



Pullman Car Services

Coupe News

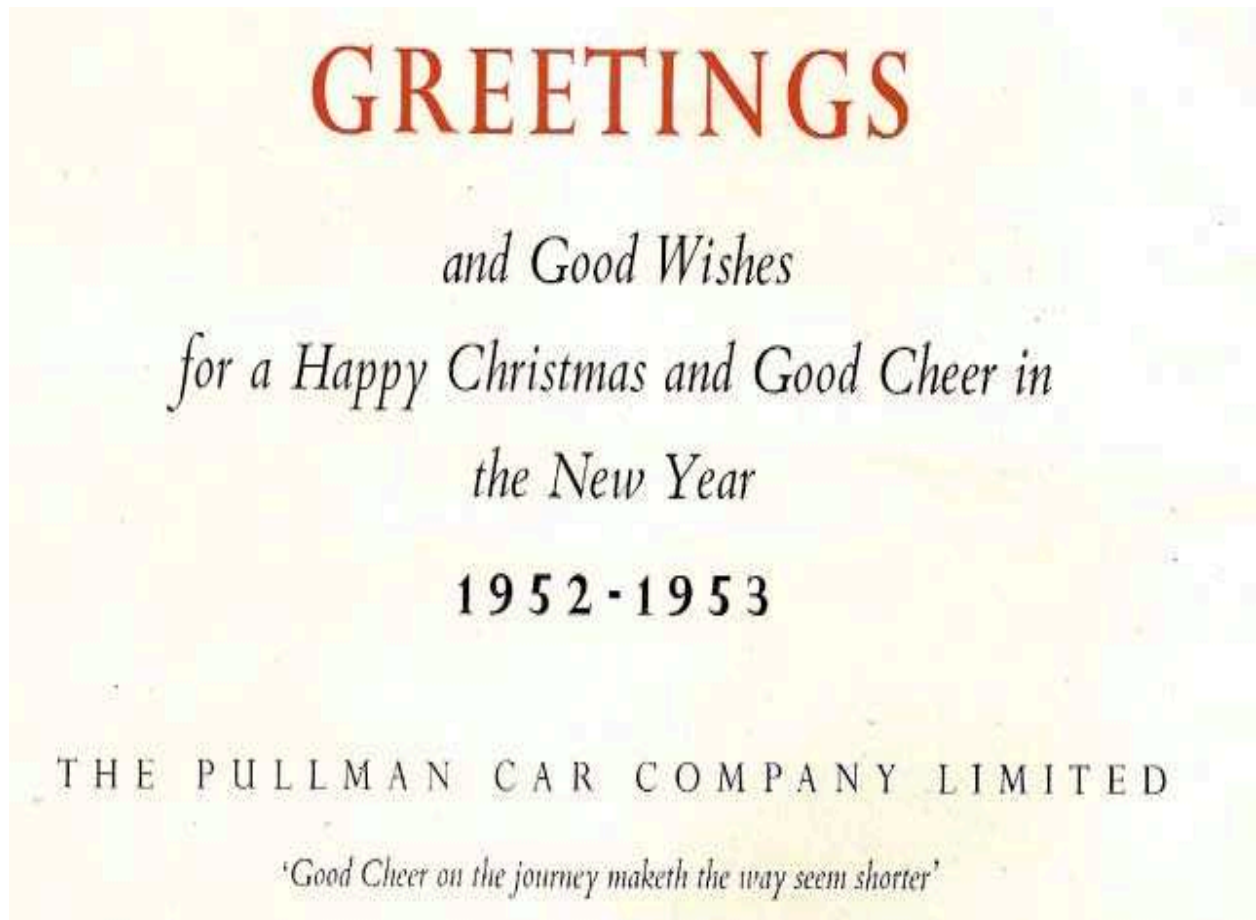
“The Quality of Service is Remembered Long After The Price is Forgotten”

December 2008 – CAR No.70.



THE GOLDEN ARROW —hailed by the Festival locomotive 'William Shakespeare' passing Chelsfield en route Dover Marine

P2.



Cover and Page 2 Illustrations – Doug Lindsay Collection.

My thanks to Doug Lindsay for forwarding the Cover and Page 2 Illustrations.

Doug advises,

"Each year the Pullman Car Company's official Christmas Card, which they sent to suppliers and customers, normally featured something topical which had occurred in the previous year. The cover illustration and above text were part of the 1952 Christmas card and the photo of a Britannia class Locomotive hauling the Golden Arrow was of course newsworthy that year. These locomotives had been recently introduced by the Southern Region to the Golden Arrow and Night Ferry services following the Festival of Britain exhibition on the South Bank in London in 1951, which also coincided with the introduction of the new 1951 built Cars specifically for the Golden Arrow service.

It may be worthy of note that the General Manager and latterly Managing Director, F.D.M.Harding, personally signed virtually all of the cards that were sent out each year, often with an extra remark or greeting as appropriate!".

P3.

Editorial:

Welcome to Coupe News No: 70.

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.

Changing your Email address, or wish to be removed from the mailing list, then Email to the editorial address with your request, it's as simple as that.

Also 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 Email the editorial address and I will forward to you the missing edition.

The views and articles within this publication are not necessarily those of the editor.

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.71, please forward by January 2nd 2009.

Coupe News No.71 will be published on January 5th 2009.

