

BRITISH RAILWAYS

Southern Operating Area

Appendix to Carriage Working Notice (Steam Trains)

London West, Southern and Western Districts

11th June to 16th September 1956

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BRITISH RAILWAYS

SOUTHERN OPERATING AREA

APPENDIX TO CARRIAGE WORKING NOTICE

(STEAM TRAINS),

LONDON WEST, SOUTHERN & WESTERN DISTRICTS

Including complete working of Restaurant Cars, Pullman Buffet Cars and Newspaper Vans.

11th June to 16th September, 1956.

Each STATION MASTER, INSPECTOR and YARD MASTER in charge of a STATION or DEPOT to whom this publication is supplied is requested to distribute a copy to all Staff concerned, and every person supplied must read carefully and carry out the instructions contained herein so far as they apply to him.

EXPLANATION OF REFERENCES.

C.	Standard Railway Gangways.	C.P.	Pullman Gangways and Automatic Couplings.
C.A.	Adaptor Fitted.	C.P.1.	Gangway one end only (Pullman type).
C.A.1.	Adaptor fitted one end only.		
E.R.	Eastern Region.	W.R.	Western Region.

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INSTRUCTIONS RESPECTING DAILY REPORT OF COACHING STOCK.

The Daily Coaching Stock Report (Form No. 909 or 909Y) must be sent to the respective Passenger Rolling Stock Section, to arrive by 10.0 a.m. every weekday except Good Friday and Christmas Day showing the description and painted number of each Set train and Loose Passenger Train Vehicle on hand (including any under card for repairs, etc.), also particulars of vehicles sent away since the last report and additional vehicles required.

Spare Stock must not be disposed of without instructions.

Services for forwarding vehicles (loaded or empty) to be obtained from the respective District Traffic Supt.

It is important that all empty vehicles are properly labelled.

Other Regions' Coaching Stock.

Spare stock (all Regions) including vans and horse boxes (except trainloads which are dealt with specially), must be held for disposal instructions, and recorded on the Daily Coaching Stock report, giving description of vehicle and Region. Southern vehicles received in trains booked to be formed of other Regions' stock, to be held for disposal instructions and reported immediately to the Passenger Rolling Stock Section.

FORMATION AND ALLOCATION OF CORRIDOR SETS.

These sets must be kept intact, and should any of the Coaches be stopped for repairs, etc., immediate advice to be sent to the Passenger Rolling Stock Section at Waterloo, Eastleigh or Exeter.

The figures shown in brackets indicate number of seats in each set, first and second class.

Vehicle No.	Formation. For Working see Note.	Restriction.	Vehicle No.	Formation. For Working see Note.	Restriction.	Vehicle No.	Formation. For Working see Note.	Restriction.	Vehicle No.	Formation. For Working see Note.	Restriction.
2790 6691	2-set 22 BSK ... } R BCK ... } (12/80)	4	4374 6703	2-set 66 BSK ... } R (12/80)	4	6695 2776	4-set 168 BSK ... } J SK ... } (12/208)		3781 3784	3-set 203 BSK ... } M CK ... } (24/120)	4
2792 6575	2-set 23 BSK ... } R BCK ... } (12/80)	4	4375 6704	2-set 67 BSK ... } R (12/80)	4	6696 2777	2-set 172 BSK ... } R BSK ... } (12/80)		3716 820	8-set 204 BSK ... } C SK ... } 7228	4
2832 6602	2-set 24 BSK ... } R BCK ... } (12/80)	4	4376 6705	2-set 68 BSK ... } R (12/80)	4	2836 6690	2-set 178 BSK ... } R (12/80)		1835 3717	SK ... } 7790 BSK ... } (42/362)	4
3780 6665	2-set 25 BSK ... } R BCK ... } (12/80)	4	4377 6706	2-set 69 BSK ... } R (12/80)	4	6673 3732	2-set 179 BSK ... } R BSK ... } (12/80)		3718 830	8-set 205 BSK ... } C SK ... } 1123	4
2831 6586	2-set 26 BSK ... } R BCK ... } (12/80)	4	4378 6707	2-set 70 BSK ... } R (12/80)	4	3733 6674	2-set 180 BSK ... } R BSK ... } (12/80)		7229 3719	FK ... } 7791 BSK ... } (42/302)	4
3775 6603	2-set 27 BSK ... } R BCK ... } (12/80)	4	4379 6708	2-set 71 BSK ... } R (12/80)	4	2778 6697	2-set 196 BSK ... } R BSK ... } (12/80)		3728 1887	8-set 206 BSK ... } C SK ... } 1124	4
2787 6569	2-set 28 BSK ... } R BCK ... } (12/80)	4	4380 6709	2-set 72 BSK ... } R (12/80)	4	2780 6699	2-set 198 BSK ... } R BSK ... } (12/80)		7219 1236	FK ... } 7961 SK ... } 1866	4
2788 6567	2-set 29 BSK ... } R BCK ... } (12/80)	4	4381 6710	2-set 73 BSK ... } R (12/80)	4	3736 6657	2-set 199 BSK ... } R BSK ... } (12/80)		3729 3724	SK ... } (42/362) BSK ... } 1886	4
4371 6700	2-set 63 BSK ... } R BCK ... } (12/80)	4	4382 6711	2-set 74 BSK ... } R (12/80)	4	3737 6588	2-set 200 BSK ... } R BSK ... } (12/80)		7218 7785	8-set 207 FK ... } SO ... } 1128 SK ... } 840	4
4372 6701	2-set 64 BSK ... } R BCK ... } (12/80)	4	4383 6712	2-set 75 BSK ... } R (12/80)	4	3730 3731	3-set 201 BSK ... } M CK ... } (24/88)		1876 3720	SO ... } 725 FK ... } 5635	4
4373 6702	2-set 65 BSK ... } R BCK ... } (12/80)	4	3165 696 707 5135 709 3175	6-set 99 (CA)		2837 5038 2838 2838	3-set 202 BSK ... } M CK ... } (24/120)		1129 1187 1186 3721	SK ... } 7407 FK ... } 7978 SO ... } 1197 BSK ... } (42/362)	4

† Not stencilled with set numbers.

FORMATION AND ALLOCATION OF CORRIDOR SETS—continued.

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^tNot stencilled with set number.

will be reduced to 5-sets for the Winter.

*These sets are for use during the Summer traffic only and

Excluding seats in Pullman Cars and dining vehicles.

FORMATION AND ALLOCATION OF CORRIDOR SETS—*continued*

6 dining set			3-set 327			8-set 354			3-set 399
296			3773 BSK			7711 BFKA		4 3232 BSK	
4361 BSK			5652 CK		M 4	7621 FK		4 5145 CK	
5746 CK			3774 BSK			7620 FK		4 3233 BSK	N
7683 RF		G 4	(24/120)			3916 SO		C.1 (24/88)	
7887 RS						3917 SO			
1457 SO						3918 SO		C.1	
4382 BSK			3-set 328			3919 SO		C.1	
(42/184\$)			3797 BSK			6644 BCK		4 4-set 400	
			5637 CK		M 4	(132/288)		6728 BCK	
6 dining set			3798 BSK					5803 CK	
297			(24/120)					1934 SK	J
4363 BSK								6738 BCK	
5747 CK		G 4				3214 BSK		(48/152)	
7684 RF			3-set 329			5138 CK			
7888 RS			3792 BSK		M 4	3215 BSK			
1458 SO			5686 CK			(24/88)			
4364 BSK			3793 BSK					3746 BSK	3-set 426
(42/184\$)			(24/120)					5649 CK	
6 dining set								3747 BSK	
298			3-set 330			3216 BSK		(24/120)	M
4365 BSK			3782 BSK			5139 CK			
5748 CK			5634 CK		M 4	3217 BSK			
7685 RF		G 4	3783 BSK			(24/88)			
7889 RS			(24/120)					3668 BSKA	6 dining set
1459 SO						3218 BSK		427	
4366 BSK						5141 CK			
(42/184\$)			6645 BCK		M 4	3219 BSK			
6 dining set			3828 SO			(24/88)		7625 FK	
299			3829 SO					92137 RCAF	J
4367 BSK			7617 FK		B			3832 SO	
5749 CK			3830 SO					3833 SO	
7686 RF		G 4	3831 SO			3220 BSK		3669 BSKA	
7890 RS			3836 SO			C.1 5137 CK		(42/128\$)	
1460 SO			6601 BCK			4 3221 BSK			
4368 BSK			(66/384)			(24/88)		3670 BSKA	6-set 428
(42/184\$)								1256 SK	
6 dining set			8-set 351					5590 CK	
300			6662 BCK		M 4	3222 BSK		5648 CK	
4369 BSK			3837 SO			5143 CK		1242 SK	
5750 CK			3838 SO			3223 BSK		3671 BSKA	
7687 RF		G 4	7627 FK		B	(24/88)		(42/248)	F
7891 RS			3839 SO						
1461 SO			3834 SO					3181 BSKA	8-set 431
4370 BSK			3835 SO			3224 BSK		749 SK	
(42/184\$)			6587 BCK		M 4	5146 CK		715 SKA	
			(66/384)			3225 BSK		7170 FKA	
8-set 308			8-set 352			(24/88)		7789 SO	C
3726 BSK			6650 BCK		M 4			720 SKA	
1151 SK			3840 SO					1135 SK	
1250 SK			3841 SO			3228 BSK		3182 BSKA	
7676 FK		C 4	7619 FK		B	C.1 5140 CK		(42/362)	
7901 SO			3842 SO			3229 BSK			
796 SK			3843 SO			(24/88)		3226 BSK	8-set 432
1164 SK			3844 SO					5142 CK	
3727 BSK			6669 BCK		D 4	3231 BSK		730 SKA	
(42/362)			(66/384)			(24/88)		747 SKA	
8-set 309								7200 FKA	C
6517 B.C.K.A.			8-set 353			5142 CK		7983 SO	
694 SK			6570 BCK		M 4	3231 BSK		759 SKA	
666 SK			3847 SO			(24/88)		729 SK	
5522 CKA			3848 SO					3183 BSKA	
5541 CKA			3849 SO			3227 BSK		(42/362)	
5136 CKA			3915 SO		B C.1	5144 CK			
701 SK			7609 FK			3230 BSK			
3100 BSKA			7618 FK		M 4	(24/88)			
(58/336)			6651 BCK						
			(108/320)						

^tNot stencilled with set number.

§ Excluding seats in Pullman Cars and dining vehicles.

FORMATION AND ALLOCATION OF CORRIDOR SETS—continued.

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FORMATION & POSITION									
TIME		CLOTHES		POSITION		MOVEMENT		TIME	
3184	8-set 433			3194	8-set 439		3-set 446		5-set 774
754	BSKA			774	BSKA		4057	BSK	
755	SK			842	SK		5148	CK	
7171	FKA	C	4	7190	FKA	C	4058	BSK	H
7787	SO			7994	SO		(24/88)	CK	4
751	SKA			1132	SK			SK	
717	SK			1880	SK		4059	BSK	
3185	BSKA		(42/362)	3197	BSKA		5149	CK	
3186	8-set 434			3198	BSKA		4061	BSK	3-set 775
716	BSKA			1868	SK		(24/88)	CK	
721	SKA	C	4	1831	SK	C	4060	BSK	L
7172	FKA	C	4	7191	FKA		5150	CK	4
7798	SO			7964	SO		(24/88)	BSK	
722	SKA			760	SKA		3158	BSKA	3-set 776
727	SKA			750	SKA		†	CK	
3187	BSKA		(42/362)	3199	BSKA		7159	FKA	L
3190	8-set 435			3203	BSKA		690	SK	4
726	BSKA			714	SKA		711	SK	
728	SKA	C	4	756	SKA	C	3167	BSKA	3-set 777
7655	FKA	C	4	7182	FKA		(28/256)	CK	
7989	SO			7786	SO		3664	BSK	L
752	SKA			731	SKA		5660	CK	4
761	SKA		(42/362)	3204	BSKA		3665	BSK	
3191	BSKA		(42/362)				(24/88)	CK	
3188	8-set 436			3205	BSKA		3-set 458		3-set 778
718	BSKA			1814	SK		3666	BSKA	
719	SKA	C	4	1201	SK	C	5587	CK	L
7186	FKA	C	4	7196	FKA		5589	CK	4
7788	SO			7799	SO		1816	SK	
2346	SKA			1196	SK		1818	SK	
732	SKA			1188	SK		3667	BSKA	
3189	BSKA		(42/362)	3206	BSKA		(36/256)	CK	
3192	8-set 437			3207	BSKA		5-set 770		3-set 779
713	SKA			1903	SK		4301	BSK	
748	SKA	C	4	1905	SK	C	5751	CK	L
7188	FKA	C	4	7201	FKA		CK	4	4
7962	SO			7796	SO		4302	SK	
745	SKA			1899	SK		(24/248)	SK	
753	SKA			1907	SK		4303	BSK	
3193	BSKA		(42/362)	3208	BSKA		†	CK	
3195	8-set 438			3209	BSKA		5-set 771		3-set 781
723	SKA			775	SK		5752	CK	L
724	SKA	C	4	770	SK	C	4304	BSK	4
7168	FKA	C	4	770	SK		(24/248)	CK	
7990	SO			7194	FKA	C	4305	BSK	
725	SKA			7784	SO		5753	CK	
758	SKA			817	SK		4306	BSK	
3196	BSKA		(42/362)	822	SK		(24/120)	CK	
3197	8-set 439			3210	BSKA		3-set 772		3-set 782
726	SKA			4210	BSKA		4307	BSK	
7169	FKA	C	4	4055	BSK	C	5754	CK	L
7991	SO			5147	CK		4308	BSK	4
727	SKA			4056	BSK		(24/120)	CK	
3198	BSKA		(42/362)					BSK	
3199	8-set 440						3-set 445		3-set 783
728	SKA						4309	BSK	
729	SKA						5755	CK	
7173	FKA						4310	BSK	
7799	SO						(24/248)	CK	
727	SKA							BSK	
3200	BSKA							(24/120)	

[†]Not stencilled with set number.

FORMATION AND ALLOCATION OF CORRIDOR SETS—*continued*.

†Not stencilled with set number.

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FORMATION AND ALLOCATION OF CORRIDOR SETS—continued.

