

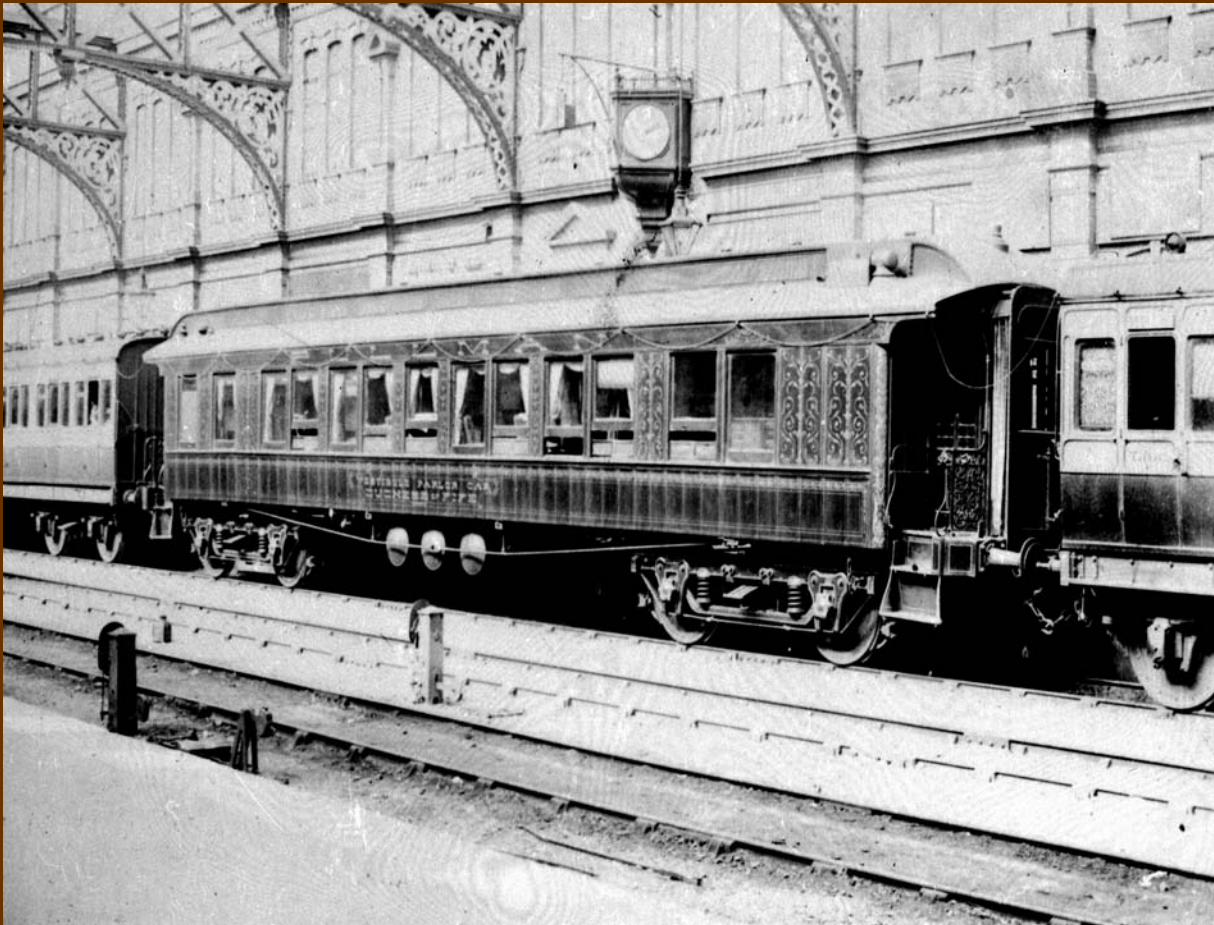


Pullman Car Services

# Coupe News

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

February 2007 – CAR No.48



**P2.**

**Cover Photograph.**

Schedule No.9 ***DUCHESS OF FIFE*** of March 1890. Originally built as a Buffet car. Rebuilt as a Kitchen car in 1912. Withdrawn January 1<sup>st</sup> 1933 and then scrapped February 28<sup>th</sup> 1933. Allocated to the L&SWR operations (as seen above at Bournemouth Central) and from 1912 relocated to the LB&SCR until withdrawn. Image from the Lens of Sutton Collection 61391 - Peter Fidczuk

Have you a Pullman photograph you would like to place on the cover, if so just e-mail as an attachment in jpg format to the editorial e-mail address.

