

BR Standard 4-Cor Sets 866 to 891 From 1952 to 1966

**Produced, by Glen Woods on behalf of
the SEMG, March 2002.**

Standard notes used:

‡ = Vehicle solebar not branded with set number.

† = Vehicle Scheduled for Conversion or re-deployment –
Bournemouth Electrification scheme (June 1965 only).

WR = Western Region or Western Region allocated vehicle.

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The Basic Formations (introduced 1952):

Coach No	Type	Set	Coach No	Type	Set
34233	BTK	866	34259	BTK	879
15024	CK	866	24315	TK	879
24302	TK	866	15037	CK	879
34234	BTK	866	34260	BTK	879
34235	BTK	867	34261	BTK	880
15025	CK	867	24316	TK	880
24303	TK	867	15038	CK	880
34236	BTK	867	34262	BTK	880
34237	BTK	868	34263	BTK	881
15026	CK	868	24317	TK	881
24304	TK	868	15039	CK	881
34238	BTK	868	34264	BTK	881
34239	BTK	869	34265	BTK	882
15027	CK	869	24318	TK	882
24305	TK	869	15040	CK	882
34240	BTK	869	34266	BTK	882
34241	BTK	870	34267	BTK	883
24306	TK	870	24319	TK	883
15028	CK	870	15041	CK	883
34242	BTK	870	34268	BTK	883
34243	BTK	871	34269	BTK	884
24307	TK	871	24320	TK	884
15029	CK	871	15042	CK	884
34244	BTK	871	34270	BTK	884
34245	BTK	872	34271	BTK	885
24308	TK	872	24321	TK	885
15030	CK	872	15043	CK	885
34246	BTK	872	34272	BTK	885
34247	BTK	873	34273	BTK	886
24309	TK	873	24322	TK	886
15031	CK	873	15044	CK	886
34248	BTK	873	34274	BTK	886
34249	BTK	874	34275	BTK	887
24310	TK	874	24323	TK	887
15032	CK	874	15045	CK	887
34250	BTK	874	34276	BTK	887
34251	BTK	875	34277	BTK	888
24311	TK	875	24324	TK	888
15033	CK	875	15046	CK	888
34252	BTK	875	34278	BTK	888
34253	BTK	876	34279	BTK	889
24312	TK	876	24325	TK	889
15034	CK	876	15047	CK	889
34254	BTK	876	34280	BTK	889
34255	BTK	877	34281	BTK	890
24313	TK	877	24326	TK	890
15035	CK	877	15048	CK	890
34256	BTK	877	34282	BTK	890
34257	BTK	878	34283	BTK	891
24314	TK	878	24327	TK	891
15036	CK	878	15049	CK	891
34258	BTK	878	34284	BTK	891

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Throughout this document, unless otherwise stated, the sets remained as 4-sets with the formation as shown on the previous page.

These sets were delivered in 1952 the initial sets were 866 to 876 and it should be noted that some of the sets were booked to have the SK and the CK switched round. By June of that year, 866 to 870 and 876 were on the South Eastern with 871 to 875 on the South Western. Service Allocations at that time were:

June 1952

Sets	Allocation
866 to 869	London – Ramsgate – Dover
870 and 876	Hastings – Eastbourne – Western Region
871 to 875	Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

September 1952

Sets 877 to 891 were in traffic by September 1952, set 880 being strengthened for the Bournemouth – York service. All the remaining sets stayed as 4-sets.

Set 880

34261	BTK	880
24316	TK	880
‡	TK	880
‡	TK	880
7864	Kitchen Buffet Car	880
7844	Refreshment Saloon	880
15038	CK	880
34262	BTK	880
Note: the buffet car pairs did change.		

Sets	Allocation
866 to 876	London – Ramsgate – Dover
880	Bournemouth – York
877 to 879, 881 to 891	Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth Other services as advised

Note: The London East and London Central service allocation does not correlate with the set list by painted number. Given above is, in my opinion, the actual position.

June 1953

Sets strengthened were (London East and London Central) 874, 875 and 876 and (South Western) 880 (increased to 9-set).

