

Pullman Car Services

COUPE NEWS

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

SEPTEMBER 2003

No:7

Editorial:

Welcome to Coupe News No: 7.
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.8, please forward by 29th September.
Coupe News No.8 will be published on October 1st.

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Preservation News:

The Bluebell Railway Pullman Cars D.Jones Report.

You may be interested to know that **Car 54** is now in the C & W works at Horsted Keynes being assessed for overhaul, probably by an outside contractor.

It will be a more useful car than **Car 64** as it has a brake facility, thereby allowing the Maroon BGZ vehicle to be removed from the Golden Arrow set, and can also be equipped with a pantry in the space where the luggage compartment is.

This would eliminate the need to continue hiring **Eagle** when the renewal of the agreement with the NRM comes up.

There is a photo of **Car 54** in the Works on the Bluebell Railway website showing its condition, as received from Carnforth some years ago now, in not too bad a condition.

Most of the seating and fittings are inside the car so will have to be placed in store when the restoration starts.

Car 'Phyllis' left the Bluebell on Tuesday evening August 19th, on an Engineering Services low loader en-route to Stewarts Lane.

Also, it has been decided to overhaul Car 64, rather than Car 54 . As it will be a cheaper and quicker option, but there is no time scale for starting the overhaul as yet.

Marazion.

Tim Robbins, advises: -

A colleague who was on the "Western" hauled tour to Penzance at the weekend (9/10th) reports that there are no longer any Pullmans at this location. Instead there is, quote, "an ominous pile of charred timber and a few odd wheel sets". One fears the worst!

Editors response:

is indeed sad news which was confirmed a day or so later by a further reader . This will spell the end for cars JUNO (II), CALAIS and Car AURORA (II).
AURORA (II), had already suffered the fate of being burnt out on site, in the not to distant past.

This

13th Edition of The Pullman Car Preservation List.

Due to the recent demise of the remaining Marazion cars, and update on the 1966 Mk 2 cars. I have produced the 13th edition of the list. It is already available on the "Brit Pull" web page. But, if you wish a copy sending direct by e-mail, please forward a request to the editorial address. The file attachment is '261kb'. And it's FREE of Charge.....

Hornby Pullman Update.

News on the Pullman front this Autumn, and now is the time to get your Christmas list together.

R4143A NIOBE, 1st Parlour. R4144A Car No.34, 3rd Parlour. R4145A SAPPHO, 1st Kitchen.
R4146A CAR No.166, 3rd Kitchen. R4150A CAR No.161, 3rd Brake.

R1038 "Venice Simplon Express" Consisting of Rebuilt Merchant navy "United States Lines", Pullman Cars CYGNUS, MINERVA & IBIS, track and controller. All within the new style packaging. Prices vary on all the above product range already – so shop around for the best deal.

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Look Back at Pullman:

Information Sources.

1928.

The Pullman car Company Board Members.

Chairman: Lord Ashfield.

F.H.Houlder. S.Guinness. H.E.Fitzaron Howard. E.Wyldbore-Smith.
S.Adams (New Appointment). Count De Segar Lamoigner (Paris).

Retirements: T.Powell Secretary & Manager.

Appointments: G.H.Griffith as general Manager.

Source Railway magazine August & October 1928.

1978.

The National Railway Museum, York.

The national collection acquires two Mk1 build Pullman Cars.

Schedule Number 311. Kitchen First. 'EAGLE'.

Schedule Number 326. Parlour First. 'EMERALD (II).

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.

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Attendants Service:

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?

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.

Table 9. (PG).

Wanted one Hornby "Bournemouth Belle" Pullman Cars Pack No.R4169.

Reasonable price paid, contact peteglover@ntlworld.com.

Table 10. (JS).

With the new Hornby models I am planning to make up a "South Wales Pullman" formation for my layout. I have already undertaken some research with the help of Terry Bye. But to date we have only identified one complete formation in operation. Can any fellow reader of Coupe News help me to get it right? Please respond via Coupe News, so the information can be shared to all.

Gone - But Will Never Be Forgotten – Calais & Juno.

