



Pullman Car Services

# Coupé News

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

**October 2009 – CAR No.80.**



### **Cover Photograph – Stephen Middleton.**

Pullman car BALMORAL is shown back on rails following the fitting of bogies for the first time in nearly 80 years.

### **Editorial:**

Welcome to Coupé News No: 80.

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 5<sup>th</sup> 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.81, please forward by October 26<sup>th</sup> 2009.

**Coupé News No.81 will be published on November 1<sup>st</sup> 2009.**

### **Editorial Address:**

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**Coupé News editions 1 to 79 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.**

**Original Name:** ADONIS.  
**Type of Car:** Parlour First.  
**Into Service:** January 19<sup>th</sup> 1877.  
**Original Builder:** Pullman Car Company Detroit Workshops as a kit, and shipped to the UK in crates to be re-constructed Derby.

**Pre 1960 Schedule No:** 80.

**Post 1960 Schedule No:** 73.

**Tare:** 21t.

**Covers:** 27.

**Operational:** Midland Railway.

**1881 Rebuild:** Pullman Car Company Derby.

**Name:** VICTORIA(II).

**Type of Car:** Kitchen First.

**Into Service:** 1881.

**Tare:** 31t.

**Covers:** 56.

**Tare:** 22t.

**Covers:** 28.

**Operational:** Transferred to the London Brighton & South Coast Railway on December 1<sup>st</sup> 1881.

Circa 1889 Rebuilt at Brighton as Parlour car gangway fitted at stove end only covers increased from 27 to 32.  
Tare increased from 22t to 28t on fitting of batteries and lighting plant, instead of being electrically lit from adjacent vehicles

**1915 Rebuild:** Pullman Car Company Longhedge.

**Name:** CAR No.2 THIRD CLASS.

**Type of Car:** Kitchen Second.

**Into Service:** 1915.

**Tare:** 31t.

**Covers:** 56.

**Operational:** London Brighton & South Coast Railway.

**Taken out of traffic:** January 1<sup>st</sup> 1933.

**Scrapped:** February 28<sup>th</sup> 1933.

**Coupé News - Passengers Reservations List.**

**239 x Regular First Class Passengers.**

**3 x Web Sites - Passenger Numbers Unknown.**

**Welcome aboard to the following joining passengers: –  
G.Twaites, P.Nicholson.**

## **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](http://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](http://www.railwayherald.co.uk) for further detail and information.

## **PULLMAN RELATED WEB-SITES.**

### **BritPull**

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

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

### **blue\_pullman**

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

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

### **PullmanCompanyResearchers**

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

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

**Look Back At Pullman:**

**1959 – October      50 Years Ago:**

Introduction of Diesel Pullman service. London St.Pancras to Manchester Central postponed until 1960 to allow staff training and running in of the units. Delivery of the two London Midland sets is on schedule with the Western Region sets to be delivered in 1960.

**1969 – October      40 Years Ago:**

October 2 – 9<sup>th</sup>.      Ex-GWR King Class 4-6-0 No.6000 “KING GEORGE V” hauling the Bulmer Pullman cars on a Western Region Tour.

**1989 – September      20 Years Ago:**

October 16<sup>th</sup>.      Mk1 Pullman Kitchen Second - CAR No.335 (CCE Departmental Vehicle DB975584) returns South from Inverness.

October.      Mk1 Pullman Kitchen First WREN (BR Laboratory Coach No.14 RDB975427) broken-up at Vic Berry’s scrap yard Leicester

**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.

**Refer to Page 31 for details of the latest edition now available.**

For further details including Membership please contact  
Alan Wood - Email [awood17166@aol.com](mailto:awood17166@aol.com)



# LNER Pacifics

## PULLMAN WORKINGS WITH LNER Pacific's – Tommy Knox.

I detail below identified October LNER Pacific Locomotive working of Pullman services.  
British Railway Numbers used for convenience.

