



Pullman Car Services

# Coupé News

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

**June 2010 – CAR No.88.**



**Cover Photograph**

©Kenneth Field - Rail Archive Stephenson - Ref RAS889.

Harrogate Station as the "Up" Queen of Scots Pullman arrives hauled by 60074 with Pullman Parlour Brake CAR No.77 being the first car behind the locomotive.

**Editorial:**

Welcome to Coupé News No: 88.

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.89, please forward by June 27<sup>th</sup> 2010.

**Coupé News No.89 will be published on July 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 87 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.**

Originally built by the Gilbert Car Manufacturing Company of Troy (USA) in 1891.

Then shipped to the South Eastern Railway Workshops in Ashford, Kent.

Built with the five other cars and by March 2<sup>nd</sup> 1892, when the cars ran in a Press Demonstration from Charing Cross to Hastings.

The five cars ran in the train of March 2<sup>nd</sup>, this being the only time they were recorded as running together, apart from publicity photographs.

The cars ran individually on all routes until being rebuilt in 1896.

**1892 Description when assembled.**

First class Drawing Room car with swivel armchairs.

Fixed and free chairs in smoking compartment.

Total of 25 seats.

The car allocated the identity of No.34 'Drawing Room Car'.

**1896 Description when rebuilt.**

Rebuilt by SER at Ashford to a 'Third Class' car.

Third class with fixed seating.

Partition to form Smoking compartment.

Total of 38 seats.

After rebuilding the cars formed the "Hastings Car Train".

**The car was purchased by the Pullman Car Company in January 1919.**

**1920 Pullman Description.**

Type 'C' Kitchen car.

Total of 16 seats.

**Pullman Name:** DIANA.  
**Type of Car:** Kitchen.  
**Into Service:** June 1920.  
**Original Builder:** Pullman Longhedge Works.  
**Pre 1960 Schedule No:** 87.  
**Post 1960 Schedule No:** 105.  
**Tare:** 30t.  
**Seats:** 16.  
**Bogies:** 2 x 4 wheels.

The livery applied by the Pullman Car Company was as applied to the South Eastern & Chatham Railways operational Pullman cars of Crimson Lake (as applied presently to Pullman car TOPAZ within the National Collection at the NRM York).

Allocated the name DIANA the normal location for car name and numbers mid lower panel on both sides.

1928 June 21<sup>st</sup>. Withdrawn.  
1928 November 1<sup>st</sup>. Condemned.  
1929 September 30<sup>th</sup>. Written Off.

Information sources: -

“A Car Called Constance” - SE&CR Society 2007 – ISBN 978-0-902835-23-8.

“Pullman in Europe” – G.Behrend 1962 – ISBN Not registered.

Pullman Car Services – Archive.

**Coupé News - Passengers Reservations List.**

**267 x Regular First Class Passengers.**

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

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

**A.Willats, M.Hewitt.**

**Coupé News – With Regret.**

**It is with regret that I announce the loss of two readers  
in the period since the May edition was published: -**

**Colin Nolder & Stanley S.Brandt.**

**I am sure fellow readers will join with me in passing on  
our condolences to both the families and friends of Colin & Stanley.**

## **Look Back At Pullman:**

### **1910 – June - 100 Years Ago:**

June 1<sup>st</sup>. Pullman cars GALATEA & MAYFLOWER enter service on the Metropolitan Railway. The cars operate between Aylesbury & Chesham to London's Liverpool Street and Aldgate Station via Baker Street.  
(Source: Julian Morel).

### **1930 – June - 80 Years Ago:**

June 1<sup>st</sup>. The "Eastern Belle" service is re-introduced.  
(Source: Railway Magazine July 1930).

June 1<sup>st</sup>. At Leicester Central Station an exhibition of the LNER latest Rolling Stock. This includes both a First Class and Third Class Pullman cars.  
(The identity of the cars concerned is not known).  
(Source: PCS-A).

### **1935 – June - 75 Years Ago:**

June 16<sup>th</sup>. Pullman specials operate for the Spithead Naval Review.  
(Source: Railway Magazine September 1935).

### **1950 – June - 60 Years Ago:**

June 11<sup>th</sup>. The 'Harrogate Sunday Pullman' is re-introduced (Ceased running in 1939 on the declaration of the Second World War).  
(Source: Railway World July 1978).

June 21<sup>st</sup>. The 'Devon Belle' Pullman set used on a day excursion from London Victoria to Canterbury & Rochester.  
(Source: Greg Child 17/09/1992).

### **1960 – June - 50 Years Ago:**

June 1<sup>st</sup> & 3<sup>rd</sup>. Royal trains to Epsom race meetings, each consisted of three Pullman cars and Royal Saloon No.396.  
(Source: Greg Child February 1993).

### **1980 – June - 30 Years Ago:**

June 19 & 20<sup>th</sup>. York Station Pullman cars TOPAZ on loan from the National Collection for the filming of "Chariots of Fire".  
(Source: PCS-A).

**The Colne Valley Railway – March 28<sup>th</sup> 2010 – Adrian Willats.**

On March 28<sup>th</sup> Adrian Willets visited the Colne Valley Railway and has been kind enough to share two photographs of CAR No.36 for inclusion within this edition.

The text has been collated by the Editor from the PCS-A to accompany the two photographs.



©Adrian Willats.

