Introduction of

PULLMAN DIESEL EXPRESS SERVICES

between

WOLVERHAMPTON & BIRMINGHAM
AND LONDON (PADDINGTON)
ALSO
BRISTOL AND LONDON (PADDINGTON)

PULLMAN DIESEL EXPRESS SERVICES

THE BRITISH TRANSPORT COMMISSION, as part of the Modernisation Plan, has decided to introduce de-luxe Pullman Diesel trains between important business centres.

On the Western Region, these new trains will run between Wolverhampton (Low Level), Birmingham (Snow Hill), Solihull and Leamington Spa (General) and London (Paddington), also between Bristol (Temple Meads) and Bath Spa and Paddington. As far as practicable, their schedules have been designed to meet the travel requirements of the business executive.

Built at the Birmingham Works of the Metropolitan-Cammell Carriage & Wagon Company, Ltd., on the multiple-unit principle with diesel-electric traction, these new Pullman trains are of an entirely new design, incorporating air-conditioning and many recent technical developments in vehicle and bogie construction.

The vehicles are of the saloon, centre vestibule type, and special consideration has been given to the exterior styling and to the interior décor.

Meals and refreshments will be served throughout the trains, to the traditional high Pullman standards.

Details of the different cars are as follows:

End Cars

Type—Motor Car, containing Driver's Compartment, Engine Compartment, Generator Compartment, Guard's Compartment, Passenger Saloon.

Seating—18 Second Class.

Dimensions—Length over body ends 66 ft. 5½ in.
Bogie centres 46 ft. 6 in.
Bogie Wheelbase 9 ft. 6 in.

Traction motors are fitted to the bogies at the opposite end of the vehicle to the Driver's Cabs.

2nd and 7th Cars

Type—Parlour Car (*Second Class*) containing Passenger Saloon, two lavatories, luggage space.

Seating—42 Second Class.

Dimensions—Length over body ends 65 ft. 6 in.
Bogie centres 46 ft. 6 in.
Bogie Wheelbase 8 ft. 6 in.

Traction motors are fitted to the bogies adjacent to the motor cars.

A Rolls-Royce auxiliary diesel engine, driving a Stone's alternator is mounted on the underframe of each of these cars. This equipment provides the power for the air-conditioning, heating, lighting and 24v. battery charging, etc., on the whole train.

3rd and 6th Cars

Type—Kitchen Car, containing Passenger Saloon, pantry, kitchen, staff compartment, lavatory, luggage space, staff lavatory.

Seating—18 First Class.

Dimensions—as Second Class Parlour Car.

4th and 5th Cars

Type— Parlour Car (*First Class*), containing Passenger Saloon, two lavatories, luggage space.

Seating—36 First Class.

Dimensions—as Second Class Parlour Car.

Total length of train over buffers 545 ft. 1 in.
Total First Class seats 108
Total Second Class seats 120.

Details of Power Equipment

Main Engines (2)—1,000 H.P. 12 cylinder N.B.L./M.A.N. Diesel.
Main Generator(2)—G.E.C. Type WT.882.
Traction Motors (8)—G.E.C. Type WT.361.
Air Compressors (2)—Westinghouse D.H.C.5 Motor Driven.
Auxiliary Engine (2)—Rolls-Royce 8 cylinder Diesel.
Auxiliary Alternator (2)—Stone's 133 KVA, 400V, 3 phase 50 cycles.

Every vehicle in the train is of all-steel welded construction, the trailer cars being designed on the stressed skin principle, whilst the power cars have box girder type underframes. These underframes are fabricated throughout from steel plate welded together, the whole frame being made in several parts which were stress relieved prior to the final assembly of the frame.

The bogies are also of welded construction, the tubular frames of the leading and motor bogies being fabricated from special steel pressings.

The Westinghouse Self-Lapping Electro-pneumatic Brake with Speed Control

The brake combines under the control of a single handle, the following:

(*a*) The Electro-pneumatic brake, which is an electrically controlled compressed air brake giving simultaneous and uniform application and release on all vehicles in the train.

(*b*) The Automatic brake providing emergency application of the brake by either the driver, guard or passengers, or if the train should part.

(*c*) The High Speed brake, which is an automatic feature superimposed on the Electro-pneumatic and Automatic brakes, permitting retardation from a high speed to be maintained during a stop, at rates nearer the safe limit of adhesion than would be possible with a single stage brake, by making available higher brake forces at suitable speeds.

Air Conditioning System

The passenger saloons of all cars in the train are fitted with a fully comprehensive air-conditioning system.

