

BR MkI SECOND OPEN No. S3929 converted to 4TC DRIVING TRAILER SECOND OPEN No. S76275

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



Photo copyright: Andrew P M Wright

SO Coach No. S3929

Constructed by British Railways, as part of Lot No. 30086, 64 seater Second Open S3929 was built at Eastleigh during 1954 to Diagram No. 93 using an Ashford built underframe. It was delivered originally in BR's Crimson and Cream livery but no specific date can be found as to when it was repainted into BR (S) Green although probably 1959 or 1960.

It was allocated to BR's South Eastern Division in September 1954 and recorded as 'Loose' vehicle (i.e. not part of a Set) on many trains. It is believed to have been used on the South Eastern Division right up to early 1961.

The coach is shown as having been transferred to the South Western Division in SC&WS notes item 391 of August 1961. SWD placed the vehicle into loco-hauled Set 237 as seen in the following examples of rostered workings:

12-Jun-61 Allocated: Swanage –Waterloo

3960 BSK (Bulleid) + 3926 SO + 3927 SO + 3928 SO + 7640 FK (Bulleid) \pm RB + **3929 SO** + 3930 SO + 3931 SO + 3961 BSK (Bulleid)

18-Jun-1962 Allocated: Swanage –Waterloo and again on

17-Jun-63 Allocated: Swanage –Waterloo.

3949 BSK (Bulleid) + 3926 SO + 3927 SO + 3932 SO + 7640 FK (Bulleid) + \pm RS + **3929 SO** + 3930 SO + 3931 SO + 3961 BSK (Bulleid)

Set 237 was eventually disbanded during late 1965

Conversion to 'DTSO' No. S76275

Coach S3929 was hauled to BR's York Carriage Works as part of the planned conversion of loco hauled coaches in connection with the initial Bournemouth Electrification scheme. Work was undertaken under BR Lot Number 30771.

Much work was undertaken. Both toilets were removed and replaced by a cab and a new transverse entrance doorway created between the cab and first seating bay. BR 1 bogies were replaced by B5(S) bogies [heavy duty B4 bogies]. Vacuum brakes were replaced by combined Westinghouse automatic Air/Electro Pneumatic (EP) brakes.

Steam heating equipment was removed being replaced with electric heating to the SR 750 volt multiple unit arrangement. The saloon had one 500w (at 675 v) heater below each seat (16kw for whole saloon) controlled by thermostats to keep the temperature between 65C and 70C .

Southern Region 27-way jumper cables and wiring were fitted with Control circuits working at voltages between 45 - 110v to allow operation at 70v with other multiple-unit stock or 110v with locomotives.

Gangway connections were rebuilt and improved, resembling those of the 4CIG units built for the Brighton line in 1965. The vehicles were also fitted with fibreglass doors (manufactured at Eastleigh) during conversion.

Revised seating moquette fabric was in a new blue /green check pattern which became known as 'Bournemouth Blue' and was subsequently used in other types of SR units. First class moquette was dark grey and each seat was fitted with a headrest covered with a white plastic antimacassar. The coach was outshopped from the paint booth, on 6th July 1966, in a matt plain Blue livery (with small yellow panel and white unit number 404).

The Bournemouth electrification scheme was due to be inaugurated on 10th June 1967, though late delivery of some of the stock led to this being postponed until 10th July 1967. However, some of the TC units were delivered much earlier with the first train going into service loco-hauled from 15th August 1966. This was formed of 3 four-car units with one unit temporarily reduced to three-cars to permit the train to fit into twelve-car platforms. Further units entered service from October 1966

4TC unit 404 ran initially as a 3TC (waiting for TFK 70847) and was repainted in BR Blue /Pearl Grey livery and outshopped on 17th June 1968. Unit 404's TBSK 70815 became defective and was replaced temporarily by 70820 (ex-unit 409) between 26th January 1984 and late February 1984.

Unit 404 was overhauled and renumbered 8004 in October 1987 being repainted in BR's Network South East (NSE) livery and outshopped on 26th April 1988. Unit 8004 was made-up to a 5TCB unit from 1st September 1988, with the insertion of Buffet coach 69025, and renumbered unit 2808.

Unit 2808 was disbanded on 30th January 1989, with Buffet 69025 being removed, and 4TC unit 8004 being formed once again. In this guise it continued to run until sent to Eastleigh on 23rd April 1990 to be disbanded. Both DTSOs [76275/6] were further modified with third-rail pick-up shoe gear and related wiring being added before being allocated to 6REP unit 1903 from 12th June 1991.

However this unit was disbanded at Bournemouth three months later, on 27th September 1991, with 76275 transferred to 6REP unit 1904. 6REP unit 1904 lasted in traffic only until 10th February 1992 with five coaches going for disposal. Coach 76275 was the only survivor, being further modified for use in 4VEP unit 3473 from April 1992. However, 76275 was further transferred into unrefurbished 4VEP unit 3169 from 24th July 1992 until sent for refurbishing on 17th January 1995. This might have been the end of the road for 76275, but it continued to survive the refurbishing process and was outshopped again on 8th February 1995 with the 4VEP unit being re-numbered 3582 in privatised Connex livery.

4VEP Unit 3582 remained in traffic until 24th April 2004 when it became one of the earlier 4VEPs to

be withdrawn following a “runaway” derailment at Ramsgate Depot although 76275 was undamaged. The unit was hauled to sidings at MoD Shoeburyness for storage on 28th May 2004 from where 76275 was purchased by Hastings Diesels Limited. It was moved to their St Leonards Depot by 2008 and used, initially, as an equipment store. The exterior of 76275 was subsequently restored by St. Leonards Railway Engineering Ltd. before being purchased by the Swanage Railway Trust and moved to Dorset on 15th May 2017. Further works to complete the refurbishment are being undertaken by volunteers.

S76275 is believed to be the only single-glazed REP /TC coach to survive.

Information collated by Peter Sykes 24/09/2021