

Pullman Car Services

COUPE NEWS

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

JULY 2003

No:5

Editorial:

Welcome to Coupe News No: 5.
Your free newsletter of Pullman related news and 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, either e-mail or printing a copy, to any one you may know who will be interested.

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

If you have any material for inclusion in No.6, please forward by 29th July.
Coupe News No.6 will be published on August 1st.

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Preservation News:

Marazion, Cornwall.

George Moon has forwarded the following report of the sad state of affairs on the South West Coast of Cornwall.

On a short visit to Cornwall two weeks ago (w/c 18/5) I passed Marazion and noted:-
ex BR (W)9870 ex Car No.97 Ex CALAIS (twelve wheel car).

Ex BR (W)9872 ex Car 502 ex JUNO(II).

The burnt-out remains of ex (W)9873 ex Car No.503 ex AURORA (II) destroyed by fire
In January/February 2002.

Just the under frame, gangways and a couple of steel rod sticks.

The Spotgate Inn, Stone, Staffordshire.

Jonathan Stangroom has forwarded a report following a recent visit to site and viewing both interiors and exterior of cars No.75 & URSULA.

Both cars appear to be well cared for. As the cars are located to rear of the premises they can easily be missed. Standing together with access via end vestibules.

Only the visible exterior sides of both cars have been painted in umber & cream. When you sit on the left hand side of URSULA and view Car No.75 located beside the exterior has been painted black, this then matches URSULA when viewed from within Car No.75 on both cars.

Look Back at Pullman:

1903*.

July 26th Sunday. Class 'B4' 4-4-0 No.70 "Holyrood" noted hauling the 'Pullman Limited'. London Victoria to Brighton. Driver Tompsett (Brighton Top Link) undertook the 'down' run in 48 minutes and 41 seconds. The return 'up' working was in 50 minutes and 21 seconds. A maximum speed of 90mph was achieved on the down journey.

1928+.

July 9th. The 'Queen of Scots Pullman' operation operates with 16 new all steel cars in its 'up' and 'down' formations.

Train 1. (Kings Cross end).

Car A Car No.77 Parlour Brake Third.

Car B Car No.71 Third Kitchen.

Car C Car No.73 Parlour Third.

Car D Thelma First Kitchen.

Car E Sheila First Parlour.

Car F Car No.76 Third Parlour.

Car G Car No.70.Third Kitchen.

Car H Car No.78. Parlour Brake Third.

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Train 2. (Kings Cross end).

Car A Car No.79 Parlour Brake Third.
Car B Car No.67 Third Kitchen.
Car C Car No.75 Parlour Third.
Car D Phyllis First Kitchen.
Car E Agatha First Parlour.
Car F Car No.74 Third Parlour.
Car G Car No.69.Third Kitchen.
Car H Car No.80. Parlour Brake Third.

1953#.

July 15th, HM Queen & Duke of Edinburgh Arrive at Winchfield station in a 'Golden Arrow' car
Aries enroute to RAF Odiham for the Royal Air Forces Coronation Review.

Information Sources.

- * Railway Magazine September 1953 Page 580.
- + Railway Gazette July 1928.
- # BR Magazine September 1953.

Pantry Item:

Precision Labels.

L35

GOLDEN ARROW PLATFORM ARCH

£4.99

Platform 8 at Victoria station was the usual departure for the famous Golden Arrow. The ticket barrier was given special treatment to publicise the train, with a painted wooden archway.

This pack provides four archway images, sufficient to make up two double sided platform arches. Alternative columns are provided for a variant on the design.

Even if you don't have room for a full model of a terminus, this elegant station artwork will grace any platform.

Interested in modeling the 1966 Mk2 British Rail built Pullman cars.

Within the June edition (56) of Model Rail.

Steve Brammer converts Hornby Mk2 coaches with the use of Hurst Models overlays, within the three page article Steve explains how to undertake the conversions. Also details the transfers required to complete the cars.

A mixture of photographs of the models and the prototype cars enhance the text.

For further details contact:

UK Emap Back Issues, Mercury-International, Amscan Building, Brudenell Drive, Brinklow,
Milton Keynes, MK10 0DA.

UK £3.60, Overseas £5.60

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Attendants Service:

Your attendant has been requested to serve the following requests for information to you. If you can answer any of these requests, please reply to me, and I will forward on/or reply via this service next month.

Table 1. (DL)

Doug Lindsay's plea of April has brought forward some response; this is the last call for service. Can you help?

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.

Table 2. (JT)

I am building (with a team of professional modelers) a 4mm, fine scale model of Hitchin station in 1959. I intend to have at least two of the all Pullman trains, probably The Master Cutler and either The Queen of Scots or The Yorkshire Pullman. Helpful though the various Pullman books are, none that I have found give the precise train formations. I want to arrange my Pullmans exactly right. Can you help?

David Lewis of Southern Pride Models replies.

Reference to the request for East Coast Main Line Pullman formations. I have the following, according to official BR East Coast Carriage Workings.

