



Pullman Car Services

# Coupé News

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

**January 2010 – CAR No.83.**



## **Cover Photograph – Mike Morant.**

Saturday January 30<sup>th</sup> 1965. The late Statesman Sir Winston Churchill's Funeral train passes Wentworth enroute from London Waterloo station to Hanborough in Oxfordshire.

### **Editorial:**

Welcome to Coupé News No: 83.

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.84, please forward by January 27<sup>th</sup> 2010.

### **Coupé News No.84 will be published on February 1<sup>st</sup> 2010.**

### **Editorial Address:**

Terry Bye  
Pullman Car Services  
Email: [pullmancarservices@yahoo.co.uk](mailto:pullmancarservices@yahoo.co.uk)

### **Coupé News editions 1 to 82 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:** CAR No.7.  
**Type of Car:** Kitchen Third.  
**Into Service:** 1917.  
**Original Builder:** Pullman Longhedge Works.  
**Pre 1960 Schedule No:** 83.  
**Post 1960 Schedule No:** 70.  
**Tare:** 40t.  
**Seats:** 52.  
**Bogies:** 2 x 6 wheels.

Built during the First World War.

Originally started in 1914 for Caledonian Railway and finished for the London Brighton & South Coast Railway.

1933 December. Seating reduced to 47.

1940. Seating reduced to 36.

1955. Withdrawn & Broken-up at Shoreham.

**Coupé News - Passengers Reservations List.**

**247 x Regular First Class Passengers.**

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

**Welcome aboard to the following joining passengers: –**

**D.Todd, C.Nolder, J.Hill, R.Bartlett, Geosh, B.Gioia, P.Clark.**

## **Free Internet Newsletters, Magazines & Web Sites:**

### **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/>

#### **The International Railway Preservation Society.**

"The International Railway Preservation Society". The Society is based on the Nene Valley Railway, which has two CIWL cars.

[www.irps-wl.org.uk](http://www.irps-wl.org.uk)

## **Look Back At Pullman:**

### **1925 – January 85 Years Ago:**

January 1<sup>st</sup>. It is reported as an entirely new 'Southern Belle' service commences today, but it is not with new Pullman cars.

### **1940 – January 70 Years Ago:**

January 1<sup>st</sup>. It is reported that a few Pullman cars have been re-instated into service with all windows 'Blacked out'.

It is also reported that Pullman cars being held in storage for the duration of the Second World War have or will be going through preservation work and repainted externally in either Red or Grey Lead Oxide paint.

### **1950 – 60 Years Ago:**

Exploratory talks held with CIE Ireland with regard to possible Pullman Service between Dublin and Cork.

The talks were terminated, and no further talks were held.

The 'Golden Arrow' Pullman cars now fitted with small detachable body side boards, replacing the painted 'Golden Arrow' and 'Flèche d' Or'.

### **1965 – January 45 Years Ago:**

January 30<sup>th</sup>. 'Sir Winston Churchill' Funeral train Waterloo to Hanborough.

### **1970 – January 40 Years Ago:**

January. The Western Region increase the Pullman Supplement on all remaining Blue Pullman operational services.

### **1980 – January 30 Years Ago:**

January 16<sup>th</sup>. Ex CIWL Night Ferry Sleeping Car No.3792 Formerly handed over the National Railway Museum at York.

**Preservation News.**

**The Bluebell Railway- David Jones.**

Pullman Kitchen Car 'FINGALL is to undergo heavy maintenance (after 18 years service) in the early part of 2010.

The Bluebell's 'Regency Belle' Pullman operations in February and March will have be a fixed-menu meal on board using the remaining two 1928-built Pullman cars "Christine" and "Lilian".

For further details contact 01825 720801 or visit the Blue bell website.

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



©D.Jones.

The Bluebell Railways Sheffield Park Station on December 20<sup>th</sup> 2009 with Pullman car LILIAN on ice.

**THE PULLMAN CAR PRESERVATION LIST 2010 – Issue 2.**

An updated edition (Issue 2) of the twenty first list of the PCS annual publication is now available. Containing an updated list of UK cars, locations and status.

Email the editorial address for your free pdf copy.



# LNER Pacifics

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

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

### January 1960 (50 years ago).

#### Tees Tyne Pullman.

60.01.01	60017	145 Up Tees Tyne Pullman
60.01.06	60502	145 Up Tees Tyne Pullman
60.01.07	60021	Up cl C past Knebworth 08.12 / 82 16.45 Dn Tees Tyne Pullman
60.01.12	60897	145 Up Tees Tyne Pullman
60.01.13	60050	145 Up Tees Tyne Pullman
60.01.13	60055	145 Up Tees Tyne Pullman
60.01.14	60021	145 Up Tees Tyne Pullman
60.01.15	60021	145 Up Tees Tyne Pullman
60.01.18	60030	145 Up Tees Tyne Pullman or 34 07.50 Dn Talisman (Query?)
60.01.19	60040	Up Tees Tyne Pullman
60.01.25	60055	145 145 Up Tees Tyne Pullman (118)
60.01.27	60014	111 Up Tynesider / 82 Dn Tees Tyne Pullman
60.01.28	60014	145 Up Tees Tyne Pullman
60.01.29	60108	82 Dn Tees Tyne Pullman

