



# PULLMAN CAR SERVICES-ARCHIVE

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

**SPECIAL EDITION N<sup>o</sup>. 30.**

**Remembering the “WESTERN BELLE”  
Saturday October 19<sup>th</sup>, 1963 - Barry D Smith.**



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**Paddington Station at 8.13am ‘1Z78’ Ian Allan Rail Tour WESTERN BELLE.  
LNER Class A3 4-6-2 No. 4472 FLYING SCOTSMAN & Class 52 Diesel Hydraulic No. D1050 WESTERN RULER.**

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Paddington Station at 8.16 am '1278' Ian Allan Rail Tour WESTERN BELLE.  
LNER Class A3 4-6-2 No. 4472 FLYING SCOTSMAN & Class 52 Diesel Hydraulic No. D1050 WESTERN RULER.

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© Brian Stephenson.

**No. 4472 FLYING SCOTSMAN heads the down working of the “Ian Allan Western Belle Rail Tour” at West Drayton & Yiewsley.**

Current media coverage of the LNER A3 Pacific 4-6-2 No. 60103 ‘Flying Scotsman’ has stirred my happy memories as a passenger in October 1963 on the “Western Belle” all Pullman Rail Tour De Luxe, organised by Ian Allan Travel Ltd, to commemorate the 21st anniversary of the publication of the first Ian Allan Book.

The train was hauled for the ‘Down’ journey by LNER A3 Pacific 4-6-2 No. 4472 ‘Flying Scotsman’ from London Paddington, Slough, Twyford, Reading, Southcote Junction, Bewyn, Devizes, Holt Junction, Bradford Junction, Bathampton, Bath Spa, North Somerset Junction, Bristol Temple Meads, Worle Junction, Uphill Junction, Bridgwater, Taunton.

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A locomotive change was undertaken at Taunton with Churchward 2-6-0 No.7317 & Collett 2-6-0 No.7322 continuing from Taunton, Norton Fitzwarren, Milverton, Venn Cross, Dulverton, Swimbridge, Barnstaple East Junction, Barnstaple South Junction, Barnstaple Junction, Barnstaple Town, Braunton, Morthoe & Woolacombe & Ilfracombe. At Braunton a banking locomotive was attached to the rear of the train Maunsell N Class 2-6-0 No.31840 for the remainder of the journey from Braunton, Morthoe & Woolacombe to Ilfracombe.



© G. F. Heiron.

**No. 4472 FLYING SCOTSMAN with the down working of the  
“Ian Allan Western Belle Rail Tour” at Bath.**

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For the returning 'Up' journey from Ilfracombe to London Waterloo, the banking locomotive Maunsell N Class 2-6-0 No.31840 was attached to the rear of the train for the first section of the journey from Ilfracombe to Morthoe & Woolacombe, where the locomotive was detached.

Churchward 2-6-0 No.7317 & Collett 2-6-0 No.7322. Ilfracombe, Morthoe & Woolacombe, Braunton, Barnstaple Town, Barnstaple Junction, Eggesford, Coleford Junction, CREDITON, Cowley Bridge Junction, Exeter St Davids & Exeter Central. Locomotive change at Exeter Central LNER A3 Pacific 4-6-2 No.4472 'Flying Scotsman'. Exeter Central, Axminster, Yeovil Junction, Templecombe, Salisbury, Woking, Hampton Court Junction, Clapham Junction & London Waterloo.



© A. Richardson - Railway Magazine January 1964.

