



PULLMAN CAR SERVICES

The Quality of Service is Remembered Long after the Price is Forgotten

SPECIAL EDITION No.10

Graham Farish '00' Scale Pullman Cars.



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Graham Farish - 00 Gauge - Pullman Kitchen First - IOLANTHE.

As a company Graham Farish (GF) has been around for over 60 years, as far back as the 1950's GF sold 'OO' gauge models. Discontinuing the 'OO' gauge products circa the late 1970's or early 1980's in favour of building uniquely 'N' gauge stock.

GF was founded by Thomas Graham Farish in 1919, and originally made radio components for home constructors. When the enthusiasm for home-built radios subsided, GF moved into other manufacturing, and made electric fires, jar lids, fountains and plant food pellets.

With the outbreak of the Second World War (1939-1945) the company undertook war work, which resulted in the company acquiring die-casting machines. After the war they decided to combine their skills of electronics and die-casting to launch into 'OO' gauge model railways. The company pioneered the first commercially produced two rail locomotive for the British market in the form of a Black 5 (Farish termed this a General Purpose 5 locomotive - GP5) in 1949, the track was announced the previous year. A small range of locomotives followed including a Merchant Navy in streamlined form, a GWR King, SR Q Class in three rail only, GWR 94xx pannier and an 81xx prairie tank. An 'HO' gauge New York Central Hudson locomotive (4-6-4) was also produced, along with some stainless steel type coaches and five types of die cast wagon were produced.

Only two Pullman car body types were produced, these being a Parlour Brake allocated the identity of the cars being 'T.C. 94', the 'T.C' being an abbreviation of "Third Class Car No XX".

The Kitchen Parlour model being allocated the identity of 'IOLANTHE', 'LYDIA', 'MINERVA', 'PAULINE' & 'PHYLLIS'. A small number of the Kitchen Parlours were also printed with Golden Arrow insignia.

The livery on both cars was Pullman umber and cream, GF produced two versions, one using a thick yellowy cream and the other a very pale yellow, almost white. Later versions of the Pullman cars did not have either names or numbers applied, a set of names and numbers were included in each model box to allow for regional changes. In addition GF produced a Kitchen Parlour in the blue livery of the CIWL.

The early production models of the Pullman cars suffered from a plastic material fault, causing the roof to warp and the early bogies were made of cast metal with thick profile wheels, later these were made of sharply moulded brittle plastic with finer wheels, these again were brittle.

GF then briefly started producing three-rail sets, in 1953, under the 'Formo' name.

Production was affected by shortages of raw materials in the 1950's and the company took a break to concentrate on other business activities.

Graham Farish

THE recent re-entry into the model railway sphere by the above manufacturer has aroused a great deal of interest; this was reflected at the recent Hobby Show at Central Hall.

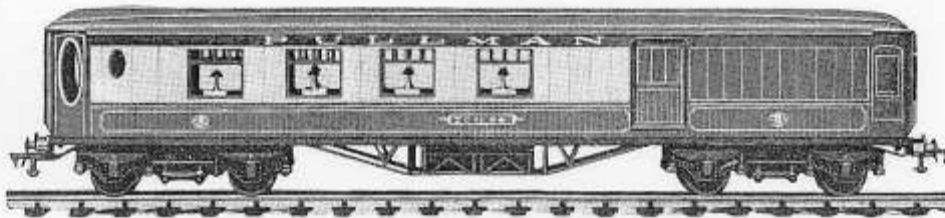
At the moment the range is limited to two tank locomotives, two Pullman coaches and four models of goods rolling stock. Flexible track is available in yard lengths with a choice of nickel silver or steel rail.

The two locomotives are old favourites, a G.W.R. "Prairie" of the 8100 class (unfortunately No 8105, the number chosen for the model, no longer exists) and a G.W.R. "pannier" of the 9400 class.

Both models feature nicely detailed metal bodies finished in stove enamel liveries and a new and much improved 3-pole motor. Castings of both locomotive bodies are available unpainted at 10s. 0d. each and the motorised chassis can also be bought separately, 39s. 6d. for the Prairie and 36s. 6d. for the pannier; the complete locomotives retail at 55s. 6d. and 45s. 6d. respectively.

