



Pullman Car Services

Coupé News

"The Quality of Service is Remembered Long After The Price is Forgotten"

September 2009 – CAR No.79.



Cover Photograph – David Jones.

An English summer Saturday evening on the Bluebell Railway in deepest Sussex. Intending passengers begin to congregate prior to joining the 'Golden Arrow' at Sheffield Park Station.

Newly restored re-built Bulleid 4-6-2 Pacific No.34059 "Sir Archibald Sinclair" waits patiently at the head of the train for departure.

Editorial:

Welcome to Coupé News No: 79.

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 Coupé News and the Pullman Car Services Archive.

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

If you have any material for inclusion in No.80, please forward by October 2nd 2009.

Coupé News No.80 will be published on October 5th 2009.

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Coupé News editions 1 to 78 and all Special Editions can be sourced at: -

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

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

Type of Car: Parlour Second.
Into Service: 1897 for South Eastern Railway.
Original Builder: Metropolitan Railway Carriage & Wagon Company, Birmingham.
Pre 1960 Schedule No: 79.
Post 1960 Schedule No: 86.
Name: MABEL.
1919 Rebuild: Pullman Car Company at Longhedge Works.
Type of Car: Parlour First.
Into Service: November 1919.
Tare: 30t.
Covers: 22.

Formerly South Eastern Railway "No.203" of 1897.

Stopped: June 1930.

Written Off: September 30th 1930.

Preservation: Grounded body, Selsey, near Chichester, West Sussex.



ck.Stroud.

MABLE – Private residence at Selsey.

Pullman Car ALBATROSS – Doug Lindsay.

My thanks as ever to Doug for forwarding the photograph below of car ALBATROSS which was last months (August) same schedule number (78) as the edition number (78).



cA.G.Wells-D.Lindsay Collection.

Albatross - Working as a supply car at Dover on August 28th 1938.

Rebuilt: in May 1931 to a Supply Car at Preston Park (A 'Supply Car' is a Pullman car without seats, serving meals to passengers accommodated in railway vehicles fitted with tables. Equivalent to a railway 'Kitchen Car'.

Coupé News - Passengers Reservations List.

236 x Regular First Class Passengers.

3 x Web Sites - Passenger Numbers Unknown.

**Welcome aboard to the following joining passengers: –
Andrew Reynolds, Alastair Speer, Mark Alden.**

Free Newsletters and Magazines:

MRE Mag.

Model Railway Express - Britain's leading FREE online magazine for railway modelers with thrice weekly news and readers' discussion. Also, model and book reviews, classified ads, etc. Over 1,000 readers and published every Monday, Wednesday & Friday by Pat Hammond.
Visit www.mremag.com for further detail and information.

RAILDATE.

The weekly newsletter produced and also published by Howard Sprenger of the Hursley Park Model Railway Society every Friday covering general railway subjects with links to sites 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.

Please note this magazine has been updated into a new format, I recommend if you have yet to view this magazine you do so now.

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

UPDATE Re-RAIL MANAGEMENT - Chris Cooper.

Please note that Rail Management has been discontinued and will be replaced by something else in the autumn.

Please see Keeping Track website for further information.

Look Back At Pullman:

1934 – September – 75 Years Ago:

September. During the months of September and October cars **CLEOPATRA** and **VIVIENNE** were recorded as working on the London Victoria to Eastbourne services.

1959 – September 50 Years Ago:

September 26th & 27th. It is reported that a Pullman Camping Coach was on display at Colchester.

1969 – September 40 Years Ago:

September 12th. The “Brighton Belle” unit No.3051 suffered a serious electrical fire in Brighton station immediately prior to the departure of the morning working. The outbreak was confined to car **HAZEL** Smoke filled the car, seated passengers **were** de-trained and no injuries were recorded. Repairs to car **HAZEL** were estimated at the time as in excess of £1,000. It is understood that much of the damage was caused by Brighton Fire Brigade staff attending the incident. Who wielding axes hacked at the marquetry paneling and ceiling within the car interiors to access the wiring.

1979 – September 30 Years Ago:

September 13th – 28th. Travellers Fare ‘Centenary Express’ tours the British Rail network, the train formation includes TOPAZ and Mk1 Pullman cars EAGLE & EMERALD.

THE PULLMAN SOCIETY

The Society is dedicated to the study of all aspects of Pullman operations in the British Isles and Continental Europe – and in the United States, where the first cars were built and services began.

The society journal “The Golden Way” is published FOUR times a year and this will include a separate Newsletter of breaking news.

For further details including Membership please contact
Alan Wood - Email awood17166@aol.com



LNER Pacifics

PULLMAN WORKINGS WITH LNER Pacific's – Tommy Knox.

I detail below identified September LNER Pacific Locomotive working of Pullman services.

