



Pullman Car Services

# Coupe News

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

**November 2007 – CAR No.57**



Cover Image:

My thanks to David Jones for this months cover image of the Petworth Pullman cars which coincides with this months edition, as centre car within the image is car MIMOSA.

**Editorial:**

Welcome to Coupe News No: 57.

This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and images for inclusion 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 also be interested in reading about matters Pullman.

**Information Required.**

I will welcome any 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.

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

If you have any material for inclusion in No.58, please forward by November 27<sup>th</sup>.

**Coupe News No.58 will be published on December 1<sup>st</sup>.**

**Editorial Address:**

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**Editors note to the readership.**

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 editorial address with your request, it's as simple as that.

Some readers do not receive copies as published for one reason or another.

I do get bounce backs advising that an e-mail address no longer exists or the mail box full. If by the 5<sup>th</sup> of each month your copy fails to arrive, please e-mail the editorial address and I will forward to you the missing edition.

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

**Pre 1960 Schedule No:** 57.  
**Post 1960 Schedule No:** 50.  
**Name:** MIMOSA  
**Type of Car:** Parlour.  
**Into Service:** March 1914.  
**Builder:** Birmingham Carriage & Wagon Company,  
Smethwick.  
**Tare:** 31t.  
**Covers:** 19.

1935 July: Rebuilt at the P.C.Co Workshops at Preston Park, Brighton as a Composite Car. Covers 12 First Class and 14 Third Class.

1949 June 1<sup>st</sup> : Burnt out at Latchmere Road, Battersea with car ALICANTE.

c 1950: Rebuilt at the P.C.Co Workshops at Preston Park, Brighton as a First Class Parlour Car.

1953 June 15<sup>th</sup> : Within formation of cars allocated to the Coronation "Spithead Review" Train "G" 09.08am Platform 11, Waterloo to Southampton. Train formation ordinary SR stock with Pullman Cars ALICANTE and FORMOSA.

1953 June 16<sup>th</sup> Within formation of cars allocated to the working as Train "G" 08.53 Southampton to Waterloo.

1961: Withdrawn from Pullman Operations.

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- 1962 August: Converted to Camping Coach at P.C.Co., Workshops at Preston Park.  
Diagram 152. Kitchen 8' 3".  
Living Room 11' 2<sup>1</sup>/<sub>4</sub>".  
Bedroom 1. 11'-5".  
Bedroom 2. 9' 6".  
Bedroom 3. 9' 6".  
Allocated the identity number W9869.
- 1962 October 8<sup>th</sup> : Noted at Swindon.
- 1963: Located at Marazion, Cornwall.
- 1964: Located at Marazion, Cornwall.
- 1964: Sold by Western Region to the BR Staff Association.
- c1984: B.R.Staff Association sell all the Marazion cars to Mr Hitchens.
- 1990: All six cars located at Marazion placed up for sale.
- 1990 – 1998: Remains up for sale.
- 1998 Sept 17<sup>th</sup> : Moved by road from Marazion to Petworth.
- 1998 Sept 18<sup>th</sup> : Arrives at Petworth Station.
- 1999 May 21<sup>st</sup> : Interior restoration completed.

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Image D.Lindsay

Car Mimosa was unique of course in being panelled in a yellowy mimosa coloured plain Formica or Wareite material, and the two images show the interior saloons in about 1955.

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Image D.Lindsay

The interior images show the car in its post 1949 fire condition, as Formica etc wasn't invented when she went into service in 1914.

A question for readers, have you an interior view pre 1949 fire which will show the original marquetry paneling.

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## Look Back At Pullman.

### 1932 – November 75 Years Ago.

November 1<sup>st</sup> - Trial running of the Southern Railway 6 Pul units commence.

### 1947 – November 60 Years Ago.

November 20<sup>th</sup> - Royal Train conveying Princess Elizabeth and Lieutenant Philip Mountbatten on their Honeymoon from Waterloo to Romsey for Broadlands. The train consisted of corridor brake third, corridor composite Pullman cars **ROSEMARY** (Royal car), **ROSAMUND** and corridor brake third.

### 1977 – November 30 Years Ago.

November 5<sup>th</sup> - Brighton Football Charter to Nottingham which includes Mk1 Pullman car E314E (HAWK).