**No. 4472 FLYING SCOTSMAN with the down working of the "Ian Allan Western Belle Rail Tour" at Twerton Tunnel, Bath.**



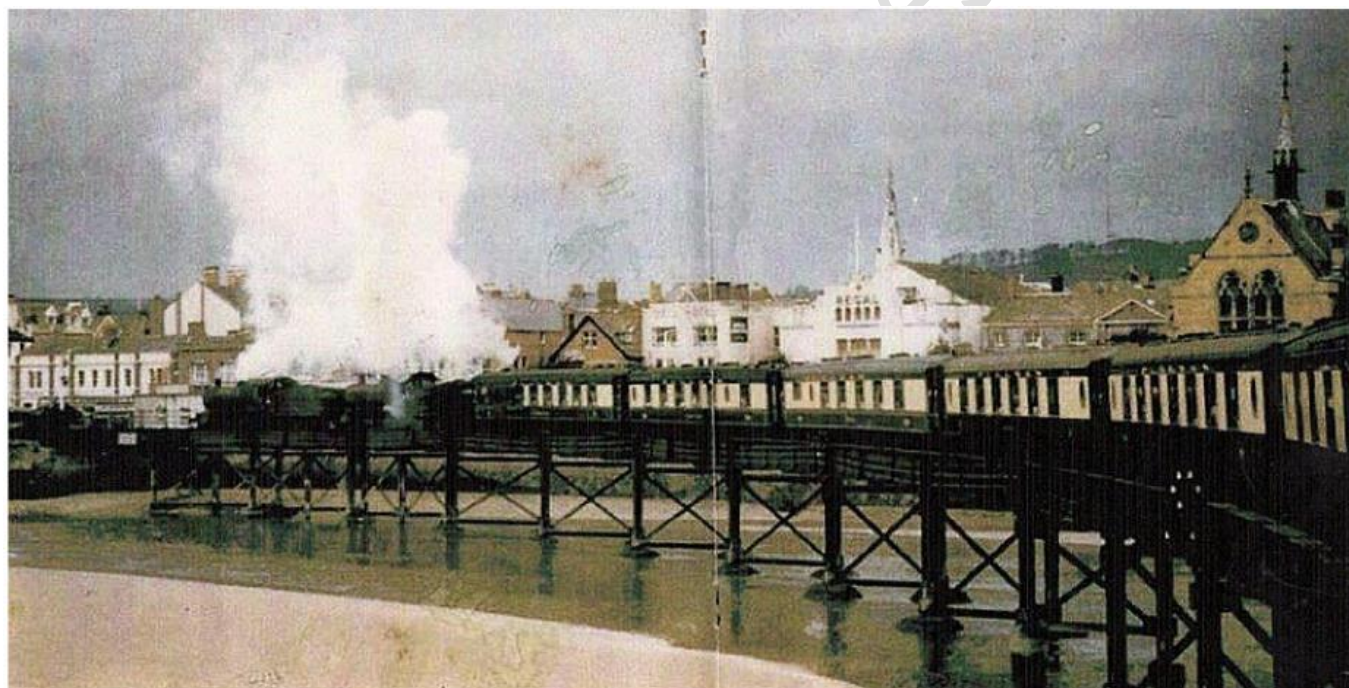
© E. Thomas - Railway World November 1963.

**No. 4472 FLYING SCOTSMAN with the down working of the “Ian Allan Western Belle Rail Tour” at Bedminster Park, Bristol.**

1963, was the first year of private ownership of LNER A3 Pacific 4-6-2 No. 4472 ‘Flying Scotsman’ by the late Alan Pegler. Alan was himself much in evidence on the footplate of the locomotive for both the ‘Down’ and ‘Up’ journeys. I enjoyed the pleasure of Alan's acquaintance from our Ffestiniog Railway connections and in the past having travelled behind No. 60103 ‘Flying Scotsman’ in the 1950's on the “Master Cutler” between Rugby Central and London Marylebone, all adding to the pleasures of the day.



© Barry D Smith.



© Currently Unknown.

Continuing on the down working of the "Ian Allan Western Belle Rail Tour"  
with Churchward 2-6-0 No. 7317 & Collett 2-6-0 No. 7322  
crossing the river Taw between Barnstaple Junction and Barnstaple Town stations.



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Ilfracombe Station - GWR Class 4300 2-6-0 No. 7317 & GWR Class 9300 2-6-0 No. 7322.



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Ilfracombe Station - GWR Class 4300 2-6-0 No. 7317 & GWR Class 9300 2-6-0 No. 7322.

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IAN ALLAN

# "WESTERN BELLE"

Saturday 19th October 1963



## ALL PULLMAN RAIL TOUR DE LUXE

To mark the 21st anniversary  
of the publication of the first Ian Allan book

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# "WESTERN

## TIME TABLE

### FORWARD

Stations	arr.	dep.
PADDINGTON		A. M. 8. 33
Subway Junction		ML
Southall		8/48
Slough		8/57
Maidenhead		9/3
Reading		9/16
Newbury		9/38
Bedwyn		9/57
Patney & Chirton	10.11	C 10.12
Devizes		10/22
Holt Junction		10/40
Bradford Jcn.		10/45
Bathampton		11/5
Bath Spa		11/10
Bristol (TM)	11.27	11.35
Worle Junction		11/59
Uphill Junction		12/2 P. M.
Highbidge		12/9
Bridgwater		12/15
Cogload		RL
TAUNTON	12.30	L 12.40
Norton Fitzwarren		12/45
Milverton		12/53
Venn Cross		1/9
Morebath Jcn.		1/17
Dulverton	1.22	W 1.27
Bishop's Nympton		1/46
Swimbridge		2/6
Barnstaple Jcn.	2.15	2.25
Barnstaple Town		2/28
Pottington Signal Box		2/29
Wrafton		2/36
Braunton	2.38	AE 2.41
Mortehoe & W.	2.59	AE 3.2
ILFRACOMBE	3.10	