In early August reports were received that the two remaining Pullman Cars at Marazion had been Broken, on reported instructions of the local Council.

The news was confirmed within a week that the worse case scenario had indeed taken place.

The grim reaper had called in CALAIS and JUNO (II) and another chapter in Pullman History is now closed.

Checking back through my records, it appears the cars spent longer at Marazion, then they did in actual operational service for the Pullman Car Company.

On the positive side we do have three of the original cars located at Marazion, now restored and in static use at Petworth. Thanks to the endeavours of Lou Rapley at Petworth station, these three cars are well looked after with plenty of T-L-C.

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The Cleveland Model Railway Club Exhibition, Redcar. August 16/17th 2003.

The North East Pullman Society information stand was kindly invited by the CMRC to attend the annual exhibition.

This has been an annual invitation for the Society with the exhibition space being given to me free of charge. I always pick a theme for each exhibition, this has seen displays covering the Blue Pullman, Yorkshire Pullman, Tees Tyne Pullman services to name three covered over the years.

Being front of house, it is always nice to talk to the general public, who over the years have reminisced traveling Pullman in the past.

The model railway fraternity challenge on types of cars used in specific areas of operation and train formation lists. But I like a challenge.

The following prices were noted on different sales stands: -

Tri-ang R228 ANNE & R328 Car No.79. Unboxed fair condition £10 each.

Wren W6000 Car No.77. Boxed good condition. £21.50.

Hornby R687 Silver Jubilee Pullman boxed set. £95.00.

Hornby New type cars, boxed and new £25 each.

Book – Pullmans in Europe by G.Behrend. Good condition with cover £15.00.

The theme of the information stand Tri-ang/Hornby Pullman Cars 1958 to 2003.

A lot of interest by the public in the different models produced in the period, but the quality of the new cars shone through.

The next batch of Hornby cars due shortly, will I am sure sell out very quickly.

Discussion points at the stand included Hornby's use of white roof, release of individual cladded type cars and Pullman train set releases in the future.

The possible release of the M1 builds Pullman Cars in late 2004, or early 2005.

And why won't Hornby re-release an updated 'Blue Pullman' set.

Alas none of the layout's present operated any Pullman service, but the layout mix was missing a modern image layout. Gauges ranged from 'N' to 'O'.

As in the past I was made most welcome by the members and committee of the CMRC.

My thanks to the members of the CMRC for allowing the Pullman Society to attend this annual event.

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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 sad news from Marazion, brings into question what of the future for the other odd car's dotted around the UK, that could meet the same fate as the three cars at Marazion.
These sites such as Selsey in Sussex, Bets-Y-Coed & Barnwell Junction to name just three, have cars that could be vulnerable, as the land they stand on, is of greater value than the car body.
Another car at risk resides in San Francisco. CAR No.14, ex-Devon Belle Observation Car.
I viewed this car in June 2002, although the site owners have changed at least twice to my knowledge, the car is at risk if the site is sold and cleared. As happened last year at Stamford.

Is it time to put together an 'At Risk' list of cars, comments and suggestions most welcome.

Time to review the first six editions of 'Coupe News'. Going back to edition number one, my aim was to infill with news to members of the Pullman Society who have inter-net access.
Sent to a mere 8 Society members.

The feed back received from you the readers, has seen 'Coupe News' move side ways from the Pullman Society, so that it is accessible to any person interested in Pullman.
Editions 2 - 6 have seen an increase in the number of copies e-mailed, 142 for edition number six. I have to be honest with you, I did not see actually producing more than the first three editions, But, here we are with edition seven.

I am aware that some readers forwarded copies by e-mail, or print copies to pass on to others that have an interest also. I would appreciate if those of you, who do pass on a copy to another, would advise me of the number of copies you forward. This will give me a true readership level.

Content, well no concerns raised by you to date, so I must be getting it right.....
But, I do not want to become complacent, and tread water. If you have any ideas or suggestions on content, e-mail them to me, at the editorial address.
Just a reminder re-photo content and presentation. I want to keep the attachment size down to a minimum, this allows a wide readership as some computers will not accept large attachments, so its text only.

T.Bye
September 1st 2003

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09/2003.