

Pullman Car Services

COUPE NEWS

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

AUGUST 2003

No:6

Editorial:

Welcome to Coupe News No: 6.
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, by 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.7, please forward by 29th August.
Coupe News No.7 will be published on September 1st.

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Preservation News:

1966 Mk2 Pullman Cars.

On July 3rd, I visited Carnforth to assist in the loading and preparation of the stock for the Saltburn Line User Groups charter to Fort William and Mallaig. Alas the use of the full rake of the cars for the charter was not to be, due to the restrictions firstly at Fort William and then Saltburn in platform length and track circuit operations. The train was reformed of mainly BR Mk1, and one Mk2 Brake, but did include the two Pullman Kitchen cars.

Whilst at Carnforth I did view the remaining 1966 cars, which look resplendent in the umber and cream livery. Only one car has yet to be repainted (546) which remains as 'City of Manchester' In MERCO livery.

I was unable to gain access to view the three Swanage cars Isle of Thanet, Lydia & Bertha.

Within 'Pantry Item' on page 3, I paste a copy of the planned handout for the train had the Pullman rake been used.

PEGASUS.

May 17th, Pegasus formed part the formation of the Wessex Trains 'Golden Arrow' train. Which ran from London Victoria to Dover and return. Hauled by newly restored Bulleid Battle of Britain Class streamlined Pacific No.34067 TANGMERE.

Look Back at Pullman:

1878^.

July, G.M.Pullman visits the United Kingdom and meets Sir James Allport of the Midland Railway.

August, Cars GERMANIA & INDIA transferred from the Midland Railway to the Great Northern Railway. Allocated to the 20.30 Kings Cross to Edinburgh and 22.20 Edinburgh to Kings Cross services.

1953#.

August 4th, The down Tees-Tyne Pullman noted at Brooklands Park hauled by 60025.

The Bournemouth Belle was noted being hauled by D10000 during the year.

1978+.

August/September, Brighton & Hove Albion Football Club charter S/No.315 HERON for away matches.

Information Sources.

^ PCS Archive. # Railway Magazine - February 1972. + Railway World - November 1978.
P2.

Mk2 Pullmans:

Brief History of the Mark 2 Design Pullman Cars Pullman Car Identity/Builder/Type.

No:	Allocated Name:	Builder:	Type of Car:
504.	ULLSWATER.	BR Derby 1966.	Pullman First Kitchen.
506.	WINDERMERE.	BR Derby 1966.	Pullman First Kitchen.
546.	*CITY OF MANCHESTER.	BR Derby 1966.	Pullman Parlour First.
548.	GRASMERE.	BR Derby 1966.	Pullman Parlour First.
549.	BASSENTHWAITE LAKE.	BR Derby 1966.	Pullman Parlour First.
550.	RYDAL WATER.	BR Derby 1966.	Pullman Parlour First.
551.	BUTTERMERE.	BR Derby 1966.	Pullman Parlour First.
552.	ENNERDALE WATER.	BR Derby 1966.	Pullman Parlour First.
553.	CRUMMOCK WATER.	BR Derby 1966.	Pullman Parlour First.
586.	DERWENTWATER.	BR Derby 1966.	Pullman Brake First.

*546 Retains MERCo livery and name.

As part of the electrification of the Euston-Manchester-Liverpool main line. British Rail built twenty nine new Pullman Cars for the introduction of the new services in the Spring of 1966. The new cars consisted of three types.

1. Kitchen Firsts seating 18. No.500 – 507. B5 (heavy Duty) bogies fitted.
2. Parlour Firsts seating 36. No.540 - 553. B4 (standard) bogies fitted.
3. Brake Firsts seating 30. No.580 – 586. B4 (standard) bogies fitted

The cars worked the 'Manchester' and 'Liverpool Pullman' services. Being able to operate at 100mph. In true Pullman tradition the vestibule doors open inward. The exterior was the reverse BR blue grey livery, and the interior décor followed the example set by the "Blue Pullman" diesel multiple sets. The seating throughout the 29 cars being first class to the 2x1 layout.

Although the 'Liverpool Pullman' lasted only a short time after introduction, the 'Manchester Pullman' became the last Pullman service to run on British Rail.

By 1976, seven cars had been withdrawn leaving 22 remaining in service.

In October 1983, the 'Manchester Pullman' was relaunched with the remaining cars following a programme of heavy overhaul, and refurbishing. The external livery changed to what was to become standard Inter-City livery of light and dark grey with bold stripes of red and white at waist level. Allocated names for the first time of individuals associated with the area served by the train. 1985, the cars were withdrawn from Pullman operations, being replaced by the new Inter City Mark 3 coaches.

1986, 12 of the cars were withdrawn to supply spares for the remaining 10 cars, that had been allocated to Inter City's Charter fleet.

1987, branded the 'Lakeland Pullman'. The 10 cars being allocated names from the Lake district area.

1991, saw the withdrawal of the remaining 10 cars from Inter City operations.

The cars were put up for sale/disposal.

1992, the Manchester Executive Railway Company, purchased the 10 cars and re branded the formation as the 'Statesman', each car was renamed.

Car Nos. 504. The White Rose, 506. The Red Rose, 546. City of Manchester, 548. Elizabethan, 549. Prince Rupert, 550. Royal Highlander then renamed Golden Arrow, 551. Caledonian, 552. Southern Belle, 553. King Arthur, 586. Talisman.

c1996, Purchased by present owner West Coast Railway Company.

All cars with the exception of 546 have reverted to Lake Land names on each car, livery to Pullman standard umber and cream.

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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 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?