### October 1949 (60 years ago).

Yorkshire Pullman - 15th October - 60119 Patrick Stirling - Leeds – Kings Cross

Queen of Scots - 14th October - 60929 - Leeds - Newcastle

Tees Tyne Pullman - 7th October - 60022 Mallard - Newcastle - Kings Cross

### October 1959 (50 years ago)

Yorkshire Pullman - 2nd October - 60109 Hermit - Kings Cross – Leeds  
- 60131 Osprey from Leeds - Kings Cross

Harrogate Sunday Pullman - 25th October - 60089 Felstead (allocated to Haymarket  
and running in from Doncaster at the time) from  
Kings Cross - Leeds

Queen of Scots - 24th October - 60080 Dick Turpin - Edinburgh - Newcastle  
60074 Harvester - Newcastle - Leeds  
60089 Felstead - Leeds - Kings Cross

Tees Tyne Pullman - 20th October - 60007 Sir Nigel Gresley - Kings Cross - Newcastle  
60028 Walter K Whigham - Newcastle - Kings Cross

### Known workings for Pullman Car No.80.

09.07.1928	Queen of Scots 67 69 74 75 79 80 Phyllis Agatha
05.07.1948	Queen of Scots 66 68 71 76 78 80 Sheila Evadne
10.07.1948	Queen of Scots 66 70 71 73 78 80 106 Sheila Evadne
24.09.1952	Yorks Pullman (Harrogate Portion) 33 72 80 Lydia Agatha
30.04.1954	Queen of Scots 64 77 80 82 105 Juana Nilar Cassandra
10.07.1954	Queen of Scots 70 75 78 80 82 84 Joan Lorraine
31.08.1954	Queen of Scots 70 75 78 80 82 84 Ione Zena
11.09.1954	Queen of Scots 58 75 78 80 82 84 Ione Zena

02.10.1954	Queen of Scots	70 74 75 78 80	Ione Zena Joan
16.10.1954	Queen of Scots	64 70 75 78 80	Iolanthe Zena Joan
13.11.1954	Queen of Scots	70 75 78 80 85	Iolanthe Zena Joan
20.11.1954	Queen of Scots	75 78 80 83 107	Iolanthe Zena Joan
11.12.1954	Queen of Scots	65 68 76 80 83	Iolanthe Zena Joan
19.03.1955	Queen of Scots	68 74 76 79 80	Fingall Lydia Adrian
06.04.1955	Queen of Scots	66 67 74 79 80	Fingall Lydia Adrian
14.05.1955	Queen of Scots	65 66 67 71 80	Evadne Juana Adrian
24.06.1955	Queen of Scots	60 65 66 67 74 80	Evadne Juana
02.01.1956	Queen of Scots	61 64 73 78 80	Lorraine Joan Iolanthe
09.03.1956	Queen of Scots	64 69 78 80	Sheila Joan
01.12.1956	Queen of Scots	72 76 77 80 83	Sheila Fingall Iolanthe

### The Restoration of Pullman Car BALMORAL – Stephen Middleton.



cS.Middleton.

#### **Above - BALMORAL at EMBSAY.**

Pullman Car Company Detroit built Pullman car **BALMORAL** of 1882 arrived on its' own wheels at the Embsay and Bolton Abbey Steam Railway to join the Stately Trains collection in mid August 2009.

This is an immensely important historical Pullman car and will be the oldest running Pullman car within the United Kingdom when restored. The Restoration is expected to take two years. Special thanks to the Highland Railway Society for sponsoring its' move out of the old Pullman Car Company workshops at Preston Park (Brighton), and Andrew Goodman of Moveright International who truly accomplished what many said could not be done – moving the old stock via Brighton Station to road transport and safety before the Preston Park Workshop was demolished.

Another miracle was the discovery of the correct bogies. Although **BALMORAL** was on its' original underframe it was missing all metal components except drawgear. The Foxfield Railway has some Midland Railway scenery vans. One was in very poor condition but the bogies, remaining brake gear and buffers were an exact fit on to the remaining bolt stubs on Balmoral. Indeed it is possible that **BALMORAL** and her three sister cars yielded bogies etc. for re-use, maybe on the scenery vans. Photos confirm the buffers and bogies are correct. Again thanks to Andrew Goodman, whose team fitted the 'hardware' on to **BALMORAL** in his Sutton Coldfield yard prior to its' move north. This allowed easy transport in to the restoration shed. Missing end and side components are present and I have most of the interior safely stored, being given it by the original owning family ten years ago. New headstocks have been bought and a specialist Pullman joiner is doing the frame and roof frame repairs to allow swift restoration. The biggest challenge is going to be doing the wonderful lettering and stenciling, but that is one of the last jobs. Much of the original paintwork is present to give a pattern.



cS.Middleton.

