

Pullman Car Services

# Coupé News

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

July 2010 – CAR No.89.



## **Cover Photograph:**

©PCS-Archive.

The North Yorkshire Moors Railway Pickering Sidings in 1984. Four years after arrival on the NYMR ex-BR Mk1 Pullman Kitchen First ROBIN in the company of cars OPAL & GARNET wait there next turn of duty.

Note the Gresley bogies as fitted by the NYMR, the original Commonwealth Bogies were returned to British Rail as re-usable.

## **Editorial:**

Welcome to Coupé News No: 89.

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.90, please forward by July 27<sup>th</sup> 2010.

## **Coupé News No.90 will be published on August 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 88 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 Buffet Car with fixed transverse seating.

Total of 28 seats.

The car allocated the identity of No.36 'Drawing Room Car'.

**1896 Description when rebuilt.**

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

Total of 24 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 20 seats.

**Pullman Name:** FALCON.  
**Type of Car:** Parlour.  
**Into Service:** June 1920.  
**Original Builder:** Pullman Longhedge Works.  
**Pre 1960 Schedule No:** 89.  
**Post 1960 Schedule No:** 104.  
**Tare:** 30t.  
**Seats:** 20.  
**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 September 18<sup>th</sup>. Stopped.

1928 November 1<sup>st</sup>. Condemned.

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.

## **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/>

**Coupé News - Passengers Reservations List.**

**269 x Regular First Class Passengers.**

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

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

**J.Morgan, S.Baxter, D.Sutherland.**

**Look Back At Pullman:**

**1950 - July - 60 Years Ago:**

- July 6<sup>th</sup>. Royal Train conveying HRH Queen Elizabeth the Queens Mother to Cranbrook on the Hawkhurst Branch. The train consisted of Corridor Third, Corridor Composite, Pullman Car MALAGA, Corridor Composite and Corridor Third Brake.  
(Source: Pullman – Julian Morel).
- July 12<sup>th</sup>. The Devon Belle formation excursion Waterloo to Salisbury & Winchester.  
(Source: Greg Child 17/09/1992).
- July 26<sup>th</sup>. The Devon Belle formation excursion Victoria to Canterbury & Dover.  
(Source: Greg Child 17/09/1992).
- July 31<sup>st</sup>. The Ocean Liner Terminal at Southampton Docks opens.

**1960 - July - 50 Years Ago:**

- July 1<sup>st</sup>. The all new Midland Pullman DMU sets previewed both in London and Manchester with use of the 2 x 6 First Class Midland Pullman sets.  
(Source: Pullman – Julian Morel).
- July 4<sup>th</sup>. Inaugural Midland Pullman service.  
(Source: Pullman – Julian Morel).

**1980 - July - 30 Years Ago:**

- July 16<sup>th</sup>. Mk1 Pullman car E318E (**ROBIN**) Kitchen First arrives by rail movement at the NYMR Grosmont.  
(Source: PCS-A).



# LNER Pacifics

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

I detail below identified July 1960 (50 Years Ago) BR Pacific Locomotive working of Pullman services On the Eastern Region.

### Tyne Tees Pullman.

60.07.04	60034	145 Up Tees Tyne Pullman
60.07.04	60153	82 Dn Tees Tyne Pullman
60.07.07	60006	82 Dn Tees Tyne Pullman
60.07.07	60150	145 Up Tees Tyne Pullman
60.07.08	60003	82 Dn Tees Tyne Pullman
60.07.08	60112	145 Up Tees Tyne Pullman
60.07.11	60025	82 Dn Tees Tyne Pullman
60.07.11	60085	145 Up Tees Tyne Pullman / 114 23.20 Kings Cross - Edinburgh
60.07.12	60033	82 Dn Tees Tyne Pullman
60.07.12	60034	145 Up Tees Tyne Pullman
60.07.13	60006	82 Dn Tees Tyne Pullman
60.07.13	60033	145 Up Tees Tyne Pullman
60.07.15	60003	82 Dn Tees Tyne Pullman
60.07.15	60008	145 Up Tees Tyne Pullman / 110 Dn Night Scotsman
60.07.19	60003	82 Dn Tees Tyne Pullman
60.07.21	60021	82 Dn Tees Tyne Pullman
60.07.22	60010	145 Up Tees Tyne Pullman
60.07.22	60015	82 Dn Tees Tyne Pullman
60.07.25	60014	111 Up Aberdonian into Kings Cross / 82 Dn Tees Tyne Pullman
60.07.26	60007	82 Dn Tees Tyne Pullman
60.07.28	60033	145 Up Tees Tyne Pullman

