

New Restaurant-Buffer Car Sets for British Railways

AS a result of co-operation between the Railway Executive and the Hotels Executive, eight two-car restaurant-buffet sets combining a first and third class restaurant car with a kitchen and pantry car including a buffet section designed in the style of an Old English tavern, are being introduced on express services of the Southern and Eastern Regions. All have been built at the Eastleigh Works of the Southern Region to the designs of Mr. O. V. Bulleid, Chief Mechanical Engineer, Southern Region.

The first two commenced running in the 10.35 a.m. "Atlantic Coast Express" between Waterloo and Exeter, and the return working, 12.50 p.m. Exeter-Waterloo. The other sets are being allocated to the Eastern Region.

Externally, the two vehicles are of striking appearance, with leaded light windows set high in cream panelling. The lower half of part of the kitchen-buffet car, or Tavern Car, is painted in the new crimson lake livery, lined out to represent brickwork, with a door through

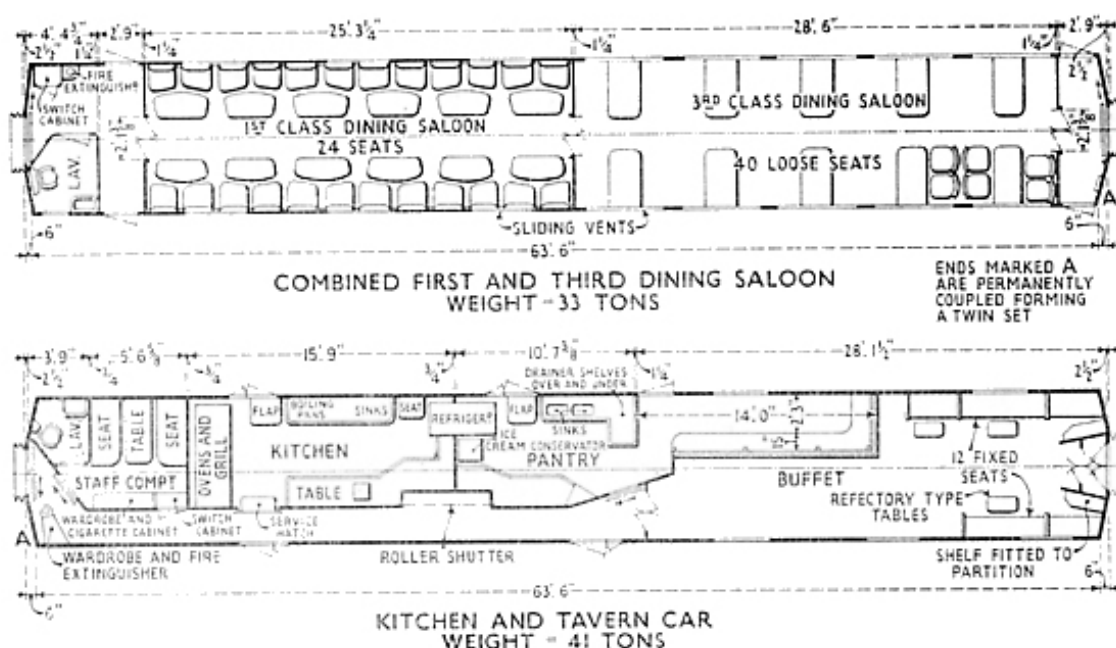
which the bar is supplied. The cream panelling is broken by vertical black panels imitating the exterior of an old half-timbered inn.

Inside the Tavern Cars there are dark oak settles, seating in all 12, and tables, placed against the walls. The windows are set high in the walls with imitation small leaded panes. From the ceiling beams and the sides of the saloon hang old-type square metal lanterns. The floor covering imitates the black-and-red tiling of a country inn. At one end of the "Tavern" is a modern cocktail bar and snack counter, of stainless steel and plastic.