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3985	5-set 837			5-set 846		2515	3-set 857		34259	4-set 879		J	4
129	BSK		H	4	4003	BSK		5915	CK		L	4	
5855	SK			73	SK		2516	BSK		J	(C.1.)		
130	CK		H	4	5864	CK		15037	CK				
3986	SK			74	SK		(24/120)	34260	BSK				
	BSK			4004	BSK			(24/114)					
	(24/248)			(24/248)									
3987	5-set 838			5-set 847		2517	3-set 858		34261	9-buffet set 880		C.1.	
57	BSK		H	4	4005	BSK		5916	CK		L	4	
5856	SK			75	SK		(24/120)	2518	BSK		J		
58	CK		H	4	5865	CK		24315	SK				
3988	SK			76	SK			15047	CK				
	BSK			4006	BSK			34260	BSK				
	(24/248)			(24/248)				(24/104)					
3989	5-set 839			5-set 848		2519	3-set 859		3913	SO		F	
59	BSK		H	4	4007	BSK		5917	CK		L	4	
5857	SK			77	SK		(24/120)	2520	BSK		J		
60	CK		H	4	5866	CK		2521	BSK				
3990	SK			78	SK			2522	BSK				
	BSK			4008	BSK			(24/120)	34262	BSK			
	(24/248)			(24/248)					(48/330§)				
3991	5-set 840			5-set 849		2523	3-set 860		34263	4-set 881		J	
61	BSK		H	4	4009	BSK		5918	CK		L	4	
5858	SK			79	SK		(24/120)	2524	BSK		J		
62	CK		H	4	5867	CK		2525	BSK				
3992	SK			80	SK			2526	BSK				
	BSK			4010	BSK			(24/120)	34264	BSK			
	(24/248)			(24/248)					(24/114)				
3993	5-set 841			3-set 851		2527	3-set 861		34265	4-set 882		J	
63	BSK		H	4	2503	BSK		5920	CK		L	4	
5859	SK			5909	CK		(24/120)	2528	BSK		J		
64	CK		H	4	2504	BSK		2529	BSK				
3994	SK			(24/120)				2530	CK				
	BSK							(24/114)	34266	BSK			
	(24/248)								(24/104)				
3995	5-set 842			3-set 852		2531	3-set 862		34267	4-set 883		J	
65	BSK		H	4	2505	BSK		5921	CK		L	4	
5860	SK			5910	CK		(24/120)	2532	BSK		J		
66	CK		H	4	2506	BSK		2533	BSK				
3996	SK			(24/120)				2534	BSK				
	BSK							(24/114)	34268	BSK			
	(24/248)								(24/104)				
3997	5-set 843			3-set 853		2535	3-set 864		34269	4-set 884		J	
67	BSK		H	4	2507	BSK		5911	CK		L	4	
5861	SK			5911	CK		(24/120)	2536	BSK		J		
68	CK		H	4	2508	BSK		2537	BSK				
3998	SK			(24/120)				2538	BSK				
	BSK							(24/114)	34270	BSK			
	(24/248)								(24/104)				
3999	5-set 843			3-set 854		2539	3-set 865		34271	4-set 885		J	
69	BSK		H	4	2509	BSK		5912	CK		L	4	
5862	SK			5912	CK		(24/120)	2530	BSK		J		
70	CK		H	4	2510	BSK		2531	BSK				
4000	SK			(24/120)				2532	BSK				
	BSK							(24/114)	34272	BSK			
	(24/248)								(24/104)				
4001	5-set 844			3-set 855		34255	4-set 877		34273	4-set 886		J	
71	BSK		H	4	2511	BSK		24313	SK		L	4	
5863	SK			5913	CK		(24/120)	15035	CK		J		
72	CK		H	4	2512	BSK		34256	BSK		L	4	
4002	SK			(24/120)				34257	BSK		J		
	BSK							(24/114)	24321	SK			
	(24/248)								15043	CK			
									34274	BSK			
									(24/114)				
4003	5-set 845			3-set 856		34258	4-set 878		34275	4-set 887		J	
71	BSK		H	4	2513	BSK		24314	SK		L	4	
5863	SK			5914	CK		(24/120)	15036	CK		J		
72	CK		H	4	2514	BSK		34258	BSK		L	4	
4002	SK			(24/120)				(24/114)	24323	SK			
	BSK								15045	CK			
	(24/248)								34276	BSK			
									(24/114)				

§ Excluding seats in dining vehicles.

‡ Not stencilled with set number.

FORMATION AND ALLOCATION OF CORRIDOR SETS—continued.

34277	4-set 888			34281	3-set 963			34285	3-set 971			34289	3-set 979	
24324	BSK		J	4	5709	CK		5718	CK		M	4		
15046	SK			(C.1.)	2842	BSK		5720	CK					
34278	BSK			(24/114)				2843	BSK			24325	3-set 980	
								5710	CK			24325	3-set 980	
								2844	BSK			15047	3-set 981	
								5711	CK			34280	3-set 981	
								2846	BSK			(24/104)	3-set 981	
								2847	BSK			34281	3-set 982	
								5712	CK			24326	3-set 982	
								2848	BSK			34282	3-set 982	
								2849	BSK			15048	3-set 982	
								5713	CK			34283	3-set 983	
								2850	BSK			34284	3-set 983	
								(24/104)				(24/128)	3-set 983	
34285	4-set 891			34289	3-set 967			34293	3-set 975			34297	3-set 984	
24327	BSK		J	4	(C.1.)	2849	BSK		5721	CK		M	4	
15049	SK			34290	3-set 968			2851	BSK			34298	3-set 984	
34284	BSK			2504	CK			5722	CK			(24/128)	3-set 984	
					(24/120)			2852	BSK					
								2853	BSK			34299	3-set 977	
								5723	CK			34300	3-set 977	
								2854	BSK			34301	3-set 977	
								2855	BSK			3734	3-set 978	
								5724	CK			3735	3-set 978	
								2856	BSK			(24/104)	3-set 978	
								(24/120)	2857	BSK				
									2858	BSK				
									2859	BSK				
									2860	BSK				
									2861	BSK				
									2862	BSK				
									2863	BSK				
									2864	BSK				
									2865	BSK				
									2866	BSK				
									2867	BSK				
									2868	BSK				
									2869	BSK				
									2870	BSK				
									2871	BSK				
									2872	BSK				
									2873	BSK				
									2874	BSK				
									2875	BSK				
									2876	BSK				
									2877	BSK				

ALLOCATION OF CORRIDOR SETS.

Notes.	Type.	Sets Nos.	Working.
A	10 buffet set* ...	268, 271	Waterloo—Bournemouth.
	10 dining set ...	292, 295	Waterloo—Southampton Docks.
	10 Pullman buffet sets* ...	270, 272	Through services to other Regions and Special traffic.
	11 Pullman buffet set ...	269	Ocean Liner Boat Trains.
	10 sets	274, 275, 276	Waterloo—Bournemouth—Weymouth.
C	8-sets	350, 351, 352, 353, 354	Waterloo—Salisbury.
		204, 205, 206, 207, 208, 209, 308, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444	Through services to other Regions. Special traffic.
D	8-set	309	Through services to other Regions.
E	8 Pullman buffet set* ...	273	Waterloo—Southampton Docks.
F	6-sets	99*, 457*	Waterloo—Andover Jen. and local services. Portsmouth—Plymouth.
		428*, 459*	Portsmouth—Salisbury—Bristol, W.R.
		889	Bournemouth—York.
		880	This set will work as "9 dining set."
G	6 dining sets... ...	290, 291, 293, 294, 296, 297, 298, 299, 300	Waterloo—Bournemouth—Weymouth.
H	5-sets	244	Waterloo—Bournemouth. (This set will work as "6 dining set.")
		770, 771, 774, 780, 790, 793, 811, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849	Waterloo—Salisbury—West of England. Waterloo—Bournemouth.
J	4-sets	400	Waterloo—Exeter Ctl.
		427*	Bournemouth—Birkenhead, W.R. (This set will work as "6 dining set.")
		877, 878, 879, 881, 882, 883, 884, 885, 886, 887, 888, 890, 891	Waterloo—Plymouth. Brighton, Portsmouth—Cardiff, W.R. Brighton, Portsmouth—Plymouth. Brighton—Bournemouth.
		168	Bournemouth—Chester.
L	3-sets (770 type) ...	772, 773, 775, 776, 777, 778, 779, 781, 782, 783, 784, 785, 786, 787, 788, 789, 791, 792, 805, 806, 807, 808, 809, 810, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865	Waterloo—West of England. Waterloo—Weymouth.
			These sets must be used only in the services shown in the Carriage Working Notices.
M	3-sets	201, 202, 203, 241, 242, 243, 245, 246, 247, 248, 249, 250, 327, 328, 329, 330, 339, 349, 426, 445, 446, 447, 448, 458, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984	Waterloo—Bournemouth—Weymouth, etc. Waterloo—Basingstoke—Salisbury. Waterloo—West of England. Local services.
N	3-sets	391, 392, 393, 394, 395, 396, 397, 398	Bournemouth West—Bath.
R	2-sets	22, 23, 24, 25, 26, 27, 28, 29, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 172, 178, 179, 180, 196, 198, 199, 200	Waterloo—West of England. Sets 63/75 must be used only in the services shown in the Carriage Working Notices.

* Adaptor fitted at Brake ends only.

† These dining sets are for use during the Summer traffic only and will be reduced to 5-sets in the Winter for special traffic.

WORKING OF MISCELLANEOUS SETS.

These Sets must be kept intact, and should any of the Coaches be stopped for repairs, &c., advice to be sent to the Passenger Rolling Stock Section at Waterloo, Eastleigh or Exeter.

Set No.	No. of Vehicles.	Seating		Total No. of Compts.	Weight Tons.	Length Feet.	Route Restriction.	Berthed at	Working
		1st	2nd						
303	5	32	284	37	145	305	3	Wimbourne ...	5.17 a.m. Eastleigh.
340*	6	60	246	34	178	357	—	Southampton Term	5.15 a.m. Portsmouth & S.
341*	6	12	324	39	167	356	2	Andover Jn....	7.30 a.m. Portsmouth & S.
403*	6	10	234	36	176	349	3	Eastleigh ...	6.10 a.m. Romsey SO.
410	6	12	416	46	186	370	3	Eastleigh ...	Special Traffic.
513*	2	—	119	5	45	102	1	Clapham Jet.	Kensington services.
514*	2	—	119	5	45	102	1	Clapham Jet.	Kensington services.

* Articulated.

† Part corridor.

FORMATION OF INTERCHANGEABLE NON-CORRIDOR SETS.

These sets must be kept intact, and should any of the Coaches be required for repairs, &c., the set complete to be taken out of traffic and advice sent to the Passenger Rolling Stock Section at Waterloo, Eastleigh or Exeter.

2-LAV. SETS.

Sets Nos.	Formation.	Seats.		Sets Nos.	Formation.	Seats.		Sets Nos.	Formation.	Seats.	
		1	2			1	2			1	2
7	BSL ... CL ...	16	118	39	BSL ... CL ...	16	102	58	BSL ... CL ...	12	96
*8,	BSL ... BCKA	8	100	42 to 46	BSL ... BCL ...	10	118	128	BSL ... CL ...	10	70
*13,				54	BSL ... BCL ...	10	88	132	BSL ... CL ...	15	89
*14,				57	BSL ... CL ...	12	128	312	BSL ... CL ...	15	75
*15,											
*17,											
*20,											
11,	BSL ...	10	104								
12	BCL ...										

* Allocated to Exeter—Exmouth—Sidmouth services.

3-LAV. SETS (Route Restriction 2).

Sets Nos.	Formation.	Seats.		Sets Nos.	Formation.	Seats.		Sets Nos.	Formation.	Seats.	
		1	2			1	2			1	2
101,	BSL ...			130,	BSL ...			257	BSL ...		
104,	CL ...	16	126	139,	CL ...	15	113		CL ...	15	143
105,	BSL ...			144,	BSL ...				BSL ...		
109,				148,				258	BSL ...		
110,				151					CL ...	314	CL ...
112,					158,	BSL ...		324	BSL ...	15	113
114,					160 to 165	CL ...					
115,					165	BSL ...					
116,					167						
122,											
121											

3-NON-LAV. SETS (Exmouth Branch).

Sets Nos.	Formation.	Seats.					
		1	2				
152	BS ...						
153,	C ...	32	240				
154,	BS ...						
155							

FORMATION OF PULL AND PUSH TRAINS.

Summary of Vehicles fitted with "Air Control" apparatus for working Pull and Push Services.

Set No.	Vehicles.		Compts.		Seats.		Route Restriction.	Working.	Set No.	Vehicles.		Compts.		Seats.		Route Restriction.	Working.		
	Description.	No.	1	2	1	2				Description.	No.	1	2	1	2	Route Restriction.	Working.		
1	BSL ...	2620	—	7	—	68	3		W	381	BS ...	4052	—	7½	—	62	4		
	BCL ...	6488	2	4	10	38	1			BC ...	6560	2	4½	12	38	4			
2	BSL ...	2604	—	7	—	68	3		W	382	BS ...	4053	—	7½	—	62	4		
	BCL ...	6487	2	4	10	38	1			BC ...	6561	2	4½	12	38	4			
3	BSL ...	2609	—	7	—	68	3		W	383	BS ...	3211	—	7½	—	62	4		
	BCL ...	6490	2	4	10	38	1			BC ...	6662	2	4½	12	38	4			
4	BSL ...	2605	—	7	—	68	3		W	384	BS ...	3212	—	7½	—	62	4		
	BCL ...	6491	2	4	10	38	1			BC ...	6563	2	4½	12	38	4			
5	BSL ...	2621	—	7	—	68	3		W	385	BS ...	3213	—	7½	—	62	4		
	BCL ...	6495	2	4	10	38	1			BC ...	6564	2	4½	12	38	4			
6	BSL ...	2612	—	7	—	68	3		W	481	BSK ...	3584	—	1	—	56	1	E	
	BCL ...	6496	2	4	10	38	1			SK ...	914	—	3	—	48	1			
31	BS ...	3474	—	8	—	80	0		W	482	BSK ...	3583	—	1	—	56	1	E	
	CL ...	4744	2	6	12	60	1			SK ...	915	—	3	—	48	1			
32	BSL ...	3055	—	4	—	38	1		W	504	BSK ...	3820	—	8	—	64	0	E	
	CL ...	4745	2	6	12	60	1			CK ...	6236	3	6	19	48	0			
33	BSL ...	3069	—	4	—	38	1		W	650	S ...	2087	—	8	—	80	0	E	
	CL ...	4746	2	6	12	60	1			BC ...	6940	3	4	24	40	0			
34	BSL ...	3054	—	4	—	38	1		W	651	S ...	1960	—	8	—	80	0	E	
	CL ...	4747	2	6	12	58	0			BC ...	6941	3	4	24	40	0			
35	BSL ...	3056	—	4	—	38	1		W	652	S ...	1	—	9	—	90	0	E	
	CL ...	4748	2	6	12	58	0			BCK ...	6428	2	4	13	32	1			
36	BSL ...	3070	—	4	—	38	1		W	653	S ...	2	—	9	—	90	0	E	
	CL ...	4749	2	6	12	58	0			BCK ...	6429	2	4	13	32	1			
37	BC ...	6410	2	5	13	40	0		C	654	S ...	3	—	9	—	90	0	E	
	S ...	2193	—	8	—	80	0			BCK ...	6430	2	4	13	32	1			
363	S ...	737	—	2	—	73	6		W	655	S ...	4	—	9	—	90	0	E	
	BS ...	2623	—	3	—	54	6			BCK ...	6431	2	4	13	32	1			
373	S ...	738	—	2	—	73	6		W	656	S ...	1057	—	10	—	100	0	E	
	BS ...	2622	—	2	—	54	6			BC ...	6406	2	5	16	50	1			
374	S ...	739	—	2	—	73	6		W	657	S ...	1077	—	10	—	100	0	E	
	BS ...	2624	—	3	—	54	6			BC ...	6407	2	5	16	50	1			
										658	S ...	1088	—	10	—	100	0	E	
										BC ...	6408	2	5	16	50	1			

C---L.C.D. Workings.

