



Pullman Car Services

Coupé News

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

November 2010 – CAR No.93.



Cover Photograph:

©PCS-A – Saturday October 23rd 2010 - The National Railway Museum at York.
Pullman Parlour First Class TOPAZ now located within the Great Hall and looking resplendent in the Crimson livery for operation on the South Eastern & Chatham Railway.

Editorial:

Welcome to Coupé News No: 93.

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.94, please forward by November 29th 2010.

Coupé News No.94 will be published on Monday December 1st 2010.

Editorial Address:

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

Coupé News editions 1 to 92 and all Special Editions can be sourced at: -

<http://www.semgonline.com/coach/coupe/index.html>

1960. Withdrawn from service.

Sold to British Railways and converted to a Pullman Camping Coach.
Drawing No.P-138.
Allocated to BR Scottish Region and allocated the identity of No.S.C.43.
(Source: G J.Child).

1960 April 5th. Sent to St.Rollox at Glasgow.

1961 & 1962. Located to Carnoustie.

1963. Located to St.Monance.

1964 to 1967. Located to Carnoustie.

Date Unknown. Noted at Cowlairs in Departmental Use.

1972. Broken-up.

Information: -

Pullman Car Services - Archive.

Pullman in Europe - G.Behrend 1962 - ISBN Not registered.

Pullman Profile No.1 - The 12-Wheel Cars - Antony M Ford - ISBN 978-1-906419-00-4 - Noodle Books.

David L. Austin.

G J.Child.

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

Free Internet Newsletters, Magazines & Web Sites:

PULLMAN RELATED WEB-SITES.

Bringing Back The Brighton Belle.

The wonderful Brighton Belle, the only electric all-Pullman train in the world, succeeded the steam service between London and Brighton in 1933 and became the world's first electric inter-city train. A much loved railway icon, the three five-car train sets were withdrawn by BR in 1972. Now we have a wonderful idea - an amazing feat of restoration, to bring together a complete train set and return the Belle to the mainline! To follow progress with the restoration and help.

<http://www.brightonbelle.com>

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/

Pullman Company Researchers.

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/>

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.

Look Back At Pullman:

1910 - November - 100 Years Ago:

November 3rd. Great Northern Railway Coach No.2966 (Ex-COLUMBIA) withdrawn from operational service.
(Source: PCS-A).

1960 – November - 50 Years Ago:

November 16th To coincide with the inaugural sailing of “SS CAESAREA” from Weymouth to the Channel Islands. A special train from Waterloo to Weymouth to convey British Railways guests which includes Pullman cars JUNO, ALICANTE, DAPHNE, CASSANDRA & NIOBE.
(Source: G.J.Child & Pullman in Europe - G.Behrend 1962).

Coupé News - Passengers Reservations List.

289 x Regular First Class Passengers.

3 x Web Sites - Passenger Numbers Unknown.

Welcome aboard to the following joining passengers: -

C.Porter, P.Powell, B.Grayston, M.Beverley.

SHEFFIELD RAILWAYANA AUCTIONS

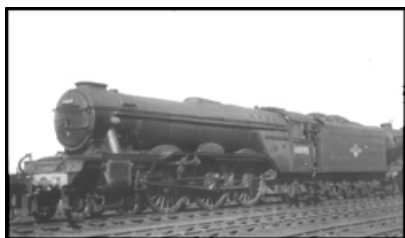


The World's Leading Specialist Railwayana Auctions

The next Auction will be held on Saturday December 11th 2010.

For further information on Sheffield Railwayana Auctions both past and future please visit: -

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



LN~~E~~R Pacifics

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

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

Queen of Scots

60.11.04	60059	131 Up Queen of Scots into Kings Cross
60.11.05	60159	131 Up Queen of Scots into Newcastle
60.11.12	60535	131 Up Queen of Scots into Newcastle
60.11.29	60011	131 Up Queen of Scots into Newcastle
60.11.29	60084	58 Dn Queen of Scots into Newcastle / 89 Up North Briton from Newcastle

Tees Tyne Pullman

60.11.02	60848	Up Tees Tyne Pullman past Newark
60.11.07	60017	Up Tees Tyne Pullman
60.11.13	60050	Up Tees Tyne Pullman

Yorkshire Pullman

60.11.04	60063	84 Dn Yorkshire Pullman
60.11.05	60134	19 Up Yorkshire Pullman
60.11.11	60062	84 Dn Yorkshire Pullman
60.11.18	60044	84 Dn Yorkshire Pullman
60.11.25	60030	84 Dn Yorkshire Pullman

Harrogate Sunday Pullman

60.11.06	60123	Harrogate Sunday Pullman
----------	-------	--------------------------

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.

MAILBAG.



©Clive Hanley

Mailbag is your opportunity to ask and also respond to questions and queries as raised. Send your Email questions, queries and responses to pullmancarservices@yahoo.co.uk

04/10 - Kevin Bunker - The Midland Railway Trust – Pullman Car Body - Butterley Station Yard.

