

COUPE NEWS

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

April 2003

No:2

Editorial:

Welcome to Coupe News No:2.

The free newsletter of Pullman related news and other related material.

To those who have forwarded material included within this edition, thank you for sharing your information with fellow readers.

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

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

If you have any material for inclusion in No.3, please forward by 29th April.

Coupe News No.3 will be published on May 1st.

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Preservation News:

Car No.14*.

Information from the United States is very positive in respect of this cars future.
The car has recently been sold to a private owner who is reported to be putting together a private train operation by the use of vehicles from the UK.
Restoration to full operational standard to meet Amtrak and federal laws is reported to be in the area of £2 million dollars. (approx £1.5m).
The movement of the car from its San Francisco site of 30 years is scheduled for April 1st.
The destination for restoration is in the Los Angeles area.

Also to be restored for this train is S2464, the SR luggage van that carried the coffin of the late Statesman Sir Winston Churchill as part of the all Pullman funeral train in 1965.
Other vehicles will be added to the train formation as purchased.
The new owner who wishes to remain anonymous is reported to be interested in the purchase of further items of UK built stock that have been purchased and relocated within the USA and Canada. More on this next month*.

Cars No.91 & 87.

These two cars were relocated to the Keith & Dufftown as recorded as arriving on the 6th June 2002.
Displaced by more modern stock on the North Norfolk Railway.
The two cars have been accepted on a five year loan.
Both cars will be used for special hire dining events.

GARNET.

Within NYMR "Moorsline" No.137 Winter 2003, is an undated black & white photo of the car at the C&W Sidings, Pickering. The text reads "In grey undercoat and awaiting internal refurbishment".

OPAL, ROBIN & CAR No.79.

During early March the three cars under went certification examinations for retaining main line operations on Network Rail's Esk Valley Line on April 22nd, May 3,4 & 5th.

LYDIA & ISLE of THANET.

Heritage Railway No.48 April 2003 (£2.85). Pages 45-47.
An article with photographs of both cars undergoing restoration at Carnforth.

In addition to the above article the following has been forwarded.

Peter Hall advises:-

I still understand that the Cars are at Carnforth.
On my last visit, April 2001, they were stored undercover but had not had any work done to them since arriving.
I have no subsequent sightings, nor any knowledge as to whether restoration has progressed.
I understand that they will not move to Swanage, until undercover accommodation can be provided in Dorset.
At least they appear safe at present even if not easily accessible.

George Moon advises:-

LYDIA and ISLE OF THANET remain at Carnforth, and I think will not move to Swanage until there is suitable accommodation for them.

The Swanage Railway wanted to build a carriage shed anyway, and have obtained planning consent for one, though not as large as they wanted, at Swanage,

D. Lindsay advises:-

Both cars are under restoration at this moment in time, work is to VSO-E standards.

BERTHA.

George Moon also advises:-

BERTHA, which has been out of use for a considerable time due to wheel flats, moved to Norden on 8 Feb 2003 for removal to Carnforth, for overhaul, the following week.

D. Lindsay of Tenterden advises:-

The car has been noted under cover at Carnforth in early March.

PEGASUS.

Doug Lindsay advises:-

On 22nd February 2003, the "Queen of Scots" private train was chartered to Cardiff in conjunction with the passengers attending the Rugby match. Within the rake of the private train formation Pullman Car PEGASUS which had been hired to strengthen overflow seating. Hauled top ^ tail by a Class 31's

BARBARA & THEODORA.

Dog Lindsay advises:-

BARBARA is fully operational as a Parlour Car now, the Bar was removed some time ago at the last refit, I think this was recorded somewhere, but she is fine and now a 18 seater.

We made all new Pullman armchairs in house from an original which was dismantled to provide a pattern...they are superb...

THEODORA there's no more news on the car as yet other than the bequest she received when one of our members died (£35k). Its now a matter of her waiting in the queue, the total will be about £55k I think to do a proper job!!

Cars 333 & 346.