British Railway Numbers used for convenience.

September 1939 (70 years ago)

2nd September - Yorkshire Pullman - 60044 Melton worked both the Up and Down trains and 60022 Mallard worked the Down train from Monday to Saturday 4th - 9th September. The train was then suspended for the war period.

2nd September - Queen of Scots - The Down train was 60056 Centenary from Kings Cross - Leeds and 60067 Ladas from Leeds - Glasgow. The Up train was worked by 60832 at least from Newcastle - Leeds and 60113 Great Northern from Leeds - Kings Cross. The last working on the 9th before the train was suspended was Up 60113 Leeds - Kings Cross and the Down 60056 Centenary from Kings Cross - Leeds and 60065 Knight of Thistle from Leeds - Glasgow.

September 1949 (60 years ago)

29th September - 60150 Willbrook Down Yorkshire Pullman

9th September 1959 - 60136 Alcazar Up Queen of Scots from Leeds - Kings Cross

12th September - 60129 Guy Mannering worked the Tees Tyne Pullman in both directions.

September 1959 (50 years ago)

12th September - 60059 Tracery - Down Yorkshire Pullman.
60133 Pommern Up Yorkshire Pullman and as a matter of interest it then worked the Down West Riding.

12th September - 60084 Trigo - Up Queen of Scots Newcastle - Leeds, 60134 Foxhunter Up Queen of Scots Leeds - Kings Cross.
60123 H A Ivatt Down Queen of Scots from Kings Cross – Leeds.

13th September - 60133 Pommern - Up Harrogate Sunday Pullman.
60134 Foxhunter Down Harrogate Sunday Pullman.

22nd September - 60109 Hermit Up Tees Tyne Pullman.
60110 Robert the Devil Down Tees Tyne Pullman.

FLYING SCOTSMAN NORTH AMERICAN TOUR.



cAndy Sturt.

August 1969 - E70632E at Twickenham Station.

Jim Baldwin responds: -

May I comment on Robert Carroll's response in No. 77 regarding the train at Twickenham and Peter Hall's very interesting response to my request for information about the rolling stock used in Flying Scotsman's North America trip in No. 78.

Thank you both very much, very, very helpful information.

Much of what they say confirms information that I have already in my possession.

In particular the renumbering that took place in the USA - thank you for that.

I am also very interested in the possibility, that all six vehicles: BG's 104, 70497, 70632, 70636, 70758 and BCK 21177 ended up at Universal, four at one location and two at another, very interesting.

I have also heard, but do not have substantiated reports, that they were all taken to a scrap merchant in San Francisco for breaking up, once the restaurant closed.

With regards to the internet, I have to say that I have spent many days, if not weeks, surfing the internet looking for information and contacting railway groups State - Side, to try and find information on this missing part of the story, but to date have not found any information that is relevant.

I am experiencing problems in obtaining details of the build dates etc., for the five BG's, some of which are of Gresley design and some of which are of Thompson design.

I do know that one was rebuilt due to bomb damage. However, if anyone can confirm build dates, where built, allocations etc., indeed anything about them before the trip, then I will be most grateful to learn this information.

I am also very interested to learn where and when the BG's + BCK were painted into Pullman livery. Eastleigh someone has said - and did cars 114, 246 and 247 get a repaint or touch-up at the same time?

As Peter states, I am also interested in the support coaches that Flying Scotsman has worked with. I believe that the coaches used in the Alan Pegler era, were hired from B.R.

That is, until North America, when 21177 was painted in mock - Pullman livery and shipped over 'the pond'.

It wasn't until 17013 was bought by Bill McAlpine, that No. 4472 had a designated vehicle for support purposes. It was sold with No. 4472, to the NRM, was resold and is now I believe back at Southall.

If anyone has any info which supports, contradicts or adds to this story I will be most interested to learn any info on the BG's BCK + support coaches.

Thanks very much for all your help and keeping me updated with continuing developments.

Who knows, if we managed to locate any surviving BG's then they could be repatriated - my pipe dream!

So let's keep our fingers crossed.

May I thank everyone who has helped me so far with this quest.

The quest continues.

Murray Brown responds: -

I found your piece about the BGs exported with Scotsman to America fascinating because you are quite correct – it is a missing piece of information.

On the North Yorkshire Moors Railway we have what we think is the only Thompson BG in this country – E110. Is it unique or do any survive in America from the 1969 train?

I hope you do get the answer from someone!

Editors Request.

A request to the readership in the United States of America, can any reader add to the history of what became of the vehicles that accompanied A3 No.4472 'Flying Scotsman'.

It's a missing gap in the history of the North American Tour.

THE BRIGHTON BELLE PROJECT.



The 5 Bel Unit 2053 c1932 - Pamlin Prints M579.

