

PRESS RELEASE

G - PLAN

FURNITURE EXHIBITION, EARL'S COURT, 1959

E. Gomme Limited, who, as manufacturers of G-Plan, occupy a unique position in the British Furniture Industry, are for the first time exhibiting at the Furniture Exhibition to be held at Earls Court from Monday, January 26th to Saturday, February 7th 1959.

Their stand is situated in a very prominent position in the High Wycombe section of the Exhibition. It constitutes an outstanding development in exhibition presentation, because E. Gomme Limited firmly believe in the need for giving the public a lead, not only in choosing furniture but in selecting the right setting into which to put it. Their exhibit aims, therefore, not so much to act as a selling platform for G-Plan furniture as to present it in the most attractive possible setting so that the public may see it to the best advantage.

Among the furniture on the stand will be some of the latest additions to the G-Plan range, but the purpose of the stand is to give a comprehensive picture of G-Plan furniture as a whole and not necessarily only the new pieces.

Some of the most important furniture on view will be new bedroom pieces in an unusual combination of lilac and white lacquer. These give a fresher, lighter and smarter look to the bedroom. Of a distinctly Oriental inspiration, this furniture features among other things a new dressing table with "flyover" lines reminiscent of Chinese temple eaves.

A lighter more delicate look in general to contemporary furniture is instanced in chairs and sofa which have slender curved brass underframes.

The stand has been designed by Anthony Denney. It suggests, rather than defines, various types of room settings. The latest ideas in interior decoration are incorporated including unusual combinations of fabrics and the newest trends in furnishing colours. As always, enormous attention has been paid to detail and the accessories have been chosen with meticulous care. The whole concept is sumptuous from a floor of white leather cloth, inlaid with marble specially flown from Italy, to curtains of leopard skin. Great use is made of natural materials - wood, first and foremost; marble, brass, bronze, fur, raw silk, textured wool and mohair.

Because this is essentially a prestige display, the public will not be able to walk through it but they will have an excellent view. A massive carpet of plants surrounding the stand give it a panoramic perspective. At either end of the display there will be twin desks at which twin model girls will be able to answer enquiries both from the trade and the public.

The twins are wearing wigs by Richard Henry, dresses by Susan Small and brooches by Adrien Mann.

Issued on behalf of E. Gomme Limited by the Public Relations Department, J. Walter Thompson Company Limited, 40 Berkeley Square, London W. 1. Tel: MAYfair 9496 (Fay Smyth).

MODEL = IRIDIE CORNIE, (22)
of Victoria, London.

NEW WEYROC BOARD FOR THE

FURNITURE INDUSTRY

(Stand Nos. 16, Aisle S. & 17, Aisle T.
near Philbeach entrance, Earls Court)

The Airscrew Company & Jicwood Ltd., who have pioneered the use of woodchip board ^{Board} as an alternative to blockboard in furniture manufacture are showing among their exhibits an entirely new light-weight man-made timber board.

This grade of Weyroc which is to be produced on a new £250,000 plant recently installed at Airscrew's Weybridge, Surrey factory has been designed specially for the industry.

When the new plant comes into full operation at the beginning of next month it is estimated that the Company will be able to market annually a total of 35 million sq.ft. of Weyroc. This includes 15 million sq.ft. of the material produced at the Company's second factory in Dumfriesshire.

It is anticipated that a large part of the total output will be taken up by the furniture industry - a forecast which is based on the rapidity with which man-made timber has been adopted by the trade within the past two years.

To demonstrate the versatility of Weyroc and its allied product Weydec (Weyroc board with a decorative melamine surface and plastic backing) the Airscrew stand contains several units of furniture designed by the Furniture Development Council and produced in the Company's sales promotion department under the supervision of the manager there, Mr. Jack White.

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KNOCK-DOWN WARDROBE

Prominent among these is a knock-down wardrobe which has sides of Honduras mahogany veneered Weyroc and Weydec doors in a bird's eye maple finish. The centre panel between the doors is also of Weydec produced in a special design.

A double diagonal frame with shaped legs to match the door posts has been used to strengthen the bottom of the wardrobe - the pieces of which are held together on the corners with 'fishbone' connectors.

Another interesting exhibit is a dressing table with a pedestal carcass and support in Weyroc veneered with Tola and mahogany lippings and legs.

The top of the dressing table is made from Weydec in a grey linen finish and a shelf, also of Weydec, has a new grey mosaic surface. The sides of the drawers, which are in mahogany are dove-tailed into front pieces of white bird's eye maple Weydec.

A third exhibit is a knock-down kitchen unit which can be contained in a compact pack under 2ft. in height. This unit is constructed mainly of Weydec and Hardec (hardboard with surfaces similar to Weydec).

*****With Compliments*****

* * * * *
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* London, E.C.4. *
* * * * *
* Telephone: CITY 7101/3. *
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26th January, 1959.

With the compliments of Andrew Reid, Press Officer, Furniture Exhibition, 17 Fleet Street, London, E.C.4. Tel: FLE 8271-2.