Peter Hall advises:-

I have had a report that 333 and 346 (Casterton Taverner Motor Inn, Stamford) were scrapped by a firm called 'Seaton Scrap Merchants', of Uppingham. It is not clear whether this took place at Stamford or elsewhere.

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LEONA (II).

Confirmation from Mr B.Bourke of the Glenlo Abbey Hotel, Galway.
LEONA(II) is still on site and used as a Restaurants associated with the hotel.
Former Second Open E4474 and three quarters of General Utility Van 86558 accompany
LEONA(II) on site.
For further details visit the web site on info@glenloabbey.ie

Please note the detailed history of the car is wrong on the web site and Mr Bourke has been advised and the correct history forwarded with regard to LEONA(II).

Have you a Pullman Car near you, or do you visit Preservation Railways which have cars, if so forward your sighting to me, with any news to share information with others.

Look Back at Pullman:

1878.

11th March. All Pullman Train introduced London (St.Pancras) to Manchester & Liverpool. (*).

19th March. The service of the 11th replaced by use of ordinary Midland Railway Stock. (*).

1928.

3rd April. State visit of the King of Afghanistan (no other details known of Pullman train). (*).

18th April. Lord Dalziel of Wooler passes away. (i).

1953.

20th April. Due to a strike by Tug crews at Southampton Docks. An unknown Cunard liner was diverted to Plymouth Sound. A special train consisting of 10 Pullman Cars with 4 other vehicles operated out of Plymouth Millbay via Oakhampton, Exeter to Waterloo. (ii).

1978.

8th April. Pullman CarE314E (HAWK) noted as part of the formation of the "Seagulls Special" conveying Brighton Football Club and supporters to Blackburn.
(iii).

Information Sources.

(*). T.Bye records.

(i). Railway Magazine June 1928 page 487/8.

(ii). G.Child.

(iii). Railway World June 1978.

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Pantry Item:

I list below Pullman & CIWL related books within my own library, I feel sure there will be further books, can you fill the gaps.

Pullman Booklist

Books published in the USA covering Pullman Operations/History.

Title:
Author:
Publisher:
ISBN:

Pullman - an experiment in industrial order and community planning 1880-1930.
Stanley Buder.
Oxford University Press
USA.
0-19-500838-3

Images of America Chicago's Historic Pullman District.
Frank Beberdick.
Arcadia USA.
0-7385-0029-1

Those Pullman Blues.
David D. Perata.
Twayne USA.
0-8057-4520-3

The History of the Pullman Car.
Joseph Husband.
Black Letter Press
USA.
0-912382-16-3

Palace Car Prince – a biography of George Mortimer Pullman.
Liston Edington Leyendecker.
University Press of Colorado.
0-87081-337-4

Books published in the UK covering Pullman Operations/History

Title:
Author:
Publisher:
ISBN:

The American Pullman Cars of the Midland Railway.
J.B.Radford.
Ian Allan.
0-711-1387-X

Pullman in Europe.
George Behrend.
Ian Allan (1962).

The Golden Arrow.
A.Hasenson.
Howard Baker.
09-304810-6

Pullman.
Julian Morel.
David & Charles.
0-7153-8382-5

Pullman –Travelling in Style.
Brian Haresnape.
Ian Allan.
0-7110-1648-8

Pullmans of the Venice Simplon ORIENT-EXPRESS.
Shirley Sherwood.
The Illustrated London News Group.
0-950-63261-9

British Railway Carriages of the 20th Century – Volume 2: the years of consolidation, 1923-53.
David Jenkinson.
Patrick Stephens Limited.
0-85059-912-1

Pullman Cars on the Southern
1875-1972.
R.W.Kidner.
The Oakwood Press.
0-85361-356-7

Pullman Trains in Britain.
R.W.Kidner.
The Oakwood Press.
0-85361-531-4

British Pullman Trains.
Charles Fryer.
Silver Link Publications.
0-947971-78-5

Pullman Craftsmen.
Don Carter,
Joe Kent &
Geoff Hart.
QueenSpark Book.
0-904733-305

Pullman Attendant.
Bert Hollick.
QueenSpark Market Books 1991.