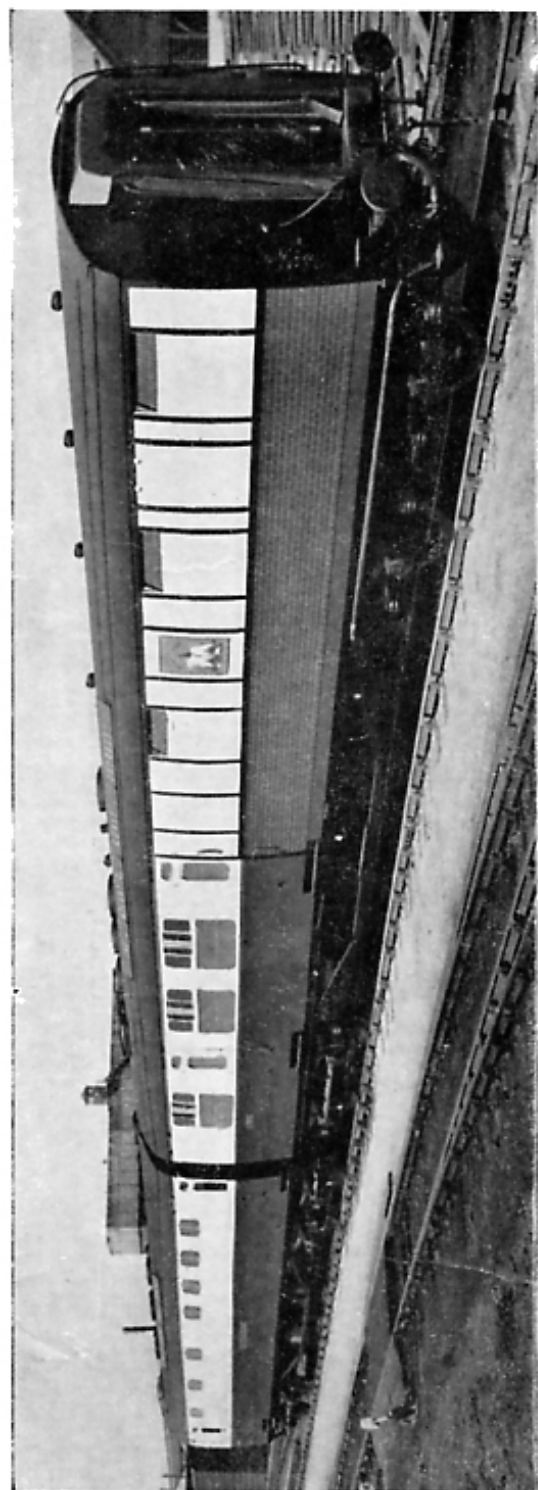
The half-timbered roof effect has been given to the "Tavern" by the use of dark-oak roof beams set into a rough-white ceiling.

The Tavern Car is maintained at an equable temperature by means of a modern thermostatically controlled system of pressure ventilation.

Suspended from one of the roof-beams in the "Tavern" is a small reproduction of the "Inn" sign which also appears on



Layout and dimensions of restaurant and buffet cars



One of the new buffet-restaurant car sets, showing the imitation brickwork and inn sign

a vitreous enamel plate, about 2 ft. 7 in. by 3 ft. 4 in., set on the outside of the coach. The signs, specially painted for these coaches are "White Horse," "Jolly Tar," "Dolphin," "Three Plovers," "The Bull," "The Salutation," "The Green Man," and "The Crown."

Leaded swing doors lead from the buffet section to the kitchen and pantry, which are finished in cream and chromium plate, with a special non-slip cream tiled floor and cream plastic panelled walls.

The restaurant car has seats for 24 first-class and 40 third-class passengers. Although the half-timbered effect used in the "Tavern" has been carried through into this car, with the roof and sides almost identical in construction, the use of polished light-figured oak for the timbers and wall frame, with buff plastic wall panels, gives a modern appearance. Concealed fluorescent lighting is used.