34249	BTK	874	34251	BTK	875	34253	BTK	876
24310	TK	874	24311	TK	875	24312	TK	876
51	TK	874	84	TK	875	7631	FK	876
15032	CK	874	15033	CK	875	15034	CK	876
5892	CK	874	5893	CK	875	54	TK	876
52	TK	874	88	TK	875	34254	BTK	876
53	TK	874	89	TK	875			
34250	BTK	874	34252	BTK	875			

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June 1953 (continued)

34261	BTK	880
24316	TK	880
‡	TK	880
‡	TK	880
‡	TK	880
7864	Kitchen Buffet Car	880
7844	Refreshment Saloon	880
15038	CK	880
34262	BTK	880

Sets	Allocation
866 to 873	London – Ramsgate – Dover
874, 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
877 to 879, 881 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

September 1953

Sets strengthened were (London East and London Central) 874, 875 (Bulleid CK changed in both sets) and 876 and (South Western) 880 (reduced to 8-set).

34249	BTK	874	34251	BTK	875	34253	BTK	876
24310	TK	874	24311	TK	875	24312	TK	876
51	TK	874	84	TK	875	7631	FK	876
15032	CK	874	15033	CK	875	15034	CK	876
5903	CK	874	5899	CK	875	54	TK	876
52	TK	874	88	TK	875	34254	BTK	876
53	TK	874	89	TK	875			
34250	BTK	874	34252	BTK	875			

34261	BTK	880
24316	TK	880
‡	TK	880
‡	TK	880
7864	Kitchen Buffet Car	880
7844	Refreshment Saloon	880
15038	CK	880
34262	BTK	880

Sets	Allocation
866 to 873	London – Ramsgate – Dover
874, 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
877 to 879, 881 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

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June 1954

Sets strengthened were (London East and London Central) 874, 875 and 876 (formations as for September 1953) and (South Western) 880 (increased to 9-set and Open Third vice 'Refreshment Saloon') and 889.

34261	BTK	880	34279	BTK	889
24316	TK	880	24325	TK	889
‡	TK	880	15047	CK	889
‡	TK	880	‡	CK	889
‡	TK	880	‡	TK	889
7864	Kitchen Buffet Car	880	34280	BTK	889
‡	Open Third	880			
15038	CK	880			
34262	BTK	880			

Sets	Allocation
866 to 873	London – Ramsgate – Dover
874, 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

September 1954

Sets strengthened were (London East and London Central) 874, 875 and 876 (formations as for September 1953) and (South Western) 880 (decreased to 7-set and Mk 1 Open Thirds) and 889.

34261	BTK	880	34279	BTK	889
24316	TK	880	24325	TK	889
3913	TO	880	15047	CK	889
3914	TO	880	‡	CK	889
7941	Kitchen Buffet Car	880	‡	TK	889
15038	CK	880	34280	BTK	889
34262	BTK	880			

Sets	Allocation
866 to 873	London – Ramsgate – Dover
874, 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York (northbound Mon, Wed. and Fri.)
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 888 and 890 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

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June 1955

Sets strengthened were (London East and London Central) 873 (set 872 disbanded: 24308 and 15030 to set 873 – see below, 34245 and 34246 to 8-set 473), 874, 875 and 876 (formations as for September 1953) and (South Western) 880 (increased to 9-set) and 889.

34247	BTK	873
24308	TK	873
15030	CK	873
5892	CK	873
15031	CK	873
91	TK	873
24309	TK	873
34248	BTK	873

34261	BTK	880	34279	BTK	889
24316	TK	880	24325	TK	889
3913	TO	880	15047	CK	889
3914	TO	880	‡	CK	889
7867	Kitchen Buffet Car	880	‡	TK	889
7842	Refreshment Saloon	880	34280	BTK	889
15038	CK	880			
‡	CK	880			
34262	BTK	880			

Sets	Allocation
866 to 871	London – Ramsgate – Dover
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 888 and 890 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

September 1955

Sets strengthened were (London East and London Central) 873 (formation as June 1955), 874, 875 and 876 (formations as for September 1953) and (South Western) 880 (reduced to 7-set, 3914 removed) and 889.

34261	BTK	880	34279	BTK	889
24316	TK	880	24325	TK	889
3913	TO	880	15047	CK	889
7953	Buffet Car	880	‡	CK	889
‡	CK	880	‡	TK	889
15038	CK	880	34280	BTK	889
34262	BTK	880			

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September 1955 (continued)

Sets	Allocation
866 to 871	London – Ramsgate – Dover
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 888 and 890 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

June 1956 (3rd Class abolished)

Sets strengthened were (London East and London Central) 873 , 874, 875 and 876 and (South Western) 880 (increased to 9-set) and 889.

