

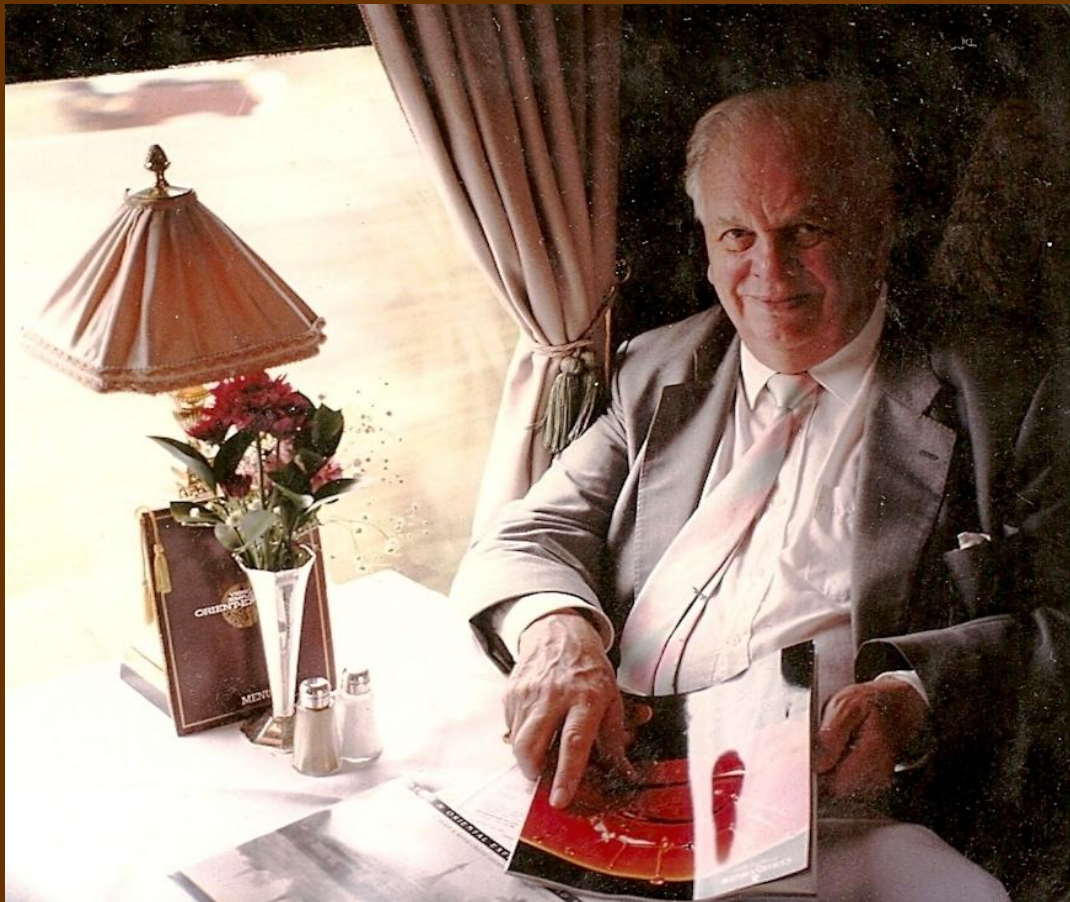


Pullman Car Services

Coupé News

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

August 2010 – CAR No.90.



Cover Photograph:

©Antony Ford.

George Behrend within the VSO-E British Pullman car IBIS in 1999.

As widely reported in mid July George Behrend passed away on July 12th. Antony Ford has been kind enough to supply two photographs of George and also written an appreciation of George which can be found on pages 6 & 7.

Editorial:

Welcome to Coupé News No: 90.

This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and images for inclusion within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by e-mail or printing a copy, to any one you may know who will also be interested in reading about matters Pullman.

Changing your Email address, or wish to be removed from the mailing list, then Email to the editorial address with your request, it's as simple as that.

Also some readers do not receive copies as published for one reason or another, I do get bounce backs advising that an e-mail address no longer exists or the mail box full. If by the 5th of each month your copy fails to arrive, please Email the editorial address and I will forward to you the missing edition.

The views and articles within this publication are not necessarily those of the editor.

Information Required:

I will welcome any information on the Pullman car located on your local preserved railway or in use as a static Restaurant, for inclusion within your Coupé News and the Pullman Car Services Archive.

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

If you have any material for inclusion in No.91, please forward by August 27th 2010.

Coupé News No.91 will be published on September 1st 2010.

Editorial Address:

Terry Bye
Pullman Car Services
Email: pullmancarservices@yahoo.co.uk

Coupé News editions 1 to 89 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 2nd 1892, when the cars ran in a Press Demonstration from Charing Cross to Hastings.

The five cars ran in the train of March 2nd, 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 Saloon.

Total of 24 seats (Probably).

The car allocated the identity of No.47.

1896 Description when rebuilt.

Rebuilt by SER at Ashford , basic layout presumed unchanged.

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 16 seats.

Pullman Name: FIGARO.
Type of Car: Kitchen.
Into Service: May 1920.
Original Builder: Pullman Longhedge Works.
Pre 1960 Schedule No: 90.
Post 1960 Schedule No:90.
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 FIGARO in the normal location for car name and numbers mid lower panel on both sides.

1930 June. Stopped.

Sold and located at Selsey as a dwelling.

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 for further detail and information.

RAILDATE.

The weekly newsletter produced and also published by Howard Sprenger of the Hursley Park Model Railway Society every Friday covering general railway subjects with links to sites for further information visit: -

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

Where you can sign up to access the weekly newsletter.

RAILWAY HERALD.

Railway Herald is a colour magazine that covers today's railway scene in the UK.

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

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

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/

PullmanCompanyResearchers.

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

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



Look Back At Pullman:

1950 – August - 60 Years Ago:

- August 9th. Devon Belle stock Excursion. London Victoria Station to Chichester and cruise on Southampton Water.
- August 23rd. Devon Belle stock Excursion. London Waterloo Station to Templecombe for transfer by road to Wells Cathedral.
(Source: PCS-A - Greg Child 19/09/1992).

1960 – August - 50 Years Ago:

- August 26th. The South Wales Pullman noted hauled by Castle Class No.5006 'Tregenna Castle'. The following Pullman cars being within the trains formation.
CAR No.54, 171, 35, DIAMOND (The Daffodil Bar), CECILIA, ZENA, CHLORIA & CAR No.27.
(Source: Pullman Travelling in Style- Brian Haresnape – Page 130.).
- August 27th. The 'Golden Arrow' is hauled by Battle of Britain Class No.34088 '213 Squadron' The formation consisting of 1 x Bogie Luggage Van (BLV), 2 x BR Mk1 Standard-coaches, 7 x Pullman cars and 1 x BLV.
(Source: Steam Days No.21 Pages 36 & 37).

1990 – August - 20 Years Ago:

- August 4th. Composite car BERTHA now fully restored and into service on the Bluebell Railway.
(Source: Railway World - October 1990).
- August 15th. Ex-5Bel Kitchen First VERA restored and into service within the British Pullman train operation of the VSO-E.
(Source: Railway Magazine - November 1990).

GEORGE BEHREND JANUARY 10th 1922 – JULY 12th 2010 – GONE WITH REGRET - Antony Ford.

Sadly, I learnt that following a phone call from George Behrend's nursing home in Cullen, Scotland that George passed away at 7 p.m. on Monday July 12th peacefully after a brief illness.

