



Pullman Car Services

Coupé News

“The Quality of Service is Remembered Long After The Price is Forgotten”

August 2005 No:30

Editorial:

Welcome to Coupé News No: 30.
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied material included within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by e-mail or printing a copy, to any one you may know who will be interested.

Information is for sharing - not gathering dust.....

If you have any material for inclusion in No.31, please forward by August 28th.
Coupé News No.31 will be published on September 1st.

Editorial Address:

Have you missed a copy of Coupé News, or changing your e-mail address, or wish to be removed from the mailing list. Please e-mail to the address below with your request, it's as simple as that.

Terry Bye
Pullman Car Services
Email: pullmancarservices@yahoo.co.uk

P2.

PULLMAN OF THE MONTH.

If you have a Pullman Photograph you would like to share with fellow readers all you have to do is forward to me in jpg, also some detail on content will be of benefit also.



cPCS2005.

I purchased this photograph at the MMRCE in May.
I have identified the car as S/No.319 'RAVEN' Kitchen First.
The actual location and date is unknown – can you help identify for me?

Today the car can be seen within the “The Royal Scotsman” train as a Dining Car.

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Look Back at Pullman:

1927:

August 24th, S/No.88 CARMEN (ex Gilbert Car Company USA of 1891) damaged beyond economic repair in a derailment at Sevenoaks.

1932:

August 19th, The 'Up' "Queen of Scots" Pullman service noted passing Grantham hauled by former Great Central Railway 'Director' class No.5510 'Princess Mary'. The train consisted of 2 x Brake Parlours and 6 x mixed Pullman cars (all 1928 build).

1936:

August 15th, whilst working within the formation of an 'Up' Channel Island boat train. S/No.176 RAINBOW catches fire and is detached from the train at Micheldever. The following train is the 'Up' Bournemouth Belle formed of 12 x Pullman cars. This is re-routed via Eastleigh to Salisbury and then Waterloo. Finally arriving at Waterloo 3 hours late.

The insurance payout for RAINBOW was £3,700.

The chassis of the car was used in the 1952 built car S/No.302 PHOENIX.

1937:

August 17th, Noted North of Aberdour, D11/2 4-4-0 No.6386 'Lord Glenallan' hauling the 1.07pm Glasgow to Aberdeen consisting of 4 coaches and a Pullman car, which was located in the middle of the formation.

1950:

Wednesday August 9th, The Devon Belle stock used for an excursion from Victoria to Canterbury Cathedral or Dover.

Wednesday August 22nd, The Devon Belle stock used for an excursion from Waterloo to Yeovil for a visit to Wells Cathedral by road.

1951:

Wednesday August 8th, The Devon Belle stock used for an excursion from Victoria to Chichester Cathedral or a cruise on Southampton Water.

Wednesday August 23rd, The Devon Belle stock used for an excursion from Waterloo to Templecombe for a visit to Wells Cathedral by road.

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1952:

August 20th, The Devon Belle stock used for an excursion from Waterloo to Dorchester. Consisting of 7 x Pullman Cars and 1 x Observation car.

1956:

August, First meeting between the Pullman Car Company, British Railway's planners and Metropolitan-Cammell Carriage & Wagon Company takes place to discuss the all new 'Blue Pullman'.

Attendants Service:

The following requests for help in relation to historical data have been received and are now posted in the hope that a fellow reader may be able to help.

Unless otherwise stated, please reply to the editorial address.

Table 1.

Hello Terry,

I have just been through the website Coupe News as I am interested in information about East Coast Pullmans.

To be precise I am trying to create in model form the Yorkshire, Tees Tyne and Queen of Scots Pullmans. at around the 1962/3 period.

Basically I need to find out what the formations were with some indication of car numbers...are you able to help or could you put me in touch with someone who could.

Many thanks for your time, Graham Hobbs.

David Lowther responds: -

From the East Coast Carriage Workings the following formations applied between 18.6.1962 and 9.9.1962 from King's Cross.