### Queen of Scots Pullman.

60.07.01	60123	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.07.02	60086	131 Up Queen of Scots from Newcastle - Leeds
60.07.02	60120	58 11.50 Dn Queen of Scots
60.07.02	60123	950 09.10 Dn White Rose / 131 Up Queen of Scots into Kings Cross
60.07.02	60518	131 Up Queen of Scots from Edinburgh - Newcastle
60.07.04	60134	131 Up Queen of Scots
60.07.06	60131	131 Up Queen of Scots
60.07.08	60084	58 11.50 Dn Queen of Scots from Leeds - Newcastle
60.07.08	60123	131 Up Queen of Scots
60.07.09	60120	58 Dn Queen of Scots from Kings Cross - Leeds
60.07.09	60123	950 Dn from Kings Cross / 131 Up Queen of Scots from Leeds - Kings Cross
60.07.09	60127	131 Up Queen of Scots into Newcastle

60.07.11	60073	58 Dn Queen of Scots from Newcastle - Edinburgh
60.07.13	60072	58 Dn Queen of Scots from Kings Cross
60.07.14	60134	131 Up Queen of Scots
60.07.15	60020	131 Up Queen of Scots from Glasgow banked by 69191
60.07.16	60134	131 Up Queen of Scots
60.07.19	60117	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.07.20	60123	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.07.21	60052	58 Dn Queen of Scots from Kings Cross
60.07.21	60118	131 Up Queen of Scots
60.07.22	60075	131 Up Queen of Scots from Edinburgh - Newcastle
60.07.22	60117	131 Up Queen of Scots
60.07.23	60036	58 Dn Queen of Scots into Newcastle
60.07.23	60048	950 09.10 Dn White Rose / 131 Up Queen of Scots
60.07.23	60076	Glasgow - Scarborough into Newcastle 12.40 / 58 Dn Queen of Scots from - Newcastle
60.07.23	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
60.07.23	60115	addl Scarborough - Newcastle arr 13.35 / Up Queen of Scots from Newcastle Leeds
60.07.23	60123	58 11.50 Dn Queen of Scots from Kings Cross
60.07.26	60036	131 Up Queen of Scots from Newcastle - Leeds
60.07.26	60086	58 Dn Queen of Scots from Leeds - Newcastle
60.07.26	60130	131 Up Queen of Scots
60.07.27	60120	131 Up Queen of Scots
60.07.28	60120	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots
60.07.29	60123	131 Up Queen of Scots
60.07.30	60018	58 Dn Queen of Scots from Newcastle - Edinburgh
60.07.30	60081	58 Dn Queen of Scots from Leeds - Newcastle
60.07.30	60120	58 11.50 Dn Queen of Scots
60.07.30	60123	950 09.10 Dn White Rose / 131 Up Queen of Scots
60.07.30	60129	131 Up Queen of Scots from Edinburgh – Newcastle

**Yorkshire Pullman.**

60.07.01	60055	129 22.10 Edinburgh - Kings Cross into Kings Cross / 84 Dn Yorkshire Pullman
60.07.02	60003	84 Dn Yorkshire Pullman
60.07.02	60134	19 Up Yorkshire Pullman
60.07.04	60110	99 20.00 Edinburgh - Kings Cross into Kings Cross / 84 Dn Yorkshire Pullman
60.07.05	60055	84 Dn Yorkshire Pullman
60.07.06	60044	84 Dn Yorkshire Pullman
60.07.07	60055	84 Dn Yorkshire Pullman
60.07.08	60044	84 Dn Yorkshire Pullman
60.07.09	60055	84 Dn Yorkshire Pullman
60.07.09	60134	19 Up Yorkshire Pullman / 962 Dn West Riding
60.07.11	60055	84 Dn Yorkshire Pullman
60.07.12	60044	84 Dn Yorkshire Pullman
60.07.14	60061	84 Dn Yorkshire Pullman
60.07.15	60044	84 Dn Yorkshire Pullman
60.07.16	60055	84 Dn Yorkshire Pullman
60.07.16	60120	19 Up Yorkshire Pullman
60.07.22	60055	84 Dn Yorkshire Pullman
60.07.23	60044	84 Dn Yorkshire Pullman

