



Pullman Car Services

Coupe News

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

February 2008 – CAR No.60.



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Cover Image.

Alan Rushworth has forwarded two images of Pullman cars **IBIS** and **CAR No.54** at Buckfastleigh, Devon in the early days of both cars preservation. Both cars were eventually purchased by the Venice Simplon Orient-Express. Car **IBIS** being fully restored to main line standard and operates within the UK Pullman train formation. **CAR No.54** was eventually sold to the Bluebell Railway and awaits restoration. (The second photograph can be viewed on page 13).

Editorial:

Welcome to Coupe News No: 60.
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.61, please forward by February 27th.

Coupe News No.61 will be published on March 1st.

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 5th 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: 60.
Post 1960 Schedule No: 60.
Name: HAWTHORN.
Type of Car: Kitchen.
Into Service: March 1914.
Builder: Birmingham Carriage & Wagon Company,
Smethwick.
Tare: 32t.
Covers: 19.

1914 March: Enters service on the South Eastern & Chatham Railway. Lake Livery with Gold Lining.

1933 June: Rebuilt by Pullman at Preston Park works to a composite car covers 12 x First and 14 x Third Class.

1938 January: Rebuilt by Pullman at Preston Park works to Kitchen car covers 20 First class.

1953 June 15th: Review of the Fleet at Spithead (Coronation Year). Six first class trains (C to L) operate from Waterloo to Southampton to carry 1,800 guests of the Admiralty. Each of the trains was made up of ordinary stock with the inclusion of two Pullman cars in each for serving light refreshments. Train "D" consisted of cars **CLEMENTINA & HAWTHORN**. Departing Waterloo at 09.24am. The return working from Southampton being at 09.04amon June 16th.

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- 1957 April 2nd: Within the formation of a Cunard Boat train from Plymouth to Paddington (Industrial action at Southampton docks). The car formation ***MONTANA, ARGUS, HAWTHORN, JUNO, ROSAMUND, PHOENIX, RAINBOW, VALENCIA AND SEVILLE.***
- 1961: Withdrawn from Pullman operations.
- 1961: Converted to Pullman Camping Coach drawing P152. Allocated the identity of P58.
- 1962 February 7th: Located at Littleham, Devon.
- 1962-1964: Located at Littleham, Devon.
- 1963: Boundary changes between the Southern and Western Regions of British Railways. The Western Region took control of the allocated Pullman Camping Coaches within the new boundaries. Certain Pullman Camping Coaches did not operate following the end of the 1964 season.
- 1965 September 7th: Noted in Exeter Yard.

Free Newsletters/Magazines:

Daily newsletter (Monday to Friday) from Pat Hammond covering model railway news, views and products.

www.mremag.com

Raildate is a weekly newsletter (Friday) covering general railway subjects with links to sites for further information, from Hursley Park Model Railway Society.

<http://www.ibmhursleyclub.org.uk/ss/hpmrs/>

Railway Herald is a colour magazine which has recently been updated and covers today scene on the railway.

www.railwayherald.co.uk

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Look Back At Pullman.

1883 – February 125 Years Ago:

February 1st: It is reported that Pullman sleepers **ST.MUNGO** & **ST.ANDREW** enter service replacing cars **CASTALIA** & **AUSTRALIA** which were both sent to Italy.

1928 – February 80 Years Ago:

February 16th: At a ceremony at the French Embassy in London. The French Ambassador presented Lord Dalziel with the insignia of the Grand Officer of the Legion d 'Honour.

1968 – February 40 Years Ago:

February 10th: The "Yorkshire Pullman" is noted passing Little Bytham hauled by D1868.
The formation consisted of 2 x umber & cream liveried cars, 1 x grey & blue liveried car, 1 x GUV, 1 x grey & blue liveried car and 3 x umber & cream liveried cars.

1973 – February 35 Years Ago:

February: Ex-Golden Arrow Pullman cars **PHOENIX** and **CARINA** depart Brighton for France. The route taken Brighton to Norwood Yard, Dover to Dunkerque.

1978– February 30 Years Ago:

February 1st: Pullman car **ORION** arrives by road following restoration at Pecorama at Beer, Devon.