34247	BSK	873	34249	BSK	874	34251	BSK	875
24308	SK	873	24310	SK	874	24311	SK	875
15030	CK	873	51	SK	874	84	SK	875
5892	CK	873	15032	CK	874	15033	CK	875
15031	CK	873	5903	CK	874	5899	CK	875
91	SK	873	52	SK	874	88	SK	875
24309	SK	873	53	SK	874	89	SK	875
34248	BSK	873	34250	BSK	874	34252	BSK	875

34253	BSK	876	34261	BSK	880	34279	BSK	889
24312	SK	876	24316	SK	880	24325	SK	889
7631	FK	876	3913	SO	880	15047	CK	889
15034	CK	876	3914	SO	880	‡	CK	889
54	SK	876	7955	RKB	880	‡	SK	889
34254	BSK	876	‡	SO	880	34280	BSK	889
			‡	CK	880			
			15038	CK	880			
			34262	BSK	880			

Sets	Allocation
866 to 871	London – Ramsgate – Dover
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 888 and 890 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

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September 1956

Sets strengthened were (London East and London Central) 873 , 874, 875 and 876 (formations as at June 1956) and (South Western) 880 (reduced to 7-set) and 889.

34261	BSK	880	34279	BSK	889
24316	SK	880	24325	SK	889
3913	SO	880	15047	CK	889
7940	RKB	880	‡	CK	889
‡	CK	880	‡	SK	889
15038	CK	880	34280	BSK	889
34262	BSK	880			

Sets	Allocation
866 to 871	London – Ramsgate – Dover
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 888 and 890 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

June 1957

Sets strengthened were (London East and London Central) 873 , 874, 875 and 876 (formations as at June 1956) and (South Western) 880 (increased to 9-set) 889, 890 and 891.

34261	BSK	880	34279	BSK	889	34281	BSK	890	34283	BSK	891
24316	SK	880	24325	SK	889	24326	SK	890	24327	SK	891
‡	SK	880	15047	CK	889	15048	CK	890	15049	CK	891
3913	SO	880	15901	CK	889	‡	SK	890	‡	SK	891
7955	RKB	880	3916	SO	889	‡	SK	890	‡	SK	891
‡	SO	880	34280	BSK	889	34282	BSK	890	34284	BSK	891
15900	CK	880									
15038	CK	880									
34262	BSK	880									

Sets	Allocation
866 to 871	London – Ramsgate – Dover Hastings – Eastbourne – Western Region.
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
890 to 891	Portsmouth – Plymouth
877 to 879, 881 to 888	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth Brighton – Bournemouth

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September 1957

Sets strengthened were (London East and London Central) 873 , 874, 875 and 876 (formations as at June 1956) and (South Western) 880 (reduced to 8-set) and 889.

34261	BSK	880	34279	BSK	889
24316	SK	880	24325	SK	889
3913	SO	880	15047	CK	889
7955	RKB	880	15901	CK	889
‡	SO	880	3916	SO	889
15900	CK	880	34280	BSK	889
15038	CK	880			
34262	BSK	880			

Sets	Allocation
866 to 871	London – Ramsgate – Dover
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877 to 879, 881 to 888 and 890 to 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth

June 1958

Sets strengthened were (London East and London Central) 873 , 874, 875 and 876 (formations as at June 1956) and (South Western) 878, 880 (increased to 9-set), 889 and 890.

34261	BSK	880	34279	BSK	889
24316	SK	880	24325	SK	889
3913	SO	880	15047	CK	889
3845	SO	880	15901	CK	889
7955	RKB	880	3916	SO	889
‡	SO	880	34280	BSK	889
15900	CK	880			
15038	CK	880			
34262	BSK	880			

34257	BSK	878	34281	BSK	890
1483 ‡	SO	878	‡	SO (64)	890
1493 ‡	SO)	878	‡	SO (64)	890
1481 ‡	SO)	878	‡	SO (64)	890
5801 ‡	CK	878	‡	CK	890
1504 ‡	SO	878	‡	SO (64)	890
Ruby ‡	Pullman Buffet Car	878	Car No. 5 ‡	Pullman Buffet Car	890
15036	CK	878	15048	CK	890
24314	SK	878	24326	SK	890
34258	BSK	878	34282	BSK	890

June 1958 (continued)

Sets	Allocation
866 to 871	London – Ramsgate – Dover Hastings – Eastbourne – Western Region.
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
878 and 890	Waterloo – Southampton Docks
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877,879, 881 to 888 and 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Portsmouth – Plymouth

September 1958

Sets strengthened were (London East and London Central) 873 , 874, 875 and 876 (formations as at June 1956) and (South Western) 878 (reduced to 9-set), 880 (reduced to 8-set and SK position changed), 889 and 890 (reduced to 9-set).