Editorial Address:

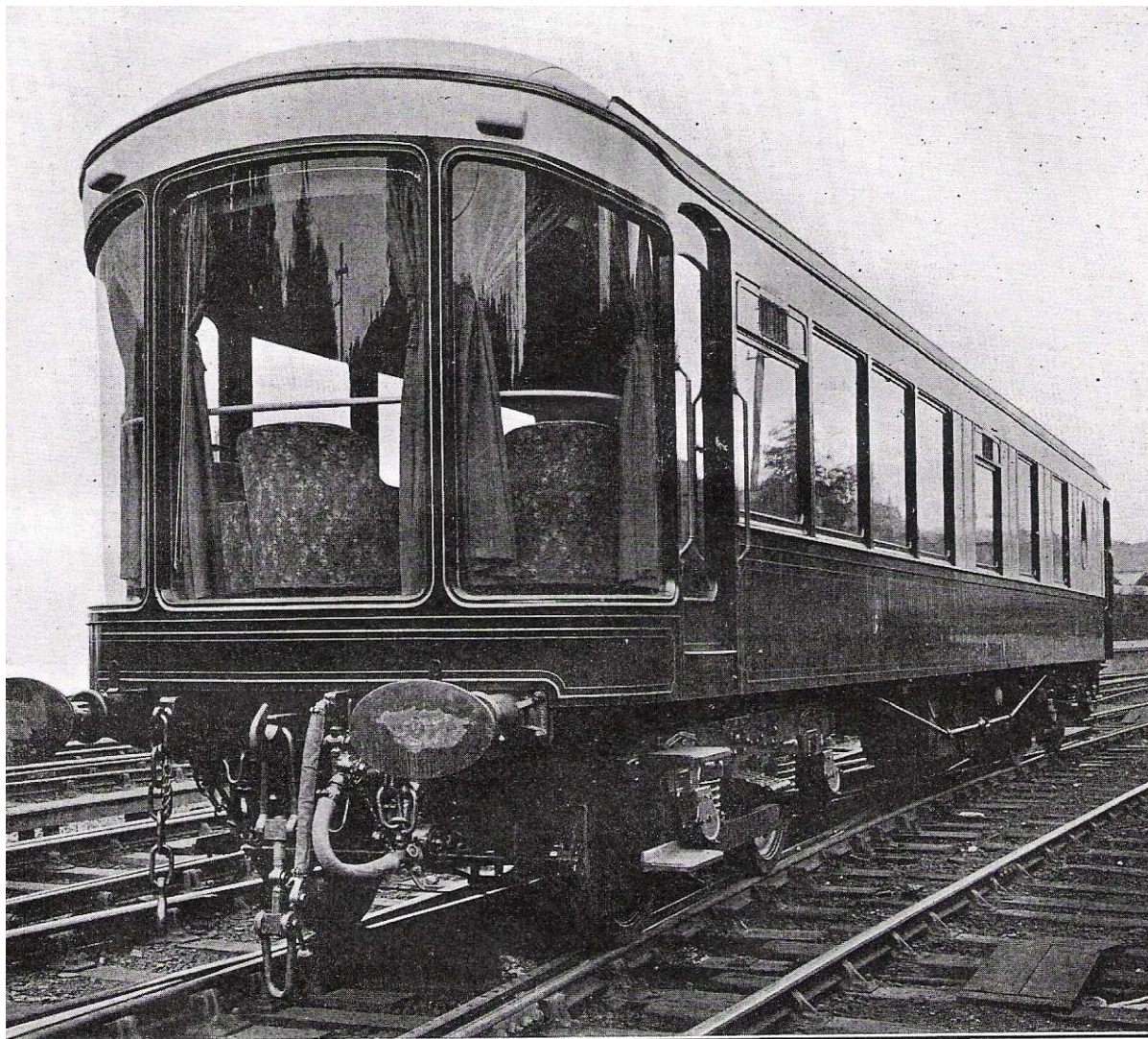
Terry Bye
Pullman Car Services
Email: pullmancarservices@yahoo.co.uk

Coupe News editions 1 to 69 and all Special Editions can be sourced at: -

<http://www.semgonline.com/coach/coupe/index.html>

P4.

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



End View Exterior Pullman Observation Car "Maid of Morven," Caledonian Railway.

Photograph – The Railway Gazette – September 11th 1914.

Pre 1960 Schedule No: 70.

Post 1960 Schedule No:65.

Name: MAID OF MORVEN.

Type of Car: Kitchen/Observation.