Queen of Scots

Detached at Leeds:

Second Parlour

First Kitchen[Z]

For Glasgow:

Second Brake

Second Kitchen[Y]

Seciوند Parlour[FSO]

First Parlour[FSX]

First Kitchen[Y]

First Kitchen[Z]

Second parlour

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Second Kitchen[Z]
Second Brake Y - Kitchen South end Z - Kitchen
North end

Tees- Tyne Pullman

Second Brake
First Parlour[FX]
Second Kitchen[FO] [M]
First Kitchen[N]
Second Bar-Kitchen[N]
First Kitchen[M]
First Parlour
Second Kitchen[M]
Second Brake M-Kitchen South end N- Kitchen
North end

All the stock apart from the brakes came from the pool of 1960-1 vehicles. The Bar is the new 'The Hadrian Bar' No354 which replaced the earlier Car No59 'The Hadrian Bar'. An earlier response suggested that No354 was introduced with other new stock into the T.T.P on 16.1.61, but this was not so as it was the last car to be built and did not reach the set until later in 1961. Many other cars covered for all types of vehicles as 'spares' for a number of years. 'Phyllis'[5.7.65], 'Octavia'[3.8.65], and 'Zena'[26.8.65] were lifted beyond 100mph in the T.T.P, and as late as 1967 'Ione', 'Hercules' and 'Aries' were in frequent East Coast service.

Table 2.

Ian Jackson on behalf of a colleague not on the inter-net has requested if any member can help identify any Pullman cars that were attached to the what he believes to be the York to Inverness Motor-Rail train formation.

David Clay responds: -

With reference to Table 2, York - Inverness Motor Rail service, Car 318 'Robin' was a regular performer on the service. I do have some slides of the car at York Station and also in Clifton Carriage Sidings whilst in the formation.

David Lowther responds: -

As the East Coast second class cars became redundant during 1969, No335[Second Kitchen] in its umber and cream livery - repainted 2.1969 - was retained at Clifton Sidings for use as a refreshment car in 'The Highlands Car Sleeper' from York [later York- Inverness Motorail] for the 1971 to 1977 summer seasons. It was maintained in smart external condition being stored under cover at Clifton each winter.

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Table 3.

I would appreciate the help of any reader with regard to the formation of the Yorkshire Pullman - Harrogate portion, in the years 1937 - 1939.

I refer to a reference I have within the 'Yeadon's Register of Named Trains on LNER Lines'.

This states that the Harrogate portion of Yorkshire Pullman ran from Harrogate, via York, to Doncaster, where it joined up with Hull and Halifax portions.

Apparently in years 1937 - 9, there was no Leeds portion as it was considered unnecessary because the 'West Riding Limited' served Leeds.

Also, there was the Queen of Scots.

Tom Kirtley.

The Yorkshire Pullman - Harrogate portion 1937 - 1939

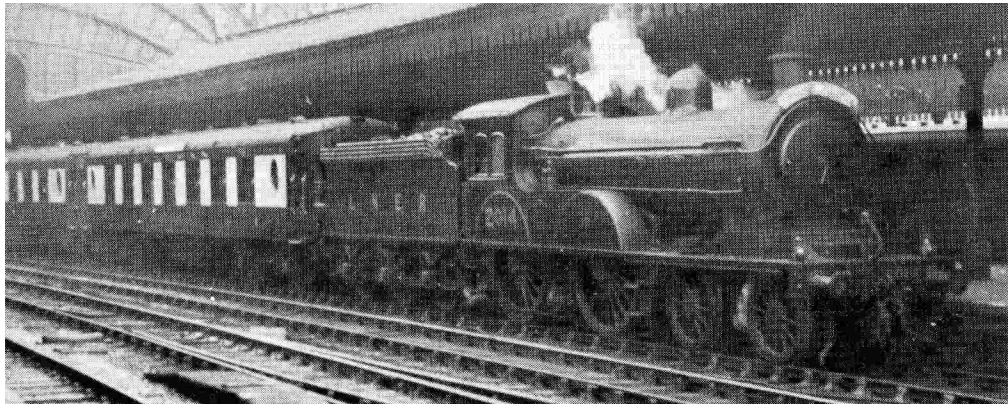
The Harrogate section formation didn't really change much over the pre-war years, just the route of the 'up' train from 1937, running via York to Doncaster, instead of Leeds and Wakefield.