34261	BSK	880	34279	BSK	889
3913	SO	880	24325	SK	889
3845	SO	880	15047	CK	889
7955	RKB	880	15901	CK	889
15900	CK	880	3916	SO	889
15038	CK	880	34280	BSK	889
24316	SK	880			
34262	BSK	880			

34257	BSK	878	34281	BSK	890
1483 ‡	SO	878	‡	SO (64)	890
1493 ‡	SO	878	‡	SO (64)	890
1481 ‡	SO	878	‡	SO (64)	890
5801 ‡	CK	878	‡	CK	890
1504 ‡	SO	878	‡	SO (64)	890
15048	CK	878	15048	CK	890
24326	SK	878	24326	SK	890
34282	BSK	878	34282	BSK	890

Sets	Allocation
866 to 871	London – Ramsgate – Dover.
873 to 875	London - Ramsgate
876	London – Tunbridge Wells West – Brighton
878 and 890	Waterloo – Southampton Docks (until 29th September then reduced to 4-car and duties as for 877, 879 etc)
880	Bournemouth – York
889	Portsmouth – Salisbury – Bristol (WR)
877,879, 881 to 888 and 891	Waterloo - Plymouth Brighton – Portsmouth – Cardiff, WR

June 1959

Sets strengthened were (London East and London Central) 873 (increased to 9-set) , 874, 875 and 876 (formations as at June 1956) and (South Western) 877, 878 (increased to 10-set), 879 880 (increased to 9-set), 889 and 890 (increased to 11-set).

34247	BSK	873
24308	SK	873
15030	CK	873
5892	CK	873
15031	CK	873
91	SK	873
1864	SK	873
24309	SK	873
34248	BSK	873

34255	BSK	877	34257	BSK	878
1490 ‡	SO	877	1496 ‡	SO	878
1484 ‡	SO	877	1498 ‡	SO	878
1485 ‡	SO	877	1470 ‡	SO	878
1467 ‡	SO	877	1502 ‡	SO	878
1475 ‡	SO	877	1469 ‡	SO	878
5854 ‡	CK	877	‡	CK	878
15035	CK	877	15036	CK	878
24313	SK	877	24314	SK	878
34256	BSK	877	34258	BSK	878

34259	BSK	879	34281	BSK	890
1501 ‡	SO	879	1478 ‡	SO (64)	890
1480 ‡	SO	879	1500 ‡	SO (64)	890
1494 ‡	SO	879	1492 ‡	SO (64)	890
119 ‡	SK	879	1497 ‡	CK	890
1489 ‡	SO	879	1464 ‡	SO (64)	890
5808 ‡	CK	879	‡	Pullman Buffet Car	890
15037	CK	879	5855 ‡	CK	890
24315	SK	879	15048	CK	890
34260	BSK	879	24326	SK	890
			34282	BSK	890

34261	BSK	880	34279	BSK	889
3913	SO	880	24325	SK	889
3845	SO	880	15047	CK	889
‡	RKB	880	15901	CK	889
3915 ‡	SO	880	3916	SO	889
15900	CK	880	34280	BSK	889
15038	CK	880			
24316	SK	880			
34262	BSK	880			

June 1959 (continued)

Sets	Allocation
868 to 871	Hastings – Eastbourne, WR
873	Grove Park, Special Traffic
874 and 875	Grove Park or Deal, Special Traffic
876	London – Tunbridge Wells West – Brighton
877 to 879, 890	Waterloo – Southampton Docks
880	Bournemouth – Newcastle
889	Portsmouth – Salisbury – Bristol (WR)
866, 867, 881 to 888 and 891	Waterloo – Plymouth Portsmouth – Plymouth Brighton – Portsmouth – Cardiff, WR

