

ELECTRIFYING

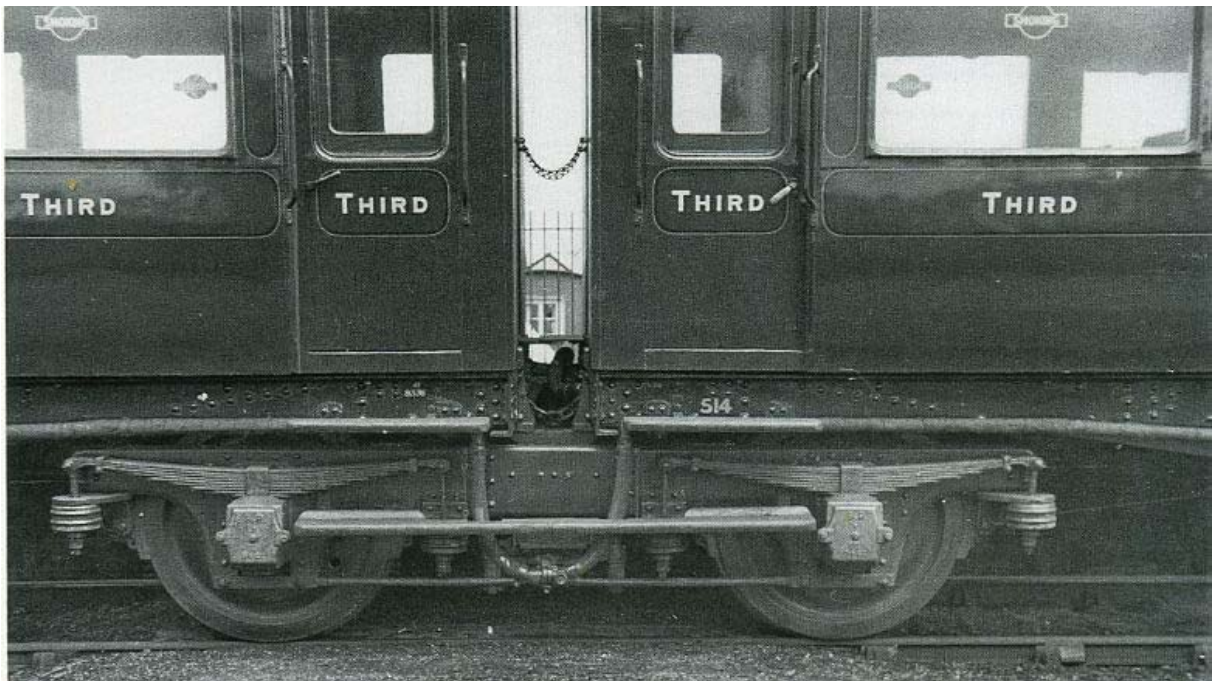


TRAINS

Prototype Information:

SR / BR(S) 2-car sets converted from SE&CR Railmotors

In 1924, the Southern Railway converted 8 ex-SE&CR steam powered railmotors into 4 x 2 coach sets; of these 2 sets, nos. 513 & 514 were unique in Southern Railway terms as being articulated sets, whilst the other two, set nos. 481 & 482 had normal bogie arrangements but were fitted for push-pull operation.



The Southern Railway had inherited the 8 redundant railmotors upon the Grouping in 1923, but while the engines were sent for scrap (with one exception), the saloons were converted for re-use. Those from railmotors nos. 1, 2, 3 and 8 were paired to become sets 513 and 514 respectively.

Articulated Sets 513 & 514

Articulated Sets 513 & 514 worked the Sheppey Light Railway from their conversion in 1923 until its closure on 4th December 1950, where they were typically hauled by R & R1 class locomotives (incl. SR (R) 1673, 1674, 1697, 1699 BR (R1) 31674, 31696, 31705); occasionally these were replaced by locos of C class eg no.1252, 1579, or even class B1 no. 1021, whilst sometimes the 2 coach train would be reinforced with a parcels van (e.g. S1353).

Following closure of the line, these two unique Sets were seen at points right across the breadth of the SR Western section, including Portland, Hayling Island & Exmouth (during 1951), the Clapham Junction - Kensington Olympia service from 1952 – 56, where photographic evidence shows them with H class No.31158 in 1953. Finally they were based at Eastleigh to cover the Fawley Branch from 1957 - 59. During this latter period, a picture shows Set 514 forming the Eastleigh to Totton school train during 1959, hauled by BR standard class 3MT No.82016. Further photographic evidence dated November 1952 also exists which illustrates the two Sets coupled together with a three car LSWR set to form a 7 coach special train at Brookwood on the LSWR main line behind '0395' class locomotive No. 30577.

These two articulated pairs were never fitted for push-pull operation.

Push-Pull Sets 481 & 482

The two non-articulated Sets, Nos. 481 & 482 were intended for the Isle of Wight Railway, and used on the Freshwater and Bembridge lines from 1925 to early 1927; the coaches were numbered accordingly, and were not push-pull fitted at this stage. In May 1927 the Sets were returned to the mainland where they were stored until 1929, at which point they were push-pull fitted and the coaches re-numbered.

The newly P-P fitted sets worked to Gravesend West Street & Gillingham from 1930 – 34, with occasional trips between Swanley Junction & Sevenoaks, before moving to the Westerham Branch. Picture evidence of locos used with the Sets here, includes H Class locos Nos.31177, 31519, 31222, 31517 & 31544 during the period 1956 – 60. The sets stayed here until closure in 1961, following which Set No.481 was allocated to the Allhallows & Grain service, where it has again been pictured with H class No. 31519.

Sources & Further Reading

1. See 'Links' page for internet sources [[link to links page](#)]
2. *The Sheppey Light Railway* – Brian Hart - Pub. 1992 – Wild Swan Publications – ISBN 1-874103-09-7
3. *An Illustrated History of Southern Pull-Push Stock* – Mike King – Pub. 2006 – OPC / Ian Allan Publishing – ISBN 978-0-86093-596-4
4. *Southern Steam in Colour* – Hugh Ballantyne – Pub.1985 – Jane's – ISBN 0-7106-0336-3
5. *Pre-Grouping Southern Steam in the 1950's* – Peter Hay – Pub.1983 – Ian Allan – ISBN 0-7110-1255-5
6. *The Southern in Hampshire & Dorset* – Terry Gough – Pub.1984 – OPC – ISBN 0-86093-289-3
7. *The Southern in Kent & Sussex* – Terry Gough – Pub.1984 – OPC – ISBN 0-86093-273-7