**Editorial:**

Welcome to Coupe News No: 48.

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 Required.**

Your editor will welcome information on the Pullman car located on your local preserved railway or in use as a static Restaurant, for inclusion within your Coupe News and the Pullman Car Services Archive.

Whilst you are out either on holiday or a day out news on any car seen will be most welcome for addition within your newsletter.

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

If you have any material for inclusion in No.49, please forward by February 27<sup>th</sup>. Coupe News No.49 will be published on March 1<sup>st</sup>.

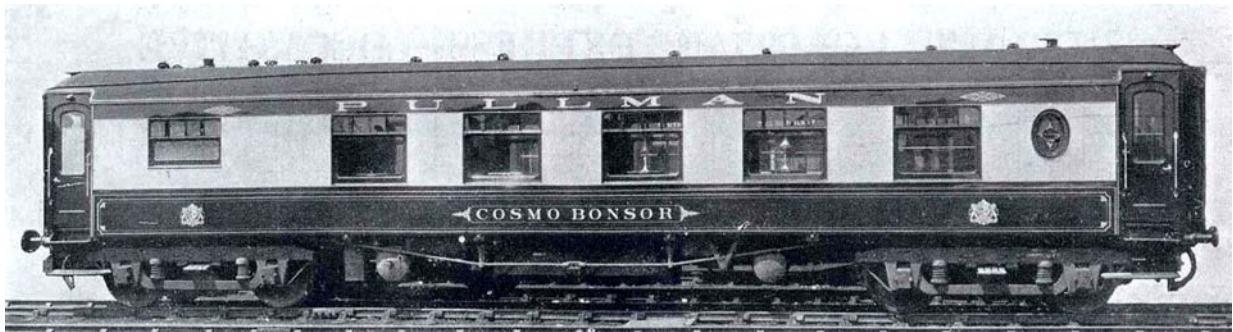
**P3.**

**Editorial Address:**

Have you missed a copy of Coupe 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)

We remember the Pullman car that was allocated the same schedule number as this edition of Coupe News.



**CD.Lindsay2006**

Schedule No: 48.  
Name: COSMO BONSOR.  
Type of Car: Kitchen.  
Into Service: May 1912.  
Builder: Cravens Limited, Sheffield.  
Tare: 32t  
Covers: 20 First Class.

Named after the Chairman of the South Eastern & Chatham Railway Company.  
May 7<sup>th</sup> 1912 – Allocated London to Folkestone service.  
June 1933 - Converted to Composite car with 12 First & 14 Third Class covers.  
October 1936 – Rebuilt.

May 1948 – Converted back to First Class car and re-named RAINBOW (III).

1961 – Withdrawn.  
Converted to Camping Coach No.BR(S) P49.  
Located Wrafton March 11<sup>th</sup> 1961 – to the end of 1964 season.  
Located to Yalding Start of 1965 season to withdrawn in 1967.

P4.

COSMO BONSOR A Table Lamp with History – Doug Lindsay.



Terry...Here's the pictures of my Cosmo Bonsor Lamp which may be useful for the next edition!!

