

## Camping Coaches – Issued 30/7/60

### Data Sheets – Section SC1.

All camping coaches are ex passenger coaches. Those extant in 1939 (1 – 25) were in departmental use during the war. Former numbers are usually marked on the coach ends.

1-12 L.C.D. 5-compartment 6 – Wheelers converted for 1935 season (locations post-war until 1953).

No	ex-SR	Location	No	ex-SR	Location
1	1661	Combyne	7	1728	Amberley
2	1619	Amberley (pre war Umberleigh)	8	?	(war loss)
3	1675	Newton Poppleford	9	1742	East Budleigh
4	1682	Martin Mill	10	1753	Bere Ferrers
5	1687	East Budleigh	11	1764	Newton Poppleford
6	1704	Martin Mill	12	?	(war loss)

**From my records I believe 8 & 12 were converted from 1760 and 1767**

1-7/9, 10, 11 were withdrawn after the 1953 season and removed from their sites early in 1954.

13 – 25 L.S.W. bogie (13 – 24 non-corridor, 25 corridor). 13 – 18 converted 1936, 19 – 25 converted in 1939:-

No	ex-SR	Location 1958/9	Notes
13	5019	Tipton St. Johns	Latterly marked 5039
14	5023	Woodbury Road Exton	
15	5026	Lyndhurst Road	
16	5027	Martin Mill	
17	?	(war loss)	
18	5032	Wrafton	Latterly marked “S&D 110
19	598	Wool	Transferred away 1960
20	599	Sway	Wrafton pre-war; marked 4987 at one time.
21	2753	Corfe	Transferred to Sway in 1960
22	4989	Wrafton	Wrafton pre-war; Bridgrule in 1954
23	5017	Littleham	not before 1954
24	5022	Hinton Admiral	Littleham in 1954 pre-war Hinton Admiral; transferred away from Wool, 1960; underframe plate read “L.S.W.R. 1905” and “Owner Admiralty No. 1240 – S.R. 1942”; car was used as an ambulance car during war.
25	7828	Wool	

26, 27 bogie, converted as replacements for war losses ; 26 is ex S.E.C. and bears number 958; 27 is ex S.E.C. second and bears number 1932.

26 at Littleham; 27 at Sandling until 1959. now at Littleham(1960).

**No. 17 was ex 5030**

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30 – 39 - bogie; 30 ex S.E.C. composite; 31-39 ex L.S.W.; 31/4/5/8 composite, 32/6 brake composite, 33/7/9 third; 32/3/5/9 ex corridor, rest non-corridor. 30 – 33 converted late 1953 or early 1954; 34 – 9 converted early 1954, all for 1954 season as replacements for L.C.D. 6 – Wheelers.

No	ex-SR	Location 1954-9		No	ex-SR	Location 1954-9
30	5319	Amberley		35	5108	East Budleigh
31	5065	Amberley		36	6481	Newton Poppleford
32	6538	Martin Mill		37	622	Newton Poppleford
33	704	Martin Mill		38	5056	Combyne
34	5049	East Budleigh		39	673	Bere Ferrers

P40-44 – converted 8-Wheel Pullman cars (also known as “Pullman Holiday Coaches”). additional to existing fleet for 1960 season (see SN1/5, 1/6, items 13, 17 and SN2, item 44). **(Later amendments in bold, item 587, May 1962 )**

No	ex	Location 1960
P40	<b>Car No. 11</b>	Sandling
P41	<b>Car No. 16</b>	Sandling
P42	Car No. 15	Wool
P43	Coral	Corfe Castle
P44	Car No. 30	Wool

The 1960 Camping sites and allocations are as follows:- (coaches 13 – 39 carry S prefix) **[as amended with later data, in bold, with SC&WS reference]**

Location	No off	Vehicle Nos.	reference
Bere Ferrers	2	<b>19, 25</b>	item 135
Combyne	2	38	
East Budleigh	2	34, 35	
Littleham	3 (officially)	16, 23, 26, 27	
Newton Poppleford	2	36, 37	
Tipton St. Johns	1	13	
Woodbury Road Exton	1	14	
Wrafton	2	18, 22	
Hinton Admiral	1	24	
Lyndhurst Road	1	<b>15</b>	item 135
Sway	2	20, 21	
Martin Mill	3	<b>32, 33, 39</b>	item 107
Amberley	2	30, 31	
Corfe Castle	1	P43	
Wool	2	P42, P44	
Sandling	2	P40, P41	

Sites at Bere Ferrers, Littleham, Sway and Martin Mill each increased by one in 1960 over 1959 totals, according to publicity, but Littleham in fact had two added. Sway site was founded about 1958 and Whitstone & Bridgrule abolished simultaneously.