1958 Queen of Scots

Kings X. 2nd K (S) / 1st K (S) / 2nd Bk / 2nd K (S) / 1st P / 1st P / 1st K (N) / 2nd P / 2nd K (S) / 2nd Bk

1959 Yorkshire Pullman

Kings X. 2nd Bk / 2nd K (S) / 1st K (N) / 1st K (S) / 2nd P / 1st P / 2nd K (S) / BCK / 2nd K (S) / 1st P / 1st K (S) / 2nd Bk. N.B. BCK added at Leeds.

1959 Master Cutler

Kings X. 2nd Bk / 2nd K (N) / 1st P / 1st K (N) / 1st K (S) / 2nd Bk

Notes. Positions of kitchens. (N) = North, (S) = South. I Hope this will be of help.

Table 3. (RK)

I am preparing to build a Kent model and would like some Kentish Belle style Pullmans. I am interested in the identity of car names & numbers in the formation. Any information on train formation, locomotive haulage and even date. Can any reader help with formation lists?

Doug Lindsay replies.

Re- the query over Thanet/Kentish Belle Cars, I have an official drawing of the formation, dated 17 March 1948 (no doubt the first original formation) as it states 'commences traffic 31st May 1948' showing the train consist as follows from the country end (loco end);

TC 16	3rd Brake	Parlour	27 seats
TC 137	3rd Kitchen	Parlour	27 seats (Maid of Kent)
TC 132	3rd Kitchen	Parlour	27 seats (Anaconda)
TC 30	3rd Parlour		36 seats
FORMOSA	1st Kitchen		20 seats
CORAL	1st Parlour		24 seats
TC 11	3rd Brake	Parlour	27 seats
TC 135	3rd Kitchen	Parlour	27 seats (Elmira)
TC 133	3rd Kitchen	Parlour	27 seats (Ermine)
TC 15	3rd Brake	Parlour	27 seats

Total 225 3rd Class, 44 1st Class seats

No doubt the formation would have been published in the Railway Magazine or Railway Gazette when the change was made to 'Kentish Belle' with the Canterbury portion and which Cars went where, but without much research in the old copies I have no other drawings or memos....at least the above is a start!!

John Peck of Precision Labels replies.

Re the reader question on the Kentish Belle, L14 pack lists the coach names in question.

Web: www.precisionlabels.com

Email: plabels@precisionlabels.com

Table 4. (AF)

I would ask if anyone has any B&W or colour interior photographs of the Pullman Composite Cars of the Brighton line. My aim is to have a faithful record of all the decorative schemes used in each of the 23 cars. Any help would be most appreciated and any costs paid.

No information received to date, this is the last call for service, Can you help?

Table 5. (CW)

Colin Wheeler of Smethwick the historian of the Birmingham Railway Carriage & Wagon Co.

Has requested the help of YOU, to assist with his information stand.

Colin attends exhibitions in the Birmingham area highlighting the history, craftsmanship that this famous works was known for all over the world.

Colin is looking for good quality photos of any Pullman car built by BRC&W Co.

He is interested in both internal and external views.

The loan of negatives would be acceptable.

Table 6. (PG&TB).

Have you any photos of the Northern Belle vehicles, broadsides of each vehicle if possible to assist in the building of this train by conversion of Mk1 and 2 coaches.
Any information with regard to the bogies beneath the Mk1 vehicles would also be most welcome.

We have both contacted Fox Transfers with a request with regard to transfers for the converted models. Alas at this moment in time Fox do not have any transfers within the range on offer, but they are interested in producing these transfers for the model market.
But again photos are needed so can you help.

Tail Lamp:

Coupe news is only as good as the information received, and published within.
So why not share your news/material/information with fellow Pullman connoisseurs.

I feel sure that the model railway readers of this newsletter will now have at least one or more of the new Hornby matchwood or aluminium sided Pullman cars on the layout, or just as a display model in your hobby room.

The new models are based on the 'K-type' car, construction period being 1924 -28.

These cars saw service on the Southern Region & East Coast Main Line.

I have received a number of e-mails with regard to the models not being true representations of the car modeled.

Within the July edition of Model Rail, page 55. Charles Long Chairman of The Pullman Society explains the reasons why the 'K-type' was modeled and gives some history facts also.

Well another milestone in UK Pullman history occurs twice this year. Forty years ago January 1st 1963 the Pullman Car Company was introduced to the 'Grim Reaper'.

January 1st brought the first nail in the coffin of the PCCo, when it became part of British Transport Hotels Division, of the British Railways Board.

Not content with getting control of the Company, the 'Grim Reaper' then viewed the Company's only workshops at Preston Park, Brighton. In November the second nail was hammered home, when the workshops closed the doors for the final time. All future work on the cars would be handled by BRB own workshops.

Over the following nine years the 'Grim Reaper' turned his scythe on the Pullman Services.

T.Bye
1st July 2003

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