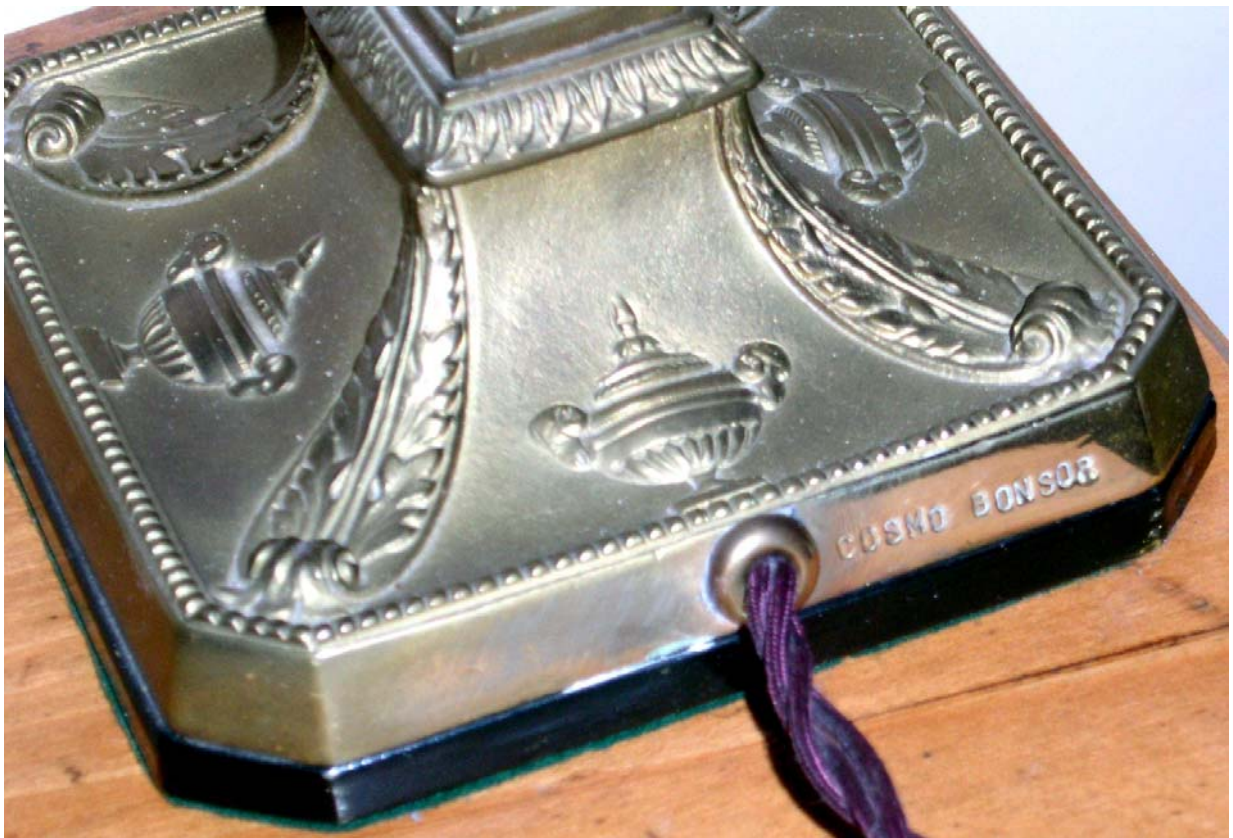
What is interesting about this lamp is that it was left to me in the will of the renowned Pullman enthusiast Henry Maxwell.

Henry was an ardent Pullman enthusiast and indeed railway enthusiast of note. He regularly wrote articles for the railway press, particularly the Railway Magazine in the immediate post war years. He was a political advisor to ICI in the 1950s and 60s and was the man responsible for saving car *Topaz* for the national collection.

**P5.**

He was a friend of F.D.M.Harding, and when the British Transport Museum was being set up at Clapham he was most annoyed that no one had suggested saving a traditional Pullman Car, so he bought it himself and had it restored to 'white' livery and moved into Clapham Museum. Much later on, when it was at York and they wanted to fully restore it in Lake livery in its SECR guise and they asked Henry if they could borrow his *Cosmo Bonsor* lamp to use as a pattern for new lamps for *Topaz*, so direct castings of this very lamp are now in *Topaz*.

About twenty three years ago, after we had christened our son Cosmo, in an article I had written for the Tenterden Terrier I mentioned that one Pullman item I'd love to acquire would be a lamp from *Cosmo Bonsor*, Henry saw this and kindly left me his example in his will.



Fortunately we had many family visits to see Henry Maxwell before his passing some years ago at his home in Market Needham, he was a real gentleman, an avid enthusiast and his forethought has left the nation with *Topaz* and me with a vary relevant lamp. We will never forget him.

*My thanks to Doug for this interesting history of one Table Lamp.*

P6.

**DORIS – February 2006 – David Jones.**



DORIS remains at Platform 1 at Horsted Keynes Station.