February 2nd: The Ford Motor Company charter train from Victoria to Brighton. The formation being first class and includes Mk1 Pullman car in grey & blue livery **E314E (ex- HAWK)**.

February 4th: Brighton Football Club charter, Brighton to Hull and includes in the formation **E314E**.

1988– February 20 Years Ago:

February 15th: Mk1 Pullman **CAR No.335** noted in the train formation hauled by A3 Class Pacific No.4472 Flying Scotsman passing Clapham in North Yorkshire.

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Sheffield Railway Postal Auction - Realisations of Auction.

Held December 2007.

The Gateway Centre
Derbyshire County Cricket Club
Nottingham Road
Derby
DE21 6AF

www.sheffieldrailwayana.co.uk .

THE POSTAL AUCTION (LOTS 501-1400)

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PULLMAN CAR COMPANY

"London Weekly Diary of Social Events". Red and blue card covers with Pullman coat of arms at top. 46pp covering November 19th – 25th 1950. £10

Realisation £110.00

830

PULLMAN CAR COMPANY

Published booklet "The Golden Way." Coloured pictorial paperback covers advertising "Abdulla" cigarettes. 88pp, Pullman Resorts No.2 – Bournemouth edition, dated Jan 1931. Good condition. £30

Realisation £85.00

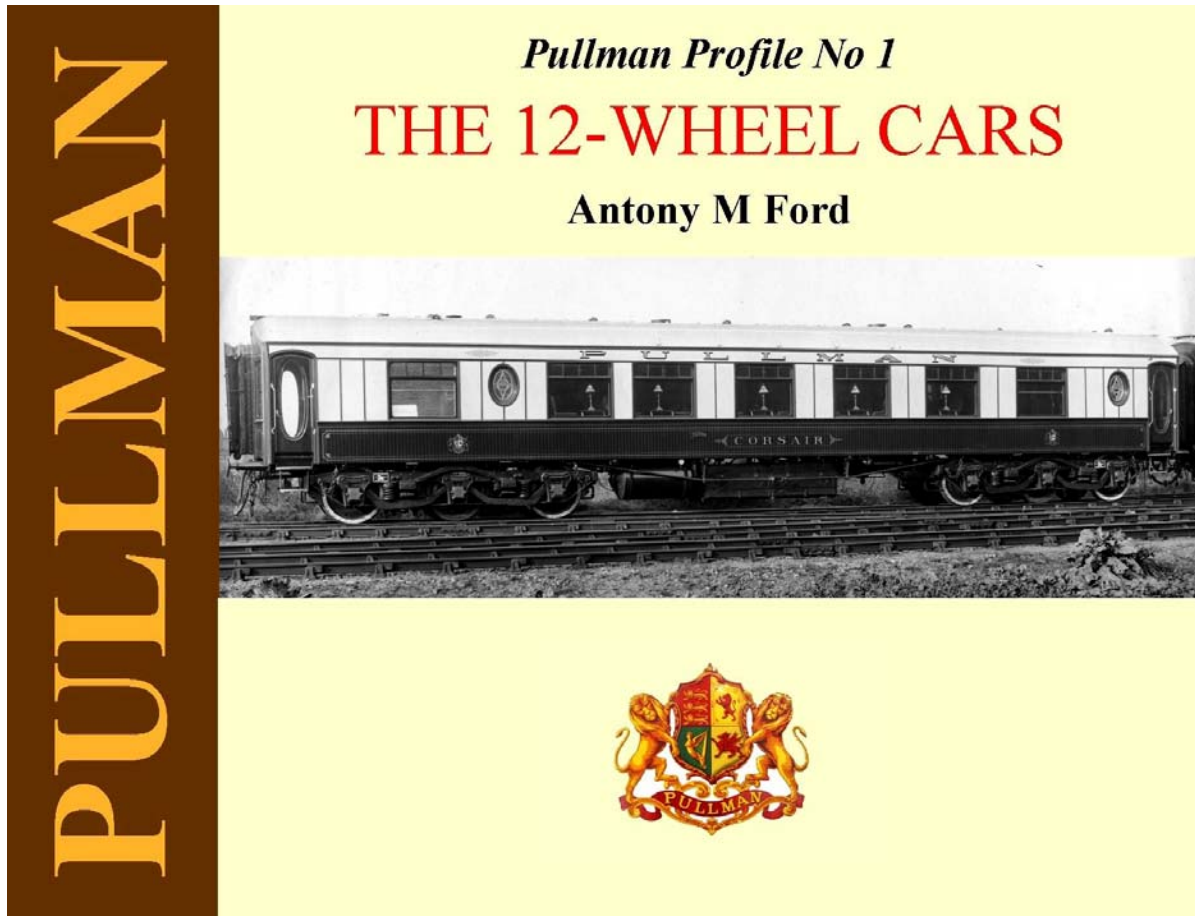
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WAGON LITS

