



Pullman Car Services

# Coupé News

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

**November 2005      No:33**

**Editorial:**

Welcome to Coupé News No: 33.  
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been 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.34, please forward by November 28<sup>th</sup>. Coupé News No.34 will be published on December 1<sup>st</sup>.

**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](mailto:pullmancarservices@yahoo.co.uk)

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**CAR OF THE MONTH.**



cPeter Glover 2005.

**September 3<sup>rd</sup> 2005 – Stafford Station.**

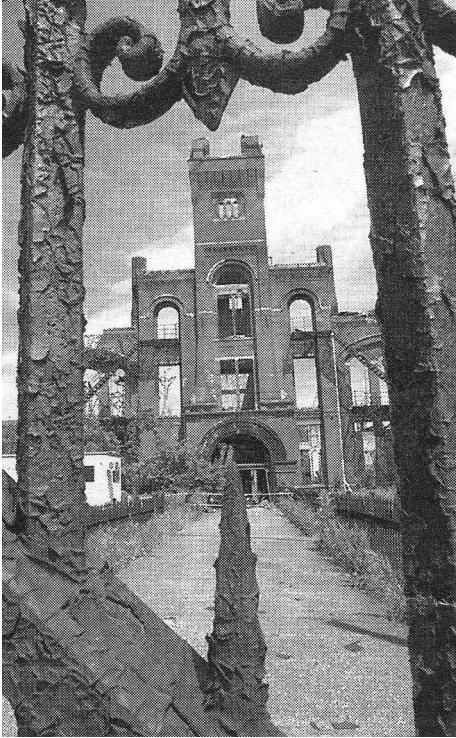
**Car No.349 (99349) within the formation of a cheater from Tyseley to Holyhead.**

**(Note: The Umber livery difference to the car on the right).**

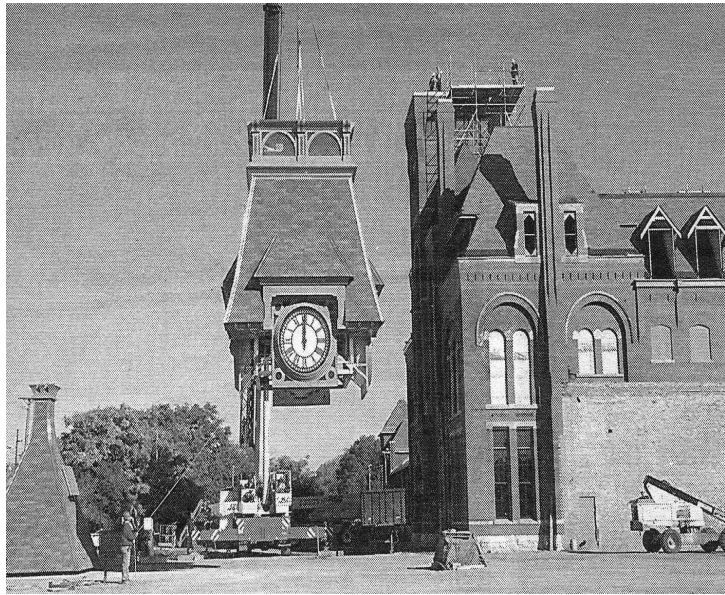
Have you a photograph you would like to place in 'CAR OF THE MONTH'  
If so, just e-mail as an attachment in jpg format to the editorial e-mail address.

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**The Historic Pullman Foundation – Pullman - Chicago – Illinois.**



Above June 1999.



Above Tuesday October 18<sup>th</sup> 2005.

**The Pullman Administration Building & Clock Tower**

**A Phoenix Rises from the Ashes in Pullman**

On December 1<sup>st</sup> 1998 arson severely damaged the building to the extent that only the outer walls remained standing. The future of the building was now uncertain due to the amount of money required to firstly make the wall stable and then rebuild the clock tower.

Since that bleak day in December 1998, the work of raising the money to restore the building has been slowly growing in momentum. This culminated with the clock tower being placed in position on Tuesday October 18<sup>th</sup>.

The Historic Pullman Foundation President Michael Shymanski remarked "It's re-establishing a visual and historic landmark. Today is probably the most significant thing that's happened on this site since the fire".

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## **The Pullman Society.**

The latest edition of the Society's "The Golden Way" journal (No.70) arrived in mid October. The contents of the 33 page edition cover a varied Pullman subject matter.