**Above – External detail and lining.**

**BALMORAL** was one of four short Pullman bodies built experimentally by the Pullman Car Company in Detroit around 1880. It was built to American standards using many standard components but no balcony ends, just one centre door each side.

A buyer was found – Chemin de fer de l'Ouest but this French railway company cancelled the order. The Midland Railway company purchased them and in January 1882 built six wheel underframes for them. It is said that 18 months later bogies were fitted due to the poor ride.

However initial examination suggests that new bogie underframes were made.

Used as long distance day saloons/night sleepers on major routes they cannot have been that popular as they passed from the Midland to the Great Northern and then on to the Highland Railway who withdrew **BALMORAL** from general service 100 years ago (1909).

The superintendant of the Pullman Car Company in Britain, Mr Marks (son of the first Pullman attendant) bought **BALMORAL** and sister car **DUNROBIN** to make his home in Seaford. Some years ago this home was demolished and no takers could be found for the two bodies. The family removed much of the interior and fitted it in their new home. **DUNROBIN** was a goner, but the scrapping of **BALMORAL** had only just started when a representative of the Brighton Railway Museum said they would take the body. However this venture located in the former Pullman Car Company workshops at Preston Park had financial problems and closed.



cS.Middleton.

**Above - Close-up of one of the two bogies.**

Access to **BALMORAL** soon became impossible. The family was concerned and contacted me as proprietor of Stately Trains through an intermediary, donating the parts and asking him to do his best for the old car.

In addition there were fascinating photos of the transport of the body by traction engine and of the house construction, together with plans. I acquired title through painstaking detective work and after ten years finally 'liberated' the car.

It has very little in common with other United Kingdom Pullman cars, being made of softwood tied together with steel rods in a straight sided construction. It is wider and taller than other British coaches of the period and although simply built has the most incredible carving and marquetry within.

It will join Stately Trains three six wheelers on the E&BASR giving a splendid Victorian train.

## **MOVERIGHT**

Dunton Park, Dunton Lane, Sutton Coldfield, West Midlands. B76 9QA.

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E-Mail: [andrew@moverightinternational.com](mailto:andrew@moverightinternational.com)

**FLYING SCOTSMAN NORTH AMERICAN TOUR.**



cAndy Sturt.

**August 1969 - E70632E at Twickenham Station.**

**Jim Baldwin responds: -**

Thanks for your continued support in my quest for information with regard to Scotsman's train in North America. I was very interested in the photo (above) as supplied by Andy Sturt.

E70632E at Twickenham Station, looking at the photo - The legend 'Exhibition Car B' has not been painted onto the side yet!

However, I do have photos of the cars at Twickenham after they have been painted - so obviously the legends were painted at Twickenham.

We could deduce that the bodies were also painted after they had been 'shop-fitted' when they were at Twickenham, However it would make sense but that is based on conjecture and not hard fact.

I have spoken to several ex-employees of Eastleigh C&W Works and they say they have no recollection of the exhibition cars being painted at Eastleigh C&W Works.

What we do need to do is to look at the vehicle maintenance cards for each coach, i.e. 21177, 5 x baggage cars, observation car and the two Pullman cars and see when their last paint date was and where.

**Ian Gunn of Littleton, Massachusetts – Responds: -**

As a regular reader of your Coupé News, I thought you might be interested in a few pictures I took forty years ago when the Flying Scotsman and exhibition train made their financially ill-fated tour of North America.

Flying Scotsman and exhibition train arrived in Boston in October, 1969, and were unloaded at the Boston Army Base in South Boston. The train was assembled and took a test run to Providence, Rhode Island and back before being put on display and open to the public at Boston's South Station on a Friday afternoon. It was again open on the Saturday but on Sunday it left under its own steam for Springfield, Massachusetts, and its next display stop at Hartford, Connecticut.



**Above - Flying Scotsman at South Station with a departing New Haven Budd RDC on a local commuter run.**

Boston's South Station is the terminus of the New York, New Haven and Hartford Railroad's (better known as the "New Haven" but now Amtrak) main line to New York City and also of the New York Central System's subsidiary Boston and Albany Railroad (now CSX).

In 1969 both lines were under the control of the ill-fated year old Penn Central Transportation Company.



