

ELECTRIFYING TRAINS

BR(S) HAL-BIL Combo, & 2-BIL Hybrid Prototype Information

Between 1935 & 1938, the Southern Railway built 152 2-BIL two-car, two-lavatory outer-suburban electric multiple, whilst between 1938 & 1940 there followed 92 2-HAL two-car, one-lavatory, outer-suburban electric multiple units. For more detail on each of these types, see our respective Prototype Information sheets.

Although the 2 Hal fleet survived World War 2 with no losses, four 2-BIL units were lost to enemy action: 2102 and 2131 at Portsmouth in August 1940, 2014 at Brighton in May 1943 and 2119, in the London area, in December 1944. Furthermore, accident damage during the post-war period, meant that the driving trailers of unit nos. 2056, 2069, 2088, 2100 and 2133 were all written off as un-repairable.

This placed severe pressure on stock availability for the provision of the BR's Southern Region demanding service schedule, and so, in an effort to overcome the stock shortage so caused, a number of related actions were taken. These actions in turn produced two distinct HAL / BIL variations, both of which are available in model form from *Electrifying Trains*.

First, 2-HAL unit 2646 was disbanded early in 1948; its Driving Motor Brake went to 4-LAV unit 2926, whilst its Driving Trailer Composite (DTC) went to 2-BIL unit 2056 – now a “HAL-BIL Combo”.



2-HAL Hybrid No. 2133 at Three Bridges in 1970

In the same way, the DTC from 2-HAL unit 2653 was transferred to 2-BIL unit 2088 to form a second “HAL-BIL Combo”. In this case, the ‘new’ DTC replaced coach 12121, whose body had been destroyed by fire at Littlehampton in 1950. A new all-steel body was then built on the surviving underframe of DTC 12121, numbered 12854 and allocated to unit 2653; this created the second “Tin HAL” variation, also known as a “2-BIL Hybrid”.

2-HAL units 2069 & 2100 had both lost their DTCs in a collision at Barnham in 1951, whilst the DTC from unit 2133 was destroyed in a runaway and collision at Guildford in 1952. All three units returned to traffic in early 1955 with new, all-steel trailers. These had 4 x 3rd class compartments, 4 x 1st class compartments, plus lavatory, with the corridor on the right and a communicating door between the corridor and the cab.

A summary of these variations is as shown below:

Unit No.	Dates	Vehicles	Notes
2056	1948 – 1971	10622, 12231	HAL-BIL Combo
2069	1955 – 1971	10635, 12858	2-BIL Hybrid
2088	1950 – 1962	10654, 12807	HAL-BIL Combo
2100	1955 – 1971	10666, 12857	2-BIL Hybrid
2133	1955 – 1971	10699, 12856	2-BIL Hybrid
2653	1950 – 1969	10771, 12854	2-BIL Hybrid; underframe from DTC 12121

Given the date ranges that apply, the only livery variations that are appropriate to these sets will be BR(S) green, with or without warning panels, or BR blue.

HAL-BIL Combo unit 2088 was involved in a second accident at Barnham in August 1962, when both coaches written off following a derailment.

Seven new, all-steel 2-HAL units were built after the end of World War Two (Nos. 2693 – 2699, delivered in 1948), however, these are not modelled by *Electrifying Trains*.

Sources & Further Reading

1. *Southern Electric Album* – Alan Williams - Pub. 1977 – Ian Allan – ISBN 0-7110-0806-X
2. *Slam Doors on the Southern* – Michael Welch – Pub. 2005 – Capital Transport Publications – ISBN 1-85414-296-8