

Pullman Car Services

COUPE NEWS

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

NOVEMBER 2003

No:9

Editorial:

Welcome to Coupe News No: 9.
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.10, please forward by 29th November.
Coupe News No.10 will be published on December 1st.

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Preservation News:

CAR No.79 (NYMR).

New and repaired springs have been delivered and the repaired one fitted.

THEODORA. (KESR). R.Salmon.

KESR have Millennium Commission funding for restoration of Theodora, to be completed within the next couple of years.

MIDLAND (MRT). R.Salmon.

At the Midland Railway Center, original 1874 Pullman "Midland" is now safe inside the main carriage exhibition shed, resting on an under frame. It is considered to be such a unique survivor that its restoration will not be attempted, since: -

(a). This would involve the replacement of virtually all original material,

(b). Although very much down at heel, it is also essentially in original condition.

It will be displayed in its "as survived" form, and also be used as a guide to enable one or both the other surviving original Midland Pullmans (which survive in rather more modified form) to be rebuilt back to original condition.

Bluebell Pullman Cars.

The Bluebell News "Autumn 2003 – Vol. 45 No.3, reports the following information: -

Car No.64.

The general repair of this car "in principle" has been offered to the VSO-E, with a return to traffic in late 2004. (Both Car No.64 and Car No.54 have been viewed for restoration, but only one of the cars will be restored at this moment in time).

In addition the Bluebell is also looking at returning the name "*CHRISTINE*" to the car.

(Following withdrawal from BR operational service the car was purchased by Bulmer's of Hereford

and with four other cars, were internally fitted to the needs of Bulmer's and also externally repainted into Bulmer's house colours).

The naming of third class cars is a thorny issue, but with her part in preservation some think that she deserves the honour of a name.

The point was made when "*LILIAN*" (Car No.76) entered service; that customers prefer to have a named Pullman, and they think that they are being offered something down market if a coach has not a name. In CAR No.64's case; of course, this is far from the truth.

CAR No.54.

Restoration will be expensive, and only justifiable if a good balance can be achieved between what the catering staff need, and what is desirable from a preservation view point.

Recently moved to C&W Shed, tarpaulin removed to expose the shell of the car for inspection.

Now awaiting quotations for the restoration work. Preliminary indications are that it may be CAR No.64 that will be restored.

This car will provide a brake vehicle and van space which could be converted into a pantry, making it a more useful vehicle. But this would make it a larger task and cost.

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Preservation News ctd.

Bluebell Pullman News ctd.

PHYLLIS (owned by the VSO-E).

Held in store on the Bluebell for the VSO-E., Now relocated to the VSO-E Stewarts Lane Depot.

FINGALL.

Now halfway through her likely service period, having clocked up 12 years of an expected extended 25 years (if covered accommodation is made available) operational life span.

LILIAN (CAR No.76).

Has a limited life in operational use.

Have a look at the Pullman Car Interiors on the Bluebell Website with the 360 degree camera.

www.bluebell-railway.co.uk

Why not become a member and support the Bluebell Railway and the Pullman Cars.

Look Back at Pullman:

1953 – 50 years ago.

Their Majesties the King & Queen of Sweden traveled from London Victoria to Dover.

Pullman cars PORTIA & ORION being allocated for this working.

In an odd train working, it divided at Folkestone Junction. Part of the train went down to the harbour "as a relief" to the Golden Arrow.

Whilst an LMS type 2-6-4t took the Pullmans and ordinary stock to Dover, to connect with an Ostende ship.

1963 – 40 years ago.

Just 11 months after BRB take control of the Pullman Car Company, the doors to the Preston Park Workshops close. Maintenance etc on the cars still in service will be undertaken at the BR C&W workshops.

1978 – 25 years ago.

Noted at outside the Swindon Workshops RDB975427 (ex S/No.323 WREN).

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Vestibule Sales:

Southern Steam Finale No.9 June – July 1967 (Volume 96). B&R Video Productions.

