



***THE NORTH STAR CHRONICLES – a newsletter primarily for the model railway fraternity***

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***Editor: David Cairns***

***e-mail: [shares@iafrica.com](mailto:shares@iafrica.com)***

***Website for back copies:***

***<https://sites.google.com/a/steamtrains.co.za/steam/garden-railways/the-north-star-chronicles>***

***Phone: +27 82 653 5642***

***Editorial***

This month the article on Pecorama is concluded with a diversion into the world of Pullman coaches. But first a response from Andrew Burnham, editor of Continental Modeller to last month's comment regarding the speed at which the Pecorama display locos are run:

*"I know what you mean about some of the trains on the exhibition layouts running rather fast - but they have to be set to a minimum to avoid stalling, and they tend to speed up during the day as component values in the controllers drift as they warm up".*

***Pecorama Part 2***

Having spent an enjoyable couple of hours perusing the layouts and the range of merchandise available in the shop we moved on to

view 'Orion' one of the 7 1<sup>st</sup> class (1<sup>st</sup> class Pullmans were named, 2<sup>nd</sup> class were numbered) Pullman coaches introduced at the time of the Festival of Britain in 1951. Two coaches 'Cygnus' and 'Perseus' are owned by the Venice Simplon Orient Express Company; 'Pegasus' belongs to Railfilms; 'Carina' belongs to the Bluebell Railway and 'Aquila' to the Colne Valley Railway. 'Hercules' was scrapped in 1973. 'Orion', Peco's coach was built as a kitchen/first which makes it eminently suitable for its current role as a restaurant.



Pullman coaches are of particular interest to me as my collection includes models thereof introduced by Hornby Dublo in 1960/61. "Aries" a 1st class, "Car no 74" a 2nd and "Car no 79" a brake second.

These are the only plastic (styrene) moulded bodied and bases coaches Hornby Dublo produced, the rest having tin printed sides. These coaches also had holes in the plastic base punched out (as did the other super detailed HD coaches) to accommodate lighting kits.

Below is an excerpt from the 1960 (?) (Second Edition) Hornby Dublo Electric Trains catalogue announcing the introduction of the Pullman models in the HD range. (Michael Foster's seminal work 'Hornby Dublo Trains' published in 1980 states the Pullmans were only announced in 1961).

During my research on Pullmans I discovered Hornby Dublo used different catalogue numbers for items which were exported. "Aries" for example (4035) originally bought from

Garlicks Smith Street Durban carries number 4185 on the box. The export nos of No 74 (4036) and 79 (4037) were 4186 and 4187 respectively.

**HOARBY DUBLO**

*New!*

**PASSENGER COACHES FOR 2-RAIL AND 3-RAIL SYSTEMS**

These new "super-detail" Corridor Coaches have Polystyrene ends, roofs and underframes, tin-printed sides and die-cast bogie sideframes. The Pullman Cars have moulded bodies and bases.

**No. 4053**  
Corridor Coach Brake/2nd B.R. with Interior Fittings  
Overall length 9 3/4 in. 14/11

**No. 4052**  
Corridor Coach 1st/2nd B.R. with Interior Fittings  
Overall length 9 3/4 in. 14/11

**No. 4075**  
Passenger Brake Van B.R.  
Overall length 9 3/4 in. 14/11

**No. 4051**  
Corridor Coach Brake/2nd W.R. with Interior Fittings  
Overall length 9 3/4 in. 14/11

**No. 4050**  
Corridor Coach 1st/2nd W.R. with Interior Fittings  
Overall length 9 3/4 in. 14/11

**No. 4078**  
Corridor Composite Sleeping Car B.R.  
Overall length 9 3/4 in. 14/11

**No. 4037**  
Pullman Car Brake/2nd with Interior Fittings  
Overall length 9 3/4 in. 17/6

**No. 4035**  
Pullman Car 1st Class with Interior Fittings  
Overall length 9 3/4 in. 17/6

**No. 4036**  
Pullman Car 2nd Class with Interior Fittings  
Overall length 9 3/4 in. 17/6

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Anyone wishing more information on the Pullmans should refer to [http://www.kentrail.org.uk/Orion Pullman Vehicle.htm](http://www.kentrail.org.uk/Orion_Pullman_Vehicle.htm). <http://mikes.railhistory.railfan.net/r071.html> contains a history of the "Golden Arrow" London-Dover Pullman service and <http://www.semgonline.com/home.html> (Southern e-group)

Next was something in which my granddaughters would have revelled - the largest 'play station' (children's activity centre) I have ever seen - a great facility for a rainy day!



We then moved on to another major attraction - the Beer Heights Railway - a 1 mile long 7¼" steam powered railway. The line was established 39 years ago and has been extended on several occasions. (Map courtesy Peco).



The locos are mainly based on Welsh narrow gauge prototypes. On the day we visited, "Claudine" was on duty. As described on the Peco website:

*"Claudine is a unique 2-4-4 single Fairlie tank locomotive. B.H.L.R. Chief Engineer John Macdougall designed and built the loco which has an articulated power bogie and rear truck making her eminently suited to the line's sharp curves and steep gradients. The boiler, motion and cylinders are all the same as those on "Mr P" except, in this case, piston valves have been employed on the slightly inclined cylinders. Claudine is named after the late Sydney Pritchard's wife who was a co-founder of the Peco group of companies in 1946, and is finished in L.B.S.C. "improved engine green"; livery (yellow ochre).*



***The gardens, still full of colour despite the time of year.***



Two more “garden” photos for which there was no space last month.

***The O gauge garden layout***



## ***Gauge 1 garden layout***



Heathrow to Beer is approximately 150 miles – a 3 and a quarter hour journey along the A303 given reasonable traffic volumes. (We went the “pretty way” round via Portsmouth and it took a lot longer). Although somewhat off the main overseas tourist beaten track (albeit there are plenty of other attractions in Devon and Cornwall as well e.g. the Eden Project, ([www.edenproject.com/](http://www.edenproject.com/)) and Lanhydrock House ([www.nationaltrust.org.uk/lanhydrock/](http://www.nationaltrust.org.uk/lanhydrock/)) to name a few, a visit to Pecorama when in the UK is highly recommended. As we are fast approaching Christmas I take this opportunity of wishing you all the compliments of the season. Hopefully your stocking on the 25<sup>th</sup> December will be full of model train items and as a result 2015 will be a good year for you!