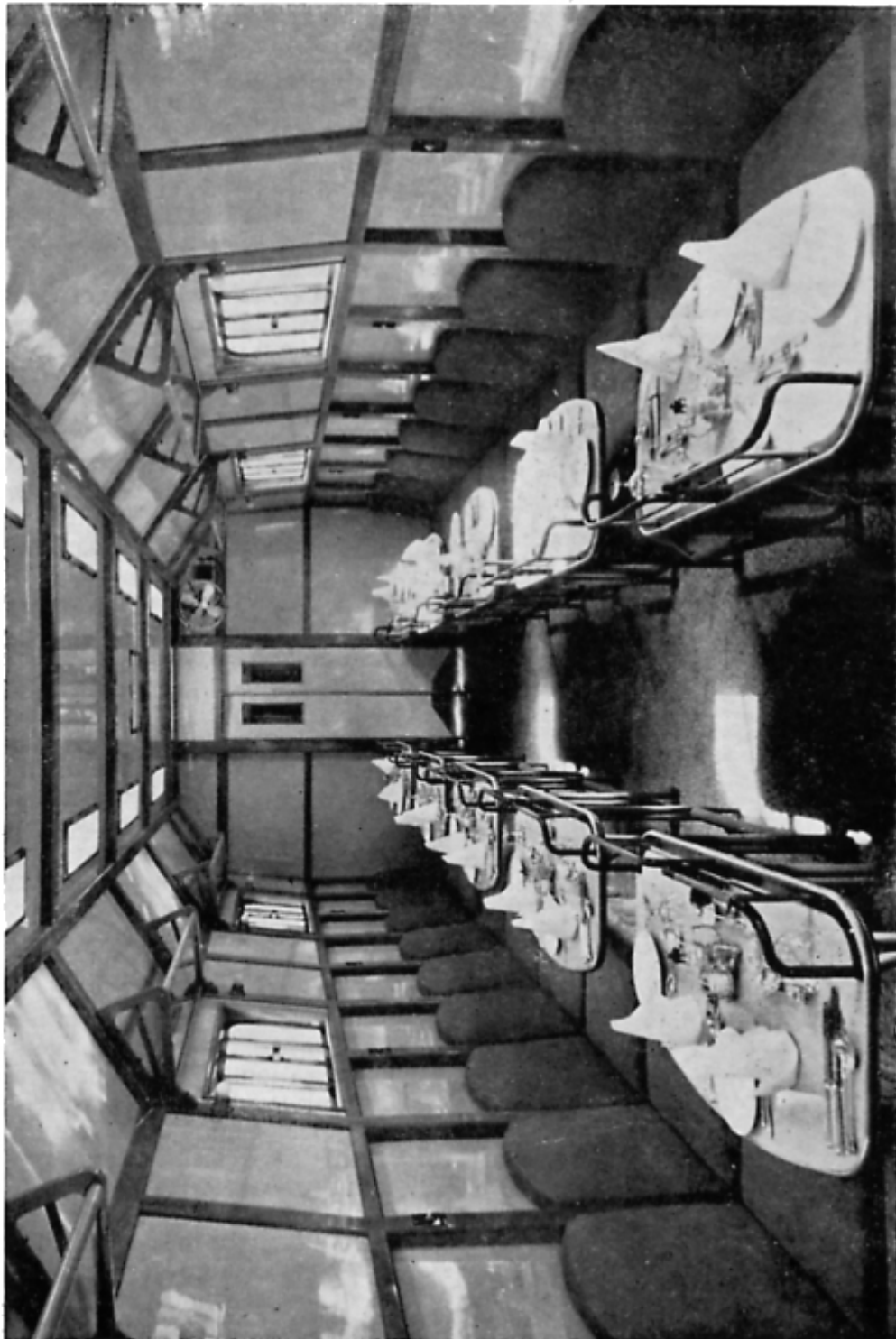
In the first-class portion of the restaurant car there is a radical departure from normal practice. Seats, facing inwards, extend the whole length of each side of the coach, with separate tables for each pair of seats. The seating in the third-class portion is of the normal type, but each diner has an individual movable chair.

The lighting of the "period" lanterns in the Tavern Car, of the modern fluorescent concealed roof-lights in the restaurant car, and in the kitchens and bar is by current supplied from the axle-driven dynamo, which can either supply current direct, or through storage batteries.

