

P3 PULLMAN KITCHEN FIRST

8 built 1928-1929; withdrawn 1964-1967; 2 preserved

63'10"

These etched sides are intended to overlay on the Hornby Pullmans, but can also be used as a basis for a scratchbuilt coach.

These Pullman Cars were built by the Metropolitan Carriage & Wagon Co. Ltd. for the LNER and GWR.

In 1923 the LNER introduced the *Harrogate Pullman*, bringing Pullmans back to the East Coast Main Line after an absence of thirty years. It worked initially from King's Cross to Harrogate via Leeds, soon being extended via Ripon to Newcastle. In 1925, it was further extended to Edinburgh, and renamed as the *Harrogate and Edinburgh* Pullman in 1925.

Upon another extension to Glasgow in 1928, the train was renamed to the *Queen of Scots*. To coincide with this, a rake of all-steel cars of five different types were built and this etch represents one of these. They were reputedly the finest and best appointed cars ever to be owned by the Pullman Car Company. All five types are available in the Comet range.

In due course, particularly after World War II, they would have been found on other Eastern Region Pullman services, i.e. the *Yorkshire Pullman*, the *Tees-Tyne Pullman* and *The Master Cutler*. In 1961 and 1963 respectively, *Thelma* and *Phyllis* were replaced by new cars based on the BR Mk1, and were transferred to the Southern Region for use on Ocean Liner expresses and the *Bournemouth Belle*. *Belinda* and *Nilar* remained on the Eastern Region and were withdrawn in 1965 and 1966 respectively.

The GWR cars were built for use on the Ocean Liner boat trains between Plymouth and Paddington, and the new *Torquay Pullman*. Neither service was a financial success, and both ceased to run at the end of the 1930 Summer timetable. They were transferred to the Southern Railway for use on Ocean Liner expresses between Waterloo and Southampton Docks. Following nationalisation, all served on various Eastern Region Pullmans, before returning to the Southern in the early 1960s.

Sample formation

The original *Queen of Scots* formation was (down train)
Engine
Parlour third
Kitchen first (both detached at Leeds, where the train reversed)
Parlour brake third
Kitchen third (trailing)
Parlour third
Parlour first for Glasgow
Kitchen first (leading)
Kitchen first (trailing)
Parlour brake third

Names and schedule numbers

LNER cars

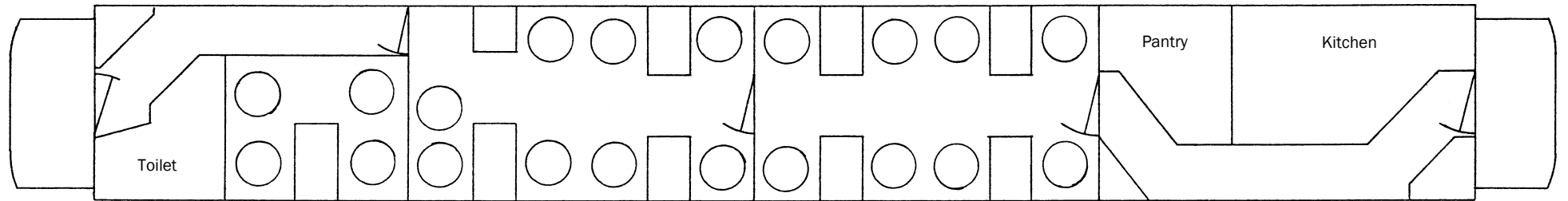
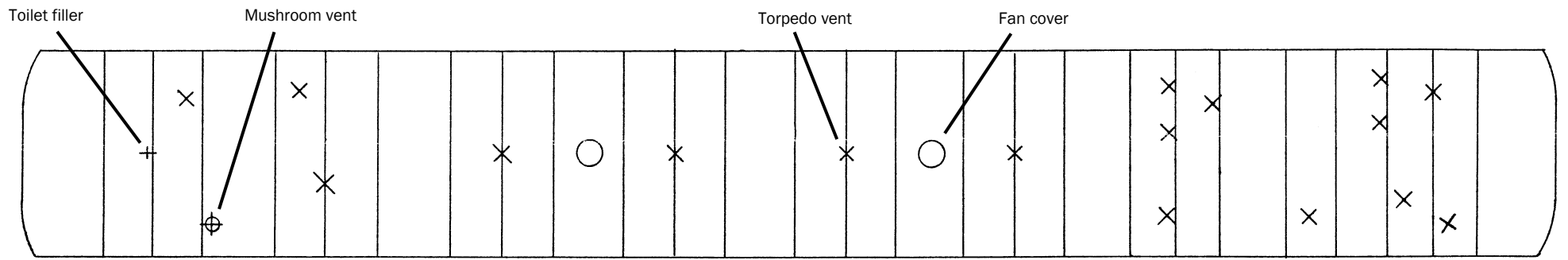
NILAR	234
BELINDA	235
THELMA	237
PHYLLIS	238 (preserved)

GWR cars

IONE	255 (preserved)
JOAN	256
LORAINÉ	257 (not LORRAINE!)
EVADNE	258

Further information

Pullman Profile No 3 Antony M Ford Noodle Books



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE