trials with single bolster BR bogie.

⁷⁴ Not listed in ACWN 6/65

⁷⁵ Not listed in ACWN 6/65

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									From York to Kings Wymondham for removal of body To carflat 745278 Swindon lot 3867 Withdrawn	9/74 1975 by 1/90	
24327	Eastleigh	12/50	30020	3/52	891 loose	9/52-9/61 6/63-6/63	SR WR	1958 10/63	To WR Withdrawn at Didcot Moved Didcot to BLM	2/64 3/70 3/9/70	
24980	Derby	1/55	30208	Ex. ER 8/67	150 loose	7/8/67- 5/68 5/69-5/71	ER SR ER CA BN LN	3/57 1967 12/73,12/77, 6/79, 1/80, 1/82 12/83 1/85 1985	Withdrawn at Ranskill Stored at Micheldever To ER Withdrawn To TDB977430 Instruction coach Scrapped by Vic Berry, Leicester	2/63 12/71 2/72 By 12/89 2/90	7/67 VB DH BR1 1/80 VB DH BR1
24989	Derby	1/55	30208	Ex. ER 9/67	151 loose	5/9/67- 5/68 5/69-5/71	ER SR ER	7/56 1967 1974, 12/77, 1/80, 1/82	Stored at Micheldever To ER (Stratford) ⁷⁶ withdrawn	12/71 20/1/72 By 12/83	7/67 VB DH BR1 1974 VB SH BR1
25906	Derby	6/60	30686	Ex WR 2/64	427 loose 69 loose GA 43 loose	11/63-6/65 6/66 7/67-5/68 5/69 5/70-5/72 5/73-5/74 5/75-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86	Re-No. 18906 withdrawn Stored BM	By 1/85 by 1/87 6/89	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH CW
25907	Derby	6/60	30686	Ex WR 2/64	427 loose 52 70	11/63-6/65 6/66 7/67-5/68 5/69-5/75	WR SR	5/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	6/64 painted green (ex.maroon) 6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25908	Derby	6/60	30686	Ex. WR 5/64	loose 52 70	6/64-6/66 7/67-5/68 5/69-5/75	WR SR	9/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	4/64 painted green on transfer 6/65 scheduled for conversion, BM electrification scheme DH 7/67 AB EH CX 1973 AB EH BR1
25909	Derby	6/60	30686	Ex WR 4/64	551 loose	6/64-6/65 6/66	WR SR	9/62 1973, 1974,	Re-No. 18909 Withdrawn	By 12/83 By 1/87	6/65 for conversion BM Electrification EH only

⁷⁶ RO 4/72 reported that the transfer had been cancelled and the vehicle withdrawn.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					69 loose	7/67-5/75 4/76-5/77	CJ	12/77, 6/79, 1/80, 1/82 12/83, 1/85			7/67 AB EH CX 1973 AB EH BR1
25910	Derby	6/60	30686	Ex. WR 7/64	548 loose 69 loose	6/64-6/65 6/66 7/67-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Re-No 18910 Withdrawn	By 12/83 By 1/87	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25912	Derby	6/60	30686	Ex WR 2/64	766 loose 69 loose	6/64-6/65 6/66 7/67-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Re-No 18912 Withdrawn	By 12/83 By 1/87	6/65 for conversion BM Electrification EH only by 6/66 blue/grey 7/67 AB EH CX 1973 AB EH BR1
25913	Derby	6/60	30686	Ex WR 2/64	766 loose 67 loose	6/64-6/65 6/66 7/67-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79 1/80, 1/82 12/83, 1/85	Re-No 18913 Withdrawn	By 12/83 By 1/87	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25914	Derby	6/60	30686	Ex WR 2/64	551 loose 71	6/64-6/65 6/66-5/68 5/69-5/75	WR SR	9/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25915	Derby	6/60	30686	Ex. WR 7/64	548 loose 67 loose	6/64-6/65 6/66 7/67-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Re-No.18915 Withdrawn	By 12/83 By 1/87	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25916	Derby	6/60	30686	Ex. WR 3/64	985 loose 51 71 loose	11/63-6/65 6/66 7/67-5/68 5/69-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Re-No 18916 Withdrawn	By 12/83 By 1/87	4/64 painted green 6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25917	Derby	6/60	30686	Ex. WR 3/64	985 loose 68 loose	11/63-6/65 6/66-5/68 5/69-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/87	Re-No 18917 withdrawn Sold to ESR (static)	by 12/83 by 1/87	4/64 painted green 6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25918	Derby	6/60	30686	Ex WR 2/64	551 loose 71	6/64-6/65 6/66-5/68 5/69-5/75	WR SR	9/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
25920	Derby	6/60	30686	Ex. WR 7/65	loose 67 loose	6/65-6/66 7/67-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Re-No 18920 Withdrawn	By 12/83 By 1/87	6/65 scheduled for conversion BM electrification scheme DH 7/67 AB EH CX 1973 AB EH BR1
25924	Derby	6/60	30686	Ex WR 2/64	985 loose GA 41 loose	11/63-6/65 6/66-5/69 5/70-5/72 5/73-5/74 5/75-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85	Re-No 18924 Withdrawn	By 12/83 By 1/87	6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH CW
25934	Derby	6/60	30686	Ex. WR 7/65	loose 68 loose GA 42 loose	6/65-6/66 7/67-5/68 5/69 5/70-5/72 5/73-5/74 5/75-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/87	Re-No. 18934 Withdrawn	By 12/83 1/87	6/65 scheduled for conversion BM electrification scheme DH 1/67 poss. AB EH at Horwich 7/67 AB EH CX 1971 Blue/grey livery 1973 AB EH CW
25942	Derby	6/60	30686	Ex. WR 7/65	loose 68 loose GA 42 loose	6/65-6/66 7/67-5/68 5/69 5/70-5/72 5/73-5/74 5/75-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/87	Re-No. 18942 Withdrawn	By 1984 by 1/87	6/65 scheduled for conversion BM electrification DH 2/67 Poss AB EH at Horwich 7/67 AB EH CX 1973 AB EH CW
25944	Derby	6/60	30686	Ex. WR 4/64	985 loose 41 loose	10/63-6/65 6/66-5/68 5/69-5/74 5/75	WR SR	9/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	4/64 painted green 6/65 for conversion BM Electrification EH only 7/67 AB EH CX 1973 AB EH BR1
25946	Derby	6/60	30686	Ex. WR 7/65	GA loose 51 68	6/65 6/66 7/67-5/68 5/69-5/75	WR SR	9/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	6/65 scheduled for conversion BM electrification DH 2/67 Poss AB EH at Horwich 7/67 AB EH CX 1973 AB EH BR1
25948	Derby	6/60	30686	Ex. WR 7/65	GA loose 51 68	6/65 6/66 7/67-5/68 5/69-5/75	WR SR	9/62 1973, 1974	Not SR Withdrawn	By 4/76 c.1975	6/65 scheduled for conversion BM electrification DH 2/67 Poss. AB EH at Horwich 7/67 AB EH CX 1973 AB EH BR1
25953	Derby	6/60	30686	Ex. WR 7/65	GA loose 68 loose GA 43	6/65 6/66 7/67-5/68 5/69 5/70-5/72 5/73-5/74	WR SR	9/62 1973, 1974, 1976, 12/77	Withdrawn To Barrier coach SR EMU ADB975866 Scrapped at BLM	11/78 2/79 12/85	6/65 scheduled for conversion BM electrification DH 7/67 AB EH CX 1973 AB EH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
25972	Derby	6/60	30686	Ex. WR 7/65	loose 68 70 loose	5/75-5/77 6/65-6/66 7/67-5/68 5/69-5/75 4/76-5/77	WR SR CJ	9/62 1973, 1974, 12/77, 6/79, 1/80, 1982 1985, 7/86	Withdrawn Exhib. Van Re.No. 99629 Sold to AVR at Long Marston	11/78 1979 1990	6/65 scheduled for conversion BM electrification DH 7/67 AB EH CX 1973 AB EH BR1

Corridor Brake Second (BTK/BSK)

1951 Type E

Built to Diagram 181 (lot 30025) AB201

Built to Diagram 181/2 (lot 30021) AB201

Built to Diagram 182 (lots 30142, 30143, 30157, 30220, 30229) AB202

As built all fitted with BR1 bogies VB and SH.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34155	Wolverton	12/50	30025	5/51	RW 574 loose	5/51-4/62 6/63-6/65 6/66	SR	5/52, 1958, 1963	Listed for TF or WD Withdrawn CJ (green)	7/67 6/68	3-side seating as built, converted to 4-side 1962 5/54 Fitted with Murrell Gangway shields 6/57 Green livery with crest ⁷⁷
34156	Wolverton	12/50	30025	5/51	RW 572 loose	5/51-4/62 6/63-6/65 6/66	SR	5/52, 1958, 1963	Listed for TF or WD Withdrawn and stored at Micheldever to BLM for scrap	7/67 4/69 8/5/71	3-side seating as built, converted to 4-side 1962 5/54 Fitted with Murrell Gangway shields 6/57 Green livery with crest ⁷⁸
34157	Wolverton	12/50	30025	5/51	RW 572 loose	5/51-4/62 6/63-6/65 6/66	SR	5/52, 1958, 1963	Listed for TF or WD Withdrawn CJ (Green)	7/67 6/68	1953 Involved with auto-coupler side control trial. 3-side seating as built, converted to 4-side 1962 5/54 Fitted with Murrell Gangway shields 6/57 Green livery with crest ⁷⁹
34158	Wolverton	12/50	30025	5/51	RW 573 loose	5/51-4/62 6/63-6/65 6/66	SR	5/52, 1958, 1963	Listed for TF or WD Withdrawn	7/67 By 11/73	3-side seating as built, converted to 4-side 1962 5/54 Fitted with Murrell Gangway shields 6/57 Green livery with crest ⁸⁰
34159	Wolverton	12/50	30025	5/51	RW 573 loose	5/51-4/62 6/63-6/65 6/66	SR	5/52, 1958, 1963	Listed for TF or WD Withdrawn	7/67 By 11/73	3-side seating as built, converted to 4-side 1962 5/54 Fitted with Murrell Gangway shields 6/57 Green livery with crest ⁸¹
34233	Eastleigh	12/50	30021	8/51	866 loose CIBT	6/52-6/65 6/66 7/67-5/68	SR	11/52, 1958 1963	Listed for TF or WD Withdrawn (green) at Micheldever Micheldever to CSM for scrap	7/67 4/69 20/12/69	7/67 Retained for CIBT use

⁷⁷ Parkin's Mk.1 Book supplement

⁷⁸ Parkin's Mk.1 Book supplement

⁷⁹ Parkin's Mk.1 Book supplement

⁸⁰ Parkin's Mk.1 Book supplement

⁸¹ Parkin's Mk.1 Book supplement

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34234	Eastleigh	12/50	30021	8/51	866 loose	6/52-6/65 6/66	SR	11/52 1958 1963	Listed for TF or WD Withdrawn (Green) at Micheldever Micheldever to CSM for scrap	7/67 By 4/69 20/12/69	
34235	Eastleigh	12/50	30021	8/51	867 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever	7/67 4/68	5/54 Fitted with Murrell Gangway shields
34236	Eastleigh	12/50	30021	8/51	867 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Not SR Withdrawn	By 7/67 By 11/73	5/54 Fitted with Murrell Gangway shields
34237	Eastleigh	12/50	30021	8/51	868 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at CJ (Green)	7/67 5/68	
34238	Eastleigh	12/50	30021	8/51	868 loose	6/52-6/65 6/66	SR LMR	11/52, 1958, 1963 9/68	To LMR Withdrawn	9/68 By 11/73	1/69 still in green livery
34239	Eastleigh	12/50	30021	12/51	869 loose 132	6/52-6/65 6/66 7/67-5/68	SR	11/52, 1958, 1963	Not SR listed Withdrawn CJ stored Micheldever	By 5/69 1/70 2/70	7/67 VB DH BR1
34240	Eastleigh	12/50	30021	12/51	869 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn	7/67 By 11/73	
34241	Eastleigh	12/50	30021	12/51	870 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Not SR Withdrawn	By 7/67 By 1974	
34242	Eastleigh	12/50	30021	12/51	870 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn CJ (green)	7/67 6/68	
34243	Eastleigh	12/50	30021	12/51	871 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever (green) Micheldever to CSM for scrap	7/67 4/69 20/12/69	5/68 retained
34244	Eastleigh	12/50	30021	12/51	871 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever Micheldever to BLM for scrap	7/67 4/69 8/5/71	5/68 retained
34245	Eastleigh	12/50	30021	3/52	872 473 OLBT loose OLBT	6/52-9/54 6/55-6/58 6/59-9/61 6/63-6/66 (6/65)	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at CJ (green)	7/67 5/68	5/54 Fitted with Murrell Gangway shields Not listed as SR in 6/63 6/65 listed for conversion BM Electrification
34246	Eastleigh	12/50	30021	3/52	872 473 OLBT 574 loose 113	6/52-9/54 6/55-6/58 6/59-9/61 6/63-6/65 6/66-5/68 5/69	SR	11/52, 1958, 1963	Withdrawn and stored at Micheldever	2/70	5/54 Fitted with Murrell Gangway shields 7/67 VB DH BR1 fitted with "Murrell" gangway shields
34247	Eastleigh	12/50	30021	6/52	873 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at CJ (green)	7/67 5/68	

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34248	Eastleigh	12/50	30021	6/52	873 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at CJ (green)	7/67 5/68	
34249	Eastleigh	12/50	30021	6/52	874 350 loose	6/52-6/64 6/65 6/66	SR	11/52, 1958, 1963	To LMR Withdrawn Derby To RDB975046 Sold to Nottingham Heritage Centre, Ruddington	By 6/67 2/70 6/70	Lab coach 11 at RTC Derby
34250	Eastleigh	12/50	30021	6/52	874 350 loose	6/52-6/64 6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever (green) Micheldever to CSM for scrap	7/67 4/69 20/12/69	
34251	Eastleigh	12/50	30021	6/52	875 loose	6/52-6/65 6/66	SR LMR	11/52, 1958, 1963 4/68	To LMR Withdrawn at Cowlairs in green at McWilliams, Shettleston for scrap	5/68 ⁸² 6/71 1/72	
34252	Eastleigh	12/50	30021	6/52	875 loose	6/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever Micheldever to BLM for scrap	7/67 4/69 8/5/71	5/68 retained for CIBT use
34253	Eastleigh	12/50	30021	6/52	876 loose	6/52-6/65 6/66	SR LMR	11/52, 1958, 1963 6/69, 11/69	to LMR Withdrawn	by 11/68 ⁸³ By 11/73	11/69 Still in green livery
34254	Eastleigh	12/50	30021	9/52	876 loose	9/52-6/65 6/66	SR	11/52, 1958, 1963	Not SR To carflat 745058 Cowlairs lot 3715 Withdrawn	By 7/67 1969 by 2/94	Still listed 1/90
34255	Eastleigh	12/50	30021	9/52	877 473 877 loose	9/52-6/55 6/55-6/59 6/59-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever Moved to Wolverton for conversion To DB975534 Preserved at MRC	7/67 6/69 2/70 5/70	5/54 Fitted with Murrell Gangway shields CCE Staff coach. Converted as Lot 3719 in 1970 at Stewarts Lane.
34256	Eastleigh	12/50	30021	9/52	877 473 877 loose	9/52-6/55 6/55-6/59 6/59-6/65 6/66	SR	11/52, 1958, 1963	Not SR To carflat 745003 Cowlairs lot 3679 Withdrawn	By 7/67 1968 by 2/94	Still listed 1/90
34257	Eastleigh	12/50	30021	9/52	878 354 loose	9/52-6/64 6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn CJ (green)	7/67 5/68	