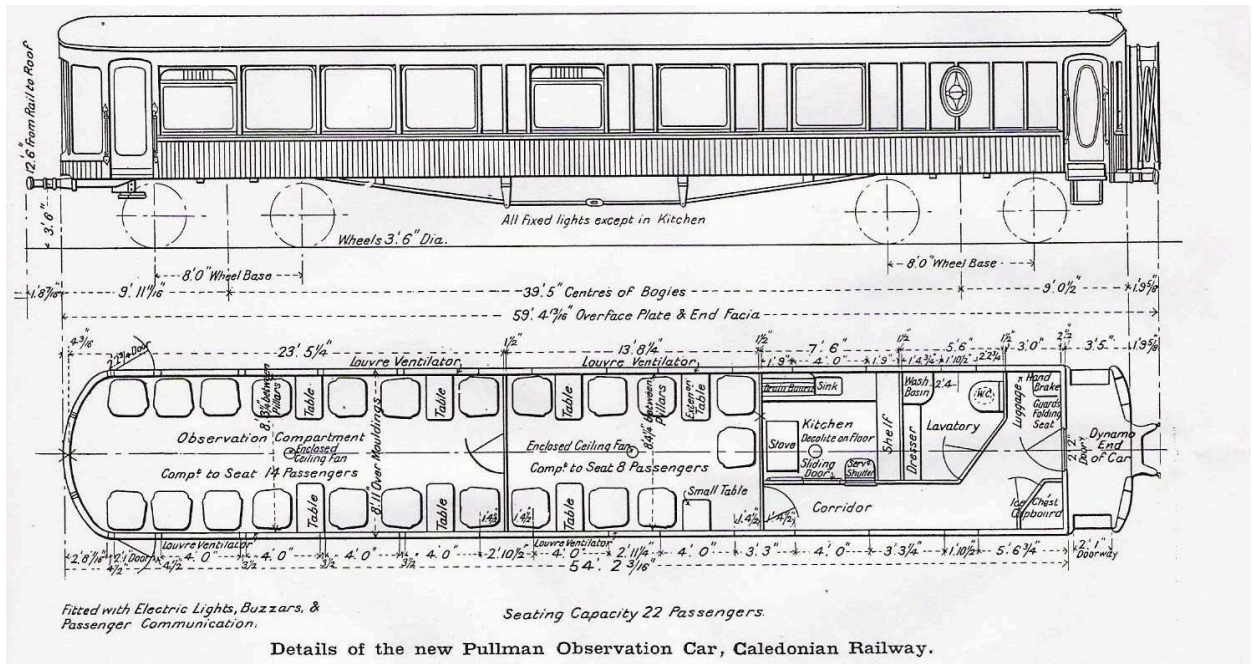
Into Service: July 1914.

Builder: Cravens Limited, Sheffield.

Tare: 42¹/₂t.

Covers: 22. All armchairs. Six at observation end, eight at tables within section I and eight within section II at tables.

P5.



Drawing – The Railway Gazette – September 11th 1914.

The following text is as reported within The Railway Gazette – September 11th 1914.

“This car has been planned and designed throughout to give the passenger the fullest possible uninterrupted view of the country through which the car travels, for which purpose the car will always be on the rear of the trains so that passengers may enjoy the lovely scenery from the large semi-circular windows.

The details of decoration are taken from the Sheraton period, the ceilings covered at the sides, with a flat centre portion which is slightly recessed, which feature adds to the general effect of the height. The walls are paneled in finely figured pear wood with inlaid lines, and between the windows are marquetry pilasters with details after Pergolesi.

The chairs are of a very comfortable Bergere pattern, upholstered in special brown tapestry, with floral trellis design. The floor is laid with a heavy pile plain brown carpet, which delicately harmonises with the surrounding wood work.

Besides electric light fittings and wall brackets, which are all in chased metal, there are pretty table standards, which are well worthy of the jeweller’s art, finished with hand-painted silk shades, which add a charming point of interest to each group.

This car seats 22 passengers”.

1914: Enters service on the Caledonian Railway.

1933 December 4th: Taken over by the LMSR and allocated the identity of 209.

P6.

Free Newsletters/Magazines/Videonet:

MRE Mag.

Published every Monday, Wednesday & Friday by Pat Hammond covering model railway news, views and products.

Visit www.mremag.com for further detail and information.

RAILDATE.

The weekly newsletter published every Friday covering general railway subjects with links to sites for further information, from Hursley Park Model Railway Society. For further information visit: -

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

Where you can sign up to access the weekly newsletter.

RAILWAY HERALD.

Railway Herald is a colour magazine that covers today's railway scene in the UK.

Visit www.railwayherald.co.uk for further detail and information.

Railway World.

The Videonet site of the Railway Scene today in all Gauges.

Visit <http://www.therailwaychannel.com/Railway%20World/moviepage.html> for more details.

Coupe News - Passengers Reservations List.

204 x Regular First Class Passengers.

3 x Web Sites - Passenger Numbers Unknown.

**Welcome aboard to the following joining passengers: –
James Kennedy, Simon Turner, Ben Fisher.**

P7.

Look Back At Pullman.

1928 – December - 80 Years Ago:

December 5th. The Pullman Car Company open the Preston Park Workshops, and Longhedge Works (1912 – 28) becomes the Commissary Depot. Preston Park Works is operational from December 1928 to November 1964.

1933 – December – 75 Years Ago:

December. The London Midland Railway announces the takeover of Pullman Cars in the Scottish Region as of January 1st 1934.
(The Contract between the PCCo and the then Caledonian Railway was signed in July 1914 for a term of 20 years. The PCCo allocated 19 cars and saw the opening of an office in Glasgow).

1948 – December – 60 Years Ago:

December 31st. The “up” Tees Tyne Pullman is noted hauled by No.60116.

1958 – December – 50 Years Ago:

December 29th. The “down” Tees Tyne Pullman is noted hauled by an ex-works Class A3 No.60097 .

1968 – December – 40 Years Ago:

December 9th. The “Liverpool Pullman” service has been strengthened by another coach due to demand. Consisting now of 5 cars (First Class) allocating in total 146 covers, and 4 second class ordinary BR coaches.