**Car of the Month.**



cJohn McFarlane2007

**CAR No.14 stands at Loch Awe**

P7.

### Look Back At Pullman.

#### 1947 – January 60 Years Ago.

February 14<sup>th</sup>. Noted at Preston Park works, Brighton. **ZENA** in green livery,  
**Princess Elizabeth** in Red Lead livery and **CAR No.26** as LNER 489.

February 26<sup>th</sup>. Mr.W.J.Sedcole Chief Engineer P.C.Co. Passes away at his New -  
Malden home.

#### 1967 – 40 Years Ago.

February 6<sup>th</sup> & 13<sup>th</sup>. State visit of Soviet Prime Minister Kosygin.  
Gatwick Airport to London Victoria and return.  
Train formation **PHOENIX, CARINA, AQUILA, PERSEUS and  
ISLE OF THANET.**

February 11<sup>th</sup>. The “UP” Bournemouth Belle noted at Southampton Central hauled by  
34087.

February 17<sup>th</sup>. Noted hauling the “Down” Bournemouth Belle Merchant Navy Class  
Pacific No.354013 BLUE FUNNEL.

#### 1982 – January 25 Years Ago.

February 12<sup>th</sup>. Mk1 **CAR No.335** Kitchen/Second and still in umber and cream livery.  
Departs Fort William to Carlisle to join the eight x Mk1 Pullman Cars  
now owned by the Steam Locomotive Operators Association (SLOA).  
**CAR No.335** was withdrawn in 1969 from operational Pullman  
services, and became Departmental Vehicle for the CCE West -  
Highland Line.

#### 1987 – January 20 Years Ago.

February. Mk1 car **HERON** purchased by the 71000 “DUKE OF GLOUCESTER  
Steam Locomotive Trust”.

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### **Pullman Related Websites.**

#### **Blue Pullman Group.**

A group for anyone interested in the British Rail Blue Pullman sets which operated between London and Manchester / Birmingham / South Wales.

[http://finance.groups.yahoo.com/group/blue\\_pullman/](http://finance.groups.yahoo.com/group/blue_pullman/)

#### **British Pullman Group**

An opportunity to discuss all aspects of Pullman vehicles and their workings in Britain.

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

#### **Pullman Company Researchers**

A friendly discussion group for anyone with a genealogical or historical interest in the Pullman Company and their ancestors who were associated with it. Includes Pullman Company, Pullman Car Works, Pullman Palace Car Company, Pullman porters etc. and the town of Pullman near Chicago built for Pullman employees.

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

#### **Railfilms Website.**

Railfilms new website [www.railfilms.com](http://www.railfilms.com)

On the "Pegasus" page there is the opportunity to see a 360degree view of the Trianon Bar. Also, for your delectation, a 15 minute video programme that can be viewed.

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**Railway Magazine Websites.**

**British Railway Modelling - Magazine.**

[www.brmodelling.co.uk](http://www.brmodelling.co.uk)

**Model Rail - Magazine.**

[www.model-rail.com](http://www.model-rail.com)

**Model Railway Express.**

Britain's leading FREE online magazine for railway modellers with DAILY news, readers' discussion, model and book reviews, classified ads, etc.  
Around 2000 readers per day.

<http://www.mremaq.demon.co.uk/>

**The Railway Magazine.**

[www.railwaymagazine.co.uk](http://www.railwaymagazine.co.uk)

P10.

**Model Railway Exhibitions.**

**Last Call for Stafford Railway Circle – 50<sup>th</sup> Year Exhibition.**

Saturday February 3<sup>rd</sup> 10.00am to 6.00pm.

Sunday February 4<sup>th</sup> 10.00am to 5.00pm.

The Prestwood and Argyle Suites at the Stafford County Showground.  
22+ quality layouts and trade stands.

**Layouts for 2007: -**

Where the layout name appears in red, please click the name to see pictures of the layout.

