



The Friends of the National Railway Museum

Briefing 83

South of England Group

April 2017

Vice Presidents – Sir William McAlpine Bt., FRSE, FCIT, FRSA; Richard Hardy

LECTURE PROGRAMME

The next talk will take place on Monday, 10th April and will be given by Noel Hartley, Rail Operations Manager at the NRM. He has been fully engaged with the main-line activities of *Flying Scotsman* as the owner's representative on the locomotive. You may have seen him in the BBC TV programme of a run of the locomotive along the Severn Valley Railway last September which was broadcast over the Christmas period. Noel will give us the inside story of the locomotive's tours last year. It's likely to be a very interesting evening, so don't miss this opportunity to hear about the Museum's current flagship.

Thanks to our Chairman, James Baldwin, we now have a full programme of talks lined up for the Autumn. We start on 11th September with Andrew Goodman of Moveright International, which is well known for transporting heavy loads, including heritage and modern railway locomotives. The talk is called "I moved

it my way" and is a collection of stories and anecdotes about moving "the odd, the awkward and the difficult" around the world over the last 35 years.

On 9th October, Murray Brown of the Deltic Preservation Society will describe "40 Years of Preserving the legendary Deltic", covering the life and times of one of Britain's most successful preservation groups.

The talk on 13th November will be given by Chris Austin, OBE MA FCILT, who retired in 2009 as Head of Public Affairs for ATOC after 42 years in the railway industry. He is currently secretary of the All Party Parliamentary Group on Heritage Railways, chairman of the West Somerset Steam Railway Trust, and chairman of the Infrastructure and Networks Group for Railfuture. His talk is titled "Disconnected! Broken Links in Britain's Rail Policy", and draws on the book he published in 2015 jointly with Lord Faulkner.

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AT THE TOSS OF A COIN

We welcomed David Maidment on 14th November who entertained us with a review of his career.

David had railways in his blood from an early age, despite not having any relatives in the industry. He had his first footplate ride at the age of 8 or 9 at Guildford; it was No 30458, the shed pilot and he remembered burning his shins because of his short trousers. Like many others, he became a trainspotter with his trusty Ian Allan ABC. He attended Charterhouse School and found a moribund railway club, which he reinvigorated and, within a year, it had 300 members. It helped developed his business acumen - 3^d per film show, or 6^d for membership and free entry. In 1956, his final year at school, he succeeded in getting a place at London University. There was a few months spare before the start, so he applied for a works experience post with British Railways at Old Oak Common. His first job was to sort the locomotive index cards. Instead of taking the expected full day, he managed the work in two hours and spent the rest wandering around the shed to save embarrassing the mechanical foreman. While at Old Oak he had access to many interesting locos and even managed to get an official footplate pass. One memorable trip was a post-shopping test run of 6024 *King Edward I* to West Ealing and back, during which they reached 70 mph. Another footplate tour was on 7001 *Sir James Milne* taking the morning train to Gloucester and was even allowed to fire it. On these trips there usually needed to be an inspector with him, but on one trip with 6015 *King Richard III* to Wolverhampton there wasn't one available at Paddington, but they left anyway, and he did the same back on 5032 *Usk Castle*.

While at London University he read German and specialised in 12th century

German poetry. However, this didn't mean he lost his interest in railways, quite the reverse. With an annual season ticket in his possession, he enjoyed the daily commute from Woking to Waterloo, all by steam haulage. His course required that he did a lot of reading and what better than to travel up and down on the line several times a day to support his studies. The regular engine was a *King Arthur* class, and David clocked up 59 runs behind 30777 *Sir Lamiel*. The fastest run, however, was behind 30794 *Sir Ector de Maris* which managed the down trip to Woking in 25 $\frac{3}{4}$ minutes.

On leaving university in 1960, he joined British Railways but a fortnight later was made redundant from his first post. He was re-assigned as a junior clerk to process guards journals, to identify if trains required additional coaches. He found that the Cornish Riviera regularly was overloaded, so arranged to add one coach. The result - a train of 11 "chocolate & cream" plus one crimson. He was summoned to see the general manager at 2pm!