**Above - The "appendages" added to Flying Scotsman to allow it to run in the USA.**

Quite a crowd came to see the train.

The line of visitors wound up the adjacent unoccupied track (platform) and then back past Flying Scotsman to the exhibition cars.

Having only just arrived in Boston and having been in the USA for just over a year I was struck by how much like an English village fête the exhibition organization felt - rather amateur - which may explain its later financial difficulties.



Above - BR Mk 1 BCK No.21177.



Above - Ex-LNER BG - Designated as the "Reception Car".



Above - Ex-LNER BG – E70636E - "Exhibition Cars" - A through D.



Above - Ex-LNER BG- "Exhibition Cars" - A through D.



Above - Pullman Car "ISLE OF THANET".



Above - Pullman Car "Lydia".

**Ex-Devon Belle Observation Car No.14 (SC281).**



**Note that the buffers had been removed and replaced with a rather flimsy buckeye coupling arrangement.**



I trust that at least some of these pictures are of interest to readers.  
I also took some 8mm movies in 1969 that I may someday put up on Youtube.  
Ian Gunn.



**Above - Bristol Lowdecca RMF415 parked on the forecourt of South Station.**

The Bristol Lowdecca RMF415 bus was done up as pseudo London buses and accompanied the train on its tour.

**David Hunter of the "500 Group" - Advises on the RMF415.**

RMF415 was new to Crosville in 1954.

Fleet No MIL670 it was a Bristol LD6B model.

Chassis No 6560.

Last report on the vehicle advises "As derelict in Amhurst, Massachusetts December 1992".

**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.*

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**M.A.Morant Photographic Collection.**

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Send requests to Email [michaelamorant@aol.com](mailto:michaelamorant@aol.com)

**Pantry Notes.**

**Update & Correction – A.Freeman Catering Manager Kent & East Sussex Railway Co. Ltd.**

Further to Doug's "Update & Correction" in the August edition of *Coupé News*, I feel compelled to write further on the matter.

I have been privileged to be associated with the 'Wealden Pullman' for many years and have greatly enjoyed my part in its development throughout that time. However the success of the service is the result of the excellent team that has grown from the seeds sown by Donald Wilson, Doug Lindsay and many others.

When introducing prospective customers to the train, the often-remarked comment is made that working in such an environment "must be idyllic". Whilst the splendour of Pullman Cars is without question, the reality of course is that the work is long, hot & arduous. It is testament therefore to the professionalism of our loyal staff that customers' expectations continue to be met & exceeded when dining "on the Pullman". Consequently it is to those hard-working staff that Doug's kind words should be addressed.

I hope to be able to continue my support of the 'Wealden Pullman' team, although a further 27 years may be beyond my ability!

Mr. Andre Freeman

**Devon Belle Observation Car Roof Colour – Ivan Godfrey.**

Could you forward this to the gentleman who enquired as to the roof colours - Grey or white ?.  
Answer , BOTH !.

They were out shopped two-tone as per CAR 14 on Swanage and after having the end vent added. Which seems to have been sometime in the first year of operation.

The roofs were painted all over Grey, in which they remained .

## Devon Belle 14-Cars – Glen Woods

I trust the following may be of assistance to Roger Holliday

### Information Source - From the SR Loc-Hauled Appendix to the CWN dated May 31<sup>st</sup> 1948.

#### **May 31<sup>st</sup> 1948.**

Formation of the Devon Belle leaving Waterloo, Train No.1.

Coach letter, Name/Number, Description, Seats 1st/3rd

#### **Plymouth Portion:**

N, 36, Third Parlour\*, -/42.

M, Iolanthe, First Kitchen, 22/-.

L, 249, Third Kitchen, -/30.

K, 54, Third Brake, -/30

#### **Ilfracombe Portion:**

J, Princess Elizabeth\*, First Parlour, 24/-

H, Ibis, First Kitchen, 20/-.

G, Argus, First Kitchen, 22/-.

† F, Eunice, First Parlour, 24/-

† E, 171, Third Kitchen, -/30.

D, 34, Third Parlour, -/42.

C, 33, Third Kitchen, -/36

B, 32. Third Kitchen, -/36

A, 27, Third Brake, -/30

-, 13, Observation Car\*, -/12

Formation of Train No. 2 leaving Exeter Central.