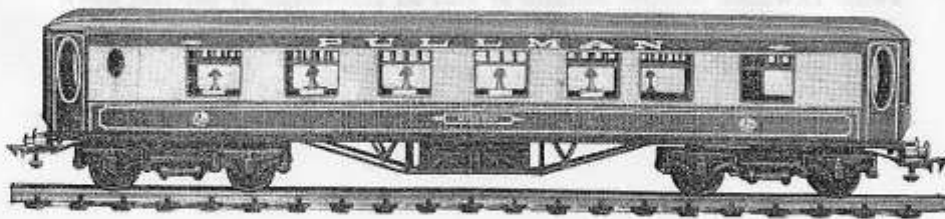
The Pullman Cars, a Composite Coach and a Dining Car, have full length plastic bodies and typify the vertical wood planked prototypes; full interior details are included. The Dining Car retails at 19s. 6d., Composite Coach at 21s. 6d.

Goods rolling stock items are very reasonably priced, utilising plastic detailed bodies on metal chassis. Stock at the moment comprises the following: B.R. Steel Wagon, 3s. 6d.; Tarpaulin Wagon, 3s. 6d.; Goods Van, 3s. 9d.; Brake Van, 3s. 9d.



PULLMAN COMPOSITE COACH. A superbly made scale model with die-cast frame and bogies, the body finished in correct colours, complete with full interior detail.

21/6



PULLMAN DINING CAR. A full length coach—the interior complete with chairs, tables, and lamps with coloured shades. Fine exterior finish with clear windows. Interchangeable names included.

19/6

Please say you saw it in **MODEL RAILWAY NEWS**

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DECEMBER, 1961

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A second issue of models in 1961 with an upgraded OO range with only the 94xx and the prairie returning. A short lived production (1962-1964) of plastic wagons were also produced. A third production run in circa 1970, had plastic under frames which did not suffer from distortion. The difference between these batches was in the bogies - only the final batch (c1970) of cars had plastic bogies. Both of the plastic under framed batches came with a selection of names on paper, for the Kitchen Parlour cars 'ALICE', 'BELINDA', 'FINGALL', 'GLADYS', 'IBIS', 'IOLANTHE', 'JOAN', 'LYDIA', 'MINERVA', 'NIOBE', 'PENELOPE', 'PHYLLIS' & 'ROSAMUNDE'.



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An example of the car names available, of note ROSAMUND spelt as ROSAMUNDE.

The Parlour Brake cars had a choice of, No. 27, 36, 54, 55, 62, 63, 67, 68, 69, 70, 71, 72, 77, 78, 79, 80, 81 & 82.

Relocation to Holton Heath (Poole) was undertaken in 1964, this gave the company the opportunity to expand its 'OO' gauge activities with wagons now all plastic and the coaches produced to a high standard.

It is these that are often seen for sale as much of the early material suffered from deformed bakelite/ plastic. A number of modellers in the 1960's converted the GWR King model to run on a Hornby-Dublo Castle chassis and the Merchant Navy to run on the then Tri-ang 'Winston Churchill' chassis.

At some point in time the company name changed from Graham Farish to Grafar, then went back to trading under the name Graham Farish circa 1978 or so. However, their corporate name remained Grafar Limited.

The OO items continued to be sold until around 1981.

Modeling Compromises.

The brake ends should have had a 12-wheel bogie, instead of re-using the 8-wheel bogie from the dining car. Small windows were modeled at the ends just below the roof - the prototypes had recessed panels.

The OO models are identical to the N models, except for the corridor ends, all N coaches have corridor ends, the OO bodies are flat ended.

In reality it was only the brake ends that lacked a corridor end connection, and that was only before about 1934.



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Graham Farish - OO Gauge - Pullman Kitchen First - IOLANTHE.



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Graham Farish - OO Gauge - Pullman Kitchen First - Unnamed.

The above unnamed model came with a set of different names as per the photograph on the previous page.



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The rare Graham Farish 00 Gauge - Pullman Car - MINERVA - In 'Golden Arrow' regalia.