1978 – December – 30 Years Ago:

December. Ex-BR Mk1 Pullman car No.332 arrives at the North Yorkshire Moors Railway at Grosmont from York. The car fitted with BR Mk1 coach bogies, following replacement of the re-usable Commonwealth Bogies as fitted when built. It was reported at the time the car was to be a static Buffet at Grosmont Station.

P8.

Attendants Service:

08/08 (October).

Bob Flatau advises of the following in relation to modeling Hornby Pullmans.

I have learnt so much over the last week from reading the older Coupe News & special editions. Also I found the contact for The Pullman Society which I intend to join. Thank you. However, I have also now discovered to my horror, so many faults with my Hornby Pullman cars! It would seem that they name & number the cars without researching with accuracy the correct body, roof & bogie types?? (R4312 is produced with the name Rosemary...I have also seen this name on one of the new high detailed models). So to start me off, I hope a fellow reader will be able to advise me of the correct cars that I can accurately represent with this (R4312) model if any, together with the appropriate bogie type? My main disappointment however, is to find that none of the famous 1951 (Golden Arrow) & the refurbished cars including the guards parlour cars are accurately represented.

09/08 (October).

Chris Cooper Request your help with regard to the Blue Pullman in 1960.

I am preparing a history of the old Kettering to Huntingdon in readiness for the 50th anniversary of its passenger closure next year.

I have been advised that in April 1960 the Midland Diesel Pullman visited Kimbolton for a photo shoot. No further details are available so I wonder if any readers of Coupe can provide further information as to which set was used, the actual date and the reason for the unit to be at Kimbolton.

I would be grateful if the question can be asked in your excellent newsletter.

10/08 (November).

Alan Requests help with regard to CAR No.303.

Terry,

I am building a 7mm model of Car 303 and wonder if you know what colour the seating and curtains were in early sixties?

Alan

P9.

Mail Box:

A request for assistance from Terence Mulligan of New Jersey.

I wonder if any fellow reader of Coupe News can assist me in the identification of a Pullman Car Company ice bowl which has migrated from England to the USA in circumstances unknown. I recently purchased this at an USA auction.



cT.Mulligan.

Doug Lindsay Responds.

The 'Ice bucket' illustrated is of course a Soup Tureen, I'd guess just Pre-War or Post- War, I have two of identical in my collection.

P10.

Model Zone - Exclusive BR Mk 1 ex Pullman car WREN as RTC Coach "Laboratory 14 Wren".



Photographed at Doncaster on April 1st 1981, note the hand brake addition just below the name 'WREN'. cBob Lumb/PCSA.

Model Zone have in partnership with Bachmann a limited edition production of RTC Coach RDB975427 LABORATORY 14 "Wren", in RTC Red/Blue livery. **Available early 2009.**

This Research Dept Coach, was used mainly for acoustic tests relating to interior noise levels.

To place an advance order 0161 8325371 or visit the Web site <http://www.modelzone.co.uk>

Part No: BC39-290Z. Scale: 00. Limited edition of 504 models. Price: **£31.99** plus P&P.



Laboratory 14 WREN RDB 975427 at Vic Berry's Scrap Yard at Leicester cPCSA.

Transferred to RTC at Derby in 1974 and remained in service until 1988.

Sold to Vic Berry and arriving at the Leicester yard in July 1988.

The car was finally broken-up in October 1989.

P11.

VSOE in Model Form - David Rhodes.

When the present day VSOE came into being way back in May 1982, Hornby very quickly started producing VSOE versions of their current Pullman, i.e. the 1928 steel built car. I decided that I would like to create my own OO scale VSOE, but because of the variety of cars in the train I didn't just want to use the Hornby vehicle for every car. I therefore set about matching up the various ready-to-run models available for the real life cars. You must remember that this was all before the present "new" Hornby cars had been produced.

The Hornby model was correct for Zena (1928 parlour) so that was OK and I also used one for Ione although this is actually a 1928 kitchen. When Lucille was added to the VSOE a little later another one of these was added.

The 1951/52 Golden Arrow cars Perseus, Cygnus and Pheonix I decided to represent using the Wrenn (ex-Hornby Dublo) 1st class kitchen car. The 3 vehicles in the VSOE are parlours, but the Wrenn model (in my opinion) is quite a good representation of sister car Aries (1952 kitchen). Roof is correct and it has the square toilet windows that the cars had in their Golden Arrow days (although they are oval now).

As I had now used the Wrenn models for the Golden Arrow cars, I felt I should not use them also for the ex-Brighton Belle cars Audrey and Vera (Gwen also added later) even though these are what were used in Wrenn's Brighton Belle model. I felt a better representation could be achieved using the Triang parlour car. The main reasons for this choice were again the roof, 6 windows down each side and also it has oval end vestibule windows which the Brighton Belle cars have.

This just left me with Ibis and Minerva. For these I decided to use the Graham Farrish parlour model. The 7 window arrangement is correct for Minerva as is also the roof. However the model is actually a kitchen car which is wrong for Minerva, but correct for Ibis, but then Ibis should only have 6 windows. The other plus point for Ibis is that although the real car is now steel clad it was originally an all wood car, which is what the Graham Farrish model represents. Therefore there are pluses and minuses for both cars using this model. With the issue of the "new" Hornby Pullmans I have now swapped Minerva for the all steel version of the Hornby model of this car.

At the time I was creating this model the VSOE ran with a BR Mk1 passenger brake in brown livery lined in gold which I decided to represent using a repainted Lima model. I also have a kit built LNER Gresley baggage car to someday getting around to finishing which is also part of the train.