Coach letter, Name/Number, Description, Seats 1st/3rd

#### **Plymouth Portion:**

K, 55, Third Brake, -/30.

L, 169, Third Kitchen, -/30.

M, Cynthia, First Kitchen, 22/-.

N, 208, Third Parlour \*, -/36.

#### **Ilfracombe Portion:**

A, 65, Third Brake, -/30.

B, 60, Third Kitchen, -/36.

C, 61, Third Kitchen, -/36.

D, 35, Third Parlour, -/42.

E, †31, Third Kitchen, -/36.

F, †Zena, First Parlour, 24/-

G, Cassandra, First Kitchen, 20/-.

H, Penelope, First Kitchen, 20/-.

J, Minerva, First Parlour\*, 26/-.

-, 14, Observation Car\*, -/12.

\* - Fitted with hand brake.

† - Will run on instructions issued by Supt. of Operation.

**From the same publications for June 30<sup>th</sup> 1952 & September 15<sup>th</sup> 1952.**

Formation of the Devon Belle leaving Waterloo, Train No.1

**Exeter Central Portion (Saturdays Only)**

N Juno\*, Third Parlour, -/30  
M Philomel, First Kitchen, 20/-  
§ L 17, Third Kitchen, -/32  
K Montana\*, Third Parlour, -/26

**Ilfracombe Portion.**

J 27, Third Brake, -/30  
H 171, Third Kitchen, -/30  
G Fingall, First Kitchen, 22/-  
§ F Rosemary, First Parlour, 20/-  
§ D unspecified, Third Kitchen, -/30  
§ C 61, Third Kitchen, -/36  
B 60 Third Kitchen, -/36  
A 208, Third Brake, -/30  
- 13\*. Observation Car, -/-

Formation of Train No. 2 leaving Exeter Central.

**Exeter Central Portion (Saturdays Only)**

K Flora\*, Third Parlour, -/36  
§ L19, Third Kitchen, -/32  
M Penelope, First Kitchen, 20/-  
N Aurora\*' Third Parlour, -/30

**Ilfracombe Portion**

A 54, Third Brake, -/42  
B 32, Third Kitchen, -/36  
§ C 31, Third Kitchen, -/36  
§ D unspecified, Third Kitchen, -/30  
§ F Onyx, First Parlour, 24/-  
G Rosamund, First Kitchen, 22/-  
H 169, Third Kitchen -/30  
J 55, Third Brake, -/30  
14\*, Observation Car, -/-.

§ = These cars will be withdrawn when not required.

\* - Fitted with hand brake

I shall try and locate information on the unspecified 3<sup>rd</sup> Kitchens used in the Ilfracombe portions during 1952

### **The Brighton Belle – Clive Warneford.**

I received this from a colleague in New Zealand, who I send Coupe News to.

“Here's a question you or your mates may be able to answer.

For many years I have studied pictures of the Brighton Belle electric sets, and can find no sign of an air whistle or horns. All the early SR electric units were fitted with either air chime, or single note whistles. They were fitted above the driver's window, or beside it, as were the DEMU's when they first came out.

I cannot see anything on the front of the Belle sets, other than the window wiper motor.

Were they fitted with a whistle, or horns under the cab? I never got to see or hear them in service, so have no idea. I know that in later days, they had the usual (horrible) standard two tone horns on the roof. I am sure some of your mates will have the answer”.

### **Bruce Oliver - First Response.**

Most curiously, I was actually giving a Southern Electric presentation last evening, when your e-message arrived, and two of my pictures of the Brighton Belle were screened.

I have since looked at all reference sources here and can only confirm the findings of your correspondent. It is indeed a curious point - and one I will raise with Simon Jeffs (Editor, *Live Rail*) and/or Laurie Mack in the Southern Electric Group.

It is wonderful news that a 5BEL is to be re-created.

### **Second Response.**

Simon Jeffs (Live Rail editor) has returned from holiday. He says all will be revealed about 5BEL whistles when the 'definitive publication' emerges soon. That's all I'm able to report for the moment.

### **CUNARD LINER CARONIA – Pullman 1959 - Barry D Smith.**

In addition to my Pullman interest, I also have an interest in the operations of the luxury Cunard Line ship "Caronia" during the 1950's and 1960's.