5 BEL Trust - Bringing back The Brighton Belle – Neil Marshall.

The 5BEL Trust has launched its ambitious programme to bring back the Brighton Belle – restoring a much loved icon from a different age to the UK mainline.

The key milestones for the programme are to have a train set running in time for the London Olympics; and to return the train to the mainline within five years.

5BEL Chairman, Denis Dunstone, says ‘We have set ourselves very ambitious targets, not least to ensure that **all** elements of the restoration programme are consistent with the requirements for mainline use. Our intention is to raise the bar for restoration projects – no-one, to date, has restored an electric train to this very high standard. We would be delighted to see others follow suit.

“This project is not about money, although we are using the best technical support and skilled restorers to ensure that this train will be available for many generations to come. We are drawing attention to the electric train, which, despite its impact on Britain’s transport history, remains the poor relation of rail preservation.

“There are those who think that electric trains do not possess the romance of steam, but there is at least one that captures the hearts and minds of the British people – the response to news of the restoration of the Brighton Belle has been breathtaking.”

The 5 BEL Trust currently has tenure on four cars and is working towards completion of a five car set. The most complex restorations relate to the two motor thirds (driving cars) - Car 88 is under deep restoration at Ramparts of Derby, with most of the major work completed or well underway; Car 91 is currently in undercover storage at Holt and is will be the next vehicle to enter the workshops. Car 87 will shortly be brought down from Scotland to secure private storage and Car 85 is in secure storage at Southall.

Tackling the two most difficult elements first – the motor thirds - is a sign of the commitment to meet the project milestones. Neither car currently has motors or control equipment, but East Midland Trains has generously donated motors and control gear for one car and additional sources are now being progressed.

When completed, Car 88 will be stored initially at a secret undercover location, but discussions have already begun with museums and major public places to ensure that it will be accessible to the public for a period, reflecting the importance the Trust attaches to education. When the train is completed, material will also be available on board covering the history of electric rail transport. The Trust’s access strategy is for a permanent home base alongside other electric trains, but the Belle will regularly move outside of the South East as it will be readily capable of being propelled by a Class 73 electro diesel.

Dunstone is rightly bullish on fundraising. "The reaction from the public so far has been quite moving. We have already raised close to £200,000. On the basis of our current technical assessments, we will need another £400,000 to complete the project, which we consider to be do-able.

"We will then raise additional funds to ensure that the train has an ongoing sustainability – we really do want this marvelous icon to be carrying passengers beyond the middle of the century", he added. The Trust has appealed for anyone with working knowledge of the Brighton Belle or trains of that era – or appropriate skills – to register with the website (www.brightonbelle.com) to build a community and knowledge pool that will sustain the electric train into the medium term. Part of the Trust's mission is to draw attention to the work of organisations such as the Electric Rail Museum and the Southern Electric Group.

5 BEL Trust – History of The Brighton Belle

The Brighton Belle ran on the Southern Railway from Victoria Station in London to Brighton on the Sussex coast. The **first electric all-Pullman service in the world**, it is almost certainly the best-known electric train in the UK. This Pullman service ran from 29 June 1934 until its unpopular withdrawal on 30 April 1972.

The London, Brighton and South Coast Railway began using Pullman cars in their express trains from 1875, and in December 1881 they introduced the first all-Pullman train in the UK. It was known as the *Pullman Limited* and ran between London and Brighton via Horsham. Subsequently ordinary rolling stock was added to this service. In 1888 a second all-Pullman service was instituted, using carriages lit by electric lighting and designed by William Stroudley.

The L.B. & S.C.R. was also the origin of the familiar British umber and cream Pullman livery. In 1903 Billinton changed the colour of the ordinary L.B. & S.C.R. coaches to umber brown with white or cream upper panels, and in 1906 this colour scheme was also adopted by the Pullman Car Co., with the name of the car in large gilt letters on the lower panel flanked on each side by a coloured transfer of the Pullman Company's crest.

Another all-Pullman service was introduced in 1908 under the name of the *Southern Belle*. Contemporary advertising by the L.B. & S.C.R. claimed that this was "... the most luxurious train in the world...". In 1908 this could be had for a special London Victoria to Brighton day return fare of 12 shillings, a premium rate at a time when average earnings were around £1 per week. The *Southern Belle* was steam hauled until 1933 when electric units were introduced. With the arrival of the mid-day Victoria to Brighton service at Brighton Station on 29 June 1934 the Mayor of Brighton, Miss M. Hardy, renamed the *Southern Belle* the *Brighton Belle* and it ran with this title until withdrawal.

Three five-car all-Pullman electric multiple units designated 5BEL were built for the service and ran throughout the train's life, usually in trains with two sets. The service was scheduled to take 60 minutes for the 51-mile non-stop journey. During the Second World War the service was suspended and the carriages were put into store, but the train was re-instated in 1946. The 'spare' multiple unit set was used for a Sunday Pullman service from Eastbourne, known as the *Eastbourne Pullman* for much of the 1950s, but this service was discontinued in 1957.