George had been unwell for about a week. Thankfully the staff and local friends had kept in regular contact advising of his progress, following my last visit late December. A man of few harsh words and with a dry sense of humour, George thought highly of them all - so much so that he refused to leave the comfort and familiarity of the home against the doctor's recommendation for his admittance to the Aberdeen hospital.



© Antony Ford.

In 2006 both George & Antony visited Dufftown and were photographed within one of the two ex 5Bel Brighton Belle cars.

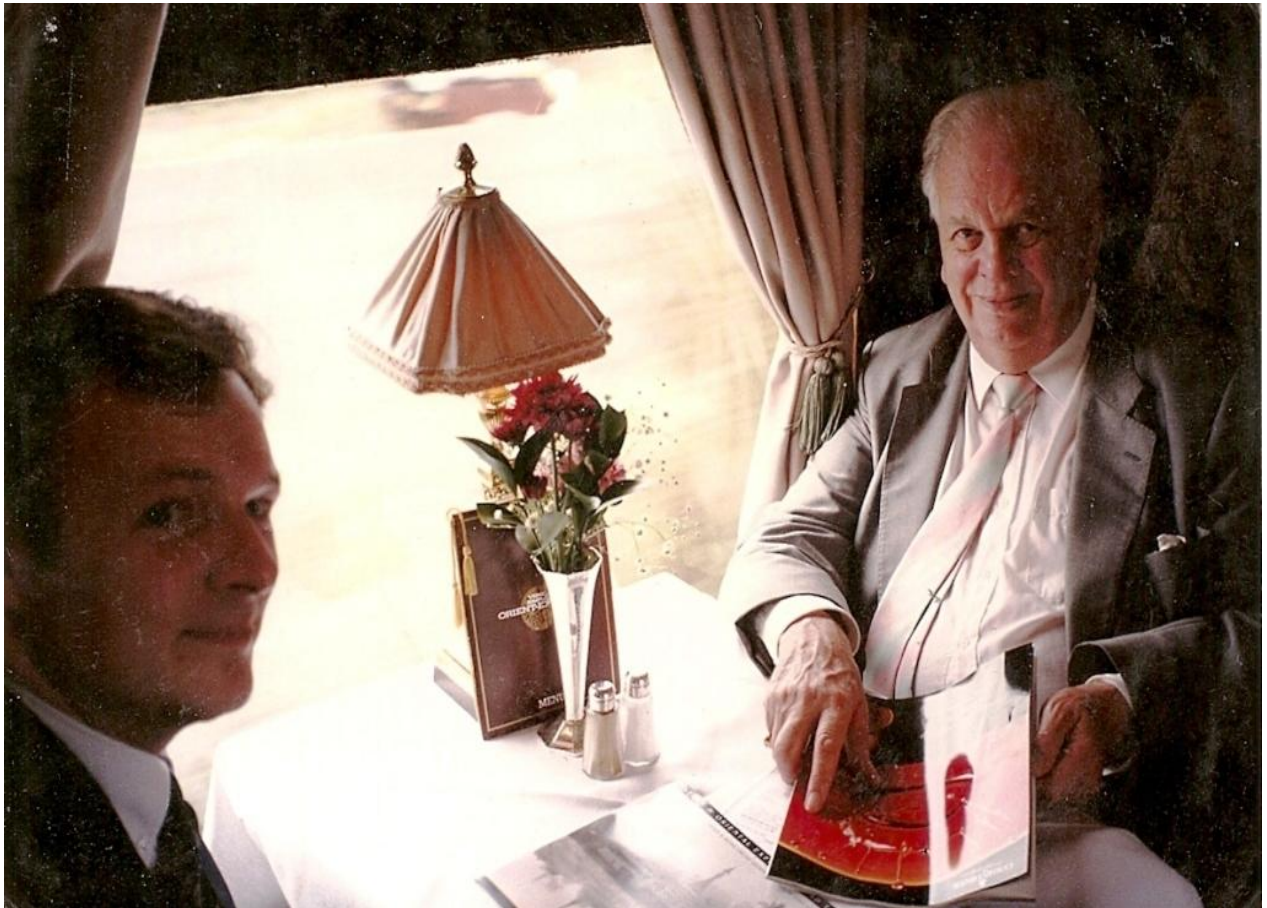
When I spoke to him recently he was in remarkably good spirits and said he was reasonably comfortable, but very tired. During our conversations, he invariably talked of his passion for Wagons Lits and Pullman cars and gave me constant encouragement to continue with my own research.

I was always fascinated by his host of detailed recollections, particularly the stories of him often watching the 'Torquay Pullman' rushing through Newbury in 1929, for instance, or his trip on the Liner, the 'Olympic' during the Slump in 1932.

On every visit to Scotland he always (but *always*) had colourful stories to tell, which I have recorded. And having promised for some time to write down his recollections of Pre-war Pullman travel particularly for me, I received only two weeks ago a remarkable hand-written note of his journeys in Pullman cars *Marjorie* and *Thelma* together with his trip on an Egyptian Pullman; all with a splash of humour and sensitivity. I felt quite humbled that George congratulated me on my latest book, too, and he exclaimed it brought back for him a flood of wonderful memories.

As we are all probably aware he was well-known for his various and often treasured travel books, and contributed regularly towards articles in the popular railway press; some of his most notable books include: 'Pullman in Europe' (1962) and 'Gone with Regret' (1991 2nd Edition), among many others.

Educated at Marlborough and Oxford, he initially lived for the first thirty years of his life in Burghclere, Hampshire, followed by four years in the army during World War II in the Western Desert, North Africa, Italy and Greece. He became a member of the Chartered Institute of Transport and of the British Guild of Travel Writers, living for more than twenty years in Jersey before finally moving to Buckie in Scotland. The loss of George is sad for those who knew him and admired his work. It is regrettably another severed link with the past.



©Antony Ford.

In 1999 both Antony & George travelled within VSO-E British Pullman car IBIS.

Antony attended the funeral at Moray Crematorium on Tuesday July 20th.

George Behrend 1922 – 2010 ‘Gone With Regret’.

My personal thanks to Antony for the loan of the photographs and his appreciation.



LNER Pacifics

The Eastern Region of British Railways Pacific Class Locomotive Pullman Workings – Tommy Knox.

I detail below workings for August 1960 (50 Years Ago).

The Queen of Scots Pullman.