#### Queen of Scots.

60.01.01	60117	131 Up Queen of Scots from Leeds
60.01.02	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
60.01.09	60086	131 Up Queen of Scots from Newcastle
60.01.12	60065	131 Up Queen of Scots from Leeds
60.01.16	60086	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
60.01.16	60141	131 Up Queen of Scots from Leeds
60.01.18	60520	58 Dn Queen of Scots from Kings Cross
60.01.19	60520	58 Dn Queen of Scots from Kings Cross
60.01.20	60520	58 Dn Queen of Scots from Kings Cross
60.01.23	60084	131 Up Queen of Scots from Newcastle
60.01.23	60118	131 Up Queen of Scots from Leeds
60.01.26	60520	131 Up Queen of Scots from Leeds
60.01.30	60084	131 Up Queen of Scots from Newcastle
60.01.30	60116	131 Up Queen of Scots from Edinburgh
60.01.30	60122	131 Up Queen of Scots from Leeds

### Yorkshire Pullman.

60.01.01	60141	19 Up Yorkshire Pullman
60.01.02	60059	84 Dn Yorkshire Pullman
60.01.09	60141	19 Up Yorkshire Pullman
60.01.11	60044	84 Dn Yorkshire Pullman
60.01.12	60059	84 Dn Yorkshire Pullman
60.01.13	60044	84 Dn Yorkshire Pullman
60.01.15	60044	971 10.00 Leeds - Kings Cross / 84 Dn Yorkshire Pullman
60.01.16	60059	84 Dn Yorkshire Pullman
60.01.16	60131	19 Up Yorkshire Pullman / 88 Dn from Kings Cross
60.01.18	60059	84 Dn Yorkshire Pullman
60.01.22	60055	84 Dn Yorkshire Pullman
60.01.23	60044	84 Dn Yorkshire Pullman
60.01.26	60059	84 Dn Yorkshire Pullman
60.01.26	60118	19 Up Yorkshire Pullman
60.01.27	60044	84 Dn Yorkshire Pullman
60.01.28	60059	84 Dn Yorkshire Pullman
60.01.28	60512	19 Up Yorkshire Pullman
60.01.29	60044	84 Dn Yorkshire Pullman
60.01.30	60059	84 Dn Yorkshire Pullman
60.01.30	60880	19 Up Yorkshire Pullman

### Harrogate Sunday Pullman.

60.01.03	60141	84 Dn Harrogate Sunday Pullman
60.01.10	60131	84 Dn Harrogate Sunday Pullman
60.01.24	60118	84 Dn Harrogate Sunday Pullman
60.01.31	60122	84 Dn Harrogate Sunday Pullman

### Known workings for Pullman Car No.83.

11 March 1953	Queen of Scots 83, Lorraine were the Leeds portion.
10 May 1954	Queen of Scots 77, 79, 83, 105, Juana, Nilar, Evadne
10 June 1954	Queen of Scots 69, 79, 83, 105, Juana, Nilar, Evadne
10 July 1954	Queen of Scots 63, 67, 74, 79, 83, 85, Nilar, Lucille
20 November 1954	Queen of Scots 75, 78, 80, 83, 107, Iolanthe, Joan, Zena
11 December 1954	Queen of Scots 65, 68, 76, 80, 83, Iolanthe, Joan, Zena
1 January 1955	Queen of Scots 65, 68, 76, 80, 83, Iolanthe, Adrian, Zena
21 February 1955	Queen of Scots 70, 78, 83, 161, Rosemary, Cynthia, Nilar
8 March 1955	Queen of Scots 70, 74, 83, 161, Rosemary, Cynthia, Nilar
22 March 1955	Queen of Scots 70, 77, 83, 161, Rosemary, Cynthia, Nilar
4 April 1955	Queen of Scots 70, 77, 83, 161, Rosemary, Cynthia, Loraine
6 April 1955	Queen of Scots 70, 71, 77, 83, 161, Rosemary, Cynthia, Loraine
16 April 1955	as above
23 April 1955	Queen of Scots 70, 77, 83, 84, 161, Fingall, Cynthia, Loraine
30 April 1955	Queen of Scots 69, 77, 83, 84, 161, Iolanthe, Cynthia, Loraine, Sheila
26 May 1955	Queen of Scots 69, 76, 77, 83, 161, Nilar, Loraine, Sheila
18 June 1955	Queen of Scots 69, 73, 77, 83, 161, Nilar, Loraine, Sheila

25 June 1955	Queen of Scots 63, 69, 71, 73, 77, 83, Loraine, Sheila
7 July 1955	as above
29 July 1955	Queen of Scots 63, 69, 76, 77, 83, 167, Loraine, Sheila
6 August 1955	Queen of Scots 60, 63, 69, 76, 77, 83, 167, Loraine, Sheila
5 November 1955	Queen of Scots 74, 77, 79, 81, 83, Juana, Lydia, Octavia
26 November 1955	Queen of Scots 33, 77, 79, 81, 83, Thelma, Lydia, Octavia
3 December 1955	as above
10 December 1955	Queen of Scots 74, 77, 79, 83, 106, Thelma, Lydia, Octavia
24 December 1955	as above
1 January 1956	as above
15 May 1956	Yorkshire Pullman 63, 70, 82, 83, 107, 161, Penelope, Onyx, Phyllis, Agatha, Lucille
24 May 1956	Yorkshire Pullman 44, 63, 70, 82, 83, 107, Penelope, Onyx, Phyllis, Agatha, Lucille
1 December 1956	Queen of Scots 72, 76, 77, 80, 83, Sheila, Fingall, Iolanthe

My sincere thanks to Tommy for continuing to share his wealth of historical data with us.