British Railways Camping Coach Holidays (part one).

Andrew Mcrae.
Foxline Publishing.
1-8701-1948-7

British Railways Camping Coach Holidays (part two).
Andrew Mcrae.
Foxline Publishing.
1-870119-53-3

Tramcar. Carriage and Wagon Builders of Birmingham.

J.H.Price.

Nemo Productions.

0-903479-18-4

Metro-Cammell 150 years of craftsmanship.
Keith Beddoes,
Colin & Stephen
Wheeler.
Runpast Publishing.
1-870754-46-8

Birmingham Railway Carriage & Wagon Company- a century of achievement 1855-1963.
John Hypher, Colin & Stephen Wheeler.
Runpast Publishing.
1-870754-34-4

Clayton Wagons Ltd – Manufacturer of Railway Carriages & Wagons 1920 to 1930.
J.G.Ruddock & R.E.Pearson.
J.W.Ruddock & Sons Limited Lincoln.
0-904327-06-X

London to Paris a journey in pictures.
George C. Drury.
Ian Allan (1946).

Pullman & Perfection.
F.Burt & W.Beckerlegge.
Ian Allan (1948).

ORION and the Golden Arrow – the story of a Pullman Car.
Geoffrey Kichenside.
Sidmouth Printing Works (1978).
0-900586-50-8

CIWL & Pullman Booklist

Books published in the UK covering CIWL & Pullman Operations/History

Title:

Author:
Publisher:
ISBN:

The History of Wagon Lits
1875 - 1955.
George Behrend.
Modern Transport Publishing (1959).

Night Ferry.
George Behrend & Gary Buchanan.
Jersey Artist.
0-901845-13-2

Venice Simplon ORIENT-EXPRESS
The worlds most celebrated train.
Shirley Sherwood.
L.E.G.O. ITALY.
0-297-83035-X

Orient Express –
The life and times of the world's most famous train.
E.H.Cookridge.
Allen Lane.
0-7139-1271-5

The Orient Express –
The history of the orient express service from 1883 to 1950.
Anthony Burton.
David & Charles.
0-7153-1185-9

The Orient Express – a century of railway adventures.
Jean Des Cars & Jean-Paul Caracalla.
Bloomsbury Books.
1-870630-42-4

Luxury Trains – from the orient express to the tgv.
George Behrend.
The Vendome Press.
0-86565-016-0

Luxury Trains of the World.
George Freeman Allen.
Bison Books Limited.
0-86124-020-0

Dream Voyages.
Gary Buchanan.
Jersey Artists Ltd.
0-901845-13-2

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Attendants Service:

Your attendant has been requested to serve requests of fellow Pullman Devotees. If you can answer the plea for help, please reply to me, and I will forward on/or reply via this service next month.

Table 1.

BR Mk2 Pullman Cars of 1966.

The door sizes for these cars is urgently needed, any help on width, height anything you may know, or you may even have a drawing from which a copy could be made.

Table 2.

Doug Lindsay requires help in the identity of a Pullman Car.

Some thirty years ago, about 1973, I visited the Windsor Safari Park as was the custom in those days when Safari Parks were a typical 'day out' in the 70s. I clearly remember that near the reception area there was a Pullman Car in use as a Buffet/Catering outlet. I did not record which Car it was or indeed visit it for refreshment.

Can any members enlighten me as to which Car it was and what was/is its subsequent fate? I can find no record of a Pullman Car having been at Windsor Safari Park, but I'm sure I wasn't dreaming!!

Vestibule Sales:

Within the vestibule sales you can sell, offer to swop or dispose of free, to the readers any Pullman related item at no charge. Contact the editor with you item details.

Noted for auction on the 8th March at Sheffield Railwayana Auctions.
Pullman table lamp ex- car AGATHA.

"Pullman car table lamps/lamp shades wanted by enthusiast. Any condition".
Contact: A. Ford on 01793 488903 or e-mail: antjo@ford28.freemove.co.uk

Please note the editor can not be held responsible for any item made available within vestibule sales, re authenticity etc.