It started as a 4 car set in 1935 - Loco, 3rd Parlour, 3rd Kitchen, 1st Kitchen, 3rd Brake Parlour. The Brake was a 12 wheeled 17 seat rebuilt 1921 ex GER car, with 3 seating bays. The other cars were K type, the first 1st Kitchen was one of the early wooden 22 seat variety (which Hornby now model) with 6 seating bays, as opposed to the later wooden 20 seat 5 bay cars. The two thirds were both steel cars. Ref – 1935 LNER Carriage Roster.

In 1936 it became nominally a 5-car set by adding another wooden 1st Kitchen. Next to the Brake. Photos show that this was later replaced by a steel 1st Kitchen. For a 6-car Harrogate set (in a 12 car total formation) the 3rd Brake Parlour would be replaced by a bogie full brake and a steel 3rd Parlour instead.

The few photos that I've seen of this section show the train standing at York, with a D20 loco, either 2014 or 2020 - enjoying a late moment of glory hauling the train, complete with smokebox headboard.

The 'Railway Magazine' 1937 pt2 p244 states – “In consequence of the running times of the up 'West Riding Limited', the up 'Yorkshire Pullman' is diverted from Harrogate via York instead of Leeds, leaving Harrogate at 11.15am, and York at 11.45, reaching Kings Cross at 3pm as before. Through cars are run from Hull as before, and 2 more cars (the Halifax cars from the 4.45pm down working, which is unaltered) are attached at Wakefield to the 11.20am train, but as this involves a wait of 29 minutes at Doncaster, patronage is not likely to be extensive”.



The Yorkshire Pullman at York, with D20 4-4-0 2014 – June 1938 – W B Greenfield

Attendants Mail Box:

MB 1.

Hello Terry

Many thanks for copy of No.29 and for your efforts in producing this fascinating document.

David Clay

MB 2.

Dear Terry.

I note from Coupe News No. 29, page 6. table 3, Tom Kirtley seeks information regarding the Yorkshire Pullman- Harrogate portion. I too, would like to know this and last year you kindly placed my request to that effect, but to date has yielded absolutely no response whatsoever. I find it somewhat frustrating that there is a wealth of information of all things South of London, even to the detail of personnel, but there is a disproportionate lack of detail, north of the Capital. I have several well known books on the subject and only one gives some relevant detail:-

British Railway Carriages of the 20th Century, Volume 2, by David Jenkinson BSc FRSA.

Page 236 shows 2mm /ft scale drawings, headed by caption:-
Figure 82. "Floor plans of new cars built inter alia for the "Harrogate Pullman" service of 1923, of which only the first class examples were given the new-type underframes."

The plan drawings show Third class cars: - 48, 49, 50 and 55 (all 12 wheelers, I believe) and First class cars: - Irene and Fortuna (8 wheelers?).

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The big question is, did this formation hold until the wartime decision to store them, supposedly out of harms way? I also believe that the eventually down classed Arcadia and Ansonia were added to this formation as Brake thirds Nos. 94 and 95. I would expect the 1928 all steel cars would have been substituted as a matter of course. If I am wrong in any detail, I apologise unreservedly, but would gratefully appreciate confirmation or otherwise of this and any other relevant information, either via Coupe News or directly by email: - tod.sloan@ntlworld.com.