**CAR No.36 THIRD CLASS.**

**Alas minus lining, Pullman coat of arms and car name,  
alas hideous electrical jumper box does nothing for the cars general appearance.**

Built by the BRC&W Co in 1926 being one of 6 cars built for use on the Southern Railways Central Section on the "Southern Belle" service.

The order for six Third Class cars consisted of 3 x Buffet and 3 x Parlour.

The allocated identities of the six cars consisted thus, the Buffet cars being CAR No's.31, 31 & 33.

The three Parlour cars being Car No's. 34, 35 & 36.

Seating being 2 x2 within the six cars with the Buffet cars having 46 and the Parlour cars having 58.

The was reduced to 2 x 1 over a period of three years and being completed by February 1929 to the following, Buffet cars 36 and the Parlour cars 42.

It is recorded that some of these six cars were transferred to the Great Western Region for inclusion in the short contract of Pullman operations, this included the Torquay Pullman and Boat Trains workings.

Following the ending of the GWR contract all the Pullman cars were re-located to the Southern Railway operations; this is recorded as including the Bournemouth Belle.

Post Second World War the six cars were renovated with CAR No's 31, 32, 33 & 34 allocated to the all new Devon Belle. Whilst CAR No's 35 & 36 were allocated to the re-introduced Golden Arrow service in April 1946 as Second Class cars with a guards handbrake in one vestibule with new identities of CAR No's 193 & 194 respectively.

With the Devon Belle introduction in 1947 CAR No.194 reverted to the identity of CAR No.36 and remained as such until re-entering the Pullman workshop at Preston Park, Brighton in early 1951. The car was remodeled which included the replacement of the standard Pullman oval cathedral toilet lights with the square type as fitted to the new "U" type cars.

CAR No.36 ended its Pullman working life within the final Bournemouth Belle on July 9<sup>th</sup> 1967.

Preservation beckoned in 1968 when H. P. Bulmers of Hereford purchased a number of ex- Southern Region Pullman cars for use as an Exhibition train.

The cars were refurbished and some internally stripped for exhibition and cinema use. Externally the cars were painted into Bulmers house colours and CAR No.36 was named MORELLA.

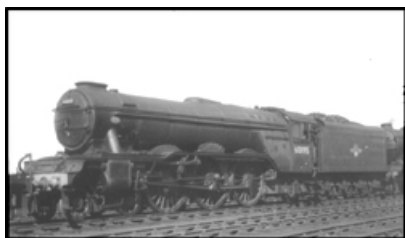


©Adrian Willats.

### **CAR No.36 THIRD CLASS.**

By 1986 the cars became surplus to requirements and on May 28<sup>th</sup> 1986 the cars were moved from Hereford to Swindon. In the period 1986 to 1988 all the cars were owned by the VSO-E.

In 1988 MORELLA (CAR No.36) and CAR AQUILA were exchanged as part of the purchase of Pullman Car GWEN from the Colne Valley Railway. A further change of identity now occurred when the car was allocated the name HERMIONE.



# LN~~E~~R Pacifics

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

I detail below identified June BR Pacific Locomotive working of Pullman services.

### June 1960 (50 years ago).

#### **Tyne Tees Pullman.**

60.06.02	60028	82 Dn Tees Tyne Pullman
60.06.06	60157	82 Dn Tees Tyne Pullman
60.06.10	60044	165 Perth – Kings Cross Car Sleeper / Dn Tees Tyne Pullman
60.06.14	60021	145 Up Tees Tyne Pullman
60.06.14	60022	82 Dn Tees Tyne Pullman
60.06.15	60055	82 Dn Tees Tyne Pullman
60.06.16	60013	145 Up Tees Tyne Pullman
60.06.16	60022	82 Dn Tees Tyne Pullman
60.06.17	60013	145 Up Tees Tyne Pullman / 114 23.20 Kings Cross - Edinburgh from Kings Cross
60.06.17	60022	82 Dn Tees Tyne Pullman
60.06.20	60017	113 Aberdeen – Kings Cross into Kings Cross / 82 Dn Tees Tyne Pullman
60.06.20	60021	145 Up Tees Tyne Pullman
60.06.21	60014	145 Up Tees Tyne Pullman
60.06.21	60030	99 20.00 Edinburgh – Kings Cross into Kings Cross / 82 Dn Tees Tyne Pullman
60.06.22	60034	145 Up Tees Tyne Pullman
60.06.27	60013	82 16.50 Dn Tees Tyne Pullman
60.06.27	60030	145 Up Tees Tyne Pullman
60.06.28	60014	82 Dn Tees Tyne Pullman
60.06.28	60021	145 Up Tees Tyne Pullman
60.06.29	60014	111 Up Aberdonian into Kings Cross / 82 Dn Tees Tyne Pullman
60.06.29	60017	145 Up Tees Tyne Pullman
60.06.30	60108	82 Dn Tees Tyne Pullman

#### **Queen of Scots.**

60.06.04	60123	131 Up Queen of Scots
60.06.11	60084	131 Up Queen of Scots from Newcastle
60.06.11	60118	58 Dn Queen of Scots from Kings Cross
60.06.11	60134	950 Dn White Rose/ 131 Up Queen of Scots
60.06.13	60074	131 Up Queen of Scots from Newcastle
60.06.13	60117	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.06.14	60123	131 Up Queen of Scots into Kings Cross
60.06.15	60084	131 Up Queen of Scots from Newcastle - Leeds