### RETURN

Stations	arr.	dep.
ILFRACOMBE		P. M. 4.25
Mortehoe & W.	4.37	AE 4.39
Braunton		4/49
Wrafton		4/51
Pottington Signal Box		4/57
Barnstaple Town		4/58
BARNSTAPLE JCN.	5.1.	5.5
Umberleigh		5/15
Portsmouth Arms		5/20
King's Nympton		X5/25
Eggesford		5/31
Lapford		5/37
Morchard Road	5X40	5.42
Copplestone		5/45
Coleford Jcn.		5/48
Cowley Bdy. Jcn.		6/1
Exeter St. Davids	6.4.	6.10
EXETER CENTRAL	6.13.	6.35
Exmouth Jcn.		6/38
Sidmouth Jcn.		6/50
Axminster		7/8
Yeovil Jcn.		7/36
Templecombe		7/49
Wilton South		8/18
SALISBURY	8.22.	8.28
Worting Jcn.		9/5TL
Woking Jcn.		9/25
Hampton Court Jcn.		9/35
Clapham Jcn.		9/45
WATERLOO	9.52.	

AE Attach or detach assisting Engine.  
 C Stops to pick up or set down pilot.  
 ML Main Line.  
 RL Relief Line.  
 TL Through Line.  
 W Stops for Water  
 X Crosses other train or passing loop (single line)

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# BELLE"

## FARE TABLE

<b>BREAKFAST</b>	Cereal or Fruit Juice Egg Bacon Sausage Tomato Toast Butter Preserves Tea or Coffee	9/-
<b>MORNING COFFEE</b>	Two cups with packet of biscuits	2/-
<b>LUNCHEON</b>	(after leaving Taunton) Minestrone (with the inevitable golden croutons) or Fruit Juice Cold ham and brisket of beef with mixed salad and parsley potatoes Sliced peaches and cream and cheese and biscuits and coffee	12/6
<b>AFTERNOON TEA</b>	(on departure from Ilfracombe) Sandwiches, Toasted Tea Cake, Bread and butter, jam, cake and biscuits Pot of tea	4/-
<b>DINNER</b>	(on passing Templecombe) Scotch Broth (and lots more golden croutons) Grilled lamb chop and mint sauce Creamed and duchess potatoes, sliced carrots and garden peas Fruit salad and cream or cheese tray and coffee	14/6



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Gratuities have not been included in the prices shown above.

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Drinks and light refreshments available between the service of meals (assuming that there is, in fact, an interval between them).

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# “WESTERN BELLE”

Just 21 years ago the first Ian Allan book was published - the "abc of Southern Locomotives" - and this excursion de luxe commemorates the occasion in a special way, for it is the first time that first class Pullman accommodation has been available on a rail tour.

During the last 21 years over twenty million Ian Allan books have been published and the total output now runs at several million a year, which includes our five monthly periodicals to which two new ones are shortly to be added.

A brand new office block at Shepperton nears completion, it will include a complete travel agency and consultancy service which will be at your service from January 1st 1964 for all travel requirements and will render a special service to railway lovers.

The directors and staff of Ian Allan Ltd. hope that they have satisfied you in some way with their efforts over the past 21 years, and that this sentimental journey to the west will be a memorable one.



Mr. Brunel travelling on an early G. W. R. train between Exeter and Salisbury.

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The Western Belle - Rail Tour Schedule - Paddington to Ilfracombe.