The trains were refurbished in 1955, but by 1972 the stock was old and rode poorly by contemporary standards. Despite public protests, the decision was taken not to replace the rolling stock and the service was withdrawn on 30 April 1972. Nearly every carriage was preserved: some, beautifully preserved, are used on the Venice Simplon Orient Express; others became static restaurants, in various states of repair and permanently exposed to the elements. In 1972, one carriage became

part of a public house in Winsford, Cheshire - it was removed in 1998 because of the high cost of refurbishment.

The umbrella organisation for heritage transport preservation in the UK - The Transport Trust - has been concerned about the general plight of electric train preservation in Britain, the need to raise the profile of the type and a pressing imperative to deal with the issues of financial support and covered accommodation. Under its patronage, the 5BEL Trust is assembling a five-car set and has set in place agreements to cover refurbishment of the cars to an exacting standard....in effect, raising the bar for the restoration of electric trains. Restoration of the first car, Car 88, began in February 2009 and the aim is to restore a complete 5BEL set to full mainline operation. Despite the high cost of restoration, the programme is seen as an investment for future generations and a torch bearer for the preservation of electric trains.

THE Mike Morant Pullman Collection.

M.A.Morant Photographic Collection.

Visit Mike's website to view a superb photographic collection at <http://gallery62603.fotopic.net/>

Print Size:	£ Per Print:
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Postage & Packing for orders under £10	£1.00

Send requests to Email michaelamorant@aol.com



Brighton Belle Project Launch – David Jones

Saturday July 25 2009 saw the official launch at the National Railway Museum, York, of the Transport Trust's Project to recreate the Brighton Belle, with a special steam hauled train headed by LNER A4 Class pacific No 60019 'Bittern' running for the first time with its second tender on a passenger working.



cd.Jones.

A4 – 4-6-2 Gresley Pacific No.60019 BITTERN awaits departure at London's King Cross for York.

Prominent people from the Heritage Railway movement and press assembled at Kings Cross Station, then boarded the 9.18 am special departure to York to steam all the way at a quite respectable speed northwards along the East Coast main line, arriving over half an hour early at the destination due to not having to take the scheduled stop at Retford.



CA.Bishop.

Making a welcome return to Kings Cross ex-Tees Tyne Pullman car THE HADIAN BAR within the train's formation.



CD.Jones.

Shortly after arrival at York from Kings Cross.



cD.Jones

Brighton Belle Projects Neil Marshall and A1 Tornado's Mark Allatt.

Guests, which included Pete Waterman, Sir William and Lady McAlpine, Bob Meanley, Bill Parker, Mark Allatt and 'Bittern's' owner Jeremy Hoskins together with Railway Press editors such as Nick Pigott and Colin Tyson, then proceeded across the footbridge at York Station to the National Railway Museum where a launch presentation was given in the Gibb Room by Denis Dunstone and fellow officials of the 5BEL Trust, the separate organisation set up by the Transport Trust for this project. Using power point images they gave the reasoning behind the scheme which is to focus recognition of the important part that electric traction has played in the history of the railways. Information was given on the current restoration progress on 'Car 88' at Ramparts of Derby and the position with other cars allocated to the scheme, 'Car 85' at Southall, and the two North Norfolk Pullmans 'Car 87' and 'Car 91', which are on loan to the 5BEL Trust.



ca.Bishop.

A4 No.60019 BITTERN Prior to Departure from York to Kings Cross.

The return journey was spent in pleasant company with like minded enthusiasts reflecting on the scheme and recapping on the good progress so far, with Pullman Car 'Doris' being of interest as the 5BEL set lacks any kitchen firsts at the moment. However, 'Doris' was purchased by the Bluebell Railway as a back-up for 'Fingall' so may not be available, in which case an alternative such as 'Hazel' may have to be considered.

My thanks to David Jones & Andy Bishop for the contributions to this article.

CAN YOU HELP.

Roger Holliday asks;

The Devon Belle has any reader any information with regard to the spare cars available to the services when the train ran as a 14 cars formation, also any replacement cars when some of the originals were transferred to other services, a number, I believe, being remodelled for the 1952 Golden Arrow.

Brian D.Frary asks;

I hope fellow readers may be able to answer the following questions please.

1. When the Pullman Observation Cars operated in the 'Devon Belle' what colour was the roof, white or grey?
2. Was the colour used kept for the whole period of Belle operation or was it changed?

I'm getting conflicting information and obviously I'd like the correct facts.