November 1959

Sets strengthened were (London East and London Central) 873 (Formation as at June 1959) , 874, 875 and 876 (formations as at June 1956) and (South Western) 880 and 889 (see below). The position of the CK and SK in sets 866 to 869 were reversed to comply with the other 4-sets

34261	BSK	880	34279	BSK	889
15900	CK	880	24325	SK	889
3913	SO	880	15047	CK	889
3845	SO	880	15901	CK	889
‡	RKB	880	3916	SO	889
3915 ‡	SO	880	34280	BSK	889
24316	SK	880			
15038	CK	880			
34262	BSK	880			

Set	866	867	868	869
BSK	34233	34235	34237	34239
SK	24302	24303	24304	24305
CK	15024	15025	15026	15027
BSK	34234	34236	34238	34240

Sets	Allocation
868 to 871	Hastings
873	Grove Park, Special Traffic
874 and 875	Grove Park or Deal, Special Traffic
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – Newcastle
889	Portsmouth – Salisbury – Bristol (WR)
866, 867, 877 to 879, 881 to 888, 890 and 891	Waterloo – Plymouth Portsmouth – Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Bournemouth West

June 1960

Sets strengthened were (London East and London Central) 873 (formation as at June 1959) , 874, 875 and 876 (formations as at June 1956) and (South Western) 880 &, 889 (formations as at November 1959) 886, 887, 888, and 890.

34277	BSK	888
‡	SK	888
‡	SK	888
24324	SK	888
15046	CK	888
34280	BSK	888

June 1960 (continued)

34273	BSK	886	34275	BSK	887
‡	SO	886	‡	SO	887
‡	SO	886	‡	SO	887
‡	SO	886	‡	SO	887
‡	SO	886	‡	SO	887
‡	SO	886	‡	SO	887
‡	CK	886	‡	CK	887
15044	CK	886	15045	CK	887
24322	SK	886	24323	SK	887
34274	BSK	886	34276	BSK	887

34281	BSK	890
‡	SO	890
‡	SO	890
‡	SO	890
‡	SO	890
‡	SO	890
‡	Pullman Buffet Car	890
‡	CK	890
15048	CK	890
24326	SK	890
34282	BSK	890

Sets	Allocation
868 to 871	Hastings – Birmingham, W.R.
873, 874 and 875	London – Dover – Margate.
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – Newcastle
888	Brighton – Bournemouth West
889	Portsmouth – Salisbury – Bristol (WR)
886, 887 and 890	Waterloo – Southampton Docks.
866, 867, 877 to 879, 881 to 885, and 891	Waterloo – Plymouth Portsmouth – Plymouth Brighton – Portsmouth – Cardiff, WR Brighton – Bournemouth West

September 1960

Sets strengthened were (London East and London Central) 873 (formation as at June 1959) , 874, 875 and 876 (formations as at June 1956) and (South Western) 880 (formation as at June 1960), 887, 888, 889 and 891.

34275	BSK	887	34277	BSK	888	34279	BSK	889	34283	BSK	891
15045	CK	887	24324	SK	888	24325	SK	889	24327	SK	891
1849 ‡	RMB	887	1851 ‡	RMB	888	15047	CK	889	1850 ‡	RMB	891
24323	SK	887	15046	CK	888	1852 ‡	RMB	889	15049	CK	891
34276	BSK	887	34278	BSK	888	15901	CK	889	34284	BSK	891
						3916	SO	889			
						34280	BSK	889			
Set 888 RMB included until 29/10/60 and from 30/4/61											

September 1960 (continued)

Sets	Allocation
868 to 871	Hastings or Blackheath, Special Traffic
873, 874 and 875	Grove park, Special Traffic.
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – Newcastle
888	Brighton – Bournemouth West
889	Portsmouth – Salisbury – Cardiff (WR)
891	Brighton - Cardiff
887	Waterloo – Weymouth Quay
866, 867, 877 to 879, 881 to 886, and 890	Waterloo – Plymouth Portsmouth – Plymouth Brighton – Portsmouth – Cardiff, WR

June 1961

Sets strengthened were (London East and London Central), 874, 875 and 876 (formations as at June 1956) and (South Western) 873 (formation as at June 1959) , 879, 880, 885, 886, 889 (formation as at June 1959) and 890 (formation as at June 1960).