As a footnote to this article, I celebrated my 40th birthday this year and treated myself to a steam hauled VSOE excursion. I had a great day out eating a 5 course lunch in Perseus while being pulled through the Surrey countryside by Clan Line. It also gave me chance to get a really good look at the whole train.

David Rhodes.

P12.

Hornby – “The Golden Arrow” Limited Edition Set of 2000 – R119.

During the year Hornby produce limited edition sets for a number of clients as can be seen within a number of national daily newspapers.

One of the Hornby clients for some period of time is ‘Clifford James’, who this year have with Hornby produced the “The Golden Arrow ‘00’ gauge train set”.



As can be seen above a certificate of authentication came with my set, which from ordering on-line was delivered to my home address in three days, the set consists: -



**Bullied West Country Streamlined Pacific No.34039 ‘BOSCASTLE’.
(Further embellishments have yet to be added from within the set box).**

P13.

The locomotive comes fitted with the standard Golden Arrow embellishments, the large gold arrows fitted to the body side casing and headboard fitted to the smoke box door.

Within the set can be found a sealed see-through poly bag containing further embellishments to fit to the locomotive this consists of brake rods for both the locomotive and tender, a crew consisting of a driver and fireman (No high-vis-vest to be seen), 2 x front buffer steps, front coupling (if wanted), fireman's tools, 4 x white loco lamps and 5 x Southern Region Route Discs.

The locomotive having been removed from the packaging operated like a sewing machine.

Now to the three Pullman cars, firstly they are not the interior light models, they are the earlier 1928 First Class Parlour cars. The allocated car names PHOENIX, HERCULES and CYGNUS.

The real cars allocated these names HERCULES & CYGNUS entered service in 1951 and PHOENIX in 1952. Both HERCULES & CYGNUS were to the type "U" classification whilst PHOENIX was built on the original under frame of car RAINBOW which was burnt in a on train fire in 1927, and remained as a type "K". HERCULES & CYGNUS ran on Gresley Bogies.

The original cars were also fitted with square and not the standard oval toilet windows.

So the three cars in the set are not correct for the train formation as depicted, but I am not into counting rivets as the market has no "U" type cars readily available, but on the plus side Hornby have depicted the body side (In printed format) boards as per the two photographs below.

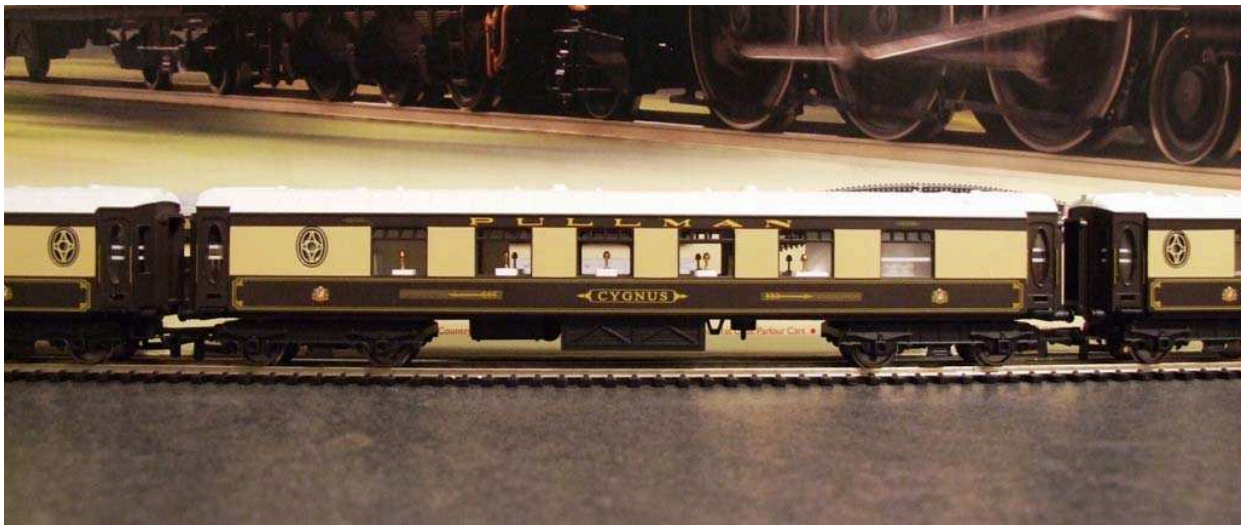


FLECHE D'OR



GOLDEN ARROW

P14.



CAR CYGNUS.



Car PHOENIX and Locomotive BOSCASTLE.

The set comes complete with an oval of track with a siding and buffer stop, track mat, train controller and wall mounted power unit.

If I have tempted you then contact Clifford James – Telephone 0871 911 7000 or on-line at www.hornbyoffers.co.uk

£139.99 plus P&P.

P15.

Mk2 Pullmans on the East Coast Main Line November 23rd 2008 – Photographs Richard Barber.

Richard advises that the formation was enroute as the 5Z87 Doncaster to Carnforth via Edinburgh. The stock was used for a charter than ran on Saturday 22nd by GBRf for staff Doncaster to Edinburgh



Above - Class 87 No.87002 with the nine cars of the ex-Manchester Pullman passing Riccnall.



Above – Trailing at the rear was Class 86 No.86101 (Note the pantograph is lowered).

P16.