Station:	Booked Arrival:	Actual Arrival:	Booked Passing:	Actual Passing:	Booked Departure:	Actual Departure:
Paddington					8.33am	8.36am
Subway Junction			ML			
Southall			8.48	8.55		
Slough		9.00	8.57			9.19
Maidenhead			9.03			
Reading			9.16	9.43 <sup>1/2</sup>		
Newbury			9.38	10.05		
Bedwyn			9.57			
Patney & Chirton	10.11	10.36	C		10.12	10.36
Devizes			10.22			
Holt Junction			10.40	10.58		
Bradford Junction			10.45	11.02		
Bathampton			11.05	11.16		
Bath Spa			11.10	11.20		
Bristol Temple Meads	11.27	11.38			11.35	11.48
Warle Junction			11.59	12.09pm		
Uphill Junction			12.02pm			
Highbridge			12.09			
Bridgewater			12.15	12.24		
Cogload			RL			
Taunton	12.30	12.37	<b>Loco Change</b>		12.40	12.53
Norton Fitzwarren			12.45			
Milverton			12.53			
Venn Cross			1.09			
Morebath Junction			1.17			
Dulverton <sup>1</sup>	1.22	1.40	W		1.27	1.41
Bishops Nympton			1.46			
Swimbridge			2.06			
Barnstaple Junction	2.15	2.31			2.25	2.38
Barnstaple Town			2.28			
Pottington Signal Box			2.29			
Wrafton			2.36			
Braunton	2.38	2.51	AE		2.41	
Morthoe & Woolacombe	2.59	3.09	AE		3.02	
Ilfracombe	3.10	3.21				

Locomotive/s:	Route:
4472 'Flying Scotsman'	London Paddington, Slough, Twyford, Reading, Southcote Junction, Bewyn, Devizes, Holt Junction, Bradford Junction, Bathampton, Bath Spa, North Somerset Junction, Bristol Tempel Meads, Worle Junction, Uphill Junction, Bridgewater, Taunton.
7317 & 7322	Taunton, Norton Fitzwarren, Milverton, Venn Cross, Dulverton, Swimbridge, Barnstaple East Junction, Barnstaple South Junction, Barnstaple Junction, Barnstaple Town, Braunton, Morthoe & Woolacombe & Ilfracombe.
31840	Braunton - Morthoe & Woolacombe - Ilfracombe (Banking Locomotive).

The Western Belle - Rail Tour Schedule

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The Western Belle - Rail Tour Schedule - Ilfracombe to Waterloo.

Station:	Booked Arrival:	Actual Arrival:	Booked Passing:	Actual Passing:	Booked Departure:	Actual Departure:
Ilfracombe					4.25pm	4.25pm
Mortehoe & Woolacombe	4.37	4.37	AE		4.39	4.39
Braunton			4.49			
Wrafton			4.51			
Pottington Signal Box			4.57			
Barnstaple Town			4.58			
Barnstaple Junction	5.01	5.00			5.05	5.02
Umberleigh			5.15	5.13		
Portsmouth Arms			X5.20	5.28		
King's Nympton			5.25	5.33		
Eggesford			5.31	5.39		
Lapford			X5.37	5.47		
Morchar Road	5.40				5.42	
Copplestone			5.45	5.53		
Coleford Junction			5.48	5.56		
Cowley Bridge Junction			6.01	6.16		
Exeter St.Davids	6.04	6.29			6.10	6.26
Exeter Central	6.13	6.29	Loco	Change	6.35	6.39
Exmouth Junction			6.38			
Sidmouth Junction			6.50	6.59		
Axminster			7.08			
Yeovil Junction			7.36	7.40		
Templecombe			7.49	7.52		
Wilton South			8.18			
Salisbury <sup>2</sup>	8.22	8.28			8.28	9.22
Worting Junction			9.05TL			
Woking Junction			9.25			
Woking <sup>3</sup>						10.31
Hampton Court Junction			9.35			
Clapham Junction			9.45			
Waterloo	9.52	11.12				

Locomotive/s:	Route:
31840	Ilfracombe, Morthoe & Woolacombe (Banking Locomotive).
7317 & 7322	Ilfracombe, Morthoe & Woolacombe, Braunton, Barnstaple Town, Barnstaple Junction, Eggesford, Coleford Junction, Crediton, Cowley Bridge Junction, Exter St Davids & Exeter Central.
4472 'Flying Scotsman'	Exeter Central, Axminster, Yeovil Junction, Templecombe, Salisbury, Woking, Hampton Court Junction, Clapham Junction & London Waterloo.

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1. Delayed at Salisbury due to Pullman car IBIS suffered 'Axle Hot Box'.  
IBIS detached from the train formation and replaced by Bulleid Open Second, problems encountered with coupling to the formation.
2. Woking Station stop added as an additional stop to set down passengers due to the late running of the rail tour.

