

ELECTRIFYING



TRAINS

Prototype Information:

LSWR / SR / BR(S) 2-car 'gate stock' Sets Nos. 372 – 374 (& 363)

In 1913, the London & South Western Railway (LSWR) ordered 3 new two-coach pull-push sets to fulfil services on its Seaton, Lee-on-the-Solent, Exeter to Honiton and Exeter to Exmouth routes. These three sets were delivered in 1914, and each consisted of a 56' corridor third coach and a 56' driving brake composite coach; following the 1923 grouping, they became Southern Railway (SR) Sets. 372 - 374.

The Sets were distinguished from other LSWR 'vestibule' pairs by way of the elaborate wrought iron gates that guarded the passenger entry and exit vestibules. Originally lit by gas, the Sets were converted to electricity in 1919-20, whilst standard SR driving ends and air control apparatus was provided in 1929-30. The Electrifying Trains model represents this post-1929 configuration.



Set 372 was permanently split up by 1930, but was re-formed in 1933 as Set 363; in the meantime, Set 373 worked at Seaton, whilst Set 374 provided the service at Lee-on-the-Solent, and then Ascot, Farnham & Borden from 1930 - 1937. Upon re-formation, Set 363 worked the Yeovil Junction to Yeovil Town service. All Sets were occasionally split, with the brake composites working alone as required.

In 1939 all three Sets were downgraded to third class only and re-allocated to services in the Plymouth area; subsequently they were used extensively on railtours during the 1950's. Set 373 was the last survivor, working on the Yeovil service, having had much of its wooden panelling plated over.

Detailed configuration and workings

Driving Brake Composite – Drawing No.2296 (SR No.414)

Trailer 3rd – Drawing No.2295 (SR No.27)

Set 363 (from 1933 only): B/C 6546 (B/Th 2623 from 1939)T/Th 737; Withdrawn 1958/9

Set 372 (to 1929 only): B/C 6546 T/Th 737; Disbanded 1933, to Set 363 in 1933

Set 373: B/C 6545 (B/Th 2622 from 1939), T/Th 738; Withdrawn 1960

Set 374: B/C 6547 (B/Th 2624 from 1939), T/Th 739; Withdrawn 1956

Liveries applied (during period modelled by Electrifying Trains: SR Maunsell lined olive green, SR pre-war malachite green, BR post-war malachite green, BR blood.

During their varied careers the 'gate stock' Sets were paired with various locomotives, and photographs exist of the following:

Set 363 with class D1 No.2260 at Bisley in 1952

Set 373 with unknown BR std class 2 2-6-2T at Bere Alston, undated

Set 373 with class M7 No.30131 at Yeovil in 1959

Set 374 with class D1 No.329 at Lee-on-the-Solent in 1930

Set 374 with class M7 No.55 at Guildford in 1933

Sources & Further Reading

1. *An Illustrated History of Southern Pull-Push Stock* – Mike King – Pub. 2006 – OPC / Ian Allan Publishing – ISBN 978-0-86093-596-4
2. *LSWR Carriages in the 20th Century* – G.R. Weddell – Pub. 2001 – OPC – ISBN 0-86093-555-8
3. *The Southern West of Salisbury* – Terry Gough – Pub. 1984 – OPC – ISBN 0-86093-341-5
4. *Around the Branch Lines: No.1 Southern* – Terry Gough – Pub. 1982 – OPC – ISBN 0-86093-159-5
5. *Southern Branch Lines 1955-1965* – C.J. Gammell – Pub. 1978 – OPC – SBN 902888-76-5
6. *Southern Branch Lines* – C.J. Gammell – Pub. 1997 – OPC – ISBN 0-86093-537-X
7. *Southern Branch Line Steam 3* – Fairclough & Willis – Pub. 1980 – Bradford Barton – ISBN 0-85153-383-3
8. *Pre-Grouping Southern Steam in the 1950's* – Peter Hay – Pub. 1983 – Ian Allan – ISBN 0-7110-1255-5