The Welsh Highland Railway – Construct a new Pullman car.

My thanks to Nick Dodson for making aware of the construction of a new Pullman car by the Welsh Highland Railway.

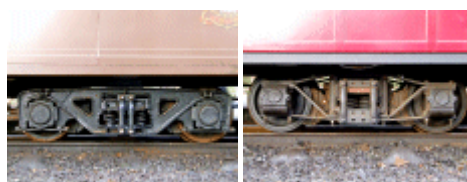
The WHR have undertaken the construction of a second new Pullman car for operation the railway. This follows the success of the first car (Parlour type) built in 1998, and entering service in 2000 (No.2115) and named 'BODYSGALLEN'.

No.2115 – Pullman Parlour car BODYSGALLEN.

A sixth Winson coach made its début in September 1998. No. 2115 is fitted out as a luxury Pullman-style vehicle, with commercial sponsorship (reflected in its name, *Bodysgallen* - a hotel near Llandudno owned by the sponsors). This car has been in regular WHR(C) passenger services since 2000, apart from a period in 2002 when its already luxurious interior was repaired and upgraded at Boston Lodge. It seats 20 passengers.



The Pullman was fitted with a pair of refurbished Romanian roller bearing bogies (acquired for new build carriages) in December 2007, as the plain bearings of its ex-SAR bogies were deteriorating. These SAR bogies would later go to Boston Lodge for refurbishment, and would either be used under a new vehicle or held as spares. The following pictures illustrate the differences between the two types of bogie.



In Spring 2008 these Romanian bogies were swapped with the modified bogies from carriage no. 2060 (see below), which had been rebuilt at Boston Lodge with new stretchers, and gave a much improved ride.



P17.

No.2100 – PULLMAN OBSERVATION CAR.

Boston Lodge's current WHR carriage project is the building of First Class observation car no. 2100. Unlike the previous saloons 2100 will use roller bearing bogies acquired from Romania rather than the plain bearing SAR bogies used to date. The bogies (regauged from 760mm gauge) were supplied by CFI of Brad, Romania, and arrived at Minffordd in July 2007. One pair were fitted under the Pullman car BODYSGALLEN towards the end of the same year.

The photographs included in this article have been supplied by Peter Johnson, Roger Dimmick and Ben Fisher. My thanks to these Gentlemen for allowing me to reproduce for inclusion.



July 2007 New Bogies.

The welded chassis and body frame for 2100 was manufactured by a firm with a fabrication workshop near Caernarfon and work had started on the frame as seen below.



March 7th 2008 - The Frame 2100.



March 14th 2008



April 17th 2008

As seen above 2100's frame had reached an advanced state. The car has a semi-circular observation end, emulating from the Caledonian Railway Pullman vehicle named 'MAID OF MORVEN'.

P18.



April 22nd 2008

The frame was delivered to Minffordd on April 22nd 2008, and lowered straight onto its bogies for movement to Boston Lodge. The crossmembers visible within the body had been added temporarily to maintain stiffness during transport.



The 2100 within carriage works in early May 2008.



May 13th 2008 **woodwork had started to be added to no. 2100.**



The two views above show progress on 2100 as at May 23rd 2008.



No. 2100 was receiving its panelling when seen on June 30th 2008.

P19.



On August 22nd 2008 work was in hand on the interior woodwork of no. 2100.



The special curved glass panes for no. 2100's observation end arrived from Greenberg Glass Ltd of Bangor on August 28th 2008. They comprise two side panes as well as the main observation window pane; the opportunity was taken to make a trial fitting of the latter for photographic purposes.

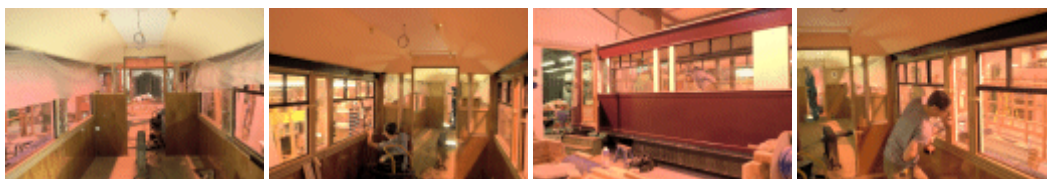


By September 5th 2008 the centre pane had been installed, the carriage exterior was in primer and internal panelling work was continuing.



No. 2100 is seen below on September 24th 2008, with the exterior largely complete.

P20.



Interior panelling and woodwork was in progress on October 3rd 2008. Note that the red paint is undercoat rather than livery, which has not yet been finalised. It is however understood that it will not immediately be named (as Pullmans normally are), and that it may be named as part of the official opening of the complete WHR route in Summer 2009.



The interior of no. 2100 is shown below on October 25th 2008, together with marquetry panels which will feature inside the carriage.



These pictures taken on November 14th 2008 illustrate the high standard of craftsmanship achieved on no. 2100. By this point the marquetry osprey panels had been fitted, as had tables, and the interior was only lacking carpets and chairs. On the exterior, final paint still had to be applied, and the corridor connection had not yet been fitted at the "plain" end of the carriage. In the second picture, there is a glimpse through the curved end window of an 1860s observation car - the FR's "Flying Bench", being fitted with the support framework for its replica canopy.



My thanks to the Welsh Highland Railway for allowing me to formulate and publish the information and photographs above.