In Autumn 1961 he moved to traffic management and started a three year course. The first year was to get familiar with the various passenger and goods jobs around the Western Region. For loco depot familiarisation, he returned to Old Oak Common, where the workers welcomed him back. He quickly got a driver's route-learning pass for 3 months and shudders to think how many hours he clocked up. One of his first runs was with 7013 *Bristol Castle* on a local passenger service. He started well but at the first stop only managed to get one coach on the platform, then three on the next, before the driver gave him a bit of advice. On another run with 7911 *Lady Margaret Hall*, on the Oxford to Paddington service, he was going through Southall at

70 mph when he got coal dust in his eyes. He had to spend 4 hours in A & E at Paddington and ever since has worn goggles when on the footplate. He got some experience in "rough riding" when he took the 7:30 departure from Penzance to Manchester, hauled by a *Royal Scot*; anything above 50 mph and he was thrown across the footplate.

After one year working in London division, he moved to the Welsh division. His first job was to shadow a clerk - hardly inspiring. The divisional manager finally took pity and sent him as deputy station master to a small station whose staff only spoke Welsh (as a challenge for his language skills?). The final year of the course was as supernumerary across the division. This included a period as assistant station manager at Plymouth and, for the last three months, as relief station manager at Gillingham in Dorset, with four stations under his control. He regularly travelled between these stations as part of his duties. The worse runs were on the local school trains, which took 79 minutes for a 20 mile run, involving 15 minute station stops, not just to herd to recalcitrant boys, but to shunt milk wagons and load watercress.

After the training, he and a fellow trainee were told to report to the divisional manager at Cardiff. They were offered a choice of two jobs - and decided between them by a toss of a coin. He therefore found himself at Aberdare Yard, with 70 operating staff. He had fond memories of the area, including playing cricket with the local team when there was a call out to deal with a derailment - no time to change, so he turned up in "whites". He then moved to Bridgend as area manager. An immediate problem was to sort out the poor lighting at Nantyllyffyllon station. The reason? The locals had been pinching the wicks from the oil lamps! Another incident was when a train hauled by a

class 33 diesel ran away due to a broken coupling. It went round a curve limited to 5 mph at 60 mph; rumour had it, on two wheels!

He was then sent on the middle-management course at Derby followed by the senior management course at Woking. He was young at 35, but was not the youngest; that accolade went to Chris Green who was only 29. One of the exercises was to work out new plans for freight yard working to cope with the rapid closure of lines (this was the mid 1970s). They decided to focus on parcels working, but their plans were scuppered when the mail-order companies decided to stop using rail at all.

Following the course, he went into management services for a four-year spell. During this time he had many meetings with Sid Weighell, leader of the NUR. One such, was to find ways to increase productivity. A proposal was prepared in 1980/81 for major changes, including single-man working with which Sid agreed - mainly because the savings in staff came from a different union membership!

In 1982, he was offered the post as Chief Operations Manger for London Midland region. This was a fascinating time. Each Monday afternoon they had a "prayer meeting" to consider problem areas. He had 25,000 staff under his control and a budget of £35M. During his time there, he had to deal with the accident at Linslade Tunnel, and the test runs of the APT. On the latter, staff were initially very impressed especially with the 3 hr 52 min journey time from Euston to Glasgow, but the over-publicised problems resulted in its withdrawal and scrapping - a great pity. David also supervised the CEGB test crash of a "Peak" diesel-hauled train at 100mph into a nuclear flask - very spectacular! While the loco disintegrated, the last three Mk 1

coaches of the train only suffered five broken windows [and the flask had a slightly bent fin and scratched paint - editor]. David also oversaw the electrification of the Bedford to St Pancras (Bed-Pan) line, resulting in 92% right-time arrivals compared with the previous 27% for diesel haulage. When the Royal Train worked in his region, he travelled in the "officers saloon" previously used by Winston Churchill [now at Butterley]- however, he had to borrow a bowler hat to do so! He also looked at experiences of railway operators overseas, travelling to German in order to compare activities aimed at improving train punctuality and avoiding failures. As a result of this work he became the Board's Reliability and Performance Manager, developing the application of Total Quality Management

within BR. The Clapham accident had shown that safety management was too reactive to events, and the TQM approach changed this.

When privatisation came, he left BR to set up an international consultancy based on his experience of applying TQM. As a result of his extensive travel around the world, he became aware of the problems facing children living on the streets around some of the major stations in the world. This led him to establish the Railway Children charity, something which now keeps him occupied following his retirement from the railway industry.

