

The New "Golden Arrow"

A NEW set of ten Pullman cars has been running between Victoria and Dover since June 11 on the "Golden Arrow" London and Paris service. The train comprises three first class parlour cars, one first class parlour and bar car, three first class kitchen cars, one first class brake, one second class parlour car, and one second class brake. Accommodation is provided for 184 first class passengers and 78 second class passengers.

The construction of seven of the new Pullman cars was first mooted in 1938, when an order was placed with the Birmingham Railway Carriage & Wagon Co. Ltd., and a large amount of preparatory design work was carried out. The project, however, was held up until circumstances made it possible to recommence work in 1949. It was decided that these new cars, with three built by the Pullman Car Co. Ltd., should be used to form a Festival of Britain "Golden Arrow" train, and this necessitated considerable alterations in original design.

The new "Golden Arrow" provides attractive accommodation and includes dining facilities and a cocktail bar.

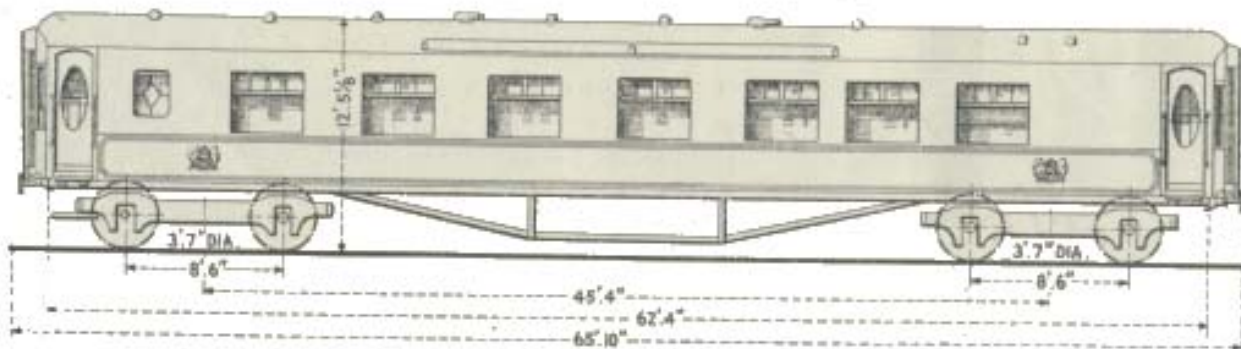
The principal dimensions and weights of the new coaches are as follow:—

Length over buffers	65 ft. 10 in.
Length over vestibules	63 ft. 10 in.
Bogie wheel base	8 ft. 6 in.
Width over body	8 ft. 5½ in.
Height, rail to roof	12 ft. 5¼ in.

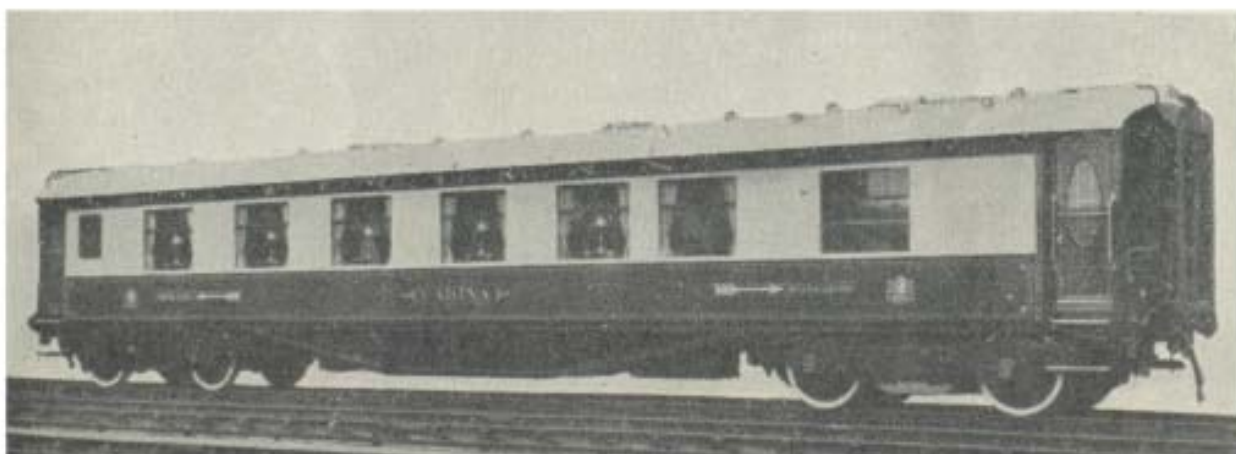
Weights estimated			
Parlour car	39 tons	18 cwt.	
Kitchen car	40 tons	13 cwt.	