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Mk 3 Pullman Coaches:

To those of you that have seen a copy of the Preservation List I update on an annual basis, Will know I refer to later builds by British Rail of Mk2 and Mk3 vehicles. The Mk2 vehicles we are all aware of and know the history. But, the Mk3 vehicles have had no recognition at all. The Pullman purist will advise that these vehicles were never Pullman's in the sense of Pullman Cars as we know of in the past. Yes, I agree, but, these vehicles did carry the name Pullman on the body side. So I have taken the liberty to address the matter below.

AD1H Mk3b Open First Coaches

During 1984/5 British Rail Engineering at Derby constructed 38 coaches to diagram AD109. Allocated numbers 11064 though to 11101. The period 1984 to 1990, 22 of the coaches were designated for working Pullman services on the West Coast Mainline to Manchester and Liverpool.

Livery was Inter City, branding "Inter City Pullman" on opposite end sides below the first saloon window . The allocated name located within the red band between the fourth and fifth window on each side, below the name within the light grey painted band the post 1960 Pullman Coat Arms was applied on both sides.

By 1990 the names allocated were being removed.

Seating: 48 First Class. Lavatory: 2. Bogies: BT10. Brake: Air. Heating: ETH6X. Public Address System Fitted. Weight: 33t. Telephone Fitted: t

**Lot Number:
Allocated No:
Allocated Name:
1985 Pullman Service:**

30982
11073
William Ewart Gladstone

Liverpool

11074
Thomas Brassey

Liverpool

11075

Liverpool

Liverpool	11076 John Lennon
Manchester	11077 Sir Richard Arkwright
Manchester	11078 John Owens
Manchester	11079 Francis Egerton
Manchester	11080
Manchester	11081 Elizabeth Gaskell
Manchester	11082 James Joule
Liverpool	11083t Kitty Wilkinson
Liverpool	11084t William Roscoe
Manchester	11085t Sir John Barbirolli
Manchester	11086t Henry Doulton

Manchester	11087t Sir William Fairbairn
Liverpool	11088t Sir John Brunner
Liverpool	11089t George Stubbs
Manchester	11090t
Manchester	11091t Sir Stanley Matthews
Manchester	11092t Ernest Rutherford
Manchester	11093t L.S.Lowry
Manchester	11094t Arnold Bennett
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Saloon Talk/Matters:

The Pullman Society

AIMS OF THE SOCIETY

To promote the History and Preservation of the **PULLMAN** 'Ideal' through Research, Exhibitions and the Society Journal.

The name **PULLMAN** first appeared on the Midland Railway in June 1874, when the inaugural service departed Bradford for London. St Pancras station.

The Pullman cars had been constructed in the Pullman Workshops in Detroit USA.

Then packed into crates of parts, and shipped to Derby via Liverpool, for assembly within a building leased as the first Pullman workshop in the UK.

The early cars were easily recognisable from other UK built coaches. The American influence could be noted in the exterior design of the roof and also the open vestibules.

From April 1881 all cars came from new workshops at Pullman Town, situated 12 miles from down town Chicago.

Research has highlighted that George Mortimer Pullman, had visited Saltier during his 1873 visit, to attend the Midland Railway AGM at Derby. Being impressed with the town plan and idea of employees living in a company town, he returned to Detroit and began plans to build Pullman Town.

Over the years that followed the introduction of Pullman Services on the Midland Railway, other railway company's followed suit.

The American Pullman Palace Car Company suffered from a major labour dispute at the end of the 19th Century, this lead to the company having to be broken up, and solely concentrated on building cars for the markets within the USA.

Finally selling its UK interest in 1908, the Pullman Car Company was formed and operated As such until the 1st January 1963, when the British Railways Board took over full control and ownership.

PULLMAN brought at seat quality service of meals and drinks, the car interiors with individual marquetry inlays, added to the umber and cream and lining and also the individual identity of each car by either name or number.

A growing number of people have a greater interest in the types of car, formation of train operations, and the Pullman Society will endeavour to answer any request.

