



Pullman Car Services

# Coupé News

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

**February 2006 – CAR No.36**



**P2.**

**Cover Photograph.**

cAlan Rushworth2006.

Pullman Car ARIES on January 19<sup>th</sup> 2006 at the East Lancs Railway.

Refer to page 19 for news of this car.

**Editorial:**

Welcome to Coupé News No: 36.

This is 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.37, please forward by February 26<sup>th</sup>. Coupé News No.37 will be published on March 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)

P3.

**Cars of the Month.**



cR.Barber2006

**The Pullman Lodge Hotel – Seaburn near Sunderland on September 1<sup>st</sup> 2002.**

L to R: Pullman cars S/No. 102 **ROSALIND** & S/No.99 **PADUA**.

This two ex-SECR cars ended Pullman service in the early 1960's following withdrawal from the Bournemouth Belle service when the younger 1928 cars cascaded from the Eastern Region with the introduction of the 1960Mk1 cars. Both cars were converted to Pullman Camping Coaches for use on the Southern Region. Following withdrawal from service the two cars ended up in Departmental service, which eventually gave the cars the life line in not joining others by being broken-up. By 1975 both cars could be seen at Steam Town at Carnforth. In 1988 the two cars in the company of S/No.43 **SAPPHIRE** moved to Seaburn at what was "Puffing Billy's Motel" the complex was sold in 1992 and renamed the Pullman Lodge Hotel.

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.

**P4.**

### **Look Back At Pullman.**

#### **1966.**

February 12<sup>th</sup>.

Blue Pullman set chartered for Football Cup Tie (8 car set) Walsall to Norwich Thorpe.

February 27<sup>th</sup>.

The “down” working of the Bourne mouth Belle diverted via Petersfield, Netley to Southampton Central. The service terminated at Southampton Central, with the Pullman cars being serviced at Eastleigh for the “up” working, which worked from Southampton Central via Winchester and Basingstoke to Waterloo.

A train of ordinary coaches connected passengers to and from Bournemouth Central.

#### **1976.**

Noted within the Nene Valley Railways stock listing can be found two Pullman Cars S/No.278 **BERTHA** and S/No.254 **ZENA**.

British Rail announces the intended withdrawal of Eastern Region Pullman services.

#### **1986.**

Pullman car S/No.157 **CAR No.54** purchased by the Bluebell Railway from the VSO-E (the car owners since 1981). The car at this time is stored at Carnforth for the VSO-E.

Inter-City announce a further three Pullman Lounges to be opened during the year at Newcastle, Edinburgh and Glasgow. Joining those already open at Kings Cross, Euston and Leeds. Further lounges are planned for Preston and Birmingham.

VSO-E Pullman car S/No.243 **LUCILLE** is moved from Thomas Hill works at Rotherham to VSO-E Stewarts Lane Depot for interior restoration.

### **Preservation News.**

S/No.307 **CARINA**.

Located on the NYMR at Pickering. I have been advised that the owner is planning to form a Trust, which it is hoped will lead to grant funding to be applied for to assist the restoration of the car from its present shell status in Blue/Grey livery as applied in the late 1960's to the remaining Golden Arrow cars in use.

**P5.**

### **Colne Valley Railway.**

Paul Lemon the Operations Manager Colne Valley & Halstead Railway Trust has forwarded the following news.

The Colne Valley Railway volunteers (in the form of the Colne Valley & Halstead Railway Trust) have been successful in obtaining a £1m heritage lottery fund grant to purchase the Colne Valley Railway from Dick & Jane Hymas.

This includes Pullman Cars ***Aquila*** and ***Car No. 26 (Hermione)***.

They will remain on the Colne Valley Railway (as to sell them means refunding an element of the grant to HLF) and will be used as they are at present.

### **Website News.**

Fellow reader Howard Sprenger has advised me of a weekly type newsletter that may be of interest to some readers.

### **RAILDATE.**

A weekly newsletter of the Hursley Park Model Railway Society:

Previous issues of RAILDATE are at: <http://steam.to/raildate>

This page includes a master catalogue of items that have appeared in previous RAILDATEs.

### **The BritPull Group.**

The web-site for all Pullman connoisseurs offering discussion on all aspects of Pullman car vehicles and their working within the UK.