Within Coupe News you have featured the Pullman workings associated with the ship's 1953 Coronation Cruise call at Southampton, the following may be interest to fellow readers.

An item which appears in the Caronia's Daily Programme for Wednesday June 3rd 1959 recently produced on the Caronia's website. The Caronia is on a Mediterranean Cruise due to end at Southampton on 13th June, and an item appears on the Daily Programme for June 3rd giving details of the boat train on June 13th from Southampton docks to London Waterloo.

"Southampton to London---Train tickets will be on sale (price \$4.35) at the Pursers Office from 9am to Noon. For those passengers who wish to avail themselves of the Pullman facilities on this train a supplementary ticket may be obtained price \$2.10. (The Pullman is a de luxe car in which a light meal may be purchased). The journey takes approximately 1<sup>3</sup>/<sub>4</sub> hours.

**Pullman Car MACEDON Restoration – Australia – Andrew Reynolds.**



cPhil Leonard.

**(above) - Pullman car MACEDON as seen on October 27<sup>th</sup> 2007 SteamRail Victoria.**

Andrew Reynolds responds to the article within last month's edition.

Yes, I'd be glad to send an article on what we are up to with Macedon as well as updates as the restoration progresses. The history of the car makes interesting reading especially as at that time nearly all railway imports had to come from the "sterling bloc" i.e. UK.

So it was very unusual to get these from the United States of America, it will be a couple of weeks but I will get an article to you.

For your information there were three heavyweight Pullmans sent to Australia.

Two sleepers and a diner, they were prototypes for more to be built here under licence but that never happened. All three cars still exist, the diner is rather special as it is rumoured to be the only remaining heavyweight Pullman diner in absolutely original condition.

Externally it had several repaints and liveries but the inside was never touched, it is in the National Railway Museum in Adelaide. It is not available for general inspection and when moving around inside the car shoes must be removed and surgeons slippers worn to protect the linoleum!!!!

Another oddity is they were built on standard Pullman trucks (bogies) but modified to 5'3" gauge.

*Thanks Andrew, I am sure your fellow readers of Coupe News will look forward to your updates.*



# PULLMAN

## THE BRIGHTON BELLE

RESTORING BRITAIN'S UNIQUE, ALL-ELECTRIC PULLMAN TRAIN



**The 5 Bel Unit 2053 c1932 - Pamlin Prints M579.**

### **THE BRIGHTON BELLE PROJECT - Bringing the Brighton Belle back to the mainline!**

The Trustees of the 5BEL Charitable Trust are delighted to announce that if you wish to subscribe to this fantastic project or make a single contribution, please send a cheque to the 5BEL Charitable Trust, c/o Zurlinden, 41 High Street, Chrishall SG8 8RN. Please state if you would like to receive an acknowledgement. Alternatively, regular donations may be made by banker's order for which the appropriate form will be mailed to you on receipt of an application. Should you wish to add Gift Aid to your donation, which will increase its value by 28p in each pound, a form can be downloaded from the hmrc.gov.uk website. This form should be completed and mailed to the address above.

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

#### **Neil Marshall Advises.**

As you know Car No.88 has been at Ramparts in Derby for the last seven months and is now sitting in primer awaiting paint, motors and control gear.

Car No.91 arrived at Ramparts on Tuesday (15 Sept) at 3 pm and the team were working on her by 8 am on Wednesday.

We said when we launched the project that we would work to very testing milestones; seven months after the first driving car was delivered for restoration, we now have the second phase underway. And, with a tail wind, we will begin work on a third vehicle before Christmas.

So our key milestone of a train operational in time for London 2012 looks achievable!



cNeil Marshall

**CAR No.88 Motor Brake Parlour.**



cNeil Marshall

**CAR No.88 – Vestibule end.**



cNeil Marshall

**CAR No.91 – Driving Brake end.**



cNeil Marshall

**CAR No.91 – Vestibule end.**

**[www.transporttrust.com](http://www.transporttrust.com) and [www.transportheritage.com](http://www.transportheritage.com)**

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Registered under the Charities Acts No. 280943



# Rampart

## Carriage and Wagon Repair Services, Engineering Company Based in Midlands.

Rampart have been operating for 8 years from the Derby workshop located in the former British Rail, Railway Technical Centre, and are now established rolling stock engineers.