E---L.E.D. Workings.

W---Western Section.

FORMATION OF PULL AND PUSH TRAINS—continued.

Set No.	Vehicles.		Compts.		Seats.		Route Restriction.	Working.	Set No.	Vehicles.		Compts.		Seats.		Route Restriction.	Working.	
	Description.	No.	1	2	1	2				Description.	No.	1	2	1	2			
659	BS ...	3324	—	6	—	60	0		E	731	BSK ...	2641	—	4	—	32	1	C
	BCL ...	6409	2	4	14	38	0			CK ...	4756	2	4	12	32	1		
660	BS ...	3505	—	7	—	54	0		E	732	BSK ...	2642	—	4	—	32	1	C
	C ...	5473	2	5	20	50	0			CK ...	4757	2	4	12	32	1		
661	BS ...	3433	—	8	—	80	0		E	733	BSK ...	2643	—	4	—	32	1	C
	C ...	5301	2	5	16	50	0			CK ...	4758	2	4	12	32	1		
662	BS ...	3546	—	7	—	54	0		W	734	BSK ...	2644	—	4	—	32	1	W
	C ...	5503	2	5	20	50	0			CK ...	4759	2	4	12	32	1		
663	BS ...	3547	—	7	—	54	0		E	735	BSK ...	2645	—	4	—	32	1	E
	C ...	5504	2	5	20	50	0			CK ...	4760	2	4	12	32	1		
714	BS ...	3467	—	8	—	80	0		E	736	BSK ...	2646	—	4	—	32	1	E
	CK ...	6237	4	5	25	41	0			CK ...	4761	2	4	12	32	1		
715	BS ...	3475	—	8	—	80	0		E	737	BSK ...	2647	—	4	—	32	1	C
	C ...	5298	4	3	24	30	0			CK ...	4762	2	4	12	32	1		
716	BSK ...	3848	—	8	—	64	0		E	738	BSK ...	2648	—	4	—	32	1	E
	CK ...	6239	4	5	25	40	0			CK ...	4763	2	4	12	32	1		
717	BSK ...	3849	—	8	—	64	0		E	739	BSK ...	2649	—	4	—	32	1	E
	CK ...	6240	4	5	25	40	0			CK ...	4764	2	4	12	32	1		
719	BSK ...	3851	—	6	—	48	0		C	753	S ...	2191	—	8	—	80	0	G
	CK ...	6242	2	7	13	56	0			BCL ...	6929	3	4	24	40	0		
721	BSK ...	3853	—	6	—	48	0		C	755	S ...	2188	—	8	—	80	0	E
	CK ...	6248	2	7	13	56	0			BCL ...	6931	2	5	16	50	0		
722	BSK ...	3854	—	6	—	48	0		E	757	S ...	2190	—	8	—	80	0	G
	CK ...	6249	2	7	13	56	0			BCL ...	6933	2	5	16	50	0		
723	BSK ...	3855	—	6	—	48	0		E	758	S ...	2187	—	8	—	80	0	C
	CK ...	6250	2	7	13	56	0			BCL ...	6934	2	5	16	50	0		
725	BSK ...	3822	—	8	—	64	0		E	S ...	1050	—	10	—	100	0	W	
	CK ...	6244	2	7	13	56	0			S ...	1093	—	10	—	100	0	W	
726	BSK ...	3821	—	8	—	64	0		E	S ...	1098	—	10	—	100	0	W	
	CK ...	6245	2	7	13	56	0			BSK ...	3823	—	8	—	64	0	C	
727	BSK ...	3824	—	8	—	64	0		E	BS ...	3847	—	8	—	64	0	C	
	CK ...	6246	2	7	13	56	0			PMV(4)	1996	—	—	—	—	0	E	
729	BSK ...	3826	—	7	—	56	0		C	PMV(4)	2001	—	—	—	—	0	C	
	CK ...	6202	3	6	19	48	0			PMV(4)	2002	—	—	—	—	0	W	
730	BSK ...	3827	—	7	—	56	0		C	PMV(4)	2004	—	—	—	—	0	E	
	CK ...	6203	3	6	19	48	0			PMV(4)	2005	—	—	—	—	0	E	

C---L.C.D. Workings.

E---L.E.D. Workings.

W---Western Section.

ALLOCATION OF PULL AND PUSH TRAINS, "AIR CONTROL" SECONDS AND VANS.

Station.	Commencing Service.		Set No.	Remarks.	Pull or Push.
	Time.	To			
Bordon	7.39 a.m.	Bentley	384		Push.
Bournemouth Ctl. ...	5.47 a.m. 6.30 a.m.	Swanage ... Brockenhurst ...	1—6 32—36		Push. Push.
Bournemouth West ...	8.10 a.m. 12.35 p.m.	Brockenhurst ... Brockenhurst ...	32—36 32—36 Van 2002		Push. Push.
Brockenhurst	5. 5 p.m.	Bournemouth West —	1—6 Second1098	For strengthening Branch train	Push. —
Callington	5.20 a.m.	Plymouth	363*		—
Eastleigh	5.39 a.m. 6.35 a.m.	Fareham Alton... ... — ... — ... — ...	1—6 1—6 1—6 31 662	Relief set Relief set Relief set Relief set	Push. Push. — — —
Exeter Central ...	— ...	— ...	385 734	Relief set Relief set	— —
Gunnislake	7. 8 a.m.	Plymouth Friary ...	373* or 374*		—
Lymington Town ...	6.16 a.m.	Brockenhurst ...	382		Push.
Seaton	7.46 a.m.	Seaton Jct.	381 Second1050	For strengthening.	Push. —
Swanage	7.38 a.m. —	Wareham	32—36 Second1093	For strengthening Branch train	Push. —
Tavistock North ...	7.20 a.m.	Plymouth Friary ...	373* or 374*		—
Wimborne	6.22 a.m.	Brockenhurst ...	32—36		Push.
Yeovil	7.32 a.m.	Yeovil Jct. ...	383		Push.

* Second Class only.

PARTICULARS OF LOOSE CORRIDOR VEHICLES.

G—Gangways.

R—Route Restrictions

S—Seats.

† "Royal Wessex" stock

† Open seconds Nos. 1444, 1447, 1448 and 1450 to work with Restaurant Cars Nos. 7858, 7946, 7949 and 7952 only.

PARTICULARS OF LOOSE CORRIDOR VEHICLES—*continued*

G—Gangways.

R—Route Restriction

S—Seats

[†] "Royal Wessex" stock.

* Specially renovated for Waterloo—West of England services.

PARTICULARS OF LOOSE CORRIDOR VEHICLES—*continued*

G—Gangways.

R—Route Restriction.

S—Seata

~~f Allocated to Dunkirk Ferry Service (Continental Gangways one end)~~

§ Not Classee

† Refreshment Saloons.

[†] "Royal Wessex" Stock

NUMBERING OF COACHING VEHICLES

The following system will apply throughout British Railways:—

- (a) Existing vehicles other than standard B.R. ... To retain existing number with prefix letter to indicate Operating Region and a suffix letter indicating Region of origin and responsibility for spare parts.

Example : A S.R. coach or van, etc., allocated to S.R. will be numbered S.1234.S. but, if same coach were allocated to Western Region it would be numbered W.1234.S.

- (b) New vehicles built to non-standard designs ... To bear prefix and suffix letters as for existing vehicles (clause (a)) and be numbered and recorded in the series of the Region responsible for spare parts as indicated by the suffix letter.

Example : A vehicle built to S.R. design by whatever building Region and allocated to Western Region will be numbered in S.R. series W.1234.S.

- (c) Vehicles built to standard B.R. designs To bear prefix letter only and be numbered in a new series.

Example : A standard B.R. vehicle built by any Region and allocated to Southern Region will be numbered S.1234.

The following prefix and suffix letters will be used :—

Prefix	Operating Area	Suffix	Company or Region of origin
M.	London Midland	M.	L.M.R.
W.	Western	W.	G.W.
S.	Southern	S.	S.R.
SC.	Scottish	N.	L.N.E.R.
E.	Eastern/North Eastern		

The markings will be carried out as vehicles pass through shops and it will be necessary to include the letters on all documents, reports and returns. Although eventually the absence of a suffix letter will automatically indicate that a vehicle is of standard B.R. design it will be some time before this is fully effective and special care should therefore be exercised.

PARTICULARS OF RESTAURANT, BUFFET, AND KITCHEN CARS

Painted Nos.	Working No.	Gangway.	Route.	Seats.	Cpts.	Notes	Painted Nos.	Working No.	Gangway.	Route.	Seats.	Cpts.	Notes	Kitchen Seconds.							
														1st	2nd	3rd	Set No.				
Restaurant & Buffet Cars.																					
17858	29	CP	4	24	1	§	17891	24	CP	4	24	1	—	—							
17859 C	—	CP	4	18*	1	A	17932	25	CP	4	24	1	—	—	7881	42	CP	4	32	1	200
17860 C	—	CP	4	18*	1	A	17933	33	CP	4	24	1	—	—	17882	43	CP	4	32	1	291
17861	28	CP	4	24	1	—	17934 C	—	CP	4	18*	1	A	F	7883 L	47	CP	4	32	1	292
17862 C	—	CP	4	18*	1	A	17940 C	13	CP	4	—	—	—	—	17884	46	CP	4	32	1	293
17863 C	—	CP	4	18*	1	A	17941 C	16	CP	4	18*	1	G	—	17885	41	CP	4	32	1	294
17864	12	CP	4	8*	1	F	17942 C	22	CP	4	18*	1	G	—	7886	48	CP	4	32	1	295
17865	0	CP	4	8*	1	D	17943	30	CP	4	24	1	—	—	17887	38	CP	4	32	1	296
17866 C	—	CP	4	18*	1	A	17944 C	18	CP	4	18*	1	G	—	17888	40	CP	4	32	1	297
17867	11	CP	4	8*	1	D	17945 C	15	CP	4	18*	1	G	—	17889	44	CP	4	32	1	298
17868	23	CP	4	24	1	—	17946	31	CP	4	24	1	—	—	17890 L	39	CP	4	32	1	299
17869 C	—	CP	4	18*	1	A	17947 C	20	CP	4	18*	1	G	—	17891 L	45	CP	4	32	1	300
17870 C	—	CP	4	18*	1	A	17948 C	—	CP	4	18*	1	A	—							
17871 C	—	CP	4	18*	1	A	17949	20	CP	4	24	1	§	—							
17878	—	CP	4	8*	1	A	17950 C	17	CP	4	18*	1	G	—							
17880	35	CP	4	24	1	—	17951 C	—	CP	4	18*	1	A	—							
17892	6	CP	4	12*	1	B	17952	27	CP	4	24	1	§	—							
"White Horse"																					
17893	7	CP	4	12*	1	B	17953 C	19	CP	4	18*	1	F	—	17954 C	14	CP	4	—	1	—
"Jolly Tar"																					
17894	2	CP	4	12*	1	B	17955 C	21	CP	4	18*	1	G	—	17956 C	20	CP	4	24	1	—
"Dolphin"																					
17895	3	CP	4	12*	1	B	17957 C	—	CP	4	24	1	A	—	17958 C	—	CP	4	18*	1	A
"The Bull"																					
17896 L	8	CP	4	12*	1	B	17959	—	CP	4	8*	1	—	—	17960 C	—	CP	4	18*	1	A
"The Salutation"																					
17897	4	CP	4	12*	1	B	17961	10	CP	4	8*	1	D	—	17962	27	CP	4	24	1	—
"The Three Plovers"																					
17898	5	CP	4	12*	1	B	17963 C	10	CP	4	8*	1	—	—	17964 C	36	CP	4	24	1	—
Cafeteria Cars.																					
17899	1	CP	4	12*	1	B	17965 C	49	CA	4	40*	1	—	—	17966 C	50	CA	4	48*	1	—
"George & Dragon"																					
Restaurant/Cafeteria Cars																					

A—Allocated to London East and London Central Districts.

B—Kitchen Buffet car (to work with saloons 7833 to 7840 only).

C—Fitted for "Calor" gas.

D—Kitchen Buffet Car (to work with Refreshment Saloons 7841, 7842, and 7843 only).

E—Kitchen Buffet Car (to work with open second).

G—Buffet Car (no trailer).

L—Fitted for Liquid gas.

§ Special interior fittings, etc. To work with Open Seconds Nos. 1444, 1447, 1448 and 1450.

‡ Cream and Crimson Lake Livery.

* Not Clasped.

RESTAURANT AND BUFFET CAR WORKINGS.