November 16<sup>th</sup> - Movement from the North Yorkshire Moors Railway to York enroute to Carnforth by rail of Pullman cars **PERSEUS** & **CYGNUS**, following purchase by the VSO-E.

November 26<sup>th</sup> - York Station. Pullman cars **TOPAZ**, **ROSALIND**, **ZENA**, **PERSEUS** and **CYGNUS** for filming of Agatha with Dustin Hoffman. For the film car **CYGNUS** has been repainted on one side umber and cream and carried the name "ANNE".

November 29<sup>th</sup>-30<sup>th</sup> Filming continues at York station (Scarborough Bay Platform) which for the film is renamed Harrogate.

### 1982 – November 25 Years Ago.

November 6<sup>th</sup> - VSO-E UK Pullman cars charter "ABTA Conference".  
1.30 p.m., Victoria to Folkestone Harbour.  
Formation includes Mk2 FO 3168 & 3155 with 73142 and 73130 hauling the train via Brixton, Swanley and Maidstone East.

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**Attendants Service.**

**Peter Hall requests the help of fellow readers.**

In circa 1981 Casterton Services of Stamford acquired six Pullman Cars, these being 315 'HERON', 316 'MAGPIE' (DB975608), 320 'STORK' (DB975609), 321 'SWIFT', 333 'Car No. 333' and 346 'CAR No.346'.

By 1988 'CAR No. 333' and 'CAR No. 346' were the only ones still located at the Casterton Taverner Motor Inn, Casterton Hill, Casterton near Stamford.

The others having found new homes at: 'HERON' - the Great Central Railway; 'MAGPIE' - Steamtown, Carnforth; 'STORK' - Steam Rock Cafe, Muswell Hill; 'SWIFT' -Northampton Steam Railway.

Something I have never been clear about is whether the later four were ever actually located at the Casterton Taverner Motor Inn before moving on or whether they were kept elsewhere, possibly Stamford station sidings, in the early 1980s.

It is also recorded that 'MAGPIE' was located at the Plym Valley Railway for a short time before moving to Steamtown, something I have not been able to confirm.

It would thus be very interesting to know whether readers of 'Coupe News' can add anything regarding the early and middle 1980s histories of these Pullman Cars.

For example did any one visit Casterton and see more than two cars present or did they see some of the cars located elsewhere.

**Richard Barber responds: -**

In the early eighties enroute from the North East to Cambridge I did call in at the Casterton Inn and saw all six cars at the pub. Two seem to be in use and connected to the inn, the rest where dumped at the back of the carp park not in use.

On my next visit only the two in use where there, I believe that these have now moved on or where scrapped.

Didn't have a camera in those days

Regards

Richard

*Many thanks Richard on behalf of Peter Hall.*

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**DORIS - David Jones.**

**The Bluebell Railways "Giants of Steam" weekend 19-21<sup>st</sup> October**

Platform 1 at Horsted Keynes Station, ex-Brighton Belle Pullman 'Doris' was open to visitors where members of the Pullman Society were on hand to explain the history of this Car and relate the story of Pullman travel from the early days. Hundreds of people came through the Car over the three days, which was blessed with fine sunny weather. The sign writer was able to complete the word 'Doris' on the side just days prior to the event as since the repaint earlier in the year there has been no identification as which Car it was. There was a lot of interest from enthusiasts keen to learn more about the Pullman Society so it is anticipated that there will be a few more members from the weekend.'



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Car No.14 - Steve Doughty.

No news for this months edition but fund raising for Car 14 continues and the Swanage Railway is most grateful to those who have sponsored the seats and otherwise contributed to the costs of the overhaul.  
But they still need to raise more to finish the job, so please consider sending a cheque to: -

Swanage Railway Trust (Devon Belle),  
Station House,  
Swanage,  
DORSET BH19 1HB

Or via our website at

<http://www.swanagerailwaytrust.org.uk/appeals/index.htm>

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Pullman car **CARINA** May 2006 at Pickering Siding North Yorkshire Moors Railway

### **Carina Preservation Trust.**

Friends of Pullman Car CARINA annual subscription is £10; please make cheques payable to Carina Preservation Trust and send to:

Kevin Collins, Secretary,  
Carina Preservation Trust,  
Belford, 11 Park Avenue,  
Driffield,  
East Yorkshire,  
YO25 5EW.