Peter Richards Responds

Reading through the latest Coupe News I think the answer to Brian Frary's question concerning "When the Pullman Observation Cars operated in the 'Devon Belle' what colour was the roof, white or grey?" is both!

Above the rain strips was white whilst below them grey, as shows in the photo of restored N°14 at Swanage.

Further photos showing this are at: www.semgonline.com/coach/pull_1.html

I can't respond to the second question about whether the colour used was kept for the whole period of Belle operation or not though I would expect it wouldn't have been long before it was an overall grey!

Memories of a Pullman Steward; by James Marshal.

After some two years of back and forth from Southampton to New York and another two years on various ships, I decided to try for a position on the Pullman Car Company.

So, in 1954 after a trip to Waterloo Station and a brief interview, I was told to join a Pullman car Clapham Junction carriage sidings and given two white and blue jackets with magnificent badges proclaiming I was now a new member of this illustrious body.

Finding the umber and cream colored Pullman car was no problem as it stuck out from all the other Southern Region green liveried coaches, she was called 'CECILIA', a good omen; my mother's name!



PCSA

To apply for a job at the Pullman Car Company one had to have either ship or hotel experience and then attend a course at Victoria Station on the art of waiting on tables.

This lasted a week after which I was considered fully fledged and ready for work.

The main offices were at Victoria station, although we had our own office at Waterloo station where we also picked up any food required for the trip workings to be undertaken.

The Pullman car was normally part of an 8-carriage set and usually in the middle of the train and allocated a journey time of 1½ hours.

The interior layout of the car was somewhat splendid and definitely from an era of quality and luxury, nothing was spared comfort wise. From the cars unique table lamps to the linen antimacassars, I was awestruck! The kitchen was at one end of the car and there were also at the other end of the car the coupe sitting four. Services included carrying passengers from the Queen Mary and the Queen Elizabeth after berthing in Southampton docks on a non-stop run to Waterloo. The British Railways Southern Region equivalent refreshment coaches were nothing in comparison, i.e. one had to queue for a cup of tea and to add some sugar in the cup one had to use a teaspoon tied to a piece of string; they were worlds apart.

The passengers would disembark from the famous Cunard liners in Southampton and slowly went through Immigration and Customs and onto the train where we waited to greet them. The first class passengers would then board the Pullman car. The rest of the train was made-up of ordinary British Railway coaching stock, a bit dark compared to the lavish Pullman coach. The chef was busy preparing the meal to be offered to the passengers and also making sandwiches. There were not many meals to serve so once this was completed we could concentrate on serving coffee, tea and snacks along the alleyways of the British Railways coaches and this was where we made most of our tips or Fluff as we laughingly called tips. These we had to share between the Pullman staff at the end of the journey in London. Once we reached Waterloo the passengers would de-train and the empty stock would then be pulled back to Clapham Junction carriage sidings for cleaning and readying for the next journey which could later that day. On arrival at Clapham we all sat down and enjoyed a chef presented meal and count our Fluff. Our wages were very poor in those days, in fact my wage was about £20 per month but our tips doubled this figure – not much by today's standards but the money bought much more.

The meal over, we were off until 4.30pm when we had to be back on the car to lay the tables and prepare for the return journey from Waterloo to Southampton. The trip up from Clapham took no more than about fifteen minutes. There we slowly pulled into the station to pick up the passengers already waiting to be transported to the Cunard liner berthed at Southampton docks. We would serve dinner, a much more lavish occasion, the menu was a fixed one but it was silver service to a fairly high standard. We often carried famous people who were often very modest and didn't want any fuss, but the outstanding person I had the 'honor' of looking after was Yehoudi Menuin, the world famous violin player. It wasn't very busy on this occasion as the Cunard Queen were to be overtaken by a more modern and quicker mode of transport 'Aircraft', these were relieving them of the travelers, a 5-day journey was cut down to a few hours, everyone wanted to save time, trouble was nobody knew why they wanted to save time. I suppose it was just the thing to do. In retrospect if you asked those passengers which form of travel they preferred their reply would be 'the Queens,' without a doubt. To get back to Yehoudi Menuin, who at this time was knighted, he was most accommodating and very friendly. He allowed me to handle his fabulous violin, the famous and now priceless "Stradivarius".

Normally we didn't get much time to chat to passengers but as air-travel became more popular the service we were providing gradually began to be less needed and the Pullman Car Company days were numbered. Passengers became fewer and fewer although we were also meeting other ships, i.e. Andrews, Battery, USS America, Mauritania, various Cape boats such as the Balmoral Castle and others. The fact that air-travel was becoming more and more popular was taking its toll and it was only a matter of time before leisurely travel was becoming a thing of the past. I wonder how many people who remember the old style of travel, boats trains etc., would take it back and I am sure many would.