Wkg. No.	Car No.	S.X.	S.O.	Sundays.
Kitchen Buffet Cars (Tavern Type) with Open Compo. Trailers.				
(1)	7899 (with RC7837)	Not Fris. 15/6 to 6/7 & 31/8 to 14/9 F.O. (until 6/7 and com. 31/8) M.O. also Tues., Weds., Th., 24/7 to 23/8 23/7 to 24/8 also MFO. 27/8 to 14/9 Exeter Ct.	Clapham Yard ... 10†20 a.m. Waterloo ... 11. 0 a.m. Exeter Ct. ... 4.30 p.m. Waterloo ... 8†45 p.m. Clapham Yard ... — Clapham Yard ... 10†25 a.m. Waterloo ... 11. 5 a.m. Exeter Ct. ... 4.30 p.m. Waterloo ... 8†47 p.m. Clapham Yard ... —	Clapham Yard ... 10†10 a.m. Waterloo ... 11. 0 a.m. Exeter Ct. ... 4.56 p.m. Waterloo ... 9†30 p.m. Clapham Yard ... —
(2)	7894 (with RC7833)	12†21 p.m. 5.55 p.m. 10†30 p.m. —	Clapham Yard ... 12†15 p.m. Waterloo ... 1. 0 p.m. Exeter Ct. ... 5.55 p.m. Waterloo ... 10†30 p.m. Clapham Yard ... —	Clapham Yard ... 10†2 a.m. Waterloo ... 10.45 a.m. Exeter Ct. ... 4.14 p.m. Waterloo ... 8†4 p.m. Clapham Yard ... —
(3)	7895 (with RC7839)	(Alternate with Working 4) M.O. also Tues., Weds., Th., 24/7 to 23/8 F.O. (until 19/7 and com. 28/8) M.F.X. (until 19/7 and com. 28/8) Spare at Clapham Yard F.O. (until 6/7 and com. 31/8) Clapham Yard ... 10†25 a.m. Waterloo ... 11. 0 a.m. Padstow ... — F.O. 13/7 to 24/8 Clapham Yard ... 10† 5 a.m. Waterloo ... 11. 5 a.m. Ilfracombe ... —	Until 7/7 and com. 1/9 Padstow ... 11. 0 a.m. Exeter Ct. ... 2.12 p.m. Waterloo ... 5†44 p.m. Clapham Yard ... — 14/7 to 25/8 Ilfracombe ... 10.30 a.m. Waterloo ... 4† 8 p.m. Clapham Yard ... —	Clapham Yard ... 10†24 a.m. Waterloo ... 11. 6 a.m. Exeter Ct. ... 4.44 p.m. Waterloo ... 8†58 p.m. Clapham Yard ... —
(4)	7897 (with RC7834)	(Alternate with Working 3) M.F.O. (until 20/7) Exeter Ct. ... 10.17 a.m. Waterloo ... 2† 3 p.m. Clapham Yard ... — 23/7 to 24/8 also MFO. 27/8 to 14/9 Exeter Ct. ... 12.18 p.m. Waterloo ... 3†47 p.m. Clapham Yard ... —	Clapham Yard ... 9†52 a.m. Waterloo ... 10.35 a.m. Exeter Ct. ... 2.58 p.m. Waterloo ... 7† 0 p.m. Clapham Yard ... —	Clapham Yard ... 3†23 p.m. Waterloo ... 4. 0 p.m. Exeter Ct. ... —
(5)	7898 (with RC7840)	Exeter Ct. ... 10.30 a.m. Waterloo ... 2†34 p.m. Clapham Yard ... 5†20 p.m. Waterloo ... 6. 0 p.m. Exeter Ct. ... —	Exeter Ct. ... 10.18 a.m. Waterloo ... 3. 0 p.m. Exeter Ct. ... —	Exeter Ct. ... 11. 0 a.m. Waterloo ... 3†25 p.m. Clapham Yard ... 5†19 p.m. Waterloo ... 6. 0 p.m. Exeter Ct. ... —
(6)	7892 (with RC7838) (6 Buffet set No. 244)	Bournemouth W. ... 9†36a.m. Bournemouth Ct. ... 10.33 a.m. Waterloo ... 1†10 p.m. Clapham Yard ... 6† 1 p.m. Waterloo ... 6.30 p.m. Bournemouth W. ... —	Bournemouth W. ... 10.40 a.m. Waterloo ... 1†59 p.m. Clapham Yard ... 6†51 p.m. Waterloo ... 7.30 p.m. Bournemouth W. ... —	Bournemouth W. ... 11. 0 a.m. Waterloo ... 2†30 p.m. Clapham Yard ... 6†51 p.m. Waterloo ... 7.30 p.m. Bournemouth W. ... —

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays
Kitchen Buffet Cars (Tavern Type) with Open Compo. Trailers—continued.				
(7)	7893 (with RC7836)	M.W.F. Exeter Ctl. ... 12.30 p.m. Waterloo ... 4† 0 p.m. Clapham Yard ... — T. Th. Clapham Yard ... 4†29 p.m. Waterloo ... 5. 0 p.m. Yeovil Jct. ... *8.58 p.m. Exeter Ctl. ... —	Clapham Yard ... 10† 9 a.m. Waterloo ... 11 0 a.m. Ilfracombe ... *7.45 p.m. Exeter Ctl. ... —	Spare at Exeter Ctl.
(8)	7896 (with RC7835)	Bournemouth W. ... 8.20 a.m. Waterloo ... 11† 8 a.m. Clapham Yard ... 3†45 p.m. Waterloo ... 4.35 p.m. Bournemouth W. ... —	Bournemouth W. ... 8.20 a.m. Waterloo ... 11† 8 a.m. Clapham Yard ... 3†53 p.m. Waterloo ... 4.35 p.m. Bournemouth W. ... —	Spare at Bournemouth West.
Kitchen Buffet Cars with Open Compo. Trailers.				
(9)	7999 (with RC7843)	M.O. (until 2/7 and com. 27/8) Clapham Yard ... Spare Exeter Ctl. ... — Th. 12/7 to 23/8 Clapham Yard ... 12†32 p.m. Walton ... —	Until 7/7 and com. 1/9 Exeter Ctl. ... 12.30 p.m. Waterloo ... 4† 8 p.m. Clapham Yard ... — 14/7 to 25/8 Walton ... 6†30 a.m. Waterloo ... 7.33 a.m. Okehampton ... 1.11 p.m. Waterloo ... 5†44 p.m. Clapham Yard ... —	Spare at Clapham Yard.
(10)	7865 (with RC7841)	M.W.F. Clapham Yard ... 4†29 p.m. Waterloo ... 5. 0 p.m. Yeovil Jct. ... *8.58 p.m. Exeter Ctl. ... — T.Th. Exeter Ctl. ... 12.30 p.m. Waterloo ... 4† 0 p.m. Clapham Yard ... —	Exeter Ctl. ... 10.32 a.m. Waterloo ... 2†34 p.m. Clapham Yard ... 5†29 p.m. Waterloo ... 6. 0 p.m. Exeter Ctl. ... —	Exeter Ctl. ... 12. 2 p.m. Waterloo ... 4†15 p.m. Clapham Yard ... —
(11)	7867 (with RC7842)	Bournemouth W. ... 3. 5 p.m. Waterloo ... 6†45 p.m. Clapham Yard ... 8†57 p.m. Waterloo ... 9.30 p.m. Bournemouth Ctl. ... 12†10 a.m. Bournemouth W. ... —	Until 23/6 and com. 1/9 Bournemouth W. ... 9†38 a.m. Bournemouth Ctl. ... 10. 0 a.m. Waterloo ... 12†40 p.m. Clapham Yard ... 8†57 p.m. Waterloo ... 9.30 p.m. Bournemouth Ctl. ... 8†5 a.m. Sun. Bournemouth W. ... — 30/6 to 25/8 Bournemouth W. ... 9†38 a.m. Bournemouth Ctl. ... 10. 0 a.m. Waterloo ... 12.54 p.m. Bournemouth Ctl. ... 3†37 p.m. Bournemouth W. ... —	Bournemouth W. ... 3.44 p.m. Waterloo ... 8.30 p.m. Bournemouth W. ... —

* Not staffed.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays
Kitchen Buffet Cars with Open Second Trailers				
(12)	7955 (with S.O.)	M.O. Poole ... 5†25 a.m. Bournemouth W. ... — Mons. and Weds. Bournemouth W. ... 11.16 a.m. York (until 20/6 and com. 10/9) Newcastle (25/6 to 5/9) — Tues. and Thurs. (until 21/6 and com 11/9) York E.R. ... 10.23 a.m. Bournemouth W. ... — Tues. and Thurs. (26/6 to 6/9) Newcastle E.R. ... 8.37 a.m. Bournemouth W. ... — Fris. Bournemouth W. ... 11.16 a.m. Newcastle E.R. ... —	Newcastle E.R. ... 8.37 a.m. Bournemouth W. ... 10†15 p.m. Poole ... —	Spare at Poole.
(13)	7940 (with S.O.)	W.O. (until 27/6 and 5/9) Clapham Yard ... 7V40 a.m. Eastleigh ... — W.O. 4/7 to 29/8 Bournemouth W. ... Spare Eastleigh ... — Th. and F.O. Spare at Eastleigh	Until 8/9 Eastleigh ... *7.22 a.m. Waterloo ... 9.42 a.m. Lymington Pier ... 1.28 p.m. Waterloo ... 4†28 p.m. Clapham Yard ... — 30/6 to 25/8 Clapham Yard ... 8†57 p.m. Waterloo ... 9.30 p.m. Bournemouth Ctl. ... 8†5 a.m. Sun. Bournemouth W. ... — 15/9 Spare at Clapham Yard	
(14)	7864 (with S.O.)	M.O. 25/6, 9/7, 23/7, 30/7, 13/8, 27/8, 10/9. Bournemouth Ctl. ... 5†10 a.m. Bournemouth West ... — Mons., Weds. and Fris. Bournemouth West ... 9.20 a.m. Birkhead W.R. ... — Tues. and Thurs. Birkhead W.R. ... 9.20 a.m. Bournemouth West ... —	Birkenhead... ... 9.30 a.m. Bournemouth West ... —	Except 24/6, 8/7, 22/7, 29/7, 12/8, 26/8 and 9/9. Spare at Bournemouth West. 8/7 and 26/8. Bournemouth West ... 8†12 a.m. Bournemouth Ctl. ... 8†40 a.m. Poole 9.30 a.m. Wolverhampton ... 8.12 p.m. Poole 2† 0 a.m. (Mon.) Bournemouth Ctl. ... — 24/6, 22/7, 12/8 and 9/9. Bournemouth West ... 8†12 a.m. Bournemouth Ctl. ... 8†40 a.m. Poole 9.30 a.m. Cardiff 8.20 p.m. Poole 1†50 a.m. (Mon.) Bournemouth Ctl. ... — 29/7 only. Bournemouth West ... 8†12 a.m. Bournemouth Ctl. ... 8†40 a.m. Poole 9.30 a.m. Nottingham ... 8.40 p.m. Poole 3† 0 a.m. (Mon.) Bournemouth Ctl. ... —
Buffet Cars without Trailers.				
(15)	7942	Clapham Yard ... 7†51 a.m. Waterloo ... 9. 0 a.m. Exeter Ctl. ... 2.30 p.m. Waterloo ... F.X. 6†55 p.m. F.O. 7†37 p.m. Clapham Yard ... —	Clapham Yard ... 8†13 a.m. Waterloo ... \$8.57 a.m. Exeter Ctl. ... 2.30 p.m. Waterloo ... 6†36 p.m. Clapham Yard ... — (\$ 85.4 a.m. on 8/9 and 15/9)	Spare at Clapham Yard.

* Not staffed.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays
Buffet Cars without Trailers—continued.				
(16)	7956	Mons., Weds. and Fri. Margate ... 9.18 a.m. Birkenhead W.R. ... — Tues. and Thurs. Birkenhead W.R. ... 7.35 a.m. Margate ... —	Birkenhead W.R. ... 7.35 a.m. Margate ... —	Spare at Margate.
(17)	7950	(Alternate with No. 21) F.X. Spare at Exeter C. F.O. Exeter Ctl. ... *9.20 p.m. Exmouth ... —	Exmouth ... 9.15 a.m. Waterloo ... 2 \dagger 10 p.m. Clapham Yard ... —	Clapham Yard ... 8 \dagger 42 a.m. Waterloo ... 9.20 a.m. Bournemouth W. ... 7.40 p.m. Waterloo ... 10 \dagger 30 p.m. Clapham Yard ... —
(18)	7944	F.O. Clapham Yard ... 2 \dagger 1 p.m. Waterloo ... *2.54 p.m. Basingstoke ... *4.48 p.m. Salisbury ... —	Salisbury ... *8.15 a.m. Waterloo ... 10.45 a.m. Seaton ... 2.35 p.m. Waterloo ... 6 \dagger 30 p.m. Clapham Yard ... —	1/7, 15/7, 5/8, 19/8, 26/8, 9/9. Clapham Yard ... 8 \dagger 35 a.m. Waterloo ... 9.23 a.m. Exeter Ctl. ... 6.52 p.m. Waterloo ... 11 \dagger 30 p.m. Clapham Yard ... — Other Dates. Spare at Clapham Yard.
(19)	7953 (10 Buffet set No. 271)	Spare at Walton	Walton ... 7 \dagger 24 a.m. Waterloo ... 8.32 a.m. Weymouth ... 1.20 p.m. Waterloo ... 5 \dagger 7 p.m. Clapham Yard ... —	Clapham Yard ... 9 \dagger 30 a.m. Waterloo ... 10.14 a.m. Bournemouth W. ... 7.56 p.m. Waterloo ... 11 \dagger 10 p.m. Walton ... —
(20)	7947 (10 Buffet set No. 268.)	M.O. Bournemouth W. ... 8.14 a.m. Waterloo ... 10 \dagger 56 a.m. Strawberry Hill ... — M.X. Spare at Strawberry Hill.	Strawberry Hill ... 8 \dagger 39 a.m. Waterloo ... 9.35 a.m. Bournemouth W. ... 2.20 p.m. Waterloo ... 5 30 p.m. Bournemouth W. ... — (§ 9.30 a.m. 15/9 only)	Spare at Bournemouth West.
(21)	7941	(Alternate with No. 17) Tu.W.Th. 24/7 to 30/8. Clapham Yard ... 10 \dagger 29 a.m. Waterloo ... 11. 7 a.m. Bournemouth W. ... 8 0 p.m. Waterloo ... 11 \dagger 5 p.m. Clapham Yard ... — Other Dates. Spare at Clapham Yard.	Until 1/9 Clapham Yard ... 6 \dagger 40 a.m. Waterloo ... 7.52 a.m. Bournemouth W. ... 1. 5 p.m. Waterloo ... 5. 0 p.m. Yeovil Jet. ... *8.58 p.m. Exeter Ctl. ... — Com. 8/9 Clapham Yard ... 7 \dagger 16 a.m. Waterloo ... 8.15 a.m. Bournemouth W. ... 1. 5 p.m. Waterloo ... 5. 0 p.m. Yeovil Jet. ... *8.58 p.m. Exeter Ctl. ... —	Spare at Exeter Ctl.
(22)	7945	Spare car.		