This system controls the temperature and humidity within established comfort limits regardless of outside conditions, supplies

the correct amount of outside air, ensures that the distribution of air inside the coach is controlled and draught-free, and eliminates dirt and dust both of external and internal origin.

The advantages to the passenger are that the atmosphere inside the train is always draughtless, clean and comfortable; the upholstery, fittings and service appointments are always clean, and the heat insulation of the sealed vehicle results in effective insulation against external noises.

These conditions are achieved by a refrigerating and heating installation in each car which can be accurately controlled within a range to suit the detailed requirements of the particular service.

Air cooling and dehumidification are accomplished by means of a mechanical refrigeration system. The compressor and condenser units of the system are mounted on the underframe of the cars and the evaporator units are mounted in the car ceiling. Heating is achieved by means of electric heating elements at floor level, and in the air-conditioning unit in the ceiling.

The temperature conditions within the car are thermostatically controlled, the transition from operation of cooling to heating equipment or *vice versa*, being automatically effected. Three different temperature settings for heating and cooling are provided which the attendant can select by a manual control switch within the car.

Circulation of air in the car is created by centrifugal fans in the ceiling mounted air-conditioning unit. Outside and re-circulated air is drawn through filters, mixed, passed over the cooling coils of the refrigerating equipment, then over a group of electric heating elements and finally into the air delivery ducts, from whence it is delivered into the car.

If cooling is called for the refrigeration equipment is made active, this also having the effect of condensing out excessive moisture in the air supply. If heating is required the electric heating elements are made active, supported by the electric elements fitted at floor level.

The necessary power to operate this equipment, and also the fluorescent lighting fitted to all passenger saloons, is provided by one of the auxiliary generating sets mounted under the Second Class Parlour Cars. This power is passed down the train by means

of heavy jumper cables between coaches. In normal weather conditions the auxiliary engines at each end of the train will be used separately on alternate journeys, but in extremely cold weather both sets can be used, the second set providing additional floor heat.

When the trains are standing in terminal stations an external supply will be connected to the train by means of the jumpers to avoid running the auxiliary engine. This is to obviate the inconvenience which would be caused to passengers on the platform by the noise of the auxiliary engine running in a confined space. The supply will be disconnected and the auxiliary engine started shortly before the train is due to leave.

Details of Colour Schemes, Fittings and Finishes

Exterior

The bodyside and end panels are painted Nanking Blue (Medium Blue); the roofs are grey; the windows are secured by black rubber mouldings and the window surrounds and the spaces between windows are painted white, forming a continuous white panel on each vehicle. The word "Pullman" is painted below this panel at the end of each of the trailing vehicles, and at the non-driving end of each power car. The Pullman coat-of-arms is shown on the white panel above these inscriptions. The bogies are painted black, whilst the underframe and the equipment mounted on the underframe is painted aluminium.

The train name and destination stations are displayed on roller blinds through glazed panels let into the bodysides of each end car, the mechanism being operated from inside the Guard's compartment.

Interior

All passenger saloons throughout the train, both First and Second Class, are of the centre corridor type, tables are fitted between opposite facing seats, two seats being situated on one side of the gangway and single seats on the other side. Each set of seats and tables is positioned centrally against a large window, giving all passengers an unrestricted view.

Individual aircraft type seats are provided in both classes, tip-up seats being fitted to provide easy access. Controls are fitted in the arms of the seats in the First Class saloons to adjust the angle of the seat back, and to allow the whole seat to be moved forward for

dining. All windows are double-glazed to prevent condensation, heat losses, and to provide sound insulation. Small Venetian blinds are fitted between the two sheets of glass, and these blinds can be raised, lowered, and the angle of the slats adjusted by the passengers by means of small control handles fitted at the sides of the windows. Press buttons are also fitted below each window to enable the passengers to call the attendant. Operation of these buttons illuminates a green indicator light over the appropriate table, and also an indicator in the corridor of the Kitchen Car. The lights can be cancelled by the attendant by the operation of a button fitted on each table leg. Modern table lamps are also fitted to each table and passenger switches are provided for their operation.

General lighting in all saloons is provided by fluorescent tubes fitted behind a fluted perspex screen about 2 ft. wide, running along the centre of the ceiling. Metal mouldings fitted to each side of this panel conceal the air delivery ducts through which the air from the air-conditioning unit is passed into the saloon.

Loudspeakers connected to the public address system are placed behind grilles which are spaced out along one side of the ceiling above the parcel racks. This system is wired to a central control point, from where the Conductor will make any announcements to the passengers.