⁸² Not listed in ACWN 7/67

⁸³ Not listed in ACWN 7/67

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34258	Eastleigh	12/50	30021	9/52	878 354 loose	9/52-6/64 6/65 6/66	SR LMR	11/52, 1958, 1963 7/67, 11/69	to LMR Withdrawn	5/68 ⁸⁴ By 11/73	11/69 Still in green livery
34259	Eastleigh	12/50	30021	9/52	879 loose	9/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD withdrawn at Micheldever To DB975535 CCE Staff coach located Carnforth Preserved at Denbigh & Mould Railway	7/67 4/69 8/70	5/68 Retained
34260	Eastleigh	12/50	30021	9/52	879 loose 151 140 loose	9/52-6/65 6/66 5/9/67- 5/68 5/69-5/71 5/72-5/75	SR LMR SR	11/52, 1958, 1963 8/67 11/73	To LMR Return to SR (green) Return to LMR To SR again Withdrawn then reinstated Withdrawn to DB975289 Preserved at Bodmin & Wenford Rly.	? 2/67 9/67 5/69 10/71 c.1975	8/67 in green livery 7/67 VB DH BR1 1974 VB SH BR1
34261	Eastleigh	12/50	30021	9/52	880 loose	9/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever Withdrawn at Eastleigh	7/67 4/69 6/69	5/68 retained
34262	Eastleigh	12/50	30021	9/52	880 loose	9/52-6/65 6/66	SR LMR	11/52, 1958, 1963 1970	To LMR Withdrawn at Chaddesden Converted to Heater Van for CIE Re no. 3190	By 7/67 2/71 8/71-9/72	10/70 still green
34263	Eastleigh	12/50	30021	9/52	881 loose	9/52-6/65 6/66	SR	11/52, 1958, 1963	Listed for TF or WD Withdrawn at Micheldever	7/67 4/68	
34264	Eastleigh	12/50	30021	9/52	881 loose	9/52-6/65 6/66	SR LMR	11/52, 1958, 1963 7/67, 7/70	to LMR Withdrawn at Chaddesden in green Converted to Heater Van for CIE Re no. 3189	5/68 ⁸⁵ 2/71 8/71-9/72	10/70 Still in green livery
34265	Eastleigh	12/50	30021	4/53	882 loose 180 187	9/52-6/65 6/66 7/67 5/68	SR LMR	11/52, 1958, 1963 1976	to LMR (green) To ADB975118 BTU Staff coach at Staveley moved to Immingham	9/67 ⁸⁶ 9/70 by 4/75	9/70 still in green livery still in green. now in red livery

⁸⁴ Not listed in ACWN 6/67

⁸⁵ Not listed in ACWN 7/67

⁸⁶ Not listed in ACWN 7/67

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34266	Eastleigh	12/50	30021	4/53	882 loose 180 187	9/52-6/65 6/66 7/67 5/68	SR WR	11/52, 1958, 1963 3/69	Scrapped BRR To WR withdrawn at OOC moved from OOC to BLM for conversion to Carflat To carflat 745225 Swindon lot 3831 Withdrawn	6/89 3/69 12/72 31/7/73 c.1973 by 2/94	7/67 VB SH BR1 still listed 1/90
34267	Eastleigh	12/50	30021	4/53	883 loose 155	9/52-6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	To WR at OOC for assessment Moved OOC to Bristol for possible forwarding to BLM To carflat 745115 Swindon lot 3831 Withdrawn	3/69 8/70 31/7/73 c.1973 by 2/94	7/67 VB SH BR1 still listed 1/90
34268	Eastleigh	12/50	30021	4/53	883 loose 155	9/52-6/65 6/66 7/67-5/68	SR	11/52, 1958, 1963	Not SR Withdrawn at OOC (with W prefix) Moved from OOC to BLM for conversion To carflat 745184 Swindon lot 3831 Withdrawn	By 5/69 7/73 31/7/73 c.1973 by 2/94	7/67 VB SH BR1 3/69 was to be transferred to WR, but retained by SR. still listed 1/90
34269	Eastleigh	12/50	30021	4/53	884 loose 158	9/52-6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	To WR at OOC for assessment Moved OOC to Bristol for possible forwarding to BLM for conversion To carflat 745177 Swindon lot 3831 Withdrawn	3/69 11/70 31/7/73 c.1973 by 2/94	7/67 VB SH BR1 still listed 1/90
34270	Eastleigh	12/50	30021	4/53	884 loose 185 loose	9/52-6/65 6/66 7/67 5/68	SR WR	11/52, 1958, 1963 3/69	To WR To LMR then back to WR Withdrawn at Norwich Withdrawn at Wymondham To carflat 745300 Doncaster lot 3868 Withdrawn	3/69 6/72 7/73 1/75 1973 by 2/94	7/67 VB SH BR1 still listed 1/90
34271	Eastleigh	12/50	30021	4/53	885 loose 186	9/52-6/65 6/66 7/67-5/68	SR	11/52, 1958, 1963	Withdrawn Withdrawn at Exeter Withdrawn at Worcester To carflat 745128 Swindon lot	3/69 2/70 12/72- 5/73 c.1973	5/54 Fitted with "Murrell" gangway shields 7/67 VB SH BR1 still with "Murrell" Shields

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
									3831 Withdrawn	by 2/94	Still listed 1/90
34272	Eastleigh	12/50	30021	4/53	885 loose 186	9/52-6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	to WR Withdrawn Re-No 079172 Swindon Works Test Train	3/69 6/69 6/70	5/54 Fitted with "Murrell" gangway shields. 7/67 VB SH BR1 still with "Murrell" Shields
34273	Eastleigh	12/50	30021	4/53	886 loose 171 189	9/52-6/65 6/66 7/67 5/68	SR WR ER	11/52, 1958, 1963 3/69 ?	To WR Withdrawn at Megor P4/70 Used as Mess Coach at Ashton Gate Withdrawn at Bridgewater	3/69 3/70 12/71 6/72	6/65 for conversion BM Electrification SH 7/67 VB SH BR1
34274	Eastleigh	12/50	30021	4/53	886 loose 171 189	9/52-6/65 6/66 7/67 5/68	SR WR	11/52, 1958, 1963 3/69	To WR Withdrawn at OOC at OOC for BLM moved OOC to BLM for scrap	3/69 1/70 9/70 5/2/71	6/65 for conversion BM Electrification SH 7/67 VB SH BR1
34275	Eastleigh	12/50	30021	4/53	887 loose	9/52-6/65 6/66-5/68	SR WR	11/52, 1958, 1963 1976	To WR withdrawn at OOC moved to Cardiff To BTU tool van ADB975264 Scrapped BLM	3/69 6/70 by 3/72 10/82	7/67 VB SH BR1
34276	Eastleigh	12/50	30021	4/53	887 loose	9/52-6/65 6/66-5/68	SR WR	11/52, 1958, 1963 3/69	to WR at OOC Withdrawn Moved OOC to Bristol for possible forwarding to BLM for conversion to Carflat	3/69 8/70 31/7/73	6/66 green livery 7/67 VB SH BR1
34277	Eastleigh	12/50	30021	11/53	888 279 loose 185	9/52-6/64 6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	to WR Withdrawn Sold to CIE Re no. 3177	3/69 6/69	5/54 Fitted with "Murrell" gangway shields 7/67 VB SH BR1 still with "Murrell" Shields
34278	Eastleigh	12/50	30021	11/53	888 279 loose 185	9/52-6/64 6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	To WR Withdrawn at OOC Stored at OOC Moved OOC to Bristol for possible forwarding to BLM for conversion to Carflat To carflat 745098 Swindon lot 3831 to departmental (kdb)	3/69 6/69 7/70 31/7/73 c.1973 by 2/94	5/54 Fitted with "Murrell" gangway shields. 7/67 VB SH BR1 still with "Murrell" Shields
34279	Eastleigh	12/50	30021	11/53	889 353 loose	9/52-6/64 6/65 6/66	SR WR	11/52, 1958, 1963 3/69	To WR Withdrawn at OOC To ER	3/69 2/70 ?	7/67 VB SH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					186 loose	7/67 5/68	LMR	5/69	Withdrawn at Nuntery moved to March at Wymondham To carflat 745290 Swindon lot 3867 to departmental (db)	8/73 12/74 1/75 1975 by 2/94	
34280	Eastleigh	12/50	30021	11/53	889 353 loose 184	9/52-6/64 6/65 6/66-7/67 5/68	SR WR	11/52, 1958, 1963 3/69	to WR Withdrawn re-no 079173	3/69 6/69 6/70	7/67 VB SH BR1 Swindon Works Test Train
34281	Eastleigh	12/50	30021	11/53	890 loose 159	9/52-6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	to WR Withdrawn at OOC	3/69 8/72	6/65 for conversion BM Electrification SH 7/67 VB SH BR1
34282	Eastleigh	12/50	30021	11/53	890 loose 159	9/52-6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	to WR To CCE staff coach DB975061 Scrapped H.Bridges Wednesbury	3/69 By 1976 11/72	6/65 for conversion BM Electrification SH 7/67 VB SH BR1
34283	Eastleigh	12/50	30021	11/53	891 517 loose 158	9/52-6/64 6/65 6/66 7/67-5/68	SR WR	11/52, 1958, 1963 3/69	To WR Withdrawn at OOC Stored at OOC Moved OOC to Bristol for possible forwarding to BLM for conversion to Carflat To carflat 745089 Swindon lot 3831 Withdrawn	3/69 4/69 8/70 31/7/73 c.1973 by 1/90	7/67 VB SH BR1
34284	Eastleigh	12/50	30021	11/53	891 517 loose 184	9/52-6/64 6/65 6/66-7/67 5/68	SR WR SR	11/52, 1958, 1963 3/69 8/69	To WR Returned to SR ⁸⁷ withdrawn at OOC (W prefix) To M&EE Stores Coach ADB975148 Scrapped BRM	3/69 8/69 9/70- 11/70 1971 7/90	7/67 VB SH BR1
34613	Glo.C&W	1/54	30142	9/55	532 loose 156	9/55-6/65 6/66 7/67-5/68	SR	9/55, 1958	Not SR Withdrawn	By 5/69 By 11/73	6/65 for conversion BM Electrification SH 7/67 VB SH BR1
34614	Glo.C&W	1/54	30142	9/55	532 loose 156	9/55-6/65 6/66 7/67-5/68	SR	9/55, 1958	to WR Withdrawn P4/70 at Cashmore's Newport	3/69 6/70 7/71	6/65 for conversion BM Electrification SH 7/67 VB SH BR1

⁸⁷ RO 4/71 reports return to SR cancelled.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					160	7/67-5/68			To ADB975085 BTU Staff coach Canton Scrap GDM	1/72 10/92	
34623	Glo.C&W	1/54	30142	7/55	537 loose 115 114 loose	9/55-6/63 6/64-5/68 5/69-5/71 5/72-5/75 4/76-5/77	SR CJ NG RE	9/55, 1958, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86 by 1/87 by 11/87	Sold to Colne Valley Rly.	1990	6/65 for conversion BM Electrification EH only 1/67 Blue/grey livery marked set 101 ⁸⁸ 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34624	Glo.C&W	1/54	30142	7/55	537 loose 132 108 loose	9/55-6/63 6/64-6/66 7/67-5/68 5/69-5/75 4/76-5/77	SR CJ NG RE	9/55, 1958, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86 by 1/87 by 11/87	Sold to ELR scrapped	1990 3/05	6/65 for conversion BM Electrification EH only. 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34625	Glo.C&W	1/54	30142	7/55	538 loose 150 114 140 loose	9/55-6/64 6/65-6/66 7/8/67- 5/68 5/69-5/71 5/72-5/75 4/76-5/77	SR CJ LN SU NG RE	9/55, 1958, 1974, 12/77, 6/79, 1/80, 1/82 12/83 1/85 7/86 1/87 11/87	Stored ZG Sold to MLST Preserved MRC 99045	6/89 8/89 1990	6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34626	Glo.C&W	1/54	30142	7/55	538 loose 150 141 loose	9/55-6/64 6/65-6/66 7/8/67- 5/68 5/69-5/75 4/76	SR	9/55, 1958, 1974, 1976	Not SR Underframe used for GWR 233 at Swindon Museum	By 5/77 1977	6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34627	Glo.C&W	1/54	30142	7/55	539 loose 107 104 106 loose	9/55-6/63 6/64-6/66 7/67-5/68 5/69-5/71 5/72-5/75 4/76-5/77	SR CJ BG CJ	9/55, 1958, 1974, 12/77, 6/79, 1/80, 1/82 12/83 1/85 7/86	Sold to VSOE Sold to Bodmin Steam Railway	1990 1994	6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1

