

P10 BR Mk1 PULLMAN PARLOUR FIRST

Introduced 1960

64'6"

These etched sides can be built into a complete coach using products from our range as supplied in our full kits. Please refer to the panel opposite. They can also be used as a basis for a scratchbuilt coach, or to overlay a suitable ready to run model.

Due to long term contracts with the Pullman Company the British Transport Commission were obliged to run Pullman coaches until 1962. It was considered that there was economic justification to build new stock even though the 1928 stock was still in sound mechanical condition. An order was placed for 44 coaches and in 1960 the Mk1 Pullmans were introduced. All were allocated to the East Coast Main Line for the Queen of Scots, Master Cutler, Tees-Tyne Pullman and the Yorkshire Pullman. As there were no brake ended coaches in the build the 1928 parlour brake thirds were retained until 1965 when BR Mk1 50' Full Brakes replaced them. [Comet P4 Parlour Brake Third sides and KB10 BR Mk1 Full Brake kit]. They went on to provide the stock for the Hull Pullman, White Rose, Talisman and Harrogate Sunday Pullman. The last services worked by these coaches were in May 1978 on the Yorkshire Pullman and the Hull Pullman.

The parlour firsts were refurbished during 1966-7 to a less opulent standard.

Livery

As new they had a simple Pullman style livery in umber and cream with the lower panel lined out in buff. They carried 'Pullman' above the windows with the coat of arms at each end and the name or number in a panel at the centre of the coach below the windows. Roofs were white, but only for a short while.

Blue/Grey was used on these coaches from 1966, the Pullman wording being retained in BR standard white on the lower body panel. All the firsts and some of the seconds received this treatment. The parlour seconds also went into blue/grey but without the Pullman designation.

Further information

British Railways Mk1 Coaches

Keith Parkin

Pendragon

All were built in 1960 by Metropolitan Cammell. In their original livery they were named after gem stones.

324 Amber	325 Amethyst	326 Emerald	327 Garnet
328 Opal	329 Pearl	330 Ruby	331 Topaz

Acknowledgements

Our thanks to Rodney Cooper of Rocar and to the North York Moors Railway for their assistance in the production of these models.

COMET MODELS coach components required to complete this coach are as follows

Underframe	UB1	Bogies	BB2
Underframe castings	UCB1	End castings	ECB1
Ends	EB3	Roof castings	RC3
Interior	INT4	Roof	C10

Modelling Notes

Modifications to underframe UB1

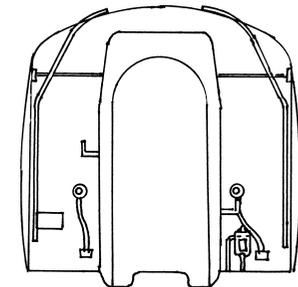
Assemble the underframe as in the instructions to step 5. Reduce the vertical upstands by 2mm at both ends to ensure an easy fit to the assembled bodyshell. The portion of the floor pan which overhangs the solebar between the end and the vertical upstand should be filed back flush with the face of the solebar. Fold down the angle trusses from the floor and remove the lugs for the brake cross shafts. The V hangers in the underframe etch should be discarded and replaced with parts J from the underframe detail etch in the coach sides pack. Fit the V hangers as shown in the diagram overleaf with the brake cross shaft butted up to the truss bars.

Additional underframe components

Note that not all the components are used on every coach type, and those required are shown in the diagrams overleaf. Depending on the history of the coach concerned they could carry either the four or the five element blower box (parts A,B,C,D). One format is shown, and you should rely on photographs for strict accuracy. This also applies to the propane storage boxes (part G).

Fit all the etched components, including additional parts, before fitting the cast cross trusses. Next fit the blower box fan motor and ducting with its overlay (part A). Then fit the battery boxes, dynamo, vacuum cylinders and the pre-assembled trunking. The vacuum release valves should be fitted last.

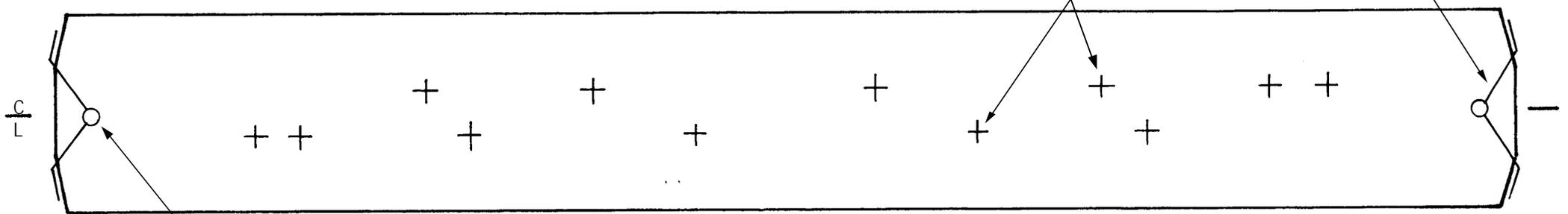
The ends are identical except that the train alarm gear is fitted only at the end shown on the roof plan



Train alarm gear this end

Ridge dome vents

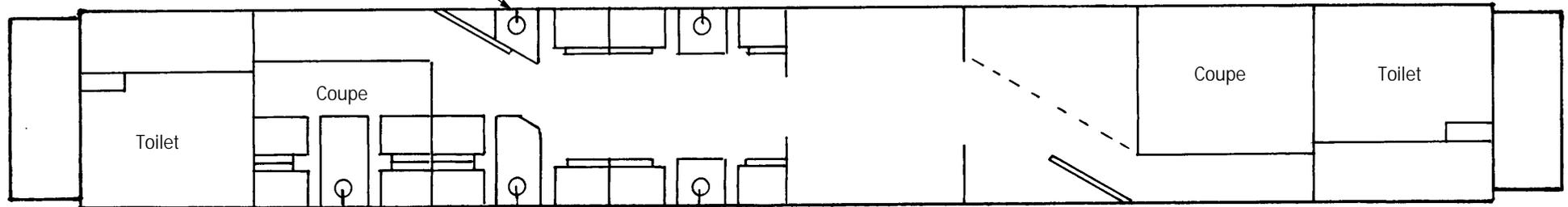
End grab rails



Tank filler

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

See separate sketch for table lamps



UNDERFRAME VIEWED FROM BELOW