Solid parcel racks run the whole length of the vehicle and small circular incandescent light fittings are provided on the underside of the rack over each table. The walls or body sides are covered with Lanide or Vynide (leathercloth) mounted on foam plastic, giving a luxurious padded effect. Stainless steel grilles are fitted over the electric heating elements at the base of the bodyside, padded leathercloth being fitted to the whole of the bodyside, and the lower surfaces of the parcel rack in one continuous sweep. The ceiling between the parcel racks and the lighting panels is made from a special plastic panel having fine black stripes approximately $\frac{1}{4}$ in. apart, running longitudinally on a pale grey background.

An unusual feature incorporated in the hinged doors at the end of the passenger saloons is the window in the upper half of the door. This is glazed with specially prepared glass which has alternate vertical strips of mirror and clear glass.

Overall carpets are fitted throughout, whilst the floor itself is

carried on the underframe with rubber mountings. The floor of the passenger entry vestibules at the ends of the vehicles is covered in coir matting which is carried in zinc lined wells.

The gangways between cars have been developed for air-conditioned vehicles and incorporate special rubber bellows and clipping arrangements to ensure that they are air-tight. The interiors incorporate hinged and sprung flaps covered with padded Lanide which allow the necessary relative movement between the vehicles, and at the same time always present a continuous Lanide-covered wall. The overall effect is a big improvement on any gangways on existing vehicles.

Toilets are provided at both ends of the Parlour cars, and at one end of the Kitchen cars. These toilets contain the usual fittings including a mirror with concealed lighting and a special tap over the hand-basin which will deliver a predetermined quantity of water at the temperature selected by the passenger. The interior and exterior walls of the toilets are covered with various shades of plastic panel, and the floors are multi-coloured ceramic tiles.

Opposite the toilets in the end vestibules are double-tiered slatted luggage racks made from aluminium extrusions, the front rail being rubber covered to prevent damage to passengers' luggage. The draught screen adjacent to the vehicle entry door is made from specially toughened glass.

The decorative schemes in all Second Class saloons are identical, whereas two different schemes have been used in the First Class accommodation. Details of the materials used in all schemes are as follows:

First Class
(Scheme 1)

Passenger Saloon Walls.—Lanide, french grey.

Passenger Saloon Partitions and Doors.—Rio Rosewood Veneer.

These partitions are a polished rich dark brown, and those at both ends of the Parlour Car and at the Kitchen end of the Kitchen Car incorporate brightly coloured inlaid murals of a most modern and striking design.

Carpet.—" Cortina Kingfisher " (irregular blue trace on a black background).

Seats.—The seats are upholstered in a specially woven wool/nylon fabric having narrow vertical stripes alternately red and navy blue. The seat back and arm pads are covered in grey hide, and trim is in matching grey Lanide, and the arm sides and pedestal are covered in black Lanide.

Table Tops.—Lanide, french grey.

Metal Fittings.—(Window frame, table edge, parcel rack, rack light fittings) Anodised satin finish pale gold.

Lavatories—

(*a*) Wall behind washbasin—Clover Pink Hopscotch matt plastic (small pink pattern on white ground).
Other three walls—Pale Pink Filigree matt plastic.
Outside walls—Red Tapestry design matt plastic.

(*b*) Wall opposite window—Flame Carousel plastic (small red and grey triangular pattern).
Other three walls—Grey Filigree plastic.
Outside walls—Pale Blue Tapestry design matt plastic.

First Class

(Scheme 2)

This, in general, is similar to scheme 1 but with the following exceptions: the passenger saloon partitions and doors being finished with Macassar Ebony veneer, the carpet "Cortina Cardinal" (irregular red trace on black background) and seating upholstery colours being changed to blue and navy blue vertical stripes.

Second Class

Passenger Saloon Walls.—Grey Vynide with a fine basket-weave pattern.

Passenger Saloon Partitions.—Jester pattern plastic (blue diamond pattern on white ground).

Partition Doors.—Blue-grey linen pattern plastic.

Carpet.—Devon Weave (Random Red rectangles on black ground).

Seats.—The seats are upholstered in a blue woven material with a thin vertical black stripe. The seat back and arm pads are covered in grey hide; trim in matching grey Lanide, and the arm sides and pedestal are covered in black Lanide.

Table Tops.—Lanide, french grey.

Metal Fittings.—Anodised satin finish silver.

Lavatories.—Wall opposite window—Chinese Blue Hopscotch plastic (fine regular pattern on blue/green ground).
Other three walls—Payne's Grey Filigree plastic.
Outside walls—Blue-grey, linen pattern plastic.