This is the first publication under the editorship of Gerry Young, who takes over from Charles Long, who will now assist Gerry build on the past success of the new look Society Journal.

The contents include: -

Charles Long offers a "Travellers Tale – 1876"

Doug Lindsay looks back into the subject of Pullman Car Company Internal Circulars to its staff.

Alan White reviews Hornby Pullman Cars – Fact or Fiction.

Antony Ford supplies material entitled "Southern Railway Electrification And The Pullman".

## **Pullman Society 2006 AGM.**

I am advised that the 2006 AGM will be held in May at the Birch Hotel, Haywards Heath. This will be followed by an evening aboard the Bluebell Railways "Golden Arrow" service.

The AGM's are a truly all Pullman event, with displays of memorabilia that includes different gauge models of cars to original menus.

The AGM is open to all Pullman Society members.

Further details on this event will be posted in the near future.

For membership details contact Alan Wood at [awood17166@aol.com](mailto:awood17166@aol.com)

## **Attendants Mail Box.**

### **MB 1.**

A request for help in the identification of an ex-Pullman Car in 1969 from reader John Oakes.

I wonder if anyone could help identifying a Pullman car I photographed in March 1969. It was at Llantrisant in South Wales in use as a store or staff van under the goods shed.

It had two six wheel bogies and was still in Pullman livery, but no name or number. The axle boxes were BRCW Smethwick but variously dated 1913, 1926 & 1929. I would be grateful for any information.

### **Responses:**

Peter Hall replies;

Regarding the query from John Oakes about the Pullman Car at Llantrisant in 1969. From his description likely candidates would be CAR No.99 and ROSALIND. Both saw use as Civil Engineers Staff Coaches and as they were sold from Cardiff Canton in 1971 indications are they could well may have been in the area in 1969.

### **MB 2.**

Hi Terry,

Another excellent read, thank you.

Although my interest was kindled on the NYMR, I find I'm drawn to read all I can on Pullmans, and your book list is an excellent piece of information.

Also, since your talk at Darlington, I have been scouring the pages of "Continental Modeller" magazine trying to find the wagon-lits cars from Rivarossi.

Are these still made and if so do you know of a store stocking them please?

Again, many thanks.

(It would be fantastic to see that car for sale running somewhere close, like the NYMR, converted to its former glory )

Regards

Phil Davis

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**MB3.**

Hi Terry

I have been asked the following question which I cannot answer. Could you oblige me with an answer?

**"I understand that most of the Pullman services on the E.C.M.L. used the 1928 aluminium sided stock. Was the Matchboard sided stock used along with the aluminium stock or as complete rakes on their own? "**

Your help would be much appreciated, and you will be of course credited which supplying the answer.

All the best.

David Lewis

Southern Pride Models

**MB4.**

My thanks to Alan Rushworth who advised of the following web site: -

I came across the Science and Society website at <http://www.scienceandsociety.co.uk> and there are many Pullman images there.

I typed in Devon Belle for example and ten images were found, photographs taken for the BTF film on the Devon Belle. Interior shots only but interesting none the less.

**MB5.**

Alan Rushworth seeks the help of fellow readers: -

I have some questions re the "Observation Cars" on the Devon Belle.

Photos I have seen show one car to be plated, and the other matchboarded except where the panel displays the lettering goes [this photo taken in 1947].

Can any reader confirm this, and identify which car is which?

Also what colour were the seats, and what was the wheelbase of the bogies which I believe were ex L&Y.

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## Look Back At Pullman.

### **1877.**

November. Construction of Pullman car **GLOBE** completed, but held in reserve at Derby. (Electric Lighting Fitted).

November 11<sup>th</sup>. The Pullman Palace Car Company close the Derby Workshop and dispense with their workforce.  
The Works Manager and Foreman return to America. All spares and fittings sold to the Midland Railway.

### **1910.**

November 3<sup>rd</sup>. Great Northern Railway coach No.2966 withdrawn from service. this is ex Pullman car **COLUMBIA**.

### **1912.**

November 26<sup>th</sup>. The late Julian Morel born, Julian became the Catering Superintendent for the Pullman Car Company 1947, until his retirement.

### **1960.**

November 16<sup>th</sup>. British Railway guests additional working Waterloo to Weymouth Quay. For the inauguration of "SS CAESAREA" (the roman name for Jersey). Formation of train includes Pullman cars **JUNO, ALICANTE, DAPHNE, CAASANDRA and NIOBE**.