8pp fold-out brochure for "International De Luxe Express Trains". Illustrated covers, dated April 1939. £10

Realisation £40.00

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ADVANCE INFORMATION: Available Spring 2008.

In this lavishly illustrated book, No.1 in a series, here for the first time is the full record of the luxury British 12 wheel Pullman cars (built between 1908 - 1923) which graced such celebrated pre-war trains as the 'Southern Belle', 'Harrogate Pullman' and 'Eastern Belle', and post-war the 'Bournemouth Belle' and Ocean Liner expresses.

"PULLMAN PROFILE No 1 The 12-WHEEL CARS" presents a fascinating, comprehensive and nostalgic record to the reader and captures an era when the familiar umber and cream Pullman cars flourished at a time when quality really did matter.

Nowadays, the Pullman Car Co is an enterprise that continues to attract a widespread following, not only from railway enthusiasts but also from those with a more general interest in by-gone luxury travel. This is scarcely surprising as Pullman was synonymous for superior accommodation and a high level of service.

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The book highlights the innovative approach promoted by the company, both in its operations and in the design and engineering of its vehicles. The Author has drawn on primary source material including official construction and technical drawings, together with a fabulous array of quality exterior and interior views of most of the cars - many of which have never been reproduced before -- including original photographs commissioned by the builders.

Pullman recognised and appreciated the value of publicity – the inauguration of new services or even new vehicles provided them with opportunities to impress the media of the day. In these and other respects Pullman was unrivalled, yet in other ways it was conservative and restrained.

Antony M Ford has presented a wide range of material and ephemera, painstakingly collected over many years. In so doing he describes the development of the cars in detail and their breathtaking artistic craftsmanship and style. Included are full listings of all the 12-wheel cars, their dimensions, train formation and disposal data.

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“Information is for Sharing - Not gathering dust”.

From time to time I receive requests from readers of the newsletter requesting help in regard to train formation, history of a specific car and modeling help.

If I can not directly answer the question from the PCS archive, I then try contacting one of a number of readers who I believe may be able to respond, but in the event this again draws a blank, I then place a request within the newsletter.

The following request has been sent to me, and I hope a reader of the newsletter will be able to respond. By doing so we are sharing the information.

Terry,

Do you per chance have any of the formations of the LNER 12-wheel Pullmans.

I have one photo of 'Harrogate Pullman' with allegedly Car 41 behind the loco; and another on the 'Sheffield Pullman' . I am trying to work out which cars, that went to the SR, worked on what trains on the ER.

I am also trying to find ROOF photos of Cars 41, 94/5, SUNBEAM and ROSALIND for the positions of the ventilators and fans.

Any help will be very much appreciated.

Regards,

Mark Arscott

The PCS Archive is only as good the information past to me for sharing with others.

SEmG Website:

I have received a number of Emails requesting help to gain access to the SEmG web site. It appears the site name SEmG expired and a travel agency took the site.

So if you wish to regain access to the original SEmG.

<http://www.semgonline.com>

MIDDLESBROUGH MODEL RAILWAY CLUB – 2008 EXHIBITION



**Saturday & Sunday May 17th & 18th - Opening at 10am
Settlement Community Centre - Union Street - Middlesbrough - TS1 5NQ**

This year's exhibition will include the first public operational display of the Clubs long awaited layout of the original Billingham Station in the era of the mid 1950's to early 1960's.