60.08.04	60134	131 Up Queen of Scots into Kings Cross
60.08.05	60118	131 Up Queen of Scots into Kings Cross
60.08.06	60036	142 Dn North Briton from Leeds - Newcastle / 131 Up Queen of Scots
60.08.06	60085	131 Up Queen of Scots from Edinburgh - Newcastle
60.08.06	60099	09.10 Glasgow - York into Newcastle / 58 Dn Queen of Scots
60.08.06	60120	948 08.00 Kings Cross - Leeds / 131 11.10 Up Queen of Scots
60.08.06	60134	58 Dn Queen of Scots from Kings Cross
60.08.08	60134	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots (118)
60.08.09	60134	948 08.00 Kings Cross - Leeds / 131 Up Queen of Scots (118)
60.08.10	60069	131 Up Queen of Scots into Kings Cross (118)
60.08.11	60118	131 Up Queen of Scots into Kings Cross (118)
60.08.13	60036	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
60.08.13	60073	131 Up Queen of Scots into Newcastle
60.08.13	60074	58 Dn Queen of Scots into Newcastle / Newcastle - Liverpool
60.08.13	60085	Birmingham - Newcastle arr 13.52 / 58 Dn Queen of Scots from Newcastle - Edinburgh
60.08.15	60020	131 Up Queen of Scots from Glasgow
60.08.15	60036	131 Up Queen of Scots from Newcastle
60.08.16	60036	131 Up Queen of Scots from Newcastle
60.08.16	60077	58 Dn Queen of Scots into Newcastle
60.08.17	60036	131 Up Queen of Scots from Newcastle
60.08.17	60530	58 Dn Queen of Scots from Newcastle
60.08.20	60036	58 Dn Queen of Scots into Newcastle
60.08.20	60127	131 Up Queen of Scots into Newcastle / 58 Dn Queen of Scots
60.08.20	60153	142 09.15 Dn North Briton into Newcastle / 131 Up Queen of Scots
60.08.20	60502	58 Dn Queen of Scots from Kings Cross
60.08.22	60130	58 Dn Queen of Scots failed at Wakefield 63984 on to Leeds
60.08.23	60035	58 Dn Queen of Scots from Newcastle
60.08.25	60130	131 Up Queen of Scots from Leeds
60.08.25	60517	131 Up Queen of Scots from Edinburgh
60.08.26	60073	131 Up Queen of Scots from Edinburgh
60.08.27	60073	131 Up Queen of Scots into Newcastle
60.08.27	60074	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
60.08.27	60120	58 Dn Queen of Scots
60.08.31	60074	131 Up Queen of Scots from Newcastle

The Tees Tyne Pullman.

60.08.03 60003 145 Up Tees Tyne Pullman
60.08.03 60013 82 Dn Tees Tyne Pullman
60.08.19 60008 82 Dn Tees Tyne Pullman

(Not much this month)

The Yorkshire Pullman.

60.08.02 60044 84 Dn Yorkshire Pullman
60.08.04 60044 84 Dn Yorkshire Pullman
60.08.05 60061 793 09.52 Peterborough - Kings Cross / 84 Dn Yorkshire Pullman
60.08.06 60044 84 Dn Yorkshire Pullman
60.08.06 60130 19 Up Yorkshire Pullman
60.08.08 60150 54 10.20 Kings Cross - Leeds / 19 Up Yorkshire Pullman / 168 20.05 Dn Car
Sleeper
60.08.09 60061 84 Dn Yorkshire Pullman
60.08.12 60044 84 Dn Yorkshire Pullman
60.08.13 60118 84 Dn Yorkshire Pullman
60.08.13 60130 19 Up Yorkshire Pullman / 88 18.12 Kings Cross - Leeds
60.08.17 60103 84 Dn Yorkshire Pullman
60.08.22 60039 84 Dn Yorkshire Pullman
60.08.24 60039 84 Dn Yorkshire Pullman
60.08.25 60103 84 Dn Yorkshire Pullman
60.08.27 60130 19 Up Yorkshire Pullman / 17.52 Kings Cross - Peterborough/Cambridge

The Harrogate Sunday Pullman.

60.08.07 60062 84 09.45 Dn Harrogate Sunday Pullman 8on
60.08.07 60134 19 Up Harrogate Sunday Pullman

Please note, Tommy advises that his web site has been down for a period of time, following someone hacking in and wiping the information held.
Tommy has been able to retrieve the information and the web site is up and running, although he has still to tidy it up.

Tommy's database is held on a standalone system and is unaffected by the above.

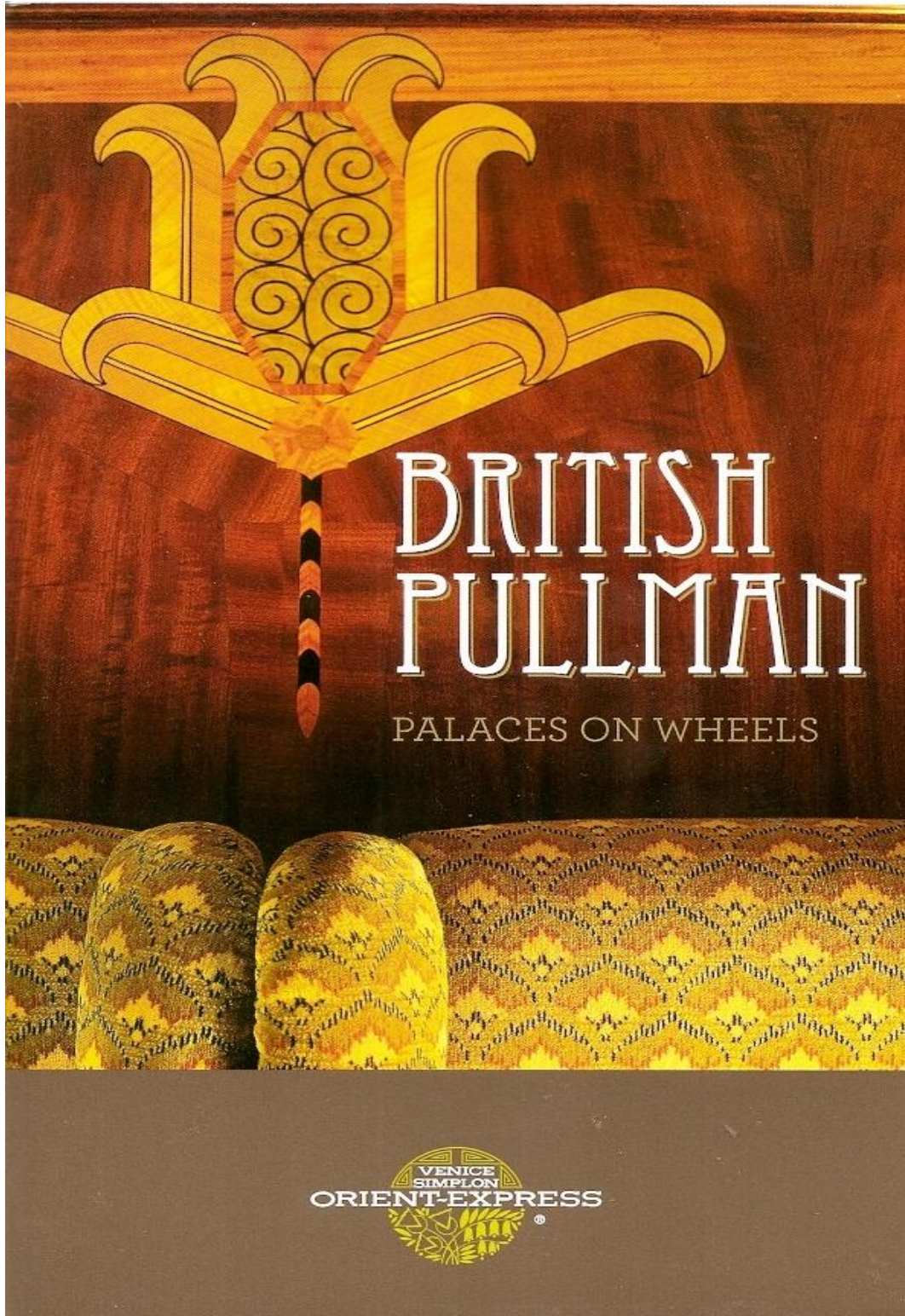
If you have any questions please contact Tommy via his web Site address below..

www.lner-pacifics.me.uk

My thanks to Tommy for his continued support with his monthly historical review, for further information on LNER Pacific's visit Tommy's website as detailed above.

Venice Simplon – Orient - Express British Pullman “Palaces on Wheels”.