60.07.23	60120	19 Up Yorkshire Pullman / 962 Dn West Riding
60.07.26	60055	84 Dn Yorkshire Pullman
60.07.27	60044	84 Dn Yorkshire Pullman
60.07.28	60055	84 Dn Yorkshire Pullman
60.07.29	60044	84 Dn Yorkshire Pullman
60.07.30	60055	84 Dn Yorkshire Pullman
60.07.30	60148	19 Up Yorkshire Pullman / 962 17.55 Kings Cross - Leeds/Bradford

**Harrogate Sunday Pullman.**

60.07.03	60524	19 Up Harrogate Sunday Pullman
60.07.10	60134	19 Up Harrogate Sunday Pullman
60.07.17	60134	84 Dn Harrogate Sunday Pullman
60.07.17	60141	19 Up Harrogate Sunday Pullman
60.07.24	60117	84 Dn Harrogate Sunday Pullman
60.07.24	60141	19 Up 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)



**June Release.**

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





# 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!

### **Return of the Brighton Belle – Neil Marshall 5 Bel Trust - June 2010.**

The programme remains mercifully on schedule, despite the tight time constraints, and we remain committed to displaying an operational train in time for the Olympics and the Queen's Diamond Jubilee in the summer of 2012.

This will mark the 80<sup>th</sup> anniversary for the Belle and the 60<sup>th</sup> year of the Queen's reign; the Brighton Belle was used as the Royal Train on a number of occasions, most intensively during the Coronation year. By way of example, virtually the entire Royal Family was carried for the Coronation Review of the Fleet at Spithead on 15 June 1953. The sight must have been extraordinarily memorable, with an astonishing twelve battle class destroyers lost in the neat lines of naval ships.

CAR No. 88, one of the two motor thirds, will be on show at the Bluebell Railway's 50<sup>th</sup> Anniversary Celebration in August.

The other motor third, CAR No. 91, has now been moved from Ramparts Derby workshops following deep body restoration to Harry Needles Railroad Company Workshops at Barrow Hill.

The move to HNRC's facility will now allow the lengthy process of replacing the bogies, control gear, EP brakes etc from 1960's stock donor vehicles.

Once CAR No.88 is released from the Bluebell Railway, she will be moved to Barrow Hill for the same process to be carried out.

One of our biggest challenges will begin shortly, when CAR No.85 is moved from Southall to Derby to be converted to a quasi-first class car.

This is the Car that was advertised for sale on eBay – thankfully, she did not make the reserve set by VSOE and the 5BEL Trust was able to acquire her, but her internal condition is poor, having suffered (amongst other things) ingress of water, making her the ideal candidate for a major upgrade, including significantly enlarged catering facilities to allow us to offer a full dining service.

As many readers will be aware, the internal fit for Belle cars was lavish, with each car receiving its own unique decoration scheme by Morrison & Co. For First Class Car “Doris”, for example, the design incorporated interiors walls of fine English walnut of three varieties of figure, each panel quartered and cross-banded. Convex eagle mirrors were cut in fine boxwood with black beaded rims. The seat coverings of moquette velvet in shades of brown, red and fawn contrasted elegantly with the deep pile carpets in tones of green.

CAR No.85 will be trimmed in authentic “Vera” fabric – incredibly, we recently acquired a full roll of original “Vera” upholstery material in ‘as new’ condition; this had been released by the fabric producer Holdsworths as surplus stock for heritage bus restoration and stored near the South Coast. We will still have to commission additional material, but is pleasing that we can incorporate vintage materials in these wonderful vehicles.



©Neil Marshall.