This series of nine videos covers the final 18 months of main line steam working on the Southern Region. This video tape covers the final two months of operational service of steam out of Waterloo to Weymouth. Included is A4 Sir Nigel Gresley working out of Waterloo to Weymouth and return. The final days of Nine Elms depot and of course the giants of steam at Salisbury shed awaiting the call to the South Wales scrap yards.

As would be expected the "Bournemouth Belle" appears on this tape hauled mostly by Brush Type 4's (class 47's). The last down working is shown departing Waterloo and lineside enroute to Bournemouth. The final view is on the final up working when photographers lineside hung on to the thought it might be Merchant Navy hauled. But, as we all know now this was not to be. For anyone who remembers the last months of main line steam on the Southern, I recommend an order be placed on the wants list for Christmas 2003.

Pullman Craftsmen – Readers Offer.

Some readers may be unaware of this fascinating in sight into the day to day operation of The Pullman Car Company's Preston Park works. First published in 1992 it sold out very rapidly. I recommend this booklet, as an historical document by the men that maintained those splendid cars in true Pullman tradition.

Linking in nicely with the 40th Anniversary of the works closure, you have been offered the chance to purchase a copy at a very good discount. My thanks to Jane Reid for this offer.

'Pullman Craftsmen' is offered to you the readers of Coupe News at a special reduced price of £2, plus £1 P&P. Simply send a cheque for this amount to Jane Reid at the address below, made payable to QUEENSPARK BOOKS together with a note quoting "Coupe News Offer".

Readers from outside the UK should contact me at this email to ascertain P&P costs before sending a money order.

QueenSpark Books
First Floor
49, Grand Parade
Brighton
BN2 2QA
Tel and fax: 01273 571710
See our website at
<http://www.queensparkbooks.org.uk>

For Sale Two Pullman Cars.

Mk1 Met Cam Second Parlour Cars No.347 & 351 (42 covers each) complete & in working Order, Need slight body repairs & repaint.

Tyseley Loco Works 0121 707 4696.

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Pullman Talks:

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.

November 11th 2003.

Doug Lindsay is giving a talk on Pullman to the Friends of The NRM at the Gibb Lecture Theatre within the NRM at 7.30pm.

Attendants Service:

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.

John Peck of Precision Labels replies: -

In reply to the question as to South Wales Pullman formation.

I would have thought it was just the one formation as it was only a short life of service and included the special bar car. I've modelled the single formation listed in the books I have in my L19 pack: Car No 54, Car No 171, Car No 35, Diamond (Bar), Cecilia, Zena, Chlora, Car No 27.

Table 11. (PT).

Can any reader help.....

The present owner of car MONTANA has contacted me, in the hope that some one may have a photograph of the car in service prior to withdrawal in July 1960.

The owner is about to commence restoration work on the car, so any photograph will be most helpful in getting it right first time.

If you can help please advise by e-mail, or even attach the photo/s to an e-mail.

"IS THERE ANYTHING ELSE, SIR"

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In memory of those who worked at the Preston Park Works 1928 – 1963.

November 5th 1928 the former London Brighton and South Coast Railway Paint Shops at Preston Park opened under the operational ownership of the Pullman Car Company.

Replacing the workshops Longhedge at Battersea in London.

The Longhedge workshops had been in use since 1912 at which time they been taken over from the previous owners the London Chatham and Dover Railway.

Although the workshop facility closed and moved to Preston Park, Longhedge remained the Pullman Commissary.

The workshops are located north of Lovers Walk sidings, and just on the southern edge of the line from Preston park Station to Hove and Worthing avoiding Brighton Station.

At the south end of the building (Brighton end) six sidings lead into the workshops, all sidings end within the workshops, with no through sidings/roads.

The nearest sidings to the mainline being of equal length and the other three each getting progressively shorter.

Outside the workshops on the south side wall and between the cliff face, two ex service cars survived withdrawal for some years, seeing use as a woks canteen and store.

S/No.22 DEVONSHIRE. Withdrawn 30/09/1931.

And became a grounded body for use as a Canteen until closure in 1963 and then broken up.