**Bogs Lane** - 4mm, 00  
**Bough Beech** - 7mm, 0  
Burlarton - 7mm, 0  
Cromford Wharf - 7mm, 0  
Whitchurch Camp - 4mm, 00  
East Wheal Dream - 7mm, 0  
Essington Lane - 4mm, EM  
Farkham - 4mm, 00  
**Gox Hill Quarries** - 4mm, EM / 009  
**Harlyn Road** - 7mm, 0  
Hogsmead - on - Sodor - 4mm, 00  
**Littlewood** - 2mm, N  
**New Haden** - 4mm, EM  
Priory Hill - 2mm, N  
Rockmoss - 7mm, 0  
**Runswick Leamside** - 4mm, 00  
**Stackton Tressell** - 4mm, 00  
**Tremorfa Road** - 4mm, 00  
**SE28** - 4mm, 00  
Dolgoch (layout built in 1957) - 7mm, 0  
**Westford** - 4mm, 00

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**P11.**

**The Festival of British Railway Modelling.**

Saturday February 17th & Sunday 18<sup>th</sup> 2007.

Venue as last year will be the Yorkshire Event Centre, Harrogate, North Yorkshire.

The 2007 event will once again present a high quality package of 30 British layouts covering a broad variety of gauges and scales. Many of the layouts being exhibited at Harrogate have previously been featured in **British Railway Modelling** magazine.

The following layouts have confirmed their attendance at this year's show List correct as at Nov 06. :

**Z** - Midsomer Mardy

**N** - Hills Country & Moorcock Junction

**2mm finescale** - Red Wharf Bay & Welton Down

**009** - Briding Noora

**OO** - Barrowfleet , Church Fenton, Eastgate DCC, The Hellingly Hospital Railway, Stoke Summit, Sutton Folly & Thornbury Hill

**EM** - Chagford South Western, East Street Wharf, Lochinver, Manafon Mills, Stainmore Summit & Wellington (Salop)

**P4** - Maindee East Engine Shed

**S** - Lydham Heath

**O / 16.5 gauge** - Stoney Middleton

**O** - Frankwell Street Yard, Gifford Street Sidings, Hadley Road, Hammerston Wharf, Houghton Colliery, Maidenhaiste & Ravensbeck

**45mm** - ALSRM Garden Railway

For further details and updates visit <http://www.brmodelling.co.uk>

**P12.**

**Middlesbrough Model Railway Clubs Exhibition 2007.**

Saturday May 19<sup>th</sup> 10.00am to 5.00pm.

Sunday May 20<sup>th</sup> 10.00am to 4.00pm.

The Settlement Centre, St.Pauls Road, Middlesbrough.

At the kind invitation of the Club I will be manning the Pullman Stand on both days, so why not come along and enjoy a Pullman chat and of course the layouts and trade stands. Make a note of the date now.

**Graham Farish "N Gauge" Mk1 Pullman Cars – Pat Hammond.**

The Mk1 Pullman cars appeared in the 2006 Graham Farish catalogue and I received the first samples before Christmas. These were flown in but the main production was sent by sea and should reach the shops in the UK during January. Australia will possibly have received them earlier.

I have never seen such detailed coach underframes before on N gauge models and these even have air brake fittings supplied in a plastic bag for cars that are supposed to be late in their lives or used with the Steam Locomotive Operating Association. A diagram supplied with the coach shows where these should go. You are also provided with nine brass table lamp standards to push into holes already provided in the tables.

The samples I have received include a kitchen car 1st (374-220) in umber and cream named 'Eagle', The Hadrian Bar car (384-240) in the same livery and the kitchen car 2nd (384-231) in grey and blue numbered 'E334E'. The full range is as follows:

**BR Mk1 Pullman Parlour 1st Car (FP)**

374-200 Pullman 'Emerald' umber+cream

374-201 Pullman E?E grey+blue

**P13.**

**BR Mk1 Pullman Kitchen 1st Car (FK)**



**(Above) 374-220 Pullman 'Eagle' umber+cream**

374-221 Pullman E?E grey+blue

**BR Mk1 Pullman Parlour 2nd Car (SP)**

374-210 Pullman Car 347 umber+cream

374-211 Pullman E?E grey+blue

**BR Mk1 Pullman Kitchen 2nd Car (SK)**

374-230 Pullman Car 332 umber+cream



**(Above) 374-231 Pullman E334E grey+blue**

P14.