Also exhibiting this year.

Gairloch & Wester Ross "009" – What might have been in NW Scotland.
Whiteadder Jctn "EM" – What might have been LNER Scotland.
Uganda Railways Gauge 1 – 1900 Colonial scene.
Dyna Hyfryd "N" – North Wales in the late 1940's in GWR.
Vicker Lane "0" – North East England 1950's to 1970's.
Fellburn "00" – North Tyneside Electrified Lines circa 1947.
Lillesdorf "N" – German Railways a Fictitious Setting.
Spital "P4" – Fictitious Setting on the Stainmore Route of 1910 NER.
Carters Dock "00" – North East England Dock Scene, Fictitious Mid 1960's.
Further layouts to be announced – **WATCH THIS SPACE.**

Trade Stands – Refreshments – Free Car Parking

P11.

The Bluebell Railway - January 2008 – David Jones.

January is always the maintenance month for the Pullman Cars based on the Bluebell Railway when they are taken up to Horsted Keynes from their normal berth in the dock siding at Sheffield Park, and put over the pit for attention to the running gear.

There was no need for any painting or varnishing this year on any of the Cars so all the work was done outside, comprising checking the bearings, brakes, pipework and gangways ready for the 2008 season.

The only exception was Pullman Car 'Eagle' which is to be returned to the NRM in March after seven years on hire, so was berthed in the dock siding at Horsted Keynes where that all the stores and Calor Gas cylinders were removed on January 19th.

'Eagle' has only really been used as a 'staff car' over the period on hire as many prospective passengers feel that it is too modern when compared with the interior of 'Fingall' for example, so it hasn't contributed much to revenue except on occasional Sunday lunch trains.

The kitchen however was used for storage of used crockery, so this will now be done in the LMS liveried BGZ six-wheeled brake van which will be equipped with shelving and is always attached to the rear of the 'Golden Arrow' as the brake vehicle.

The new arrangement will have an advantage in that this BGZ will not have to be removed at the end of each 'Golden Arrow' run as the train will now be shorter and will all fit into the dock siding. In the long term, Pullman Brake 'Car 54' will take its place.



Pullman Car 'Eagle' in the dock siding at Horsted Keynes.

P12.

CC161.

Last months cover photograph of CC161 at Heacham, brought back memories and a further photograph to me during the month from two readers. (*My thanks to Keith and Tom*).

From Keith Gunner,

The photo of the blue liveried CC161 at Heacham, reminded me that I used to see this as

MAID OF KENT on the Thanet Belle.

I lived in Margate in the 1950-60s, and now recall my mother travelling to or from London on the Belle at least once, and I wonder whether she sat in that car.

From Tom Burnham of Staplehurst, Kent.

I thought you and fellow readers might be interested in this photograph I took of a former Pullman car **MAID OF KENT** as CC161 at King's Lynn in I believe the winter of 1969. Still in its blue livery, but roughly painted "**COND**" at the base of the vestibule door at the location normally reserved for the builders plates.



cTom Burnham.

A mere 39 years ago CC161 in the "Dock" at Kings Lynn during the winter of 1969.

P13.

Reference to Pullman cars **IBIS** and **CAR No.54** at Buckfastleigh in 1968, brought a response from reader Alan with two photographs. The first of the two on the newsletter cover and the second below. (*Alan many thanks for sharing these with us*).



cAlan Rushworth.

Thanks for another interesting Coupe News where I see mention both cars **IBIS** and **CAR No.54** at Buckfastleigh in 1968. I attach two photographs captioned as July 1968

PULLMAN CARS PRESERVED - 2008

The annual publication of the PCP has been delayed, but I hope to publish and issue a copy to all Email readers during February.

P14.

Pullman Preservation within the United States of America 2008.

Mike Pannell originally from Hastings, Sussex and now residing in Cheyenne Wyoming, Has recently joined the readership of Coupe News and advises of a new Pullman car preservation scheme.