The pantries and kitchens, together with the corridor adjacent to these compartments are panelled in pale grey linen pattern plastic. The floors are pink composition flecked with white with a diamond pattern metal grid as reinforcement. All working surfaces are stainless steel, and most of the fittings are enamelled white.

The following equipment is fitted:

Pantry

Refrigerator.
S.S. sink unit comprising main sink, electrically heated steriliser, strainer.
Ascot heater.
Various cupboards, shelves, bottle racks, plate racks, etc.
Extractor fan.

Kitchen

Refrigerator with deep freeze capacity.
Sink unit as pantry.
Ascot heater.
Double gas stove.
Double eye-level grill.
Hot cupboard.
Racks, cupboards, etc.
Extractor fan.
Large serving hatch into corridor.

All cooking is by Propane Gas.

The interior of the Driving cabs are painted grey, with a white ceiling and black control desk.

The equipment fitted in the cab includes the following:
Adjustable seats for driver and second man.

Master controller, incorporating reversing handle and power handle.

Driver's brake controller.

Deadman's treadle under control desk.

Two warning horn controllers.

Gauges and instruments to indicate:

Brake cylinder pressure.

Main reservoir and brake pipe pressure (Duplex gauge).

Speed in M.P.H.

Generator current (Ammeter).

Western Region A.T.C. equipment modified to work with Westinghouse Brake.

Control panel on desk incorporating:

Control switch.

Engine start push button.

Engine stop push button.

Overload reset push button.

Engine stop indicator light.

Alarm indicator light.

E.P. Brake indicator light.

Auxiliary heat switch.

Switch and indicator light panel incorporating:

Instrument light switch.

Instrument lights dimmer.

Headcode light indicators and switches.

Two windscreen wipers with controls.

Loudaphone for communication with the Guard.

Handbrake with through train indicator light.

Cab heating controls including a fresh air/recirculating selector.

Indicator lights for: High speed brake and auxiliary engine shut-down.

High speed brake test button.

Electric cooker.

Hand lamp socket and switch.



First class saloon showing seat adjustment control





Second ***class*** *saloon*

Deadman's holdover button.
Three fire extinguishers.
Engine compartment lights switch.
High speed brake relay box.
Marker discs.
Fire alarm bell.
Light switch over each door.
Coat hooks.

The interior walls of the Guard's compartment are also painted grey, with a white ceiling, and the following equipment is fitted:

Guard's seat.
Guard's table.
Letter rack.
Loudaphone for communication with the Driver.
Public address equipment.
Through lights controller.
Emergency lights switch.
Electric heaters and foot-warmer.
Food warmer.
First aid and emergency tool cupboard.
Crowbar, fire-buckets, ladder.
Bell push and light switch over each door.
Coat hook.
Apparatus for operating train name and destination indicators.

The following services between Wolverhampton, Birmingham and London and Bristol and London have been selected for operation by the Pullman trains commencing 12th September 1960.

LIMITED ACCOMMODATION

MONDAYS TO FRIDAYS ONLY

WOLVERHAMPTON & BIRMINGHAM TO LONDON

Wolverhampton	(Low Level)	*Dep.*	7.00 a.m.	..
Birmingham	(Snow Hill)	,,	7.30 a.m.	2.30 p.m.
Solihull		,,	7.40 a.m.	..
Leamington Spa	(General)	,,	8.00 a.m.	2.55 p.m.
London	(Paddington)	*Arr.*	9.35 a.m.	4.25 p.m.

LONDON TO BIRMINGHAM & WOLVERHAMPTON

London	(Paddington)	*Dep.*	12.10 p.m.	4.50 p.m.
Leamington Spa	(General)	*Arr.*	1.34 p.m.	6.19 p.m.
Solihull		,,	..	6.44 p.m.
Birmingham	(Snow Hill)	,,	2.05 p.m.	6.55 p.m.
Wolverhampton	(Low Level)	,,	..	7.20 p.m.

BRISTOL TO LONDON

Bristol	(Temple Meads)	*Dep.*	7.45 a.m.	12.30 p.m.
Bath Spa		,,	*	12.45 p.m.
London	(Paddington)	*Arr.*	9.35 a.m.	2.25 p.m.

LONDON TO BRISTOL

London	(Paddington)	*Dep.*	10.05 a.m.	4.55 p.m.
Bath Spa		*Arr.*	11.40 a.m.	*
Bristol	(Temple Meads)	,,	12.00 noon	6.45 p.m.