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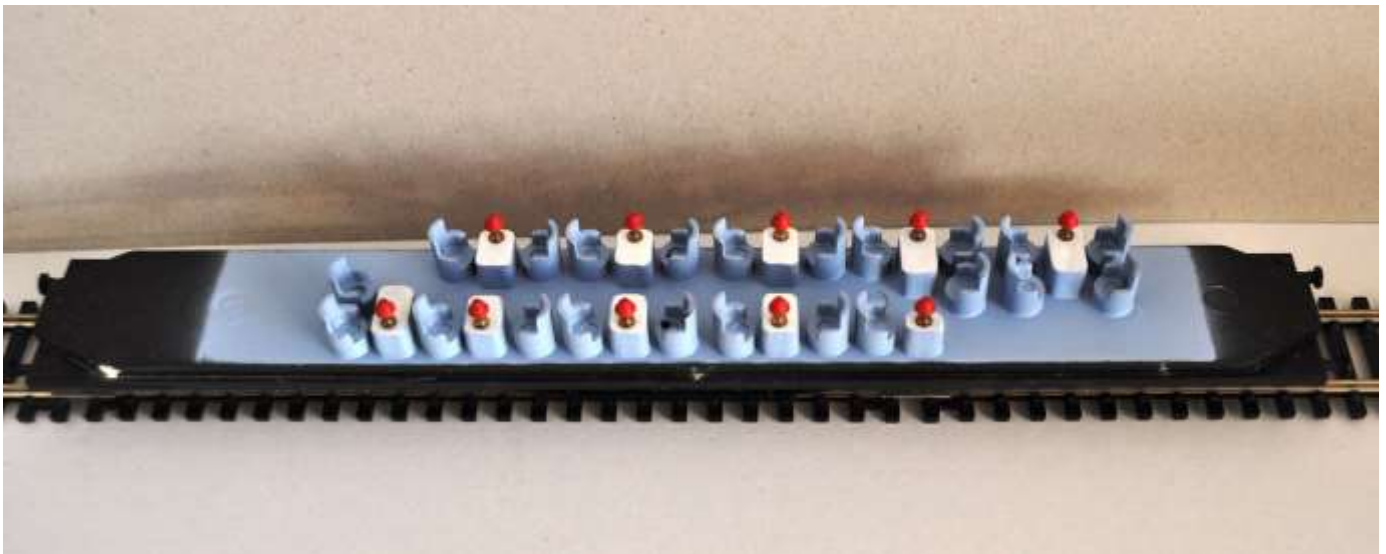
Graham Farish - 00 Gauge - Pullman Parlour Brake Second - Unnumbered.

The above unnamed model came with a set of different numbers.



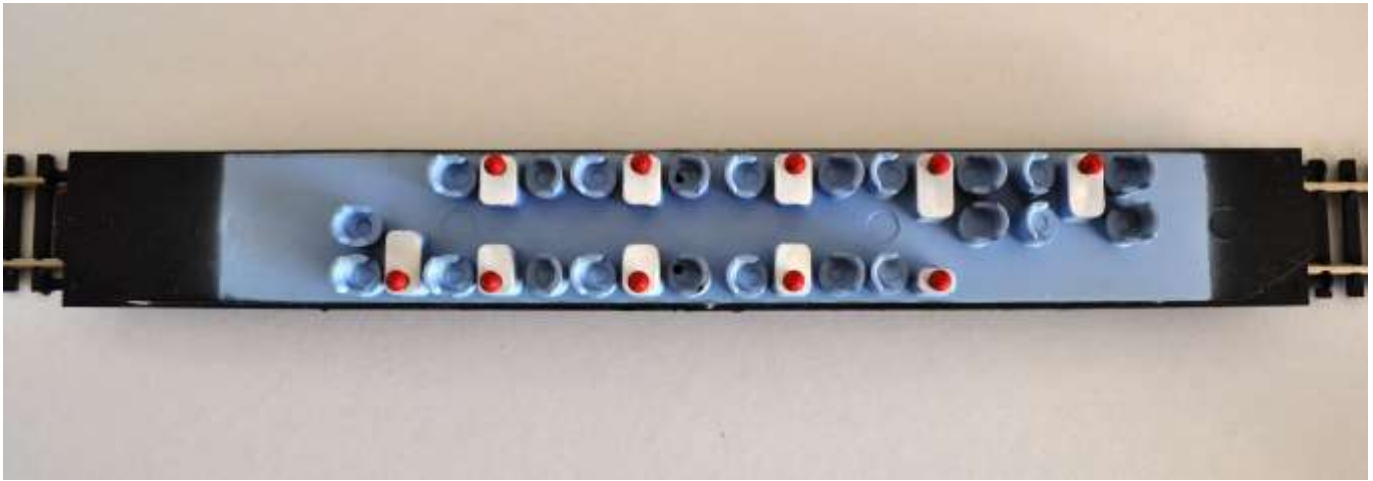
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Graham Farish - 00 Gauge - Pullman Car - PHYLLIS, (Alas suffering from the dreaded warping).



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The Internal Seating Layout, the kitchen and pantry located at the left hand side end, the four seat coupe at the right hand side end.



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The Internal Seating Layout, the kitchen and pantry located at the left hand side end, the four seat coupe at the right hand side end.

CIWL Voiture-Restaurant Car.

A further even rare model being the CIWL VR, the model was given no individual car identity.



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The bodyside view of the Kitchen, Pantry and Saloon.



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The bodyside view of Saloon.

Information Sources.

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John R Peck - Precision Labels - Web: www.precisionlabels.com - Email: plabels@precisionlabels.com

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