**Email:** [kevcoll@hotmail.co.uk](mailto:kevcoll@hotmail.co.uk)

The trust will give Friends regular bulletins on restoration progress and organise works visits to view CARINA's refurbishment. It is hoped that concessions for travel aboard CARINA once restored can be offered to Friends.

For press/publicity information please contact

Peter Elson,

Tel: 0151 472 2502;

email: [peter.elson@dailypost.co.uk](mailto:peter.elson@dailypost.co.uk)

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Within the text of last months update on car CARINA, Peter Elson advised.

*“It would be appalling if they went abroad. Are Rosalind and Padua now the only British 12-wheelers left apart from at Petworth?*

*We should campaign for them to be reactivated on a preserved line in this country. Ideally, East Lancs as it's nearest to me (!), but wouldn't they look sensational with Car No 79 and Carina on a NYMR train storming up the gradient out of Whitby?”*

David Jones responds as follows; -

Further to your note in the latest Coupe News, as far as I know the only other 12 wheeled Car still in existence (still on its wheels) apart from 'Padua' and 'Rosalind' is 'Malaga' at the Ian Allan headquarters in Shepperton.

Those at Petworth are all 8 wheeled Cars.

The only 12 wheeled Car originally at Marazion was 'Calais' which did not survive. 12 Wheeled Cars like 'Princess Ena' and 'Midland' still exist but only as bodies.

A few of us from the Pullman Society did try to save the 12 wheeled car 'Cambria' at Robertsbridge some years ago but it was eventually set on fire by vandals. The bogies still exist up in Scotland.

Hope this is of interest, and best of luck with 'Carina' which I featured in my talk to the Southern Electric Group in early October.

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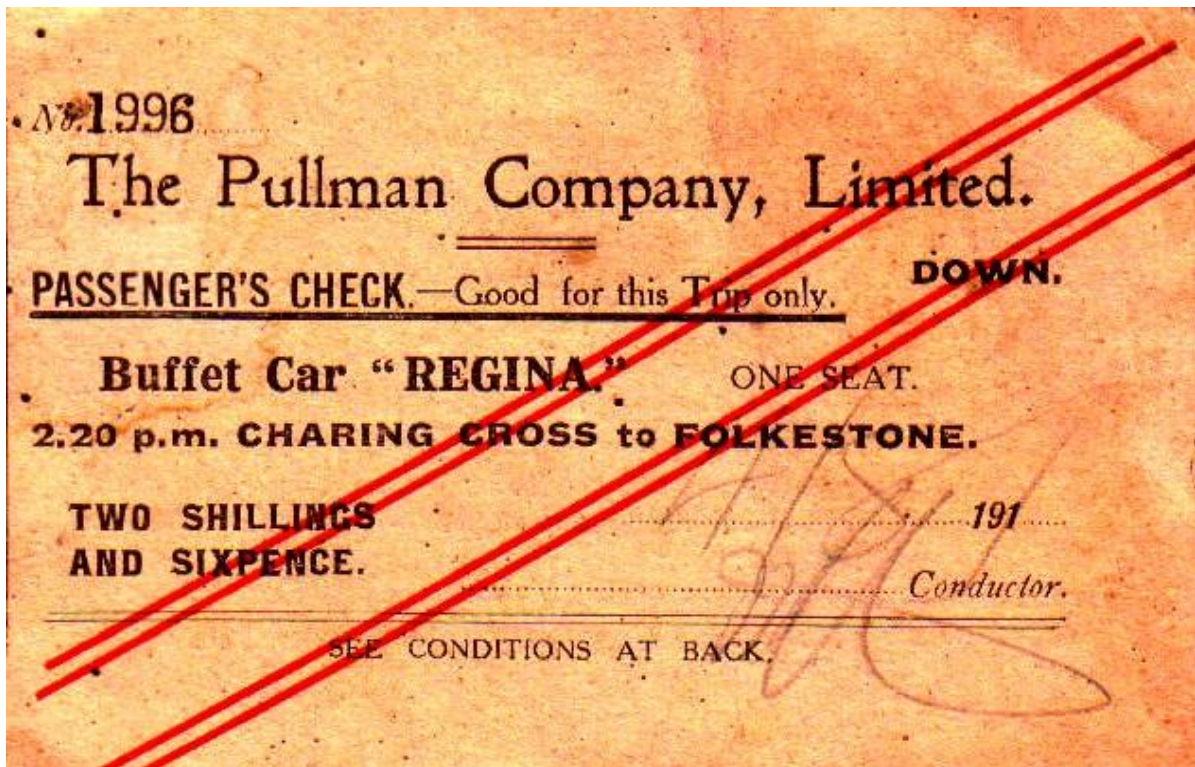
### **The South Eastern and Chatham Railway Society.**