His book, *The Toss of a Coin*, is available from Amazon, or direct from David (for £10 incl p&p, of which £3 is donated to the Railway Children charity) - see <http://www.davidmaidment.com/writing.htm>

BRITAIN ON FILM

Our March evening meeting was something a little different - a collection of archive railway films from the British Film Institute (BFI), supplied on loan by the Independent Cinema Office (ICO). The 80 minute presentation comprised eight films covering 72 years of railway history.

Conway Castle 1898, colour-tinted, silent, 2 mins

A "phantom" train ride through the castle arch and station. Each frame had been individually hand-tinted and, while there wasn't a train in sight, the photography of scenery, castle, station building and even signalling, were impressive considering the early date of the film.

Kiss in the Tunnel, 1899, monochrome, silent, 2 mins

This is the earliest edited film in the BFI collection. Tame by modern standards (but appropriate for showing in a church!), it did include some sequences of GWR trains entering, an leaving, a tunnel.

Pathways to Perfection, 1937, monochrome, silent, 18 mins

This mini-documentary was probably made as a tourist promotional film for US audiences. It shows the major express trains of the Big Four railways of Britain. The LMSR "Royal Scot" is shown hauled by 6201 *Princess Elizabeth* leaving Euston and travelling through the Midlands to Scotland. The LNER is represented by a run of 'Flying Scotsman', hauled by 2507 *Colombo*. It includes interesting shots of Newcastle and Tyne crossing, as well as the Royal Border Bridge at Berwick. The GWR example was "The Cornish Riviera Express", hauled by an anonymous King, with shots of Dawlish and the Tamar Bridge. The Southern showcased the "Golden Arrow", hauled by 855 *Robert Blake*. There were some interesting shots of it approaching Dover under the cliffs and included a closing sequence showing the connecting cross-Channel ferry heading off to France.

Railways Today from “Life March of Time No 1”, 1947, monochrome, sound, 15 mins

This mainly covers US railroads and their attempts to retain their passenger business, against bus and airline competition. The latter had their own interesting innovations such as drop-tanks for luggage! The film includes shots of a 4-4-4-4 express locomotive on the New York Central, Diesel-hauled streamliner trains, and the Chesapeake & Ohio cinema train. Other innovations were being introduced at the time including the development of coal-fired gas-turbine locomotives [not successful], and automatic freight handling [very successful]. It ends by looking at UK progress with the coming of nationalisation, electrification of Sheffield-Manchester line, development of new locomotives and the rebuilding of the system after the war-time damage. It was surprisingly up-beat about the UK activities, seemingly almost envious!

Elizabethan Express, 1954, monochrome, sound, 20 mins

This classic film follows the run of 60017 *Silver Fox* from London to Edinburgh with the rhyming narration (love-it or loath-it!). Unlike many other films (especially modern ones!) the continuity is impeccable – 60017 is seen departing Kings Cross, at various points along the line, and arriving at Edinburgh Waverley being greeted by the station master (“his topper is proper!). Not a cutting-room change of engine anywhere.

Let’s Go to Birmingham, 1962, colour, sound, 6mins

Paddington to Birmingham at 900 mph on the Blue Pullman, via Leamington Spa! The shots of the driver entering his pristine cab, makes him look more like an ice-cream salesman, but the views of the line shows just how much of an impact

this futuristic train must have made against the general work-a-day grime. The sound track (Paganini’s “Moto Perpetuo”) matches the images perfectly, even down to the cuts as the train enters and leaves tunnels, bridges and stations. The sound even stops at the point when the signal holds the train on the entry to Birmingham, just to emphasise the frustration!

Snow, 1963, colour, sound, 9 mins

This avant-garde film show how the railways coped with the severe winter that year. The film had an Oscar nomination for its editing, which includes very rapid inter-cutting towards the end to give the feeling of urgency. The accompanying electronic music, by Jonny Hawksworth, was also very advanced for its period. A wide range of steam and Diesel locomotives feature in the film as well as the tough work which the BR employees were doing to overcome the difficulties.

Railways for Ever, 1970, colour, sound, 7 mins

How better to finish than with a film by Sir John Betjeman, celebrating and lamenting the changes on the railways. There are shots of the “15 Guinea Special” hauled by *Oliver Cromwell* over the Settle and Carlisle, as well as things which are coming - modern electric trains - and things which have passed – the Euston Arch.

The ICO asked that the audiences complete a questionnaire at the end of the show. I’m pleased to say that we got a very good response, both in terms of the number of forms completed, and the reaction to the show. As a result we will investigate having more archive film shows in the future, assuming we can source good material.