34261	BSK	880		34259	BSK	879
15900	CK	880		24315	SK	879
3913	SO	880		‡	RMB	879
3845	SO	880		15037	CK	879
‡	RB	880		34260	BSK	879
3915	SO	880				
24316	SK	880				
15038	CK	880				
34262	BSK	880				

34271	BSK	885	34273	BSK	886
‡	SO	885	‡	SO	886
‡	SO	885	‡	SO	886
‡	SO	885	‡	SO	886
‡	CK	885	‡	CK	886
‡	RB	885	‡	RB	886
24321	SK	885	15044	CK	886
15043	CK	885	24322	SK	886
‡	SO	885	‡	SO	886
‡	SO	885	‡	SO	886
34272	BSK	885	34274	BSK	886

June 1961 (continued)

Sets	Allocation
868 to 871	Hastings – Through trains
873	Western Section , Special Traffic.
874	Deal – Through Trains
875	Eardley – Special Traffic
876	London – Tunbridge Wells West – Brighton
879	Brighton - Cardiff
880	Bournemouth – Newcastle
885 to 886	Waterloo – Weymouth Quay
889	Brighton -Bournemouth
890	Waterloo – Southampton Docks
866, 867, 877 to 878, 881 to 884, 887 to 888 and 891	Waterloo – Plymouth Portsmouth – Plymouth Portsmouth – Cardiff, WR

September 1961

Sets strengthened were (London East and London Central) 876 (formations as at June 1956) and (South Western) 873, 874, 875, 880 (formation as for June 1961) and 889 (formation as for June 1960).

34247	BSK	873	34249	BSK	874	34251	BSK	875
24308	SK	873	24310	SK	874	24311	SK	875
91	SK	873	51	SK	874	84	SK	875
15030	CK	873	15032	CK	874	15033	CK	875
15031	CK	873	5903	CK	874	5899	CK	875
105	SK	873	52	SK	874	88	SK	875
24309	SK	873	53	SK	874	89	SK	875
34248	BSK	873	34250	BSK	874	34252	BSK	875

Sets	Allocation
868 to 871	Eardley, Special Traffic
873	London Central Section.
874 to 875	Western Section
876	London – Tunbridge Wells West – Brighton
880	Bournemouth – Newcastle
889	Brighton – Bournemouth West
866, 867, 877 to 879, 881 to 888 and 891	Waterloo – Plymouth Portsmouth – Plymouth Portsmouth – Cardiff, WR

June 1962

Sets reduced to 3-sets were (South Western) 884, 885, 886, 887, 888, 890 and 891, Sets remaining (or reduced to) 4-sets were 866, 867, 868, 869, 870, 871, 875, 876, 877, 878, 879, 881, 882 and 883.

Sets strengthened were 873, 874, 880 and 889.

3 - sets

	884	885	886	887	888	890	891
BSK	34269	34271	34273	34275	34277	34281	34283
CK	15042	15043	15044	15045	15046	15048	15049
BSK	34270	34272	34274	34276	34278	34282	34282

June 1962 (continued)

4 - sets

	866	867	868	869	870	871	875
BSK	34233	34235	34237	34239	34241	34243	34251
SK	24302	24303	24304	24305	24306	24307	24311
CK	15024	15025	15026	15027	15028	15029	15033
BSK	34234	34236	34238	34240	34242	34244	34252

	876	877	878	879	881	882	883
BSK	34253	34255	34257	34259	34263	34265	34267
SK	24312	24313	24314	24315	24317	24318	24319
CK	15034	15035	15036	15037	15039	15040	15041
BSK	34254	34256	34258	34260	34264	34266	34268

Strengthened Sets

34247	BSK	873	34249	BSK	874	34261	BSK	880
24308	SK	873	24310	SK	874	15900	CK	880
91	SK	873	51	SK	874	3913	SO	880
15030	CK	873	15032	CK	874	3845	SO	880
15031	CK	873	‡	RB	874	‡	RB	880
105	SK	873	‡	SO	874	3915	SO	880
24309	SK	873	5903	CK	874	24316	SK	880
34248	BSK	873	52	SK	874	15038	CK	880
			53	SK	874	34262	BSK	880
			34250	BSK	874			