Why not take this opportunity to view Tommy's web-site at [www.lner-pacifics.me.uk](http://www.lner-pacifics.me.uk)

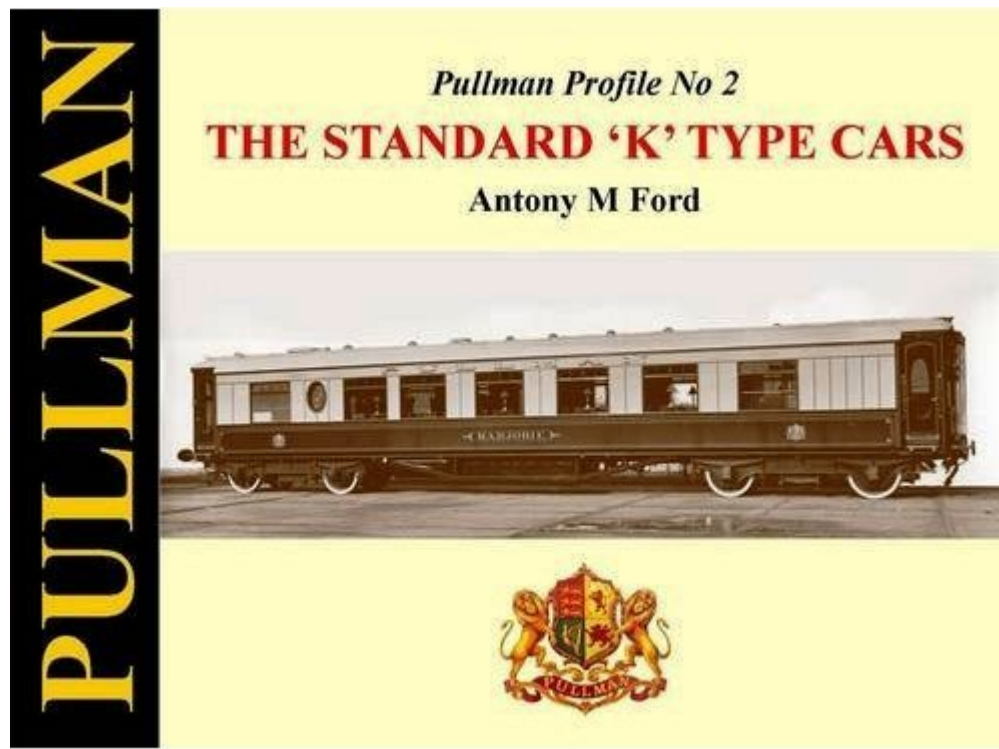
### THE PULLMAN SOCIETY

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](mailto:awood17166@aol.com)

**Pullman Profile No.2 – The Standard 'K' Type Cars – Antony M Ford.**



Antony Ford has with a series of revealing images documented the incredible history of the 'standard' Pullman car from the introduction in the 1920s, through the depression years of the 30s, their revival and popularity in the early post-war period and subsequent withdrawal from main line operations in the 1960s. The content includes a huge range of illustrations and photographs depicting the distinctive exteriors and unique marquetry interiors of the cars as built by private contractors for the Pullman Car Company. Alongside these are many rare builders' photographs showing the methods of construction, design innovations including marquetry schemes, carpets, moquettes and other furnishings.

Other information which will be of interest includes train formations and disposal data.

Antony Ford has worked tirelessly to compile with the use of surviving material gathered from throughout the British Isles to reflect the very best of railway travel. The book takes the reader back to the Golden of Railway Travel with glimpses of the superb interiors, decorated in styles ranging from Renaissance and Georgian to elements of Art Deco and Modern.

An extensive sequence of informative history details each batch of K types built from 1923 to 1927, prior to the advent of the all-steel Pullman cars in 1928.

Captured here is all the glamour and charm associated with the cars, complemented by readable, enthusiastic and well-researched text much of which has not previously been published before.

Building upon the success of Pullman Profile No. 1 The 12-Wheel Cars, this latest volume in the series is certain not to disappoint.

Over the decades, the mood and style aboard trains may have changed, but our fascination for luxury travel lingers. Any admirer of Pullman trains and service will be unable to resist the temptation to feast their eyes on this outstanding collection, faithfully recreating what has already gone, recalling the excitement and style of travelling by train.

Unfortunately publication has been delayed, with a release date of late January 2010.

For further detail on both content and sourcing a copy visit [www.kevinrobertsonbooks.co.uk](http://www.kevinrobertsonbooks.co.uk)



# 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!

No news from the trust this month.

But during December two readers of Coupé News advised of the following donations and potential operational parts becoming available.

#### **Nick Dodson – CAR No.90.**

Has donated two items that survived the fire of CAR No.90 at Carnforth on July 19<sup>th</sup> 1991.

A saloon table and two vestibule doors.



## New Zealand Potential Parts?

Reader Andy Crespin of New Zealand advised of the potential for parts if suitable of English Electric control or EP/Pneumatic brake equipment.

Some of our old EE units are due to be withdrawn in the next year or so, and as they are from the late 1940 period, it would be a shame to scrap stuff if it can be put to good use.



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

Transport Trust, 202 Lambeth Road, London SE1 7JW, United Kingdom. Registered No. 1509733.  
Registered under the Charities Acts No. 280943

### Attendants Review.

#### **Pullman Car Preservation List No.21 – Issue 1 - January 2010 - Eric Rawcliffe.**

To advise, Eric has identified the following error on page 9 of the list relating to CAR No.83.

“CAR No. 83. Should now be noted as A, D, F and not A, C; also it carries the name ANN, not ANNE (this latter was an allocated Pullman name that we couldn't re-use).