* Not staffed.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays
Restaurant Cars with Open Second Trailers.				
(23)	7868	Until 7/7 alternate with No. 25 Spare at Clapham Yard — M.O. (com. 13/8) Walton ... Spare Exeter Ctl. ... —	Until 7/7 and com. 18/8 Exeter Ctl. ... 12.45 p.m. Waterloo ... 4 \dagger 33 p.m. Walton ... — 14/7 to 11/8. Clapham Yard ... 6 \dagger 35 a.m. Waterloo ... 7.38 a.m. Exeter Ctl. ... 12.45 p.m. Waterloo ... 4 \dagger 33 p.m. Walton ... —	Spare at Walton.
(24)	7931	Until 27/6 and Com. 27/8 Spare car. 30/6 and 7/7 Th.O 28/6 and 5/7 Clapham Yard ... 12 \dagger 32 p.m. Walton ... — M.O. (9/7 to 20/8) Clapham Yard ... Spare Exeter Ctl. ... —	Until 23/6 and com. 1/9 Spare Car. 30/6 and 7/7 Walton ... 6 \dagger 30 a.m. Waterloo ... 7.33 a.m. Exeter Ctl. ... Spare Clapham Yard ... — 14/7 to 25/8 Exeter Ctl. ... 11.40 a.m. Waterloo ... 3 \dagger 26 p.m. Clapham Yard ... —	Until 24/6 and com. 2/9 Spare Car. 1/7 to 26/8 Spare at Clapham Yard.
(25)	7880	Until 7/7 alternate with No. 23 M.O. 3/9 Clapham Yard ... Spare Exeter Ctl. ... —	Until 7/7 Clapham Yard ... 7 \dagger 41 a.m. Waterloo ... 8.35 a.m. Exeter Ctl. ... — 14/7 to 1/9 Clapham Yard ... 7 \dagger 41 a.m. Waterloo ... 8.35 a.m. Exeter Ctl. ... 1.45 p.m. Waterloo ... 5 \dagger 26 p.m. Clapham Yard ... — 8/9 only Exeter Ctl. ... 1.45 p.m. Waterloo ... 5 \dagger 26 p.m. Clapham Yard ... — 15/9 Spare car.	Until 8/7 Spare at Exeter Ctl. 15/7 to 9/9 Spare at Clapham Yard. 16/9 Spare Car.
(26)	7949 (with SO 1448)	M.O. (com. 23/7) Exeter Ctl. ... 10.17 a.m. Waterloo ... 2 \dagger 3 p.m. Tu.O. (com. 24/7) Clapham Yard ... Spare Exeter Ctl. ... —	M.O. (com. 23/7) Exeter Ctl. ... *5.26 a.m. Ilfracombe ... 12.00 noon Exeter Ctl. ... 1.58 p.m. Waterloo ... 5 \dagger 36 p.m. Basingstoke ... — F.X. Spare at Bournemouth W.	Basingstoke ... *10.45 a.m. Salisbury ... *1.40 p.m. Exeter Ctl. ... —
(27)	7952 (with SO 1450)	F.O. Bournemouth W. ... 12.20 p.m. Waterloo ... 3 \dagger 6 p.m. Clapham Yard ... 5 \dagger 50 p.m. Waterloo ... 6.22 p.m. Bournemouth W. ... —	Bournemouth W. ... 12.10 p.m. Waterloo ... 3.20 p.m. Bournemouth W. ... —	Until 24/6 Bournemouth W. ... 8 \dagger 30 a.m. Bournemouth Ctl. ... 8.52 a.m. Waterloo ... 12 \dagger 40 p.m. Clapham Yard ... 3 \dagger 1 p.m. Waterloo ... 4.30 p.m. Bournemouth W. ... — Com. 1/7 Bournemouth W. ... 9.30 a.m. Waterloo ... 12 \dagger 5 p.m. Clapham Yard ... 3 \dagger 1 p.m. Waterloo ... 4.30 p.m. Bournemouth W. ... —
(28)	7861	Until 27/6 Spare car. 30/6 to 25/8 Clapham Yard ... 12 \dagger 32 p.m. Walton ... — M.O. (2/7 to 20/8) Walton ... Spare Clapham Yard ... — M.O. (Com. 27/8) Walton ... Spare Exeter Ctl. ... —	Until 23/6 Spare Car. 30/6 to 25/8 Clapham Yard ... 12 \dagger 32 p.m. Walton ... 7 \dagger 10 a.m. Waterloo ... 8.22 a.m. Exeter Ctl. ... 1.30 p.m. Waterloo ... 5 \dagger 28 p.m. Walton ... — Com. 1/9 Exeter Ctl. ... 1.30 p.m. Waterloo ... 5 \dagger 28 p.m. Walton ... —	Until 24/6 Spare car. Com. 1/7 Spare at Walton.

* Not staffed.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays.
Restaurant Cars with Open Second Trailers—continued.				
(29)	7858 (with SO 1444)	Clapham Yard ... 7 $\frac{1}{2}$ 30 a.m. Waterloo ... 8.30 a.m. Bournemouth W. ... — F.X. Bournemouth W. ... 1. 5 p.m. Waterloo ... 4 $\frac{1}{2}$ 28 p.m. Clapham Yard ... — F.O. Bournemouth W. ... 2 $\frac{1}{2}$ 0 p.m. Bournemouth Ctl. ... 2.40 p.m. Waterloo ... 5 $\frac{1}{2}$ 0 p.m. Clapham Yard ... —	Until 23/6 and com. 25/8 Spare at Clapham Yard 30/6 to 18/8 Clapham Yard ... 6 $\frac{1}{2}$ 0 a.m. Waterloo ... 7. 0 a.m. Bournemouth Ctl. ... 9 $\frac{1}{2}$ 2 a.m. Bournemouth W. ... 11. 0 a.m. Waterloo ... 2 $\frac{1}{2}$ 38 p.m. Clapham Yard ... —	Clapham Yard ... 7 $\frac{1}{2}$ 1 a.m. Waterloo ... 8.30 a.m. Bournemouth W. ... 3.20 p.m. Waterloo ... 6 $\frac{1}{2}$ 5 p.m. Clapham Yard ... —
(30)	7943 (with SO1448)	Exeter Ctl.... ... 7.30 a.m. Waterloo ... 11 $\frac{1}{2}$ 23 a.m. Clapham Yard ... 2 $\frac{1}{2}$ 24 p.m. Waterloo ... 3. 0 p.m. Exeter Ctl.... ... —	Exeter Ctl. ... 7.30 a.m. Waterloo ... 11.45 a.m. Exmouth ... —	Exmouth ... *11. 0 a.m. Exeter Ctl. ... —
(31)	7946 (with SO1447)	M.T.W. Spare at Clapham Yard — Th.O. (until 6/9). Clapham Yard ... 12 $\frac{1}{2}$ 32 p.m. Walton ... — Com. 10/9. Spare car.	Until 23/6. Walton ... 9 $\frac{1}{2}$ 5 a.m. Waterloo ... 10.15 a.m. Exeter Ctl. ... Spare Clapham Yard ... — 30/6 to 8/9. Walton ... 9 $\frac{1}{2}$ 5 a.m. Waterloo ... 10.15 a.m. Exeter Ctl. ... 4. 5 p.m. Waterloo ... 7 $\frac{1}{2}$ 3 p.m. Clapham Yard ... —	Until 9/9 Spare at Clapham Yard.
(32)	7997	F.X. Spare Bournemouth W. W.O. (11/7 to 22/8) Bournemouth West Spare Clapham Yd. ... — F.O. (13/7 to 24/8) Clapham Yard ... 1 $\frac{1}{2}$ 51 p.m. Waterloo ... 2.30 p.m. Bournemouth W. ... 10 $\frac{1}{2}$ 20 p.m. Bournemouth Ctl. Gds. —	Bournemouth Ctl. Gds. 7 $\frac{1}{2}$ 28 a.m. Bournemouth W. ... 8.12 a.m. Waterloo ... 11.22 a.m. Bournemouth W. ... —	Spare at B'mouth W.
(33)	7933	M.O. (com. 23/7). Clapham Yard ... Spare Exeter Ctl. ... — F.O. (until 20/7). Clapham Yard ... 4 $\frac{1}{2}$ 50 p.m. Waterloo ... 5.35 p.m. Exeter Ctl. ... — F.O. (com. 27/7). Exeter Ctl. ... 10.17 a.m. Waterloo ... 2 $\frac{1}{2}$ 3 p.m. Clapham Yard ... 4 $\frac{1}{2}$ 50 p.m. Waterloo ... 5.35 p.m. Exeter Ctl. ... —	Exeter Ctl. ... 11.56 a.m. Waterloo ... 3 $\frac{1}{2}$ 38 p.m. Clapham Yard ... —	Spare at Clapham Yard.
(34)	7998	Clapham Yard—"Emergency car."		
(35)	7932	Bournemouth West—"Emergency car."		

* Not staffed.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays.
Restaurant Cars with Open Second Trailers—continued.				
(36)	8000	Exeter Ctl.—"Emergency car."		
		Kitchen only car.		
(37)	80009 (with RFO 9 and RSO 1006.)	Spare at Clapham Yard	Clapham Yard ... 11 $\frac{1}{2}$ 10 a.m. Waterloo ... 12. 0 noon Ilfracombe ... —	Ilfracombe ... 10. 0 a.m. Waterloo ... 3 $\frac{1}{2}$ 45 p.m. Clapham Yard ... —
		6 Dining Sets		
(38)	7887 (Set 296)	Clapham Yard ... 8 $\frac{1}{2}$ 36 a.m. Waterloo ... 9.30 a.m. Bournemouth W. ... 2.20 p.m. Waterloo ... 5 $\frac{1}{2}$ 10 p.m. Clapham Yard ... — F.O. (until 7/9). Clapham Yard ... 10 $\frac{1}{2}$ 50 p.m. Wimbledon (V.S.) —	Until 8/9. Wimbledon (V.S.) ... 8 $\frac{1}{2}$ 34 a.m. Bournemouth W. ... 2.20 p.m. Weymouth ... 3.50 p.m. Waterloo ... 8 $\frac{1}{2}$ 21 p.m. Clapham Yard ... — 15/9 only. Clapham Yard ... 15/9 only. Spare at Clapham Yard.	Clapham Yard ... 8 $\frac{1}{2}$ 27 a.m. Waterloo ... 9.30 a.m. Bournemouth W. ... 2.20 p.m. Waterloo ... 5 $\frac{1}{2}$ 5 p.m. Clapham Yard ... —
(39)	7890 (Set 299)	Alternate with No. 43.	Clapham Yard ... 10 $\frac{1}{2}$ 2 a.m. Waterloo ... 10.30 a.m. Weymouth ... 3.50 p.m. Waterloo ... 8 $\frac{1}{2}$ 38 p.m. Clapham Yard ... —	Spare at Bournemouth W. •
(40)	7888 (Set 297)	Clapham Yard ... 10 $\frac{1}{2}$ 44 a.m. Waterloo ... 11.30 a.m. Bournemouth W. ... 6.16 p.m. Waterloo ... 9 $\frac{1}{2}$ 10 p.m. Clapham Yard ... —	Clapham Yard ... 10 $\frac{1}{2}$ 52 a.m. Waterloo ... 11.30 a.m. Bournemouth W. ... 6. 5 p.m. Waterloo ... 8 $\frac{1}{2}$ 38 p.m. Clapham Yard ... —	Clapham Yard ... 10 $\frac{1}{2}$ 44 a.m. Waterloo ... 11.30 a.m. Bournemouth W. ... 6. 5 p.m. Waterloo ... 9 $\frac{1}{2}$ 5 p.m. Clapham Yard ... —
(41)	7885 (Set 294)	Clapham Yard ... 7 $\frac{1}{2}$ 25 a.m. Waterloo ... 8.20 a.m. Bournemouth Ctl. ... 10 $\frac{1}{2}$ 30 a.m. Bournemouth W. ... — F.X. Bournemouth W. ... 12.20 p.m. Waterloo ... 3 $\frac{1}{2}$ 6 p.m. Clapham Yard ... — (21/7 to 11/8) Eastleigh ... 8 $\frac{1}{2}$ 44 a.m. Southampton Ctl. ... 9.48 a.m. F.O. Bournemouth W. ... 1. 5 p.m. Waterloo ... *5. 9 p.m. Basingstoke ... — F.O. (until 13/7 and com. 17/8). Basingstoke ... 9 $\frac{1}{2}$ 5 p.m. Clapham Yard ... — F.O. (20/7 to 10/8). Basingstoke ... 6 $\frac{1}{2}$ 45 p.m. Eastleigh ... —	(Until 14/7 and com. 18/8). Clapham Yard ... 11 $\frac{1}{2}$ 22 a.m. Waterloo ... 12.22 p.m. Bournemouth W. ... 6.16 p.m. Waterloo ... 8 $\frac{1}{2}$ 53 p.m. Clapham Yard ... — (21/7 to 11/8) Eastleigh ... 8 $\frac{1}{2}$ 44 a.m. Southampton Ctl. ... 9.48 a.m. Waterloo ... 12.22 p.m. Bournemouth W. ... 6.16 p.m. Waterloo ... 8 $\frac{1}{2}$ 53 p.m. Clapham Yard ... —	Clapham Yard ... 12 $\frac{1}{2}$ 50 p.m. Waterloo ... 1.30 p.m. Bournemouth W. ... 6.35 p.m. Waterloo ... 9 $\frac{1}{2}$ 35 p.m. Clapham Yard ... —
(42)	7881 (Set 290)	Bournemouth W. ... 7.20 a.m. Waterloo ... 10 $\frac{1}{2}$ 18 a.m. Clapham Yard ... 2 $\frac{1}{2}$ 28 p.m. F.X. Waterloo ... 3.20 p.m. Bournemouth W. ... — F.O. Waterloo ... 3.20 p.m. Weymouth ... —	Weymouth ... 11.25 a.m. Waterloo ... 3.30 p.m. Bournemouth W. ... —	Spare at Bournemouth W.