60.06.15	60148	131 Up Queen of Scots into Kings Cross
60.06.15	60929	58 Dn Queen of Scots from Edinburgh - Glasgow
60.06.17	60123	131 Up Queen of Scots into Kings Cross
60.06.18	60084	131 Up Queen of Scots from Newcastle - Leeds
60.06.18	60141	58 Dn Queen of Scots
60.06.20	60134	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.06.21	60118	131 Up Queen of Scots into Kings Cross
60.06.22	60118	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.06.23	60123	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.06.24	60118	131 Up Queen of Scots into Kings Cross
60.06.25	60073	58 Dn Queen of Scots from Newcastle
60.06.25	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle
60.06.25	60085	131 Up Queen of Scots into Newcastle
60.06.25	60086	10.17 Sunderland - Liverpool (114) / 58 Dn Queen of Scots into Newcastle
60.06.25	60123	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.06.28	60084	131 Up Queen of Scots from Newcastle
60.06.28	60123	131 Up Queen of Scots into Kings Cross
60.06.29	60001	58 Dn Queen of Scots from Leeds
60.06.29	60523	58 Dn Queen of Scots from Kings Cross
60.06.30	60123	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots 10 on

#### **Yorkshire Pullman.**

60.06.03	60055	84 Dn Yorkshire Pullman
60.06.07	60055	84 Dn Yorkshire Pullman
60.06.11	60055	84 Dn Yorkshire Pullman
60.06.11	60148	19 Up Yorkshire Pullman / 88 18.20 Kings cross - Leeds/Hull
60.06.18	60123	19 Up Yorkshire Pullman / 962 Dn West Riding
60.06.25	60117	19 Up Yorkshire Pullman / 962 Dn West Riding

#### **Harrogate Sunday Pullman.**

60.06.12	60117	19 Up Harrogate Sunday Pullman
60.06.26	60123	84 Dn Harrogate Sunday Pullman

*My thanks to Tommy for his continued support with his monthly historical review, for further information on LNER Pacific's visit Tommy's website at: -*

[www.lner-pacifics.me.uk](http://www.lner-pacifics.me.uk)



©Kenneth Field - Rail Archive Stephenson - Ref No.633

Harrogate Station and the "Up" Queen of Scots Pullman departs with Pullman cars JOAN & AGATHA.



©Bob Payne 37.

The 'Down' working of the Tees Tyne Pullman departs York hauled by A4 No.60008.



## The Cleveland Model Railway Club - 2010 Exhibition

Saturday August 7th – 10am to 5pm.

Sunday August 8th – 10am to 4pm.

Redcar & Cleveland College – Corporation Road (A1085) – Redcar.

**The Chosen Charity for this year's exhibition is the "Great North Air Ambulance Service".**

The Pullman Society information stand has been invited by CMRC to attend the exhibition, and I look forward to meeting and talking with as many Coupé News readers who can attend the exhibition. CMRC have advised of the following layouts, society and trade stands that will be attendance: -

### Layouts.

- |     |                 |             |                      |
|-----|-----------------|-------------|----------------------|
| 8.  | Stainsby        | - Scale EM  | - David Scott.       |
| 9.  | Guisborough     | - Scale 00  | - David Lloyd.       |
| 10. | Spital          | - Scale 4mm | - Scalefour Society. |
| 11. | Jowett Junction | - Scale 00  | - CMRC.              |



©CMRC.

CMRC layout - A mixed unfitted freight train approaches Jowett Junction.

- |      |                                   |            |                          |
|------|-----------------------------------|------------|--------------------------|
| 12.  | Marske                            | - Scale 0  | - Martin Smith.          |
| 13.  | Castletown Bridge                 | - Scale N  | - Andrew Steel.          |
| 14.  | Durston Junction                  | - Scale N  | - David Richardson.      |
| 15.  | Magdalene Lane                    | - Scale 00 | - David Thurwell.        |
| 18.  | Duncrievie Sidings                | - Scale EM | -Adrian Walbey.          |
| 19.  | WAGREP-Teesside P212 Distribution | - Scale N  | - Paul Gallon.           |
| 20.  | Aylehouses                        | - Scale N  | - Ormesby Hall MRG.      |
| 21.  | Wensleydale Cement & Lime Company | - Scale 0  | - Whitby & District MRC. |
| 21A. | Clifton                           | - Scale N  | - Keith & Stewart.       |
| 23.  | Thomas the Tank Engine & Friends  | - Scale 00 | - Ormesby Hall MRG.      |

### **Societies.**

1. Wensleydale Railway Association.
16. Pullman Society.
17. Ted's Trees.
- 19A. Digital Command Control (DCC).
22. Great North Air Ambulance Service (GNAAS).