The underframes of the new coaches are to the design developed by the former London & North Eastern Railway, together with its type of double-bolstered bogies with a wheelbase of 8 ft. 6 in. The cars are 63 ft. 10 in. over vestibules and of strong timbered construction, well reinforced by steel truss plates and angles, and at the vestibule corner pillars by substantial mild-steel angle sections, all of which are galvanised to prevent corrosion. The bodies have straight sides and are 8 ft. 5½ in. over the panels.

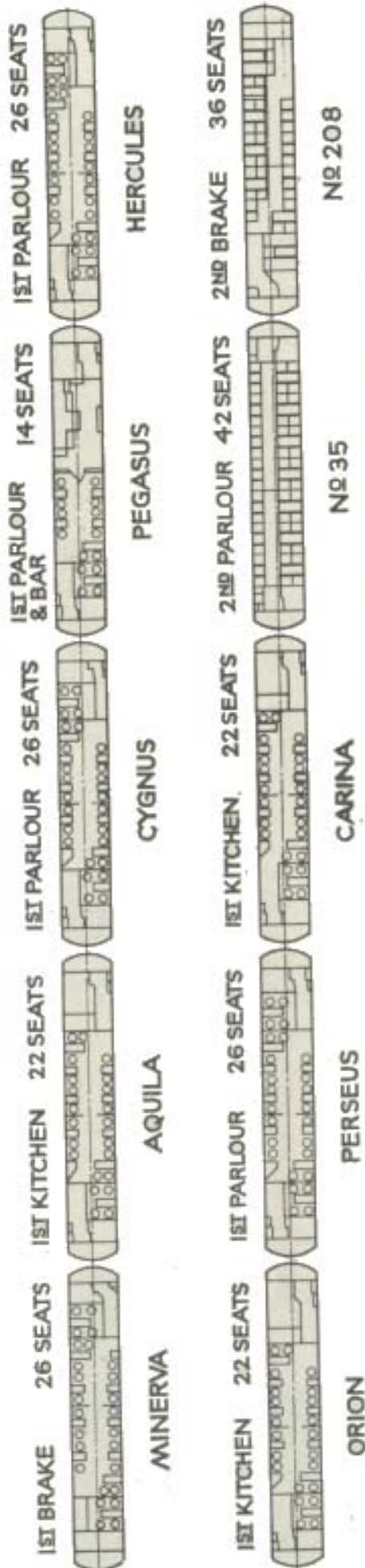
The body panelling is of 14 gauge mild



Principal dimensions of the new Pullman stock



First class kitchen car of the new "Golden Arrow"



Formation and seating arrangement of the new "Golden Arrow" Pullman train

steel, and to lessen the risk of corrosion the panels are metal sprayed with aluminium on both inner and outer faces. The main roof carlines are of mild-steel angle section, and the roof panels are welded to the carlines. To improve insulation the interior of the roof and side panels are treated throughout with sprayed Limpet asbestos, $\frac{3}{4}$ in. thick.

The main windows are double-glazed, using the latest Pilkington system which has proved successful in the Pullman observation cars. To improve the ventilation of the cars, the depth of the sliding lights has been increased, and in addition, a special design of fan air extractor has been developed and installed in the roof of each saloon. These have a capacity of exhausting 270 cu. ft. of air per min. with the train stationary.

To provide a free outlet for air being exhausted through the roof, the ventilating unit is equipped on the outside with a revolving cowl fitted with vanes, which ensure that it constantly faces the direction of the greatest wind pressure.

In the new coaches, the oval body side lights have been replaced by lights of a rectangular shape with rounded corners. For many years the oval light has been a feature of Pullman cars; it was, however, considered that the rectangular window would provide more light.

Each car has a different scheme of interior panelling and finish, and the carpets, chairs, lighting fittings, and so on have all been designed to tone with the interior decorative schemes.

The "Trianon" bar which became famous in the previous "Golden Arrow," again appears in the new train. Instead of individual bar stools, ingenious stand-up seats have been provided along the side of the bar. It was considered that the design offers additional comfort to passengers and at the same time occupies the minimum of floor space. The counter is designed with a bay portion, again primarily to occupy the minimum floor space.