Why not join the growing number of interested members by visiting: -

<http://finance.groups.yahoo.com/group/BritPull/>

### **SOUTHERN E-GROUP**

The group is formed for discussion by email over the internet between Railway Enthusiasts, Historians and Modellers interested in the Southern Railway of the United Kingdom (including those railway companies that were merged together to form it and those that succeeded it). We are each at different stages of the hobby. Questions and discussion from those less experienced in matters "Southern" are welcomed as much as those from those more knowledgeable.

## P6.

We hope the more experienced among us will give a little of their time to pass on some experience to those new to railways or modelling. Whether your particular interest is SR; LSWR; LB&SCR, SECR or perhaps S&DJR - or later users of their rails - we'll be glad to read your remarks and send replies to your questions whenever we can. To elaborate on the above, the Southern E-Group is not an elitist group of super scratch building modellers or historians. On the modelling front our members range from scratchbuilders through kit builders and kitbashers to those who only own ready to run items, and in scales ranging from large live steam through to 2mm. We welcome newcomers and members who feel no impulse to do or make anything. We ask simply that a member has an 'interest' in the Southern Railway, (plus its predecessors and successors) and if someone new to the hobby wants help building something or needs some information then there's usually someone in the group willing to assist. The group operates its mailing list via the [Yahoo Groups](#) server which receives E mail addressed to the group and then despatches it to all group members on it's membership list. This mail server is immune from junk mail although it does add an advertising message to each e mail. You do not need to maintain your own address list, merely to know the address of the group's mail server - which will be given to you if you decide to join the group. If you are already registered with Yahoo Groups note that we are a "closed" group so you will be assisted with adding the SEmG to your subscription list. Although by the nature of our subject the majority of members reside in the UK we have a significant number of members from all over the world and our mailings are truly a 24 hour operation. At first you will be receiving messages on topics already in progress, so during the early days of receiving messages they may not make much sense. If you ask a question of the group or start a topic there is no guarantee it will get a response or take off. However experience has shown that an identical question/topic posed later may get a completely different and productive response. It all depends upon who is active on the list at the time and how much time they have to provide a detailed response. At certain times correspondence can be at a high level so collecting your email after a few days break can lead to extended download times. Even with the best will in the world not all messages at any given moment will be of interest to any one individual! Established SEmG members handle this by speed reading each message received and then deleting those not of interest, preferring to spend more time over reading the messages of interest they have retained.

Membership of the SEmG is free of charge though periodically voluntary donations into a trust fund may be solicited to ensure the group has funds to cover its very low but necessary operating costs. Donations into this trust fund should be made on the understanding that they do not buy any privileges. The SEmG is a group of volunteers working in their - often scarce - part time and not a business. All members aim to respond promptly but tolerance is asked when personal and business concerns result in delay.

<http://www.semg.org.uk/>

P7.

**Model Railway News.**

**R1077 - GWR WESTERN PULLMAN DCC SET**



cHornby2006

The ultimate in train sets! A Castle Class locomotive, four Pullman cars, a Pannier tank plus wagons, add in the Hornby Digital Select Control Unit and you have more than a set, you have the makings of a really impressive model railway layout! The track configuration will allow the operator, using the Select digital unit, the ability to have the Pullman train running around the looped circuit while the 0-6-0 Pannier locomotive can be busy shunting the wagons around either of the two sidings. Or course, there can also be interaction between the two trains with the locomotives double heading and pulling all the Pullman cars and wagons in one long train.

**P8.**

The set content details: -

### **R1077GWR WESTERN PULLMAN DCC SET – CONTENTS**

GWR Castle Class 'Whittington Castle'

Four Pullman 1st Class Parlour Cars (note in Ivory and Umber livery)

GWR 0-6-0 Class 2721 Pannier Tank

Ore Wagon

6 Plank Wagon 'Wallace Spiers'

GWR 12ton Vent Van

Track: Starter Oval plus Extension Track Packs A & B (with two points and two buffer stops), New Hornby TrakMat & Hornby Select Digital Control Unit

### **Hornby - R2568 - THE DEVON BELLE Train Pack.**



cHornbt2006

**P9.**

'The Devon Belle' Pullman was inaugurated in 1947 by the then Southern Railway where it operated between Waterloo and Ilfracombe, with a section of the train running to Exeter and Plymouth. The service was not daily but was scheduled to run on Mondays, Fridays, Saturdays and Sundays in each direction, however in 1948 an additional down service was operated on a Thursday. The service continued for several years with minor alterations to the train's formation and timing but in 1954 due to falling demand the service was cancelled. The Great British Train Pack and additional coach pack are representative of sections of the 'Devon Belle' during the latter days of the service with each train pack containing a numbered limited edition certificate.