In late July, Gina Breen Charters Manager British Pullman & Northern Belle forwarded to me a copy of the 2010 booklet covering the history of the eleven Pullman cars that make-up the formation of the British Pullman train.



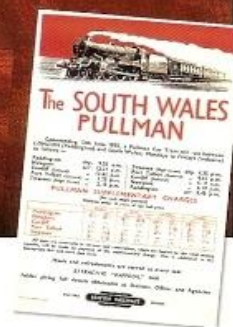
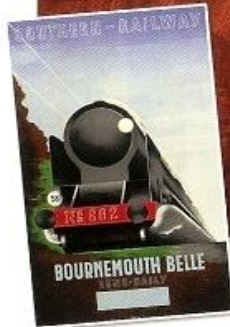
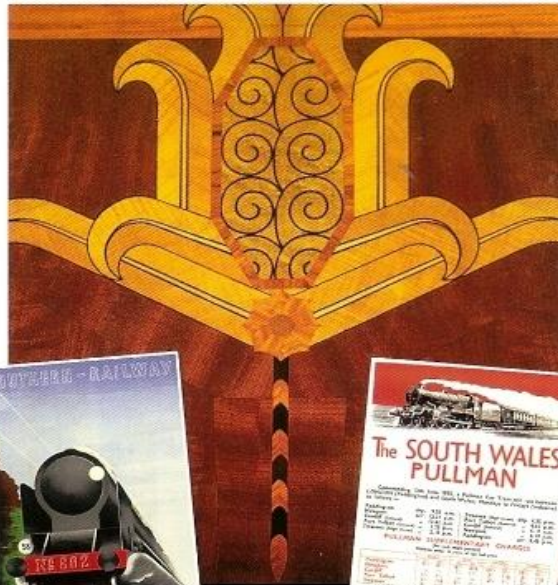
©Venice Simplon-Orient-Express-Limited.

The booklet is readily available to passenger travelling board the British Pullman train. As would be expected this booklet is superbly illustrated and includes a snapshot of each cars history from introduction by the Pullman Car Company to its present operation within the VSO-E operations.

BRITISH PULLMAN

ZENA

FROM THE FRENCH PRESIDENT TO FILM STARS, SHE HAS HOSTED MANY NOTABLE FIGURES AND THANKFULLY WAS SAVED FROM A SAD FATE.



In 1929, a year after she was built, Zena was in service as a First Class parlour car with the Great Western Railway on Ocean-liner services to Plymouth and in the Torbay Pullman.

Two years later she was with the Southern Railway and continued for some years on Southampton boat trains and with the Bournemouth Belle. After the war, she joined the Queen of Scots, the Yorkshire Pullman, the Tees-Tyne Pullman and the South Wales Pullman.

Then in March 1950 she carried President and Madame Vincent Auriol of France during their state visit to Britain. On their return journey they had "Filets of Sole Zena" for lunch and President Auriol drafted a letter of thanks to King George VI on the back of the menu card.

In 1960 Zena rejoined the Queen of Scots and in August 1965 when she was part of the final run of the Tees-Tyne Pullman. The following year, however, saw her consigned to the

scrapheap. Luckily, Terry Robinson of Doncaster came to her rescue. He saw her in the sidings outside York railway works with a white cross painted on her, indicating she had been taken out of service.

He felt she was too beautiful a car for that to be her fate so he bought her, eventually selling her to VSOE in 1979.

From top: A marquetry design from Zena; posters for the Bournemouth Belle and the South Wales Pullman.

Pictures: Venice Simplon-Orient-Express Ltd., Getty, © SEFA/NEIK



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14 BRITISH PULLMAN

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For further information www.orient-express.com/uktrains

A Journey in Pullman's Car Train - By A. Traveller - Rothwell Times -June 1874.

To the editor of the Rothwell Times.

Sir, - For nervous affection in Railway Carriages, please to highly recommend "Pullman's Cars." They having to stop at Woodesford station this morning for a select parlour full, myself and my good lady, although only 3rd class, were graciously allowed to join the cars, and oh, what a contrast to the "dithering" Lancashire and Yorkshire, we so often travel in. The slight rocking, but no jolting even at Normanton points. Hurrah, shouted the lads as we passed, swinging along at fifty miles per hour, with a sensation something between a small steam boat and a street car with no stones on the metals.

After our first surprise was over, we could not but greatly admire the neatly finished and well contrived compartment, four doors on each side well lighted, and not baby finger traps, as they slide into the casing and cannot be slammed. Seats for two passengers on each side of the car, and gangway to the middle, seating 32 persons, with spacious luggage compartments at each end, and on the four bogie wheels.

Leather cushioned seats with leaning backs, roof of car something like street cars, but higher; very quickly were we taken to Sheffield. Admiring groupe with black faces gazing at us for miles. There we had a short look at the drawing room, parlour and sleeping cars, which have been so well described by the newspapers, and are magnificently appointed, fifteen minutes at Derby in a crowd of gazing into every corner of the cars.

At Leicester the same, or rather more of it, at which place I gave one of the officials an idea – which may be very valuable to the Company – if they will only take it from a non-director I said, show the cars for a few months as the leading station and charge for seeing them, which would pay better than running them for a while; and would effectually advertise and introduce them to the public.

Now, Mr Editor put forward this idea by the powerful influence of the press, and if we do not each get a Pullman's season ticket presented us, we shall certainly deserve one.

My good lady and your correspondent have arrived safe in town in exactly five hours, and punctual to the minute.

No sensation of one set of wheels in danger of jumping off the metals, because your car feels so firm and solid, rolling instead of jumping wheels under your feet; you can go out on the terrace in front of the car, or at the back, and our car being the last in the train, there was a fine view of the retreating country, and in tunnel something quite sensational, like clouds of fiery vapour following the track.

Of course we must have cars timed to stop at Woodlesford, or have the main line deviated to Rothwell, so as to supply the demands of our travelling public, and also to extend the radius of circulation for the *Rothwell Times*.

Yours very respectfully,

A.Traveller.

London, June 3rd, 1874.

For further information about Woodlesford Station visit the web site at

<http://woodlesfordstation.co.uk>



July 1st brought my long awaited arrival of R2819 “Bournemouth Belle” train pack, this was then followed on the 13th by R4381 “Bournemouth Belle” Pullman Cars Pack.

R4381 car pack really enhances those within the R2819 “Bournemouth Belle” train pack.

The car pack consists of Parlour First SUNBEAM, Kitchen Third CAR No.45 & Parlour Brake Third CAR No.95. All three have the “Bournemouth Belle” roof boards fitted; in addition each car has a pair of ‘Alternative Couplings’ for closer coupling between the cars.

Both cars SUNBEAM and CAR No.45 match the three cars within the “Bournemouth Belle” train pack These being Kitchen First MALAGA, Parlour Third CAR No.96 and Parlour Brake Third CAR No.94 by having Matchboard sides.

The exception being Parlour Brake CAR No.95, this car has aluminum sheathing and the access doors to the Guards/luggage compartment being hinged two door type, (unlike CAR No.94 which has the sliding door type).



©PCS-A.

CAR No.94.

Formerly Clayton Wagons built Kitchen First ANSONIA of December 1920 for service on the Great Eastern Railway.

1924 Rebuilt to first Class Brake Parlour seating 16 for the London North Eastern Railway’s Bradford portion of the ‘Harrogate Pullman’, retaining the allocated name ANSONIA.

1929/1930 relocated to Great Western Railway for Pullman services.