S/No.75 ALBERT EDWARD. In 1918 became Car No.4. Withdrawn 30/09/1931,

And became a grounded body for as a store, only to be broken up 1950.

In the period 1928 to 1963 only three cars were actually built for service ARIES, Car No.303 and PHOENIX. PHOENIX was in fact just a new body on the bogies and Chassis of car RAINBOW.

The works was more noted for rebuilding and conversion work, the two Devon Belle Observation cars from former Kitchen cars being a prime example. The following details illustrate some of the costs and man hours spent in renovation of cars in the period October 1st 1936 – September 30th 1937: -

Name/Number:	Hours:	Cost:
NIOBE.	2040.	£180.
IOLANTHE.	1777.	£161.
ROSEMARY.	1147.	£99.
COSMO BONSOR.	8550.	£811.
CYNTHIA.	2834.	£281.
Car No.23.	250.	£18.
PALMYRA.	4000.	£346.
Car No.60.	2632.	£251.
EVADNE.	139.	£35.
Car No.17. (Conversion to Restaurant Car).	518.	£48.
Car No.31.	4474.	£389.
ELMIRA.	1893.	£163.
MALAGA.	3124.	£398.
SYLVIA.	3838.	£398.

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Enemy Action Damaged Pullman Cars 1939 – 1943.

The following cars suffered damage during enemy action between 1939 & 1943.

12th September 1940.

RUBY.

19th September 1940.

ROSE & 25th May 1943.

24th September 1940.

VIKING, PLATO.

26th September 1940.

Car No.41, Car No.32, Car No.36.

27th September 1940.

GROSVENOR, ORPHEUS, ERMINIE.

2nd October 1940.

PEGGY, PRINCESS ELIZABETH & 25th May 1943.

3rd October 1940.

RUTH, RITA & 25th May 1943.

8th October 1940.

MEDUSA.

9th October 1940 Victoria Station, London.

AUDREY, VERA, Car No.87, Car No.90, Car No.91 & 16th October 1940

10th October 1940.

PORTIA, MILAN, MAID OF KENT, FORMOSA, Car No.40 – 10th October 1940 – Written off
18th August 1943. Car No.34 & 25th May 1943, SORRENTO & 25th May 1943.

16th October 1940.

Car No.11, Car No.14, Car No.15, DIAMOND.

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Enemy Action Damaged Pullman Cars 1939 – 1943 ctd.

25th May 1943. Preston Park Workshops & Lovers Walk Sidings

MINERVA, PALERMO, EMERALD, SEVILLE, NEPTUNE, CORAL, Car No.17, ROSEMARY, BARBARA, Car No.31, Car No.60, GRACE, BRENDA, JOYCE, IDA, VIOLET, MAY, ETHEL, ALICE, GWLADYS, OLIVE, DAISY, BERTHA.

Hornby Limited Edition Pullman Sets - UPDATE.

In last months Coupe news I mentioned that Great Universal Catalogue have announced the release of two Hornby Limited Edition Pullman Sets. The information was found on the web site for this home shopping catalogue: -

Premier Boxed Set 'Blackmore Vale' Special Edition

This top of the range R1044 train set is in a special edition of 500 and comes in the special high quality box with draws. The set includes 'Blackmore Vale' and Pullman 1st Class Kitchen Car 'Leona', Pullman 3rd Class Kitchen Car No. 35 and Pullman 3rd Class Brake Car No.65. It also includes track and HM2000 controls. It is available from Kays and possibly other mail order catalogues and is priced £229.99.

Premier Boxed Set 'Port Line' Special Edition

R1043 is also a Premier Box Set of which only 500 have been made for mail order catalogues one of which is Kay's. The contents are different being rebuilt Merchant Navy 'Port Line' with BR Mk1 Brake coach 'S34158', BR Mk1 Comp. coach 'S15035', BR Mk1 Buffet coach 'S1850'. The Kays catalogue incorrectly refers to them as Pullman cars. The set is also priced £229.99 and contains track and controls all in the high quality train cabinet.