⁸⁸ Railway Observer 1/67

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							NG RE	1/87 11/87			
34628	Glo.C&W	1/54	30142	7/55	539 loose 107 111 loose	9/55-6/63 6/64-6/66 7/67-5/68 5/69-5/75 4/76-5/77	SR CJ LN	9/55, 1958, 1974, 12/77, 6/79, 1/80, 1/82 12/83 1/85	Withdrawn Re-No ADB977380 BTU tool van Scrapped at Ashford by Phillips	? 1986 2/98	6/65 for conversion BM Electrification DH 3/66 Blue/grey 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34629	Glo.C&W	1/54	30142	7/55	540 loose 106 loose	9/55-6/65 6/66 7/67-5/71 5/72-5/77	SR	9/55, 1958, 1974, 1976, 12/77, 6/79	Stored at Micheldever ⁸⁹ Exhib. Van Re-no 99647 scrapped MCMG	12/71 1981 7/91	6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34630	Glo.C&W	1/54	30142	7/55	540 loose 106 loose	9/55-6/65 6/66 7/67-5/71 5/72-5/77	SR	9/55, 1958, 1974, 12/77, 6/79, 1/80	Withdrawn	By 1/82	6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34631	Charles Roberts	1/54	30143	10/54	520 279 loose	5/55-9/57 6/58-6/64 6/65	SR	9/55, 1958	Not SR Re-built as POT M80403 at York	By 6/66 2/67	
34632	Charles Roberts	1/54	30143	10/54	520 MOK loose	5/55-9/57 6/58-9/60 6/61-6/63	SR WR	9/55, 1958 6/64, 1971	To WR at OOC for assessment withdrawn To ADB975083 BTU M&T coach Ebbw Junction Scrapped at Stoke Gifford by Phillips	7/64 5/70 9/71 10/96	6/66 maroon W prefix
34633	Charles Roberts	1/54	30143	10/54	521 loose 170 188	5/55-6/65 6/66 7/67 5/68	SR WR	9/55, 1958, 1963 3/69	To WR Withdrawn P11/69	3/69 3/70	6/65 for conversion BM Electrification SH 7/67 VB SH BR1
34634	Charles Roberts	1/54	30143	11/54	521 loose 170 188	5/55-6/65 6/66 7/67 5/68	SR WR	9/55, 1958, 1963 3/69	To WR Returned to SR Withdrawn at OOC (W prefix) To BTU tool van ADB975149 Landore Sold to Blunsdon, Swindon & Cricklade Railway	3/69 8/69 5/70 11/71 1983	1/55 Red+Cream 6/65 for conversion BM Electrification SH 7/67 VB SH BR1 Body only (static)
34635	Charles Roberts	1/54	30143	11/54	522 loose 180	6/55-6/65 6/66 7/67	SR WR	9/55, 1958, 1963 3/69	To WR returned to SR withdrawn at Exeter	3/69 8/69 9/69	1/55 Red+Cream 7/67 VB SH BR1

⁸⁹ Probably waiting overhaul

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					187	5/68			To RDB975057 WR CCE staff & dorm. Scrapped GDM	1971 6/94	
34636	Charles Roberts	1/54	30143	11/54	522 loose	5/55-6/65 6/66-5/68	SR WR	9/55, 1958, 1963 3/69	To WR returned to SR withdrawn at OOC (W prefix) at Danygraig To ADB975150 BTU tool van Scrapped BLM	3/69 8/69 5/70 By 1976 12/85	1/55 Red+Cream 7/67 VB SH BR1
34637	Charles Roberts	1/54	30143	11/54	523 loose 91 41	5/55-6/65 6/66-7/67 5/68 5/69-5/71	SR	9/55, 1958 1963	Stored at Micheldever Moved to York for conversion still at York for conversion To 71160 REP/TC vehicle Scrapped VBL	12/71 25/9/72 12/73 2/75 6/4/90	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34638	Charles Roberts	1/54	30143	12/54	523 loose 26 loose	5/55-6/65 6/66-5/68 5/69-5/74 5/75-5/77	SR CJ OM CJ IL	9/55, 1958, 1963, 12/77, 6/79, 1/80, 1/82 12/83 1/85 7/86, 1/87 11/87	withdrawn at Melton Mobrey being used by Army Dog Training School To TDB977509 number never carried ECML training train Scrapped by GDM	6/75 1988 8/92	6/65 for conversion BM Electrification SH 7/67 AB EH BRX 5/68 not available as BR1 bogies used for TLV 1973 AB EH CW
34639	Charles Roberts	1/54	30143	12/54	524 loose 16	5/55-6/65 6/66 7/67-5/68	SR	9/55, 1958, 1963	Withdrawn at CJ Moved CJ to Micheldever	5/69 3/1/70	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34640	Charles Roberts	1/54	30143	12/54	524 loose 17 loose	5/55-6/65 6/66 7/67-5/68 5/69-5/70	SR	9/55, 1958 1963	Stored at Micheldever Micheldever to York for conversion Still at York for conversion To 71161 REP/TC vehicle Scrapped VBL	12/71 25/9/72 12/73 1/75 7/90	6/65 for conversion BM Electrification SH 8/66 at Wolverton ABEH and Blue/Grey 7/67 AB EH BR1
34641	Charles Roberts	1/54	30143	12/54	525 loose 27 loose	5/55-6/65 6/66-5/68 5/69-5/74 5/75-5/77	SR CJ IL	9/55, 1958, 1963, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 11/87	Withdrawn To TDB977495 CI.90 training train Preserved Chappel (EARM) For use with loco 69621 Scrapped at Stratford TMD ⁹⁰ Following vandalism.	? 1988 9/92 1993	7/67 AB EH BRX 5/68 not available as BR1 bogies used under TLV 1973 AB EH CW
34642	Charles Roberts	1/54	30143	12/54	525 loose	5/55-6/65 6/66-5/69	SR	9/55, 1958, 1963, 1974,	withdrawn To TDB977510	? 1988	1/67 Poss. AB EH at Horwich 7/67 AB EH BRX

⁹⁰ Preserved Coaching Stock of BR - Platform 5

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					GA 42 loose	5/70-5/72 5/73-5/74 5/75-5/77	CJ	12/77, 6/79, 1/80, 1/82, 12/83, 1/85, 1/87	Stored at Ferme Park c/s	2002-6	5/68 not available as BR1 bogies used under TLV 1973 AB EH CW ECML training train
34643	Charles Roberts	1/54	30143	1/55	526 loose 12 loose	5/55-6/65 6/66 7/67-5/75 4/76-5/77	SR IL	9/55, 1958, 1963, 1974, 12/77, 6/79, 1/80, 1982, by 11/99	withdrawn To ADB975875 EMU translator (T2) Owned by HSBC	? 1979	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1 4/02 fitted with emu CW bogies.
34644	Charles Roberts	1/54	30143	1/55	526 loose 11 loose	5/55-6/65 6/66 7/67-5/75 4/76-5/77	SR	9/55, 1958, 1963, 1974, 12/77, 6/79, 1/80	withdrawn To Barrier coach ADB977086 Then offices at Redbridge followed by Shamrock Quay, Southampton	? by 1/82	6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1 Currently believed to be at Long Marston 4/06.
34645	Charles Roberts	1/54	30143	1/55	527 702 loose 18	5/55-6/64 6/65 6/66 7/67-5/68	SR	9/55, 1958, 1963	Withdrawn at CJ Moved to storage at Micheldever	1/70 3/1/70	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34646	Charles Roberts	1/54	30143	1/55	527 701 loose 19	5/55-6/64 6/65 6/66 7/67-5/68	SR	9/55, 1958, 1963	Stored at Micheldever Sold to RHDR Hythe scrapped	2/70 c.1972 c.1978	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34647	Charles Roberts	1/54	30143	4/55	528 loose 14	5/55-6/64 6/65-6/66 7/67-5/71	SR	9/55, 1958, 1963	Stored at Micheldever Micheldever to York in connection with TC stock conversion Withdrawn at York still at York (withdrawn)	8/72 25/9/72 5/74 9/75	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34648	Charles Roberts	1/54	30143	4/55	528 loose 13	5/55-6/64 6/65-6/66 7/67-5/71	SR	9/55, 1958, 1963	stored at Micheldever Moved in train to Colwyn Bay Sold to MOD Melton Mobraay Scrapped	8/72 18/5/73 c.1975 12/91	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34649	Charles Roberts	1/54	30143	4/55	529 loose 52	5/55-6/65 6/66 7/67-5/69	SR	9/55, 1958, 1963	Withdrawn at CJ Moved to storage at Micheldever	5/69 3/1/70	6/65 for conversion BM Electrification SH 8/66 at Wolverton for ABEH and blue/grey 7/67 AB EH BR1
34650	Charles Roberts	1/54	30143	4/55	529 loose 52	5/55-6/65 6/66 7/67-5/69	SR	9/55, 1958, 1963	Withdrawn at CJ Moved to storage at Micheldever Moved to Derby Works Withdrawn at Chaddesden	5/69 3/1/70 16/6/71 11/71	6/65 for conversion BM Electrification SH 7/67 AB EH BR1

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34651	Charles Roberts	1/54	30143	4/55	530 loose	5/55-6/65 6/66-5/68	SR	9/55, 1958, 1963	Withdrawn at CJ Moved to storage at Micheldever	5/69 3/1/70	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34652	Charles Roberts	1/54	30143	4/55	530 loose 91 loose	5/55-6/65 6/66-7/67 5/68 5/69-5/71	SR	9/55, 1958, 1963	stored at Micheldever Withdrawn	12/71 1/73	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34653	Charles Roberts	1/54	30143	7/55	531 loose	6/55-6/65 6/66-5/68	SR	9/55, 1958, 1963	Withdrawn at CJ Moved to storage at Micheldever	5/69 3/1/70	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34654	Charles Roberts	1/54	30143	7/55	531 loose 15	6/55-6/65 6/66 7/67-5/68	SR	9/55, 1958, 1963	Withdrawn at CJ Moved to storage at Micheldever	5/69 3/1/70	6/65 for conversion BM Electrification SH 7/67 AB EH BR1
34790	Wolverton	4/54	30157	Ex WR 2/64	766 loose 105 130 loose	6/64-6/65 6/66 7/67-5/68 5/69 5/70-5/75	WR SR	3/56, 1958, 10/63, 1974	Not SR Withdrawn	By 4/76 c.1975	TF to SR in maroon 6/65 for conversion BM Electrification EH only 7/67 VB DH BR1 1974 VB DH BR1
34835	GRCW	3/55	30220	Ex WR 2/62	427 loose 105 107 loose	11/63-6/65 6/66 7/67-5/68 5/69-5/75 5/76	WR SR ER	3/56, 1958, 2/62, 11/73 1978	Not SR To ER To ADB975706	By 5/77 1978	Ran on SR in maroon as part of maroon 3-set on CD&SE Green by 10/63 6/65 for conversion BM Electrification EH only 7/67 VB DH BR1 1973 VB DH BR1 OHLM panto coach Last seen Hinksey Yd. Oxford 1/2006
34925	Charles Roberts	4/55	30225	Ex WR 2/62	427 loose 109 108 loose	11/63-6/65 6/66 7/67-5/68 5/69-5/75 4/76-5/77	WR SR CJ	5/57, 1958, 1973, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 1/87	withdrawn Sold to VSOE to Wall, Hexham	? 1990 1994	Ran on SR in maroon as part of maroon 3-set on CD&SE 2/64 now green (ex maroon) 6/65 for conversion BM Electrification EH only 7/67 VB DH BR1 1973 VB DH BR1
34934	Met.Cam.	4/55	30229	9/56	541 766 loose 131 107 loose	6/57-6/63 6/64-6/65 6/66 7/67-5/68 5/69-5/75 4/76	SR	4/57, 1958, 1963, 1974, 1976	Not SR To ADB975619 Barrier Coach Cl.317 Scrapped VBL	By 5/77 1977 3/85	9/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification EH only 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34935	Met.Cam.	4/55	30229	9/56	541 loose	6/57-6/65 6/66	SR	4/57, 1958, 1963, 1974,	withdrawn Sold to Nene Valley Railway	? 1990	9/56 Red & cream livery 8/59 fitted with electric heating at

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					131 loose 104 loose	7/67-5/68 5/69-5/71 5/72-5/75 4/76-5/77	CJ EH	1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87			Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34936	Met.Cam.	4/55	30229	9/56	542 loose 108 135 118 112 loose	6/57-6/65 6/66 7/67-5/68 5/69-5/70 5/71 5/75-5/75 4/76-5/77	SR	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1982	withdrawn To ADB977110 S&T brake then BTU tool van Scrapped at Tees Yard	? 1982 10/01	9/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification SH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34937	Met.Cam.	4/55	30229	10/56	542 loose 108 125 loose	6/57-6/63 6/64-6/66 7/67-5/68 5/69-5/71 5/72-5/77	SR CJ EH	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80 1/82 12/83, 1/85, 7/86, 1/87 by 11/87	Withdrawn Reinstated at Basingstoke Long Marston Military Rly. Broken up	10/71 11/71 18/3/96	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34938	Met.Cam.	4/55	30229	10/56	543 loose 126 146 104 loose	6/57-6/65 6/66 7/67 5/68 5/69-5/71 5/72-4/76	SR	4/57, 1958, 1963, 1974, 1976	Not SR To ADB975627 Crewe Works test train Scrapped at Crewe by SJ Metals, Stoke	By 5/77 1977 4/94	10/56 Red & cream livery 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34939	Met.Cam.	4/55	30229	10/56	543 loose GA 126 109 105 loose	6/57-6/63 6/64-6/66 (6/65) 7/67 5/68 5/69-5/75 4/76	SR	4/57, 1958, 1963, 1974, 1976	Not SR To ADB975626 Crewe Works test train Scrapped VBL ⁹¹	By 5/77 1977 3/85	10/56 Red & cream livery 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34940	Met.Cam.	4/55	30229	10/56	544 985 loose 125 146 105 loose	6/57-6/63 10/63-6/65 6/66 7/67 5/68 5/69-5/75 4/76-5/77	SR CJ	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn EH	9/3/89	10/56 Red & cream livery 6/65 for conversion BM Electrification EH only 7/67 VB UIC(D) BR1 1973 VB UIC BR1

⁹¹ Departmental Web site quotes scrapped at Crewe by SJ Metals of Stoke, date not known.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
							EH	by 11/87, 11/88, 2/89			
34941	Met.Cam.	4/55	30229	10/56	544 loose 125 146 126 loose	6/57-6/65 6/66 7/67 5/68 5/69-5/71 5/72-5/77	SR CJ EH	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87	Not Listed Sold to Blunsdon S&CR	11/88 1990	10/56 Red & cream livery 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34942	Met.Cam.	4/55	30229	10/56	545 loose 115 loose	6/57-6/65 6/66 7/67 5/68-5/71	SR	4/57, 1958, 1963	Withdrawn at Eastleigh	10/71 7/72	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1
34943	Met.Cam.	4/55	30229	10/56	545 loose 115 loose 129 119	6/57-6/63 6/64-6/66 7/67 5/68 5/69-5/70 5/71	SR WR	4/57, 1958, 1963 1974, 1976, 12/77, 6/79, 1/80, 1/82	To WR Withdrawn	10/71 By 1/85	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1 9/75 ETH2 (DH deactivated)
34944	Met.Cam.	4/55	30229	10/56	546 loose 145 loose	6/57-6/65 6/66 7/67-5/68 5/69-5/71	SR WR	4/57, 1958, 1963 1974, 1976, 12/77, 6/79, 1/80, 1982	To WR withdrawn To KDB977143 S&T staff & tool Scrapped at OOC by HNRC also reported at Long Marston	2/72 ? 1983 2/00 8/2004	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34945	Met.Cam.	4/55	30229	10/56	546 loose 130 110	6/57-6/63 6/64-6/66 7/67-5/68 5/69-5/71	SR WR	4/57, 1958, 1963, 1974 1976, 12/77, 6/79, 1/80, 1/82	To WR Preserved Plym Valley	10/71 1983	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34946	Met.Cam.	4/55	30229	10/56	547 loose 130 127	6/57-6/63 6/64-6/66 7/67-5/68 5/69-5/75	SR	4/57, 1958, 1963, 1974, 1976	Not SR withdrawn	By 4/76 by 12/77	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34947	Met.Cam.	4/55	30229	10/56	547 loose	6/57-6/65 6/66	SR	4/57, 1958, 1963, 1974	Not SR Withdrawn	By 4/76 By 1976	10/56 Red & cream livery 8/59 fitted with electric heating at