**CAR No.91 arrives at HNRC Workshop at Barrow Hill in June 2010.**



## 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. |



©Richard Sawyer.

### The Coal Staithes on David Lloyd's Guisborough.

- |     |                   |             |                      |
|-----|-------------------|-------------|----------------------|
| 10. | Spital            | - Scale 4mm | - Scalefour Society. |
| 11. | Jowett Junction   | - Scale 00  | - CMRC.              |
| 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 PULLMAN CAR PRESERVATION LIST 2010.**

An updated edition (Issue 3) 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.

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

**Ron Hann of New Zealand writes: -**

I have noticed that you also cover the Model scene and was wondering if any of your Members/Readers may be able to answer a question, or two, for me.

Quite some years ago, about 45 to 50, I was a member of a Model Railway Club in Adelaide, South Australia. It was an 0-gauge set-up, outdoors, and used clockwork propulsion.

During the course of my Membership of that Group, I started to correspond with Norman Eagles who, with a loosely-knit group of other people, used to run an extensive 0-gauge clockwork layout inside his house. From the pictures that I saw of his layout, I can only guess they it was either a large house, or the family lived in the garage.

Anyway, some years later, Norman died and his layout was taken over, I think, by his son Bruce. I had the occasional contact with him but lost that contact a number of years ago.

The layout was known as the Sherwood Section of the L.M.S. [or it could have been the L.N.E.R., I'm not quite sure, now].

My question:

Does anybody know what eventually happened to the layout and all of its trackage & equipment ??

Thanks.

**Response from Bruce Palmer & John Dickins both members of the Train Collectors Society.**

Yes they do ....there is an active circle of people interested in keeping the memory of the Sherwood section alive . Several own items from the layout and a small bit based on some of these appeared at this years MRC exhibition at Ally Pally.

My friend John Davies is one of these and is in touch with others, he's currently building a similar layout incorporating his own collection, to exhibit at the Bromley Tappers Leeds Day event in July.  
Bruce Palmer

Bruce and Others, Norman Eagles was, I think, a timetable officer for London Transport. He lived in a large house in Beaconsfield and I remember going with my father, also a London Transport officer, to see the Sherwood Section in action. Many people were required to operate the railway and it ran to a strict timetable.

Operating rules were also strict, no winding engines except in a station and working signals obeyed. I would be interested in renewing my memories of the Sherwood Section as it is now more than 55 years since I saw it.

John Dickins

Interested in Trains Collectors Society.

<http://groups.yahoo.com/group/TrainColSoc/>

**In response to Chris Spencer's article "Notes on Some Recent Hornby Pullmans".**

Chris Leigh writes: -

Thank you for Coupe News – as always an interesting read. Please feel free to publish this next time if you wish.

I was somewhat concerned to read your model reviewer's swipe at the 'mass circulation glossies'. I'm afraid it is an easy trap for novice reviewers to assume that, if the mainstream magazines don't mention something in a review, they are deliberately trying to 'pull the wool over readers' eyes'. After a lifetime of writing reviews (including reviewing most of the current Hornby Pullmans) I find it somewhat offensive to be accused of deceiving the readers – because that is what the writer is actually suggesting.

I am sure I speak for the other magazine journalists as well, when I say that I have NEVER set out to do such a thing. A number of factors come into reviewing for the major magazines. Probably the most significant is that we have to be 'jacks of all trades'. I know a bit about Pullman cars but I wouldn't claim to be a Pullman 'expert' - certainly not down to the detail of mouldings, panelling etc on individual cars.

This will probably mean that, either I've not been familiar enough with the prototype to spot the problem and I don't have sufficient reference material to have picked it up by that means, or that I've not considered it of sufficient significance to draw attention to it. In writing to length for magazine review pages it is frequently necessary to decide what to leave out in order to make text fit the available space.

Where there are serious problems with a model we will always say so but some minor discrepancies in the interpretation of detail may well go unremarked, but never with a deliberate intention to mislead the reader.

We also make considerable use of modern photographic and reprographic techniques to enable the reader to see for himself and decide, because there is always, somewhere, a reader who knows more about that particular subject than we do.