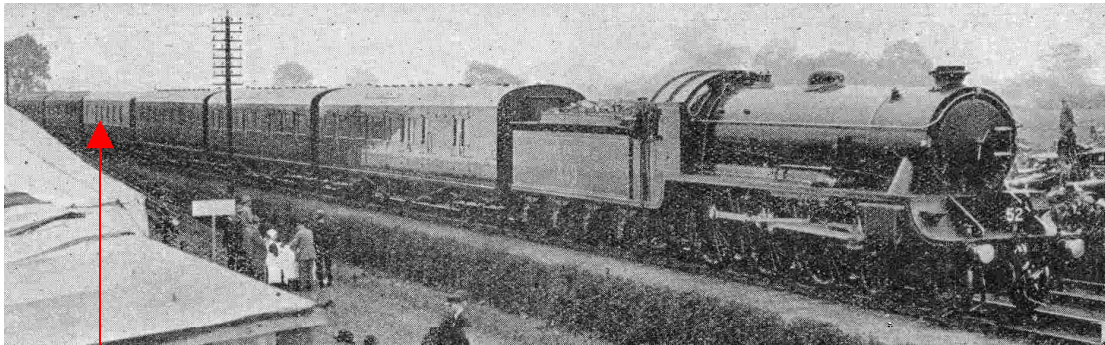
I take this opportunity to thank Terry and colleagues for their efforts to provide all the information they do. Since joining the Society I have learned a considerable amount about all things Pullman. Thank you.
T. Sloan

MB 3.

Re: Coupe News 29 p3 - Look Back at Pullman - 'Railway Centenary July 2nd'.

The photo of the SR train below appears in the 'Railway Magazine' 1925 pt2 p119. The text on p129 states that LYDIA was in the train, and also that the PCC displayed NIOBE, although no photo appears, probably because LYDIA and NIOBE were two similar Buffets from the same batch of BRC&W cars.

The photo of the train is too small to confirm the running name of the car, although the window spacing shows that it was one of the new style Buffet cars first introduced in 1925, with 5 seating bays instead of the earlier 6, although both became part of the K type group of cars in 1932, together with the later steel cars.



Pullman Car LYDIA within the SR train formation.

Pullman Related DVD / Video.

Terminus

Terminus (DVD) is a film made by John Schlesinger for The British Transport Commission and is widely regarded as one of the best railway films of all time. It was filmed at Waterloo Station and captures life at a major London terminus in 1961.

Also on the DVD are the BBC film *London-Brighton in Four Minutes*, a rare colour film about locomotive development produced in 1959 for the Locomotive & Allied Manufacturers' Association and a colour film called *First of the Thirteen* about the BR signal network and transition from semaphore to colour light as well as the consolidation of signal boxes.

Go to www.ddhe.co.uk for further information.

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Preservation News - Bluebell Railway – David Jones.

Steady progress is being made on the re-assembly of **Car 64** with all the internal marquetry panels now installed in the northern saloon after having been French Polished.

The southern saloon panels will be replaced next after which the seating and tables can be put back, but before that there is still a lot to do in preparing the brackets and fixings for these items, mainly because the framework structure is all new so doesn't have the original screw holes as a guide.

Meanwhile the other Pullmans continue to give good service on the 'Golden Arrow' trains, with most booked to capacity every weekend. Car **Eagle**, on hire from the National Railway Museum had its ends repainted and sides re-varnished in the period between the recent 'Thomas' weekends when the Pullmans do not run as all the paths are taken by the intense four train service.

Tail Lamp:

Coupé News is only as good as the information received, and published within. So why not share your news / material / information with fellow Pullman connoisseurs.

Thirty years ago Hornby produced the final run of the "Blue Pullman". In the period since the model was introduced in 1963, a number of different liveries were applied. If like me you never purchased a set new, then you will be dependent on the second hand market at your local model railway exhibition or shop. Another source is to visit "e-bay", the prices commanded for either sets or individual cars displays the never waning interest in this unique Pullman operation. One modeling web site I visit daily has a steady e-mail content on the subject. But how can you convince the major model manufactures to introduce a complete six or eight car set. It won't be a cheap model set to produce, and the price to the model market will reflect this.

Would you be prepared to pay in excess of £200 for a 6 car set built to the standard we have now become to expect from the manufacturers?

I would, how about you.

Have you say, all responses will be published next month.

Remember - "Information is for Sharing – Not gathering Dust".

T.Bye August 1st 2005.