*Via Badminton

These timings are experimental and subject to review.

FARES

From	To	First Class (Ordinary)				Second Class (Ordinary)				Supplementary Charges (single journeys)			
		Single		Return		Single		Return		1st		2nd	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Bath Spa	**Bristol** (Temple Meads)	3	9	7	6	2	6	5	0	2	0	1	0
	London (Paddington)	33	6	67	0	22	6	45	0	10	0	5	0
Bristol (Temple Meads)	**Bath Spa**	3	9	7	6	2	6	5	0	2	0	1	0
	London (Paddington)	37	0	74	0	25	0	50	0	10	0	5	0
Birmingham (Snow Hill)	**Leamington Spa**	7	6	15	0	5	0	10	0	2	6	1	0
	London (Paddington)	35	0	70	0	23	6	47	0	10	0	5	0
	Solihull	2	3	4	6	1	6	3	0	2	0	1	0
	Wolverhampton (Low Level)	4	1	8	2	2	9	5	6	2	0	1	0
Leamington Spa (General)	**Birmingham** (Snow Hill)	7	6	15	0	5	0	10	0	2	6	1	0
	London (Paddington)	27	6	55	0	18	6	37	0	8	0	4	0
	Solihull	5	4	10	8	3	7	7	2	2	0	1	0
	Wolverhampton (Low Level)	11	3	22	6	7	6	15	0	3	0	1	6
London (Paddington)	**Bath Spa**	33	6	67	0	22	6	45	0	10	0	5	0
	Bristol (Temple Meads)	37	0	74	0	25	0	50	0	10	0	5	0
	Birmingham (Snow Hill)	35	0	70	0	23	6	47	0	10	0	5	0
	Leamington Spa	27	6	55	0	18	6	37	0	8	0	4	0
	Solihull	32	6	65	0	22	0	44	0	10	0	5	0
	Wolverhampton (Low Level)	39	0	78	0	26	0	52	0	10	0	5	0
Solihull	**Birmingham** (Snow Hill)	2	3	4	6	1	6	3	0	2	0	1	0
	Leamington Spa	5	4	10	8	3	7	7	2	2	0	1	0
	London (Paddington)	32	6	65	0	22	0	44	0	10	0	5	0
	Wolverhampton (Low Level)	6	3	12	6	4	2	8	4	2	6	1	0
Wolverhampton (Low Level)	**Birmingham** (Snow Hill)	4	1	8	2	2	9	5	6	2	0	1	0
	Leamington Spa	11	3	22	6	7	6	15	0	3	0	1	6
	London (Paddington)	39	0	78	0	26	0	52	0	10	0	5	0
	Solihull	6	3	12	6	4	2	8	4	2	6	1	0

Notes: 1. Full supplementary charges payable for children. 2. Holders of Ordinary and Business Travel Season Tickets may travel by these trains on payment of the appropriate supplementary charge. 3. The fares and charges shown above are liable to alteration.

THE PULLMAN CAR COMPANY LTD.

The Pullman Car originated in the United States where Mr. George Mortimer Pullman started to operate in 1859. His object at first was to provide greater comfort on sleeping cars, and later he developed what were called " Hotel Cars " and Restaurant Cars which he introduced in 1867. In the same year the Pullman Palace Car Company was formed with Mr. Pullman as President.

The first Pullman on the Great Western Railway appeared in July, 1929, with the introduction of a complete Pullman Train from Paddington to Torquay and Paignton and back. Pullman Cars were also put into service between Plymouth and London, to deal with traffic in connection with ships calling at the West Country port. In 1955, a new Pullman Car train was put into service between Paddington and South Wales and is now well-known as " The South Wales Pullman ".

With the introduction of the new Diesel de-luxe trains between Wolverhampton and Birmingham to London and Bristol to London, the very last word in comfort and service for the railway traveller will be provided.

Thus another important step in the development of Pullman Cars has now been achieved, to add to the long list of these trains already operating successfully on British Railways.

The Pullman Car Company, Limited, was first registered in this country in 1882 and it became wholly British-owned in 1906. The British Transport Commission later purchased the whole of the Ordinary Shares and thereby acquired control of the Company.

