

BULLEID BRAKE THIRD Semi-Open S 4365 S

Frames and bogies were constructed at Southern Railway's Lancing Carriage Works. Bodywork and fitting-out was undertaken at SR's Eastleigh Carriage Works to design diagram 2123 in Lot no. 3240. The finished carriage was 64ft 6in long and 9ft wide. Seating capacity of 48 third class passengers was divided into two compartments [total of 16 people] as well as an open saloon of four bays [32 people] with all seats covered in uncut moquette. One toilet was fitted between the saloon and compartments. The Guard had a roof mounted periscope to see the line ahead or behind.

Although completed just before Nationalisation it entered service in early 1948 so it's 75th Birthday is early 2023. It formed part of Bournemouth Dining Set 298 [there were eleven such sets 290 - 300] from new and would have worked beyond Bournemouth to Weymouth occasionally. The original rake for Set 298 consisted of Brake Third semi-open 4365; Corridor Composite 5748; Restaurant First 7685; Kitchen Restaurant Third 7889; and Brake Third semi-open 4366.

Southern Region altered Set 298 in 1962 by replacing the Bulleid Restaurant First 7685 with a BR Mk I equivalent. The substitution of BR Mk I BCK S21268, in June 1965, allowed S4365 to run as a 'loose' vehicle but Southern Region decided soon after to abandon all fixed sets. Coach S4365 was withdrawn from Capital Stock in May 1966.

Soon afterwards it was purchased by the MoD, along with 4366 and 4367, for use at a number of their bases. In November 1967, S4365 was renumbered "RCT 1" on moving to Long Marston. Later it received designation "ARMY 5200" along with the installation of a generator in the former toilet compartment whilst at MoD Bicester.

4365 was purchased by some members of The Southern Steam Trust, in October 1977, and it arrived in Swanage on Friday 4th March 1978.

The full overhaul of 4365 was not quite complete when operating our Railway's first services on Saturday, 4th August hauled by Fowler 0-4-0 diesel shunter "May". After completion of re-painting, and other minor works, it was used for many years before withdrawal in the late 1980s and then storage.

Another full overhaul was started in 2004 with major structural and mechanical work completed by Ramparts Engineering of Derby. They returned the completed 'shell' to Swanage in October 2006 with volunteers undertaking fitting-out of the interior. This has included renewal of the floor in the saloon and complete fitting out of the interior. While the floor was removed the underframe members, that could not previously be accessed, were grit-blasted and painted. The brake system was overhauled and new steam heating pipes installed. The ceilings were replaced in plywood instead of the old hardboard and a special jig was built to curve the panels to the correct profile. All seat squabs, backs and

armrests were renewed and recovered in new moquette. All the veneers were replaced, new reproduction pictures and maps acquired and the luggage racks refurbished with new netting.

S4365's first day in traffic was Saturday 24th March 2012.

Information compiled by Peter Sykes 4th March 2017

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Further updates 31st March and 14th December 2021