ANNUAL GENERAL MEETING AND NEW YEAR SOCIAL

This year's event was held on what turned out to be a most unfortunate day. On the preceding Thursday, the unions called a 24 hours strike for Monday 9th January, which closed all the central London Underground stations. While extra buses were put into service, they couldn't make much headway as the whole of central London became grid-locked. To add to the chaos, rain was falling, sometimes torrentially. It was amazing, therefore, that we managed a turnout of 18 people – our thanks to all who made the effort.

The formal business was led by our chairman, James Baldwin, who gave a presentation of the activities over the past year – not surprisingly, much of this focussed on the Group's work in connection with *Flying Scotsman* during its travels in the south, from the inaugural Kings Cross to York run on 25th February 2016, to the major event at Tyseley in mid September. James gave a presentation of these events using some impressive photographs, including some of the dignitaries who travelled on the Inaugural run.

He paid tribute to his predecessor, Ian Harrison and his long support for the Group in generating funds, including his latest print of a commissioned painting by Philip D Hawkins, "The White Rose", featuring the prototype Deltic, J52 and A4. The sale of these prints has already provided a donation of £720 split equally between FNRM (SoEG), The Deltic Preservation Society and the Sir Nigel Gresley Locomotive Trust Ltd.

Roger Smith presented the draft annual accounts, showing that in 2016 the Group

had generated sales of over £21,000. The surplus from this, after making allowance for our direct costs, is over £19,000, and goes into the FNRM Enterprise trading fund. This avoids the possibility that FNRM, as a charity, breaks the Charity Commission rules on trading. FNRM Enterprises, as a separate limited liability company, is not tied by these restrictions, but its articles of incorporation require it to donate all its trading surplus to the FNRM charity. A proportion of this is allocated to the SoEG reserves reflecting our share of the trading activity during the year. We can therefore expect to see a sizeable increase in our reserves, which already stands at £27,366.

Our next challenge will be to see how the Museum wants to use this money on its projects. Discussions are already in hand and we will let you know the proposals shortly.

We had a run-down on the publicity, and sales activities from Mel Draper and Tom Kolisch, including the web-site, which Tom will be taking over, and the planned sales stand and Scotsman tours (see separate articles).

The formal end of proceedings was the election of committee members; Alan Gosling was re-elected, and Tom Kolisch and Philip Brown joined the committee to replace Ian Harrison and Les Butler.

Bearing in mind the travel chaos outside St Paul's meeting rooms, we decided to curtail the social gathering, but not without enjoying at least some of the food and drink – the remainder was left in the church fridge for consumption by the staff and congregation the following day.

SWANAGE RAILWAY'S "STRICTLY BULLEID" GALA

As 2017 marks the 50th anniversary of the end of steam-hauled passenger services on British Railway's last stronghold of steam, between Waterloo and Weymouth, it is not surprising that this is being marked by events on preserved railways, and with main line steam charters.

Between March 31st and April 2nd, the Swanage Railway held its contribution to the celebrations, in the form of its "Strictly Bulleid" Gala. With 5 Bulleid Light Pacifics (3 "As Built" and 2 "Rebuilt", these being 34046 (as 34052), 34053, 34070, 34081 and 34092), plus the Railway's Standard 4MT 2-6-4T in action, the event was always going to be well-attended, and it was; how long since 5 Bulleid Pacifics have been in action at the same time, in the same place?

I went to the Gala on the Friday, on the basis that it would be the quietest of the 3 days. Relatively, it probably was, but on the 1st "down" train to Swanage, it was "standing room only", and through the day most trains were pretty busy. I overheard some staff saying "If it's like this today, we'll be under real pressure over the weekend". Certainly, the car park at Norden was full by mid-morning. Whilst the Standard 4MT was acting as Station Pilot at Swanage, the Bulleids were providing motive power for



34053 "Sir Keith Park" waiting to leave Swanage with the 14.32 freight to Corfe Castle

3 rakes of passenger stock, plus a freight train. Passenger trains were running beyond the normal terminus at Norden, to the bridge over the River Frome, about ½ mile short of Worgret Junction, and Network Rail territory. Over this stretch, trains were "top and tailed", and this gave the opportunity to rotate engines and carriage rakes. Freight turns were primarily between Swanage and Corfe Castle, with engine changes happening outside Swanage Station, the cause, I suspect, of the passenger service slipping behind its timetable of a train every 40 minutes.