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					145 128	7/67-5/68 5/69-5/75			Sold to MHR To BRC Quainton Road	1977 1985	Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34948	Met.Cam.	4/55	30229	10/56	548 loose 116 loose 104 loose	6/57-6/65 6/66 7/67 5/68-5/71 5/72-5/75 4/76-5/77	SR CJ EH	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86 by 11/87	withdrawn To ADB977381 BTU tool & gen Initially preserved at Meadowhall Scrapped BRR	? 1986 6/02	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34949	Met.Cam.	4/55	30229	10/56	548 loose 116 loose 112 loose	6/57-6/65 6/66 7/67 5/68 5/69-5/71 5/72-5/77	SR CJ EH	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87	Withdrawn Sold to ELR (fire damaged)	By 1989 1990	10/56 Red & cream livery 8/59 fitted with electric heating at Eastleigh. 6/65 for conversion BM Electrification DH 1/67 Blue/grey (set 116) 7/67 VB UIC(D) BR1 1974 VB UIC BR1
34950	Met.Cam.	4/55	30229	10/56	549 loose 113 loose	6/57-6/65 6/66-5/69 5/70-5/75 4/76-5/77	SR CJ EH	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 11/88, 2/89	Withdrawn EH Long Marston Military Railway Broken up	9/3/89 ⁹² 18/3/96	10/56 Red & cream livery 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34951	Met.Cam.	4/55	30229	10/56	549 985 loose 109 loose	6/57-6/63 10/63-6/65 6/66-5/68 5/69-5/75 4/76-5/77	SR CJ EH	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87	Withdrawn Long Marston Military Railway Broken up	? 18/3/96	10/56 Red & cream livery 6/65 for conversion BM Electrification EH only 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34952	Met.Cam.	4/55	30229	10/56	550 loose	6/57-6/63 6/64-5/68	SR	4/57, 1958, 1963, 1974,	Withdrawn EH Sold to VSOE	9/3/89 ⁹³ 1990	10/56 Red & cream livery 6/65 for conversion BM Electrification DH

⁹² Also quoted as 31/12/88

⁹³ Also quoted as 31/12/88

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					117 loose	5/69-5/71 5/72-5/77	CJ EH	1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87 by 11/87 11/88, 2/89	scrapped BRR	2004	7/67 VB UIC(D) BR1 1973 VB UIC BR1
34953	Met.Cam.	4/55	30229	11/56	550 loose 109 106 loose	6/57-6/65 6/66-5/68 5/69-5/71 5/72-5/75 4/76-5/77	SR CJ	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85, 7/86, 1/87	Withdrawn Preserved at BSR,Market Bosworth	? 1990	11/56 Red & cream livery 6/65 for conversion BM Electrification DH 7/67 VB UIC(D) BR1 1973 VB UIC BR1
34954	Met.Cam.	4/55	30229	11/56	551 loose	6/57-6/65 6/66-5/71	SR	4/57, 1958, 1963	Withdrawn by SR at OOC for transfer to WR at Eastleigh (withdrawn)	10/71 16/10/71 7/72	11/56 Red & cream livery 6/65 for conversion BM Electrification EH only 7/67 VB UIC(D) BR1
34955	Met.Cam.	4/55	30229	11/56	551 loose	6/57-6/65 6/66-5/68	SR	4/57, 1958, 1963	Not SR Withdrawn	By 5/69 By 11/73	11/56 Red & cream livery 6/65 for conversion BM Electrification EH only 7/67 VB UIC(D) BR1
34956	Met.Cam.	4/55	30229	11/56	552 280 loose	6/57-11/59 6/60-6/65 6/66	SR	4/57, 1958, 1963	To 70841 REP/TC vehicle Scrapped VBL	12/5/67 23/3/90	11/56 Red & cream livery
34957	Met.Cam.	4/55	30229	12/56	552 280 loose	6/57-11/59 6/60-6/65 6/66	SR	4/57, 1958, 1963	To 70842 REP/TC vehicle Scrapped VBL	7/67 21/7/90	12/56 Red & cream livery
34958	Met.Cam.	4/55	30229	12/56	553	1/57-6/65	SR	4/57, 1958, 1963	To 70815 REP/TC vehicle Scrapped MCM	6/7/66 30/3/92	12/56 Red & cream livery 6/65 for conversion BM Electrification SH
34959	Met.Cam.	4/55	30229	12/56	553	1/57-6/65	SR	4/57, 1958, 1963	To 70816 REP/TC vehicle Scrapped MNS Fire damaged	13/7/66 c.10/86	12/56 Red & cream livery 6/65 for conversion BM Electrification SH
34960	Met.Cam.	4/55	30229	12/56	554	1/57-6/65	SR	4/57, 1958, 1963	To 70817 REP/TC vehicle Scrapped MNS	13/7/66 18/10/91	12/56 Red & cream livery 6/65 for conversion BM Electrification SH
34961	Met.Cam.	4/55	30229	12/56	554	1/57-6/65	SR	4/57, 1958, 1963	To 70818 REP/TC vehicle To ADB977685 scrapped at ZG	20/7/66 ? 10/96	12/56 Red & cream livery 6/65 for conversion BM Electrification SH
34962	Met.Cam.	4/55	30229	1/57	555	1/57-6/65	SR	4/57, 1958, 1963	To 70819 REP/TC vehicle Scrapped VBL	5/8/66 6/4/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34963	Met.Cam.	4/55	30229	1/57	555	1/57-6/65	SR	4/57, 1958, 1963	To 70820 REP/TC vehicle Scrapped VBL	12/8/66 16/6/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34964	Met.Cam.	4/55	30229	1/57	556 loose 41 loose stored	1/57-6/65 6/66-5/71 5/72-4/74 5/75-4/76 5/77	SR HT	4/57, 1958, 1963, 1974, 1976 by 1989	Withdrawn To HST Barrier coach ADB975651 To 6332 Scrapped MPS	? 1977 1989 2/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1974 AB EH BR1
34965	Met.Cam.	4/55	30229	1/57	556 loose 69 loose stored	1/57-6/65 6/66 7/67-5/75 4/76 5/77	SR	4/57, 1958, 1963, 1974, 1976, 12/77	Re-no 99630 Exhib. van scrapped BRR	2/79 11/91	1/57 Red & cream livery 6/65 for conversion BM Electrification SH 1/66 was to have been 70832 7/67 AB EH BR1 1973 AB EH BR1
34966	Met.Cam.	4/55	30229	1/57	557 loose	1/57-6/65 6/66	SR	4/57, 1958, 1963	To 70833 REP/TC vehicle Scrapped VBL	11/11/66 3/2/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH 4/66 at York in green
34967	Met.Cam.	4/55	30229	1/57	557 loose	1/57-6/65 6/66	SR	4/57, 1958, 1963	To 70832 REP/TC vehicle Scrapped MCM	4/11/66 30/3/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34968	Met.Cam.	4/55	30229	1/57	558	1/57-6/65	SR	4/57, 1958, 1963	To 70813 REP/TC vehicle Scrapped VBL	22/2/66 4/4/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34969	Met.Cam.	4/55	30229	1/57	558	1/57-6/65	SR	4/57, 1958, 1963	To 70814 REP/TC vehicle Scrapped VBL	29/6/66 7/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34970	Met.Cam.	4/55	30229	1/57	561	1/57-6/65	SR	4/57, 1958, 1963	To 70823 REP/TC vehicle Sold to LUL	2/9/66 11/1/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34971	Met.Cam.	4/55	30229	1/57	561 loose 28 loose	1/57-6/65 6/66-5/68 5/72-4/74 5/75-5/77	SR	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80	Withdrawn To ADB977087 EMU translator (T2) Owned by HSBC	By 1/82 1982	1/57 Red & cream livery 7/67 AB EH BRX ⁹⁴ 1973 AB EH CW 1982 fitted with BR1 bogies 4/02 fitted with emu CW bogies
34972	Met.Cam.	4/55	30229	1/57	562 loose	1/57-6/65 6/66	SR	4/57, 1958, 1963	To 70834 REP/TC vehicle Scrapped MNS	18/11/66 20/11/91	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34973	Met.Cam.	4/55	30229	1/57	562 loose	1/57-6/65 6/66	SR	4/57, 1958, 1963	To 70835 REP/TC vehicle Scrapped VBL	25/11/66 6/4/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34974	Met.Cam.	4/55	30229	1/57	563 loose	1/57-6/65 6/66	SR	4/57, 1958, 1963	To 70836 REP/TC vehicle Scrapped VBL	2/12/66 31/1/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34975	Met.Cam.	4/55	30229	1/57	563 loose	1/57-6/65 6/66	SR	4/57 1958 1963	To 70837 REP/TC vehicle Scrapped MCM	6/1/67 30/3/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34976	Met.Cam.	4/55	30229	1/57	564 loose	1/57-6/65 6/66	SR	4/57 1958 1963	To 70830 REP/TC vehicle Scrapped MCM	21/10/66 30/2/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34977	Met.Cam.	4/55	30229	1/57	564 loose	1/57-6/65 6/66	SR	4/57 1958 1963	To 70831 REP/TC vehicle Scrapped VBL	28/10/66 27/7/90	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34978	Met.Cam.	4/55	30229	1/57	565 loose	1/57-6/65 6/66	SR	4/57 1958 1963	To 70839 REP/TC vehicle Scrapped MCM	20/2/67 6/11/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH

⁹⁴ Vehicle not available 5/68 as bogies had been used for TLV conversion

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34979	Met.Cam.	4/55	30229	1/57	565 loose	1/57-6/65 6/66	SR	4/57 1958 1963	To 70838 REP/TC vehicle Scrapped MCM	12/1/67 9/5/92	1/57 Red & cream livery 6/65 for conversion BM Electrification SH
34980	Met.Cam.	4/55	30229	1/57	566	2/57-6/65	SR	4/57 1958 1963	To 70826 REP/TC vehicle Sold to Rolltrack	22/9/66 1/98	1/57 Red & cream livery 6/59 painted green 6/65 for conversion BM Electrification SH 1/66 was to have been 70816 4/66 at York in green for 70826
34981	Met.Cam.	4/55	30229	2/57	566 loose	2/57-6/65 6/66	SR	4/57 1958 1963	To 70829 REP/TC vehicle Scrapped MNS	14/10/66 26/11/91	6/59 painted green 6/65 for conversion BM Electrification SH 1/66 was to have been 70819
34982	Met.Cam.	4/55	30229	2/57	567 loose	6/57-6/65 6/66	SR	4/57 1958 1963	To 70840 REP/TC vehicle Scrapped VBL	24/3/67 2/3/90	6/65 for conversion BM Electrification SH
34983	Met.Cam.	4/55	30229	2/57	567 loose	6/57-6/65 6/66	SR	4/57 1958 1963	To 70843 REP/TC vehicle Scrapped VBL	7/7/67 19/5/90	6/65 for conversion BM Electrification SH 1/66 was to have been 70812
34984	Met.Cam.	4/55	30229	2/57	568	6/57-6/65	SR	4/57 1958 1963	To 70824 REP/TC vehicle To LUL Sold to Swanage 4TC Group	9/9/66 20/2/92 11/05	6/65 for conversion BM Electrification SH Stored at Dinton
34985	Met.Cam.	4/55	30229	2/57	568	6/57-6/65	SR	4/57 1958 1963	To 70821 REP/TC vehicle Scrapped GDM	19/8/66 3/2/94	6/65 for conversion BM Electrification SH
34986	Met.Cam.	4/55	30229	2/57	569 loose OLBT	6/57-6/63 6/64-6/65 (6/65)	SR	4/57 1958 1963	To 70822 REP/TC vehicle Scrapped MNS	26/8/66 26/11/91	6/65 for conversion BM Electrification SH
34987	Met.Cam.	4/55	30229	2/57	569 loose OLBT	6/57-6/63 6/64-6/65 (6/65)	SR	4/57 1958 1963	To 70812 REP/TC vehicle Sold to Rolltrack	8/67 1999	6/65 for conversion BM Electrification SH Converted at ZG
34988	Met.Cam.	4/55	30229	2/57	570 loose 51 loose 13 loose stored	3/57-6/65 6/66 7/67-5/68 5/72-5/71 5/72-5/75 4/76 5/77	SR EC	4/57, 1958, 1963, 1974, 1976 by 1989	Withdrawn To HST Barrier coach ADB975652 To 6333 Scrapped MPS	? 1977 1989 2/92	New in red+cream 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1
34989	Met.Cam.	4/55	30229	3/57	570 loose 51 71	3/57-6/65 6/66 7/67-5/68 5/69-5/75	SR	4/57, 1958, 1963, 1974	Not SR Withdrawn To ADB977235 BTU tool van Owned by Network Rail	By 4/76 c.1975 1984	3/57 Red & cream livery 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1 4/06 in Crewe BTU
34990	Met.Cam.	4/55	30229	3/57	571 loose 68 loose	3/57-6/65 6/66 7/67-5/75 4/76-5/77	SR	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80	withdrawn To ADB977088 Barrier coach then BTU tool van Owned by Network Rail	? 1982	3/57 Red & cream livery 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1 4/06 in Crewe BTU