CHRIS LEIGH, Consultant Editor, Transport, Bauer Media.

Chris Spencer Responds.

Yes you are quite right, Chris, most 'glossies' are now much better at providing constructive criticism of manufacturers' output. Locomotive reviews have been excellent for many years, and I must admit that rolling stock reviews have been improving as a result of Hornby upping the game with their coaches and goods vehicles are beginning to come under the microscope as well.

However many other reviews still read as though they have been copied out of a manufacturers brochure. For example virtually every SR goods vehicle produced by Hornby over the last ten years is incorrectly lettered or numbered even though the mouldings are good. I have seen no mention of this in the 'glossies' and I am sure Hornby would have corrected their output by now if there had been better reviews. As a result RTR modellers of this era have unnecessarily poor models of SR trucks in their goods trains, so I am afraid I am not going to completely agree with you on this subject!

I do not claim to have any great expertise – I am just an average modeller with some readily available books on my areas of interest, but I do try to be observant – I'm sure the experts would have much more to say.

P.S. Referring back to my notes on MONACO's new 'stretchy' couplings in Coupe News No 88, I have noticed that there is a cam that actually takes the draw weight, so the new couplings will not draw apart as the load increases. They are a great advance!

*Apologies to all, the details contained within Edition 88 were incorrect, those detailed related to edition No.87. I detail below the omitted details.*

**We remember the Pullman car that was allocated the schedule number 88.**

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.35 'Drawing Room Car'.

**1896 Description when rebuilt.**

Rebuilt by SER at Ashford, basic layout unchanged 'First Class' Drawing Room car.

Total of 25 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' Parlour car.

Total of 20 seats.

**Pullman Name:** DOLPHIN.  
**Type of Car:** Parlour.  
**Into Service:** June 1920.  
**Original Builder:** Pullman Longhedge Works.  
**Pre 1960 Schedule No:** 88.  
**Post 1960 Schedule No:** 103.  
**Tare:** 30t.  
**Seats:** 20.  
**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.

1930 June. Stopped.  
1930 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 and Pullman Car Services – Archive.

### 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)



©Clive Warneford.

The K&ESR Pullman Car THEODORA awaits departure on Sunday June 27<sup>th</sup> during the railways Diesel Weekend.

**Pullman Car Services – Archive – The Alan Rushworth Collection.**

Welcome to the second of what is to become a regular dip into the Alan Rushworth Collection. My personal thanks to Alan, who has kindly forwarded his own Pullman collection of articles and photographs to the Pullman Car Services-Archive to share with fellow readers.

We start with a news item contained within 'The Railway Gazette' of December 8<sup>th</sup> 1933 – Page 864.

**PULLMAN HIGH-SPEED RAILCAR.**



A petrol-engine vehicle of remarkable construction has recently been put on the rails in America by the Pullman Car & Manufacturing Company. In an Endeavour to provide a really fast unit which would retain the Pullman standard of comfort without sacrificing operating efficiency by a weighty design. It has been designated the Railplane, and is intended for operation at speeds up to 90 m.p.h.

One of the principal objects of the research work carried out by the Pullman Company and the Stout Engineering Laboratories was to obtain maximum strength for minimum weight, and this has resulted in the under frame and body frame being fabricated of chrome-molybdenum steel tubing, and welded up as an integral structure. The outside covering of duralumin sheets is shaped to a fully streamlined contour determined by wind-tunnel tests, which incidentally showed that a 90 m.p.h. the air resistance was 90 per cent. Of the total, and that it could be reduced by one-half if a suitable profile were adopted.