The SECR had a somewhat shaky start with Pullman Cars. The business rivalry between Sir Edward Watkin of the SER and the Pullman Company led to several attempts to produce competitive vehicles. The Society covered one attempt in 'A Car Called Constance' reviewed in the July issue. The LCDR tried a Pullman in 1882, didn't like it, and gave up on luxury vehicles apart from a brief flirtation with Wagon Lits and a Club Train for 3 or 4 years after the 1889 Paris Exposition. I've ignored Mann's Patent Palace Car Co as everyone else did at the time.

So it was 1909 before Pullman signed a contract with the SECR and even then the railway insisted the cars were painted in their own 'lake' livery. No umber and cream was seen on the old SECR metals until well into the 1920's and many of the old cars remained in faded lake livery until scrapped in 1929. A slow start it might have been but, according to 'The Locomotive', by 1923 the SECR had 56 Pullman Cars, far more than any other railway except the LBSCR and even they had two fewer at 54. All the other railways put together could only muster 34.

Surely this must be a compelling reason for Hornby to issue a series of their excellent vehicles in the attractive SECR livery. It is probably too much to hope they would like to go even further and produce the Gilbert cars but perhaps the restoration of Constance on the Bluebell will persuade them.

Some items of Pullman memorabilia came the way of the Society recently. The Pullman ticket for 'Regina' was possibly used by GA Sekon, (Nokes if you prefer), editor of the Railway Magazine and Railway and Travel Monthly, as it came from a small collection of his items. This ticket, dated 4<sup>th</sup> August 1911, not only stated the name of the Car, it gave the fare, the train time, its route and direction. It must have been anticipated that Regina would be regularly rostered to run on this train for some time. (Refer to page 14 for the images).



The Pullman Company Limited hereby give notice that they decline to accept responsibility for articles of luggage which passengers may take with them into the Pullman Cars.

Such articles being taken by passengers into the Cars for their own convenience they are expected to exercise the same personal care of them as in an ordinary Railway Carriage, and the Conductors of the Cars are not permitted to accept any responsibility for their safe custody.

By Order.

The flyer below is dated 1922, eleven years later, but the price of the supplementary fare has reduced to two shillings.

**SOUTH EASTERN RAILWAY. LONDON AND FOLKESTONE RAILWAY.**

**October 2nd, 1922, and until further notice.**

**ACTUAL RETURN PASSENGER FARES.**

To	From											
	Charing Cross.			Waterloo.			Cannon Street.			London Bridge.		
	RETURN.			RETURN.			RETURN.			RETURN.		
	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.	1st.	2nd.	3rd.
Sandling Junction.....	33 8	24 3	19 3	33 8	24 3	19 1	33 8	24 3	18 8	33 8	24 3	18 8
Hythe.....	34 1	24 8	19 3	34 1	24 6	19 7	34 1	24 6	19 7	34 1	24 6	19 8
Sandgate.....	35 3	25 5	20 2	35 3	25 5	19 11	35 3	25 5	19 7	35 3	25 5	19 4
Shorncliffe.....	35 9	26 0	20 5	35 9	25 8	20 3	35 9	25 8	19 10	35 9	25 8	19 8
Folkestone Central.....	36 2	26 0	20 9	36 2	26 0	20 5	36 2	26 0	20 2	35 2	26 0	19 10
Folkestone Junction.....	36 9	26 3	20 10	36 9	26 3	20 9	36 9	26 3	20 5	36 9	26 3	20 2

Return Tickets are available to Return within Two Months.

**TICKETS IN ADVANCE.**—Passengers desirous of obtaining Tickets before the day on which they wish to travel, can do so on making personal application at the Booking Office at the Station from which the Tickets will be used, between the hours of 8.0 a.m. and 8.0 p.m. It will be necessary in such cases to inform the Clerk the date for which the Tickets are required, and they will be issued accordingly.