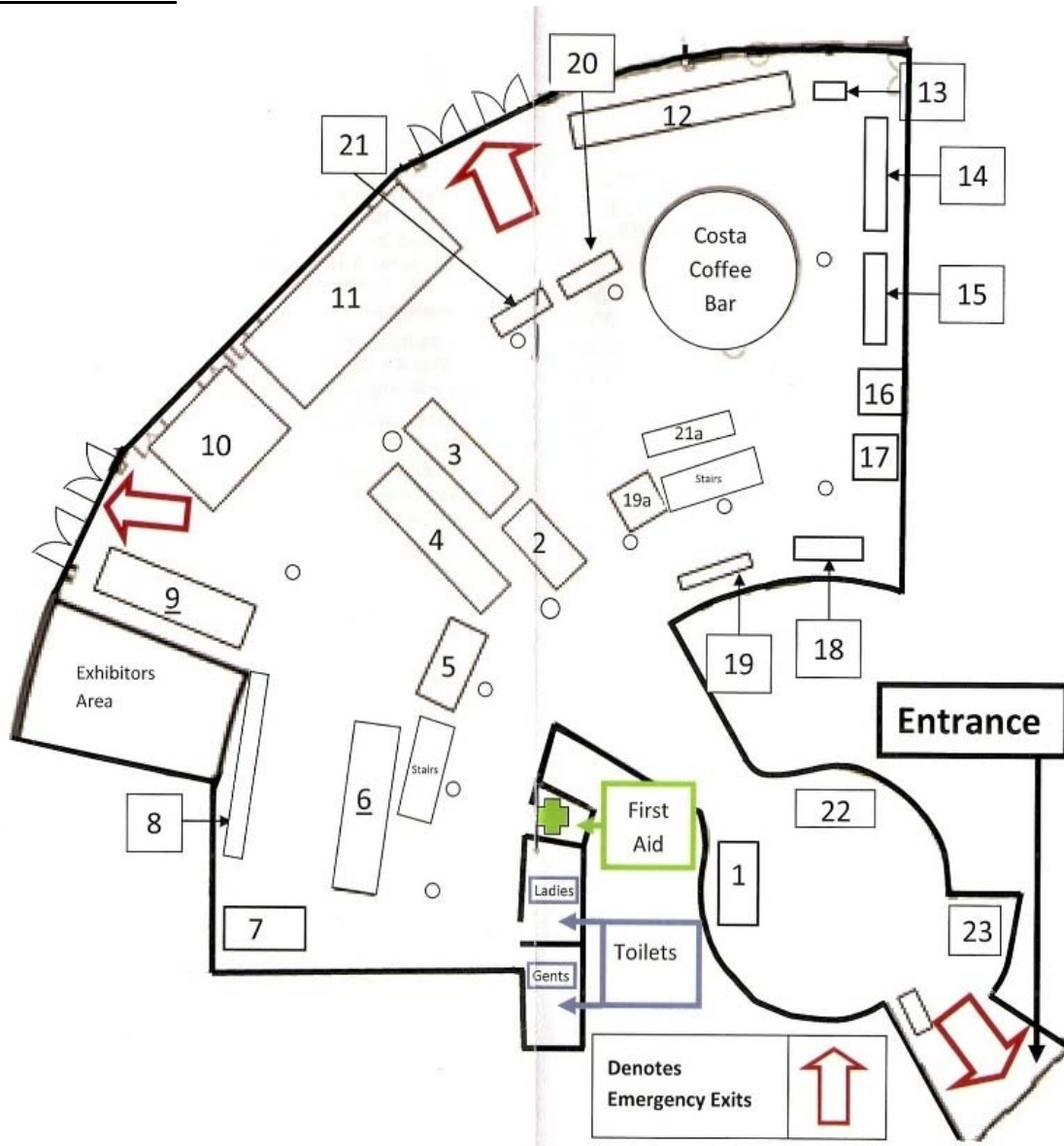
### **Trade Stands.**

2. BR Lines.
3. Darlington Railway Modelling.
4. K&M Models.
5. Modelex.
6. D&E Videos/DC Kits.
7. SIST Trees.

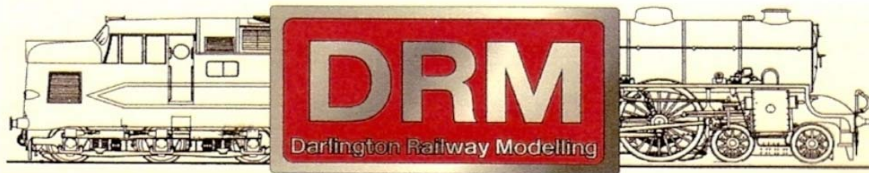
### **Refreshments.**

Diamond Catering.  
Costa Coffee.

**The Exhibition Hall.**



*My thanks to Brian Collinson (Chairman), Paul Reed (Club Secretary) and Richard Sawyer and the members of the CMRC.*



**Darlington's new, quality model shop  
at 8 Whessoe Road Darlington (opposite B & Q (off  
Great North Road)) (also here today)  
Easy parking, spacious showroom  
full range of products and services.  
Selection of new and second hand products in all  
gauges and manufacturers**

**The Blue Pullman “Our Kind of Commercial” – Doug Lindsay.**



©BR Colour scans008 - via Kevin Robertson - The Birmingham Pullman entering Leamington Spa.

“Passage from ‘Our kind of ‘commercial’, Take two of a Feature on British Transport Films by Edgar Anstey, Chief Officer (Films)”.

As published within British Railways Magazine Vol.12 No.12, December 1961.

A new film, “Blue Pullman”, is designed to introduce to potential customers the new 90 mph diesel Pullman trains in service between London and several cities.

