

## Early BR(SR) 'Plum & Spilt Milk' Livery Notes

(-/48 to -/54) given a special British Railways experimental "plum and spilt milk" exterior livery for use on the 7-20 am Bournemouth West - Waterloo & 3-30 pm return services. Subsequently repainted in standard British Railways 'carmine and cream' exterior livery. Marshelling sequence of the 3-30 pm train was:- Bulleid 3"L" Set 788, Bulleid 6 Dining Set 299, then then 3 LOOSE Maunsell coaches (Waterloo end), viz:-

(Bournemouth end)

**788** (6/47 > 3/66)

°4337 Bulleid

°5769 Bulleid

°4338 Bulleid

**3 "L" set**

Diag: 2123

Diag: 2318

Diag: 2123

**Bulleid 6**

GSemiOLBke3rd{6}

GKLCompo{4x1st + 3x3rd}

GSemiOLBke3rd{6}

**Restriction 4**

Rest 4 Pat. 6 X10

Rest 4 Pat. 6 X10

Rest 4 Pat. 6 X10

**299** (2/48 > 6/62)

**6**

**Bulleid 6**

**Restriction 4**

(1/48) 6 Dining Set, on Waterloo - Bournemouth (and occasionally on to Weymouth) services. Often strengthened with extra LOOSE vehicles within the Set during Summers in the 1950's

°4367 Bulleid

Diag: 2123

GSemiOLBke3rd{6}

Rest 4 Pat. 6 C10

°5749 Bulleid

Diag: 2318

GKLCompo{4x1st + 3x3rd}

Rest 4 Pat. 6 C10

°7686 Bulleid

Diag: 2507

GSemiSalDin&KL1st {3+4xDining}

Rest 4 Pat. 6 C10

°7890 Bulleid

Diag: 2660

GKitSalDin3rd {4}

Rest 4 Pat. 6 C10

°1460 Bulleid

Diag: 2017

GO(T)L3rd{8}

Rest 4 Pat. 6 C10

°4368 Bulleid

Diag: 2123

GSemiOLBke3rd{6}

Rest 4 Pat. 6 C10

**LOOSE Maunsell coaches**

°1200 Maunsell

Diag: 2001

GKL3rd{8}

Rest 4 Pat. 2 HIGH 2LV

°7224 Maunsell

Diag: 2501

GKL1st{7}

Rest 4 Pat. 1 LOW 1LV

°1254 Maunsell

Diag: 2001

GKL3rd{8}

Rest 4 Pat. 2 HIGH 2LV

(Waterloo end)

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