**PULLMAN CARS**

Pullman Cars will run between London and Folkestone as shown below:—

**LONDON and FOLKESTONE**

DOWN (Week-days only).	Only when 11.15 a.m. Charing Cross is not running.	Pullman Lunch Car. a.m.	Pullman Lunch Car. a.m.	Sats. only. NOT SATS.	Pullman Dining Car.	UP (Week-days only).	NOT SATS. Sats. only.	Pullman Breakfast Car. a.m.	Pullman Buffet Car. a.m.	Pullman Tea Car. p.m.
Charing Cross.. dep.	11 0	11 15	7 25	4 5	7 0	Folkestone Cent. dep.	8 10	8 11	11 0	5 10
London Bridge "	11 7	—	—	—	—	Sandling Junc. "	8 18	8 21	—	—
Sandling Junc. app.	1 5	—	—	—	—	London Bridge app.	9 36	10 0	—	—
Folkestone Cent. "	1 20	12 48	2 50	5 25	8 20	Cannon Street. "	9 40	10 4	—	—
Folkestone Junc. "	1 26	—	2 56	—	—	Charing Cross.. "	—	—	12 20	6 30

**These Cars are available for the holders of First Class Tickets only. SUPPLEMENTARY FARE, 2/-.**

Meals and Refreshments of the Highest Quality are supplied on the Pullman Dining and Buffet Cars at reasonable prices.

Seats may be reserved on application to Station Master at the starting point, and at the Intermediate Stations at which the Train calls.

LONDON BRIDGE STATION.  
October, 1922.

P. C. TEMPEST, General Manager.

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If any readers think the SECR might be of interest to them then please visit our website at [www.southeasternandchathamrailway.org.uk](http://www.southeasternandchathamrailway.org.uk) where full details of how to join the Society will be found. I look forward to welcoming you to the premier (at the grouping) Pullman line.

Jim Greaves  
Chairman  
SECR Society

### **Bogie Luggage Van S2464S – Clive Warnford.**

On Wednesday October 3<sup>rd</sup> S2464S was moved by road haulage from Southampton Docks to the East Somerset Railway at Cranmore.  
At Cranmore S2464S will be inspected and work required identified with a work plan of the restoration put together.



Image Clive Warnford.

BLV S2464S following delivery to the East Somerset Railway at Cranmore.  
Back on British railway infrastructure after 42 years.

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Fund raising continues and the Swanage Railway is grateful to those who have contributed to costs associated with the vehicles return to the UK. How ever more funding is required with regard to the vehicles restoration, so further contributions will be most welcome.

Cheques to the Swanage Railway Trust (Churchill Project) or on-line by debit or credit card via the Trust's website at '[www.swanagerailwaytrust.org.uk](http://www.swanagerailwaytrust.org.uk)'

Steve Doughty  
Deputy Chairman  
Swanage Railway Trust  
Station House  
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### **BLUEBELL RAILWAY GIANTS OF STEAM – October 19<sup>th</sup> – 21<sup>st</sup> 2007.**

Four Bulleid pacifics were in service over the Bluebell Railway's 'Giants of Steam' weekend with three Pullman Cars 'Fingall', 'Christine' and 'Lilian' attached to the service trains for First Class passengers. Many people upgraded their tickets paying their £8 extra on the train, with real appreciation and enjoyment, an excellent marketing strategy by Bluebell.

Also running were the LNW&R Observation Car and the Great Northern Railway Directors' Saloon, as well as the 4 set Metropolitan "Ashbury" set - magnificent carriages all.

The following locomotives being utilized for the services: -

34007	'Wadebridge'	(Bulleid Pacific) * Visiting engine
21C123	'Blackmoor Vale'	(Bulleid Pacific)
34028	'Eddystone'	(Bulleid Pacific)
34081	'92 Squadron'	(Bulleid Pacific) * Visiting engine
1638	(SR U-class 2-6-0)	
80151	(BR 4MT 2-6-4T) - stood in for 32473 on Saturday and Sunday	
32473	(ex-LBSCR E4 0-6-2T)	
55	(ex-LBSCR A1X 0-6-0T)	