1934 Remodelled to Third Class with seating increased to 22, became CAR No.94.

1946 Relocated to the Southern Region, known to have been allocated to the Bournemouth Belle.

1955 Withdrawn.



©PCS-A.

CAR No.95.

Formerly Clayton Wagons built Kitchen First ARCADIA of November 1920 for service on the Great Eastern Railway.

1924 Rebuilt to first Class Brake Parlour seating 16 for the London North Eastern Railway's 'Harrogate Pullman', retaining the allocated name ARCADIA.

1925 Known to be within the formation of the 'Edinburgh Pullman'.

1929/1930 relocated to Great Western Railway for Pullman services.

1930's Known to be within the formation of the Eastern Belle.

1934 Remodelled to Third Class with seating increased to 22, became CAR No.96.

1946 Relocated to the Southern Region, known to have been allocated to the Bournemouth Belle.

1951 Body Plated with aluminium sheathing and hinged doors fitted to the Guards/luggage compartment (as above photograph).

1961 Withdrawn and sold to British Railway for conversion to Pullman Camping Coach.

1962 Conversion undertaken to Pullman Camping Coach and allocated the identity of BR SC No.50.

1963 to late 1969 located to Inverkip.

Reported as the used as a temporary canteen prior to departmental use by CCE.

(Information sources PCS-Archive, Hornby and Antony Ford's Pullman Profile No.1 – The 12-Wheel - Cars).



©PCS-A. (Above) CAR No.94 with the Tail and Headboard as supplied in the R2819 Train Pack.



©PCS-A. 4-6-2 Britannia Pacific No.70009 'Alfred The Great' as supplied in the R2819 Train Pack.

MREM reader Robbie McGavin has filmed his Belle set, and this is now available to view on Youtube.
http://www.youtube.com/watch?v=S88_JJI0ig

The Blue Pullman 1963 – 1974.



©PCS-A

The Western Region – 8 car set both First & Second Class.

The real Blue Pullman was introduced onto British Railways in mid 1960.

Tri-ang produced the first models in 1963 and these consisted of a motorised power car **R555**, and a dummy power car **R556** and a parlour car **R426** the parlour cars always carried the identity of W60745.

All were available individually but from 1964 were available in the **RS52** three car set.

The cars were based on the Western Region 8 x car sets with the destination blind fitted to the right of the body side vents (as painted black on the above model).

The power cars both carried the number W60097.



©PCS-A

The 'Midland Pullman' – 6 car set all First Class.

(Unlike the Western Region 8 x car sets the 'Midland Pullman' 6 x car sets did not have destination blinds fitted).

At no time during the period of production were any models of the Kitchen car produced.

Between 1963 & 1967 the livery was all over blue with white window surrounds.

The elongated post 1960 Pullman Coat of Arms applied to the cab front.

1968 - The cab was painted yellow following BR Practice.

1969 - The whole livery was changed, following BR practice, to grey & blue, and as with BR policy, Pullman cars were painted in the reverse livery of the normal blue & grey.

(Refer to **R230** 'Golden Arrow' car).

1971 - Production of the grey & blue liveried cars ceases.

1974 - Final production took place with train set **R538** in electric blue with a grey window stripe and white crest in the middle of each side.

(Extract from Coupe News Special Edition No.6 - 50 years of Tri-ang - Hornby Pullmans 1958 to 2008).

MREmag Independent News Service - Editor: Pat Hammond.

Throughout 2010, these pages will bring you news of the British model railway industry three days a week.

As reported on Monday July 26th 2010.

The Hornby 'Blue Pullman' - Is it a Possibility?

Some of you will have heard the rumours of Hornby considering releasing a model of the 'Blue Pullman' and, since the last issue of *MREmag* was published, we have received the following communication from the company:

There has been much rumour just recently concerning Hornby and the Blue Pullman tooling. So as to prevent further conjecture, and even more rumours, I am happy to confirm that we have shipped the Blue Pullman tooling to China for examination, with a view to seeing what is required should we wish to commence production.

I have obviously been watchful of the demand for the Blue Pullman and the interest generated whenever the train is mentioned and, even though I am on record as being sceptical, I believe that there is significant interest for Hornby to once again consider manufacture. Obviously, times and expectations have changed over the years and I can confirm that Hornby do have a complete set of works drawings for the Blue Pullman train, including those coaches that were never produced. As time progresses, I will keep you and your readers aware of our plans concerning the Blue Pullman but, for the time being, it is a question of watch, with keen anticipation, this space.

Yours most sincerely

Simon

Obviously readers will read different things into this but, for the time being, no further information is expected. Until the study of the tooling has been carried out, no one has any answers. We will just have to wait and see.

Bachmann Blue Pullman Takes to the Tracks.

In the meantime, Bachmann yesterday announced that it is to produce an all new 6-car Midland Pullman diesel unit as part of its highly regarded Branchline 00 scale range.

Metropolitan Cammell built two of these iconic luxury trains in 1959 for use on the Midland main line between London St. Pancras and Manchester Central during peak business travel times.

Following completion of the West Coast Main Line electrification scheme, the two Midland units moved to the Western Region to complement the similar three Western Region sets which were 8-car units. There were differences between the two types. After carrying the Pullman grey and blue (the reversed corporate blue and grey colour scheme) for a period, they were withdrawn from service in May 1973.

The Blue Pullman has been a much-requested model and Bachmann was due to announce this project in March 2011. Graham Hubbard, Bachmann's Managing Director, said "*we are aware of others announcing the possibility of producing this unit. We have been working on it for several months and in order to bring clarity to the situation we have made our plans public*".

Graham continued, "*we first looked at this famous train some years ago and at the time we did not consider it viable. However, the market has changed considerably over the past two years and we felt the time was right to dust off our plans. We had decided to do so long before the recent announcement from a retailer*".

Each six car unit will comprise 2 x power cars, 2 x kitchen cars (type 4) and 2 x parlour cars (type 6) and will be sold as a 6 car unit.

The new model will incorporate today's leading edge technologies and will include the following features:

- Drive system in power car
- New style close coupling concept
- Central coach ceiling and table lamp lighting
- Directional lighting
- Cab lights
- Sound prepared
- Etched fan grilles
- DCC socket

The full six-car unit (catalogue No 31-255) is expected to retail at around £300. It is our intention to look at DCC sound options at a future stage.

Three Blue Pullmans.

Who mentioned London buses?

For two years the Blue Pullman train has topped the annual OO wish list poll, sponsored by MREmag and several of the printed magazines. Despite the idea being dismissed on several occasions, a few weeks ago, Olivia's Trains of Sheffield announced that they had entered into an agreement with Heljan to produce a model of the 'Blue Pullman' train. Then, on Saturday, two days ago, Hornby confirmed that they had shipped the Tri-ang 'Blue Pullman' tooling to China for examination, obviously with a view to possibly producing a model. They mentioned that they have copies of the original drawings for all the coaches, which suggests that new tooling was a possibility for the missing subjects and possibly the whole train. The following day, Bachmann made the announcement that they are going ahead with tooling up the Midland version of the iconic train. While they were aware of the Olivia's Trains proposal, Bachmann were clearly unaware of Hornby's activity.

Like London buses, there are none and then three come along at once!

Of the three, only Hornby have not committed themselves to producing the model and might well look towards the beginners market, using the tools they already have - possibly adding a kitchen car.

My thanks to Pat Hammond for allowing me copy the above direct from the Monday edition of his three times a week newsletter. If you have yet to visit Pat's website then take '5' and pay a visit at <http://www.mremag.com/>

Olivia's Trains Tuesday July 27th Announcement.