Its West End premiere at the Odeon, Marble Arch, was timed to coincide with the inauguration of the first of these trains on the London Midland Region, which meant the film (including shots in a train apparently in public service) had to be completed before the trains were operational.

“Blue Pullman” tells its story of the testing of the new trains and their novel amenities without commentary. The use of natural sounds, music and scraps of half-heard dialogue is intended to ‘sell’ the train more convincingly than would comments with the flavour of an advertising “puff”.

Persuading the audience to see for itself made special demands on the Director’s and Editor’s skill in selecting and arranging the scenes. It was with mixed feelings that we received the congratulations of a film distributor who assured us that we would have an excellent film once the commentary had been added! Fortunately, later experience showed that our ingenuity had not been misplaced: the film won the first prize in the industrial category at the Rome Festival of Television Films.

*Doug Lindsay Writes:*

*It seems incredible now that the above was written as part of a quite long article on the British Transport Film division nearly 50 years ago! The BR Staff Magazine often had articles about different parts of the organisation for the benefit of the vast number of staff across all spheres of the railway who may not be aware of just what the old BR got up to ‘over the fence’ from their own little environment.*

*‘Blue Pullman’ as we know has become something of an icon in the large repertoire of the old BTF films now freely available on DVDs, and still stands up today as a very clever, and for us evocative, memory of the closing days of the old Company. Even the language in the review above is so dated now as well, reminding us of the enormous change that has taken place over the past 50 years.*

**West Highland Railway – Pullman Observation Car GLASLYN - Bob Lumb.**

As detailed in last month's edition HM Queen Elizabeth II named the car GLASLYN



**The saloon interior marquetry.**



**The Observation view.**



**Resplendent in Pullman livery.**

*My thanks to Bob Lumb for forwarding these three photographs.*



**©Ian S Carr.**

D346 with the 'Up' Queen of Scots Pullman shortly after passing Durham on June 22nd 1961.

### Pullman Society AGM – May 8<sup>th</sup> & 9<sup>th</sup> 2010 – D.Jones.

Another successful AGM of The Pullman Society took place in the Birch Hotel, Haywards Heath on the afternoon of Saturday May 8. All officers were re-elected, and this was followed by a now well established mini-auction when items such as Pullman related books, Pullman artefacts and even a table lamp were on offer.

Also during the afternoon Antony Ford, who organises these AGMs, unveiled the latest replica marquetry panel made by expert Lee Wareham, from 'Lorna' one of the 6PUL Cars (see photograph below).

Following this, a slide show was presented of early scenes from the hey days of Pullman services including all the Belle trains plus many of the longer distance northern services with a wide range of motive power.

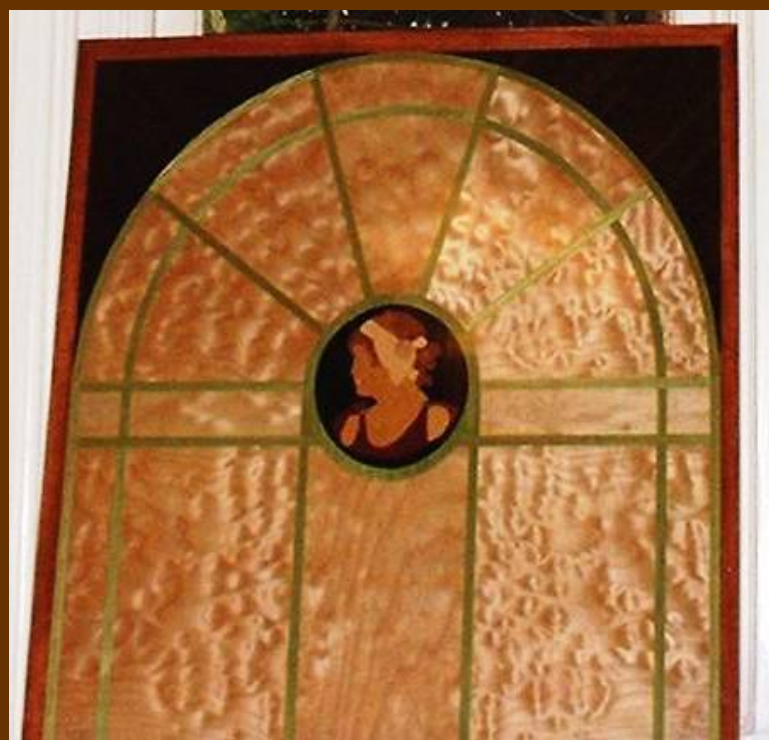
After a break, members then travelled in a vintage East Kent Beadle-bodied coach to the Bluebell Railway to join the 'Golden Arrow' at Sheffield Park for dinner.

The following day, many members had to start their journeys home, especially those who had travelled from Italy and the Netherlands, but others had a look round the Bluebell Railway.

Some members then joined the 'Golden Arrow' again for lunch.

Of interest was the fact that this was the Bluebell's 'Southern at War' weekend so many military re-enactment personnel were in evidence as well as vintage army vehicles and wartime catering outlets, all seen from the comfort of a Pullman car.

Bluebells were in bloom along the lineside, and although later in flowering this year, were a reminder of the origins of the name of this railway.



***CAN YOU HELP.....***

**"O Gauge Drawings of K type and BR Mark 1 Pullman Cars – Mike Alderton.**

I am hoping to produce a rake of both type of the above mentioned Pullman cars, covering late 1950's and early 1960's

Can anyone advise of any source for drawings, and to whom I might go to for help.