* Not staffed.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays.
		6 Dining Sets—continued.		
(43)	7882 (Set 291)	Alternate with No. 39. Bournemouth W. ... 8.35 a.m. Waterloo ... 12 $\frac{1}{2}$ p.m. Clapham Yard ... 2 $\frac{1}{2}$ p.m. Waterloo ... 3.30 p.m. Bournemouth W. ... —	Bournemouth W. ... 7.20 a.m. Waterloo ... 10.30 a.m. Weymouth ... 5.35 p.m. Waterloo ... 9 $\frac{1}{2}$ p.m. Clapham Yard ... —	Clapham Yard ... 9 $\frac{1}{2}$ a.m. Waterloo ... 10.30 a.m. Weymouth ... 5.50 p.m. Waterloo ... 9 $\frac{1}{2}$ p.m. Clapham Yard ... —
(44)	7889 (Set 298)	Bournemouth W. ... 11. 5 a.m. Waterloo ... 2 $\frac{1}{2}$ p.m. Clapham Yard ... 6 $\frac{1}{2}$ p.m. Waterloo ... 7.30 p.m. Bournemouth W. ... —	Bournemouth W. ... 8.35 a.m. Waterloo ... 12.35 p.m. Weymouth ... —	Until 24/6 Weymouth ... 8.15 a.m. Waterloo ... 12 $\frac{1}{2}$ p.m. Clapham Yard ... 5 $\frac{1}{2}$ p.m. Waterloo ... 6.30 p.m. Bournemouth W. ... — Com. 1/7 Weymouth ... 2.12 p.m. Waterloo ... 6.30 p.m. Bournemouth W. ... —
(45)	7891 (Set 300)	Bournemouth W. ... 10.12 a.m. Waterloo ... 1 $\frac{1}{2}$ p.m. Clapham Yard ... 4 $\frac{1}{2}$ p.m. Waterloo ... 5.30 p.m. Bournemouth W. ... —	Bournemouth W. ... 10.15 a.m. Waterloo ... 12 $\frac{1}{2}$ p.m. Clapham Yard ... 3 $\frac{1}{2}$ p.m. Waterloo ... 4.22 p.m. Bournemouth W. ... —	Bournemouth W. ... 10.30 a.m. Waterloo ... 1 $\frac{1}{2}$ p.m. Clapham Yard ... 5 $\frac{1}{2}$ p.m. Waterloo ... 6.20 p.m. Bournemouth W. ... —
(46)	7884 (Set 293)	Bournemouth W. ... 7. 7 a.m. Waterloo ... 9 $\frac{1}{2}$ a.m. Clapham Yard ... — F.X. Clapham Yard ... 1 $\frac{1}{2}$ p.m. Waterloo ... 1.30 p.m. Bournemouth W. ... — F.O. Clapham Yard ... 1 $\frac{1}{2}$ p.m. Waterloo ... 1.30 p.m. Weymouth ... —	Weymouth ... 9.20 p.m. Waterloo ... 1.30 p.m. Bournemouth W. ... —	Spare at Bournemouth W.
		10 Dining Sets.		
(47)	7886 (10 Dining set No. 295.)	Th.O. Holton Heath ... 11 $\frac{1}{2}$ a.m. Bournemouth W. ... — F.O. Bournemouth W. ... 8.14 a.m. Waterloo ... 10 $\frac{1}{2}$ a.m. Clapham Yard ... 3 $\frac{1}{2}$ p.m. Waterloo ... 4.22 p.m. Bournemouth W. ... 10 $\frac{1}{2}$ p.m. Swanage ... —	Swanage ... 9.15 a.m. Waterloo ... 1.22 p.m. Bournemouth Ctl. ... 4 $\frac{1}{2}$ p.m. Holton Heath. ... —	Spare at Holton Heath.

RESTAURANT & BUFFET CAR WORKINGS—continued.

Wkg. No.	Car No.	S.X.	S.O.	Sundays.
		10 Dining Sets—continued		
(48)	7883 (10 Dining set No. 292.)	Spare at Basingstoke.	Until 1/9. Basingstoke ... 6 $\frac{1}{2}$ a.m. Waterloo ... 8.15 a.m. Bournemouth W. ... 1 $\frac{1}{2}$ p.m. Bournemouth Ctl. ... 1.45 p.m. Waterloo ... 4 $\frac{1}{2}$ p.m. Clapham Yard ... — Com. 8/9 Spare car.	(Except 24/6, 8/7, 29/7, 12/8, 26/8, 9/9 and 16/9). Clapham Yard ... 9 $\frac{1}{2}$ a.m. Waterloo ... 9.35 a.m. Bournemouth Ctl. ... 11 $\frac{1}{2}$ a.m. Bournemouth W. ... 7 $\frac{1}{2}$ p.m. Bournemouth Ctl. ... 8.0 p.m. Waterloo ... 10 $\frac{1}{2}$ p.m. Basingstoke ... — (24/6, 8/7, 29/7, 12/8 and 26/8 only). Clapham Yard ... 9 $\frac{1}{2}$ a.m. Waterloo ... 9.35 a.m. Weymouth ... 6.45 p.m. Waterloo ... 10 $\frac{1}{2}$ p.m. Basingstoke ... — 9/9 and 16/9 Basingstoke ... 7 $\frac{1}{2}$ a.m. Waterloo ... 9.35 a.m. Bournemouth Ctl. ... 11 $\frac{1}{2}$ a.m. Bournemouth W. ... 7 $\frac{1}{2}$ p.m. Bournemouth Ctl. ... 8.0 p.m. Waterloo ... 10 $\frac{1}{2}$ p.m. Basingstoke ... —
			Restaurant/Cafeteria Cars.	
(49)	9211	Mons., Weds. and Fri's. Hove ... 11 $\frac{1}{2}$ a.m. Brighton ... 11.30 a.m. Plymouth Friary ... — Tues. and Thurs. Plymouth Friary ... 11. 0 a.m. Brighton ... 5 $\frac{1}{2}$ p.m. Hove ... —	Plymouth Friary ... 11. 0 a.m. Brighton ... 5 $\frac{1}{2}$ p.m. Hove ... —	Hove ... 9 $\frac{1}{2}$ a.m. Brighton ... 10. 0 a.m. Bournemouth W. ... 7.30 p.m. Brighton ... 10 $\frac{1}{2}$ p.m. Hove ... —
(50)	9213	Mons., Weds. and Fri's. Plymouth Friary ... 11. 0 a.m. Brighton ... 5 $\frac{1}{2}$ p.m. Hove ... — Tues. and Thurs. Hove ... 11 $\frac{1}{2}$ a.m. Brighton ... 11.30 a.m. Plymouth Friary ... —	Hove ... 11 $\frac{1}{2}$ a.m. Brighton ... 11.30 a.m. Plymouth Friary ... —	Spare at Plymouth Friary.
			Cafeteria Cars.	
(51)	7853	For excursion and special traffic trains, as advised.		
(52)	7939	For excursion and special traffic trains, as advised.		
(53)	7954	For excursion and special traffic trains, as advised.		

ALLOCATION OF SEATS IN TRAILERS ATTACHED TO REFRESHMENT CARS

Trailers are attached to Refreshment Cars as follows:—

Kitchen Buffet Cars (Tavern Type and Nos. 7865, 7867 and 7999) Open Compo Trailer with First-class end next to Kitchen. All seats are allocated to Refreshment Dept.

Kitchen Buffet Cars (Nos. 7864, 7940 and 7955) Open Second Trailer at Kitchen end of Buffet Car.
All seats are allocated to Refreshment Dept.

Buffet Cars ... Trailers are not normally provided, but on certain services, where the demand for refreshment is heavy, an open Second will be attached at the Saloon end of Buffet Car.

Restaurant Cars — Refreshment is heavy; all cars open second at kitchen end.

Kitchen Car 80009 Open Second and Open First.

**Kitchen Caf 80009... ... Open Second and
Rest/Cafeteria Cars 9211 & 9213 No trailers.**

6 Dining Sets in Bournemouth Line services. The whole of the Kitchen Second and the Saloon compartment in the Dining First is allocated for refreshments except:—

From Waterloo.			To Waterloo.		
Train.	To.	Seats allocated for refreshments.	Train.	From.	Seats allocated for refreshments.
		SATURDAYS	EXCEPTED.		
a.m. 8 30 ...	Bournemouth West	32	a.m.		
9 0 ...	Exeter Ctl.	32	7 30 ...	Exeter Central	32
p.m. { 2 30 ...	Bournemouth West	32	{ 10 17 ...	Exeter Central	32
F.O. (13 7 to 24/8)			{ M.O. (Com. 23/7)		
3 0 F.X.	Exeter Central	40	p.m.		
3 0 F.O.	Ilfracombe	40	1 5 F.	X. Bournemouth West	24
5 35 F.O.	Exeter Central	40	2 30 ...	Exeter Central	32
6 22 F.O.	Bournemouth West	Whole of trailer.	2 40 F.O.	Bournemouth Central	40
		SATURDAYS			
a.m. { 7 0 ...	Bournemouth Ctl.	32	a.m.		
{ (30/6 to 18/8)			7 30 ...	Exeter Central	32
7 38 ...	Exeter Central	24	8 12 ...	Bournemouth West	32
{ (14/7 to 11/8)			9 15 ...	Exmouth	16
8 22 ...	Exeter Central	40	{ 11 0 ...	Bournemouth West	32
{ (30/6 to 25/8)			{ 30/6 to 18/8)		
8 35 ...	Exeter Central	16	{ 11 40 ...	Exeter Central	32
{ (Until 1/9)			{ (14/7 to 25/8)		
8 57 ...	Exeter Central	32	11 56 ...	Exeter Central	Whole of trailer.
{ 10 15 ...	Exeter Central	Whole of trailer.	noon		
{ (Until 8/9)			12 0 ...	Ilfracombe	Whole of trailer.
11 22 ...	Bournemouth West	32			
11 45 ...	Exmouth	Whole of trailer.			
12 0 ...	Ilfracombe	Whole of Open First and Open Second			
p.m. 3 20 ...	Bournemouth West	40			
		SUNDAYS			
a.m. 8 30 ...	Bournemouth West	32	a.m.		
p.m. 4 30 ...	Bournemouth West	32	9 30 ...	Bournemouth West	32
			10 0 ...	Ilfracombe	Whole of Open Second and Open First.
			p.m.		
			3 20 ...	Bournemouth West	40

PARTICULARS OF LOOSE NON-CORRIDOR VEHICLES

R—Route Restriction.

S—Seats

SECONDS.				SECONDS—contd.				SECONDS—contd.				COMPOSITE.				
Note	No.	R.	S.	Note	No.	R.	S.	Note	No.	R.	S.	Note	No.	R.	S.	
	9	0	72		304	0	88		616	1	76				1 2	
	11				313				625							
	14				320				B	974	0	100	F	4654	1	16 50
	15				326					1061			C	4753	1	12 60
					353					1067						
E	165	1	74		360					1069						
	169	0	88		364					1072						
	173				373					1097						
	187				382					1082						
	188				387					1106						
	194				403				J	46280	4	120	COMPO. BRAKES.			
	208				476					to			A	6477	3	1 2
	219				513				J	46296			H	6484	3	10 30
	225												D	6489	3	10 30
	263												C	6529	2	12 3
	268								SECOND BRAKES.							
	280								G	2619	3	68				
	291								F	2626	3	52				
	299								C	2660	2	53				
													FIRSTS.			
													7347	0	20	

- A Salisbury-Broadstone services.
- B Clapham Junction-Kensington services.
- C Hayling Island Branch.
- D Barnstaple-Yeoford.

- E Bentley-Bordon services.
- F Templecombe (for S. & D.).
- G Torrington—Petrockstow.
- H Okehampton—Meldon.
- I Exeter-Exmouth-Sidmouth.

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PULLMAN CARS.

Name of Car.	Seats.		Description.	Wheels.	Route	Restriction.	Weight.	Name of Car.	Seats.		Description.	Wheels.	Route	Restriction.	Weight.
	1	2							1	2					
Adrian	20	—	K	8	1	40		Sunbeam	26	—	P	12	2 A	40	
Alicante	20	—	K	8	1	32		Theodora	20	—	K	8	0	38	
l.Aquila	22	—	K	8	1	40		Topaz	24	—	P	8	1	31	
Argus	22	—	K	8	1	40		Ursula	24	—	P	8	1	39	
l.Aries	20	—	K	8	1	39		Valencia	20	—	K	8	1	32	
w.Aurelia	22	—	K	8	1	40		w.Zena	24	—	P	8	1	39	
Aurora	26	—	B	8	2	2 A	34	Zenobia	22	—	K	8	1	40	
Camilla	20	—	K	8	0										
l.Carina	22	—	K	8	1	40									
Cassandra	20	—	K	8	1	40									
w.Cecilia	22	—	K	8	1	40									
w.Chloria	22	—	K	8	1	40									
Clementina	20	—	K	8	1	33									
Coral	24	—	P	8	2		33								
Corunna	16	—	K	8	1	31									
Cygnus	26	—	P	8	1	39									
l.Cynthia	22	—	K	8	1	40									
Daphne	20	—	K	8	1	32									
w.Diamond	12 ⁸	*	8	1	40										
Emerald	16	—	K	8	1	31									
l.Eunice	24	—	P	8	1	39									
Fingall	22	—	K	8	1	40									
Flora	26	—	B	8	2	A	34								
Florence	20	—	K	8	1	32									
Glencoe	26	—	P	12	2	A	40								
Grosvenor	8	—	*	12	2	A	40	w.27							
Hawthorn	20	—	K	8	1	32		30							
Hercules	26	—	P	8	1	39									
Hibernia	20	—	K	12	2	A	40								
Ibis	20	—	K	8	1	40		32							
l.Iolanthe	22	—	K	8	1	40									
Isle of Thanet	24	—	B	8	1	38									
Juno	30 [§]	—	B	8	2	A	34	w.35							
Latona	20	—	K	8	0		38								
Leghorn	24	—	P	8	1	32		41							
l.Lydia	20	—	K	8	1	40		145							
Maid of Kent	20	—	K	8	2		33								
Malaga	16	—	K	12	2	A	42	w.54							
Medusa	22	—	K	8	1	40		w.55							
Mimosa	20	—	K	8	1	33		60							
Minerva	26	—	B	8	1	38									
l.Monaco	16	—	K	12	2	A	41	65							
Montana	26	—	B	8	2	A	34	94							
Myrtle	8 [§]	—	*	12	2	A	40	95							
Neptune	16	—	K	12	2	A	40	96							
l.Octavia	20	—	K	8	1	40		97							
Onyx	24	—	P	8	1	38		98							
l.Orion	22	—	K	8	1	40		99							
Orpheus	24	—	K	12	2	A	40	132							
Palermo	16	—	K	8	1	31									
Palmyra	16	—	K	12	2	A	43	133							
l.Pegasus	14	—	*	8	1	38		135							
Penelope	20	—	K	8	1	40		166							
Perseus	26	—	P	8	1	39		167							
Philomel	20	—	K	8	1	40		w.169							
Phoenix	26	—	P	8	1	38		w.171							
Plato	20	—	K	8	1	40		L182							
l.Portia	16	—	K	12	2	A	43	L183							
Rainbow	20	—	K	8	1	32		L185							
Regina	20	—	K	8	1	32		208							
Rosalind	16	—	K	12	2	A	43	209							
Rosamund	22	—	K	8	1	40		L248							
Rosemary	26	—	P	8	1	39		249							
Ruby	12	10	K	8	1	32		294							
Sapphire	16	—	K	8	1	33		L303							
Sappho	22	—	K	8	1	40									
Savona	16	—	K	8	1	34									
Scotia	19	—	K	12	2	A	40								
Seville	20	—	K	8	1	33									
l.Sorrento	16	—	K	8	1	31									

DESCRIPTION.
 B—Brake Parlour Cars. L—Fitted for Liquid gas.
 D—Observation Cars. K—Kitchen cars.
 P—Parlour Cars. *—With Buffet. §—Not Classed.
 w—On loan to WESTERN REGION.
 l—On loan to EASTERN REGION.