Special attention has also been given to the lighting of this saloon. That portion of the ceiling directly over the bar has been moulded so that recessed lighting can be used. The principal decorations of the new bar saloon consists of two handsome aluminium plaques which formed part of the decoration of the old "Trianon" bar.

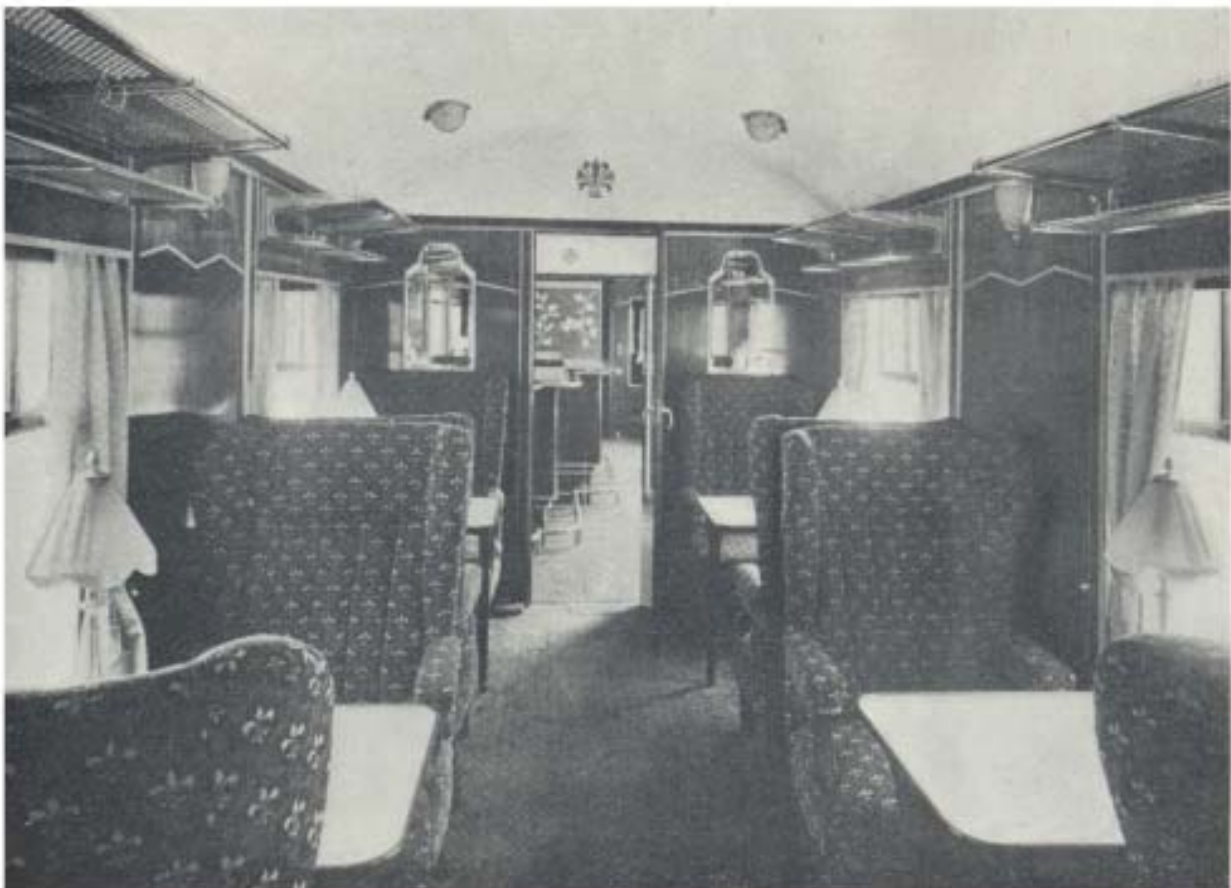
The train is equipped throughout with a public address system. An innovation on the new "Golden Arrow" is the use of Calor gas for cooking on this train. The Calor gas cylinders are housed in steel boxes mounted beneath the underframes of the kitchen cars.

The car exteriors are finished in the standard Pullman colours, cream and umber, and they will form a noteworthy addition to the Pullman fleet.

The Interior of "Pegasus"



The "Trianon" bar of the new "Golden Arrow"



First class seating accommodation in parlour and bar car