It is fortunate that our current President is Ann, not Anne!

Also I note I have left out on the same page against car BERTHA the location as being Carnforth, Lancashire.

#### Editors Note.

*I have updated the master copy, now “Issue 2”, if any reader wishes a copy of the issue, will you please advise me, and I will forward a copy within 24 hours.*

*Apologies if these errors have caused you any inconvenience.*

#### **British Railways, Southern Region in the Swinging 60's – Eric Rawcliffe.**

My thanks to Eric for advising of the following web-site of pure nostalgia for those who remember Steam and classic 1960's pop music.

[http://www.dailymotion.com/video/xbba54\\_british-railways-southern-region-](http://www.dailymotion.com/video/xbba54_british-railways-southern-region-)

#### **The International Railway Preservation Society – Peter Richards.**

I feel sure some of the readers of Coupe News may be interested in the following web-site “The International Railway Preservation Society” has just launched a new website. The Society is based on the Nene Valley Railway, which has two CIWL cars, and the Society is looking after these cars which are in need of some much needed TLC. (I believe CIWL was Pullman-connected - owned a large part of the British Pullman company until 1954?).

All though I'm not really connected with IRPS other than having set up the website for them.

Why not take this opportunity to check out the web site [www.irps-wl.org.uk](http://www.irps-wl.org.uk)

#### Editors Note.

*On my first visit to the web-site in early December, I have since joined the Society, as every penny counts on these two unique vehicles .*

*Unless proven otherwise I am only aware of four CIWL vehicles within the UK.*

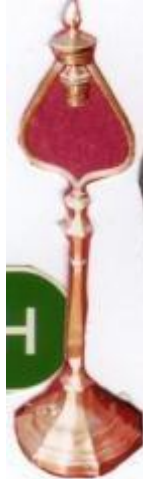
*The other two cars being ex-Night Ferry Sleeping cars, one at the NRM York. And the being located at the Bluebell Railway, Sheffield Park.*

**Sheffield Railwayana Auction.**

Realisation of the auction held on Saturday 5 December 2009.

**LOTS 41-47: PULLMAN CAR ITEMS.**

**41 - PULLMAN CAR BRASS TABLE LAMP - £400.00**



In the hexagonal-curved style base and plain six-sided stem. The base is stamped "PERSEUS" which was constructed in Birmingham in 1951 for use on the "Golden Arrow" to promote the "Festival of Britain." It was used on many royal and state specials, including Sir Winston Churchill's funeral train in 1965. It was occasionally used in the "Bournemouth Belle." It retired from service in 1972 and was subsequently preserved by VSOE. 21½" high with 6" diameter base. The original pink Perspex shade is missing, VGC otherwise.

**42 - PULLMAN CARS TWO-PART 1 PINT SILVERPLATE COCKTAIL SHAKER - £200.00.**



Manufactured by Elkington. 2¾" diameter base, 7½" high, 3¾" diameter at widest. The Pullman coat of arms surrounded by the wording "Pullman Car Company Limited" in garter are clearly incised on the side. VGC.

**43 - PULLMAN CAR LETTER "C" – *Not Sold.***



As applied to the outside of the cars on LNER and SR trains to indicate seat reservations. Aluminium, 9" x 11" with bars to fit into slots on the car side, the letter "C" painted in brown with gold edging on a cream background. In good ex-car condition.

**44 - PULLMAN CARS 1½ PINT SILVERPLATE TEA POT – *Not Sold.***



Manufactured by Walker & Hall. 4½" diameter base 4¾" high plus handle and spout. The Pullman coat of arms surrounded by the wording "Pullman Car Company Limited" in garter are clearly incised on the side. VGC.

**45 - VSOE D/R POSTER: THE ALPS (Pierre Fix-Masseau 1905-1994) - *£60.00.***



This is a 1981 poster of an Alpine lakeset within a bunch of grapes. This is one of a set of posters used to promote the reinstatement of the fabled 'Orient Express'. Rolled, VGC.

**46 - VSOE D/R POSTER: VENICE (Pierre Fix-Masseau 1905-1994) - £85.00.**



A 1979 scene of famous Venice landmarks, the Grand Canal and a gondola are all set within an image of a winged mythological creature atop a column. Another poster from the VSOE promotional series. Rolled, VGC.

**47 - PULLMAN CAR HIGH BACKED ARMCHAIR - £700.00.**



With fluted back and scroll arm from a 1920s first class steam hauled parlour car (identity unknown). 26½" wide, 23" deep and 42" high, covered in original gold coloured upholstery and is in good condition apart from a broken spring in the seat.

For further details: -

<http://www.sheffieldrailwayana.co.uk/>



### 2010 – Pullman Range.

Hornby released details of the 2010 range just after midnight on the morning of Christmas day. A total of a further fourteen named or numbered cars depicting the pre and post 1960's period. Two new 'Train Packs' of which one relates to the unique Imperial Airways operation, and the other the Flying Scotsman 1969 tour of North America.

The duplication of car name's or number's can occur due to the car originally being matchwood sided and that from the early 1950's some of the cars had "aluminum" panels applied over the matchwood sides giving the car a smooth sided appearance.

My thanks to Bob Gioia for details on the previous use of the name or number, and Simon Kohler for his assistance in the production of this article.

