

## **BULLEID RESTAURANT OPEN THIRD S 1457 S**

Carriage underframe and bogies were built at Southern Railway's Lancing Carriage Works with bodywork and interior fitting out completed at Eastleigh Carriage Works. It was outshopped during December 1947 painted in Southern Railway Malachite Green with "SOUTHERN" sign written on either side. This was despite imminent Nationalisation, on 1<sup>st</sup> January 1948, which meant it entered revenue-earning service with British Railways Southern Region whilst in Southern Railway livery which it carried for a while.

S1457 was part of a batch of similar carriages built to design diagram 2017 in Lot No. 3240 [coach numbers 1451-1461] during 1947/8. Coach S1457 was fitted with 64 Third Class seats, covered in uncut moquette, and had two toilets at one end. The design's Restriction 4 loading gauge meant S1457 could, in theory, travel over the entire BR Southern Region network except between Tonbridge and Battle.

S1457 was very similar to most other Bulleid designed vehicles - except for two parts of their appearance which it shared with other coaches built for the Bournemouth Dining sets. These two items were shallower sliding lights, above each main window, and steel body sides extended down to cover the solebar which was only for show and didn't hide any structural differences. Luckily they remain on S1457, and the 'skirt' is likely to be included in its restoration. The consecutively numbered but un-restored S1456 is owned by the National Railway Museum and it retains them. Currently S1456 is on 25 year loan to the Mid-Hants Railway.

S1457 entered traffic as part of six-car Bournemouth Dining Set No. 296. The complete rake was made up as follows: Brake Third semi-open S4361; CK (Corridor Composite) S5746; Restaurant First S7683; Kitchen Third S7887; Restaurant Open Third S1457; Brake Third semi-open S4362. This set was disbanded during 1966 with S1457 being stored straight away.

After withdrawal from Capital Stock, S1457 was converted with seating removal and installation of LPG heating, kitchen facilities, etc. for its new role as a Staff Coach. It entered Departmental Service during 1967, with number DS70262, as part of the South Western Division Chief Civil Engineer's Department Tunnel Inspection train.

As at August 1982, DS70262 was noted at Eastleigh Pre-Assembly Depot (PAD) then, at some time during 1984, it was stored at Hither Green PAD. One year later, by now under the control of the Regional Civil Engineer (RCE), it was back in use when the carriage visited Ashford PAD. On 30<sup>th</sup> March 1985 it was noted at New Cross Gate: <http://paulbartlett.zenfolio.com/srdepartmentalcoach/h118902ba#h118902ba> It had been adapted for tunnel inspection work with light fittings being fitted into holes cut into the bodyside sheeting. However, it still retained its extended side sheets which covered the solebar. The last location noted for DS70262 was in 1987 when it visited Norwood Yard. Subsequently, it was withdrawn from Departmental Service after sustaining damage to one side during shunting operations.

The coach was purchased in 1988 by the Port Line Project with the intention of it being

restored at Swindon. This never happened and ownership changed to the charity The Southern Steam Trust (SST) in 1992. Ownership transferred to the new charity The Swanage Railway Trust as the SST closed in October 2011.

Currently, S1457 has been sufficiently restored externally to enable its use as a Carriage & Wagon Department workshop. It is stabled at Corfe Castle (Sygnets) Siding so that interior fittings and related works, for the restoration of Maunsell Coach S1381 which is stabled next to it, can be undertaken undercover by C&W volunteers.

Information compiled by Peter Sykes 10<sup>th</sup> March 2017  
and updated on 14<sup>th</sup> December 2021