I live in Cheyenne Wy, and am soon to be the owner of a newly discovered 1887 Union Pacific Denver and Gulf Pullman **CAR No.57**, which became C&S 513. We don't know now whether it's a UPD&G vehicle or who ordered the manufacture of it back in 1886/1887, but we will try to find out anyway. The search begins now for interior fittings etc.

We plan to move the car to a safe new home in April 2008.

It is remarkable that car survives complete with Cherry interior and frosted glass top lights.

It has been a struggle to get historical societies interested, but in the end it came down to the local hospital (who own the land the car now sits on).

They generously are footing the entire moving cost.

In the past I worked when living in Hastings, I worked for Hastings Diesels for some years, and we refurbished a MK1 Pullman car that went to the KESR.

(My thanks to Mike for making us aware of his mammoth task, and I hope we will cover the preservation scheme with updates from Mike in the future).



All photographs c Mike Pannell

Exterior of CAR No.57

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Exterior Views of CAR No.57.



P16.



Interior Views of CAR No.57.



P17.

John Daniels – The End of East Coast Main Line Pullman Workings.

I forward to you for inclusion within Coupe News some photos I took in the 1970's of Pullman cars and services on the ECML.

Sorry not many details of dates or car name or number, except that all the ECML shots are in the last few months of operation, hence most are a bit dark and no leaves on the trees!

I'm still looking for a few more photos of the MK1 Pullmans, I've got one of a second class Parlour car in use as a First class coach in the rake of the Harwich Boat Train at Liverpool Street, painted Blue Grey and with a Yellow line. (I actually travelled in it for a while, although I didn't have a first class ticket, the great thing about inward opening doors is that you can stand in the open doorway and really appreciate the sound of a Class 37 charging up Brentwood Bank.... Now you never heard that from me)

I've also somewhere got a photo of redundant MK1 Pullmans, both Grey / Blue and Umber & Cream at Rugby, some with boarded up windows.

Most of the photos are not that sharp, but then they are 30 years old and I couldn't then afford the gee-whiz cameras I've got now, anyway I hope they are useful.

(Brian, many thanks for sharing the following photographs with us – memories rekindled of the ECML Pullman services).



The Tees Tyne Pullman Departure Board at Kings Cross.

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Both Photographs – Deltic hauled “Down” working of the Tees Tyne Pullman.



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(Above) The final “Up” Tees Tyne Pullman hauled by a Deltic.



(Above) Welwyn Garden City – A “Down” Pullman service going-away.

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(above) An “Up” Deltic hauled Pullman service at Oakleigh Park.



(above) An “Up” Deltic hauled Pullman service at Wood Green.

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(above) The going-away photograph to the bottom photograph on page 20.



(Above) A Class 47 hauls Pullman "empty stock" at Harringay.

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(Above) A Clas 31 hauls Pullman “empty stock” at Bounds Green.



(Above) Pullmans at rest at Kings Cross.

P23.

Ex-Brighton Belle CAR No.88 (ex-3051) at Chapel & Wakes Colne – 10/1975.



P24.

Tail Lamp.

Well another busy month for your editor has come to an end. In the early part of the month I joined the local model railway club. My thanks to the members of the Middlesbrough Model Railway Club who made me most welcome and even supplied a cup of hot tea.

This was then followed by updating my computer system and equipment from my original 2002 equipment and the Windows 2000, to Windows Vista and a number of new programs. My original 35mm slide and negative scanner gave up the ghost, and has now been replaced also.

Now I am no computer expert and the transfer of my two Email accounts did not go quite to plan. I must apologise to those readers who Emailed me in early to mid January to whom no response has been supplied by me to date, alas all was lost in the transfer.

This edition of the newsletter is in fact the second produced, problems with the first draft which was about 75% complete in late January was lost, when the document would not re-open, no matter how I tried. Such are the problems of an editor. But over the weekend 26/27th I had 90% of this edition back in print.

I have not had any updates on either of the Swanage Railway projects of the ex-Devon Belle Observation Car and BLV S2464S or car MONTANA and the restoration at Petworth.

My thanks to all who have contributed to this edition, material for inclusion is always welcome.



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

T.Bye February 1st 2008.