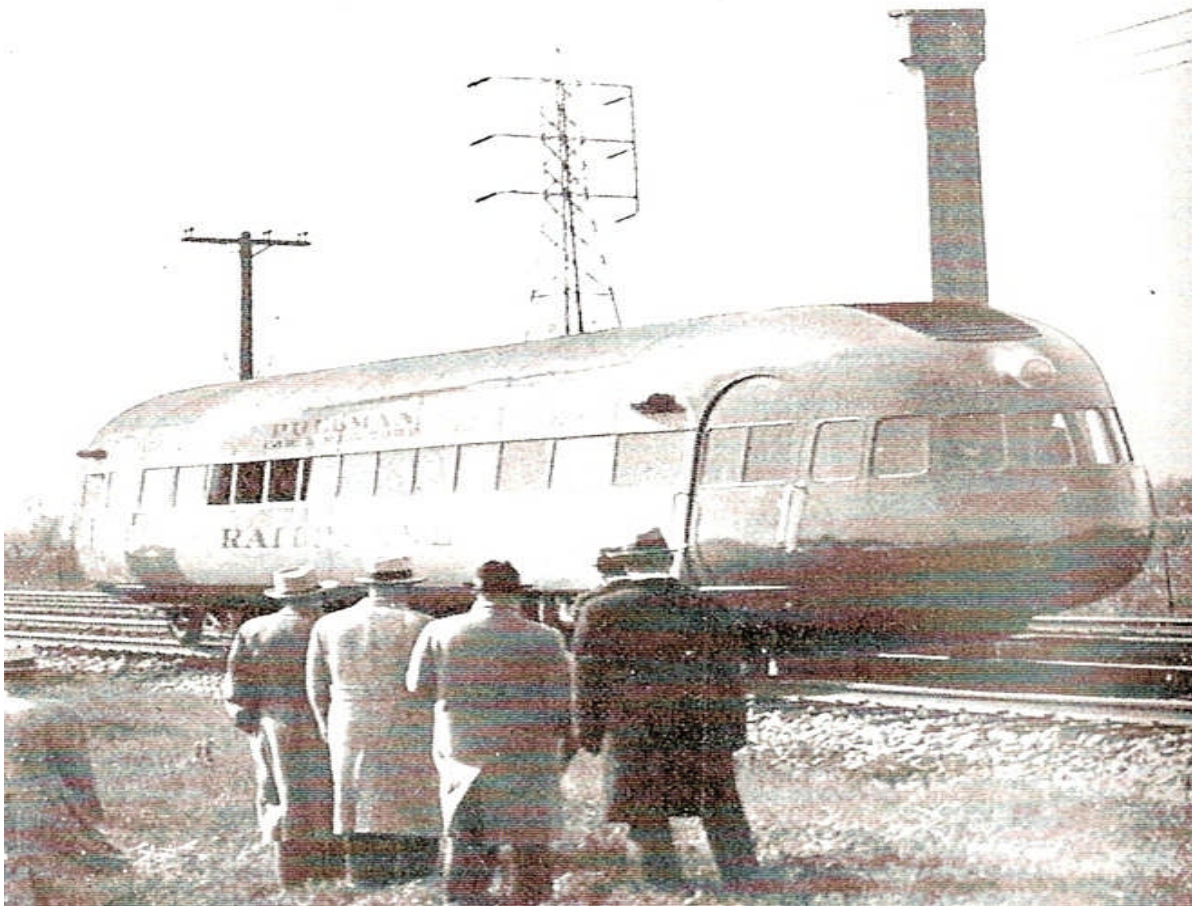
The trucks (Bogies) are also of welded chrome-molybdenum steel tubing, with high-tensile steel castings. The wheels have rubber inserts between the steel centres and tyres, and, together with the roller bearings, were supplied by the Timken Roller Bearing Company.

Two Waukesha petrol engines, each developing 160 b.h.p. at 2,200 r.p.m., provide the motive power, and are mounted on rubber pads on each side of the front truck, reversed in position, so that the engine on one side drives the front axle, and that on the other side the back axle.

The torque is transmitted through a Banker clutch and gear transmission, and the two engines are controlled from one throttle.