For more information visit the web site at <http://www.welshhighlandrailway.net>

P21.

PULLMAN REVIEW.

DVD – Demolition of Preston Park Works.

In early November I was advised that a DVD had been produced covering part of the demolition of the old workshops. Chris Bedford has produced a historical record of part of the demolition of the building.

No big PR exercise with the Worlds press camping line side waiting for the firework display and explosions with the building falling in on its self.

If Chris hadn't gone out to record the demolition then no record would have been made available of the end of the Pullman link with the Brighton area.

The DVD is a historical record in its own right, it's a one man band production so don't expect the high quality you would expect in a film studio production, but it is worthy of addition to your DVD archive.

Running time of 20 minutes. Purchase Price includes P&P £5



Demolition of the Pullman Works at Brighton 2008

The Pullman Works at Brighton sat derelict for many years before the decision was finally made to demolish it. Years of vandalism and neglect had left it in a bad way.

Occupying a curious triangular plot of land at the junction of the main London to Brighton line and the westbound coast line, it was hoped by some that this building would one day be used as a railway museum. Being accessed almost exclusively by rail, this was sadly never likely to happen.

Numerous interesting artefacts were salvaged from the building before demolition started, including some wagons, which went off to preserved lines including the Bluebell.

This film shows a variety of views of the building while demolition was actually in progress from three main vantage points south, west and north of the site. Footage was also taken from a couple of moving trains to get a trackside perspective.

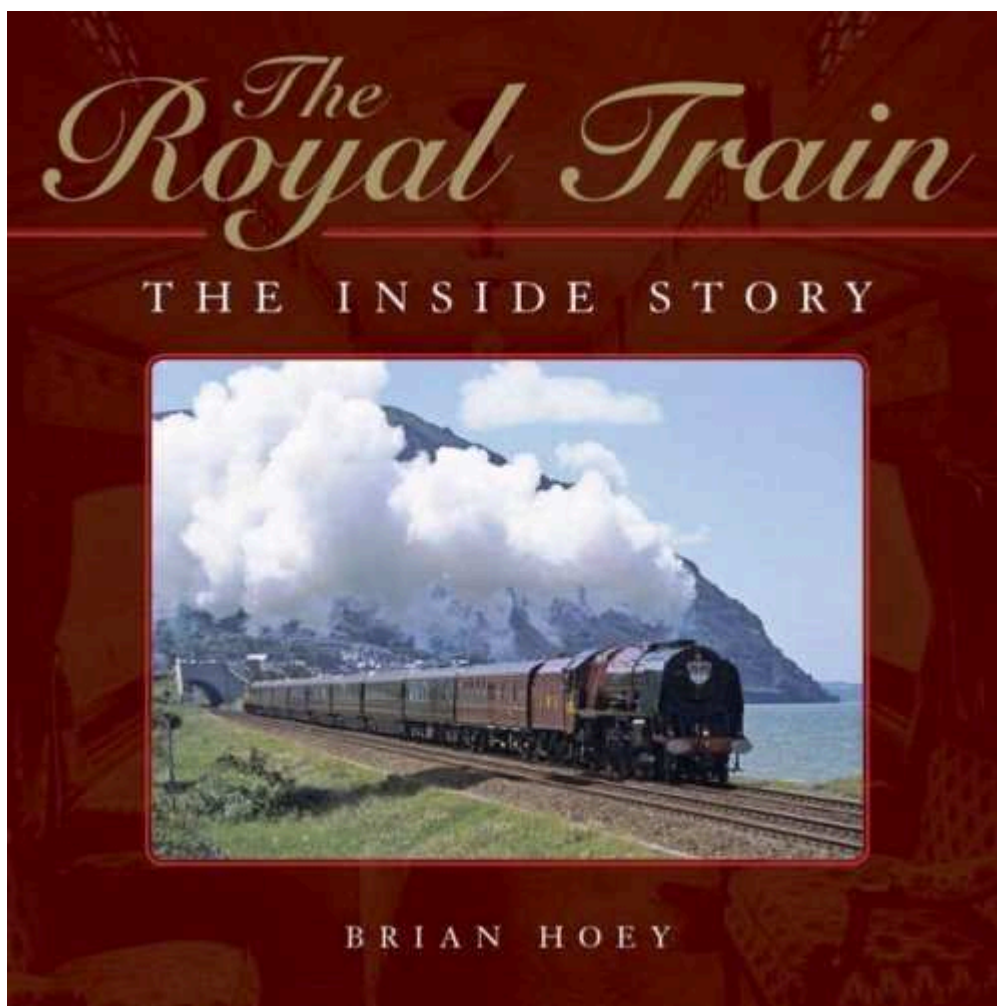
Initial shots include seeing demolition crews using cutting gear to burn through the steel roof joists, followed by the awesome sight of seeing two huge roof sections brought crashing down, seen in slow motion. See diggers loading the rubble on designated goods trains and see the relatively empty site towards the end of the process.

DVD Region 0
Running time: 20 minutes

This title is one of a number that are available, visit the web site at www.dumpman.co.uk

P22.

The Royal Train – The Inside Story by Brian Hoey.



I have always had an interest in the “Royal Train” as the Royal Family until the 1970’s would also use Pullman cars for personal use, when it was felt the operational need could be covered in lieu of bringing the Royal Train into use.

In past a very good friend of mine the late Brian Challis worked on the Royal Train as a chef, when he was not the chef on the Manchester Pullman.