### Pre 1960 Period of Operations – Standard Pullman Coat of Arms applied.



R 4418 PULLMAN CAR 'THE NEW CENTURY BAR' 1st Quarter



R 4419 PULLMAN 12 WHEEL - 3RD PARLOUR CAR 'NO. 294' 1st Quarter



R 4420 PULLMAN 12 WHEEL KITCHEN CAR 'NEPTUNE' 1st Quarter

R4421 Parlour First "Octavia" - Previously released as steel sided car (R4164A).



R 4421 PULLMAN 1ST CLASS PARLOUR CAR 'OCTAVIA' 2nd Quarter

---

R4422 Parlour Car No. 35 Third Class - Previously released car within the initial batch of the "new" Pullman cars as R4144.  
(Note Detailed by Hornby as CAR No.85 in the text beneath the picture, but CAR No.35 on the model).



R 4422 PULLMAN 3RD CLASS PARLOUR CAR 'No. 85' 2nd Quarter

---

R4423 Kitchen First "Aurelia" - Not previously produced.



R 4423 PULLMAN 1ST CLASS KITCHEN CAR 'AURELIA' 2nd Quarter

---

R4424 Kitchen Car No. 169 Third Class - Previously released as steel sided car with Bournemouth Belle coach pack.



R 4424 PULLMAN 3RD CLASS KITCHEN CAR 'No. 169' 2nd Quarter

R4425 Guard Luggage Parlour No. 55 Third Class - Not previously produced.



R 4425 PULLMAN 3RD CLASS BRAKE CAR 'No. 55' 2nd Quarter



For full details of the 2010 Range of Hornby Products please visit the Hornby Web Site at

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

**Post 1960 Period of Operations – Elongated Pullman coat of arms applied & aluminum paneled.**

R4426 Parlour First "Rosemary" - Previously released with Bournemouth Belle coach pack.



R 4426 PULLMAN 1ST CLASS PARLOUR CAR 'ROSEMARY' Ist Quarter

---

R4427 Parlour, Car No. 66 (Second Class) - Previously released with Bournemouth Belle set.



R 4427 PULLMAN 2ND CLASS PARLOUR CAR 'No. 66' Ist Quarter

---

R4428 Kitchen First "Zenobia" - Previously released as wood sided car with Golden Arrow coach pack.



R 4428 PULLMAN 1ST CLASS KITCHEN CAR 'ZENOBIA' Ist Quarter

---

R4429 Kitchen, Car No. 171 (Second Class but caption says Third Class) - Previously released as wood sided car (R4146).



R 4429 PULLMAN 3RD CLASS KITCHEN CAR 'No. 171' 1st Quarter

---

R4430 Guard Luggage Parlour No. 27 (Second Class but caption says Third Class) - Previously released as wood sided car with Devon Belle set in 2009.



R 4430 PULLMAN 3RD CLASS BRAKE CAR 'No. 27' 1st Quarter

---

R4436 Devon Belle Observation car – Only identified difference between this model and R4377 (2009) being the grey and white roof colour.



R 4436 PULLMAN 'DEVON BELLE' OBSERVATION CAR 2nd Quarter

---

**Pullman Related Train Packs.**



R 2952 IMPERIAL AIRWAYS TRAIN PACK - LIMITED EDITION 1500 2nd Quarter



R 2953 FLYING SCOTSMAN USA TOUR 1969 TRAIN PACK - LIMITED EDITION 2000 DCC READY 3rd Quarter



For full details of the 2010 Range of Hornby Products please visit the Hornby Web Site at

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

### Southern Region – Bogie Luggage Van S2464.



© Dick Bellchambers.

**Bogie Luggage Van S2464. Autumn 2009 outside the Cranmore Railway C&W Workshop following restoration work on the vehicle body. The bogies and under frame will receive attention following arrival at the Swanage Railway.**

Stephen Doughty project leader of the Swanage Railway advises.

“The first phase of the restoration of the van has been completed at the East Somerset Railway. The move to the Swanage Railway is currently being finalised, taking into account of winter shutdown works in the early part of 2010. The movement by road has the potential to occur when another vehicle is scheduled to be delivered to Cranmore for work in May 2010. We are forming a new team to take the project forward and develop the display plans”.

In 2009 the HLF declined to support the Trust's £50,000 bid to restore BLV S2464 to house a museum focusing on the role of railways in the Second World War.

The Trust was surprised by this decision, given the detailed submission made and what it felt was a comprehensive but modest plan to tell a story of national and international importance in the context of this historic artifact that is associated with the late Sir Winston Churchill who was regarded by many as the greatest Briton of all time and who, of course, led this country at this critical point in its history. The Trust is now seeking alternative funding for the project. Offers of support and further details of the project are available at the Swanage Railway. Restoration has now commenced but the appeal remains open for donations to cover the development of display material, the restoration of the interior and ongoing maintenance costs. The next stage will very much depend on how much can be raised by our supporters.

Please take time to visit the Swanage Railway website for further details on how you can help to complete the restoration.

[www.swanagerailway.co.uk](http://www.swanagerailway.co.uk)

**BLV S2464 Final Working – T.Bye.**



©Mike Morant.

**Saturday January 30<sup>th</sup> 1965. The late Statesman Sir Winston Churchill's Funeral train passes Wentworth enroute from London Waterloo station to Hanborough in Oxfordshire.**

On Saturday January 30<sup>th</sup> 1965, platform 11 Waterloo Station just before 12 noon. British Railways Standard Class 4 2-6-4 Tank No.80143 hauls a special Pullman train into the platform. Behind the locomotive the train consists of a number of Pullman cars all resplendent in the lined out umber & cream livery with cars ISLE OF THANET, PERSEUS, LYDIA, CARINA, BLV S2464 and CAR No.208 and BR Standard Class 4 2-6-4 Tank No.80137. No.80137 had assisted with the movement of the empty stock formation from Clapham carriage sidings to platform 11 at Waterloo station. Shortly after arrival at Waterloo both locomotives were uncoupled from the empty stock, thus allowing No.80137 to depart platform 11 light engine.