"Dear Valued Customer,

Thank you for your support with the Blue Pullman Project, As you may be aware another manufacturer has announced their intention to produce the same model to a very similar specification, with this in mind we have decided to close the project with Heljan and order from Bachmann, as such all the deposits that you have paid for the project will be placed onto a pre-order for the Bachmann Version, because you have supported us in this project we will price match any genuine retailer once Bachmann announce the final RRP and will offer Free P&P to any U.K and Non E.U. Country. For customers within the E.U. we will discount P&P, but this cannot be done until we know the exact dimensions of the product.

The Bachmann Blue Pullman is due October 2011 and we are in contact with Bachmann to pass on all the knowledge that we have gained from our customers and our research We will continue With the EM1/ EM2 and they are still on track for June next year.

Many Thanks for all your support we really appreciate it.
Kind Regards,
Olivia's Trains"



©PCS-A.

One of the Western Region Eight Car Sets.

The Inaugural Midland Blue Pullman – July 4th 1960 – Manchester Central to London St.Pancras.



©Ian Stewart Carr – R.Barber July 2010.

The inaugural “Up” Midland Blue Pullman (Monday to Friday) service the 8.50 a.m. from Manchester Central and scheduled for a 12.03 p.m. arrival at London St.Pancras. (Ian noted on his negative packet that the arrival was 5 minutes early).

As per the clock (to the left of the Blue Pullman) the time is displayed as approximately 12.14 p.m.

The Midland Blue Pullman service operated with two 6 car all first class formations. The set in the above photograph is ‘Set No.2’.

The on train Pullman crew will be busy completing interior preparation for the next service which is due to depart St Pancras at 12.45 p.m. to Leicester London Road.

Note, the blanks over the three above the buffers will be uncovered to give the 'Class A' headcode before departure.



©Ian Stewart Carr – R.Barber July 2010.

The Blue Pullman departs from St.Pancras at 12.45 p.m. for Leicester London Road, note the use of the oil tail lamp.

Scheduled to a 2.10 p.m. arrival at Leicester London Road, the Pullman crew had just a 23 minute turn around before the return working to London St.Pancras, due arrival at 4.00 p.m.

The Monday to Friday returning “Down” working from London St.Pancras to Manchester Central Departed at 6.10 p.m. arriving at Manchester Central at 9.21 p.m.

As the Midland Blue Pullman service operated Monday to Friday only, it only required one of the two six car sets to cover this diagram. It is reported that the second set was held as a spare at Derby in the event of failure and also to cover servicing requirements.

The overhead electrification of the London Euston to Manchester & Liverpool services brought the Midland Blue Pullman service to an end on April 18th 1966.

(Information sources I.S.Carr, R.Barber, PCS-Archive and both Kevin Robertson’s books “Blue Pullman” & “Blue Pullman Supplement”).



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!

CAR No.88 Arrives at the Bluebell Railway – David Jones.

5Bel Unit 3051 CAR No.88 Motor Brake Second Parlour owned by the 5BEL Trust, has arrived on the Bluebell Railway for a two month stay which will include the 50th anniversary celebrations commencing on Friday August 6th through to Sunday August 8th. Also originally scheduled to be working on the railway that weekend A1 Class 'Tornado' unfortunately cannot attend due to firebox problems.

CAR No.88 was loaded onto an Allelys Low Loader at Ramparts Derby workshop on Monday July 19th, where the cars bodywork has been restored together with a cleanup of the interior. Travelling down the M1 motorway and arriving at Sheffield Park at 10 p.m. that same evening.



©David Jones.

Allelys Tractor and trailer with CAR No.88.

Unloading at Sheffield Park onto the tramway in the upper car park early the following morning was complicated as the car needed to be facing south, so the ramp had to be constructed in reverse to normal practice when such vehicles arrive.

On Wednesday July 20th, the on-hire Class 08 diesel electric shunter hauled CAR No.88 to Horsted Keynes where it was shunted into the dock siding next to the Carriage and Wagon Works to be positioned end-on to resident 5Bel Unit 3051 DORIS Kitchen First, so forming for the first time in many years part of a 5Bel 'Brighton Belle' set, now looking as though it is just about to depart from the station.

The S15 locomotive tender is only located in the same siding in front of cab of CAR No.88, as it will shortly be relocated into the yard to provide water for the visiting locomotive from the Romney Hythe and Dymchurch Railway also in August.



©David Jones.

The S15 Tender and CAR No.88.

Pullman car DORIS has not been on public view for some months since space had to be provided for one or two locomotives taken up to Horsted Keynes because of the construction work on the new 'Woodpax' storage shed and museum site.

During the winter paint had been peeling off the roof of car DORIS, so on the Thursday July 22nd Pullman Society member Brian Blades and myself spent all day scraping, wire brushing and painting the affected areas as the pristine white roof of CAR No.88 was showing it up.

Both cars now look the part which hopefully will give a boost to the 5BEL Trust's efforts to raise more funds and publicise for the project, and also help the Bluebell Railway celebrate their forthcoming anniversary with an iconic train of the mid 1930s era on show.

It is hoped that both Cars will be open over the 50th anniversary weekend.



©David Jones.

(Above) Seating within CAR No.88.



©David Jones.

(Above) Brian Blades painting the roof of car DORIS.

Memories of the Brighton Belle - Ian David Smith.

For a holiday in 1971 my Mother and Father decided that it would be a good idea to take myself, my brother Neil and friend Ian Hatton on a Southern Region Railover for a week.



©Ian David Smith.

From the Left to Right – Travelling in Style - Ian David Smith, Ian Hatton & Neil Smith.

The highlight of the week was a trip on the Brighton Belle on Wednesday 25th August 1971. We went up to Victoria via Clapham Junction, where we saw the up Brighton Belle passing through. We duly caught the 11a.m. service to Brighton, and took 2nd class seats in the leading Motor Car of 3052, though we did pass longing glances at the First Class cars! On the way down we partook of morning tea and nibbles on the way down, and experienced some difficulty drinking the beverages due to the rather rough ride which was associated with the Motor Brake Parlour cars..