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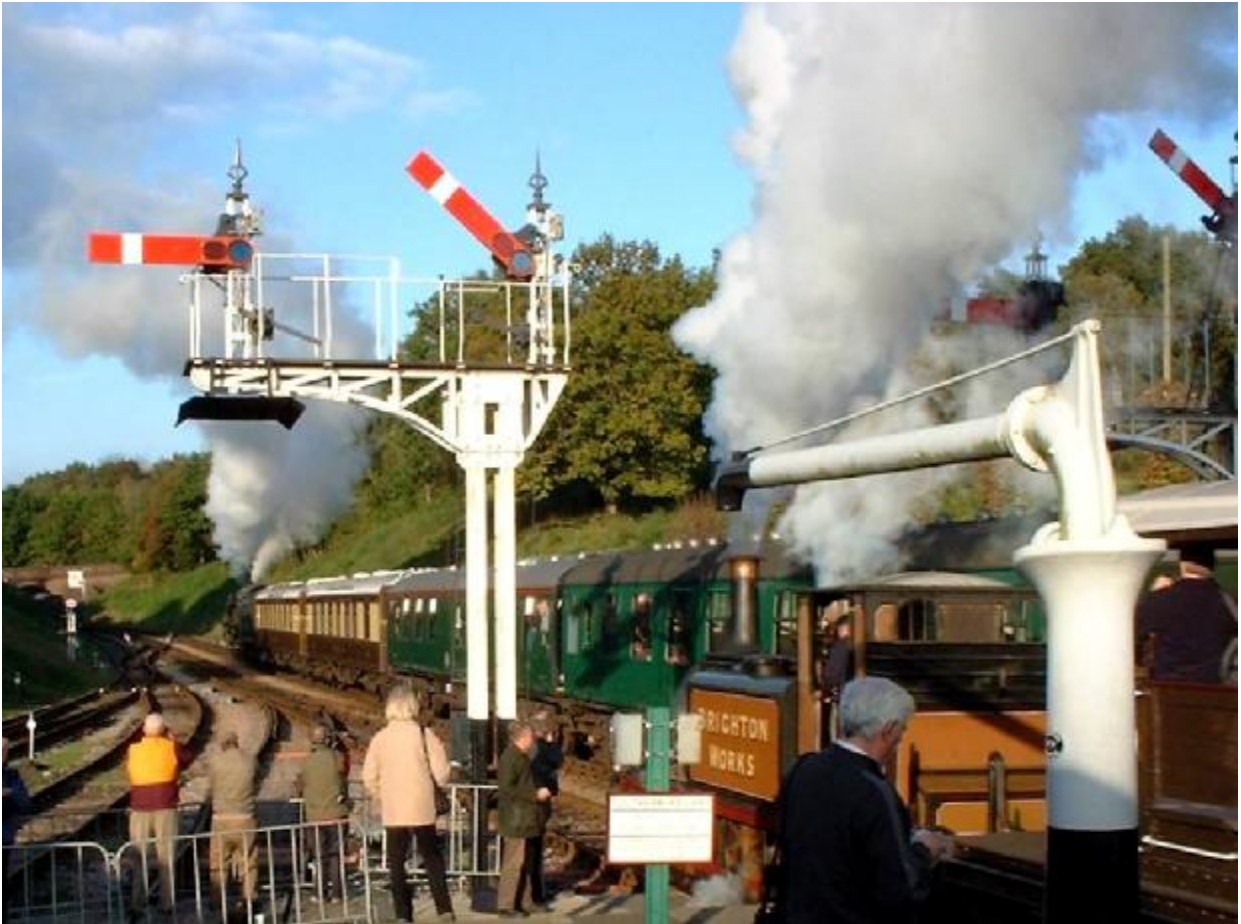


Image D.Jones.

For further images please visit

[www.bluebell-railway.co.uk/bluebell/events/giants2007.html](http://www.bluebell-railway.co.uk/bluebell/events/giants2007.html)

My thanks to David Jones and John Oliver.

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### **Special Edition Responses.**

#### ***From Chris Hankin.***

The latest Special Edition overlaps on my other, shipping, interests, and has prompted me to enclose a picture you may be interested in; the "Golden Arrow" steamer for many years was the Canterbury, purpose built in 1929, and used (apart from war service) until 1948 on the Golden Arrow service.



This model to 1/1200 scale - 3.3 inches long - was made by A.J.Halliday and Company in their "Ship Series" between 1933 and 1939, so is contemporary with her in her prime.

There are newer, much more detailed models of her available, but this one just seems to me to have a charm of its own (it's also pretty rare now).