With sunshine for virtually all the time that I was there, on the Region where my interest in railways blossomed, it was a splendid way to start my celebration of this 50th anniversary.

Roger Smith



34092 "City of Wells" at Norden, having come off the 15.40 River Frome Bridge to Swanage, the train engine was 34081.



34046 "Braunton", posing as 34052 "Lord Dowding", hauling the 15.40 Swanage to River Frome Bridge, between Corfe Castle and Norden

FNRM 40th ANNIVERSARY DINNER

Those of you with long memories may recall that the Friends was established two years after the NRM opened its doors at York. A bit of arithmetic will lead you to the fact that the charity it is now 40 years old. To celebrate, a dinner is to be held at the NRM on the evening of Saturday 16th September. Details will be published in the next edition of the Review.

For those of us living some distance from York, this will require an overnight stay.

So our new Outings Coordinator, Philip Brown, has been looking at whether it would be possible to organise something for South of England members to make a weekend of it.

Details are still being formulated, including trying to secure reasonably priced accommodation - York hotels seem to be competing with London on which can charge the most! Philip's current working outline, however, is:

Saturday 16 th September	travel to York in the morning (make own arrangements) Buffet lunch at the NRM Behind the Scenes tour of the Museum - which part(s) depends on who is available from the Museum to act as guide, but the Art collection or Search Engine archives could be possibilities. Check-in at hotel and change Evening Dinner
Sunday 17 th	special coach to NYMR or other heritage railway, to include buffet lunch Afternoon return to York to catch trains

Total cost, including hotel, lunches, coach and heritage railway train, will be circa £200 per person (sharing a twin room).

If you are interested, please get in touch with Philip (preferably by e-mail), contact details on back page. It is important that

you make contact soon, even if it is just to express a general interest, as the sooner Philip get an idea of the numbers (and whether you need a single or twin room), the sooner (and cheaper) he can negotiate hotel prices etc.

OUTREACH ACTIVITIES - LAND AND TRAIN

Our successful 2016 season finished with at the Warley model railway exhibition, NEC, on 26th to 27th November, which, as usual, was busy. We were ably assisted by local members Jan Gillett and Nick Higton. The 2017 season started with a visit to the one-day East Bedfordshire model railway exhibition at Biggleswade on 18th February, when we were helped by new member, Sandra Pocknell. The West Midlands team were out in force on 4th and 5th March when we returned to the Leamington Spa College for the Leamington and Warwick model railway exhibition – our thanks to Chris Mew,

David Evans, Jan Gillett, Terry Phillips and Peter Bullock for their invaluable help. The big show in London, at Alexandra Palace, followed on 25th and 26th March, where long-time member Charles Firminger, joined the team.

The sales line which is proving popular is the new FNRM “Train of Hope” book which deals with the history of ambulance trains. You will recall that Dr Brian Robertson gave us a talk on this subject in September last year, and Brian has contributed to the new book. At only £6 for 64 pages of definitive narrative and informative photographs, it's a real snip

and is going fast. So pick up a copy at our evening lectures or sales stand, or by mail order from the FNRM shop. (or buy something!) you are always welcome. Two events which are coming up shortly are:

29 th April – 1 st May:	Cavalcade of Historical Transport and Country Fayre, Rushden, Northamptonshire, which is an outside event in, we hope, the wonderful Spring sunshine!
6 th May:	South West Herts model railway exhibition at Queens School. Bushey.

Flying Scotsman will be starting its visits to the south on 13th April when it arrives by rail to the Bluebell Railway for a week's visit. We are not attending with the sales stand, though, as the the Railway will be selling our product lines via supplies from FNRM York. We are, though, planning for the subsequent tours and visits. Events which are currently scheduled are:

29 th April	Kings Cross to York
19 th May	Shrewsbury to Cardiff
19 th May	Newport – Bristol round trip
23 rd May	Newport to Bristol to Minehead
23 rd May	Minehead round trip
26 th May	Bishop Lydeard round trip
31 st May	Salisbury round trip
31 st May	Salisbury to London
3 rd June	London Victoria round trip
6 th & 9 th June	London Paddington round trip

Following these tours in the south the locomotives returns north, though it will be coming back to the south in the autumn. Details are still to be confirmed, but it is possible it will spend time at Didcot Railway Centre. If you want to help with any of these sales activities, get in touch with Mel Draper for the exhibition events or Tom Kolisch for the *Flying Scotsman* events, contact details on the back page. Your help will be greatly appreciated - and its good fun!