The workshop facilities have been developed to undertake a comprehensive range of work on most types of rail vehicles and supported by engineers with substantial years experience of maintenance and repairs of rolling stock.

Rampart have the ability to provide a one-stop shop for any type of project.

With commitment and pride applied to all aspects of work, the team of multi-skilled tradesmen complete vehicles to high standards and within the required timescales of customers.

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### R4387 – PULLMAN BAR CAR - 'DIAMOND' DAFFODIL BAR.



### OCTAVIA (I) – DIAMOND - TRIANON BAR – THE ONE HUNDRED BAR – THE NEW CENTURY BAR – DIAMOND THE DAFFODIL BAR – 1924 to 1966.

Originally built in 1924 for the Pullman Car Company by the BRC&W Co Works at Smethwick. Allocated the name OCTAVIA (I) – Kitchen First car.

In 1925 with nine other cars transferred to the CIWL and moved by rail to Italy.

Operated between Milan & Nice.

Allocated CIWL identification of No.57.

Returned to the UK in 1928 with seven of the original ten cars exported.

The other two cars went to Egypt for CIWL services.

On return to the UK went to BRC&W Co Works located at Smethwick, for overhaul and allocation of the name DIAMOND, remaining as a Kitchen First Class car with 22 covers.



October 16<sup>th</sup> 1940 Damaged by enemy action.

April 1946 rebuilt by the Pullman Car Company at Preston Park Works, Brighton to a BAR CAR configuration with a Bar counter with stools and 12 covers, including a coupé, for the post-war relaunch of the 'Golden Arrow' service in April 1946.

Renamed *Trianon* – the name comes from buildings in the park at the palace of Versailles - although, on the 'bar' side, the designation 'Trianon Bar' was spelt out in full on the exterior panels behind the bar area.



The car was also decorated with the legend 'Golden Arrow/ Flèche D'or', together with gold arrows, painted directly on the lower bodyside panels below the dado rail – with the inscription in French at the 'Dover' end of the car. It was included in the train's formation for less than a month, exchanged for a revamped 12-wheel bar car originally intended for the relief train. The latter vehicle had been extensively modified internally, with the bar area lined throughout in plastic-laminate panels – then a brand-new material – which was doubtless considered at the time to present a much more modern image of the company.

Consequently, the former *Diamond* was transferred to the relief service, which also provided a connection at Dover with the Belgian Marine sailing to Ostend. To mark the centenary of the Belgian company, it was initially renamed 'The One Hundred Bar', and then, very shortly afterwards, again renamed 'The New Century Bar', with the bar side displaying a scroll background in 'Gothic' script. In this guise it worked on the Ostend boat train service for some years, but c 1950, still bearing the same name, it was transferred to the Southern Region's South Western Division to work on the Channel Islands/ St Malo overnight boat train services between London Waterloo



May 1955 Re-modelled at Pullman Car Company Workshops at Preston Park, Brighton and re-named DIAMOND DAFFODIL BAR (Covers 12 with stools at Bar).

The all new South Wales Pullman train formation included DIAMOND - DAFFODIL BAR car with Lady Pullman Car Attendant.

With both names displayed externally on the bar side. The vehicle was thoroughly overhauled and plated in aluminium sheet.

Internally, large panels depicting vibrantly coloured daffodils were features in the bar area, together with 'powder blue' velvet wall and bar covering supplied by Sanderson & Company. Stand seats were also provided and, curiously, a set of old-style type 'C' table lamps replaced the type 'A'.



The final locomotive-hauled 'South Wales Pullman' took place on September 8<sup>th</sup> 1961. As of September 11<sup>th</sup> 1961, the formation changed to the new Blue Pullman DMU set and was based at Swansea.

*Diamond* then returned to the Southern Region as a 'spare' car, rarely called into service. Recorded as withdrawn 28 September 1963.

Reinstated 27 November 1963 and recorded as 'returned to traffic' and allocated to the London Midland Region for use as one of the 'Nightcap Bar' cars on overnight sleeper services between Euston and Glasgow, carrying roof boards displaying the 'Nightcap Bar' legend.

Of course, by this stage of its life it had an identity crisis, being clearly marked 'the Nightcap bar' on its roof boards, but still carrying its 'Daffodil Bar' designation on its main panel and 'Diamond' in the normal position!.