I've been trying these last three weeks since seeing Issue 91 to figure out how to react to the sight of the derelict (and quite likely beyond resuscitation) US Pullman Palace Car body(ies) at the Midland Railway Centre.

All I can say is, how could this have been allowed to happen?!

I well understand that in any nation (and even smaller regions) that there is a tendency to actively pursue the salvation and restoration of local history, local structures, local railway equipment and so on. Lord knows I have seen some terrible losses of our own domestic 19th century railway heritage here in the US, some fairly recent. But nowhere in the United States do we have a (known) representative Pullman Palace Car from the circa 1870-1880. None of George M. Pullman's palatial drawing room cars, none of the restaurant cars, none of the parlor cars...nothing! We have no Wagner-built or Mann Boudoir equivalents, either. We have scraps here and there, the glittery things like door notice plates, clerestory lamps, berth parts but not one whole car body.

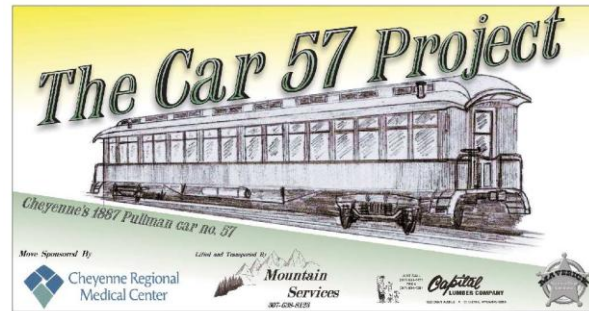
To see that this near-twin to a normal early US Pullman parlor car has been allowed to decay into mushroom fodder is beyond shocking. I don't know that there is any valid excuse that anyone could offer to explain how this has been permitted to happen. Maybe it's just my deep, keening grief speaking, but I am "beside myself." All that can be done -- just from seeing the interior photo -- is to have some party measure-the-Hell out of what's left and try to save some part(s) that aren't completely punky with rot for the purposes of historic paint colors analysis. This assumes there is someone left over there who cares enough to do that much.

Thanks for letting me rant, keep up your good work, even if some of it breaks some of our hearts.

Kevin Bunker, Portland OR.



The Car 57 Project
Cheyenne Depot Museum
121 W 15th Street
Cheyenne, WY 82001
307-632-3905



THE RESTORATION IN CHEYENE OF CAR No.57 – October 2010 Update – Mike Pannell.

We are now deep into essential and urgent roof work to get the car through its first winter with the sheet roof exposed since 1954. I have spent 8 weeks of afternoons working on the roof from scaffold or ladders and my knees and back are telling me it's time to stop !! I have with the help of a very talented building contractor replicated the wood roof edge trim with its shaped drip rail and I am replacing all of it, 10ft lengths being fitted by myself from a ladder, no mean feat !

De-nailing the old roof edge is tedious there is a nail or tack every inch for 56 feet. Its really sad having to replace all this wood especially the clerestory screen frames which are all original with there Pullman green paint inside and all the builders and overhaul stamps, but they are totally rotted out. We will save all the panels with the stamp marks on them and maybe incorporate them in the new panels. Its amazing that so much orignal exterior wood has survived this long.

The 1909 Paris Exposition ticket, our prize find, is now being investigated by the Grand Palais museum curators in France, they called it VERY interesting.

Donations towards the project can be sent to.....
'Cheyenne Depot Museum'
and for USA Citizens this may be tax deductible

Review the whole story of CAR No.57 Restoration on the internet just type 'Car 57 project' on facebook and 'mike pannell' onwww.fotopic.net





©I.S.Carr – R.Barber 2010.

March 20th 1983 Peak Class No.46014 with the then Mk1 Pullman cars at that time owned and operated by SLOA is seen departing Sunderland at Vilette Road with the NELPG's Northumbrian Mountain Pullman No.2 Raitour.

46014 hauled the train to Skipton, then NELP's K1 No.2005 hauled the train over the Settle & Carlisle line and Tyne Valley back to Middlesbrough



©I.S.Carr – R.Barber 2010.

March 20th 1983 the view from Sunderland's Vilette Road of NELPG's Northumbrian Mountain Pullman No.2 Raitour.

The Great Central Railways – Cromwell Pullman.



©D.Jones.

The Great Central Railway's branded "Cromwell Pullman Train".

The 'Cromwell Tools' £240,000 sponsored restoration project was completed in late October. The project covered the restoration of six ex BR Mk1 Coaches built originally in 1950s/60s. None of the six coaches restored were or have ever been true Pullman Cars.

The train offers a maximum seating for 84 passengers, and the train offers a dining service long since forgotten by today's main line train operating services.

The GCR offers a multi-course meals from a bespoke kitchen coach and can entertain you before dinner in two spacious bar cars.

The first train, officially launched on 22 October, and was fully sold out.

The refurbishment work was mainly undertaken in house at the Great Central's carriage shed at Rothley near Loughborough since January.