QUEEN VICTORIA'S CARRIAGE BUILT BY THE
LONDON NORTH WESTERN RAILWAY IN 1869

by

John H. Scholes, Curator of Historical Relics,
British Transport Commission.

On 13th June 1842 one of the most important events took place in the early history of railways. Queen Victoria accompanied by Prince Albert made her first journey by railway from Slough to Paddington.

This royal journey immediately set a seal of respectability on the new way of travel and encouraged the various railway companies, which expected to enjoy Royal patronage to provide suitable rolling stock for the private use of the Queen.

The early vehicles were small and rather primitive in design and amenities as compared with present day standards but by the middle of the nineteenth century quite commodious and luxurious saloon carriages were being provided for royal rail journeys. A superb example of this period, preserved by British Transport, is the carriage built for Queen Victoria by the London & North Western Railway. This vehicle was originally constructed as a pair of six wheel saloons, designed by Richard Bore and built at Wolverton in 1869. These vehicles were the first British railway carriages to be connected by an entirely closed flexible gangway. In 1895 the two bodies were united on a single frame to form the present twelve wheel carriage. The interior fittings and arrangements are as originally installed in 1869 and present a very beautiful example of mid-nineteenth century styling at its best. For the Queen's personal use, separate day and night compartments with toilet facilities were provided in the centre part of the carriage. At one end of the vehicle is a compartment provided for the use of the Queen's dressers and at the opposite end similar accommodation for the Sergeant Footman.

The day compartment is furnished with a sofa, easy and occasional chairs, footstools and a table. The ceiling and sides are heavily quilted in white and blue watered silk. The night compartment is similarly treated with red leather and contains two brass bedsteads, the second bed being provided for the Queen's travelling companion.

The floor of the carriage is of double boarding, the intervening space being filled with granulated cork to lessen vibration and deaden the noise of the wheels.

During its working life of over thirty years, the Royal Carriage witnessed many memorable journeys and events and, inevitably, on occasions, those responsible for its smooth routine "had their anxious moments". One such instance was in connection with the lighting. When the train was originally constructed in two separate carriages, the lighting was by oil and candle lamp, shrouded in delicate lace. At a later date, the Railway Company, with commendable zeal, replaced the old-fashioned lamps with more up-to-date gaslight. They had, however, not reckoned with the Queen's dislike of sudden changes in her daily routine and surroundings and with great annoyance the Queen ordered the immediate removal of the new fittings and the restoration of the old lamps. At a still later stage, when the two carriages were combined to form the present single vehicle, electric lighting was carefully substituted without changing the general appearance of the individual fittings. The Queen again, however, did not like the new system and ordered the oil and candle lamps to be retained.

The exterior of the royal vehicle is as elaborate and ornate in colour and decoration as the interior. The cornice moulding is carved with an acorn and oak leaf design and the ends of the bufferbeams are fashioned in the shape of lions' heads and covered with gold leaf. The door and commode handles are hand chased and gold plated. The coach is painted in the purple brown and off-white livery of the former L.N.W. Railway, the lower panels being decorated with the Royal Arms and the insignia of the orders of the Bath, the Thistle, the Garter and St. Patrick.

This historic vehicle was first used by Queen Victoria on 14th May, 1869, in a journey from Windsor to Ballater. It was then in its original form of two connected carriages. Its last Royal journey was on 6th and 7th November, 1900, when it carried the Queen from Ballater to Windsor. Since then the coach has been carefully preserved in its identical form of that date, a unique exemplification of "the last word" in luxury travel in mid-Victorian days, presenting both in its construction and its interior embellishments, many examples of British nineteenth century craftsmanship at its best.

END

Other Victorian relics on show:-

- (1) Model of First Class Coach c.1840.
London & Birmingham Railway.

It will be seen that the standard of comfort for the first class rail traveller followed closely that given to the inside passenger of the road coaches at that period.

Lent by : P.B. Whitehouse, Esq., Birmingham.

- (2) Model of Passenger Coach c. 1842.
North Union Railway.

The model was made in the North Union Railway Workshops at Preston in 1842. The peculiar springing of axles and buffers was an attempt to absorb travel vibration to shocks through flexibility. The North Union ran from Parkside on the Liverpool & Manchester Railway to Preston. It was formed by the union of the Wigan Branch and the Preston & Wigan Railways and was the first recorded case of a railway amalgamation under Parliamentary sanction.

- (3) Porter's Cap
London & South Western Railway.
- (4) Engine Driver's Cap
South Eastern & Chatham Railway.
- (5) Guard's Hat
Kent & East Sussex Railway.
- (6) Station Master's Hat
London & South Western Railway.
- (7) Station Master's Hat
Great Western Railway.

Railway servants were provided with distinctive uniforms and badges from the early days of the passenger carrying railways and there was much variety in design and colour.

- (8) Crown in metal
London, Brighton & South Coast Railway.

Used for the decoration of the locomotive hauling a Royal Train.

- (9) Head & Tail lamps
London, Brighton & South Coast Railway.

Used for Royal Trains.