*My thanks to Phil Evans for responding to Mikes request with a detailed list of drawings he holds within his private collection.*

**Eureka Express - Kevin V. Bunker, Portland, Oregon.**

The following response has been received to Kevin's request as detailed within the May edition Pages 15, 16 & 17.

"I am in the USA and a Pullman enthusiast of many years standing. I read your inquiry and after looking at the enlarged photo, but before reading the text below it, I came to the conclusion it looked like a steel sheathed wood car. The proportions of the letter board and the window arrangement at the right end are not like a standard steel car. Several groups of earlier standard steel 12-1 plan did have pairs of windows opposite the corridor doors and smoking room for the aisle side, but they were not the wider windows shown in the photo. The clerestory height is also higher than the variations in the standard steel cars. I believe you are on the right track as to what family of cars was used.

I am looking for later pictures of the Progress and the Advance, open section steel sheathed observation/sectional sleepers used on the Cloverleaf's Toledo-St Louis train for their entire operating lives until becoming Porter dormitory cars. I have the Dubin Collection builder's photo but no pictures later in life.

I would recommend repeating your inquiry on the Yahoo Passenger Car List (PCL) as they have been able to combine information and documents from several sources in discussions of 1900 vintage wooden diners and their various rebuilding's and later assigned routes. There are people with access to the Newberry library and the IRM (Illinois Railroad Museum) collections that can arrive at answers when given a specific item to search. More exists about the earlier wooden cars than I expected, although pre 1900 ones may not have much documentation beyond a list of names".

William C. Frisk, Toledo, Ohio USA.

*My thanks to William Frisk for his response.*



### Hornby June Releases.



© Hornby - R4423 – Kitchen First AURELLA.

Built by the BRC&W Co at Smethwick works and entered service during 1924 - Seating 22.  
Allocated to the Southern Railways Central Section's Southern Belle service.  
Relocated to the South Eastern Section for inclusion within Continental Boat Express as of November 14<sup>th</sup> 1924.  
Date unknown - Relocated to LNER Pullman services for the Harrogate Pullman and Queen of Scots.  
1929 to 1930 - Relocated to GWR Pullman services.  
1930 to 1963 - Relocated to SR Pullman services until withdrawn including the inaugural Bournemouth Belle of July 5<sup>th</sup> 1931.  
Withdrawn September 1963.  
Disposal: Taylor Brothers January 1964.



© Hornby - R4424 – Kitchen Third CAR No.169 THIRD CLASS.

Built by the MRCW at Birmingham as Kitchen First **VIKING** and entered service in November 1924.  
Seating 22. Car **VIKING** was allocated to the South Eastern Section for inclusion within Continental Boat Express as of November 14<sup>th</sup> 1924.  
Date unknown - Relocated to SR South Western Section.  
In the company of car **MEDUSA**, was used regularly on the Imperial Airways Service to Hurn Airport prior to and during the Second World War.  
Circa 1947 the car was converted to third class Kitchen car seating 30, and allocated the identity of **CAR No.169 THIRD CLASS**.  
Known to have been within the Devon Belle formation and then relocated to the Western Region for use within the South Wales Pullman.  
Withdrawn September 1963.  
Disposal: Taylor Brothers January 1964.

My thanks to both Hornby and Antony Ford for assistance with the above information.

## Notes on Some Recent Hornby Pullmans - Chris Spencer.

I greatly admire the Coupé News philosophy of sharing rather than hoarding information. I cannot offer anything new on Pullmans in return, but I can provide notes on some of Hornby's recent 00 gauge releases that may be of interest to modellers or collectors.



### ©Hornby – R4421 OCTAVIA.

Pullman car 'OCTAVIA' R4421 has been given a new catalogue number for Hornby's c.1930 to early 1950s version of the 'K' class Parlour 1sts, so have any significant changes been made to their standard R4143 Parlour 1st model that has been in production under various guises ('LEONE', 'NIOBE', and 'ROSEMARY') since 2003?

The answer is basically 'no'. NEM coupling sockets have been introduced on the bogies, and alternative 'Kadee' type couplings provided for closer connection if you have a layout with larger radius curves. A useful pair of unpainted roof destination boards is also included.

Two oddities remain. The conspicuous bolection mouldings of the windows strip are only indicated by simple printed lines, and the less conspicuous vertical joints in the match boarded waist remain so coarsely molded as to be almost corrugated!

One can understand why Hornby took this route. Even if different Pullman cars have their windows in the same positions, the spaces between the windows were often sub-divided by different numbers of panels. Making all the permutations would require many expensive body moulds. Instead, Hornby have achieved variation by providing models with match boarded or sheeted-over waists, to represent vehicles before or after the 1950s when this modification was carried out to give a more modern appearance.

However, the quality of the timber used by Pullman was such that the vertical joints between the matchboards were only distinguishable relatively close too i.e. from less than 12" in 4mm scale. Printing fine lines onto the waist might have been a cheaper and nearer 'scale' solution. Hornby have caught a cold with this over their current flush-sided R4418 'THE NEW CENTURY BAR' – see the excellent photographs of the model in Coupé News No.87. Some photographs of the actual vehicle show a waist so smooth that the match boarding is not discernable, but Anthony Ford, in his excellent book *Pullman Profile No 2 The Standard 'K-Type' Cars*, assures us that this vehicle was not sheeted in until 1955 when its name was changed to 'THE DAFFODIL BAR' and photographs in his book confirm this.