34279	BSK	889
24325	SK	889
15047	CK	889
‡	RMB	889
15901	CK	889
3916	SO	889
34280	BSK	889

Sets	Allocation
868 to 869	Eastbourne – Hastings - Birmingham
873	Within a pool of 8-sets covering Waterloo – Salisbury, Waterloo – Bournemouth – Weymouth, Through services to other Regions and Brighton to Cardiff.
874	Waterloo – Southampton Docks (St. Neots)
880	Bournemouth – Newcastle
889	Portsmouth - Cardiff
866, 867, 870 to 871, 875 to 879, 881 to 883	Portsmouth/Brighton – Plymouth/Cardiff, WR Exmouth/Sidmouth - Cleethorpes
884 to 889, 890 and 891	Waterloo – Bournemouth - Weymouth

June 1963

With the exception of the strengthened sets all other sets were reduced to 3-sets. 3-sets were (BSK + CK + BSK) 868, 869, 870, 871, 873, 875, 876, 877, 878, 879, 881, 882, 883, 884, 885, 886, 887, 888 and 890.

Strengthened Sets

	866	867		874		880		889
BSK	34233	34235		BSK 34249		BSK 34261		BSK 34279
SK	24302	24303		SK 24310		CK 15900		SK 24325
RMB	1850 ‡	WR		CK 15032		SO 3913		CK 15047
CK	15024	15025		RB 7879 ‡		SO 3845		RMB 1849 ‡
BSK	34234	34236		RUO ‡		RB 1722 ‡		CK 15901
				CK 5903		SO 3915		SO 3916
				BSK 34250		SO ‡		BSK 34280
						CK 15038		
						BSK 34262		

Sets	Allocation
866 to 867	Brighton - Cardiff
868 to 871, 873, 875 to 879, 881 to 888, 890 and 891	Waterloo – Bournemouth – Weymouth – West of England
874	Waterloo – Southampton Docks (St. Malo)
880	Bournemouth – Newcastle
889	Portsmouth - Cardiff

June 1964

With the exception of sets 874, 880, 885 and 889 all sets were 3-sets

Strengthened Sets

	874		880		885		889
BSK	34249		BSK 34261		BSK 34271		BSK 34279
SK	24310		CK 15900		CK 15043		SK 24325
CK	15032		SO 3913		RUO 1019		CK 15047
RB	1764 ‡		SO 3845		RB 1716 ‡		RMB 1852 ‡
RUO	‡		RMB 1849 ‡		SO 1454		CK 15901
CK	5903		SO 3915		BSK 34272		SO 3916
BSK	34250		SO 3917				BSK 34280
			CK 15038				
			BSK 34262				

Sets	Allocation
866 to 871, 873, 875 to 879, 881 to 884, 886 to 888, 890 and 891	Waterloo – Bournemouth – Weymouth – West of England
874	Waterloo – Southampton Docks.
880	Bournemouth – Newcastle
885	Bournemouth - Waterloo
889	Portsmouth - Cardiff

June 1965

Sets disbanded/withdrawn 874, 878, 888, 889 and 891.
 3-sets 866 to 871, 873, 875 to 879, 881 to 884, 886 to 887 and 890.
 Strengthened sets 880 and 885.

3-sets

	866	867	868	869	870	871	873	875	876
BSK	34233	34235	34237	34239	34241	34243	34247	34251	34253
CK	15024	15025	15026	15027	15028	15029	15031	15033	15034
BSK	34234	34236	34238	34240	34242	34244	34248	34252	34254

	877	879	881	882	883	884	886	887	890
BSK	34255	34259	34263	34265	34267	34269	†34273	34275	†34281
CK	15035	15037	15039	15040	15041	15042	15044	15045	15048
BSK	34256	34260	34264	34266	34268	34270	†34274	34276	†34282

Strengthened Sets

880		885	
BSK	34261	BSK	34271
CK	15900	SO	‡
SO	†3913	SO	†3924
SO	†3845	SO	†3925
RMB	‡	RB	‡
SO	†3915	CK	15043
SO	3917	CK	5887
CK	15038	SO	†3928
BSK	34262	SO	1454
		BSK	34272

Sets	Allocation
866 to 871, 873, 875 to 877, 879, 881 to 884, 886 to 887 and 890	Waterloo – Bournemouth – Weymouth – West of England
880	Bournemouth – Newcastle
885	Waterloo – Weymouth Quay

June 1966

As from June 1966 all set working was abandoned and only those that were to apply from 1967 utilised.

Glen Woods
 Brighton, East Sussex.