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
34991	Met.Cam.	4/55	30229	3/57	571 loose 68 loose 14 loose	3/57 -6/65 6/66 7/67-5/68 5/69-5/71 5/72-5/75 4/76-5/77	SR SL	4/57, 1958, 1963, 1974, 12/77, 6/79, 1/80 by 1999	Withdrawn Sold to VSOE VSOE99538 Baggage Car 9	? by 12/83 1981	3/57 Red & cream livery 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1 1999 AB EH CW diagram AO231
34992	Met.Cam.	4/55	30229	3/57	572 ⁹⁵ 427	3/57 6/57-6/63	SR WR	4/57, 1958, 1963 1974 12/77, 6/79, 1/80 1/82	To WR withdrawn	2/64 by 12/83	3/57 Red & cream livery 1974 VB SH BR1 1977 VB SH BR1 1982 VB DH B4
34993	Met.Cam.	4/55	30229	3/57	572 ⁹⁶ 427	3/57 6/57-6/63	SR	4/57, 1958, 1963	To WR Somerton derailment Withdrawn P12/69 still at Somerton	2/64 13/6/69 3/70 4/70	3/57 Red & cream livery
34994	Met.Cam.	4/55	30229	11/56	350 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion to Bullion Van To M99200 ⁹⁷	1/66 11/66	Bullion van
34995	Met.Cam.	4/55	30229	11/56	350 loose	6/57-6/63 6/65	SR	4/57, 1958, 1963	At Wolverton for conversion to Bullion van M99201 ⁹⁸	1/66 11/66	
34996	Met.Cam.	4/55	30229	11/56	351	6/57-6/65	SR	4/57, 1958, 1963	To 70825 To ADB977545 HSTRC Scrapped MCM	16/9/66 9/12/91	6/65 for conversion BM Electrification SH
34997	Met.Cam.	4/55	30229	11/56	351	6/57-6/65	SR	4/57, 1958, 1963	To 70827 Scrapped MNS	30/9/66 20/11/91	6/65 for conversion BM Electrification SH
34998	Met.Cam.	4/55	30229	11/56	352	6/57-6/65	SR	4/57, 1958, 1963	To 70828 Scrapped MCM	17/10/66 30/3/92	6/65 for conversion BM Electrification SH
34999	Met.Cam.	4/55	30229	11/56	352 loose 53 92 30 43 loose	6/57-6/65 6/66 7/67 5/68 5/69-5/72 5/73-5/74 5/75	SR	4/57, 1958, 1963, 1974	Not SR Withdrawn To ADB975638 Current location Long Marston	By 4/76 By 1976 1977 2005	6/65 SH 7/67 AB EH BR1 1973 AB EH BR1 PSS staff & tool
35000	Met.Cam.	4/55	30229	11/56	353	6/57-6/64	SR	4/57, 1958,	at Wolverton for conversion	1/66	

⁹⁵ RO 5/57 has this vehicle formed in set 572

⁹⁶ RO 5/57 has this vehicle formed in set 572

⁹⁷ Some RCTS lists show 34994 as converted to 99203, but 99200 is now believed to be correct.

⁹⁸ Some RCTS lists (RO 11/66) show converted to 99204, but 99201 is now believed to be correct.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose	6/65		1963	to TPO To Bullion van W99202	1966	
35001	Met.Cam.	4/55	30229	11/56	353 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion Re-built as POT W80410	1/66 6/66	
35002	Met.Cam.	4/55	30229	11/56	354 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion Re-built as POT W80412	1/66 1966	
35003	Met.Cam.	4/55	30229	11/56	354 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion Re-built as POT W80411	1/66 1966	
35004	Met.Cam.	4/55	30229	12/56	277 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion Re-built as POT W80413	1/66 1966	12/56 new in green livery
35005	Met.Cam.	4/55	30229	12/56	277 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion Re-built as POT W80414	1/66 1966	12/56 new in green livery
35006	Met.Cam.	4/55	30229	12/56	278 loose 67 loose	6/57-6/65 6/66 7/67-5/75 4/76-5/77	SR BN	4/57, 1958, 1963, 1974, 1976, 12/77 by 1989	Withdrawn To ADB975660 HST Barrier coach To 6337 at GWRLy at Long Marston Located at Stratford & Broadway Railway	11/78 1978 1991 1991- 5/99 5/99 2006	12/56 new in green livery 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1973 AB EH BR1
35007	Met.Cam.	4/55	30229	12/56	278 loose 67 70	6/57-6/65 6/66 7/67-5/68 5/69-5/72	SR	4/57, 1958, 1963	Withdrawn at Micheldever at Davies Wagon Works, Shirebrook	11/72 9/73 12/74	12/56 new in green livery 6/65 for conversion BM Electrification SH 7/67 AB EH BR1
35008	Met.Cam.	4/55	30229	12/56	279	6/57-12/57	SR	2/57	Withdrawn	12/57	12/56 new in green livery Written off at Lewisham collision 12/57
35009	Met.Cam.	4/55	30229	12/56	279 280 279 loose	6/57-9/60 6/61-9/61 6/62-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton Re-built as POT M80405	1/66 1966	12/56 new in green livery
35010	Met.Cam.	4/55	30229	12/56	559 loose 91 loose 25 loose	1/57-6/65 6/66 7/67 5/68 5/69-5/74 5/75-5/77	SR SU CJ	4/57, 1958, 1963, 1974, 1976, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87	Withdrawn S&T Rescue train casualty coach located at Sudbrook. Re No 977526	By 11/87 1987	12/56 new in green livery 6/65 for conversion BM Electrification SH 7/67 AB EH BRX ⁹⁹ 1973 AB EH CW 1/87 NSE livery

⁹⁹ Vehicle not available 5/68 as bogies had been used for TLV project

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
35011	Met.Cam.	4/55	30229	12/56	559 loose 91 loose 29 loose	1/57-6/65 6/66 7/67 5/68 5/69-5/74 5/75-5/77	SR SU CJ LA	4/57, 1958, 1963, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 by 7/86, 1/87 by 11/87	withdrawn To Brake force DB977588 to LUL	? 1988 1988	12/56 new in green livery 6/65 for conversion BM Electrification SH 7/67 AB EH BRX ¹⁰⁰ 1973 AB EH CW
35012	Met.Cam.	4/55	30229	12/56	560 WLL loose 140 loose	1/57-6/65 (10/65) 6/66-5/68 5/69-5/75 4/76-5/77	SR CJ SU CJ EH	4/57, 1958, 1963, 1974, 12/77, 6/79, 1/80, 1/82 12/83, 1/85 1985 by 7/86, 1/87 by 11/87 11/88, 2/89	at Wolverton earmarked for conversion to TPO (cancelled) Withdrawn EH Sold to Gwili Rly.	1/66 9/3/89 ¹⁰¹ 1990	12/56 new in green livery 7/67 VB DH BR1 1973 VB DH BR1
35013	Met.Cam.	4/55	30229	12/56	560 loose 141 loose	1/57-6/65 6/66-5/68 5/69-5/75 4/76	SR	4/57, 1958, 1963, 1974, 1976	Not SR Withdrawn	By 5/77 by 12/77	12/56 new in green livery 7/67 VB DH BR1 1974 VB DH BR1
35014	Met.Cam.	4/55	30229	12/56	515 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	Re-built as POT M80404	1966	12/56 New in red & cream
35015	Met.Cam.	4/55	30229	1/57	515 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	Re-built as POT E80407	1966	1/57 New in red & cream 1974 VB DH BR2
35016	Met.Cam.	4/55	30229	1/57	516 loose 54 95 31 40 70	6/57-6/65 6/66 7/67 5/68 5/69-5/72 5/73 5/74-5/75	SR	4/57, 1958, 1963, 1974	Not SR Withdrawn To BTU tool van ADB975639	By 4/76 c. 1975 1977	1/57 New in red & cream 6/65 for conversion BM Electrification SH 7/67 AB EH BR1 1974 AB EH BR1 Located at Carnforth
35017	Met.Cam.	4/55	30229	1/57	516 loose 54 95 32 42	6/57-6/65 6/66 7/67 5/68 5/69-5/71 5/72	SR	4/57, 1958, 1963	Withdrawn Eastleigh to Wednesbury for scrap by H.Bridges	11/72 18/7/73 ¹⁰²	1/57 New in red & cream 6/65 for conversion BM Electrification SH 7/67 AB EH BR1
35018	Met.Cam.	4/55	30229	1/57	517	6/57-6/64	SR	4/57, 1958,	at Wolverton for conversion	1/66	1/57 New in red & cream

¹⁰⁰ Vehicle not available 5/68 as bogies had been used for TLV project.

¹⁰¹ Also quoted as 31/12/88

¹⁰² Date of 1/8/73 also quoted for this move.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose	6/65		1963	Re-built as POT E80408	1966	
35019	Met.Cam.	4/55	30229	1/57	517 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	at Wolverton for conversion Re-built as POT W80409	1/66 1966	1/57 New in red & cream Not listed as SR 6/63
35020	Met.Cam.	4/55	30229	1/57	518 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	To Bullion van M99203 ¹⁰³	1965-6	1/57 New in red & cream
35021	Met.Cam.	4/55	30229	1/57	518 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	To Bullion van M99204 ¹⁰⁴	1965-6	1/57 New in red & cream
35022	Met.Cam.	4/55	30229	1/57	519 loose	6/57-6/64 6/65	SR	4/57, 1958, 1963	Re-built as POT M80406	1966	1/57 New in red & cream
35023	Met.Cam.	4/55	30229	1/57	519 loose 53 92 loose GA	6/57-6/64 6/65-6/66 7/67 5/68 5/69 5/70-5/72	SR	4/57, 1958, 1963	seen carrying WR depot code Withdrawn (with S prefix) at Micheldever (stored) at Davies Wagon Works, Shirebrook.	8/72 11/72 9/73 12/74	1/57 New in red & cream 6/66 green livery 7/67 AB EH BR1
35060	GRCW	5/55	30233	Ex LMR 10/63			LMR GC PC	6/57, 12/73, 2/79, 12/81, 1/82 12/83 12/84, 1/85, 1/87	Withdrawn	by 12/88	TF to SR in maroon ¹⁰⁵ Not listed in ACWN 1/80 VB DH BR1
35063	GRCW	4/55	30233	Ex ER by 1/87			LMR WR TF BN CJ EH	6/57, 1958, 12/73, 12/77, 6/79, 1/80 1/82 12/83 11/84, 1/85 1/87 11/87	withdrawn	by 11/88	

¹⁰³ RO 10/68 lists this as E99200

¹⁰⁴ RO 2/67 lists this as 99201

¹⁰⁵ Listed at TF to SR in SC&WS SN43 10/63

Non-Gangwayed Composite (C)

1951 Type 6

Built to Diagram 312

Vehicles supplied to SR in Crimson livery, repainted green from 6/60.

All vehicles had VB, SH and BR1 bogies as built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
41060	Swindon	3/54	30152	2/56	152	4/56-9/61	SR	2/56, 1958	To WR To carflat 748702 Ashford lot 3533	6/63 1964	3/60 Painted green
41061	Swindon	3/54	30152	2/56	153	4/56-9/61	SR	2/56, 1958	To WR To carflat 748704 Ashford lot 3533	6/63 1964	10/62 painted green
41062	Swindon	3/54	30152	2/56	154	4/56-9/61	SR	2/56, 1958	To WR withdrawn at Taunton To carflat 748714 Ashford lot 3533	6/63 3/64 1964	10/62 painted green
41063	Swindon	3/54	30152	2/56	155	4/56-9/61	SR	2/56, 1958	To WR To carflat 748701 Ashford lot 3533	6/63 1964	10/62 painted green
41064	Swindon	3/54	30152	2/56	904	4/56-6/65	SR	2/56, 1958	Not SR withdrawn	By 6/66 ?	

Non-Gangway Brake Second (BT/BS)

1951 Type 4

Built to Diagram 372

Vehicles supplied to SR in Crimson livery, repainted green from 6/60.

All vehicles had VB, SH and BR1 bogies as built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
43374	Swindon	3/54	30151	2/56	152	4/56-9/61	SR	2/56, 1958	To WR To carflat 748717 Ashford lot 3533	6/63 1964	3/60 Painted green
43375	Swindon	3/54	30151	2/56	152	4/56-9/61	SR	2/56, 1958	To WR To carflat 748716 Ashford lot 3533	6/63 1964	3/60 Painted green
43376	Swindon	3/54	30151	2/56	153	4/56-9/61	SR	2/56, 1958	To WR To carflat 748700 Ashford lot 3533	6/63 1964	10/62 painted green
43377	Swindon	3/54	30151	2/56	153	4/56-9/61	SR	2/56, 1958	To WR To carflat 748711 Ashford lot 3533	6/63 1964	10/62 painted green
43378	Swindon	3/54	30151	2/56	154	4/56-9/61	SR	2/56, 1958	To WR To carflat 748633 Swindon lot 3536	6/63 1964	10/62 painted green
43379	Swindon	3/54	30151	2/56	154	4/56-9/61	SR	2/56, 1958	To WR To carflat 748703 Ashford lot 3533	6/63 1964	10/62 painted green
43380	Swindon	3/54	30151	2/56	155	4/56-9/61	SR	2/56, 1958	To WR To carflat 748708 Ashford lot 3533	6/63 1964	10/62 painted green
43381	Swindon	3/54	30151	2/56	155	4/56-9/61	SR	2/56, 1958	To WR To carflat 748705 Ashford lot 3533	6/63 1964	10/62 painted green
43382	Swindon	3/54	30151	2/56	904	4/56-10/65	SR	2/56, 1958	Not SR Converted to freightliner brake 963914	By 6/66 2/67	
43383	Swindon	3/54	30151	2/56	904	4/56-10/65	SR	2/56, 1958	To WR To carflat 748721 Ashford lot 3533	6/63 1964	Official lot date, but still in passenger service 10/65

Non-Gangway Second (T/S)

1951 Type 3

Built to Diagram 327

46280-96 supplied to SR in Crimson livery, repainted green from 6/60.