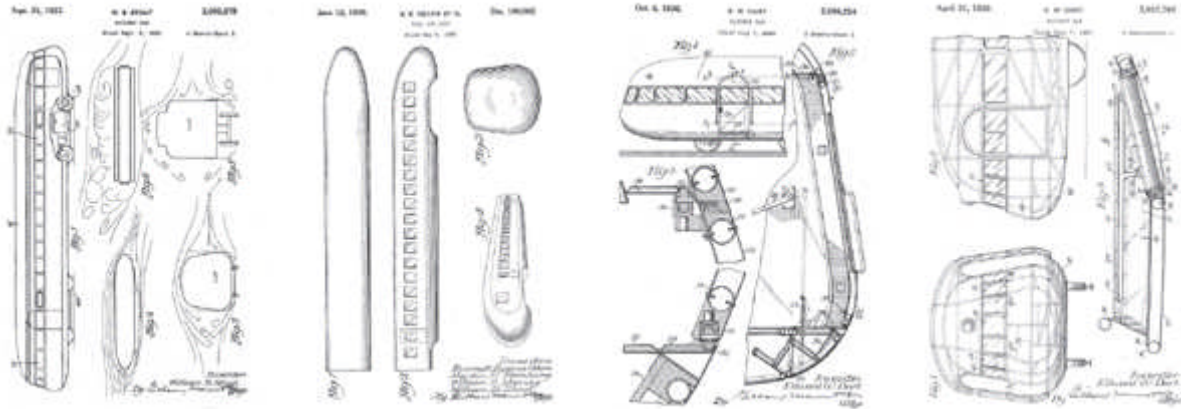
Automatic air brakes of the drum type are incorporated, and the interior of the car is heated by air passed over the engine radiators. In summer the air will be cooled by a set deriving its power from a 7-kW. Generator, which also looks after the lighting supply.

Every endeavour has been made to obviate noise and vibration, by the extensive use of rubberized hair for sound proofing, rubber inserts in the trucks (bogie), and tightly sealed windows. Within a length of 60 foot, the Railplane seats 50 passengers, and tares  $11\frac{1}{4}$  tons. It is now undergoing demonstration tests in Michigan.



(Above) The High-Speed petrol-engined Pullman railcar on a recent test run.

## Additional Information Sourced on the Railplane.



The Design of the Railplane, William Stout Original Design, Patent No.2,093,579  
Pullman-Standard Refinements on Railplane Design, Patents D-100,002, 2,056,224, and 2,037,765

The Railplane was exhibited at the Chicago World's Fair in 1934.  
Following the exhibition the Railplane was leased to the Gulf, Mobile & Northern in 1935 for service between Tylertown and Jackson, Mississippi.  
The Railplane was principally known as a test vehicle, although it saw some small commercial service.

During my research I came across the following 13 second silent film.  
I hope the link works, as this is a unique vehicle and to see it on test is truly a remarkable experience.

Copy and paste into your browser.

[http://www.thoughtequity.com/video/clip/634C201\\_019.do](http://www.thoughtequity.com/video/clip/634C201_019.do)

**Century of Progress, Chicago - PULLMAN RAILPLANE - Cast Iron.**

The photograph below shows an original model in excellent condition including paint and rubber wheels. Especially unique in that it has the Century of Progress, Chicago 1934 wording on the top. The model measures 9 inches long by 1½ inches across. This actual model is highly collectable.



Below is another version of the model.



## **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 photograph's.

C.Warneford, A.Rushworth, N.Marshall, C.Spencer, C.Leigh, J.Dickins, B.Palmer, R.Hann, Tommy Knox & Simon Kohler. Without your contributions this edition would have been much the poorer.

May I take this opportunity to apologise for three errors that occurred in last month's edition, these being: -

1. The Pullman car that was allocated the same schedule number as the June edition of Coupé News.
2. John McFarlane for my error with regards to crediting his diorama "Hewish Gates" to John McCrickard, sorry John.
3. The "West Highland Railway" of course should have read "Welsh Highland Railway".

I expect the greater number of readers will, like myself have had no knowledge of Pullmans Railplane of 1933. My thanks to Alan Rushworth who through his generosity of sharing his own Pullman collection that we now have an insight into this unique Pullman vehicle.

If any reader has any additional information on the Railplane including what actually happened to vehicle I would very much appreciate being advised for the PCS-Archive.

BR Mk1 Pullman cars of 1960/1.

This September marks the 50th anniversary of the final Pullman cars ordered by the Pullman Car Company entering service.

I hope to have a 'Special Edition' covering these cars ready for September.

I am trying to source both the Lot and Diagram numbers for the 44 cars, can you help, as any information will be most welcome.



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

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