The Pullman Society offer lectures on the History and Services supplied.

Membership Details will be supplied by enclosing a sae:-

The Membership Secretary
140, St Helens Down
Hastings
TN34 2AR

E-mail Address: awood17166@aol.com

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Saloon Talk/Matters Continued:

British Pullmans e-list on the Internet.

I have long had an interest in British Pullman Cars, that commenced at a very early age, as I was familiar with those in the 6-Pul emus that used to run between London and Eastbourne/Hastings. I was brought up in Lewes, East Sussex and our house allowed a sight of the line that kindled my interest in these vehicles.

The Brighton Belle was also familiar both on its normal route and on the occasions that it was diverted via Lewes due to engineering work between Keymer Junction and Brighton on Sundays. Then, of course there were the Pullman Buffet Cars that used to run on the Newhaven Boat Train. In later train spotting years I made frequent trips to Brighton that also included a venture

northward to look over the wall and down on the Pullmans outside the Pullman Car Works at Preston Park.

Nowadays, after having retired from a railway career (and worked on the Brighton Belle), I am more concerned with the historical aspects of railways and, having spent a couple of years on various railway e-lists (that tend to be aligned to the 'Big Four'), I considered that an e-list dedicated to Pullmans was needed.

The BritPull lists was created on 27/12/2002 and we currently have 29 members. As far as I am aware this is the only e-list dedicated to the British Pullman scene. A number of members have uploaded photographs of Pullmans along with some very useful files and these are accessible to list members. In addition I have been uploading details of the SR Pullman allocations as given in the Carriage Working Notices (CWN) and the Appendices to the CWN and those that are currently available are for the following dates:- 22/5/44, 7/10/46, 16/6/47, 6/10/47, 18/6/51, 20/9/54, 16/9/57, 12/9/60, 17/6/63 and 13/6/66.

If you are interested in joining the group then you can subscribe by either going to BritPull-subscribe@yahoogroups.com or by contacting me direct on glen@rws1993.co.uk.

Video Box:

Doug Lindsay in response to the Devon Belle video advises of the following additional video material available on this long forgotten service.

There is a very nice sequence on the Belle, in an compilation video of Pathe News items. It's the 1947 launch item of the train showing the porter at Waterloo cleaning the Observation Car windows!!!. Then shots en-route from the Observation Car, including the Up service passing. Then the Barman doing his stuff, then an exterior of the train near Honiton. In total about 3 minutes material, but its good, but that was Pathe.

Pullman Information Stand:

The Pullman Society Information Stand has been kindly invited to attend the Middlesbrough Model Railway Exhibition on May 3rd & 4th. Theme Tri-ang – Hornby Pullman cars 1958-2003.

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Tail Lamp:

We all look forward to that evening when we will no longer have to set the alarm clock to get up for work, well some of us still do.

Retiring I am advised is dangerous for your health, as those I know who have retired, advise me they are now more busy than ever before.

Well a very dear friend Martin Newham-Darling is due to retire from Attendant duties with the VSO-E British Pullman Train this month after 13 years service..

I have known Martin for 10 years, and over the years I learnt a little about the man.

Martin's career has been in Railway Catering for British Rail and the VSO-E.

Martin worked on the final "Bournemouth Belle" service on July 9th 1967.

In that final train's formation was car "LUCILLE", now 36 years later it is Martin's time to retire

from daily operations.

Martin is a very knowledgeable railway man, he has an interest in the railway scene of today and yesterday, and I am sure he will be missed by his fellow members of staff.

As a Manger myself, I am well aware that when a person of Martin's caliber retires the Company loses not only the employee, but also the corporate knowledge built up over many years.

May I take this opportunity to wish Martin and Maggie all the best for the years to come, and I look forward to his first volume of the series "An Attendant Recalls".

(*Car No.14 story – Well it is the 1st April – **APRIL FOOL**).

Editorial Address:

Terry Bye
64 Valiant Way
Thornaby
Stockton on Tees
TS17 9PB

e-mail: t.bye@ntlworld.com