PULLMAN CAR WORKINGS (Channel Islands Services).

Wkg. No.	Car.	S.X.	S.O.	Sundays.
(61)	" Myrtle "	M.Th.O. (10 Pullman Buffet set No. 272)	Southampton Dks. 3.25 p.m. Clapham Yard ... 7 ⁴³ p.m. Waterloo ... 5 ⁴⁷ p.m. Southampton Dks. — Tu.O. Southampton Dks. 5.30 p.m. Waterloo ... 7 ³² p.m. Clapham Yard ... — W.O. Spare Clapham Yard. F.O. Southampton Dks. 7. 3 a.m. Waterloo ... 9 ²¹ a.m. Clapham Yard ... 7 ⁴³ p.m. Waterloo ... 9. 0 p.m. Southampton Dks. —	Southampton Dks. 7. 3 a.m. Waterloo ... 9 ²⁵ a.m. Clapham Yard ... —
(62)	" No. 5 "	M.O. 11/6 only. (10 Pullman Buffet set No. 270)	16/6 only. Southampton Docks 5.30 p.m. Waterloo ... 8.40 p.m. Southampton Docks — M.O. (com. 18/6) Spare at Clapham Yd. — Tu.O. Clapham Yard ... 7 ⁴³ p.m. Southampton Dks. 3.58 p.m. Waterloo ... 6 ⁹ p.m. Clapham Yard ... — W.O. Southampton Dks. 7. 3 a.m. Waterloo ... 9 ²¹ a.m. Clapham Yard ... 7 ⁴³ p.m. Waterloo ... 9. 0 p.m. Southampton Dks. — Th.O. Southampton Dks. 5.30 p.m. Waterloo ... 7 ³² p.m. Clapham Yard ... — F.O. Clapham Yard ... 7 ¹⁶ p.m. Waterloo ... 8. 1 p.m. Southampton Dks. —	24/6, 1/7, 9/9 & 16/9. Spare at Clapham Yard. 17/6 only Southampton Docks 6.30 a.m. Waterloo ... 8 ³⁰ a.m. Clapham Yard ... — 8/7 to 2/9. Clapham Yard ... 8 ²¹ a.m. Waterloo ... 9. 0 a.m. Southampton Dks. 6.30 p.m. Waterloo ... 8 ³² p.m. Clapham Yard ... —
(63)	" Ruby "	M.O. 11/6 At Southampton Docks M.O. com. 18/6 Pullman Buffet set No. 273)	16/6 only Spare Clapham Yard — 23/6 to 8/9 Southampton Dks. 4.23 p.m. Waterloo ... 6 ³⁶ p.m. Clapham Yard ... — Tu.O. (12/6 only) Spare Southampton Docks Tu. and Th.O. (com. 14/6) Clapham Yard ... 7 ^{V40} a.m. Eastleigh ... 2 ⁵⁶ p.m. Southampton Docks — W.O. Southampton Dks. 5.30 p.m. Waterloo ... 7 ³² p.m. Clapham Yard ... — F.O. (15/6 and 14/9) Southampton Dks. 5.30 p.m. Waterloo ... 7 ³² p.m. Clapham Yard ... — F.O. (22/6 to 7/9) Southampton Dks. 5.30 p.m. Waterloo ... 8.20 p.m. Southampton Dks. —	Spare Clapham Yd. — 15/9 only Spare Clapham Yard — Not staffed.

PULLMAN CAR WORKINGS (Channel Islands Services)—continued.

Wkg. No.	Car.	S.X.	S.O.	Sundays.	
(64)	"Coruna" (11 Pullman Buffet set No. 269)	Tu.O. (12/6) Clapham Yard ... 6 \dagger 2 p.m. Waterloo ... 6.35 p.m. Southampton Dks. — Th.O. 14/6 Southampton Dks. 7.50 a.m. Waterloo ... 9 \dagger 45 a.m. Clapham Yard ... — MO. (com. 18/6) Clapham Yard ... 6 \dagger 2 p.m. Waterloo ... 6.35 p.m. Southampton Dks. — W.F.O. (com. 20/6) Southampton Dks. 7.50 a.m. Waterloo ... 9 \dagger 45 a.m. Clapham Yard ... 6 \dagger 2 p.m. Waterloo ... 6.35 p.m. Southampton Dks. —	23/6 to 14/7 and 8/9 Southampton Dks. 5.30 p.m. Waterloo ... 8.40 p.m. Southampton Dks. — 21/7 to 1/9 Southampton Dks. 5.38 p.m. Waterloo ... 8.40 p.m. Southampton Dks. — 15/9 Spare at Southampton Docks.	17/6 Spare at Clapham Yard. Com. 24/6 Southampton Dks. 8. 5 a.m. Waterloo ... 10 \dagger 3 a.m. Clapham Yard ... —	
(65)	One car (9-set 350/4)	Spare for Ocean liner Boat Trains	23/6 to 28/7 also 18/8 to 8/9 Southampton Dks. 5.58 p.m. Waterloo ... 8 \dagger 16 p.m. Clapham Yard ... — 4/8 and 11/8 Southampton Dks. 6.30 p.m. Waterloo ... 8 \dagger 41 p.m. Clapham Yard ... — 15/9 Southampton Dks. 4.23 p.m. Waterloo ... 6 \dagger 23 p.m. Clapham Yard ... —	Spare for Ocean Liner Boat Trains.	

FORMATION OF "BOURNEMOUTH BELLE"
LEAVING WATERLOO.

Coach letter.	Name or No. of Car.	Description.	Seats.	
			1st	2nd
M	95	2nd brake	—	22
L	97	2nd Parlour	—	38
K	Rosalind	1st Kitchen	16	—
J	Sunbeam	1st Parlour	26	—
H	Hibernia	1st Kitchen	20	—
G	Topaz	1st Parlour	24	—
F	294	2nd Parlour	—	36
E	19	2nd Kitchen	—	32
D	47	2nd Kitchen	—	35
C	96	2nd Parlour	—	36
B	45	2nd Kitchen	—	35
A	41	2nd Brake	—	29
Total		... 86	263	

*Cars G and F will be provided on Fridays, Saturdays and Sundays, also on other days when required.

RESTRICTED WORKING OF COACHING STOCK AND PULLMAN CARS.

Following is an extract from page 147 of the Appendix to Working Time Tables, dated 26th March, 1934 (as amended to date):—

Southern Region Steam Train Coaching Stock and Pullman Cars which must not work over certain portions of the Line, is indicated by a route restriction plate fixed on the end of each vehicle, viz.:—

Restriction O.

May pass over all routes.

Restriction 1.

May pass over all routes except between Grove Junction (Tunbridge Wells) and Battle.

Restriction 2A.

May pass over all routes except between Tonbridge and Battle; Purley and Caterham; Hoo Jen., Grain and Allhallows; Holborn (L.L.), and Ludgate Hill.

Restrictions 2, 3 and 4.

May pass over all routes except between :—Tonbridge and Battle.

Restriction 6.

Must be confined to the sections of Line which originally constituted the London and South Western and London Brighton and South Coast Railways.

Note.—British Railways standard coaches allocated to the Southern Region, in addition to carrying "Restriction 4" plates, are marked "Restriction C.1." This indication is intended for use when such vehicles work to other Regions, and so far as the Southern Region is concerned, the "Restriction 4" plate applies.

British Railways standard vehicles allocated to other Regions and working to the Southern Region will carry "Restriction C.1" indication only, but "Restriction 4" will apply in these cases when on Southern Region.

PULLMAN CAR COUPLING RESTRICTIONS.

Pullman Cars fitted with buffer faces less than 2 feet wide must not be worked to or from Waterloo (Western) unless they are coupled to another vehicle at both ends by means of the Automatic Coupling.

All Pullman Cars are fitted with large buffers except the following:—Coral, Daphne, Glencoe, Grosvenor, Hawthorn, Iolanthe, Leghorn, Maid of Kent, Mimosa, Palermo, Rainbow, Scotia, Valencia. Nos. 6, 8 11, 16, 30, 132 133, 135, 137, 209, 248.

Pullman Cars must not be attached to the smoke-box ends of 4—6—0 or 4—6—2 types of engines working into Waterloo (Western Section).

SORTING CARRIAGES AND STOWAGE VANS FOR TRAVELLING POST OFFICES.

Number	No. of Gangways.*	Description.	Allotted to	Remarks.
4916	2	Sorting ...	Waterloo-Dorchester South	
4918	2	Sorting ...	Waterloo-Dorchester South	
4919	2	Sorting ...	Spare as relief to 4916, 4918	
4920	2	Sorting L	Spare as relief to 4921, 4922	
4921	2	Sorting L	Waterloo-Dorchester South	
4922	2	Sorting L	Waterloo-Dorchester South	
4949	2	Sorting L	London Bridge-Dover	
4950	2	Sorting L	London Bridge-Dover	
4951	1	Sorting ...	Holborn-Newhaven	
4952	2	Stowage	Spare as relief to 4956, 4957	
4953	2	Sorting L	Spare as relief to 4949, 4950	
4954	2	Stowage L	Holborn-Newhaven	
4955	2	Stowage L	Spare as relief to 4954, 4956, 4957	
4956	2	Stowage	London Bridge-Dover	
4957	2	Stowage	London Bridge-Dover	
4958	2	Stowage	Spare as relief to 4959 and 4960	
4959	2	Stowage	Waterloo-Dorchester South	
4960	2	Stowage	Waterloo-Dorchester South	

L—Lavatory provided.

* Gangways differ from other coaches in dimensions, being situated out of centre and require special size gangway shields.

PARTICULARS OF MISCELLANEOUS VEHICLES
(excluding I. of W.)

HORSE BOXES. (H.B.)	GUARDS' VANS.	LUGGAGE VANS—4-WHEELED.	
		(P.M.V.4)	
		Tare 18 tons.	
		21 ft. 0 in. Wheelbase.	
		1053 to 1398, 1451 to 1671, 1693 to 1730, 1781 to 1790, 1976, 1994, 2083 to 2170, 2181 to 2230.	
		<p>Note.—Nos. 1996, 2001, 2002, 2004 & 2005, fitted with "Air Control" apparatus for working "Pull & Push" services.</p>	
		Nos. 1055, 1057, 1103, 1113, 1175, 1208, 1282, 1293, 1305, 1314, 1317, 1454, 1728, 1882 are fitted with hooks for conveyance of cycles. Distinguished by a stencilled bicycle in top right-hand corner.	
		Tare 10 tons.	
		22 ft. 0 in. Wheelbase.	
		1401 to 1410 inclusive.	
(With Luggage Compartment).	4-WHEELED.	BOGIE (Cor.) ADAPTOR FITTED.	
		(Cor. P.M.V.)	
		Tare 26 tons.	
		2281 to 2370. 2461 to 2490	
		No. 2486 is roof boarded "Newspaper Traffic."	
		COVERED CARRIAGE TRUCKS.	
		(C.C.T.)	
		Tare 14 tons.	
		21 ft. 0 in. Wheelbase.	
		1411 to 1450 2171 to 2180 1731 to 1780 2231 to 2280 1977 to 1991 2371 to 2460 2006 to 2082 2491 to 2500	
(With Luggage Compartment).	STOVE FITTED—BOGIE (non-cor.)	STOVE FITTED—BOGIE (non-cor.)	
		(Van B Stove)	
		Distinguished by an Orange coloured door panel.	
		Tare 28 tons.	
		370 to 399 (inclusive).	
		BOGIE SCENERY TRUCKS.	
		Allocated for theatrical traffic, not to be used for other services without authority.	
		Tare 24 tons.	
		49 ft. 6 in. Inside Length.	
		4577 to 4606 inclusive.	
CATTLE VANS.	(S.C.V.)	Notes. —No. 4584 equipped for tethering elephants.	
		*400 *Vans Nos. 400 &	
		*401 401 are fitted with side lamp irons for working in West of England Freight services.	
		402 to 419 (inclusive).	
		BAGGAGE BOX TRUCKS.	
		Allocated to convey 4 baggage boxes on Continental services.	
		Tare 9 tons.	
		18 ft. 7 in. Wheelbase.	
		4207, 4208.	
		These vans must NOT work off Southern Operating Area.	

WORKING OF VANS WHICH CARRY ROOF BOARDS "NEWSPAPER TRAFFIC"

Type	Nos.	Roof Boarded	Working Nos.
Cor. P.M.V.	2486	Waterloo—Bournemouth	86
Van B.	265, 267, 280 268, 269 272, 273, 274 277, 278 279, 364	Waterloo—Ilfracombe Waterloo—Torrington Waterloo—Yeovil Waterloo—Weymouth Waterloo—Padstow	81, 82, 83 72, 73, 74, 75 76, 77, 78, 79, 80 84, 85 70, 71
BY	952, 979 956, 937 943, 966	Waterloo—Torrington Waterloo—Yeovil Waterloo—Weymouth	74, 75 76, 77 87, 88
Newspaper vans working out of course must be reported immediately to the Passenger Rolling Stock Department.			
Working No.	S.X.	S.O.	SUNDAYS
(70) Van B.	Alternate with Working 71 Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 12 a.m. Padstow ... 2 55 p.m. Exeter Ctl. ... 6V48 p.m. Templecombe ... 9V16 p.m. Waterloo ... —	Waterloo ... 4V58 a.m. Clapham Yard ... —	Spare at Clapham Yard.
(71) Van B.	Alternate with Working 70 Waterloo ... MX7V28 a.m. Clapham Yard ... 10†28 p.m. Waterloo ... —	Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 17 a.m. Padstow ... 3 15 p.m. Okehampton ... 6 19 p.m. Exeter Ctl. ... 7 50 p.m. Eastleigh ... —	Eastleigh ... 1 31 a.m. Waterloo ... 4 45 a.m. Clapham Yard ... 11†32 p.m. Waterloo ... —
(72) Van B.	Alternate with Working 73 Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 6 a.m. Bideford ... 7 19 a.m. Torrington ... 8 53 a.m. Barnstaple Jct. ... 9 39 a.m. Exeter Ctl. ... 3 25 p.m. Seaton Jct. ... 5V55 p.m. Waterloo ... —	Waterloo ... 4V58 a.m. Clapham Yard ... —	Clapham Yard ... 11†32 p.m. Waterloo ... —
(73) Van B.	Alternate with Working 72 Waterloo ... MO 11V 6* a.m. Clapham Yard ... MX7V28 a.m. Waterloo ... 10†28 p.m. (S.F.X. until 24/8) (*Com. 3/9)	Until 25/8 Spare at Clapham Yard. Com. 1/9 Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 6 a.m. Bideford ... 7 19 a.m. Torrington ... 7 38 p.m. Barnstaple Jct. ... 8 30 p.m. Exeter Ctl. ... —	Until 26/8 Spare at Clapham Yard. Com. 2/9 Exeter Ctl. ... 5 20 p.m. Waterloo ... —
(74) BY	Alternate with Working 75 Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 21 a.m. Barnstaple Jct. ... 7 8 a.m. Torrington ... 8 53 a.m. Barnstaple Jct. ... 9 39 a.m. Exeter Ctl. ... 4 30 p.m. Waterloo ... 8†47 p.m. Clapham Yard ... —	Spare at Clapham Yard.	Clapham Yard ... 11†32 p.m. Waterloo ... —

WORKING OF VANS WHICH CARRY ROOF BOARDS "NEWSPAPER TRAFFIC"—continued.