Battle of Britain Pacific Class 4-6-2 No.34051 "Winston Churchill" then arrived from Nine Elms Shed and backed down and coupled to the stock formation. The completed train now awaited the arrival of the funeral party, and the coffin of the late 'Statesman' Sir Winston Churchill.

Platforms 9 and 10 were closed to the general public and services from 12.35 to 1.40p.m. Located in platform 10 a number of empty electric multiple units had been placed to act as a screen for the funeral train.

Platform 11 was now ready with BLV S2464 having a ramp fitted to the set of doors (nearest to Pullman car CARINA) to receive the Union Jack Flag draped coffin. The coffin being carried from the motor hearse by the bearer party of eight men and Regimental Sergeant Major from Sir Winston Churchill's old regiment the "Queens Royal Irish Hussars".

**The train formation and allocations: -**

34051 "Winston Churchill".

CAR No.208. Allocated the Bearer Party.

S2464.

CARINA. Allocated for the Main Party of 20 to 25 at 1p.m.

LYDIA. Allocated for the Main Party at 1p.m.

PERSEUS. Allocated for 17 to 20 of the First Party at 12.45p.m.

ISLE OF THANET. Allocated for up to 12 Railway Officials and Train Guard.

**Pullman staff: -**

T.Harding (Chef).

C.Harris (Chef).

Chris Lade (IC).

C.Castle.

A.Viney.

C.Barnett.

W.Bean.

V.Franklin.

M.Haffenden.

**Train guard: -**

Mr.W.H.Horwill.

**34051 "Winston Churchill" footplate crew: -**

Driver Mr A.W. Hurley.

Fireman Mr C.J.Lester.

The train departed Waterloo at 1.28p.m, for Hanborough station, with a schedule arrival at 3.23p.m.

On arrival at Hanborough station 34051 "Winston Churchill" was detached from the train and returned to the Southern Region light engine.

The funeral party rejoined the train, which now had a Western Region diesel-hydraulic type 4 locomotive No.1015 "Western Champion" at the London end of the train formation.

Departure from Hanborough station was booked for 4.20p.m. with London Paddington station arrival of 5.35p.m.

The empty stock was then worked back to Clapham carriage sidings, and so ended the 34 year career of BLV S2464 on British Rail.

But, a further trip was in store for the BLV S2464 which would see the movement to both sunnier and warmer climate on the West Coast of the United States.

## The Life & Times of Bogie Luggage Van S2464 – T.Bye.

S2464 commenced its railway career in October 1905 as 3<sup>rd</sup> class brake coach No.2869.

In 1927/8 a number of London & South Western Railway 'bogied block' suburban 4-coach sets were converted into 3-coach DC electric units and 2-coach trailer sets.

By use of the original bodies being mounted onto new 62' under frames, the LSWR ended up with a total of 50 spare under frames.

In 1930 new bodies were being fitted to the under frames at Ashford (Kent) which were a stretched version of the 4-wheeled Southern railway luggage vans.

A final batch of 30 conversions was undertaken in 1931 at Ashford (Kent) and allocated the number range 2351 to 2490, of which S2464 was converted in July 1931.

The vans worked all over the Southern territory from Kent to Devon, and also onto the three other railway groups areas of operation. With the outbreak of the Second World War in September 1939, at the request of the Ministry of Health, the Southern railway made up three casualty evacuation trains. S2464 was duly converted at Lancing carriage works (Sussex) into a stretcher van, and allocated to "Train No.33". In total all four railway companies made up a total of 34 trains for the duration of the war. The stretcher vans were returned to traffic as luggage vans in October/November 1945. Also at this time a number of the vans had droplights fitted to the centre doors, S2464 was one of the conversion vans.

The post war "Golden Arrow" would be seen with a BLV within its formation up to 1960. Withdrawal for the greater majority of the vehicles would take place in 1959 and 1960. A stay of execution for at least twelve vans which included S2464 came with the allocation to "Pigeon Traffic Only" operations, alas this only lasted until November 1961.

Some of the vans had a further career in Departmental service, which also led to some being preserved on the expanding network of railway preservation sites.

Between November 1961 and July 1962, S2464 survived withdrawal and the breakers yard.

A paint date of July 1962 was applied to the van following its repaint into Pullman umber and cream. Its future role had been decided at this stage, but then storage at Stewarts Lane befell until January 1965. Strict instructions being given that the van was not to be used under any circumstance what's so ever, until authorised.

The reason for the repaint into Pullman umber and cream in July 1962, came about following Sir Winston Churchill suffering a fall whilst at Monte Carlo. Sir Winston suffered a broken hip in the fall, which required two operations; the Statesman was 88 years old and it was thought he would not recover, but Sir Winston did recover after a prolonged period, which led to S2464 going into storage at Stewarts Lane as already mentioned.

A further paint date of "20-1-65" on the van then gave away its intended use to both the Stewarts Lane and Pullman staff.

On Monday January 11<sup>th</sup> 1965, Sir Winston Churchill suffered a 'Stroke'. News of this latest setback to his health, finally broke on January 15<sup>th</sup>. The Worlds press arrived outside the Hyde Park Gate London home. But, by January 19<sup>th</sup> the presence of the press outside the cul-de-sac home, brought a request from the family that they withdraw from outside the house.