All vehicles fitted with VB, SH and BR1 bogies, as built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
S1000S	Eastleigh	1962		1962	LB WLL HI LB 156	1962 9/63 1963 2/64- 7/64 ¹⁰⁶ 6/65	SR	1963	Was DS70200 To S1000S re-no DS70200 for withdrawal Stored at Micheldever Withdrawn Sold to ESR	1962 1963 2/64 6/67 1967 1/73 14/2/73	Experimental GRP Body Built on UF of 4377 or 4378 Green livery moulded in. Preserved at Cranmore
?	Eastleigh	1962							Scrap?		GRP body on new Ashford UF built for testing purposes.
46005	Swindon	3/51	30028	Ex. WR 12/63	Loose WLL SWD	6/64-6/65 (12/63) (6/65)	WR SR	1/56 1965	Withdrawn by WR Reinstated by SR Not SR	12/63 1/64 By 6/66	Thought to still be in use 9/67 (RO 11/67)
46008	Swindon	3/51	30028	Ex. WR 7/64	Loose SWD	6/64-6/66 (6/65)	WR SR	1/56 1965	Withdrawn by WR Reinstated by SR Withdrawn	12/63 1/64 9/66	
46022	Swindon	3/51	30037	Ex. WR 12/63	Loose WLL SWD	6/64-6/66 (12/63) (6/65)	WR SR	3/55 1965	Withdrawn by WR Reinstated by SR Withdrawn	9/63 1/64 2/67	
46023	Swindon	3/51	30037	Ex. WR 12/63	Loose WLL SWD	6/64-6/66 (12/63) (6/65)	WR SR	12/54 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	12/63 3/64 6/67 ?	
46031	Swindon	3/51	30037	Ex. WR 7/64	Loose SWD	6/64-6/66 (6/65)	WR SR	7/56 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	12/63 6/64 6/67 10/67	
46035	Swindon	3/51	30037	Ex. WR 5/64	Loose SWD	6/64-6/65 (6/65)	WR SR	3/55 1965	Withdrawn by WR Reinstated by WR Withdrawn by WR to SR (withdrawn) Reinstated by SR	4/63 ? 12/63 5/64 11/64	

¹⁰⁶ "Lancing Belle" last ran on 3/7/64

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
46039	Swindon	3/51	30037	Ex. WR 3/64	Loose SWD	6/64-6/66 (6/65)	WR SR	10/56 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	4/66 12/63 1/64 6/67 by 10/67	9/67 thought to be still in use (RO 11/67)
46059	Swindon	3/51	30037	Ex. WR 1/64	Loose SWD	6/64-6/66 (6/65)	WR SR	2/55 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	12/63 1/64 6/67 10/67	10/67 Maroon livery
46273	Swindon	4/53	30104	Ex. WR 3/64	Loose WLL SWD	6/64-6/66 (3/64) (6/65)	WR SR	2/55 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	12/63 2/64 6/67 10/67	3/64 Maroon livery
46274	Swindon	4/53	30104	Ex. WR 3/64	Loose WLL SWD	6/64-6/66 (3/64) (6/65)	WR SR	2/55 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	12/63 2/64 6/67 10/67	3/64 maroon livery
46275	Swindon	4/53	30104	Ex. WR 3/64	Loose WLL SWD	6/64-6/66 (3/64) (6/65)	WR SR	2/55 1965	Withdrawn by WR Reinstated by SR for withdrawal Withdrawn	12/63 2/64 6/67 10/67	3/64 maroon livery
46280	Swindon	3/54	30150	2/56	Exe	5/56-9/61	SR	2/56, 1958	To WR To carflat 748603 Swindon lot 3536	6/63 1964	
46281	Swindon	3/54	30150	2/56	Exe	5/56-9/61	SR	2/56, 1958	To WR To carflat 748623 Swindon lot 3536	6/63 1964	
46282	Swindon	3/54	30150	2/56	Exe	5/56-9/61	SR	2/56, 1958	To WR To carflat 748602 Swindon lot 3536	6/63 1964	5/60 green livery
46283	Swindon	3/54	30150	2/56	Exe	5/56-9/61	SR	2/56, 1958	To WR To carflat 748605 Swindon lot 3536	6/63 1964	
46284	Swindon	3/54	30150	2/56	Exe H11	5/56-9/61 7/57, 6/63	SR	12/55, 1958	Withdrawn to South Wales for scrap ¹⁰⁷	By 6/64 6/64	
46285	Swindon	3/54	30150	2/56	Exe	5/56-9/61	SR	12/55, 1958	To WR To carflat 748629 Swindon lot 3536	6/63 1964	
46286	Swindon	3/54	30150	2/56	Exe	5/56-9/61	SR	12/55, 1958	To WR To carflat 748632	6/63 1964	

¹⁰⁷ Report in RO 9/64

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
46287	Swindon	3/54	30150	2/56	Exe HI	5/56-9/61 (7/57),1/64	SR	12/55, 1958	Swindon lot 3536 To WR To carflat 748631 Swindon lot 3536	2/64 1964	
46288	Swindon	3/54	30150	1/56	Exe	5/56-9/61	SR	12/55, 1958	To WR To carflat 748630 Swindon lot 3536	6/63 1964	
46289	Swindon	3/54	30150	1/56	Exe 156	7/58-9/61 6/63	SR	12/55, 1958	Withdrawn to South Wales for scrap ¹⁰⁸	By 6/64 6/64	
46290	Swindon	3/54	30150	1/56	Exe 156	4/56-9/61 6/63	SR	12/55, 1958	Withdrawn to South Wales for scrap ¹⁰⁹	By 6/64 6/64	5/60 green livery
46291	Swindon	3/54	30150	1/56	Exe HI1 156 loose SWD	4/56-9/61 6/63 9/64 6/65-6/66 (6/65)	SR	12/55, 1958	Not SR	By 7/67	5/64 green livery
46292	Swindon	3/54	30150	1/56	Exe HI2 156 loose	4/56-9/61 6/63 9/64-6/65 6/66	SR	12/55, 1958	for withdrawal	7/67	5/64 green livery
46293	Swindon	3/54	30150	1/56	Exe HI2 156 loose	4/56-9/61 6/63 9/64-6/65 6/66	SR	12/55, 1958	for withdrawal	7/67	5/64 green livery
46294	Swindon	3/54	30150	1/56	Exe 156	4/56-9/61 6/63	SR	12/55, 1958	Withdrawn to South Wales for scrap ¹¹⁰	By 6/64 6/64	
46295	Swindon	3/54	30150	1/56	Exe Loose SWD	4/56-9/61 6/63-6/66 (6/65)	SR	12/55, 1958	for withdrawal Withdrawn	7/67 10/67	5/60 green livery
46296	Swindon	3/54	30150	1/56	Exe HI Exe Loose	4/56 7/57 7/58-9/61 6/63	SR	12/55, 1958	Withdrawn to South Wales for scrap ¹¹¹	By 6/64 6/64	
46297	Swindon	3/54	30150	1/56	904 loose	by 4/56- 10/65 6/66	SR	12/55, 1958	for withdrawal Withdrawn	7/67 10/67	
46298	Swindon	3/54	30150	2/56	904 ¹¹²	4/56-10/65	SR	12/55, 1958	Withdrawn	2/67	

¹⁰⁸ Report in RO 9/64

¹⁰⁹ Report in RO 9/64

¹¹⁰ Report in RO 9/64

¹¹¹ Report in RO 9/64

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
					loose	6/66					

In the various issues of RO there are a number of apparently contradictory statements made about some of these vehicles. For example:

3/56: New 46280-9 for Exmouth services

4/56: 46288-97 arrived at Eardley between Dec 1955 and Jan 1956. 46280-98 all for Exmouth services.

5/56: 46290-8 arrived at Exmouth for strengthening the 4 x 3 car sets (thought to be a typing error and should have been 46280)

10/57: SR allocation of T vehicles 46280-8

9/58: New 46289-96

12/58: New 46297-8

¹¹² Listed twice in formation of Set 904 in ACWN 6/65

Kitchen Car (RK)

1951 Type M

Built to Diagram 700

Delivered to SR in "plum & Spilt Milk" livery for Royal Wessex duty. Probably to green c.5/60

Fitted with VB, SH and BR2 bogies as built.

Number	Built at	Order	Lot No.	To SR	Set No.	Dates	Alloc	Dates	Disposal	Date	Remarks
80009	Doncaster	12/50	30018	5/51	RW (SWD) Loose (290) (297) spare	5/51-9/51 6/51-1959 6/52-6/63 9/60 8/61,9/61 8/62	SR	5/51, 1958	Stored at BM Withdrawn Condemned at BM Scrapped	5/63 6/64 7/64 6/67	5/51 working with 1006 & 9 4/56 re-painted red & cream 12/60 working with 1006 8/61 working with 7684 8/62 not in regular use

Allocation of SR Sets Containing BR Vehicles

From Appendix to Carriage Working Notices

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
11					3a Ton-Rdg ABEH	3a Ton-Rdg ABEH	
12					3a Ton-Rdg ABEH	3a Ton-Rdg ABEH	
13					3a Ton-Rdg ABEH	3a Ton-Rdg ABEH	
14					3a Ton-Rdg ABEH	3a Ton-Rdg ABEH	
15					3b Oxted ABEH	3b Oxted ABEH	
16					3b Oxted ABEH	3b Oxted ABEH	
17					3b Oxted ABEH	3b Oxted ABEH	
18					3b Oxted ABEH	3b Oxted ABEH	
19					3b Oxted ABEH	3b Oxted ABEH	
51					3b Oxted ABEH	7c Oxted ABEH	
52					3b Oxted ABEH	7a Oxted ABEH	
53					7d Vic-NH ABEH		
54					7RB Vic-NH ABEH		
61					8e OLBT ABEH	8e OLBT ABEH	
62					8f OLBT ABEH	8f OLBT ABEH	
63					8f OLBT ABEH	8f OLBT ABEH	
64					8f OLBT ABEH	8f OLBT ABEH	
65					8g OLBT ABEH	8g OLBT ABEH	
66					8g OLBT ABEH	8g OLBT ABEH	

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
67					8d Oxted ABEH	8h Oxted ABEH	
68					8h Oxted ABEH	8d Oxted ABEH	
69					8k Oxted ABEH	8k Oxted ABEH	
91					10RB Wloo-WQ ABEH	10RBb Wloo-WQ ABEH	
92						10RBb Wloo-WQ ABEH	
95						11RBa Vic-NH ABEH	
105					3 SWD News VBDH	3 SWD News VBDH	
106					3 SWD News VBDH	3 SWD News VBDH	
107					3 SWD News VBDH	3 SWD News VBDH	
108					3 SWD News VBDH	3 SWD News VBDH	
109					3c SWD News VBDH	3 SWD News VBDH	
115					4a Ports-Exeter VBDH		
116					4a Ports-Exeter VBDH		
125					6RBd Bton-Exeter VBDH		
126					6RBd Bton-Exeter VBDH		
130					7e SWD specials VBDH	7e SWD specials VBDH	
131					7e SWD specials	7e SWD specials	

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
					VBDH	VBDH	
132					7f SWD specials VBDH	7f SWD specials VBDH	
145					10 CD specials VBDH	10 CD specials VBDH	
146						10RbC Bton-Exeter VBDH	
150					11RMB (formed 7/8/67) Poole-Newcastle VBDH	11RF Poole-York VBDH	
151					11RMB (formed 5/9/67) Poole-Newcastle VBDH	11RF Poole-York VBDH	
155					3 SWD local VBSH	3 Wloo-WoE VBSH	
156				4 WL	3 SWD local VBSH	3 Wloo-WoE VBSH	
157					3 SWD local VBSH	3 Wloo-WoE VBSH	
158					3 SWD local VBSH	3 Wloo-WoE VBSH	
159					3 SWD local VBSH	3 Wloo-WoE VBSH	
160					3 SWD local VBSH	3 Wloo-WoE VBSH	
170					4RMB Wloo-WoE		
171					4RMB Wloo-WoE		
180					7RBa Wloo-WoE		
184						8RKBb Wloo-WoE VBSH	

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
185					8RKBa Wloo-WoE	8RB Wloo-WoE VBSH	
186					8RKBa Wloo-WoE	8RB Wloo-WoE VBSH	
187						8RB Wloo-WoE VBSH	
188						8RB Wloo-WoE VBSH	
189						8RB Wloo-WoE VBSH	
190						9b Ports-Cardiff VBSH	
195					10RB ¹¹³ Wloo-WQ		
237			9 Swanage-Wloo	9 Wloo-BM			
277		7RBb Lon-Mar-Ram	10RBa Wloo-Wey				
278		7RBb Lon-Mar-Ram	10RBa Wloo-Wey	10RB Wloo-WQ			
279		7RBb Lon-Mar-Ram	8j Vic-NH (night)	7 Vic-NH			
280			3 SWD	3 SWD			
294				6RB BM-Wloo			
296				6RBa BM-Wloo			
297				6RB BM-Wloo			
298				6RBb BM-Wloo			
299				5RB BM-Wloo			
300				6RBb BM-Wloo			

¹¹³ Identified in ACWN as 10RMB set but contained an RB and no RMB.

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
350			9RB SWD OLBT	8 SWD OLBT			
351			9RB SWD OLBT	8 SWD OLBT			
352			9RB SWD OLBT	8 SWD OLBT			
353			9RBa SWD OLBT	8a SWD OLBT			
354			9RBb SWD OLBT	8a SWD OLBT			
427			3 SWD	6 Oxted (EH only)			
468			11RB Vic-NH (day)	7RB Vic-NH			
515			6RBc Bton-Plymouth				
516			6RBc Bton-Plymouth	6RBc Bton-Ply			
517			11RKBa Wloo-WQ	11RKB Wloo-WQ			
518			3 SWD				
519			3 SWD				
520	3 Lon-Fol-Mar-Ram	3 LED & LCD					
521	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
522	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
523	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
524	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
525	3 Lon-Fol-Mar-Ram	3 LED & LCD	6a Wloo-Exeter	6a Wloo-Salis			
526	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
527	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD				
528	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD				
529	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
530	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
531	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
532	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
533	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
534	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
535	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
536	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SWD	3 SWD			
537	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SED VBEH				
538	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SED VBEH				
539	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SED VBEH				
540	3 Lon-Fol-Mar-Ram	3 LED & LCD	3 SED VBEH	6RBb B (DH)			
541		3 LED & LCD	3 CD-SED VBEH	3a Ton-Rdg (DH)			
542		3 LED & LCD	3 CD-SED VBEH	3a Ton-Rdg (DH)			

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
543		3 LED & LCD	3 CD-SED VBEH	3a Ton-Rdg (DH)			
544		3 LED & LCD	3 CD-SED VBEH	3a Ton-Rdg (DH)			
545		3 LED & LCD	3 CD-SED VBEH	3b Oxted, Steyning (DH)			
546		3 LED & LCD	3 CD-SED VBEH	3b Oxted, Steyning (DH)			
547		3 LED & LCD	3 CD-SED VBEH	3b Oxted, Steyning (DH)			
548		3 LED & LCD	3 CD-SED VBEH	8c Oxted (EH only)			
549		3 LED & LCD	3 CD-SED VBEH	3b Oxted, Steyning (DH)			
550		3 LED & LCD	3 CD-SED VBEH	3b Oxted, Steyning (DH)			
551		3 LED & LCD	3 CD-SED VBEH	6b Oxted (EH only)			
552		3 LED & LCD					
553		3 LED & LCD	3 SWD	3 SWD			
554		3 LED & LCD	3 SWD	3 SWD			
555		3 LED & LCD	3 SWD	3 SWD			
556		3 LED & LCD	3 SWD	3 SWD			
557		3 LED & LCD	3 SWD	3 SWD			
558		3 LED & LCD	3 SWD	3 SWD			
559		3 LED & LCD	3 SWD	3 SWD			
560		3 LED & LCD	7RS Wloo-Wey	6RKB Wloo-BM			
561			4RB Bomo-Wloo	3 SWD			
562			3 SWD	3 SWD			
563			3 SWD	3 SWD			
564			3 SWD	3 SWD			
565			3 SWD	3 SWD			

