

S1 BULLEID BR(S) CORRIDOR FIRST (FK)

D2552

41 built 1949-1951, withdrawn 1964-1968; none preserved

64'6"

These etched sides can be built into a complete coach using products from our range as supplied in our full kits. Please refer to the panel opposite. Should you prefer they can also be used to overlay the Bachmann Bulleid coaches, or as a basis for a scratchbuilt coach.

These coaches were built initially for the Dover and Southampton boat traffic but they were eventually formed into permanent and semi-permanent rakes and used all over the Southern Region. Equipped originally with the Prestall centrally mounted vacuum cylinder and 2' diameter vacuum reserve cylinder, between 1951 and 1958 they were converted to the more conventional arrangement of two vacuum cylinders with 'V' hangers but retaining the single large vacuum reserve cylinder. In some cases the original equipment was simply disconnected but left in place.

Sample formations

Ocean Liner	8 coach sets	350-352	BCK/TO/TO/FK/TO/TO/TO/BCK
		353	BCK/TO/TO/TO/TO/FK/FK/BCK
		354	BCK/TO/TO/TO/TO/FK/FK/BFK
	4 coach sets	355/6	BFK/FK/FK/BFK
Coaches in the above sets		FK Comet code S1	TO Comet code S2B
		BCK Maunsell stock	BFK Ironclad stock
Later Ocean Liner	9 coach sets	350-352	BSK/SO/SO/RB/FK/CK/SO/SO/BSK
		353/354	BSK/FK/FK/FK/FO/RB/SO/SO/BSK
Coaches in the above sets		FK Comet code S1	CK Comet code S10
		BSK Comet code B6	SO Comet code B5B
		RB Comet code B19	FO Comet code B2

Sets 355/6 were withdrawn in 1952 and the coaches re-assigned to loose working.

Running numbers

7608-7648

7610 to set 350	7627 to set 351	7609 to set 352	7608/18 to set 353
7620/21 to set 354	7613/14 to set 355	7615/16 to set 356	

Later re-assigned as follows

7619 to set 352	7609/10/18 to set 353	7620/21/23 to set 354
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Livery

Built after nationalisation these coaches never carried SR livery, going directly into BR crimson and cream and eventually BR Southern stock green. In general the ends, underframe and bogies were black and the roof grey.

Further information

An Illustrated History of Southern Coaches
 Bulleid Coaches in 4mm scale
 Bulleid's SR Steam Passenger Stock
 British Railways Pre-Nationalisation Coaching Stock Vol. 2

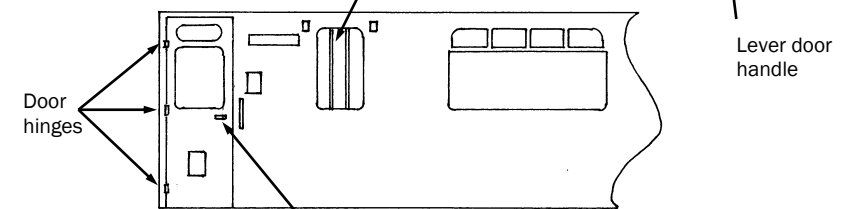
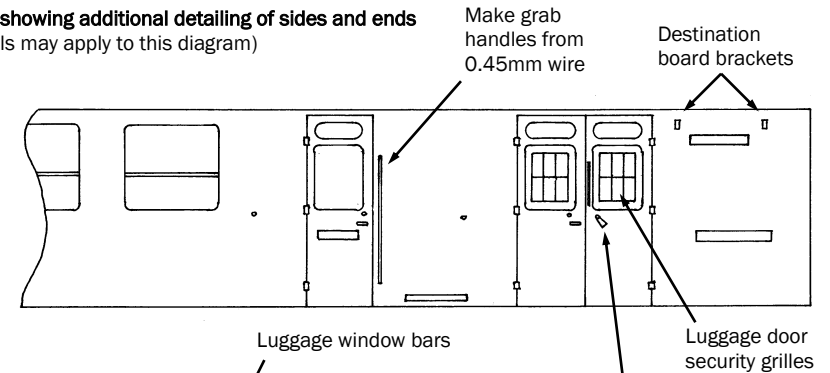
Mike King
 S W Stevens Stratten
 David Gould
 H Longworth

OPC
 MRC Planbook 1
 Oakwood Press
 OPC

COMET MODELS components required to complete this carriage are:

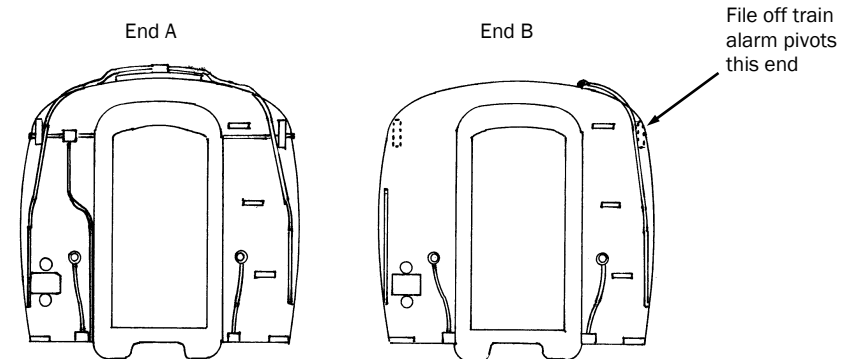
Underframe	US1	Bogies	BS1
Underframe castings	UCS2/1	End castings	ECS1
Ends	ES1	Roof castings	RC1
Roof	C10	Interior	INT1
Mushroom vents	RC6		