### **CONTENTS**

BR 4-6-2 West Country Class 'Yes Tor'

Pullman 3rd Class Kitchen Car 'No. 61'

Pullman Kitchen Car 'Iolanthe'

Pullman 3rd Class Parlour Car 'No. 36'

The Devon Belle Train Pack will retail at £150.

### **Hornby - R4251 - THE DEVON BELLE Car Pack.**



cHornby2006

### **CONTENTS**

Pullman 3rd Class Parlour Car 'No. 65'

Pullman Kitchen Car 'Fingall'

Pullman Parlour Car 'Minerva'

The additional car pack will retail at £80.

My thanks to Simon Kohler of Hornby for permission to use the photographs in this article

**P10.**

## Precision Labels.

### **L18D Devon Belle Observation Car Panels set. £9.99**

John Peck has been kind enough to forward to me a set of his latest Pullman labels. For those readers who in last year have purchased the "00" Works Devon Belle Observation car, John has now produced to his high standard a set of labels to overlay on the car.

They improve the models exterior view with correct font and spacing, multi-coloured Pullman coat of arms to match the new Hornby "K"-type cars.

The panel set consists of a set of side and end panels – with a choice of car numbering offered (none, No.13 or No.14).

For further details and ordering contact [www.precisionlabels.com](http://www.precisionlabels.com)



cPrecision Labels 2006

"00 Works" RTR model of the Devon Belle Observation Car

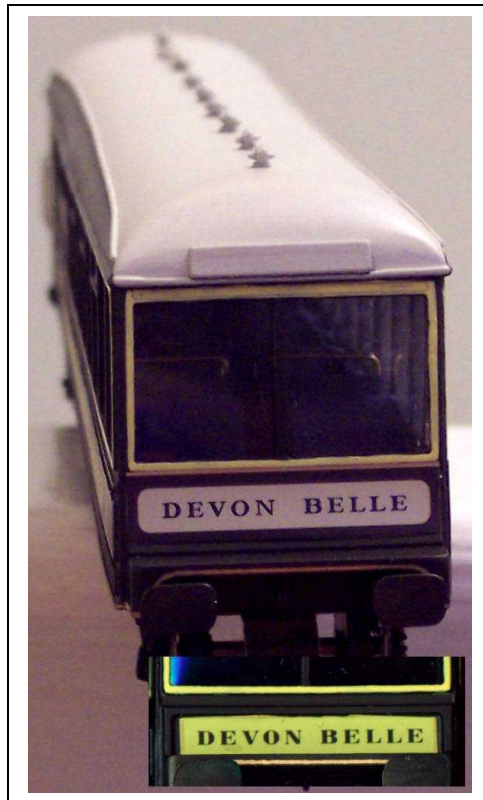


cPrecision Labels 2006

"00 Works" RTR model of the Devon Belle Observation Car – Precision Labels Fitted

(Note the height of the cream plate and crests & thickness of the lettering).

**P11.**



cPrecision Labels 2006

“00 Works” RTR model of the Devon Belle Observation Car  
The two in one photograph above, Precision Labels fitted to the top photo.

My thanks to John Peck for permission to use the three photographs in this article.

### **Bachmann 2006 - Mk1 Pullman Cars.**

With the final umber and cream livery cars still to be released, Bachmann have announced that 2006 will be the year for grey/blue livery cars.

### **Midland Pullman Photographic Collection.**

Follow the link below to a web site displaying photographs from the BTF Blue Pullman film.

<http://www.d7606.fotopic.net/c839897.html>

### **P12.**

### **The Pullman Society.**

Become a member of the only Society that covers aspects of Pullman history, train operations, modelling and much more.

If you would like more details on the benefits of being a member contact: -

Alan Wood at [awood17166@aol.com](mailto:awood17166@aol.com)

### **Pullman Society 2006 AGM.**

The 2006 AGM will be held on Saturday May 20<sup>th</sup>.

The venue being Sheffield Park Station, on the Bluebell Railway.

This will be followed by an evening aboard the Bluebell Railways "Golden Arrow" service within car **FINGALL**.

The Pullman Society AGM is a truly an all Pullman event, with a friendly welcoming approach to members.