It was listed for British Transport Hotels Ltd Pullman Division as still in service July 1965 but condemned on January 15<sup>th</sup> 1966 and removed from York sidings the following month. (At this time condemned railway coaching stock would normally be sent to Tinsley to await sale and dispatch to purchaser).



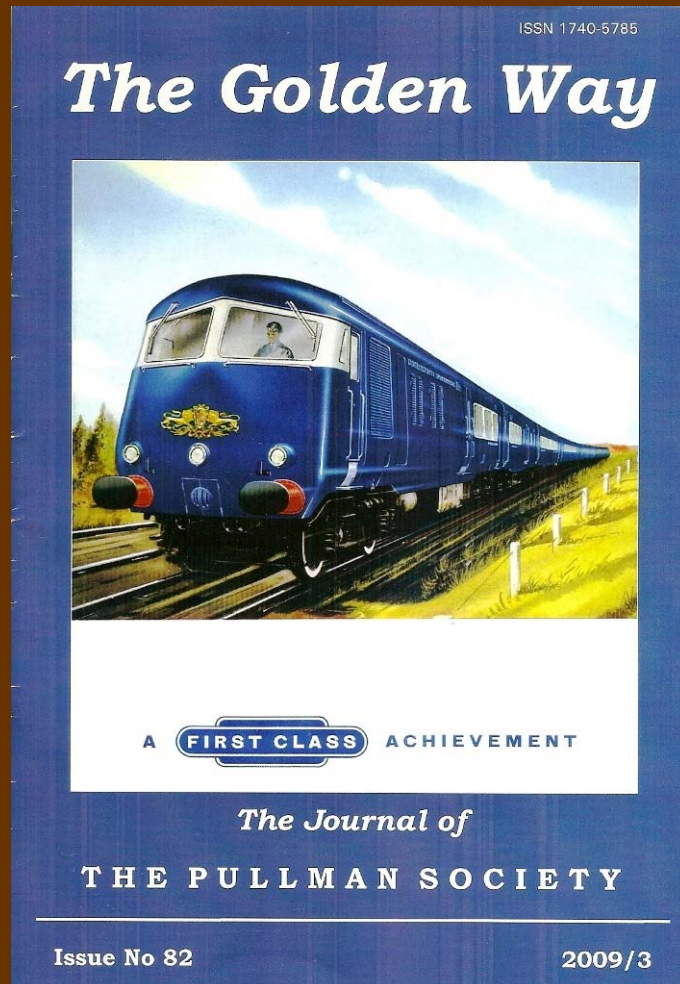
On June 3<sup>rd</sup> 1966 the car was sold for scrapping to A.King of Norwich.

***Information sources:***

***Pullman Car Services Archive with additional material supplied by Antony Ford & Murray Brown.***

## THE PULLMAN SOCIETY

The society journal "The Golden Way" is published FOUR times a year.  
The latest edition cover is shown below.



The contents includes: -  
Part 4 of Charles Long "Pullman in Transition" Enter the Blue Pullman  
Part 2 of Adrian Willats "The Mark 2 Pullman Cars."  
David Jones "Preservation News".  
Stephen Doughty "CAR No.14".

For further details including Membership please contact  
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## **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 T.Knox, S.Middleton, J.Baldwin, I.Gunn, D.Hunter, A.Freeman, I.Godfrey, G.Woods, C.Warneford, B.Oliver, B.D.Smith, A.Reynolds, N.Marshall.

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

Apologies for the late publication this month, which has been solely due the editor having a holiday in the sun, alas with no Pullman cars to be seen.

Two positives news items this month is heartening news as we struggle out of a recession.

Firstly the great news that Stephen Middleton has started on the restoration of car BALMORAL in West Yorkshire, and to see the car on bogies for the first time in 80 years is indeed a great step in the cars restoration.

The first part of the restoration project of the Brighton Belle nears its end with CAR No.88 at Ramparts workshop at Derby.

The second part of the project has already commenced with CAR No.91 entering Ramparts workshop.

With a project completion date in line with the 2012 London Olympics it is looking like this can be met, but financial support is still needed.

Please take time to visit the web site for details on how YOU can help [www.brightonbelle.com](http://www.brightonbelle.com)



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

T.Bye - PCS – October 5<sup>th</sup> 2009.