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
566			3 SWD	3 SWD			
567			3 SWD	3 SWD			
568			3 SWD	3 SWD			
570			3 SWD	3 SWD			
571			3 SWD	3 SWD			
572			3 SWD	3 SWD			
573			3 SWD	3 SWD			
574			3 SWD	3 SWD			
701				8RKB Wloo-Exeter			
702				8RKB Wloo-Exeter			
703				7RKB Wloo-Exeter			
766				7a Oxted (EH only)			
805				6RKBa BM-Wloo			
858				5 Wloo-Wey			
866	4a Lon-Ram-Dov	4a Lon-Ram-Dov	5RMB Bton-Cardiff	3 SWD			
867	4a Lon-Ram-Dov	4a Lon-Ram-Dov	5RMB Bton-Cardiff	3 SWD			
868	4a Lon-Ram-Dov	4a Lon-Ram-Dov	3 SWD	3 SWD			
869	4a Lon-Ram-Dov	4a Lon-Ram-Dov	3 SWD	3 SWD			
870	4a Lon-Ram-Dov	4a Lon-Ram-Dov	3 SWD	3 SWD			
871	4a Lon-Ram-Dov	4a Lon-Ram-Dov	3 SWD	3 SWD			

Set No.	ACWN 9/56 for LE & LC only	ACWN 9/57 for LE & LC only	ACWN 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	
873	8h Lon-Ram	8h Lon-Ram	3 SWD	3 SWD			
874	8d Lon-Ram	8d Lon-Ram	7RB Wloo-SDks (St.Malo)				
875	8d Lon-Ram	8d Lon-Ram	3 SWD	3 SWD			
876	6 Lon-TWW-Bton	6 Lon-TWW-Bton	3 SWD	3 SWD			
877			3 SWD	3 SWD			
878			3 SWD				
879			3 SWD	3 SWD			
880			9RB BM-Newcastle	9RMB BM-Newcastle			
881			3 SWD	3 SWD			
882			3 SWD	3 SWD			
883			3 SWD	3 SWD			
884			3 SWD	3 SWD			
885			3 SWD	10RB B			
886			3 SWD	3 SWD			
887			3 SWD	3 SWD			
888			3 SWD				
889			7RMB Ports-Cardiff				
890			3 SWD	3 SWD			
891			3 SWD				
897			6 Lon-TWW-Bton				
904				7b Oxted			
952				4RMB Wloo-Exeter			
985				8d Oxted			

Key to Set Formations:

3 – BSK, CK, BSK
3a – SO, BSK, SO
3b – SO, BSK, CK
3c – CK, BSK, CK
4 – S, S, BSK, S
4a – BSK, SO, SK, BSK
4RB – BSK, CK, RB, BSK
4RMB – BSK, FK, RMB, BSK
5 – BSK, CK, CK, SK, BSK
5RB – BCK, FK, RB, SO, BSK
5RMB – BSK, SK, RMB, CK, BSK
6 – BSK, SK, FK, CK, SK, BSK
6a – BSK, SO, CK, CK, SO, BSK
6b – BSK, SK, CK, SK, SK, BSK
6c – BSK, SK, FK, SK, SK, BSK
6RB – BSK, CK, RFO, RB, SO, BSK
6RBa – BCK, SO, BCK, SO, RB, BCK
6RBb – BCK, SO, CK, RB, SO, BCK
6RBc – BSK, SO, RB, SO, CK, BSK
6RBd – BSK, SO, RB, CK, SO, BSK
6RKB – BSK, FO, RCO, RKB, SO, BSK
6RKBa – BSK, FK, RKB, RCO, SO, BSK
7 – BSK, SO, SO, FO, FO, SO, BSK
7a – BSK, SK, SK, CK, CK, SO, BSK
7b – BS, S, CK, S, C, CK, S, BS
7c – BSK, SK, SK, FK, CK, SK, BSK
7d – BSK, SO, SO, FK, FK, SO, BSK
7e – BSK, SO, SO, SO, SO, SO, BSK
7f – BSK, SK, SK, SK, SK, SK, BSK
7RB – BSK, SO, CK, RB, FK, SO, BSK
7RBa – SO, CK, FK, BSK, SO, RB, BSK
7RBb – BSK, CK, CK, RB, SO, SO, BSK
7RBc – BSK, SK, CK, RB, RUO, CK, BSK
7RKB – BSK, RKB, SO, FK, CK, BSK, SK
7RMB – BSK, SK, CK, RMB, CK, SO, BSK

7RS – BSK, FK, FK, FO, RS, SO, BSK
8 – BSK, SO, SO, FK, CK, SO, SO, BSK
8a – BSK, FK, FK, FK, FO, SO, SO, BSK
8c – BSK, SK, SK, CK, CK, CK, SO, BSK
8d - BSK, SK, SK, CK, CK, SK, SK, BSK
8e – BCK, FO, FO, FO, FO, FO, FO, BCK
8f – BCK, SO, SO, CK, SO, SO, SO, BCK
8g – BCK, SO, SO, CK, FK, FK, FK, BCK
8h – BSK, SK, CK, CK, CK, SK, SK, BSK
8j – BSK, SO, SO, SO, SO, FO, FO, BSK
8k – SO, SK, SK, FK, BSK, SK, SK, SO
8RB – TSO, BSK, CK, TSO, RB, FK, BSK, TSO
8RKB – BSK, SK, CK, BSK, FK, RUO, RKB, BSK
8RKBa – BSK, SO, CK, BSK, FK, RUO, RKB, BSK
8RKBb – TSO, BSK, CK, TSO, RKB, FK, BSK, TSO
9 – BSK, SO, SO, SO, FK, SO, SO, SO, BSK
9a – BSK, SK, SK, SK, CK, CK, SK, SK, BSK
9b – BSK, TSO, TSO, TSO, CK, CK, TSO, TSO, BSK
9RB – BSK, SO, SO, RB, FK, CK, SO, SO, BSK
9RBa – BSK, FK, FK, FK, FO, RB, SO, SO, BSK
9RBb – BSK, FK, FK, FK, FK, RB, SO, SO, BSK
9RBc – BSK, CK, SO, SO, RB, SO, SO, CK, BSK
9RMB – BSK, CK, SO, SO, RMB, SO, SO, CK, BSK
10 – BSK, SO, SO, SO, FK, SO, SO, SO, SO, BSK
10a – BSK, SO, SO, SO, SO, SO, FO, SO, SO, BSK
10RB – BSK, SO, SO, SO, RB, CK, CK, SO, SO, BSK
10RBa – BSK, SO, SO, CK, RB, CK, SO, SO, SK, BSK
10RBb – BSK, TSO, TSO, TSO, RB, FK, CK, TSO, TSO, BSK
10RBc – BSK, TSO, CK, TSO, BSK, RB, TSO, CK, TSO, BSK
11RB – BSK, FK, CK, SO, SO, RB, SO, SO, SO, SO, BSK
11RBa – BSK, TSO#, TSO#, TSO#, TSO, CK, RB, TSO, FK, TSO, BSK
11RF – CK#, SK#, CK, CK, TSO, RF, BSK, BSK, TSO, TSO, TSO#
11RKB - BSK, SO, SO, SO, RKB, RCO, CK, CK, SO, SO, BSK
11RKBa – BSK, SO, SO, SO, CK, RKB, RCO, FK, SO, SO, BSK
11RMB – CK#, SK#, BSK, CK, SO#, SO, RMB, SO, SO, CK, BSK
- Summer only

Loose and Spare Vehicles

Category	ACWN 9/56 for LE & LC only	ACWN 9/56 for LE & LC only	ACWN dated 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	ACWN dated 7/76 (pencilled later amendments)	ACWN dated 5/77	
SO SED (Golden Arrow) ABEH					2	2			
SO SED (Golden Arrow) VBDH				2					
SO SED (Night Ferry) AB/UIC					3	3			
SO LED (Man of Kent) VBSH		2							
SO CD ABEH					5	1	18 diag (26)	26	
TSO CD VBDH						2			
SO SWD ABEH					3	3	12 OLBT (0) 13 diag	13	
SO SWD VBEH						1	14 diag (4)	4	
SO SWD VBSH		1 RWessex			5	4			
SO Loose VBEH			11	3					
SO Loose VBDH				6			5 special	5 special	
SO Loose VBSH	15 (SO) 81 (TSO)	15 (SO) 114 (TSO)	56	62					
SO Maintenance ABEH					9	7	10 (8)	8	
SO Maintenance AB/UIC					1	1			
SO Maintenance VBDH					4	3	2	2	
SO Maintenance VBSH					3	2			

Category	ACWN 9/56 for LE & LC only	ACWN 9/56 for LE & LC only	ACWN dated 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	ACWN dated 7/76 (pencilled later amendments)	ACWN dated 5/77	
SK SED (Golden Arrow) ABEH				3	4	4			
SK Loose VBDH				5					
SK Loose VBSH	1		23	3					
SK CD ABEH							12 diag (0)		
SK SWD ABEH							0 (12 special)	12 special	
SK Maintenance ABEH					1	1	2	2	
SK Maintenance VBDH					1	1			
BSK SED (Golden Arrow) ABEH					1	1			
BSK SED (Golden Arrow) VBDH				1					
BSK SED VBDH					6	6	5		
BSK CD ABEH							7 (5)	5	
BSK CD/SED VBEH								5	
BSK CD VBDH						1			
BSK SWD ABEH					3	1	3 (2)	2	
BSK SWD VBEH						3	14 (8)	8	
BSK SWD VBSH	5 for RWessex	5 for RWessex	2 for OLBT	3 for OLBT	2	2			
BSK Loose VBEH				2			3 special	1	
BSK Loose VBDH				10				3 special	
BSK Loose VBSH				20					
BSK Maintenance ABEH					5	1	4 (3)	3	
BSK Maintenance VBDH					4	4	5 (4)	4	

Category	ACWN 9/56 for LE & LC only	ACWN 9/56 for LE & LC only	ACWN dated 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	ACWN dated 7/76 (pencilled later amendments)	ACWN dated 5/77	
BSK Maintenance VBSH					3	3			
BSK CM&EE ABEH						6			
CK SED (Night Ferry) AB/UIC					1	1			
CK SED VBDH					3	3			
CK LED (Man of Kent) VBSH		1							
CK CD ABEH					1	1			
CK CD VBDH					4	4			
CK SWD VBEH							8 (4)	4	
CK SWD VBSH					3	3			
CK Loose VBEH				1			2 special	2 special	
CK Loose VBDH				8					
CK Loose VBSH	3 for RWessex	3 for RWessex	2	7					
CK Maintenance AB/UIC					3	3			
CK Maintenance VBDH					3	3	3 (2)	2	
CK Maintenance SHVB					2	2			
FO SWD ABEH					1	1	4 OLBT/Special	4 special	
FO SWD VBSH				5 for OLBT					
FO Loose VBSH	8	8	5 4 (Ex SO)	6 (Ex.SO)					

Category	ACWN 9/56 for LE & LC only	ACWN 9/56 for LE & LC only	ACWN dated 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	ACWN dated 7/76 (pencilled later amendments)	ACWN dated 5/77	
FO Maintenance ABEH							1	1	
FK CD ABEH							4 diag	4	
FK SWD ABEH					7	7	8 OLBT/Special 2 diag	8 special 2 diag	
FK SWD VBEH							1 diag	1	
FK Loose VBDH				34					
FK Loose VBSH	1	1 for RWessex		30					
FK Maintenance ABEH					3	3	4	4	
FK Maintenance VBDH					1	1	1	1	
FK Maintenance VBSH					1				
BCK SED (Night Ferry) AB/UIC					1	1	1	1	
BCK SWD ABEH							1 (2) diag 5 (4) OLBT/special	2 diag 4 special	
BCK Loose VBEH				2					
BCL Loose VBDH				4					
BCK Maintenance AB/EH					1	1	3	3	
RB SED (Night Ferry) AB/UIC					2	2	1 (0)		
RB CD AB/UIC					1#	1#			
RB SWD ABEH					1#+3	3#+2			
RB SWD VBDH					4#+1	6#	2 diag (0)		
RB Loose VBEH							1	1 special	

Category	ACWN 9/56 for LE & LC only	ACWN 9/56 for LE & LC only	ACWN dated 6/63	ACWN dated 6/65 all VBSH unless otherwise stated	ACWN dated 7/67	ACWN dated 5/68	ACWN dated 7/76 (pencilled later amendments)	ACWN dated 5/77	
RB Maintenance ABEH					2	1	1 (0)		
RB Maintenance AB/UIC					1	1			
RB Maintenance VBDH					1		1	1	
RF SWD VBDH						2#			
RUO SED (Night Ferry) AB/UIC					1	1	1 (0)		
RUO Maintenance AB/UIC					1	1	1 (0)		
RUO Maintenance VBDH					1	1			
RMB SWD ABEH							2 OLBT/Special 2 diag	2 special 2 diag	
RMB SWD VBDH					2#				
RMB SWD VBSH					2#	2			
RMB Maintenance ABEH							1	1	
RMB Maintenance VBSH					1	1			
RKB SWD VBSH					2#	1#+1			
RSO SWD VBSH					2#	2			
S SWD VBSH		17	2	13					
Saloons		2							

- Allocated to sets

Numeric Index

060969	32	13021	64	13394	70	15031	78
079171	43	13022	64	13395	70	15032	78
079172	108	13023	64	13396	70	15033	78
079173	109	13024	65	13397	70	15034	78
079174	55	13025	65	13398	70	15035	78
079175	79	13026	65	13399	71	15036	78
079176	42	13027	65	13400	71	15037	78
079177	40	13028	65	13401	71	15038	78
079178	78	13030	65	13402	71	15039	78
083264	49	13032	65	13403	71	15040	79
083621	30	13033	65	13404	71	15041	79
08363	122	13034	65	13405	72	15042	79
1000	15	13035	66	13406	72	15043	79
1003	15	13037	66	13459	73	15044	79
1005	15	13038	66	13462	73	15045	79
1006	15	13040	66	13467	73	15046	79
1007	15	13053	66	13473	73	15047	79
1009	15	13062	66	13477	74	15048	79
1010	15	13063	66	13479	74	15049	79
1013	16	13086	66	13482	74	15425	79
1018	16	13087	66	13492	74	1552	17
1019	16	13096	66	13499	75	1553	17
13000	63	13097	66	13507	75	15563	79
13001	63	13109	67	13513	75	15564	80
13002	63	13111	67	13514	75	15565	80
13003	63	13115	67	13525	76	15566	80
13006	63	13143	67	14079	90	15567	80
13007	63	13175	67	14081	90	15568	80
13008	63	13178	67	14133	90	15569	80
13009	63	13179	67	15000	77	15570	80
13010	63	13180	67	15021	77	15571	80
13012	64	13197	68	15022	77	15572	81
13013	64	13210	68	15023	77	15573	81
13014	64	13387	69	15024	77	15574	81
13015	64	13388	69	15025	77	15575	81
13016	64	13389	69	15026	77	15576	81
13017	64	13390	69	15027	77	15577	81
13018	64	13391	69	15028	78	15578	81
13019	64	13392	70	15029	78	15579	81
13020	64	13393	70	15030	78	15580	81