Premier Boxed Set 'Wilton' Special Edition

R1042 uses the same high quality train cabinet but the loco is West Country 'Wilton' and the coaches are Pullman 1st Class Kitchen Car 'Cynthia', Pullman 3rd Class Kitchen Car No. 171, Pullman 3rd Class Brake Car No.65. The set was sold to BVG Press sales was seen being advertised by an organisation called 'We Love Telly' who operate from Unit 6, Industrial Estate, Brecon, Powys LD3 8LA.

My thanks to Pat Hammonds web newsletter for updating on these sets.

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.

Thinking of Christmas and what to put on that list or to drop some heavy hints to the other-half. Well the last few years have seen a steady collection of Hornby Pullman sets, last year it ran a little on the expensive side with two sets released and the additional car pack.

This year has seen the new cars on general release, and my hint dropping for the "Venice Simplon" set due for release prior to Christmas. At around the £200 mark a pretty expensive present to request.

Now to the good news to fellow collectors of Hornby Pullman sets, a number of outlets will be releasing limited edition Pullman sets. Those known at present are mainly in shopping catalogues, and if you want to collect these, as well as the new individual cars about to be released by Hornby, you will need to put a side not far short of £1,000.

The new sets come with track and power controller, nice to have, but not essential to me. The track is put to one side for future expansion work, but, I am building up a small collection of controllers.

They say "Strike whilst the iron is hot", but we could go into over kill with so many sets on release. But, on the other hand it broadens the scope to the introduction of the model railway hobby to a wider public, something we need to think very seriously about if the hobby is to survive, which then affects the manufacturers survival.

For without sales to generate the capital for investment, we would not have seen the vast improvements in models as seen over the last couple of years, this will include of course Hornby's "Live Steam" MALLARD introduction.

(Dear Mr Hornby, I am now saving for either the first "Live Steam" model of an unrebuilt Bulleid light pacific or second best a rebuilt Merchant Navy).

Its hard to believe its 40 years since the doors to Preston Park closed to the Pullman Car Company, and if it was not for the far sightedness of Nick Wellings of Brighton, the day to day memories of the Preston Park staff would not have been recorded and written for us to read and understand what did go on within the walls of Preston Park.

But what of the buildings future, its location has access problems; Public access to the building is the major problem, but not so much of problem that a lift could not solve.

The other problem relates to rail equipment access, again this could be solved by Network Rail installing a set of switch & crossing.

The building will I am sure have suffered from neglect over the years, but again this can be put right.

The Brighton area has a very historical Railway past, with its locomotive works, Pullman and the Lancing Carriage works nearby.

But as far as I am aware no Museum to record its Historic Railway past for the future generations to relate to.

Locally the NRM is outsourcing to Shildon with a new annex, to which the 2 bil set will be on view amongst other locomotives and stock.

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Tail Lamp ctd:

Swindon is another example of a Railway town that links it past for the future generation. Preston Park works is a historical link that Brighton has forgotten about, and being forgotten about will eventually go the same way as the famous Steam Locomotive Works and Lancing Carriage Workshops, demolished leaving no mark for future generations to know what was undertaken within in its walls.

What better place to see the 2 bil set, even the SEG 4 Cor set and even some other Southern exhibits from the NRM collection, a venue for local historical groups to hold meeting etc, in the South of England's only Railway Museum at Preston Park Brighton.

A dream - yes, but dreams can come true, with commitment and dare I suggest help from the National Lottery, NRM and the people of the Brighton area.

Or will it be down to the 22nd Century version of Tony Robinson and the "Time Team" digging in a partly wooded area next to the London – Brighton mono rail system to record Brighton's Railway past.

T.Bye
November 1st 2003.

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COUPE NEWS – Children In Need – November 21st 2003.

How much do you value receiving and reading Coupe News each month.

Now is the time for you to turn this value to a good cause, in return for the "9" editions you have received "FREE". All I ask of you is to make a donation to this years appeal.

Go on give a little – No – Give a lot more.

Thanks Terry