A specimen à la carte menu

Scotch Smoked Salmon with Lemon Wedges 7/6

Chilled Fruit Juices: Pineapple 1/6; Tomato 1/6; Orange 1/6

Crème Argenteuil with Golden Croûtons 1/6

From the Grill

*English Lamb Cutlets 8/6 *Scotch Salmon 8/6

*Fillet Steak 12/6 *Barbecued Chicken à l'Américaine 8/6

**Price of main dishes includes:*

Parsley, New and Olivette Potatoes, Sweet Corn, Baby Carrots

and Broccoli Mornay

Cold Buffet: Salmon Mayonnaise or

Half a Chicken with dressed Salads 8/6

Fresh Fruit Salad with Dairy Cream Ice or

Crème Chantilly 2/–

Continental and English Cheese Tray 2/–

Coffee 8d.

Bread Basket of White and Hovis Rolls

Ryvita and Curled Butter 6d.

Wine List

		Bott.	½ Bott.	¼ Bott.
Champagne	G. H. Mumm, Cordon Rouge N.V.	34/6	17/6	8/6
Bordeaux Red	Médoc	13/–	7/–	4/–
Bordeaux White	Graves	13/–	7/–	4/–
Burgundy Red	Mâcon	13/–	7/–	4/–
Burgundy White	Pouilly Dry Reserve	15/–	8/–	4/6
Hock	Liebfraumilch Klosterdoctor 1957	15/–	8/–	4/6

APERITIFS

Gin and Dubonnet	3/6	Gin and Bitters	2/3
Gin and Martini, Sweet or Dry	3/–	Vodkatini, Sweet or Dry	3/–
Gin and Lime	2/9	Martini Vermouth, Sweet or Dry	1/–
Gin and Orange	2/9	Dubonnet	1/–

SHERRY

Gonzalez Byass: ' Rosa '	2/–	Gonzalez Byass: ' Tio Pepe '	2/6
Sandeman's 'Armada Cream '	2/–		

PORT

Sandeman's Partner's	2/–	Old Monk (quarter bottle)	6/–

PULLMAN MINIATURES

For the convenience of our passengers all spirits and liqueurs are sold in miniatures

Brandy***	5/–	Crème de Menthe	5/–
Whisky	5/6	Chartreuse Green	6/–
Gin	5/–	Chartreuse Yellow	5/–
Vodka	5/–	Grant's Cherry Brandy	5/–
Drambuie	6/–	Wolfschmidt Kümmel	5/–

BEERS 2/–

Double Diamond, Bass, Flower's Brewmaster, Guinness, Worthington, Skol Lager, Tuborg Lager, Mackeson

CIDER 1/6

Whiteway's Bulmer's

MINERALS

Various

CIGARETTES

Rothmans King Size, Player's Medium, Kingsway, Senior Service
Punch Havana Cigars, *specially selected for the Pullman Car Company* 5/6 and 6/6

Approaching Bilston after leaving Wolverhampton, the solid mass of industry thins a little, and the pleasant wooded hills of Worcestershire rise in the distance on the right, but nearing Birmingham, the landscape is once again almost entirely occupied by great factories on either side of the line. Finally, we reach open country again and, at Warwick, the great towers of historic Warwick Castle and the magnificent old Parish Church can be seen dominating the town. Royal Leamington Spa, which claims to be in the centre of England, is an attractive town famous for its medicinal waters. After leaving, Chesterton windmill can be seen across country and near Southam Road and Harbury station the line crosses the old Fosse Way. Many old timbered houses survive in the ancient town of Banbury, but today they have a rival for interest in the fine modern station. The old market town of Bicester, a famous hunting centre, now comes into view on the right, and the boundary into Buckinghamshire is crossed near Brill & Ludgershall station. Beyond Princes Risborough, Whiteleaf Cross can be seen on Green Holly Hill.

The Upper Icknield Way, an old Roman trackway, crosses the railway just before Saunderton, and between Saunderton and High Wycombe the mausoleum of the Dashwood family can be seen on a wooded hill to the right. High Wycombe has been one of the chief centres of chairmaking in England since the 18th century. At Denham, the large buildings of the former Denham Film Studios can be seen, and just beyond the station we cross the River Colne into Middlesex.

Between the Ruislips and Greenford stations, Harrow-on-the-Hill comes into view on the left, the spire of its church standing out clearly. Shortly after joining the main Western Region Line from the West of England and Wales, Wormwood Scrubs Prison can be seen on the right and a short run takes us into Brunel's Paddington station.

Through Westbourne Park on to Old Oak Common, then, after passing the carriage sidings, we branch to the right and soon reach Denham, where the large buildings of the former Denham Film Studios can be seen.

High Wycombe has been one of the chief centres of chairmaking in England since the 18th century and its Parish Church—the largest in Buckinghamshire—can be seen close to the railway on the left after passing through the station. Shortly after West Wycombe Church is passed the huge mausoleum of the Dashwood family can be seen crowning a wooded hill. The Upper Icknield Way, an old Roman trackway, crosses the railway beyond Saunderton with its quaintly steepled church.