©PCS-A – R4418 THE NEW CENTURY BAR – Clearly not match boarding.

Hornby can't win here because one photograph of this vehicle in its earlier guise of 'TRIANON' (which clearly shows the match boarding) does not show the bolection mouldings at all – they were probably bleached out on the negative by the bright sunlight. However a later photograph of the same vehicle when it was 'THE NEW CENTURY BAR' shows the bolection mouldings very clearly! It also reveals that Hornby have missed off fourteen panel lines behind the scrolled name and a further three under the shallow window. If you have the ability you might like to draw these on to achieve the fully panelled appearance of this vehicle before modernisation in 1955.

This bar car was named to celebrate the centenary of the Belgian Marine ferry company and was used on the Ostend Boat train service from 1946-ish to 1950. It was then transferred to the Southern Region's South Western Division for the Waterloo-Southampton Boat Trains for St Malo and the Channel Islands until it was rebuilt and renamed in 1955. The model also comes with NEM sockets and alternative couplings.

Modelling in 4mm scale is all about creating an impression, which Hornby have certainly done with the match boarding. In order for the bolection mouldings (that cover the joints between the panels at window level) to be successfully represented I believe the top and bottom edges of the panels need to be printed on as well. We are only talking of a very fine shadow line, and Hornby have sensibly toned down their line colour to yellow ochre i.e. only a shade or two darker than the cream background. Incidentally, a grey colour would be necessary if they were to produce these vehicles in the very attractive pre-1930 standard livery where the window panels and the Pullman logo strip above were ivory white. This is because shadow created by the bolection mouldings was much more conspicuous against the paler background. I realise that this year Hornby are introducing the post-1960 Pullman livery with the simplified and elongated coat of arms, but a future production run in the very attractive early white Pullman livery would also be very welcome, and would give Hornby more mileage from their Pullman moulds.



**©Hornby – R4421 OCTAVIA.**

Back to 'OCTAVIA'! As has been explained elsewhere, a Parlour 1st of this name never existed in the post-1930 livery used by Hornby for this model. When built in 1924 it was finished in the then standard white Pullman livery (described above), but the vehicle was soon to be exported to Italy. The name 'OCTAVIA' was subsequently taken by a very different Kitchen 1st built in 1927.

I believe there are only four cars that Hornby can replicate in the 1930-60 livery using the R4143/R4421 Parlour 1st body moulding, and they are 'LEONE', 'NIOBE', 'ROSEMARY', and 'MINERVA'.

The new 12-wheeled Kitchen 1st MONACO (R4384) is much more than a change of bogies - as the other photographs in Coupé News No.87 so beautifully reveal. Hornby have used the same methods for depicting the panelling and match boarding, but in all other respects this is a new model. The ends, roof tank overflow pipes and vestibule doors look as though many visits have been made to measure up a surviving example. The steel chassis channels are omitted as the structure of the 12-w vehicles was wooden and hidden up behind the match boarding. However, it was stiffened below by steel trusses that have been nicely formed in 4mm scale. The other underframe details, including the Pullman 6-wheeled bogies with their unusual outside equalisers are particularly well modelled. The bogies are interesting as they incorporate coupling sockets that are sprung to allow models to separate while negotiating tight curves. The springs draw the coaches back together again as they come onto a straight, but I have not been able to afford to test how many coaches this will work

with, before the gaps start opening out with the weight of the load! I will be working on this with Hornby's forthcoming releases!



©PCS-A – R4384 MONACO.

Four very useful roof boards and alternative couplings are also included. This time the short couplings are a pin-and-loop type and quite new to me. I don't know why Hornby have abandoned the Kadees because their big advantage is that a carriage can be lifted straight out of a train, whereas the latest couplings have to be uncoupled first - as do Hornby's standard tension-lock type which, as a result of the jiggling and twisting needed to get them apart rather too often results in the whole rake falling over!

According to Anthony Ford's *Pullman Profile No 1 – The 12-Wheel Cars*, MONACO was one of six Kitchen 1sts ordered in 1919 for the SE&CR's post-War revival of their Continental Boat train services. As built it would have been finished in the SE&CR's 'crimson lake' livery, but Hornby have again opted for the equally smart c.1930-1960 standard brown and cream livery. It should be borne in mind that if a whole train of these Pullmans was used, their geometry (probably the 6-w bogie pivot point) was such that problems occurred with certain classes of locomotive. I presume the problem was buffer locking because a 'barrier' vehicle had to be used. Later on, the four 'E' Class Pullmans (AURORA, FLORA, JUNO, and MONTANA) were specially built with 4-wheeled bogies for this purpose. More usually the 12-wheelers would be seen in the middle of a boat train of SR Continental stock, or between Maunsells on the Kent Coast services. After the War their use became more general.

In reviewing a model, I believe it is one's duty not to 'pull the wool over the reader's eyes' as is usually the case in the mass circulation 'glossies'. However, in spite of my comments about the methods of depicting the panelling and match boarding, Hornby's 2003 Pullmans are a huge advance over any that had been mass-produced previously in that price bracket. Their overall appearance remains very impressive, and I personally take delight in renaming and adapting them to try to make up some of Britain's most famous and interesting trains.