## BR Mk1 Pullman Bar Car 2nd (BSP)



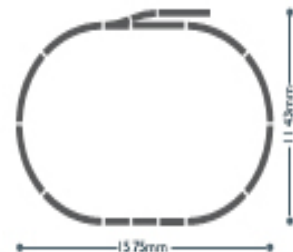
(Above) 374-240 Pullman 'The Hadrian Bar' umber+cream

374-241 Pullman E?E grey+blue

<http://www.grahamfarish.com>

## HORNBY.

### R1093 The Blue Pullman



My thanks to Simon Kohler of Hornby for responding to my questions on this set. The set locomotive Identity will be **47709 'DIONYSOS'** but the sets coach identities have yet to be advised. An additional coach pack will be made available. No plans as yet with regard to a second class 47 in the livery. Scheduled release date and set cost September / October at approx retail of £100. *My thanks to Simon for his response.*

[www.hornby.com](http://www.hornby.com)

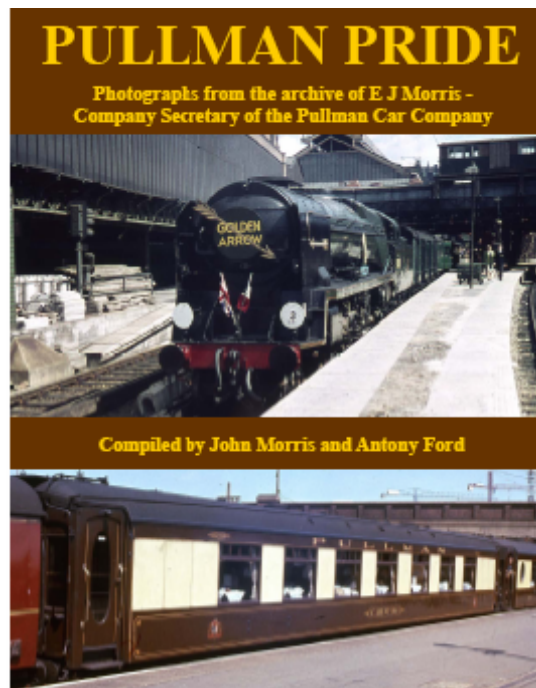
**P15.**

**Ex-Pullman Car Company - Preston Park Workshops – Brighton.**

Easter will see the movement of the remaining stock from within the old workshops, following agreement between Network Rail and Andrew Goodman haulier. At least 3 diesel shunting locomotives and assorted vans remain within the workshop at this moment in time.

Once these vehicles have been removed it will be only a matter of time before the demolition of the workshop will commence.

**Pullman Pride – EJ(Ted) Morris £17.95 – ISBN 978-0-9554110-1-4.**



The subject of Pullman travel within the UK is ever popular to the Railway enthusiast. Currently there is little on the market to satisfy the curiosity on the 'umber and cream' liveried vehicles that once exemplified the last word in luxury travel. This new book fills a desperate need.

Compiled from the personal archive of the last Company Secretary of the Pullman Car Company, here is unique collection, comprising nearly all unpublished material and showing

Pullman Cars, both exterior and interior, in what can only be described as the golden age of railway travel.

**P16.**

As well as the cars themselves, the trains are shown, and the VIPs who travelled on them, Royalty, Politicians and Celebrities - as to exactly who - wait and see! Some wonderful anecdotes from 'somebody in the know' are also included. Beautifully produced on quality art paper this new volume will be one to treasure for a very long

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**Flying Scotsman North America Tour – Ex-British Rail Coaching Stock.**

Further to my request for any information with regard to my general interest in the tour. I questioned with regard to what became of the other coaching stock that accompanied Car No.14, ISLE OF THANET, LYDIA and the A3 Pacific No.4472 Flying Scotsman.

**Peter Hall responds. (The accompanying images supplied by A.Sturt).**



**P17.**

Just a little to add to the query on page 20 regarding the five other vehicles pictured behind CAR No.14 at Twickenham.

These would certainly be LNER design Gangwayed Passenger Brakes 104, 70497, 70632, 70636 and 70758 built to either Gresley or Thomson design converted to Exhibition Vans.