Approaching Princes Risborough, Whiteleaf Cross can be seen on Green Holly Hill. The Lower Icknield Way crosses the line a mile beyond Princes Risborough, and Bledlow Cross comes into view, cut out of the turf of Wain Hill. The old market town of Bicester, a famous hunting centre, appears on the left, soon followed by King's Sutton, where the rebuilt and enlarged Twyford Mill can be seen. Many old timbered houses and the famous cross survive in the ancient town of Banbury which can also boast of its ultra modern station. After leaving Southam Road & Harbury station, Chesterton windmill is seen across country. Royal Leamington Spa, which claims to be in the centre of England, is an attractive town famous for its medicinal waters.

A few miles further on, the towers of historic Warwick Castle and the magnificent old Parish Church can be seen dominating the town. The countryside here is magnificent but, nearing Birmingham, great factories line both sides of the track. Leaving Snow Hill by a series of tunnels, through more suburbs to the heavy industrial district of Wednesbury, we cross the county boundary into Staffordshire between Hockley and Soho & Winson Green stations.

Beyond Bilston, industry thins out, and the wooded hills of Worcestershire rise in the distance on the left, before factories finally close in again, at the approaches to Wolverhampton.

BRISTOL TO LONDON

Leaving Bristol, trains taking the *route via Bath*, the most perfect example of an 18th century city in England, with its exceptionally numerous historic and literary associations and famous Roman Baths, proceed via Chippenham, where the mingling of numerous 16th- and 17th-century half-timbered houses gives the town great dignity and charm. Trains taking the *alternative route*, however, pass through Filton Junction and soon reach the Badminton Country of Gloucestershire, joining the line from Bath at Wootton Bassett. Now on to Swindon, where the Locomotive and Carriage Works of the Western Region, which are amongst the largest and most up-to-date in the world, can be seen.

Beyond Shrivenham, south of the line, the famous White Horse of Uffington comes into view; it is seen best from Uffington station. After passing Didcot the two villages of Goring and Streatley, which have the station between them, can be seen—Goring to the north of the line and Streatley to the south. The train now runs through Reading, the county town of Berkshire and an important railway junction. We cross the River Thames at Maidenhead, passing from Berkshire into Buckinghamshire, over Brunel's noted brick span bridge.

Near Taplow, as we approach Slough, Windsor Castle makes a fine picture on the horizon on the right. Near West Drayton, the train crosses the River Colne into Middlesex, runs through Hayes & Harlington and Southall, then across the River Brent at Hanwell viaduct where the Iron Bridge carries the line over the Uxbridge Road. After leaving Acton, Wormwood Scrubs Prison can be seen to the south of the line on the farther side of a public space. If the day is clear one can also get a panoramic impression of London's rapidly changing skyline.

A short run past Old Oak Common carriage sidings brings the journey to an end, in Paddington station.

Beyond Westbourne Park station the train passes through the western suburbs of Acton and Ealing to Hanwell Viaduct at the western end of which the Iron Bridge carries the line over the Uxbridge Road, a direct continuation of London's Oxford Street and beyond West Drayton the train crosses the River Colne, which divides Middlesex and Buckinghamshire. The new L.C.C. housing estate at Langley obscure any view of Windsor Castle, the first sight of which will now be seen looking backward to the left, after passing Slough. Crossing the River Thames at Maidenhead we pass from Buckinghamshire into Berkshire over Brunel's noted brick span bridge.

