

## **BR MkI SECOND OPEN No. 3936 converted to 4TC DRIVING TRAILER SECOND OPEN No. S76322**

Most details from: <https://www.bloodandcustard.com/bournemouth1966.html#PushPull>

### **SO Coach No. 3936**

This was constructed by British Railways as part of Lot No. 30086 on 21<sup>st</sup> April 1953 which comprised a total of 65 similar vehicles (numbered 3904 to 3969) with the last one outshopped on 29<sup>th</sup> January 1955. Design Diagram no. 93 meant the underframes were built at Ashford with the bodywork and interior fittings carried out at Eastleigh. It was outshopped with vacuum braked BR I bogies and steam heating equipment. 3936 was released to revenue earning service from Eastleigh during September 1954 painted in BR's Crimson Lake & Cream livery.

It was allocated 'loose' between June 1955 and September 1958 then allocated to Set 516 between June 1959 and June 1965. During this time it was repainted into BR (S) Passenger Green livery along with the rest of Unit's 516 coaches.

### **6 RB sets 515 & 516, Brighton - Plymouth**

These sets were identical in formation and included a MkI RB although, originally, they included Maunsell buffet cars which were removed from the sets in January 1961 – before 3936 was allocated to 516.

The workings varied with the seasons and day of the week :

#### Winter weekdays

Trains ran as 6RB set plus a MkI BG with the BG leading as the train left Brighton or Plymouth. The route was routed via the West Coast line to Portsmouth & Southsea where it reversed and then via Southampton, Salisbury and the West of England main line to Plymouth.

#### Saturdays and summer weekdays

The train ran as 6RB set from Brighton with an added SK in the formation. Set BR 3 from Portsmouth and Southsea was added to the rear of the train at Fareham. In the reverse direction the Portsmouth portion was again at the rear, having been shunted at Plymouth, and was detached at Fareham. During part of 1964 one 6RB set, thought to be 516, was running with a Bulleid CK in April and August. Nine coach formations seem to have been more common. Bulleid 3 car sets are also known to have formed the Portsmouth portion without the extra SK, as on Saturday 20<sup>th</sup> February 1965 when set 515, hauled by electric locomotive 20003 to Chichester, had Set 853 added at Fareham.

#### Sundays

Officially these sets were scheduled for maintenance on Sundays but workings from Brighton to Bournemouth West and return did occur from time to time.

#### Motive Power

This was mainly un-rebuilt Bulleid light pacifics, but Bulleid electric locos, D65xx (Class 33) diesels in summer, and WR class 42 Warships were also used. The head codes for "Warships" were IV67down and IO86 up.

For much of the time **6 RB set 516** was made up of : 35016 (BSK); 3837 (SO); ? (RB) ; **3936** (SO); 15902 (CK); and 35017 (BSK).

By the middle of 1965 there were major changes on the Southern region. Amongst many Mk 1's, 3936 was withdrawn in June 1965, as part of the Bournemouth Electrification project being taken to York Carriage & Wagon Works.

### **DTSO No. S76322**

York C&W converted 3936 under design diagram 30764 becoming 76322 which was outshopped on 23<sup>rd</sup> December 1966 being placed eventually in 4TC unit 427. Initially the unit was outshopped in plain matt or eggshell finish BR Blue but the livery did not last well.

Unit 427 was delivered as a 3TC on 25<sup>th</sup> February 1967 and ran as such until made up to a 4TC by the addition of TFK 70870 on 28<sup>th</sup> July 1967. On 9<sup>th</sup> June 1969 it was released to service after repainting in BR Blue/Grey livery.

The unit was later renumbered 8027 as part of a general renumbering scheme and, on 16<sup>th</sup> November 1988, it was repainted into the later Network South East livery with a darker blue being used and having curved upsweeps rather than the earlier curved upsweeps. Unit 8027 was moved to Eastleigh to be disbanded on 28<sup>th</sup> March 1990.

DTSO 76322 was then moved to 6REP unit 1906 from 2<sup>nd</sup> May 1990. Several REP units were reformed to be known as 6SOL (Solent) units. They were classified as Class 431/1 and numbered in the series 1902 - 1906. This plan utilised the remaining spare REP DMS motor vehicle (surplus since the loss of unit 2003 at Clapham) and involved modifications to TC vehicles used, including fitting shoe gear to the DTSO vehicles to give a greater spread of shoes on the live rail and alterations to ETH cables to allow the shoes of the unit to be electrically linked to the DMS.

Unit 1906 went to Eastleigh on 8<sup>th</sup> January 1991 to be disbanded with 76322 being moved to 6REP unit 1992. 6REP unit 1992 was then in service for only a few months as it was withdrawn on 10<sup>th</sup> February 1992. Four vehicles from unit 1992 (DTSO coaches 76322 and 76324 as well as TBSK 70824 and TCK 71163) were sold to London Transport for special duties on the Metropolitan Line and other sub-surface routes. All four coaches arrived at West Ruislip Depot on 20<sup>th</sup> February 1992.

76322 was sold to the Swanage Railway 4TC Group in November 2005 moving to Westfield Storage, Dinton, Salisbury with three other 4-TC vehicles. All four vehicles were moved to the Midland Railway Centre, Butterley in February 2008.

In September 2016, the Swanage TC Group decided to gift 76322, and the other ex-London Underground vehicles, to the Swanage Railway Trust charity. During August 2019, 76322 was moved to Rampart Engineering Ltd at Barrow Hill for structural/external restoration work to commence. On 30<sup>th</sup> March 2021, vehicle 76322 was transported to the Swanage Railway following completion of this work.

Braking, electrical and interior work, to complete this vehicle to operational condition, is being undertaken by the Swanage Railway 4TC Group and other volunteers.