Our train was normally pulled by one of the new Diesel Electric locomotives, smooth enough in their operation, but none of the thrill of being pulled by one of the steam giants. Sadly those days are gone and will never return. I stood in awe watching these magnificent machines pulling out of Waterloo Station, spinning the driving wheels until they gripped, all too much for a 7-year old, I count myself fortunate to have lived in this unique era.

Pullman cars were a private concern and were in service for special people, i.e. film stars, diplomats, royalty, also anyone else who wanted deluxe travel.

On my first journey from Waterloo we were serving dinner and I was given a silver soup tureen of cold tomato soup to serve, unbeknown to me, the only corner in the journey was at Clapham Junction, where I managed to spill soup all over an attractive blond lady, her hair was dripping tomato soup, I shouldn't have, but I laughed to defuse the situation, it didn't, and she said she would see I was fired, she calmed down towards Basingstoke and we became good friends.

History of car CECILIA.

Pullman Car:	CECILIA.
Pre 1960 Schedule Number:	205.
Post 1960 Schedule Number:	205.
Builder:	Midland Railway Carriage & Wagon Company.
Type of Car:	First Class Kitchen Car.
Seating/Covers:	22.
Length:	63' 10".
Width:	8' 7".
Tare Weight:	40t.
Entered Service:	November 1927.
Noted Workings:	1949 June 21 st . Royal Train duties – Waterloo to Weymouth. Merchant Navy Pacific No.35024 ' East Asiatic Company' in experimental "Blue Livery". Pullman car added to a normal timetabled Weymouth train to convey the then Duke & Duchess of Edinburgh, who were to visit the Channel Islands.
Withdrawn from Service:	November 16 th 1963.
Disposal:	Sold to Taylor Brothers at Manchester for breaking-up.

CAR No.89 – Little Mill near Rowarth – David Rhodes.

I visited the Little Mill near Rowarth in Derbyshire recently the home of ex-Brighton Belle car. Car No.89 which was a Motor Brake Parlour and is now used for Bed and Breakfast accommodation. The car has recently been repainted into a very basic colour of brown and cream. There was a chap working on the coach at the time doing some general tidying (not sure if this was the owner) and I am pleased to say he was very keen to preserve and improve it.



The Spot Gate Inn – David Rhodes.

The Spot Gate Inn in Staffordshire has two ex Bournemouth Belle Pullman cars these being a First and second class Parlour cars URSULA and CAR No. 75.

These two cars are located side by side at the rear of the building and used as restaurants.

Alas these two cars are now looking a little tired at the time of my visit (earlier this year), but they do have lining and identities.



Pullman Car MACEDON Restoration – Australia – Andrew Reynolds.

I have just received a copy of your newsletter which is of great interest and especially the links to previous issues and other sites.



cPhil Leonard.

Pullman car MACEDON as seen on October 27th 2007 SteamRail Victoria.

We are restoring a heavyweight steel body Pullman for use as a lounge/dining car on a tourist railway in Victoria (Australia).

It is one of only two heavyweight Pullmans to be exported from North America.

Unfortunately it was heavily modified in its career and ended up as a refrigerator car cum shop for use on the Trans Australian railway supplying provisions to isolated communities along the line.

We have had to gut the interior and are beginning the task of recreating a lounge car in the North American Pullman style.

The car (named Macedon) will be fitted out in the more severe North American Pullman art deco style rather than the more opulent British décor.

Our company name is in fact Pullman Operations Australia, rather grandiose but quite appropriate!

We already operate a first class service on the railway (using a rather nice art nouveau style wooden body car) with a light refreshment service to passengers seats by smartly dressed stewards so I am interested in what others are doing and of course how it was all presented in the past.

Although our interest is more to the US Pullman activities and styles I'd be keen to receive your newsletter and ask that you place me on the mailing list

ADVANCE INFORMATION: NEW TITLE - September 2009

BLUE PULLMAN

Supplement



'BLUE PULLMAN Supplement', continues the story of these remarkable trains including much new photographic content and information.

The original hardback book on these trains, compiled by Kevin Robertson, has been unavailable for some time and this 'Supplement' is intended to satisfy what is an insatiable demand for new material on the five train sets.

Drawing on material unavailable just a few years ago, we are introduced to the concept, the trial running, entry into service as well as some remarkable information relative to the attempts made to address the poor riding qualities for which Blue Pullman became renowned.

Chapters include operation on the both the LMR and WR as well as a remarkable number of images both colour and black and white, few if any of which have ever been seen before.



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TRAVELLERS FARE – THE CENTENARY EXPRESS.



cG.Child.

Pullman First Parlour TOPAZ attached to Mk1 Pullman EAGLE within the formation of "Centenary Express" at London Marylebone on September 15th 1979.

It is hard to believe that thirty years have passed since the 'Centenary Express' toured the British Rail network.

