

# ELECTRIFYING TRAINS

## 2-HAL Prototype Information

The Southern Railway built 92 of these two-car, outer-suburban electric multiple units at Eastleigh between 1938 & 1940; they were numbered 2601 – 2692. The first 76 of these were constructed for the Medway electrification, whilst the last 16 were required for electrification of the Reading Line. Each unit consisted of a Motor Brake Third (Motor Brake Second from 1956), and a Driving Trailer Composite coach.

The units were successors to the 2-BIL units which had been built during the previous four years; 'BIL' stood for 'bi-lavatory' – i.e. there were two lavatories, one per coach. Like the 2-BILs, the 2-HALs had no corridor connection between coaches but with only a single lavatory per unit, only half of the passengers had access to it; thus 'HAL' = 'half a lavatory' !



2-HAL No.2607 on the Brighton main line  
[John Scrace, courtesy of Southern Electric Group]

The 2-HAL's were designed by the Southern Railway's Chief Mechanical Engineer, Oliver Bulleid and were constructed with wooden frames and steel panels. They were configured to maximise capacity (a total of 32 1<sup>st</sup> and 102 3<sup>rd</sup> class seats per unit) and featured uncomfortable bench-like seats. Each unit was powered by 2 x 275h.p. motors with electro-pneumatic control gear, mounted beneath the underframe.

Livery when built was standard Southern dark green without lining; later this was superceded by BR(S) green, followed by the addition of small yellow warning panels front & rear – with black inverted triangle at the brake van end. Later still they were to appear in standard BR corporate rail blue livery with all yellow ends, and some units were eventually re-formed & re-numbered for Departmental use. None of the 2-HALs was preserved.



2-HAL No.2674 at Lancing  
[Bryan Rayner, courtesy of Southern Electric Group]

In later life the 2-HAL's could be found all over the Southern & BR(S) electrified network; in 1971 6 withdrawn units were stripped of all seating and re-classified as 2-PAN ('Parcels & Newspapers') for use on pre-Christmas postal specials

Seven more 2-HAL units were built after the end of World War Two (Nos. 2693 – 2699, delivered in 1948), however, these had a revised body shape and are not the subject of the *Electrifying Trains* model.

### Sources & Further Reading

1. See 'Links' page for internet sources [[link to links page](#)]
2. *The Southern Electric Story* – Michael H.C. Baker - Pub. 1994 - Silver Link Publishing – ISBN 0-947971-85-8
3. *Southern Electric 1909 – 1968* – G.T. Moody – 4<sup>th</sup> Edition Pub.1968 – Ian Allan Ltd – ISBN 0-7110 – 0017 4
4. *Southern Electrics – A Pictorial Survey* – Ed. Brian Rayner, for the Southern Electric Group – Pub. 1975 – D. Bradford Barton – ISBN 0-85153-220-9
5. *A Southern Electric Album* – Michael Welch – Pub. 2003 – Capital Transport Publications – ISBN 1-85414-270-4
6. *Slam Doors on the Southern* – Michael Welch – Pub. 2005 – Capital Transport Publications – ISBN 1-85414-296-8
7. *Southern Electric* – John Glover – Pub. 2001 – Ian Allan – ISBN 0-7110-2807-9
8. *Southern EMUs in Colour* – John C. Morgan - Pub. 1994 – Ian Allan – ISBN 0-7110-2318-2
9. *Southern Electrics, a view from the past* – Graham Waterer – Pub. 1999 – Ian Allan – 0-7110-2621- 1