Working No.	S.X.	S.O.	SUNDAYS
(75) BY	Alternate with Working 74 Waterloo ... MX7V28 a.m. Clapham Yard ... 10†28 p.m. Waterloo ... —	Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 26 a.m. Barnstaple Jet. ... 7 3 a.m. Torrington ... 7 38 p.m. Barnstaple Jet. ... 8 30 p.m. Exeter Ctl. ... —	Exeter Ctl. ... 11 0 a.m. Waterloo ... 3†25 p.m. Clapham Yard ... —
(76) Van B.	Alternate with Working 77 Waterloo ... 1 15 a.m. Salisbury ... 3 26 a.m. Yeovil Town ... 4 6 p.m. Salisbury ... 10V40 p.m. Waterloo ... —	Waterloo ... 4V58 a.m. Clapham Yard ... —	Spare at Clapham Yard
(77) BY	Alternate with Working 76 Waterloo ... MX7V28 a.m. Clapham Yard ... 10†28 p.m. Waterloo ... —	Waterloo ... 1 15 a.m. Salisbury ... 3 30 a.m. Yeovil ... 8 10 p.m. Yeovil Jet. ... 8V23 p.m. Salisbury ... 10V22 p.m. Waterloo ... —	Waterloo ... 9V30 a.m. Clapham Yard ... 11†32 p.m. Waterloo ... —
(78) BY	Alternate with Working 79 Waterloo ... 1 15 a.m. Yeovil Jet. ... 3 57 a.m. Yeovil Town ... 7V15 p.m. Templecombe ... 9V16 p.m. Waterloo ... —	Waterloo ... 4V58 a.m. Clapham Yard ... —	Clapham Yard ... 11†32 p.m. Waterloo ... —
(79) BY	Alternate with Working 78 Waterloo ... MX7V28 a.m. Clapham Yard ... 10†28 p.m. Waterloo ... — (\$F.X. until 24/8)	Until 25/8 Spare at Clapham Yard. Com. 1/9 Waterloo ... 1 15 a.m. Yeovil Jet. ... 3 57 a.m. Yeovil Town ... 7 15 p.m. Templecombe ... 9V16 p.m. Waterloo ... —	Waterloo ... 9V30 a.m. Clapham Yard ... —
(80) Van B.	M.O. until 20/8 Clapham Yard ... 2† 3 p.m. Hounslow ... — M.F.X. until 23/8 Spare at Hounslow F.O. until 24/8 Hounslow ... 10†55 p.m. Waterloo ... — Com. 28/8 Spare van.	Until 25/8 Waterloo ... 1 15 a.m. Yeovil Jet. ... 3 57 a.m. Yeovil Town ... —	Spare van.

WORKING OF VANS WHICH CARRY ROOF BOARDS "NEWSPAPER TRAFFIC"—continued.

Working No.	S.X.	S.O.	SUNDAYS
(81) Van B.	M.O. (until 20/8) Clapham Yard ... 2† 3 p.m. Hounslow ... — M.F.X. (until 23/8) Spare at Hounslow. F.O. (until 24/8) Hounslow ... 10†55 p.m. Waterloo ... —	Until 25/8 Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 6 a.m. Ilfracombe ... —	Spare Van.
(82) Van B.	Alternate with Working 83 Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 21 a.m. Ilfracombe ... 3 0 p.m. Waterloo ... 10†30 p.m. Clapham Yard ... —	Spare at Clapham Yard.	Spare at Clapham Yard
(83) Van B.	Alternate with Working 82 Clapham Yard ... 10†28 p.m. Waterloo ... —	Waterloo ... 1 15 a.m. Exeter Ctl. ... 5 26 a.m. Ilfracombe ... 2 55 p.m. Waterloo ... 10†30 p.m. Clapham Yard ... —	Clapham Yard ... 11†32 p.m. Waterloo ... —
(84) Van B.	Alternate with Working 85 Waterloo ... 1 15 a.m. Salisbury ... 3 25 a.m. Weymouth ... 8 25 a.m. Bournemouth Ctl. ... 10†10 a.m. Bournemouth West ... 5 5 p.m. Waterloo ... 8†38 p.m. Clapham Yard ... —	Clapham Yard ... 10†27 p.m. Waterloo ... —	Waterloo ... 3 25 a.m. Bournemouth Ctl. ... 8 52 a.m. Waterloo ... 12†40 p.m. Clapham Yard ... —
(85) Van B.	Alternate with Working 84 Clapham Yard ... 10†28 p.m. Waterloo ... —	Waterloo ... \$1 15 a.m. Salisbury ... 3 25 a.m. Weymouth ... 4 40 p.m. Eastleigh ... 10V15 p.m. Waterloo ... — (\$1.25 a.m. until 25/8)	Waterloo ... 9V30 a.m. Clapham Yard ... 11†32 p.m. Waterloo ... —
(86) Cor. P.M.V.	M.O. Waterloo ... 2 50 a.m. Bournemouth Ctl. ... 6V40 a.m. Bournemouth West ... 5 5 p.m. Waterloo ... 8†38 p.m. Clapham Yard ... — MX Spare at Clapham Yard.	Spare at Clapham Yard.	Clapham Yard ... 11†58 p.m. Waterloo ... —
(87) BY	Alternate with Working 88 Waterloo ... 1 15 a.m. Salisbury ... 3 25 a.m. Weymouth ... 11 30 a.m. Waterloo ... 3† 6 p.m. Clapham Yard ... —	Spare at Clapham Yard.	Spare at Clapham Yard.
(88) BY	Alternate with Working 87 Clapham Yard ... 10†28 p.m. Waterloo ... —	Waterloo ... 1 15 a.m. Salisbury ... 3 25 a.m. Weymouth ... 4 40 p.m. Eastleigh ... 10V15 p.m. Waterloo ... —	Waterloo ... 9V30 a.m. Clapham Yard ... 11†32 p.m. Waterloo ... —

MAXIMUM LOADS OF STEAM TRAINS ENTERING WATERLOO.

The maximum load for each platform at Waterloo is as follows.

Platforms.	Load not to exceed
6, 7 and 8	10 bogie vehicles or equivalent and one engine.
9	11 bogie vehicles or equivalent and one engine.
10	13 bogie vehicles or equivalent and one engine.
11	13 bogie vehicles or equivalent and one engine.
12	11 bogie vehicles or equivalent and one engine.
13	12 bogie vehicles or equivalent and one engine.
14	13 bogie vehicles or equivalent and one engine.
15	8 bogie vehicles or equivalent and one engine.

RESTRICTION OF LOAD.—BOURNEMOUTH WEST.

The maximum load of trains entering Bournemouth West is restricted to 12 bogie coaches, or the equivalent, and this load must not be exceeded, except by prior arrangement.

When 6 or more coaches of the new type (67 feet 1 inch long) are formed in trains for Bournemouth West, the maximum load is 11 coaches, or the equivalent, except by prior arrangement.

RESTRICTION OF LOAD—YEOVIL JUNCTION.

The load of the 1.35 a.m. (Suns.) from Waterloo to Yeovil Town on arrival at Yeovil Jen. must not exceed 9 bogie coaches, or the equivalent in length.

SUPPLY OF GAS FOR RESTAURANT, PULLMAN CARS, ETC.

Oil gas for Restaurant Cars, Pullman Cars and Inspection Saloons is manufactured at Rotherhithe Road Gas Works.

Liquid gas in portable cylinders is used in Cafeteria Cars and certain Restaurant and Pullman Cars.

Requests for supply of gas should be made to the Outdoor Carriage and Wagon Assistant, Stewarts Lane, telephone Waterloo, Extension : 2719.

Compressor Plant :—Compressor equipment is provided at :—

Clapham Jen.	Stewarts Lane	Bournemouth West
Southampton Docks	Dover Marine	Brighton

GASHOLDERS TO AND FROM ROTHERHITHE ROAD.

Gasholders should be forwarded on the undermentioned Services, as required by the Carriage and Wagon Engineer :—

WEEKDAYS

Full Gasholders—

Empty Gasholders—	
SX 9T25 p.m. } Rotherhithe Rd. to Stewarts Lane.	7.30 a.m. Bournemouth West to Eastleigh.
SO 11T5 p.m. }	1V15 p.m. Eastleigh to Clapham Jen.
12T10 a.m. Stewarts Lane to Clapham Jen. (W.).	11.36 a.m. Bournemouth West to Woking.
SX 7V40 a.m. } Clapham Jen. to Eastleigh.	9V39 p.m. Woking to Clapham Jen.
SO 9V2 p.m. }	9V45 p.m. Eastleigh to Clapham Jen.
SX 5.34 p.m. Eastleigh to Bournemouth West.	12.2 a.m. Basingstoke to Waterloo.
SX 1V15 p.m. Eastleigh to Southampton Term.	2T0 p.m. Clapham to Stewarts Lane.
	11.40 a.m. Southampton Term. to Eastleigh.
	1T5 a.m. Clapham to Stewarts Lane.
	7T0 p.m. Stewarts Lane to Rotherhithe Rd.

SUNDAYS.

9V2 p.m. Clapham Jen. to Eastleigh and Bournemouth West.

3V40 a.m. Eastleigh to Southampton Docks.

5.30 a.m. Eastleigh to Bournemouth West.

5.41 a.m. Eastleigh to Southampton Term.

SX—Saturdays Excepted.

SO—Saturdays Only.

T—Transfers.

V—Vans.

STANDARD CODES FOR COACHING ROLLING STOCK.

Standard code adopted for the identification of coaching stock (including horse boxes and carriage trucks) throughout all Regions. The codes should be used in all telegraphic and other messages, as well as in stock reports, carriage diagrams and train working advices.

The appropriate code will be painted on each vehicle in 1½ inch letters as shown below :—

- (i) Gangway stock—on the left-hand bottom corner of each end of the vehicle (approximately 18 inches above the Buffer).
- (ii) Non-gangway stock—on the right-hand bottom corner of each side of the vehicle.

Two-Class Travel.

As it may be some time before all second class vehicles are marked with the appropriate code letters, the former third class lettering is shown in brackets against each code.

Type.	Description.	Code.
PASSENGER VEHICLES—		
Restaurant Kitchen Cars	First ...	RF
	Composite ...	RC
	Either Class ...	RU
	Second ...	RS (RT)
	Triplet ...	RTS
	Pantry Second ...	RSP (RTP)
	Buffet Car ...	RB
	Kitchen only ...	RK
	Cafeteria Car ...	CAF
	Kitchen/Buffet Car ...	RKB
	Restaurant/Cafeteria Car ...	RCAF
Restaurant Cars (without kitchens)	First, Open (loose chairs) ...	RFO
	Second, Open (loose chairs) ...	RSO (RTO)
Sleeping Cars	First Class ...	SLF
	" (Twin) ...	Twin SLF
	Composite ...	SLC
	" (Twin) ...	Twin SLC
	Second Class ...	SLS (SLT)
Saloons	First Class ...	SF
	Second Class ...	SS (ST)
	Invalid Saloon ...	SI
Open Stock	First Class ...	FO
	Composite ...	CO
	Second Class ...	SO (TO)
	" Brake ...	BSO (BTO)
	Semi-Open First ...	Semi FO
Open Tourist Stock (Bucket Seats)	Second Open ...	TSO (TTO)
	Brake Second Open ...	TBSO (TBTO)
Corridor Stock	First Class ...	FK
	" Brake ...	BFK
	Composite ...	CK
	" Brake ...	BCK
	Second Class ...	SK (TK)
	" Brake ...	BSK (BTK)
Non-Corridor Stock (Bogies)	First Class ...	F
	" " (Lavatory) ...	FL
	" " Brake ...	BF
	" " (Lavatory) ...	BFL
	Composite ...	C
	" (Lavatory) ...	CL
	" Brake ...	BC
	" (Lavatory) ...	BCL
	Second Class ...	S (T)
	" (Lavatory) ...	SL (TL)
	" Brake ...	BS (BT)
	" " (Lavatory) ...	BSL (BTL)

Articulated Stock—Should be indicated by the word "Twin," "Triplet," "Quad," or "Quint," according to the number of vehicles in the set, the number of the set being shown when necessary, and the code Art.

STANDARD CODES FOR COACHING ROLLING STOCK—continued.

Type.	Description.								Code.
PASSENGER VEHICLES—continued									
POST OFFICE VEHICLES ...	Post Office Sorting Van	POS
" "	Tender	POT
PASSENGER VANS—									
Brake Vans ...	4-wheeled	BY
	6-wheeled (without gangways)	BZ
	6-wheeled (with gangways)	BGZ
	Bogie (without gangways)	B
	Bogie (with gangways)	BG
	Pigeon Van (Braked)	BP
	Milk Van (Braked)	BM
Miscellaneous Traffic Vans ...	Parcels and Miscellaneous Vans	PMV
	Horse Boxes	HB
	Special Cattle Vans	SCV
	Open Carriage Truck	CTO
	Covered Carriage Truck	CCT

In the case of coaching vehicles fitted with Pullman "adaptors," the letter "A" should be added after the Code.

BR 31106.
S. 4/8499.

WATERLOO STATION.
15th May, 1956.

(—B61—)
27726

S. A. FITCH,
Chief Operating Superintendent