Several years ago I was able to confirm that three and possibly four of these were located at, Victoria Station Restaurant, 100 Universal Terrace Parkway, Universal City, Los Angeles, California 91608.

To quote from the letter I received from the restaurant in 1994? (letter undated and I omitted to put a receipt date on). "Our restaurant does have four of the cars from the Flying Scotsman, one of which is a dining car. The cars have been painted several times, so I hope the numbers are still correct.

They are E-42463, E-16501, E-16502 and E-32372. They have plaques with the letters "LB & SCR" on the sides as well". Although the numbers quoted do not make sense I have to conclude they were either numbers applied for operation on American Railroads or numbers applied when in restaurant use. It also implies the vehicles may have been substantially altered.

The note from Robin (Coupe News No.47) is particularly interesting.

My researches had led me to believe that these five carriages, along with BR Mark 1 BCK 21177 used as Flying Scotsman's support coach did end up in a scrapyards, possibly in the San Francisco.

Some of this six, possibly not all, then being sold on to a company called Victoria Station whom ran a chain of restaurants. My initial enquiries revealed that this company had gone out of business but it appears that at sometime, probably in 1993, their premises in Los Angeles were acquired by the new Victoria Station Restaurant. It may thus be, using Robins information that not all six vehicles survived and some at least were scrapped.

P18.



I did put a note about these vehicles on page 80 of 'Preserved Coaching Stock of British Railways Part One - BR design Stock' published by Platform 5 in 1994. As a result W. S. Sellar from Falkirk wrote to Platform 5 in April 1997 and provided two photocopies of pictures he had taken.

To quote his letter "Two vehicles to be seen at Universal Studios Hollywood, both on their bogies. Access to them is not easy without upsetting dining arrangements, but the coach on the right, judging by the roof profile appears to be of Gresley design (BG?)".

Unfortunately Platform 5 failed to forward the letter on to me for a year.

Although I then wrote to W.S. Sellar asking if where he had been was precisely the same location as that from which I had the letter, any further recollections and apologising for Platform 5s failings, I heard nothing more.

If W. S.Sellar had been to some where different then it certainly would have been that all six vehicles survived into the 1990s.

If it was the same location, then a possibility that a couple of the vehicles were no longer located there.

## **P19.**

This is as far as my researches got too and subsequently I have made no further progress. I feel sure though that someone knows a little more or has possibly come across an internet reference, or perhaps has visited or knows someone who has visited the locations described.

*My thanks to Peter for this detailed response, the matter is not closed and we need to know if the coaches still exist in 2007.*

### **CAR No.14 News.**

the following information has been supplied by Steve Doughty of the Swanage Railway

I am pleased to report that the removal and movement of the car has been completed safely in the journey of the car home to England from San Francisco.

On Saturday 13th January, the car body was lifted off its bogies and the three parts loaded on to trailers for transport 500 miles south to Long Beach, near Los Angeles, California.

The body and bogies from Car 14 were loaded safely onto the vessel *Taiko* at Long Beach. *Taiko* sailed from Long Beach at 1500 hours on Monday 22nd January 2007, ETA Southampton 18th February 2007.

This followed a difficult journey from San Francisco, as on Thursday 18th January the vehicle carrying them became trapped when snow drifts on the mountain pass known at the Grapevine, near Tehachapi caused Highway 5 to be closed. Fortunately, the road reopened on Friday 19th January enabling the load to reach the port.

On arrival the car will go to Rampart Carriage and Wagon in Derby for a detailed survey and restoration to running condition. How long this will take depends on exactly what is found to be necessary on arrival and what this will cost, but it is hoped that the first stage of the restoration will be complete in time for the car to enter service on the Swanage Railway in summer this year. A subsequent programme of work is intended to restore the car to its original condition.

Visit the Swanage Railway's websites - [www.swanagerailway.co.uk](http://www.swanagerailway.co.uk) and [www.swanagerailwaytrust.org.uk](http://www.swanagerailwaytrust.org.uk) for updates.

We are still raising funds for the restoration of Car 14 and for the follow-on project, the Churchill funeral coach S2464S, currently sited at the City of Industry near Los Angeles. Donations to both projects can be made on-line at [www.swanagerailwaytrust.org.uk](http://www.swanagerailwaytrust.org.uk) .