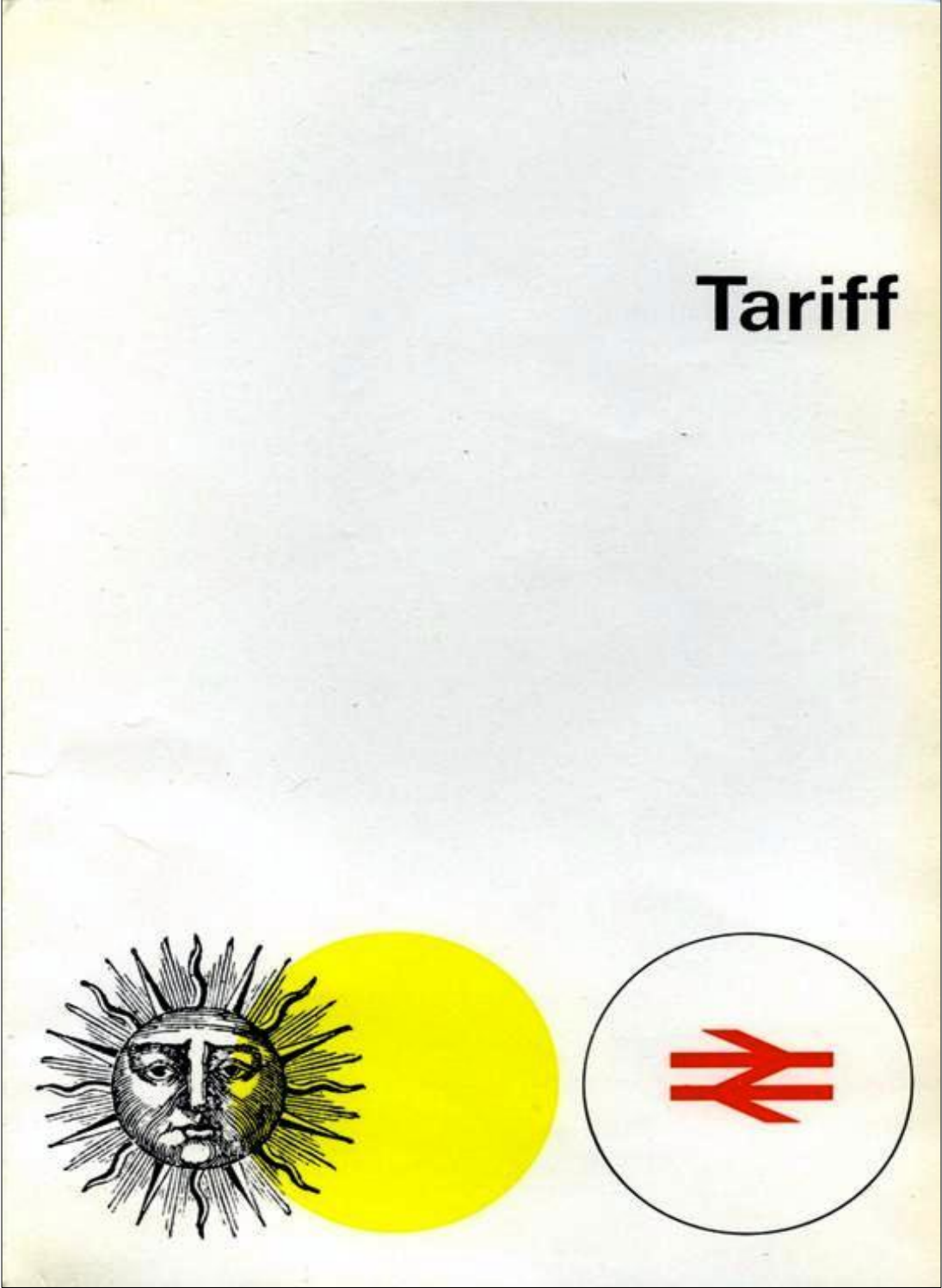


©Ian David Smith.

A Morning Cuppa Pullman Style

We did however admire the various items of Silverware on the tables, and not all of it was marked Pullman either, as the milk jug was marked LNER.

Dad took several pictures, and did quite well given the ride! At Brighton, Dad found that the Menu had quite mysteriously fallen into Mum's bag, odd that!



Wine List

As available

		½ Bott.	¼ Bott.
CHAMPAGNE	G. H. Mumm, Cordon Rouge		
	N.V.	£1.35	70p
BORDEAUX RED	Médoc	80p	40p
	Château Martinet	95p	—
BORDEAUX WHITE	Graves	80p	40p
BURGUNDY RED	Macon	80p	40p
	Beaune	90p	—
ROSÉ	Beaujolais Rosé	70p	35p
	Rosé D'Anjou	75p	—
BURGUNDY WHITE	Pouilly Fuisse	80p	40p
HOCK & MOSELLE	Liebfraumilch	95p	50p
	Zeltinger Riesling	90p	—
ALSATION	Riesling	90p	—

SHERRY

Amontillado No. 4 <i>miniature</i>	21p	Tio Pepe <i>miniature</i>	22p
Walnut Brown	21p	Bristol Cream	22p

APERITIFS

Dubonnet .. <i>miniature</i>	21p	Martini Vermouth Sweet or Dry .. <i>miniature</i>	11p
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PORT

Fine Old Ruby .. <i>miniature</i>	22p
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SPIRITS AND LIQUEURS

Whisky 'Royal Scot' <i>miniature</i>	36p	Remy Martin V.S.O.P. <i>miniature</i>	38p
Whisky	36p	Cognac	33p
Gin 'London Square'	36p	Cointreau	37p
Gin	36p	Drambuie	35p
Vodka	36p	Cherry Heering	35p
Rum	36p		

Whisky, Gin, Rum and Vodka are offered prepacked in a securely closed container.

BEERS

Bass 'Export', Worthington 'Green Shield' .. ..	.. ..	.. ..	15 ¹ / ₂ p
Whitbread .. ..	.. ..	.. ..	15 ¹ / ₂ p
Guinness, McEwans Export, Double Diamond .. ..	.. ..	.. ..	15 ¹ / ₂ p
British Lager .. ..	.. ..	.. ..	15 ¹ / ₂ p
Danish Lager	16 ¹ / ₂ p
Ind Coepe Light and Brown Ale	13 ¹ / ₂ p

CIDER

Bulmer's or Whiteway's	12 ¹ / ₂ p
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MINERALS

Schweppes:			
Ginger Beer	7 ¹ / ₂ p	Pepsi Cola	9 ¹ / ₂ p
Tonic Water, Bitter Lemon	6 ¹ / ₂ p	Vichy Célestins	12 ¹ / ₂ p
Ginger Ale, Lemonade	6 ¹ / ₂ p	Lime Juice Cordial	6p
Sparkling Orange	6 ¹ / ₂ p	Orange Squashes	6p
Sparkling Orange	9p	Fruit Juices (Assorted)	7 ¹ / ₂ p
Soda Water	6 ¹ / ₂ p		

CIGARETTES

Wills Embassy	Player's Medium	Player's Gold Leaf Filter
Rothman's King Size Filter		Piccadilly Filter
Senior Service	Benson & Hedges King Size	
Leading Havana Cigars	Manikin Cigars	Wills Castella Panatellas
	Churchman's Grandee Short Panatellas	

In case of difficulty please call for the *Chief Steward*.

Failing satisfaction, please write to

*Regional Train Catering Manager, British Rail Catering,
12a Mepham Street, Waterloo, S.E.1*

BRIGHTON BELLE

LIGHT MEALS

CEREALS

Cornflakes, Rice Crispies, Allbran 74p

FRUIT JUICES

Pineapple, Tomato, Orange, Grapefruit 74p

SOUP

Soup of the day 10p

All day Dishes

HOT

Grilled Kippers (each) 11p
 Egg styled to choice with hot buttered toast, Poached, Boiled or Fried .. 12p
 Welsh Rarebit 12½p
 Fried Egg, Bacon (2), and Tomato 29p
 Sausage, Bacon (2), and Tomato 29p
 Fried Fillet of Halibut, Tartar Sauce and French Fried Potatoes .. 65p
 Grilled Sirloin Steak, garnished with Tomato, Peas and French Fried Potatoes 90p

COLD

Ham and Mixed Salad with Pickles 48p

CHEESE

Cheese, Assorted Biscuits and Butter 14p

BEVERAGES

Tea, per pot 9p
 Coffee, per pot 14p
 Milk, per glass 6p
 Bovril per cup 6½p

SNACKS

SNACKS AND SUNDRIES

Ham Sandwich (full round) 15p
 Cheese Sandwich (full round) 15p
 Egg and Tomato Sandwich (full round) 15p
 Fruit Cake 4½p
 Biscuits (packet) 3½p
 Bread and Butter (slice) 4p
 Roll 3p
 Butter 2p
 Buttered Toast 5p
 Individual Preserves, Jam, Honey, Marmalade 3p

Passengers are asked to refrain from smoking during the service of meals

This Menu is subject to alteration without notice

PLEASE ASK FOR A BILL AND RETAIN IT



©Ian David Smith.