### **1965.**

November 13<sup>th</sup>. PANDA PULLMAN. Paddington to Cardiff the formation includes three Pullmans (1960 Mk1), Brake and Observation car hauled by A3 No.4472 "Flying Scotsman".

### **1985.**

November 8<sup>th</sup>. Euston Station. Mk3b coach No.11091 named "Sir Stanley Matthews" by the man himself.

## **HORNBY NORTHERN BELLE**

**£129.99**



Only available from Clifford James, the Hornby “Northern Belle” set recreates the luxury and romance of the original Pullman ‘Belle’ trains of the 1930’s.



**Princess Coronation Class 4-6-2 Pacific No.6233 ‘Duchess of Sutherland’.**

Also included three extensively modified mk2 Pullman style coaches that form part of today’s Northern based luxury cruise train operation.



**‘Glamis’, ‘Warwick’ and a ‘Mk 2D Brake’ coach.**

The set includes everything you need to create a working model railway including enough track (over 23ft) for an 00 gauge scale layout measuring 164 x 94cms on a unique 182 x 120cm Hornby TrakMat plus an extra track pack – normally £29.99 – absolutely free! Two points, sidings and buffer stops and a train controller complete the set.

This Hornby set includes:

- LMS4-6-2 Princess Coronation Class ‘Duchess of Sutherland’ locomotive
- Two Pullman style Mk 2 D Composite Coaches
- One Pullman Mk 2 D Brake Coach
- Starter oval track plus extension track packs A, B and C
- Buffer stops
- Wall mounted power unit for AC mains 220-240V AC 50 Hz
- Trakmat
- Train controller
- Power track

D1615 Hornby 'The Northern Belle' Train Set £129.99. P&P £3.95

Please allow up to 14 days for delivery.

For further details, or to place an order telephone 01874 612612 or visit the Web Site at <http://www.cjoffers.co.uk>

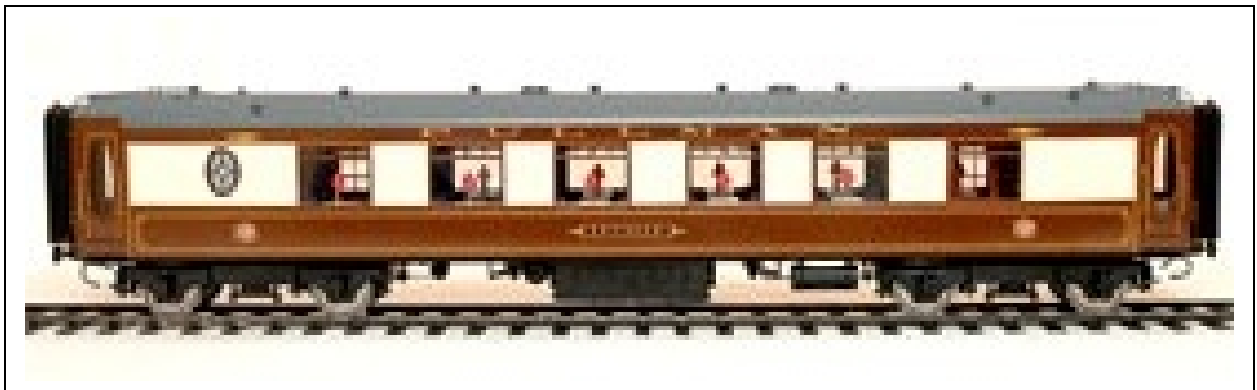
## **Middlesbrough Model Railway Club Exhibition 2006.**

For the North East of England readership, I have been advised of the 2006 exhibition on Saturday 20<sup>th</sup> & Sunday 21<sup>st</sup> May.

As in previous years the location will be the Settlement Community Centre, St. Pauls Road, Middlesbrough.

More details to follow.

## **Golden Age Models Limited.**



## **PULLMAN CARS - SPECIFICATION & KEY FEATURES.**

**Scale:** All coaches are built to the British "O" Gauge of 7mm to one foot 1 : 43.5 scale. The coaches have been extensively researched from drawings and photos to ensure accuracy. The average size is 462mm (18 inches) long by 87mm (3.4") high by 62mm (2.4") wide.

**Variations of gauge:** All coaches are supplied with 7mm Fine Scale wheelsets as standard. These can easily be released by screws underneath and replaced with either 7mm Coarse Scale or 7mm Scale Seven wheelsets if desired.