Following the formal agenda of the AGM, members will be offered a choice of Pullman related subjects for the remainder of the afternoon, these will include: -

Pullman Raffle,

Pullman Memorabilia Auction.

Display of Pullman Memorabilia.

Archive film of the Bournemouth and Brighton Belles (private collection).

Illustrated lecture covering the Pullman Works & Town, Chicago.

Display of Pullman car Models.

As a member of the Pullman Society you will automatically be able to attend what is surely the Pullman event of the year.

If any of the above subjects interest you, why become a Society member and take this opportunity to join, contact Alan Wood now at the e-mail address above.

### **The Train Collectors Society 2006 AGM.**

Alan Rushworth advises of the following.

The Train Collectors Society "Spring-Get-Together and AGM" on April 1<sup>st</sup>, will be taking place at the Weatherley Centre at Biggleswade from 9.30am.

The club theme for the event will be Pullmans.

Question, have we any reader who is a member of the Train Collectors Society, if so would you like to update fellow readers of this event, and any photographs of the event also. \_

**P13.**

### **Requests for your Help.**

Can you help a fellow reader by answering the following requests for help.

### **Request 1.**

I am very interested in the formation of the Golden Arrow within its early, pre nationalisation, years.

I have most of the Pullman books including A. Hasenson's book.

The actual cars appear to be well identified. But, I am interested in the order or position of the each car from behind the locomotive?

Then, somewhere I read that the first class would be behind the locomotive on mixed class trains followed by second [3rd.].

I wonder if any fellow reader of the newsletter may be able to help me.

Norman Allum.

### **Request 2.**

Hi Terry,

I wonder if you or your readers can help me.

I'm building 4mm scale models of the LBSCR's 1895 'American' Pullman cars (from the Marc Models kits) and wish to present them in their original livery.

I realise they were extremely ornately lined out in gold which I will only be able to partially represent but am unclear as to the base colour.

Haresnape and Fry describe it as 'green' or 'bronze' and I've also seen it described as an 'oily greenish brown'.

Other authors describe it as 'brown' or 'chocolate brown'. Also, were the roofs really 'rose' ?

Any input would be appreciated - ideally with a recommendation from the Precision or Humbrol range.....

Paul Newham.

### **P14.**

#### **Pullman Memorabilia**

Antony Ford, A known Pullman memorabilia collector is interested in the purchase or exchange of Pullman Car Table Lamps.

Also the purchase of the plastic type Pullman table lampshades and of any photographs of the interior and exterior's of any of the 1932 Pullman composite cars as constructed for the London Victoria – Brighton electrification services.

Contact Antony on 01793 704428 or e-mail [anjo@ford28.freemove.co.uk](mailto:anjo@ford28.freemove.co.uk)

### **The Blue Pullman Train enters Service.**

Hertfordshire Rail Tours new venture into the ownership of locomotives and coaching stock became reality on Thursday January 12<sup>th</sup> at Kings Cross Station with the inaugural launch of the Blue Pullman train.

HRT advise the train as recalling the fondly remembered Blue Pullmans of the 1960s, our new flagship train offers the perfect opportunity to explore Britain in style. Explore historic cities and towns and visit our great cathedrals, stately homes, castles and world-class attractions. Settle into your comfortable seat and dine in luxury as the glorious countryside slips effortlessly past your window. This is the way to travel!

Prior to the inaugural launch on January 12<sup>th</sup> a shake down trip of the train and staff was undertaken on Thursday January 5<sup>th</sup>. The train ran from Derby at 10.50am to Manchester Piccadilly, the outward leg via the Hope Valley, and the return via Diggle and Wakefield, formed as follows: -

47712 ARTEMIS  
3325 Mk 2 F FO  
3431 Mk 2 F FO  
1657 Mk 1 RBR  
3313 Mk 2 F FO  
3352 Mk 2 F FO  
9513 Mk2 F BSK  
47709 DIONYSOS

The inaugural launch train on Thursday January 12<sup>th</sup> departed Kings Cross for Cambridge via Peterborough at 11.40am. Returning at 15.51pm. With the front two coaches reserved for invited guests and the rear four coaches for paying passengers, the train was formed as follows: -

47712 ARTEMIS  
9513 Mk2 F BSK  
3392  
1961  
3352 Mk 2 F FO  
**P15.**

1657 Mk 1 RBR  
3431 Mk 2 F FO  
3326  
47709 DIONYSOS



cH.Sprenger2006.

