

S17 SR BULLEID CORRIDOR COMPOSITE (CK)

D2320

35 built 1947-1949; withdrawn 1964-1968; none preserved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 for the Southern Railway by the Birmingham Railway Carriage & Wagon Company and delivered to them between December 1947 and May 1949. They were made up into three car sets, the first ten with two semi-open brake thirds to D2124 (Comet Models S16), which had one full compartment and a half compartment, or coupe. These sets were numbered 795 to 804 and referred to as 'Type M' or 'Cross Country' sets. A further 25 sets numbered 805 to 829 were built, but these consisted of the corridor composite and two of the D2125 semi-open brake thirds (Comet Models S15) and were known as 'Type L' in line with other three car sets on the Southern. The formations were of this coach between the two brakes with the first class end adjacent to the even numbered brake coach.

Sets 795 to 804 first saw service on the South Western section but were all moved to the South Eastern section by September 1948. In 1954 the first eight sets went to the Oxted, East Grinstead, Tunbridge Wells lines, the other two sets being separated then combined with other coaches in 1957 to form sets 473 and 474. Sets 805 to 829 entered service between August 1948 and May 1949 on the South Western section. For summer traffic, some sets were strengthened with a pair of corridor thirds (Comet S2A). Maunsell coaches may have been used but there is strong evidence that they were usually Bulleids.

Running numbers

Sets 795 to 804 in order: 5775 to 5784

Sets 805 to 829 in order: 5785 to 5798, 5812 to 5822

Livery

As built they carried post war SR malachite. Ends, underframe and bogies were black and the roof medium grey. The first two sets had SR 'Sunshine Yellow' insignia laid out in Southern style, including third class designations. However, the word 'Southern' was not applied and both the running and set numbers were prefixed with a small 's'. The insignia on subsequent sets was plain yellow and the third class designation was omitted. Later the numbers were applied to the right hand ends only, at the waist and with an 's' suffix. The 's' prefix and suffix were now the same size as the numbers. They did not receive BR crimson and cream but went into BR Southern Region stock green from June 1956 with BR insignia and layout.

Further information

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

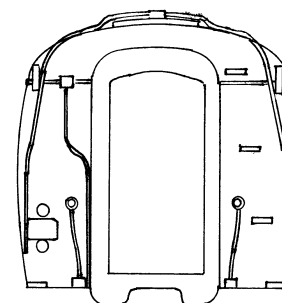
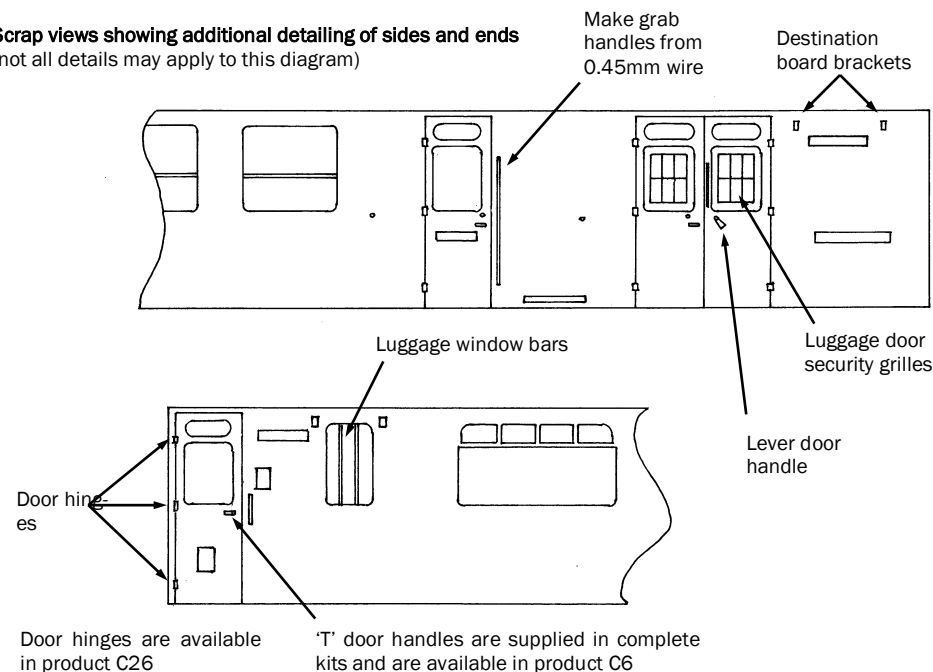
Mike King OPC
 S W Stevens Stratten MRC Planbook 1
 H Longworth OPC

Additional information kindly supplied by David Gentle.

COMET MODELS components required to complete this carriage are:

Underframe	US1	Bogies	BS1
Underframe castings	UCS1	End castings	ECS1
Ends	ES1	Roof castings	RC8
Roof	C10	Interior	INT1

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



The ends are identical except that the train alarm gear is fitted only at the end indicated on the plan overleaf. The train alarm pivots should be filed off at the other end.

D2320