**Construction:** Very high quality soldered brass construction for coach bodies and bogies. The bodies are removable by screws underneath to allow access to the interior if needed.

**External detail:** Includes detailed brass makers' plates, brass hand rails and door handles, sprung buffers, water filler pipes and full underframe, roof and end detail etc. 1928 Cars have the fully riveted roof and "K" Type Cars have the full angled trussed underframe. Car Numbers 83 and 84 have the correct 3 pane upper windows and extra luggage racks inside. Other Cars have 4 pane upper windows as appropriate.

**Fully match-boarded sides:** The Devon Belle Observation Cars and some of the older "K" type cars have the correct fully match-boarded and panelled sides where specified.

**Interior detail:** Highly detailed interiors including tables with dinner service and chairs using quality resin castings to reduce weight. Curtains and internal handrails are provided.

**Kitchen detail:** Kitchen Cars have visible kitchen detail and Bar Cars have visible bar detail.

**Working lights:** Coaches have working table lamps and interior lights using 12 volt D.C.

**Opening doors:** The coach end doors are designed to open using a spring mechanism.

**Sprung wheels:** All wheels are fully sprung and made in stainless steel to prevent corrosion.

**Pullman couplings:** An authentic Pullman style buck-eye coupler is provided. These couplings are detachable by screws and alternative couplings are provided in case they are required for operational reasons.

**Roof name boards:** Special brackets are fitted for changeable roof name boards. A selection of name boards from the famous trains will be available as optional extras.

**Fully painted and finished:** All coaches are supplied with a high quality paint finish in Pullman colours and are ready to run. They are professionally constructed and finished by some of the world's finest model builders in South Korea.

**Presentation box:** Every coach is supplied in a high quality presentation box in Pullman colours and is foam lined for protection.

**Limited availability:** There are very limited numbers of each car variation and name and the supply of future models of particular types, names or numbers cannot be guaranteed.

**Custom names:** Future orders could include custom names e.g. a wife's or favourite name. There are plans to produce further types and variations of Pullman Cars with future orders.

**Superb quality and value:** All coaches are built to a superb standard of quality and detail rather than to a price. They are collectors' items both to run and to display. The very high specification and attention to detail is designed to provide real and lasting value for money.

For further details

**Golden Age Models Limited,**

P.O. Box No. 888, Swanage, Dorset, BH19 9AE, United Kingdom.

Tel : (0) 1929 – 480210 ( with answerphone )

E-mail : [quentin@goldenagemodels.net](mailto:quentin@goldenagemodels.net)

Proprietor and Director : Quentin Poore

## Question of The Month.



**E27002 with CAR No.208 stands at Dunford Bridge.**

### CAR No.208.

June 1954 for three months after the Woodhead Tunnel opened, the traction changed from Electric to Steam at Penistone.

Within "Trains illustrated" for August 1954 there are a number of photo's taken by Jack Armstrong all at Pensitone. Jack also visited Dunford Bridge which is the eastern entrance of the Woodhead Tunnel.

On the day Jack was there "The Institute of Electrical Engineers" had a visit to the Woodhead route looking at the electrical installations. (note the party on track next to inbound EM1).

### **The questions.**

What was the date, what was the train formation and from where did the train start and finish. Can you help?

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## **Preservation News.**

### ***ARIES.***

Alan Rushworth advises: -

I have managed to contact someone I know at the East Lancashire Railway at Bury, with regard to an update on the status of this car.

“Aries is in a stable but still unrestored condition, it is outdoors and not sheeted over and still retains the umber and cream livery in which it arrived from Rochdale some three years ago”.

My contact has not inspected it lately, but will do so and will advise me.

## **Model Railway Late News for Christmas 2005.**

Empire Stores Festive Savers 2005.

On offer live steam from Hornby LNER MALLARD or LNER FLYING SCOTSMAN. The offer also includes three pre 1960 Pullman cars in the form of NIOBE, SAPPHO and CAR No.34.

Empire offer any potential buyer three price options.

Prices start at £569.99 rising to £868.13 for the “Live Steam Sets”.

For more information [www.empirestores.co.uk](http://www.empirestores.co.uk) or call 08457 200400

## **The Wensleydale Railway Association – Northallerton Branch.**

One for the 2006 diary's of any North East of England readership.

I have been invited to give an illustrated talk to the Branch members on Monday October 9<sup>th</sup> – 7pm for 7.30pm at the R.A.F.A. Club, Northallerton.

“London to Venice with the Venice Simplon Orient – Express”.