THE HISTORY OF THE PULLMAN CAR

On 13th February we welcomed Mike Hudson, chairman of the Pullman Society. He started with a quick review of life of George Pullman whose business career began by moving wooden buildings during the construction of the Erie Canal and the rebuilding of Chicago. At that time railways were only just starting, but in 1857 he, and a partner, got a patent for wooden-built railway cars. This was probably not the ideal time to start a business, bearing in mind the civil war. However, with the war coming to a close, he went to Colorado and created the first "real" Pullman sleeping car. His company also gained publicity by providing a car for Lincoln's funeral train. The cross-continent service began in 1869 and he provided the cars for the Union Pacific's service. In 1870 he took over the Detroit Car Manufacturing Company, greatly boosting his manufacturing capacity. There were other saloon and sleeping car manufacturers, but the Pullman car company gradually became pre-eminent. Since that time, Pullman cars have worked all over the world, gradually becoming more comfortable and, as a result, heavier. It was only in 1969 that the Pullman Car Company ceased

production in the USA.

We then turned to look at the British experience. This originated with a visit by the chairman of the Midland Railway to the USA in 1872, during which he met George Pullman. The following year, a proposal was put to the MR board that the company should employ Pullman cars. The first car arrived in 1874 and is still in existence. Close on the heels of the MR, 1879 saw the Great Northern obtain Pullman cars for their prestige services, and in 1893 the LSWR introduced its Pullman service. The operation of the on-board services was the responsibility of the British Pullman Company, which in 1907 was bought by Delbie. They continued to provide Pullman Car Company services until 1977 with catering rights on other service trains. W H Smiths had the sub-contract for periodical sales to Pullman car customers. In total 500 Pullman cars were built for service in the UK. Of these 100 are still in existence, many having been used for other purposes following withdrawal, e.g. as camping coaches or even parts of houses. Mike then used photographs of some of these to illustrate the development of the design in Britain. We saw examples of early cars used on the 1908 Southern Belle, and a 1914 observation car built for the Caledonian Railway. On the SECR, the narrow loading gauge required narrow coaching stock, and six such Pullman cars were built, two still being in existence on the KESR. In 1922, the GWR tried a 3rd class saloon on the Torbay Express for two seasons - it must have been a success as they went on to build their own versions. The GER used Pullmans on the Harwich service; Car 48, a 3rd class saloon, was built by Clayton's of Lincoln, and was later transferred by the LNER for the Harrogate Pullman.

After WWI, the Pullman Company

snapped up surplus ambulance trains and converted them for Pullman use. Preston Park, which was located in a triangle of land, became the headquarters for the Company but most cars were built by contractors. In 1923, car Iolanthe was built for service on the GNR (LNER). Car 79 of 1928 was the first all-steel 2nd class saloon. With the expanding SR electrification to Brighton in 1933, three five-car sets were built for the service. Pullman cars were also used in Ireland; the Great Southern Railway had four cars for use on the Dublin to Cork service.

We then looked at some of the Pullman train services, especially post WWII.

The Devon Belle operated from 1947 to 1954, with Cars 13 and 14 providing the observation saloons; Car 13 is currently on the Dartmouth Steam Railway.

The Bournemouth Belle worked from 1936 to 1967. It was briefly worked by Britannia locomotives, and even the prototype Diesels 10000/1, 01021/2/3. The strangest picture of it, though, is a Q1 hauling the stock between Clapham and Waterloo.

The Kentish Belle ran from 1948 to 1959, being withdrawn when electrification was introduced and the Thanet Belle was another short-lived service, unlike The Golden Arrow. The latter had been introduced in the 1920s, and in the 1950s two Britannias were stationed at Stewarts Lane especially to haul the service. At around the same time, the Birmingham Carriage and Wagon Works built a batch of new cars for the service. Pullman cars were also used on The Cunard special boat trains working to Southampton and on The Night Ferry, one of the heaviest trains operated on the Southern.

At the other side of the Channel, Chapelon Pacific locos took over the hauling of the Fleche d'Or and other linking services. Pullman services were not as well established on the continent as

in Britain, although about 200 cars were employed by the Wagons Lit Company.