**Key:**

AE	Attach or detach assisting engine.
C	Stops to pick up or set down pilot.
ML	Main line.
RL	Relief Line.
TL	Through line.
W	Stops for water.
X	Crosses other train or passing loop (single line).

**Issue 1 - February 20<sup>th</sup> 2016.**

The Western Belle - Rail Tour Schedule  
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© Barry D Smith.

In the words of the organisers, "The train will be the reconstituted spare Western Region locomotive hauled "Bristol Pullman" set, (nicknamed the "Wells Fargo" set) comprising first and second-class Pullman Cars.

It should be noted, however, that two of the first-class Pullmans (WYE & AVON) were in fact second class cars with 2 x 1 seating plan and put into the formation so that the seat numbers on the spare train formation corresponded with those in the Blue Pullman diesel sets which are, of course 2 x 1 Seating plan".

The train formation detailed below for the 'Down' journey (reverse formation for the 'Up' journey):-  
Leading Locomotive.

Car A.	2nd Class Brake.	CAR No. 54.
Car B.	2nd Class Kitchen.	CAR No. 105.
Car C.	1st Class Kitchen.	IBIS.
Car D.	1st Class Parlour.	ZENA.
Car X1.	1st Class Parlour.	*WYE.
Car D1.	1st Class Kitchen.	OCTAVIA.
Car E.	1st Class Parlour.	*AVON.
Car F.	1st Class Kitchen.	ADRIAN.
Car G.	2nd Class Kitchen.	CAR No. 107.
Car H.	2nd Class Brake.	(Currently identity unknown).

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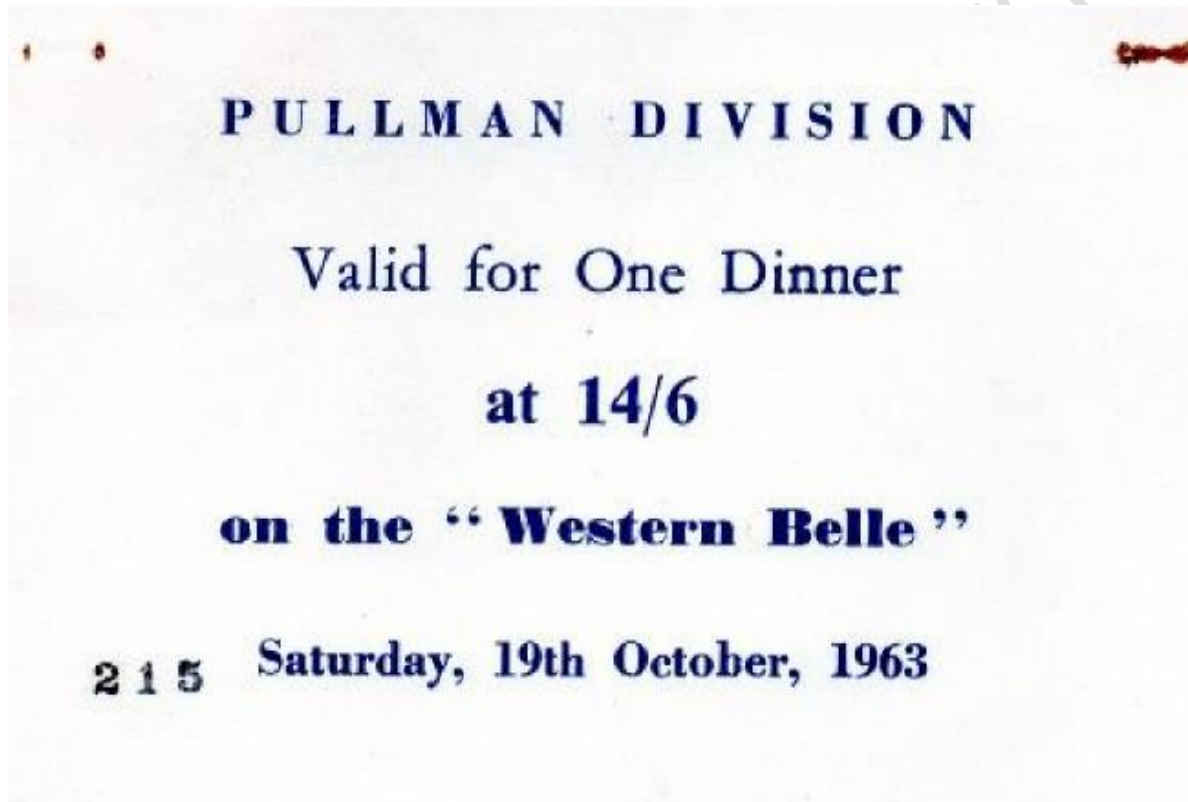
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\* In 1962 four second class Pullman cars were upgraded to First class by the British Railways Western Region for inclusion within the Blue Pullman standby train formation.