**Manchester Piccadilly January 5<sup>th</sup> 2006**

**The Attendants await Passengers in True Pullman Style.**

**P16.**

It is reported that an additional two Mk2 FO's painted and the Kitchen car in this formation will be eventually be replaced by two Mk1 RK's as the train expands in length.

Future expansion is also thought to include additional Mk 2 FO's, Mk 2 TSO's and an additional Class 47 will be repainted to create a maintenance spare.

The Blue Pullman Crest is to be added to the side and possible the front of the Locos within the coming weeks.



cC.Sprenger2006

### Table Setting on January 5<sup>th</sup>.

For further photographs of both the shakedown and launch workings visit Mark Herriott's web-site at: -

<http://mark-herriott.fotopic.net/c820239.html>

For further information on the Blue Pullman HRT Trips visit the web-site at: -

<http://www.traintrips.co.uk/BP.html>

My thanks to Mark Herriott and Howard Sprenger for information for this article.  
**P17.**

### Pullman Car ARIES.

Schedule Number 304 - Kitchen/Parlour - First - **ARIES** – Pullman Preston Park 1952.

In the middle of January I received an e-mail from reader Alan Rushworth.

Alan had been advised that the car was to be sold for scrap, and he questioned had I been advised or could I confirm this.

(Alan also advised the BritPull and SEmG web-sites of the report).

I advised Alan by return that I had not heard or read any information relating to **ARIES** being sold for scrap. And that I would endeavor to make contact with the owner and also seek information relating to this from other possible sources.

The car was purchased out of service and relocated to the exterior of the "Yew Tree Inn, near Rochdale, Lancashire.

The kitchen and pantry were removed either prior to relocation or whilst at the Yew Tree Inn. During its location here ASBESTOS removal was undertaken.

In the summer of 1998 the car was purchased by its present owner and relocated to the East Lancashire Railway.

At this time the owner advised me he intended to have the car restored for eventual use on the ELR for Dining and charter use.

In the years since then I lost contact with the owner.

Over the weekend of January 21/22<sup>nd</sup> the following information was received from a number of sources.

**ARIES** is for sale the asking price £9,500. This includes a spare set of Gresley bogies ex-**PEGASUS**.

The car interior is empty - no seats with one vestibule door missing, the Coupe walls remain in situ, marquetry panels and 50% of the original luggage racks are in safe storage.

Due to another restoration project that the owner is involved in, he has realistically decided to sell the car as his original restoration plan for the car has slipped to the point that he is unable to complete this to a realistic time scale.

Any one interested can contact Ian Bartlett at the East Lancs Railway.

**P18.**

**Tail Lamp.**

My motto of “Information is for Sharing – Not gathering Dust” is what forms the basis of each edition of this newsletter. Without your e-mails containing snippets of information the content of the newsletter would be just a couple of pages.

The comment with regard to car **ARIES** being sold for scrap, has been proved to be untrue, but it has identified that the car is now the second Pullman on the market for disposal.

A wider market of potential purchasers has now been reached by inclusion within this newsletter. With the interior of the car removed the potential reuse of the car on a preserved line offers a wider choice of use.

The options, do you refit the Kitchen and Pantry area to the current food hygiene specifications, or do you install a Bar Area, or do you install a Sales counter area. (The restoration of car **CARINA** on the NYMR offers the same opportunities with regard to the interior restoration)

The change of any car internally or externally is nothing new, as the Pullman Car Company would undertake this on wooden built cars to meet the needs of a changing market until the early 1960's.

Another unique Pullman car has re-entered main line operations on December 10<sup>th</sup> **S/No.354 THE HADRIAN BAR (II)** resplendent in lined umber and cream livery.

This will give the model railway operators amongst us the opportunity to run the new Bachmann model on modern image layouts. Some very minor changes will need to be undertaken in the form of the new overhead live wire warning labels and the orange cant rail level orange line.

For those model railway operators eagerly awaiting the Bachmann grey/blue livery cars for East Coast operations. Please remember that **THE HADRIAN BAR (II)** in this livery operated from 1969 to 1980 as “**THE NIGHTCAP BAR**” on the London Euston to Glasgow “**Night Limited**” sleeper train.

**Remember - “Information is for Sharing – Not gathering Dust”.**

T.Bye February 1<sup>st</sup> 2006.