On the East Coast, there were the Yorkshire, Tees-Tyne, and Harrogate Pullmans, the latter being extended to form the Queen of Scots.

Pullman cars have often been employed during state visits and, of course, saw use on funeral trains, including that of Winston Churchill, all the cars of which still exist.

In 1960, 24 all-steel cars, based on the BR Mk 1 design, were built as Pullmans and used on the prestigious East-Coast services, and the Blue Pullman Diesel train was also introduced in 1960 with twelve cars for the Midland service and 24 for the Western. The Pullman coat of arms needed modification in order to fit on these coaches - in effect becoming

squashed.

The British Transport Commission gradual took over responsibility for all BR Pullman services from the company; a farewell dinner being organised by the latter on 22 November 1962. Initially, the BTC operated services as a separate division within BR, but gradually it lost its distinct identity and livery. The final Brighton Belle ran on 30 April 1972; 14 of the 15 cars built for the service still exist. Meanwhile electrification of the West Coast line saw the demise of Pullmans on that route, and on the East Coast, the coming of the HSTs led to the end to Pullman services there.

In the USA, the older Pullman stock was withdrawn by Amtrack, but sleeping cars still exist, and one is even named 'George M Pullman' - so his spirit still lives on.

END OF THE LINE

It is with mixed feelings that I tell you that this will be the last South of England Group (SoEG) Briefing. The original intention of the Briefing was to provide current information on the activities of the group through a newsletter which appeared between the regular FNRM Reviews, telling you about forthcoming events, including changes, as well as provide more detail than was possible in the limited space available within the Review. However, due to my other commitments, it has become more difficult for me to prepare articles, edit, print and distribute the publication as quickly, or as often, as I would like, or as is required.

We have therefore arranged with the FNRM publication editors that we will have a larger space within the Review to cover our activities. Whilst you will miss the mid-session Briefings, it means that the Group will get wider coverage amongst the FNRM membership. I am certain there are FNRM members who would take part in our activities who are

not on our local mailing lists.

Chris Heaton has agreed to pick up the editor pen (or keyboard) from me in the preparation of the extended SoEG entries in the Review. We will still have the SoEG web-site, which will provide up-to-date information on events, changes, reports on lectures etc. Tom Kolisch is picking up the post of web-master from me and aims to re-invigorate the site, something I'm conscious I've let lapse.

I hope you have enjoyed this, and the preceding 82 editions of the Briefing, stretching over the last 22 years - the first edition came out in January 1995. The more recent past editions are on our website for you to download, and the first 61 editions are available from me on a (free) archive CD, should you feel the need to wallow in nostalgia.

I'm not dropping from the scene by any means. I'll still lead our outreach sales work, serving on FNRM Council, running the AV system at the lectures, etc. Quite enough to keep me busy!

Mel Draper

FORTHCOMING EVENTS

11th September 2017

I Moved It My Way *Andrew Goodman*

Moveright International

Stories and anecdotes about moving "the odd, the awkward and the difficult" around the world over the last 35 years

9th October 2017

40 Years of Preserving the legendary Deltics

Murray Brown

Deltic Preservation Society

The life and times of one of Britain's most successful preservation groups.

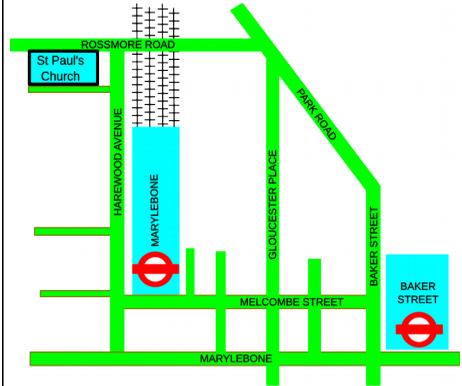
13th November 2017

Disconnected!

Broken Links in Britain's Rail Policy

Chris Austin, OBE MA FCILT

Secretary Heritage Railway Association's
Legal & Parliamentary Affairs Committee



St Paul's Church on the west side (Paddington direction) of Marylebone station, about 200 yards up Harewood Avenue, left onto Rossmore Road, and about 50 yards on the left. Bus numbers 189 (Oxford Circus – Brent Cross) and 139 (Waterloo – West Hampstead) stop outside the church entrance. The nearest tube station is Marylebone Station.

There is a collection to help cover the cost of £3 per head - tea or coffee included, guests are welcome. Doors open at 18:15 and meetings finish 20.45.

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