#### ***From Kevin Cummings***

Dear Terry

Just a note to express my thanks for the great pleasure provided by the two recent Special Editions in addition to the regular Coupe News.

I was especially interested in The Tees-Tyne Pullman edition. I have some slides of the train at Newcastle Central shortly before withdrawal (which I must have digitised) when the first class cars were empty; understandably so when the adjacent Mk2d second class carriages were air-conditioned! I always thought the Up timings were poor for the business market (when compared with a Deltic + 8 formation); premium private travellers for whom an 0920 departure to London would have been ideal were thin on the ground by then. The Down train was much better from that standpoint.

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As an aside, I recall the re-launch of the name using the refurbished HST sets in 1985 when there was at the beginning, I felt, a genuine attempt to provide a premium service. The attendants wore the traditional Pullman uniforms and the china was a replica of the 1960's ware. A savoury was included on the menu (which I prefer rather than a pudding) although not at 2/6! As standards slipped, the savoury disappeared although the chief steward (who used to work at the Station Hotel in Newcastle until disposal by BTH) once arranged for the chef to rustle up a welsh rarebit for me when I bemoaned this development.

***From Terence Mulligan.***

You're an educator, thanks for publishing all the photos of "Dover Harbor" and "Sierra Hotel." in the grand October edition. The special edition was remarkably interesting.

The only Pullman car in the lot I ever saw in service, on my first trip to England in 1976 was M310C, "Nightcap Bar." A woeful story of decline at the end, but the VSOE in GB operating meticulously restored Pullmans is certainly an improvement over BR operating the old cars until 1972 in elderly rouge and lipstick. On my first trip to York by rail, also 1976, I saw "Doris" ? at Finsbury Park, looking terrific at that time.

Next month (November) a mainly Pullman special - cars of all vintages and configurations - goes on a 4-day rare mileage trip behind vintage Pennsylvania RR diesels. Possibly 500 miles.

Philadelphia to Scranton, PA for a RR celebration at the Steamtown National Park there, then the special heads west to Olean, N.Y. over freight-only lines, similarly then south to Harrisburg, PA after that, and finally back to Philadelphia.

There the special train breaks up and cars head out to respective homeports all over the USA on various Amtrak trains.

I will be away taking classes at the time but it looks interesting. Might be I can induce Mike Martin to take some photographs of the rare mileage special for Coupe News. He will be aboard "Dover Harbor."

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**MAID of KENT update - Pat O'Connor.**

Work on MAID OF KENT (ex FORMOSA) continued through the Summer on the coupe side of the vehicle which was devoid of all cladding. New hardwood match boarding has been fitted capped by a new waistrail and repairs to the wooden structure.

The coupe end has been repaired and new end windows fitted. Progress on internal repairs will be made during the Winter including to the ceilings which are largely intact. Depending on the weather some replacement of the panels between the windows will also be tackled.



Image Pat O'Connor.

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Image Pat O'Connor

### **ARIES update – Pat O'Connor.**

Since ARIES arrived at Portsmouth Arms in June, work has concentrated on getting the roof watertight.

All 19 of the torpedo vents have been refurbished and about two thirds of the roof has been re-painted.

One of the missing external doors has been replaced through an exchange of items with the CARINA Preservation Trust.

This has been repaired and is shown in place using fittings from another door awaiting renovation.

Internally, a new panel has been made by Dunns of Chelmsford, veneered in burr ash and black walnut.

This is to repair the partition between one of the saloons and the former kitchen area that had been cut down during ARIES' stay at the Yew Tree Inn at Rochdale.'

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Both Images Pat O'Connor



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### **Tail Lamp.**

My sincere thanks to those readers who have contributed articles and images to make this edition an enjoyable read to fellow Pullman devotees around the World.

My thanks to those readers who responded with regard to the recent Special Editions released. But please remember without the help of fellow readers contributing with text and images these would not be published.

As 2007 draws to a close we still have two Pullman related matters to be resolved. The Seaburn cars SAPPHIRE, PADUA and ROSALIND remain in situ with an unknown future, and what of the Preston Park Workshops it still remains standing with items of stock still within. Will 2008 see these two matters drawn to a close.

Well done to Pat O'Connor for his ongoing restoration work on not just one but two Pullman cars, no mean feat, and all at his own expense. Pat is at rue dedicated Pullman connoisseur.

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 November 1<sup>st</sup> 2007.