The train was made-up of a varied selection of unique catering vehicles which included three Pullman cars.

The ten vehicle formation consisted as follows: -

LNWR ex-Brake First No.5155.

BR Griddle Car No.SC1100.

Gresley Buffet Car No.9135.

Pullman First Parlour **TOPAZ(I)**.

Pullman First Kitchen **EAGLE**.

Pullman First Parlour **EMERALD(II)**.

RKB No.1526.

MR 3rd Diner No.3463.

LNWR First Diner No.76.

LNWR ex-Brake First No.5154.

The reason for the tour was to commemorate the centenary of the first meal being prepared and cooked on board a moving Pullman car within the United Kingdom when on November 1st 1879 the 10.00am Bradford to Kings Cross and return working 5.30pm Kings Cross Bradford.

The train's tour commenced at Leeds on September 13th and ended at York on 28th.

Departing Leeds on the 13th for London Kings Cross at 12 noon.

On display at London Marylebone on 14th.

Departing Marylebone on the 15th for Shrewsbury and London Paddington. During part of this journey the train was steam hauled by GWR King Class No.6000 'KING GEORGE V' from Shrewsbury to Hereford and return to Shrewsbury.

On display at London Paddington on 16th.

Departing Paddington on the 17th for Southampton and Bristol Temple Meads.

On display at Bristol Temple Meads on 18th & 19th.

Departed Bristol Temple Meads on the evening of 19th for overnight movement to Birmingham New Street.

On display at Birmingham New Street on 20th.

Departed Birmingham New Street on the 21st for Manchester.

Departed Manchester on 22nd for Edinburgh Waverley.

On display at Edinburgh Waverley on 24th & 25th.

Departed Edinburgh Waverley overnight of 25th for Newcastle Central.

On display at Newcastle Central 26th & 27th.

Departed Newcastle Central 28th for York and end of the tour.



R4380 The Devon Belle – Pullman Cars Pack – Released August 2009.



The three cars within the pack form the Plymouth portion of the train, and enhance the yet to be released R2817 “Devon Belle” train pack which will consist of the Ilfracombe portion of the train with Observation car.



ARGUS

Pre 1960 Schedule Number: 165.

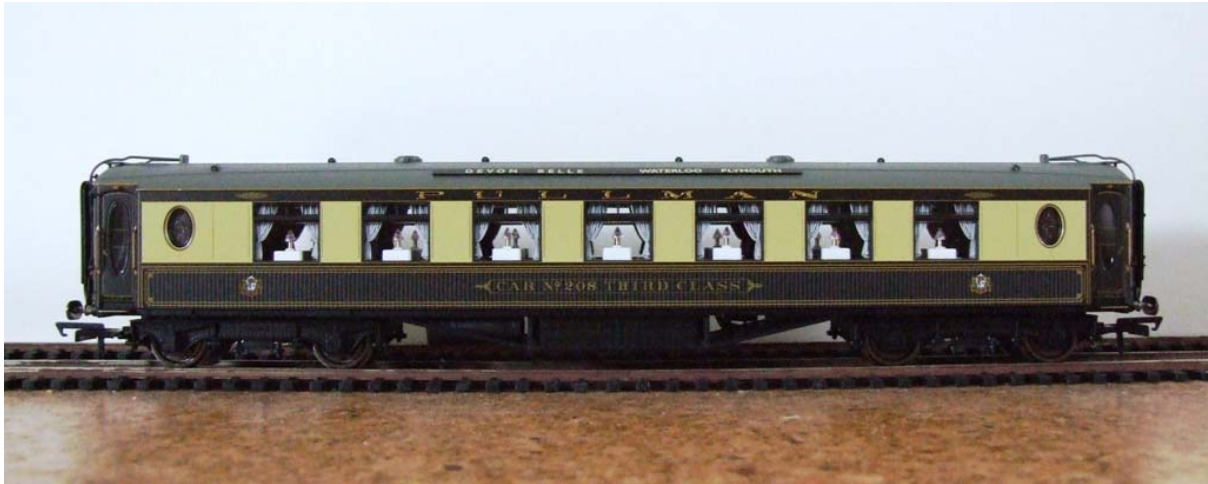
Post 1960 Schedule Number: 165.

Midland C&W – Into operational service 1924 – Built as a Kitchen First Class car with 22 x covers.

1924 Exhibited on the Cammell Laird & Co Ltd stand at British Empire Exhibition April 24th – November 1st 1924.

Withdrawn from service September 28th 1963.

Sold on January 22nd 1964 to Taylor Brothers at Manchester and broken-up.



CAR No.208 THIRD CLASS.

Pre 1960 Schedule Number: 208.

Post 1960 Schedule Number: 208.

LEONA – Midland C&W – Into operational service 1927 – Built as a Parlour First Class car with 26 x covers.