15581	81	15912	86	1766	20	21266	92
15582	82	15913	86	1767	21	21267	92
15583	82	15914	86	1768	21	21268	92
15584	82	15915	87	1769	21	21269	93
15871	82	16198	87	1770	21	21270	93
15872	82	16199	87	1771	21	21271	93
15873	82	16200	87	1772	21	21272	93
15874	82	16201	87	1806	22	21273	93
15875	82	16202	88	1807	22	21274	94
15876	82	16203	88	1822	22	21275	94
15877	83	16204	88	1831	22	24169	95
15878	83	16205	88	1849	22	24231	95
15879	83	16206	88	1850	22	24234	95
15880	83	16207	88	1851	23	24302	95
15881	83	16208	89	1852	23	24303	95
15882	83	16210	89	1872	23	24304	95
15883	83	16220	89	1873	23	24305	96
15884	83	16221	89	1881	23	24306	96
15885	84	1633	14	18906	99	24307	96
15886	84	1634	14	18909	99	24308	96
15887	84	17079	90	18910	100	24309	96
15888	84	17081	90	18912	100	24310	96
15889	84	17133	90	18913	100	24311	96
15890	84	1714	18	18915	100	24312	97
15891	84	1715	18	18916	100	24313	97
15892	84	1716	18	18917	100	24314	97
15893	84	1717	18	18920	101	24315	97
15894	84	1718	18	18924	101	24316	97
15895	84	1719	18	18934	101	24317	97
15896	84	1720	18	18942	101	24318	97
15897	85	1721	18	1925	25	24319	98
15898	85	1722	18	1932	25	24320	98
15899	85	1723	18	1935	25	24321	98
15900	85	1724	19	1939	25	24322	98
15901	85	1755	19	19462	73	24323	98
15902	85	1756	19	19473	73	24324	98
15903	85	1757	19	19479	74	24325	98
15904	85	1758	19	19507	75	24326	98
15905	85	1759	19	19513	75	24327	99
15906	86	1760	19	21246	91	24980	99
15907	86	1761	20	21247	91	24989	99
15908	86	1762	20	21251	91	25906	99
15909	86	1763	20	21263	91	25907	99
15910	86	1764	20	21264	92	25908	99
15911	86	1765	20	21265	92	25909	99

25910	100	34244	104	34617	110	34938	116
25912	100	34245	104	34618	110	34939	116
25913	100	34246	104	34619	110	34940	116
25914	100	34247	104	34620	110	34941	117
25915	100	34248	105	34621	110	34942	117
25916	100	34249	105	34622	110	34943	117
25917	100	34250	105	34623	111	34944	117
25918	100	34251	105	34624	111	34945	117
25920	101	34252	105	34625	111	34946	117
25924	101	34253	105	34626	111	34947	117
25934	101	34254	105	34627	111	34948	118
25942	101	34255	105	34628	112	34949	118
25944	101	34256	105	34629	112	34950	118
25946	101	34257	105	34630	112	34951	118
25948	101	34258	106	34631	112	34952	118
25953	101	34259	106	34632	112	34953	119
25972	102	34260	106	34633	112	34954	119
2833	93	34261	106	34634	112	34955	119
2834	92	34262	106	34635	112	34956	119
3063	28	34263	106	34636	113	34957	119
3064	28	34264	106	34637	113	34958	119
3065	28	34265	106	34638	113	34959	119
3066	28	34266	107	34639	113	34960	119
3067	29	34267	107	34640	113	34961	119
3068	29	34268	107	34641	113	34962	119
3069	29	34269	107	34642	113	34963	119
3070	29	34270	107	34643	114	34964	120
330	14	34271	107	34644	114	34965	120
331	14	34272	108	34645	114	34966	120
34155	103	34273	108	34646	114	34967	120
34156	103	34274	108	34647	114	34968	120
34157	103	34275	108	34648	114	34969	120
34158	103	34276	108	34649	114	34970	120
34159	103	34277	108	34650	114	34971	120
34233	103	34278	108	34651	115	34972	120
34234	104	34279	108	34652	115	34973	120
34235	104	34280	109	34653	115	34974	120
34236	104	34281	109	34654	115	34975	120
34237	104	34282	109	34790	115	34976	120
34238	104	34283	109	34835	115	34977	120
34239	104	34284	109	34925	115	34978	120
34240	104	34613	109	34934	115	34979	121
34241	104	34614	109	34935	115	34980	121
34242	104	34615	110	34936	116	34981	121
34243	104	34616	110	34937	116	34982	121

34983	121	3504	30	3842	36	3945	42
34984	121	3505	30	3843	36	3946	42
34985	121	3506	30	3844	37	3962	42
34986	121	35060	125	3845	37	3963	42
34987	121	35063	125	3846	37	3983	42
34988	121	3507	31	3847	37	3984	43
34989	121	3508	31	3848	37	3986	43
34990	121	3509	31	3849	37	3987	43
34991	122	3510	31	3871	38	3988	43
34992	122	3511	31	3872	38	3989	43
34993	122	3512	31	3873	38	3990	43
34994	122	3513	31	3882	38	3991	43
34995	122	3514	31	3883	38	3992	43
34996	122	35515	90	3913	38	3993	44
34997	122	3701	32	3914	38	3994	44
34998	122	3738	32	3915	39	3997	44
34999	122	3739	32	3916	39	3998	44
3500	30	3742	32	3917	39	3999	44
35000	122	3745	32	3918	39	4000	44
35001	123	3746	32	3919	39	4001	44
35002	123	3748	33	3920	39	4002	44
35003	123	3749	33	3921	40	4003	44
35004	123	3756	33	3922	40	4004	44
35005	123	3759	33	3923	40	4005	45
35006	123	3768	33	3924	40	4006	45
35007	123	3773	33	3925	40	4007	45
35008	123	3774	34	3926	40	4008	45
35009	123	3824	34	3927	41	4009	45
3501	30	3825	34	3928	41	4010	45
35010	123	3826	34	3929	41	4011	45
35011	124	3827	34	3930	41	4012	45
35012	124	3828	34	3931	41	4013	45
35013	124	3829	34	3932	41	4014	45
35014	124	3830	35	3933	41	4015	45
35015	124	3831	35	3934	41	4016	45
35016	124	3832	35	3935	41	4017	46
35017	124	3833	35	3936	41	4018	46
35018	124	3834	35	3937	41	4019	46
35019	125	3835	35	3938	41	4020	46
3502	30	3836	35	3939	42	4021	46
35020	125	3837	36	3940	42	4022	46
35021	125	3838	36	3941	42	4023	46
35022	125	3839	36	3942	42	4024	46
35023	125	3840	36	3943	42	4025	46
3503	30	3841	36	3944	42	4026	46

4027	46	4181	52	46031	128	5034	61
4028	47	4191	52	46035	128	5290	62
4029	47	43374	127	46039	129	6332	120
4030	47	43375	127	46059	129	6333	121
4031	47	43376	127	46273	129	6337	123
4032	47	43377	127	46274	129	6340	91
4033	47	43378	127	46275	129	69022	25
4034	47	43379	127	46280	129	69023	25
4035	47	43380	127	46281	129	69024	25
4036	48	43381	127	46282	129	69025	25
4037	48	43382	127	46283	129	69319	18
4038	48	43383	127	46284	129	69320	18
4039	48	4373	52	46285	129	69321	18
4040	48	4374	52	46286	129	69322	18
4041	48	4375	52	46287	130	69323	18
4042	48	4376	52	46288	130	69324	18
4043	48	4377	53	46289	130	69325	18
4044	48	4378	53	46290	130	69326	18
4045	49	4379	53	46291	130	69327	18
4046	49	4380	53	46292	130	69328	18
4047	49	4381	53	46293	130	69329	19
4055	49	4382	53	46294	130	70524	121
4058	49	4383	53	46295	130	70801	83
4059	49	4384	53	46296	130	70802	83
4062	49	4385	53	46297	130	70803	83
4063	50	4386	54	46298	130	70804	84
4065	50	4387	54	4900	56	70805	84
4066	50	4388	54	4901	56	70806	84
4072	50	4389	54	4902	56	70807	84
4073	50	4390	54	4903	56	70808	84
4074	50	4391	54	4904	57	70809	84
4076	51	4392	54	4905	57	70810	84
4077	51	4393	54	4906	58	70811	84
41060	126	4394	55	4907	58	70812	121
41061	126	4395	55	4909	58	70813	120
41062	126	4396	55	4910	59	70814	120
41063	126	4397	55	4911	59	70815	119
41064	126	4436	55	4912	59	70816	119
4126	51	4445	55	4913	60	70817	119
4129	51	4526	55	4914	60	70818	119
4142	51	4560	55	4915	60	70819	119
4159	51	46005	128	4916	60	70820	119
4160	52	46008	128	4935	61	70821	121
4161	52	46022	128	5024	61	70822	121
4170	52	46023	128	5030	61	70823	120

70825	122	70870	65	745278	98	76288	54
70826	121	70871	64	745290	108	76289	47
70827	122	71156	79	745300	107	76290	55
70828	122	71157	82	748602	129	76291	41
70829	121	71158	82	748603	129	76292	42
70830	120	71159	86	748605	129	76293	42
70831	120	71160	113	748623	129	76294	44
70832	120	71161	113	748629	129	76295	41
70833	120	71162	67, 68	748630	130	76296	42
70834	120	71163	66	748631	130	76297	41
70835	120	71164	67	748632	129	76298	44
70836	120	71165	67, 68	748633	127	76299	41
70837	120	71166	65	748700	127	76300	42
70838	121	71167	66	748701	126	76301	52
70839	120	71626	39	748702	126	76302	53
70840	121	71627	40	748703	127	76303	46
70841	119	71628	37	748704	126	76304	53
70842	119	7198	87	748705	127	76305	45
70843	121	7199	87	748708	127	76306	53
70844	64	7200	87	748711	127	76307	48
70845	63	7201	87	748714	126	76308	54
70846	63	7203	88	748715	31	76309	45
70847	64	7204	88	748716	127	76310	46
70848	65	7206	88	748717	127	76311	44
70849	65	7207	88	748719	30	76312	45
70850	63	7208	89	748720	30	76313	42
70851	64	7210	89	748721	127	76314	42
70852	66	7220	89	76270	48	76315	44
70853	65	7221	89	76271	46	76316	47
70854	66	745003	105	76272	46	76317	41
70855	64	745016	97	76273	46	76318	46
70856	64	745017	97	76274	46	76319	42
70857	64	745058	105	76275	41	76320	44
70858	66	745089	109	76276	44	76321	41
70859	66	745098	108	76277	45	76322	41
70860	64	745115	107	76278	45	76323	42
70861	66	745128	107	76279	40	76324	45
70862	64	745154	80	76280	45	76325	41
70863	63	745177	107	76281	48	76326	41
70864	66	745179	78	76282	52	76327	46
70865	63	745184	107	76283	41	76328	48
70866	66	745187	80	76284	45	76329	52
70867	64	745199	95	76285	53	76330	49
70868	63	745210	98	76286	54	76331	54
70869	63	745225	107	76287	53	76332	41

76943	38	975069	98	977087	120	99540	29
76944	43	975083	112	977088	121	99566	28
76945	47	975085	110	977109	93	99568	29
76946	47	975091	110	977110	116	99604	49
76947	47	975097	110	977143	117	99629	102
76948	50	975118	106	977235	121	99630	120
7872S	27	975148	109	977335	45	99631	16
7873S	27	975149	112	977336	45	99633	34
7874S	27	975150	113	977380	112	99645	20
7875S	27	975201	32	977381	118	99646	20
7876S	27	975264	108	977384	93	99647	112
7877S	27	975280	91	977509	113	ADS70320	30
7879S	27	975289	110	977510	113	CC99016	94
7905	85	975290	70	977526	123	CC99017	50
7911	86	975323	16	977545	122	CC99018	54
80009	132	975392	96	977588	124	CIE 3177	108
80403	112	975429	85	977594	28	CIE 3189	106
80404	124	975534	105	977623	33	CIE 3190	106
80405	123	975535	106	977624	39	CM&EE Test Car No.6	70
80406	125	975619	115	977625	40	CM&EE Test Car No.7	28
80407	124	975621	81	977626	40	DS70200	53, 128
80408	124	975623	48	977627	43	Fern	29
80409	125	975624	55	977628	44	GWR 233	111
80410	123	975625	55	977629	49	KESR 65	48
80411	123	975626	116	977630	50	KWVR 14	34
80412	123	975627	116	977631	52	KWVR 35	16
80413	123	975638	122	977632	54	KWVR 38	56
80414	123	975639	124	977633	54	Lab coach 11	105
889301	122	975651	120	977635	51	Lab Coach 18	91
9	14	975652	121	977684	52	Lab.Coach 2	29
9117E	26	975660	123	977685	119	LNER 24081	26
9119E	26	975678	91	977687	48	LNER 24275	26
9121E	26	975706	115	977692	122	LNER 24277	26
9125E	26	975808	35	977910	90	LNER 24281	26
9127E	26	975809	46	977935	90	LNER 43138	26
9134E	27	975863	36	99045	111	LNER 649	27
9211E	26	975864	37	99129	93	Orchid	28
9213E	26	975865	35	99200	122	S1000S	53, 128
96250	97	975866	101	99201	122	S180S	27
96251	97	975867	15	99202	122	S181S	27
963914	127	975875	114	99203	125	S182S	27
975046	105	975929	35	99204	125	S183S	27
975057	112	975934	38	99205	83	S184S	27
975058	110	977083	17	99318	59	S185S	27
975061	109	977086	114	99538	122	SA99907	88

Test coach "Juliet" 46

Test coach "Mentor" 110

Test coach "Romeo" 35