My thanks to Stephen the update on this project and if any reader of Coupe News wishes to make a donation to the project fund please visit the web site as detailed above for details.

**P20.**

**Bluebell Railway Pullman's - Daniel Crofton-Green - (all Images by the author).**

The Bluebell Railway as most readers of this newsletter may know has a fleet of five Pullman cars, one of the cars is of course is on loan from the National Railway Museum collection this being the Mk1 car EAGLE.

Three of the cars are used in the formation of the Bluebell Railways very own "Golden Arrow" premiere dining train service.

The train runs nearly every Saturday evening and Sunday Lunchtime from February to December, also 2007 will see the train formation operating on selected weekdays the "City Limited Breakfast Pullman" and the "Sussex Belle Cream Tea" service.

The train will be formed of 4 coaches for 2007, 'Christine', 'Fingall', 'Eagle' and the Semi Royal Saloon 806.



(80151 carrying the "Golden Arrow" headboard)

The train is well known throughout Sussex and offers a superb meal with the realistic Pullman experience.

## P21.

Most Thursday's the train is shunted up to Horsted Keynes, usually by the Bluebell's 350hp diesel shunter D3023.

The train is checked internally and externally for any problems before its weekend usage.

On-train cleaning can happen any day of the week and is usually undertaken by a spare member of the catering department.

I would personally recommend to those who haven't already used this service that you travel on a Sunday Lunch service, and within car Fingall. The journey not only offers a superb lunch but your window with a view offers superb views of the line and in what even the Bluebell admits is the finest ar/coach in the fleet.

Pullman car Doris can be found either in platform 1 or the cattle dock at Horsted Keynes and on selected weekends can be open for viewing or Cream Teas.

At the moment no Pullman trains will run until Sunday 4th February 2007, which will be the first official service using car Christine in the Golden Arrow since its overhaul. This will allow substantial repairs to be undertaken to the body of car Lilian which have been required for years since the car entered service.

I personally tried to book for this train, but found that it was fully booked; spaces were available in Christine but only due to a few cancellations, I found for the first time another carriage in the train was more popular than Fingall!



(A sample of Fingall's Marquetrie)

**P22.**

From personal experience, the Christmas Services are the best for money & entertainment.

A traditional Christmas Menu is served on a return journey to Kingscote and a second journey to Horsted Keynes when passengers get off and sing Carol's with other members of the Horsted Keynes community.

As many people say when I see their galleries on Fotopic etc, the price for this train is high compared to many other Railways operating Dining Trains, and after reading in the railways book shop past issues of the Bluebell's magazine and seeing that only in the 1990's, passengers could travel on this service for only £39 per person it does seem to have increased so much that the price is now out of reach to some people.



**W60097 Stands at Old Oak Common September 18<sup>th</sup> 1960.**

My thanks to Richard Barber and the Armstrong Trust for sharing the image with us.

P23.

### Tail Lamp.

Last month I made reference to this year being the Fortieth anniversary of the end of steam on the former Southern Region of British Rail and the demise of the "Bournemouth Belle" that also finished operations on the same day in July 1967. And I hoped that with your help we would mark the anniversary of the end of the "Bournemouth Belle" with reminiscences and images of the train within the July edition of Coupe News.

I have received an offer of an article from a reader who actually traveled on the last service. I am still looking for reminiscences and images of Belle for the July edition and to make this happen I do need your help.

She is on her way home, and well done to the Swanage Railway and all people behind the scenes who have assisted in making this possible.

Also a thank you to those who have contributed financially to assist in bringing **CAR No.14** home. The costs are not over yet, so please visit the Swanage Railway web site and make a donation, as funds are now needed to assist in the cars restoration. The sooner the money comes in the sooner we will be able to see and ride in the car.

And finally I hope all readers received a copy of the Preservation List in early January. My thanks to Peter Hall for his contribution, and also those readers who passed back the compliments with regard to production.

If for any reason your copy never arrived please advise by e-mail and I will action ASAP.

The porter's whistles are now calling to attention along the platform, as your attendant closes the vestibule door on this edition, we will now get underway to publication



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

T.Bye February 1<sup>st</sup> 2007.