Gregg Child forwards the following information as found within the RCTS Railway Observer. July 1948 edition. The inaugural Thanet Belle formation:-
(Not in train formation order) FORMOSA, CORAL, Car No.s 16, 137, 132, 96, 11, 135, 133, 15.
You will note Car No.96 has been replaced by Car No.11.

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.

Table 7. (RW).

I have a Pullman menu. The date being Friday October 16th 1925. It came amongst a collection of Southern Royal train working noticed allegedly from a Royal train steward/train crew. Can anyone shine any light to this working.

Attendants Service Ctd:

Table 8. (BB).

Brian Bell editor of 'FORWARD' the Journal for the Great Central Railway Society, requests the help of fellow readers with the following:-

As you are probably aware our society's interest is based entirely on the Great Central Railway, therefore I'm naturally interested if you have any information or articles on the 'Master Cutler' service preferably when run over GC lines.

Pullman Talks:

October 13th 2003.

Southern Electric Group branch meetings take place at the Southwick Community Centre, Southwick Street, Southwick (a short walk due north from Southwick Station) and commence at 19:30. Light refreshments are available during the interval.

'Pullman Preservation and the Kent & East Sussex Railway'.

Pullman expert *Doug Lindsay* describes the preservation of these unique vehicles and then, in part two, his favourite preserved line.

November 10th 2003.

Wensleydale Railway Association, Northallerton Branch. The branch meeting is held at R.A.F.A. Club, High Street, Northallerton at 7.30pm.

'Pullman History within the U.K'.

North Eastern Co-ordinator for The Pullman Society, Terry Bye will snapshot the history in slides.

Pullman Information Stand:

The Pullman Society Information Stand has been kindly invited to attend the Cleveland Model Railway Exhibition on August 16/17th at the Tertiary College, Redcar.
The theme Tri-ang – Hornby Pullman cars 1958-2003.

If your in the area, why not stop by and view the layouts and trade stands.

Pantry Item:

Glen Woods has advised us of the following new publication.

I have visited Michael Welch this evening and saw a pre-production copy of his latest book 'A Southern Electric Album' and within it there are photographs (all in colour) of interest to Anthony Ford [Attendant's Service, Table 4], namely two interior shots of Composite car 'Alice' taken on 24/4/66 whilst marshalled in unit 3042.

Other shots of Pullman interest are:-

1. Brighton Belle, in blue & grey, passing Thornton Heath on 8/8/69.
2. Brighton Belle, in blue & grey, exiting Quarry tunnel on 8/2/69 in the snow.
3. Brighton Belle, in Pullman livery with small yellow front warning panel, passing Haywards Heath on 27/8/67. Most unusually the leading unit is a four car not a five!
4. Brighton Belle, in Pullman livery with small yellow front warning panel, approaching Clayton Tunnel in April 1968.
5. Name of Brighton Belle first class car Mona, in Pullman livery, on 2/3/69 at Brighton.
6. Interior of second class Car No. 85 on 2/3/69 at Brighton.
7. Shot of the 'Golden Arrow' (rear view at Shortlands) as a result of a locomotive failure on 26/3/67 being assisted in the rear by some Ceps. The full formation of 'The Arrow' is in the view showing the four Pullmans in Pullman livery.

The book will be available in the first week in August.

ISBN 1-85414-279-4, Capital Transport Publishing, hardback, 96 pages, £16.95.

Hornby Pullman News.

Extract from the 'Collectors Gazette' Page 11. Pat Hammond "Hot Off The Tracks".

'More Pullmans Planned'.

Another five Pullman cars are scheduled to be released by Hornby later in the year. It is understood that these could be in the shops by November.

The 'R' numbers suggest that they were planned before some of the other coaches illustrated in the current catalogue and which have the later 'R' numbers.

The proposed vehicles are to be:

- R4162 1st Class Parlour.
- R4163 3rd Class Parlour.
- R4164 Pullman Kitchen 1st Class.
- R4165 Kitchen 3rd Class.
- R4166 Brake 3rd Class.

'Rich Uncle Set'

The style livery planned for the above Pullman coaches is not yet known but could it be that they will be in the same style as those in the proposed R1038 'Rich Uncle' set which we now know is due in November?

This set is to be named 'Venice Simplon Express' and the loco will be Merchant Navy 35012 "United States Lines" with a 5100 gall tender.

It will fine detailed and DCC ready.

the set will also contain Pullman 1st Class parlour car 'Cygnus' and 'Minerva' and 1st Class kitchen car 'Ibis'.

New Mk1 Pullman Cars.

Within the Collectors Gazette column by Pat Hammond. Pat, refers to a planned production of Mk1 Pullman Cars by a major model railway supplier (unnamed). Release date could be 2004 or 2005.

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.

The feed back I have received to date has been very positive and makes my time in production and forwarding worthwhile.

Some good news for those wishing to model the East Coast Mainline from Autumn 1960 to May 1978. The planned Mk1 Pullman cars (2004/5) will I am sure fill a big gap for those who have that early period of the 1960's with Diesel versus steam operations on those memorable Pullman services out of King Cross.

Get ready for Hornby's "Venice Simplon Express" it could be in the sack that Santa brings, start dropping hints now and remember R1038 when ordering.

If I have to wait as I did for the Bournemouth Belle set, I will not complain, as it was well worth the wait on arrival.

It is while since Hornby hit the Western Region with a Pullman Set, how about a "Wells Fargo Set" standing in for the failed Blue Pullman set, or even better how about an updated Blue Pullman set, it is long overdue a return.

T.Bye
August 1st 2003

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