5Bel rests having arrived at Brighton prior to its turn around and next working to London Victoria.

As can clearly be seen 5Bel 3052 appears at some stage to have suffered some more fire damage as she bore the burn marks beneath the jumper receptacle for the rest of her career.

*My thanks to Ian for sharing his personal memory of travelling within the 'Brighton Belle'.
If you have a personal memory of Pullman travel why not share it with your fellow readers.*

Early Pullman USA Air Conditioning - Terence Mulligan.

Pullman 1920s experiments with air conditioning culminated in successfully cooling the interior of 12 & 1 heavyweight sleeper "McNair" in 1929...while moving. The chiller apparatus was built into "McNair."

Earlier attempts by Pullman to merely hose cold air into sleepers from a trackside van before the train left its terminal, failed as soon as the giant hose was removed.



©Robert Klara Collection.

"NOT COOL ENOUGH"

The photograph above clearly shows a van loaded with block ice, forces cool air into corridor of Pullman sleeping car via hose through window.

As cool air comes in, multiple exhaust fans in clerestory attempt to force hot air from car.



©Authors Collection.

12 & 1 sleeper "McBride" taking on 300 lb. blocks of ice for air conditioning, St. Louis, Missouri, about 1951.

By the early 1930s, once air conditioning equipment became practicable to install on important trains, competing railroads began quickly, first, air conditioning their dining cars, later: sleepers, parlors and coaches. Summertime travelers noticeably switched allegiance from trains without air conditioning to those so equipped, no matter if the air conditioned train were slower than its speedier non-air rival.

Rail managements also hoped air conditioning would lure back customers who were abandoning trains altogether for planes, auto or bus during the 1930s depression.

Three systems sprang up almost at the same time in the early 30s: ice actuated ("McBride"), steam ejector, and mechanical compressor. Ice was the cheapest first cost installation (40% cheaper than mechanical compressor to install), required little power, and was immediately popular with Pullman and the railroads until it was found to cost five times what a mechanical compressor system cost to operate. Also ice did not cool cars sufficiently in the south, midwest and west, its haunt was mainly the northeast USA.

Typically fifteen blocks of ice each weighing 300 pounds were stowed in bunkers beneath Pullmans before departure on summer days and nights, total 4500 pounds. This could keep a car cool, as much as 14 degrees less than outside temperature, for nine hours or 360 miles. New York to Chicago is over 900 miles, which meant re-icing along the way. As ice melted in the bunkers, ice water was piped to radiators in the car ceiling, from which fans blew cool air through the car. Cool, never chilly.

The last fleet of ice actuated cars were several entire trains of Long Island Rail Road 1920s heavyweight (ex)Pullman parlor cars which operated in the 1950s and 60s for the glamorous summer vacation trade, New York City to towns such as Quogue, Southampton and Montauk on the south fork of Long Island. And very impressive trains they were, the Friday and Sunday solid first class expresses carried a heavyweight observation car on the rear. This fleet was summarily scrapped beginning in 1968, specifically because of the cost of ice for their AC.

The last such ice actuated car to operate in the USA in regular service was probably (now preserved) clerestory roof Erie-Lackawanna m.u. commuter subscription (parlor) car 3454, built by Barney & Smith in 1912, ice air applied much later, retired at last in 1984, operating between Hoboken terminal (New York City) and the suburban town of Gladstone, New Jersey.

The least popular of the three air conditioning systems, steam ejector, was temperamental, though some railroads favored it, but this taxed the steam locomotive up ahead, requiring one third more steam than did winter time heating.

Mechanical compressor, driven through a drive shaft from a car's axle, once perfected, won the day. This became Pullman's and the rail industry's mainstay.

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



The Cleveland Model Railway Club - 2010 Exhibition

Saturday August 7th – 10am to 5pm.
 Sunday August 8th – 10am to 4pm.

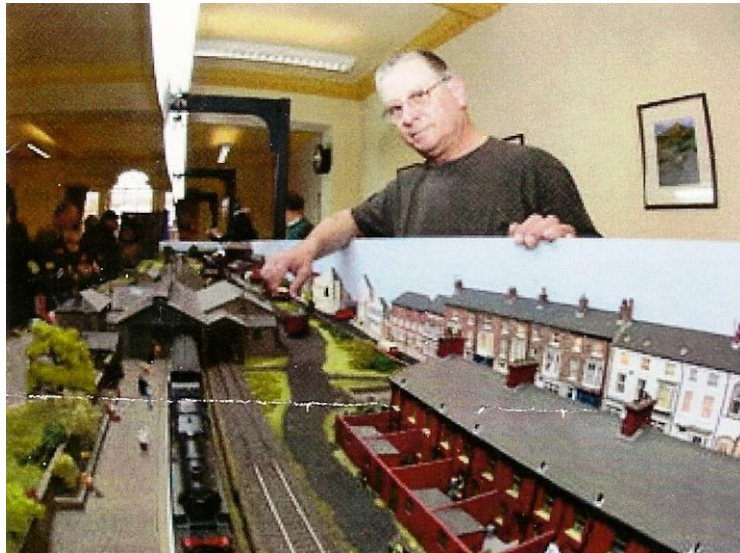
Redcar & Cleveland College – Corporation Road (A1085) – Redcar.

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 that will be attendance: -

Layouts.

- | | | | |
|----|-------------|------------|----------------|
| 8. | Stainsby | - Scale EM | - David Scott. |
| 9. | Guisborough | - Scale 00 | - David Lloyd. |



David Lloyd's Guisborough Layout.

- | | | | |
|------|-----------------------------------|-------------|--------------------------|
| 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. |

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.

Antony Ford, Terence Mulligan, David Jones, Ian David Smith, Ian Stewart Carr, Richard Barber, Gina Breen, Tommy Knox & Simon Kohler. Without your contributions this edition would have been much the poorer.

The sad news of George Behrends passing in mid July brings another chapter in the history of both the Pullman Car Company and the Compagnie Internationale Des Wagons – Lits to a close. Every one interested in both or either Companies history or cars will have at least one of George's books within their personal library. Like so many others I have spoken and corresponded with George over the years, and always found him most helpful and after a telephone call I always found myself with a new spark of enthusiasm.

After 36 years since the last "Blue Pullman" came off the production line at the Tri-ang/Hornby Factory at Margate. Bachmann have put the 'stake in the ground' and we expect to see the Midland Pullman on the counter possibly in October 2011.

Can the market sustain potentially two manufactures producing the same model, whoever hits the sales counter first will be the winner.

But in the present economic recession the MRRP will also be a factor as will the increase in VAT in the UK in January 2011.

The countdown has commenced and who will win.....

For any reader living in the South of the UK, take a day out and visit the Bluebell Railway over the weekend of August 6th, 7th & 8th. A unique opportunity to see two 5Bel cars CAR No.88 & DORIS. This is potentially a one off opportunity leading up to the mainline restoration of the Brighton Belle.

A lot of model railway press coverage of Golden Age Models Brighton Belle set, I saw two sets at the Doncaster exhibition earlier this year and was impressed with what I saw. I very much doubt I will ever be able to afford a 5Bel car set for my collection.

I believe this allows the opportunity for a manufacturer to produce a 5 Bel at a more general pocket price.



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

T.Bye - ©PCS – August 1st 2010.