The kitchen coach was sent to a contractor based in the Midlands. Each coach needed to be stripped, carefully overhauled, upgraded with a wealth of new fittings and finally repainted into the Pullman standard livery of umber and cream.

The Pullman train will operate in addition to the Great Central Railway's existing first class dining service. Potential plans for the train to operate for the corporate entertainment business.



©D.Jones.

Cromwell Industrial Tools.



Cromwell was founded by Michael Gregory when he opened the first Cromwell premises in Wilberforce Road, Leicester, on the 1st August 1970 and with the effort, support and dedication of many people, he has since steered the company through its carefully managed expansion programme along to the present day. Cromwell is now the largest British owned industrial distributor and has 1,588 employees. The company is unique in having: 56 Distribution Centres Worldwide - 4 specialist companies and an export division operating in 37 countries and 5 continents - a team of "time-served" sales engineers in each region - global product research - product analysis unit - a team studying production methods worldwide; unique daily inter-company delivery system enabling rapid access to products, services and information.

The Bluebell Railway – Pullman Car DORIS – D.Jones.

David Jones & Brian Blades opened car DORIS over the 'Giants of Steam' weekend and had quite a number of visitors, most of whom asked about the Brighton Belle Project.

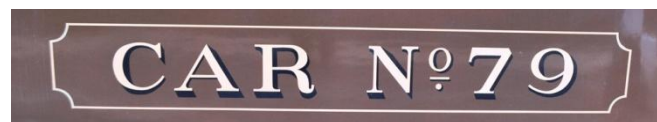
Alas there was no one available from the 5BEL Trust to make CAR No.88 available to the public.

A lost a opportunity to promote the project, although both Brian and myself were able to give out a lot of the 5 BEL Trust leaflets.

The North Yorkshire Moors Railway Pullman Cars - Wednesday October 27th - PCS-A.

Three of the five cars located on the NYMR were to be seen at Grosmont Station on a perfect Half Term Autumn afternoon.

The cars OPAL, ROBIN and CAR No.79 were not in operational use this day.



©PCS-A

CAR No.79 is the only surviving 1928 All Steel Second Class Parlour Brake

CAR N°79



©PCS-A

It has been some time since the vestibule grab handles have seen a been polish.

ROBIN



©PCS-A

ROBIN is a Mark 1 Kitchen First of the 1960/1 build for the Pullman services on British Railways Eastern Region.

ROBIN



©PCS-A

ROBIN's external structure has not changed (other than livery applied in the late 1960's) since the introduction on the Eastern Region.

Internally the kitchen area has been completely rebuilt and no longer resembles as built in 1960. The saloon seating is the later BR standard 2 x 1, originally introduced with armchair 1 x 1.

OPAL



©PCS-A

OPAL is a Mark 1 Parlor First of the 1960/1 build for the Pullman services on British Railways Eastern Region.

OPAL



©PCS-A

Noted at Pickering, the southern end of the preserved 18 mile railway line, the train past the sad sight of the two other Pullman cars awaiting restoration or other fate, these being GARNET and CARINA. I was unable to photograph the two cars due to their lineside location.

As to what the future holds for the two derelict cars only time will tell, considering the length of time both cars have languished at Pickering in the state as seen, one wonders what the future holds for these two unique Pullman cars.

My thanks to Paul and Mandy at the NYMR for a most enjoyable afternoon within the GWR Saloon.

The National Railway Museum - October 23rd 2010. - PCS-A.

I visited the NRM to view both Pullman car TOPAZ and the "D" Class, which had been relocated in the summer from the 'Station Hall' to the 'Great Hall' within the Museum.

Now safely located in the prime spot vacated by A4 No.4468 'MALLARD', as you enter the 'Great Hall' you are greeted by the two exhibits.



©PCS-A

South Eastern & Chatham Railway – 4-4-0 – D Class No.737.

Built at Ashford (Kent) in 1901 and withdrawn from Guildford Shed in October 1956.



©PCS-A

No.737 and Pullman Car TOPAZ both in their SE&CR Liveries.



©PCS-A

TOPAZ with No.737 in the distance.



©PCS-A

CIWL Night Ferry car No.3792.

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.

I.S.Carr, R.Barber, Sheffield Railwayana Auctions, A.Ford, T.Knox, M.Pannell, D.Jones, P.Lemmon, A.Orrow, D.Lindsay, David L. Austin, G J.Child, K.Bunker.

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

To any reader who has yet to visit either the National Railway Museum at York or Locomotion at Shildon, I recommend that you take time to visit one or even both. A wealth of UK railway history in the form of locomotives, coaches, freight rolling stock and all the sundry equipment to operate a railway system. Each visit I make I find something new, and I will in fact be revisiting the York museum on November 27th.

A visit to the North Yorkshire Moors Railway in late October (as per photographs on pages 13 to 18).

My thanks to NYMR Pullman Stalwarts Paul & Mandy. It was good to meet you both and continue your good work with regard to the NYMR Pullman service which is held in high esteem.



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

T.Bye - ©PCS – November 1st 2010.