Within an hour all press and television had withdrawn to the top of Hyde Park Gate.

On Sunday January 24<sup>th</sup> at 8.30a.m a statement was given to the Worlds press and television, it read;

" Shortly after 8a.m. this morning, Sunday, January 24<sup>th</sup>, Sir Winston Churchill died at his London Home".

And so began the detailed planning for a State Funeral, which seven years earlier Her Majesty the Queen had offered the Churchill family, in honour of Sir Winston Churchill's efforts during those dark days of 1939 to 1945.

After two days at 28, Hyde Park gate, the Churchill family gave-up the body of Sir Winston to the State for "Lying-in-State" and funeral.

At 9p.m. Sir Winston's body was escorted from his home to Westminster Hall and the three days allocated for Lying-in-State. During this period over 320,000 people passed the catafalque.

On Saturday January 30<sup>th</sup> the coffin was placed on a gun carriage, and at 9.45a.m. the funeral procession set off for St. Pauls Cathedral and the State Funeral.

The coffin was embarked, after the service, at Tower Pier in the Port of London Authority launch "Havengore", for the journey up the river Thames to Festival Pier.

Carried from the launch "Havengore" to a motor hearse for the short journey to platform 11 at Waterloo Station, and transfer to the train.

And so began the journey to Hanborough station and internment at St. Martins church yard at Bladon.

From that evening of January 30<sup>th</sup> 1965 S2464 then again disappeared from public view until October 27<sup>th</sup> 1965 when the van was loaded aboard the Royal Mail Lines vessel "Dongedyk" at London's Royal Victoria Dock. The ship sailed on the 29<sup>th</sup> for Los Angeles, California.

It was reported as still containing a small draped catafalque.

A bid by a reported British Showman to buy back the vehicle before its departure failed.

The van had been sold for £350 to the 'City of Industry' which was at that time part of Los Angeles Municipal Corporation.

The period 1965 to 1996 BLV S2464 was to be forgotten about, and exactly what became of the van remained a mystery.

Peter Hall of Sheffield, who is an authority on disposed carriages of British Railway, had in the period of 1991-93, unsuccessfully written to a number of resources with the United Kingdom and the United States of America to identify what became of S2464 and did it still exist.

A chance discussion between us, led to Peter forwarding copies of all relevant letters so I could take up the challenge to finding out the fate of S2464.

In the summer of 1995, I sent a number of letters to what I thought would be potential resources of information on the fate of S2464 in both the UK and America. Those who were kind enough to respond could offer no information at all.

In January 1996 having come to a standstill on the research trail I sent one final letter to the editor Kevin P. Keefe of 'Trains' magazine in Waukesha in the United States of America.

A few weeks later I received a reply advising he was unable to help, but advised the 'Tourist Railway Association' in Denver who might be able to help.

A letter was sent to the Tourist Railway Association in Denver, who published a copy within their June-July 1996 edition of "Trainline".

In mid July I received a letter from David Cameron of the Pacific Railroad Society with a positive sighting of S2464 some time ago.

I then received a letter in late July from Ted Creveling who is a member of the Pacific Railroad Society with a photograph taken on the morning of posting of the letter to me of S2464 residing at St. Andrews Station located to the rear of the Industry Hills Sheraton Resort Hotel.

Two further letters arrived one from R E. Kredel Chairman of the Railway & Locomotive Historical Society the other from W. L. Smith.

### **The Missing Years 1965 to 1996 – T.Bye.**

Ted Creveling from his initial letter has remained in contact with me ever since, and in 1997 I met both Ted and his wife Francis who travelled from Valinda, California to Chicago to meet me and my wife Elizabeth prior to me give a lecture on UK Pullman to the Pullman Foundation in Pullman Town. In the summer of 2002 whilst visiting the West Coast of America Ted and Francis took both Elizabeth and I to see S2464. At the time of the visit the van was being used as storeroom, and it appeared interest in the vehicle had waned by the then owners.

Ted was able to track down and supply me copies of a number of press cuttings from which I have been able to fill in the missing years 1965 to 1996.

S2464 arrived at Los Angeles on November 27<sup>th</sup> 1965, and it was reported that S2664 had a purchase cost of \$980 (its scrap value).

The plan by the then City of Industry Councilman Darius Johnson, was to convert the vehicle into a museum as a future attraction of a proposed new park, (Alas Darius Johnson passed away before his plan came to fruition).

Following the unloading of S2464 it could not be moved by rail operation, due to both the vacuum brake system not being compatible to the air system used and the screw coupling as fitted did not work with the knuckle system of the American Railroad system.

The van was placed in store with 'Crescent Wharf & Warehouse Co' and remained in stored for a further 14 years until 1979.

The Los Angeles Times of Monday October 17<sup>th</sup> 1977, carried an article under the title; "Postscript; Churchill Funeral Car Still Gathering Dust".

As future plans for the vehicle came and went.

Remaining in store for a further two years in 1979 the van was moved to St.Andrews station and remained at this location until returning to the UK in 2007.

The next date of importance was Wednesday November 30<sup>th</sup> 1983.

(The 109<sup>th</sup> Anniversary of Sir Winston Churchill's birth at Blenheim Palace, Oxfordshire).

Within S2464, Mr I.Deleschery, President of the British American Chamber of Commerce.

Commended the City for its efforts in preserving the vehicle and accompanying memories of Churchill.