<b>Car Type:</b>	<b>Original Identity:</b>	<b>Standby Identity:</b>
Parlour.	CAR No.35.	WYE.
Parlour.	CAR No.66.	AVON.
Kitchen.	CAR No.61.	THAMES.
Kitchen.	CAR No.60.	SEVERN.

These cars were displaced from British Railways Eastern Region on the introduction of the all new Mk1 Metro - Cammell Pullman cars. The cars were allocated the names of rivers within the Western Region.



© Barry D Smith.

I was accommodated in WYE and I must state in my view a poor substitute for a genuine First-Class Pullman Car! And most certainly a totally inadequate substitute for the Blue Pullman sets on which many of us within WYE that day had travelled over the last few years.

We agreed harm was being done to British Rail's image by the "Wells Fargo" set, as passengers felt "robbed" by being charged a supplementary fare to travel in accommodation inferior to the then British Rail First Class ordinary coaching stock.

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© R. K. Blencoe Collection.

**An undated view of CAR No.66 as AVON at Stewarts Lane, London.**

The small AVON name board, merely clipped on, one imagines allowing swift removal when the Car is reverted to 2nd Class?

Along much of the route that day we experienced onlookers, in places considerable gatherings of folk e.g., on the approach to Bath. Significant comparison with today with a much lower proportion having cameras, and I recall more staid postures with no trespass within boundary fences.

It will be seen from the schedule all went pretty well through much of the day with splendid camaraderie having been developed within the cars enhanced by the good food and enjoyment of liquid refreshment. The Barnstaple to Ilfracombe sectors brought back nostalgic pictures of the "Devon Belle" with the banking locos behind such a long Pullman train!



© Dr Antony Ford Collection.

### **The second-class saloon interior of CAR No. 66 circa 1958.**

The majority of the returning 'Up' journey being undertaken in late October was in darkness and all went well until arrival at Salisbury when Pullman car IBIS was found to have a hot box and had to be removed from the train formation and replaced by a Bullied Open Second. Thus, a penalty for those enjoying a real First Class Pullman only halfway through dinner and having to transfer to mundane four aside and an improvised remainder of the meal. Flying Scotsman did the shunting moves taking out IBIS and fetching the Bullied vehicle from a nearby siding, with quite "vigorous" driving and a fair amount of wheel slip it being suggested Alan himself was at the controls! He would have been further frustrated by the problems encountered when coupling the Bullied coach to the Pullmans which further extended the delay.

It was quietly reported in the railway press a serious lesson had been learned about using elderly Pullman Cars on long runs to which their bearings etc. we're not accustomed.

All in all, it was a splendid day, as we parted that Saturday evening at Waterloo it would have been total imagination that thirty odd years later, I would travel in IBIS in the formation of the Belmond British Pullman train and fifty-three years later Flying Scotsman would have countrywide media attention as she re-entered service after a four and a half million pounds restoration!

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© IM007-25 Ian McDonald Collection.  
October 18<sup>th</sup>, 1963, No. 4472 FLYING SCOTSMAN within Old Oak Common Roundhouse.



© IM008-25 Ian McDonald Collection.  
October 19<sup>th</sup>, 1963, No. 4472 FLYING SCOTSMAN Passing Old Oak Common.

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© Michael Whitehouse Collection - IM005-25 Ian McDonald Collection  
October 19<sup>th</sup>, 1963, No. 4472 FLYING SCOTSMAN Passing Holt Junction.



© M009-25 Ian McDonald Collection  
October 19<sup>th</sup>, 1963, No. 4472 FLYING SCOTSMAN On the Devizes Branch.

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Ian McDonald Collection.  
Keith Jackson.

### **Publications.**

Pullman Profile No. 2 THE STANDARD 'K-TYPE' CARS - Antony M Ford - Noodle Books 2010  
ISBN 978-1-906419-22-6.  
Railway Magazine.  
Railway World.

### **Internet.**

Six Bells Junction web site <http://www.sixbellsjunction.co.uk/>

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