Author Brian Hoey has now produced his 27th book which have in the past covered aspects of or members of the Royal Family, this latest book gives the reader an insight into the behind scenes of operating the Royal Train.

With the use of quality colour photographs that enhance the book as do the tables of workings, all help to give the reader a glance at the work undertaken by the on-board crew in preparation and whilst members of the Royal Train travel on board.

I recommend this book for your library collection.

RRP £19.99

ISBN 978 1 84425 556 6

Publisher Haynes Publishing

P23.

The Bluebell Railways Honorary Pullman – David Jones.



cDavid Jones

The Bluebell Railways “Golden Arrow” Pullman rake and now including LMS BGZ van.

The newly fitted-out and repainted LMS BGZ Van was out shopped on Monday November 17th and had tests carried out on the gas water heating and steam heat pipe work two days later. It is now in the Pullman Rake in place of the NRM Mk1 Pullman car **EAGLE** as shown in the photograph.

This allows the Pullman set to fit into the siding at Sheffield Park without the need to shunt the van into the yard when the Pullmans are not in the main platform. It also enables smaller engines to be used as the BGZ is obviously lighter than the Mk1 Pullman car **EAGLE**.

The design of LMS BGZ van followed the LMS coaching stock outline being carried on six-wheels, and with gangway connectors. The van originally arrived at the Bluebell Railway from a scrap-yard in Chesterfield, and purchased by a group of individuals in the Locomotive Department.

P24.



cDavid Jones.

Resplendent in its Pullman livery at Sheffield Park Station LMS BGZ Van No.32975.

Type: Stove R (Luggage Brake Van)

Built: Wolverton Works in 1938.

Length: 31'.

Weight: 18 Tons.

Original No: 32975 - Other No: M32975M.

Withdrawn: 1978.

Preserved: 1979 and arriving at the Bluebell Railway June 27th 1979.

THE BLUEBELL RAILWAY

The Bluebell Railway has grown from its start in 1960 through the strength of its members. As the railway expands so it needs even more members and volunteers to help it achieve its aims and objectives.

The railway operates on about 3/4 of the days of the year, including every Saturday and Sunday throughout the year, and daily from April to October.

We need YOU to help us. By joining the Society, your subscription helps the railway financially.

You also have the opportunity to be a volunteer working member in any of the many departments.

Full details will be sent to you when you join. As we reach East Grinstead even more volunteers will be needed.

How to join:

Send a SAE to the Membership Secretary, Sheffield Park Station, Nr. Uckfield, East Sussex TN22 3QL.

Alternatively hand it to the Booking Clerk at any of the three stations.

Instant membership is available in this way, so you can benefit from discounts on the day of your visit.

Membership is valid for at least one year from the date of joining, with renewals subsequently due on 1st

January, April, July or October as appropriate. For more information about membership, visit the Bluebell web site www.bluebell-railway.co.uk

P25.

The Devon Belle's - Pat O'Connor.

'A wet summer has hampered progress on **MAID OF KENT/FORMOSA.**

The coupe side of the car has been completely re-clad with hardwood matchboarding, waist rail and cant rail. The panels between the windows are in marine ply with hardwood beading.

Both ends have been partially re-clad where necessary.

Apart from the kitchen side, the vehicle has been repainted albeit spoilt in places by the early onset of cold and damp before the top coat had hardened.

All new windows are being made, the originals having been mutilated during camping coach days or subsequently lost. But the brass framed sliding glass vents have miraculously survived and have been refurbished.

A trial run with a single window to test the new window components has been successful despite having no drawings for the window lights (or anything else)! Work on other components, particularly the entrance doors will continue through the Winter.

I hope we get better weather in 2009 so that the kitchen side can be repaired and the roof re-covered.



cPat O'Connor.

MAID OF KENT/FORMOSA.

P26.



cPat O'Connor.

MAID OF KENT/FORMOSA.



cPat O'Connor.

P27.



cPat O'Connor.

MAID OF KENT/FORMOSA.

My thanks to Pat for his regular updates during 2008, let's hope the wet weather of the last two years is a thing of the past in Devon during 2009.

P28.

Tail Lamp.

Well another year comes to an end, and no Pullman car in any form has been broken-up during the year, good news indeed, but uncertainty hangs over a number of cars, so moving into 2009 the answers may become clearer to the futures of these cars.

On a more positive note the Welsh Highland Railway is constructing a new Observation car for service as the railway reaches maturity with its the long awaited line extension opening in 2009. The new observation car will join the parlour car already in service.

Well done to the WHR, for those who plan now to visit the railway to view and travel within these cars, check the WHR web site. I hope to have further information on the new cars progress in future editions of Coupe Newss.

Finally after many years of uncertainty the Preston Park workshops are no more, a line side structure for 110 years on the approach to Brighton Station from London Victoria.

In only a matter of weeks the demolition had been completed by mid November, leaving only a large amount of rubble to be removed.

My thanks to Keith Gunner and Chris Bedford for keeping me advised over the last couple of months, so in turn, I could then keep you the readers advised.

Finally my sincere thanks to those readers who have taken time to contribute during 2008 to Coupe News in the form of Email, news, articles and photograph's, without your contributions all the 2008 edition's would have been much the poorer.

May I take this opportunity to you all a Merry Christmas and a Prosperous New Year.



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

T.Bye - PCS - December 1st 2008.