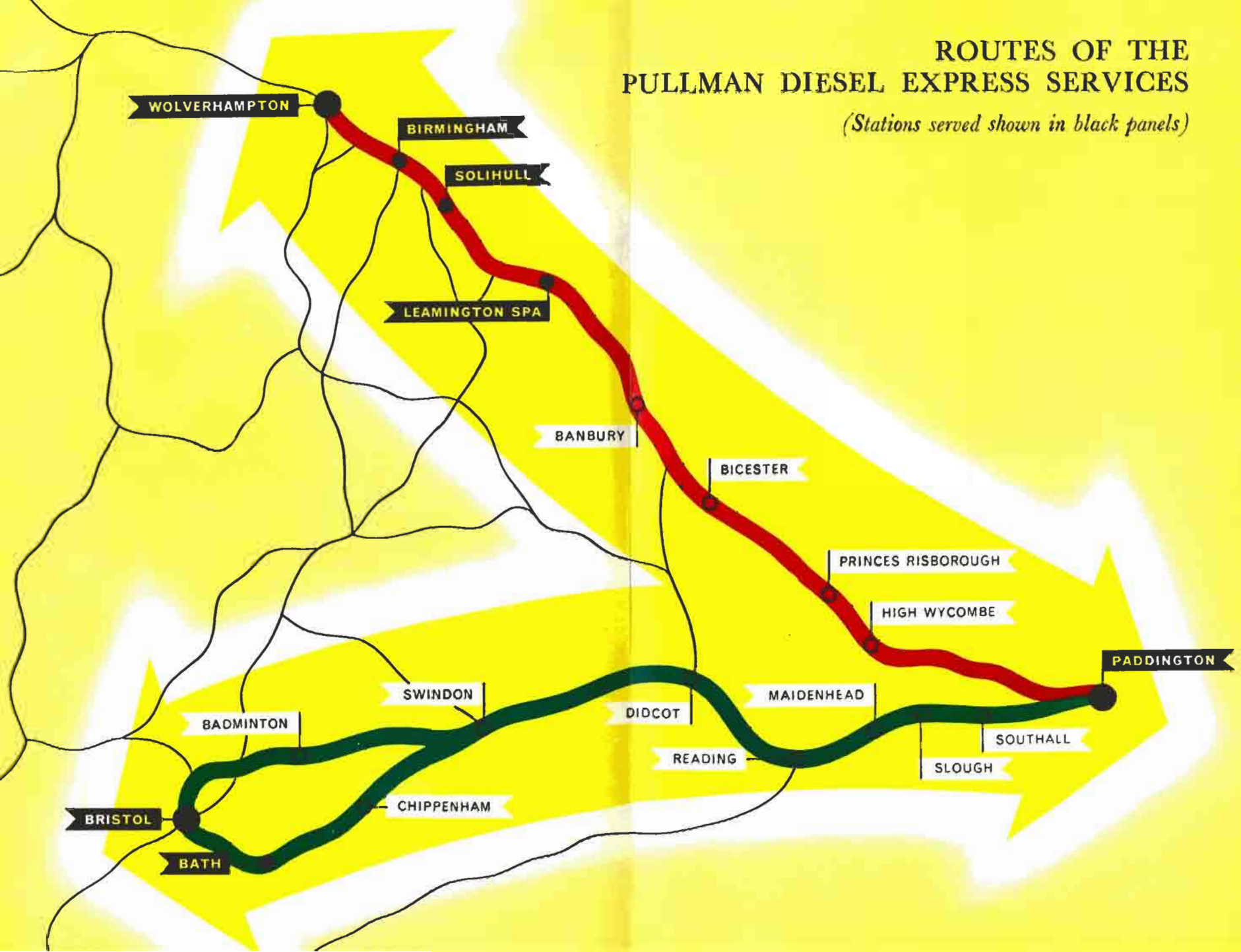
Thirty-six miles from London lies Reading, the county town of Berkshire, and an important railway junction. Beyond here the train runs close to the Thames with the beautifully wooded Chiltern Hills away to the right. The river is crossed and recrossed near Goring and Streatley and at Didcot Junction we see the main line to Oxford and the North diverge to the right. After Steventon station, the line cuts across an interesting raised causeway through the village, leading to the church.

Beyond Challow a sharp look-out should be kept for the famous White Horse of Uffington; its elongated form is seen at its best from Uffington station. Less than a mile beyond Shrivenham the train enters Wiltshire and soon passes Swindon where workshops of British Railways Western Region now completely hide Old Swindon. The trains taking the *route via Bath* proceed via Chippenham where the mingling of numerous picturesque 16th- and 17th-century half-timbered houses gives the town great dignity and charm. A wide sweep into Bath, the most perfect example of an 18th century city in England, with its exceptionally numerous historic and literary associations and famous Roman Baths. Finally to Bristol, an historic city whose Merchant Venturers sent ships to all parts of the known world, and where today fine examples of old and new architecture abound. Some trains, however, take an *alternative route*, and after leaving Wootton Bassett, pass through the Badminton Country of Gloucestershire and run into Bristol via Filton Junction.

PUBLISHED BY BRITISH RAILWAYS (WESTERN REGION) 1960 AND PRINTED BY
FOSH AND CROSS LTD., LONDON. BR 35028

ROUTES OF THE PULLMAN DIESEL EXPRESS SERVICES

(Stations served shown in black panels)



BRITISH RAILWAYS
(Western Region)

and

THE PULLMAN CAR COMPANY LIMITED