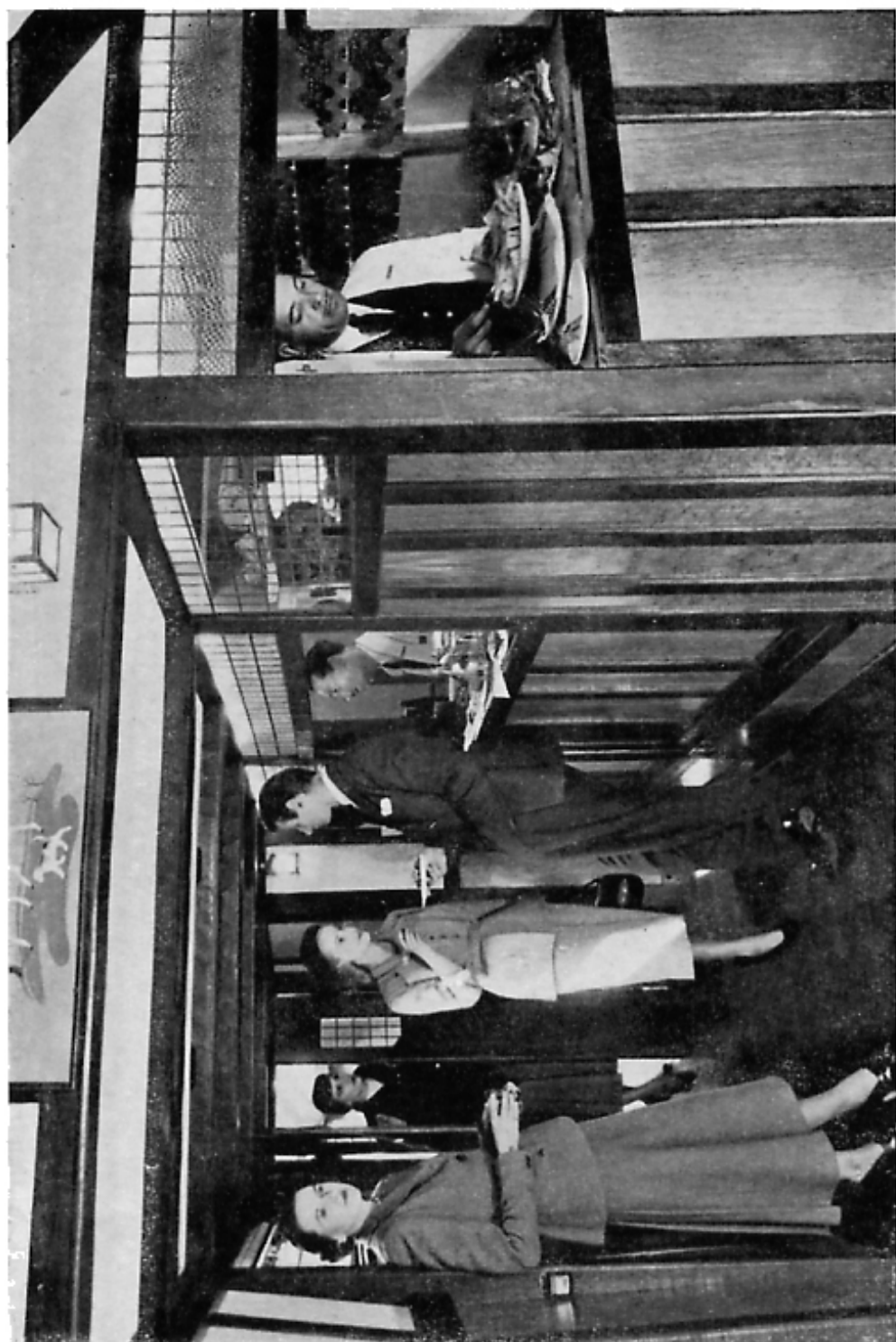
To give the maximum room to passengers and staff, as much apparatus as possible is carried in the underframes of the coach below floor level. This includes the water tanks, oil gas containers, and electrical units for lighting, ventilation and refrigeration. The water is raised to kitchen sink level by air pressure.

The bodies of both the Tavern and the restaurant car coaches are of timber construction with steel panels. The exterior contour with its curved sides, conforms closely to the British Railways standard profile for new stock. The design of underframes and bogies conforms to Southern Region practice.

In accordance with the new British Railways standard, the cars are equipped with Pullman-type vestibule with automatic buckeye couplers. Each vehicle is 64 ft. 6 in. long.



First-class restaurant, with tables and seats ranged along the car



The cocktail bar and snack counter in the Tavern Car. Part of the "inn sign" appears above the foremost beam