**Hewish Gates – Diorama by John McCrickard.**

The diorama was built during the winter months of 2009 into 2010 to fulfill a childhood dream of mine to model the Devon Belle. Someday I may have the space to run a full-length, but for now I am content with this little piece of semi-fantasy.



It was as a boy I had close contact with SC280M ex Pullman car No. 13 at that time operating on the Kyle line. I fell heir to a copy of Alan Anderson's book "Devon Belle" with its wonderful sketches and description of the route and train. Of course, I realised I had made contact with the observation car's history. In the book, Alan describes the Up and Down Devon Belles crossing at Hewish Gates signal box.



When Hornby brought out the prize-winning model of the Devon Belle Observation car in 2009, I decided to depict the two trains (both on time) passing each other at Hewish Gates Crossing.

All I needed for a static display was two observation cars depicting passing each other. That is how this 5' x1' diorama came about. I modelled a fantasy of Hewish, using propriety items. I updated the signal box shortly after completion with the new Bachmann (Wadebridge) which is available from Kernow Models. It is accurate for the architecture of the actual Hewish Gates box, although the staircase and entrance are on the wrong end, but I'm happy with it, so that's all that matters.

I was most interested in the arrival of the new 12-wheeler Hornby Pullmans. I think they have excelled themselves and the following photographs depict the re-routed Bournemouth Belle passing Hewish Gates Crossing.



*My thanks to John for sharing his Diorama with us.*

**“00” Blue Pullman – Olivia Trains of Sheffield.**

Olivia’s Trains of Sheffield have approached Heljan to produce an “00” gauge model of the Blue Pullman. Reported as being produced initially as two power cars, with trailer cars being produced later. The plan is cover both Midland and Western sets in all liveries.



**©J.Boyes – Paddington Station – Power Car W60097 on March 2<sup>nd</sup> 1964.**

Olivia’s Trains will require £75 per order and this gives you it at the TBA price which will also fix it at any VAT increase. They cannot guarantee what the price will be at the moment but would like it to be lower than £250 for the Power Car & Dummy Set inc Kitchen Car, hopefully around £35 per additional parlor and kitchen car.

For further details: -

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

Olivia's Trains DCC Specialists  
Tele: 0114 2647 449 During Shop Hours  
Tele: 0114 2649 560 At All Other Times

Olivia's Trains Woodhead Project.  
C/O Susan Bishop,  
48 Newlands Road,  
Intake,  
Sheffield,  
S12 2FZ.

Please include a letter with your details to ensure you get the model you want.

Alternatively Please Ring the Number Below.  
Tel: (0114) 264 9560.  
E-mail: [suebishop@blueyonder.co.uk](mailto:suebishop@blueyonder.co.uk)

## 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.

Neil Bishop of Olivia's Trains, David Jones, Tommy Knox, Simon Kohler, Doug Lindsay, I.S.Carr, Richard Barber, Kevin V.Bunker, W.Frisk, B.Lumb, K.Robertson, B.Payne, A.Willats, G.Child, J.Morel, B.Stephenson, J.McCrickland , A.Ford, M.Both, Brian Collinson, Paul Reed, Richard Sawyer and th members of the CMRC for without your contributions this edition would have been much the poorer.

All credit to Olivia's Trains and Heljan for grasping the nettle and taking up the long awaited challenge of giving us a new Blue Pullman model. I suggest if you are thinking about placing an order, you do so sooner than later.

Notification of the tragic death of Stanley Brandt in a road traffic accident came as a shock to both my wife and I. We first Stanley and his dear wife Claudia when we visited Pullman Town, Chicago for the second time in 1998.

Following the illustrated presentation I gave covering "UK Pullman Cars & Services" to the Historic Pullman Foundation within the shadow of the Florence Hotel. Stanley introduced himself to me, and asked if I would consider giving a presentation to the "20<sup>th</sup> Century Railroad Club".

In 2000 we returned to Chicago, and we duly attended and gave the illustrated talk within the 20<sup>th</sup> Century Railroad Club room known as the 'Skybox' located on 18<sup>th</sup> Street, the venue gave a superb panoramic view of the approach to Chicago's Union Street Station and the Amtrak motive power depot.

The following day both Stanley and Claudia kindly took us both for a day out during which we visited the trolley museum and Troy and had my first ride on a trolley car, we then headed for Milwaukee to view some 'Private Varnish' located in a bay platform at Cities main station.

A gap of 8 years and we returned to Chicago in June 2008, and again Stanley & Claudia arranged for us to have a day out this time in Indiana, with a visit to the Hesston Steam Museum.

Each of the two days out with Stanley & Claudia ended up at Amtrak's Commissary Depot in Chicago with Stanley arranging a private visit to a number of privately owned mainline certificated 'Private Varnish' cars awaiting further movement to the West Coast.

Within the "20<sup>th</sup> Century Railroad Club" Stanley was the longtime club Operations Manager and editor of clubs newsletter 'Fast Mail' and a veritable knowledge on 'Private Varnish'.

On behalf of the readership of Coupé News I extend our sympathy to Claudia, family and friends.



**"Information is for sharing and not for gathering dust and it costs nothing to share knowledge".**

T.Bye - ©PCS – June 1<sup>st</sup> 2010.