Scrap views showing additional detailing of sides and ends
 (not all details may apply to this diagram)



Door hinges are available in product C26

'T' door handles are supplied in complete kits and are available in product C6

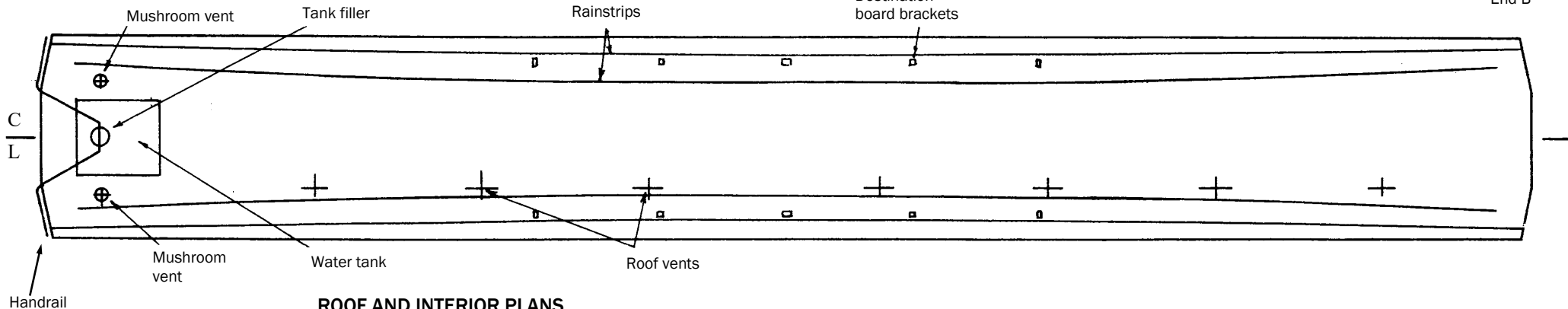


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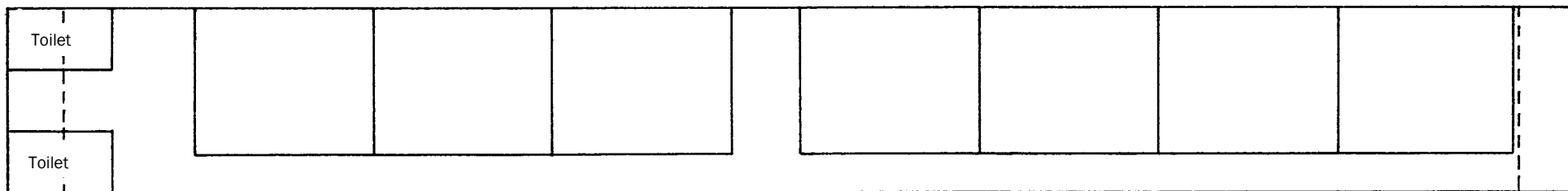
D2552

End A Train alarm gear this end

End B

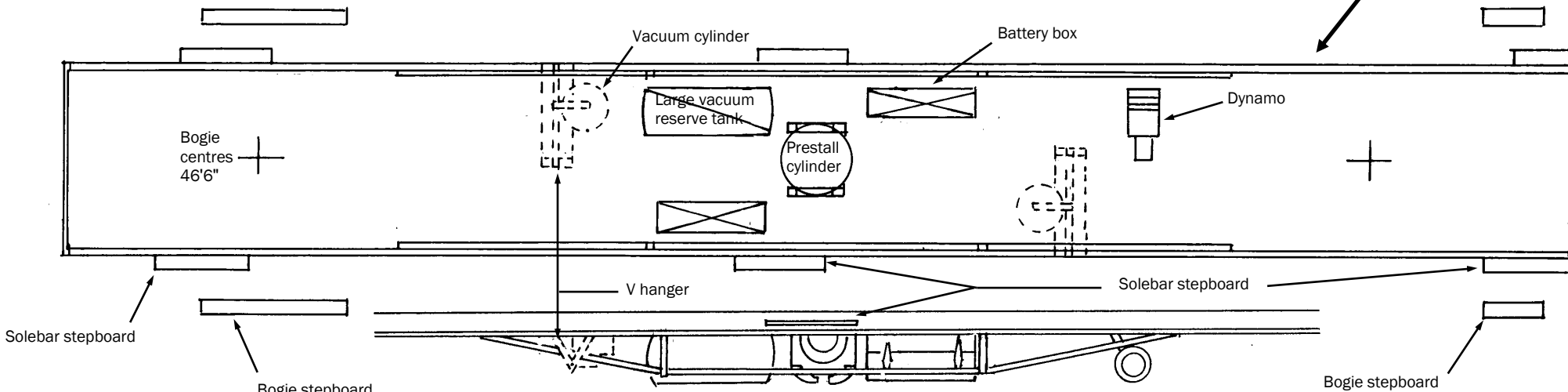


ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

Items shown dotted were fitted to rebuilt underframes post 1951/58. Dynamo and battery boxes common to both versions.



Note V hanger fitted outside angle truss