1947 – Rebuilt as a Guard Parlour Third Class at PCCo Preston Park works – 36 x covers.

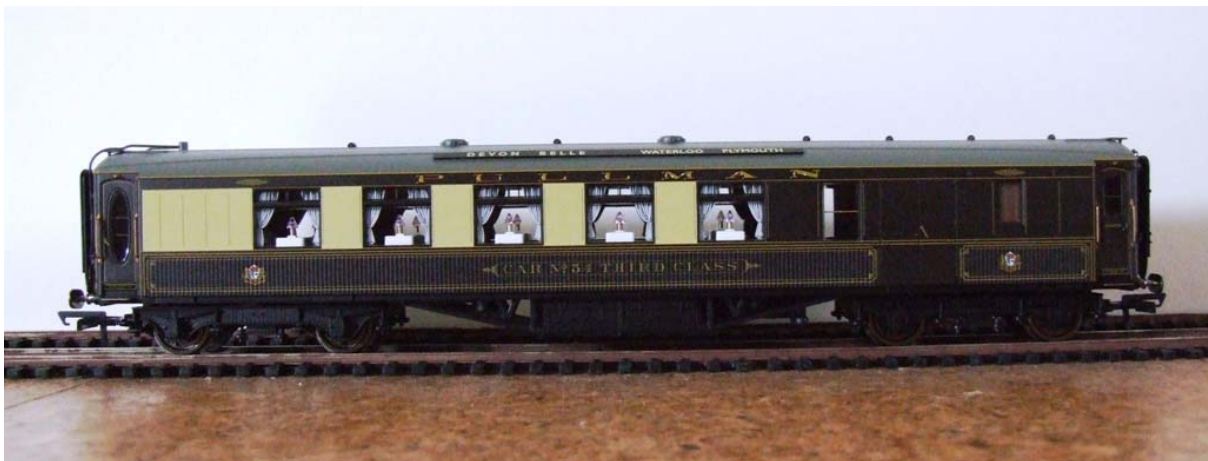
(A parlour car with brake control and tip-up seat in one vestibule end, the doors of this vestibule end lettered “GUARD”).

Allocated the identity of CAR No.208 Third Class.

The model as represented by Hornby within R4380 is incorrect in respect of the 1947 rebuild, as the vestibule wording GUARD

Has been omitted .

2009 Location – Glenlo Abbey Hotel, Galway, West Ireland. www.glenlo.com/



CAR No.54 THIRD CLASS.

Pre 1960 Schedule Number: 145.

Post 1960 Schedule Number: 157.

Built by Clayton Wagons – Into operational service July 1923 – Built as a Dining Car Third Class with 39 x covers.

1937 – Rebuilt as a Brake Parlour Third Class at PCCo Preston Park works – 33 x covers.

The model as represented by Hornby within R4380 is correct in respect of the 1937 rebuild.

2009 Location – Bluebell Railway awaiting restoration. www.bluebell-railway.co.uk/

The roof destination boards as fitted to each car.



Couplings.



Above – The standard Hornby coupling as fitted when purchased.

Below – The Hornby close coupling as supplied free separately in a sealed bag.



Hornby “The Cunarder” Limited Edition Train Pack of 1,200.

I reported last month that this set is available from Argos at £139.99.

It now also appears within the Autumn/Winter 2009 Empire Home Shopping catalogue at £169.



R1136 – Yorkshire Pullman Set (Due October 2009)

The only details known at August 27th are that the set will consist of a Gresley Class A4 Pacific with three Pullman cars, track and controller.

The set will come with a limited edition certificate.

Availability

‘Clifford James’ and readers offers in a number of UK publications including the Daily Mail, Daily Telegraph, News of the World, The Scotsman, Johnston Press Titles and IPC Magazines.

The sales price is at this moment unknown.

Tail Lamp.

My thanks to the following readers who have taken time to contribute to this edition of Coupé News in the form of Email, news, articles and photographs, these include D.Jones, A.Bishop, D.Lindsay,T.Knox, M.Morant, D.Rhodes, J.Marshal, S.Kohler.

Without your contributions Gentlemen this edition would have been much the poorer.

Yet another bumper edition has been completed and published, time to start on the October edition.

With the run up to Christmas about to start, Hornby will be releasing the Devon Belle Train pack in late September. The twelve wheel cars and Bournemouth Belle train pack will hopefully be available also and not forgetting the 'Daffodil Bar'

Reading wise the next chapter in the Blue Pullman history will be available shortly (Refer to Page 24). And not forgetting Antony Ford's follow-up book to the Twelve Wheelers which again is due in the next couple of months.

Please note the October edition will be published on Monday October 5th, my apologies in advance for the late publication.



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

T.Bye - PCS - September 1st 2009.