Mr Deleschery then presented Mr R. Baker Industry City Manager with a plaque commending the vehicles restoration.

Mr Black in his reply spoke of the work undertaken by the late Bob Rope and Darius Johnson in getting the vehicle to America and then to its present location.



©T.Bye

**S2464 at St Andrews Station, City of Industry, Los Angeles June 2002.**

The years since 1983 have seen the van being no longer open to the public to view the restored interior and fall into use as a storeroom.

On the platform to which S2464 stands on a section of railway track could be seen a large information board detailing the Van historical importance, the information on the board reads: -

***THE CHURCHILL BURIAL COACH***

*During World War 1 this railroad coach journeyed slowly through the English countryside carrying the body of British Nurse, Edith Cavell, to her final resting place. She had been executed by the Germans as a spy.*

*When war again came to the British people in 1939, scrap metal was badly needed. The old burial coach then over forty years on the tracks and of little further use, was sent to the junk pile.*

*But Sir Winston Churchill had been a close friend of Edith Cavell and remembering her valor and sacrifice intervened.*

*The car was spared for one more important journey it was his honoured wish that he be allowed to travel to his final resting place in the same vehicle.*

*On January 30<sup>th</sup> 1965, Sir Winston received his wish. The coach bearing his coffin moved slowly out from London Waterloo station and thread its way to historic Blenheim Palace. Vast throngs of saddened countrymen stood silently along the way.*

*He was laid to rest in a small churchyard nearby.*

*Within a few short months after his death, the coach in which Sir Winston travelled his last mile, was again declared scrap. It served England for over 65 years.*

*Though the considerable efforts of Darius Johnson Councilman in the City of Industry, who learned of the cars impending doom. The car was purchased and shortly thereafter it was shipped to this country.*

*Today it rests on the siding in the Industry Hills St.Andrews common and serves to remind us all of this nations deep dedication for the man who stood firm when the World freedom experienced its darkest hours.*

*Sir Winston Churchill.*

Alas, the information on the use of S2464 for carrying the body of Nurse Edith Cavell is untrue.

The actual vehicle used for this duty is now preserved on the Kent & East Sussex Railway. Ex-South Eastern & Chatham Railway luggage van No.132 was built at Ashford in 1919. Nurse Edith Cavell was executed by firing squad on October 12<sup>th</sup> 1915. On May 14<sup>th</sup> 1919 the body of Nurse Edith Cavell arrived at Dover from Ostend. Placed within van No.132, at the recently completed Dover Marine station, remaining at the station overnight. On May 15<sup>th</sup>, the van and a special train saloon for the funeral party were attached to the 07.30a.m. train to London Victoria's station. Arriving at Victoria station at 11.30a.m. The coffin was then taken to Westminster Abbey. Later that day the coffin was taken to London's Liverpool Street station, for the final part of its journey to Norwich.

My sincere thanks to the following people who have assisted in the search and research for this article.

#### **United Kingdom.**

Peter Hall, Doug Lindsay, Tom Harding, The Winston Churchill Memorial Trust.

#### **United States of America.**

Winston Churchill Memorial & Library, Fulton, Missouri.

Kevin P.Keefe, David Cameron, R E.Kredel, W L.Smith, Ted & Francis Creveling

#### **The Following Books.**

Clementine Churchill - Mary Soames - Cassell Ltd 1979.

Southern Railway Passenger Vans - D. Gould - Oakwood Press 1995.

#### **The Following Magazines.**

The Railway Magazine – March 1965 – Pages 132,3&4.

The Railway Magazine – December 1965 – Page 727.

The Railway magazine – July 1993 – Page 50.

Steam Railway – December 1993 – Page 26.

Steam Railway – February 1994 – Page 23.

Tenterden Terrier – No.59 – Winter 1992 – Pages 25,6,7,8&9.

#### **The Following Newspapers.**

Los Angeles Times – Monday October 17<sup>th</sup> 1977.

San Gabriel Valley Tribune – Thursday December 1<sup>st</sup> 1983.

## **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, M. Morant, T. Knox, N.Marshall, S.Kohler, D.Lindsay, P.Hall, T.Creveling, S.Doughty, D.Bellchambers, E.Rawcliffe, A.Crespin, N.Dodson & B.Gioia.

For without your contributions this edition would have been much the poorer.

It is hard to believe that forty five years have passed since the State Funeral of the late Statesman - Sir Winston Churchill.

The locomotive, all the Pullman cars and BLVS2464 survive in differing operational state within the United Kingdom. Only one vehicle is non operational i.e. no longer on bogies this being CAR No.208 (LEONA (II)).

The Swanage Railway will at some stage in the future have three of the vehicles that made-up the train on its metals. Pullman cars LYDIA, ISLE OF THANET and BLV S2464.

Will the 50<sup>th</sup> Anniversary be marked on the Swanage Railway with all three vehicles hauled by a streamlined Bullied locomotive acting the part of 34051, only time will tell.

May 2010 will mark the 28<sup>th</sup> birthday of operation of the restored Venice Simplon Orient Express.

The unique two separate train formations will be operating London to Venice and return twice a week from the season start in the spring. It is on my list of this to do before I am 65, and something I look forward to undertaking. One man's dream (James Sherwood) in the late 1970's became reality in May 1982 with the inaugural south bound departure from London's Victoria station.

Restoration of the cars within the two formations came at some cost, but no corners were cut or have been in the 28 years of service.

A ticket doesn't come cheap, but once tasted it is never forgotten, roll on 2012.



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

T.Bye - ©PCS – January 4<sup>th</sup> 2010.