

Pullman Car Services

# COUPE NEWS

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

DECEMBER 2003

No:10

May I take this opportunity to wish all  
readers

A Merry Christmas.

**Editorial:**

Welcome to Coupe News No: 10.  
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.11, please forward by 29th December.  
Coupe News No.11 will be published on December 31st.

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**Preservation News:**

My thanks to David Jones for the following information.

**Car No.347 & 351.**

The sale of Cars No.347 & 351 has now been completed; the cars will be re-sited to the Somerset & Dorset at Cranmore.

A further two Mk1 cars have now been put up for disposal at Tyseley.

**EMERALD (1).**

Noted static and in use as accommodation at Betws-y-Coed.

**Car No.64.**

The car less internal paneling and fittings will depart to the VSO-E at Stewarts Lane in early 2004 for work on the body. The identity of the car on return is now looking more likely to be as named car "Christine".

**Look Back at Pullman:**

1928. Preston Park works opens, replacing Longhedge works (1912-28). This allows Longhedge to become the commissary depot for the Pullman Car Company.

1978. Car No.332. Arrives at the North Yorkshire Moors Railway by rail from York.  
Fitted onto scrap Mk1 bogies, as at this time the commonwealth bogies were a re-usable item on BR. The car was planned for use as a static Buffet at Grosmont station.

**Vestibule Sales:**

New passenger Bill Lynas has advised of the following at the forthcoming Sheffield Auction on December 6th 2003.

A brass Pullman table lamp in the Grecian urn style, and square base clearly stamped "CECILIA". With a sympathetic modern glass shade, in wonderful condition and fully working. 20" tall. Cecilia was built as a Kitchen car in 1927 by the Birmingham Railway Carriage and Wagon

Company.

It had its moments in history. On 13th April 1946 it was part of the set for the press run prior to the re-launch of the Golden Arrow after the War, on 15th April. On 21st June 1949 it was included in the train for the Duke and Duchess of Edinburgh's Waterloo-Weymouth special for a visit to the Channel Islands, and on 21st November 1950 it was used for the state visit of Queen Juliana & Prince Bernhard of the Netherlands, from Dover to Victoria.

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### **Vestibule Sales ctd:**

The lamp is accompanied by 3 books on Pullman coaches, all of which refer to Cecilia which was withdrawn in 1963 and scrapped in Manchester.

A Pullman Car Company plaque. Decorated with the coloured "Pullman" crest, it is lettered "Car No. 169". In fine, original condition and displayed on a wooden board which also carries a brass bell-push, a decorative brass seat-number holder with "No.1" under the glass, and the coach's number plate "169". Overall 9½"x14"; the plaque 9" diameter.

No. 169 was formerly "Viking" built in 1924, a third class car with 36 seats. It was remodelled at Brighton in May 1947, and subsequently used in The Devon Belle and The Yorkshire Pullman. This plaque was fitted in the 1950's to cover the hole left by the removal of the brass clock. '169' was finally withdrawn in 1963 and scrapped in Manchester.

Reader S.Brandt of Chicago, has forwarded the following information for all of us budding future Pullman Car owner (I wish).

### **'Palace-On-Wheels'**

Historic 1928 Private Railroad Car Owned by Entertainment Impresario Isaac Tigrett, Valued at \$2.8M, for Sale. Extraordinary Opportunity to Own Authentic American Railcar with 75-year Lineage of World Famous Guest Riders

LOS ANGELES, Nov. 20

One of the world's most rare and lavishly furnished 1928 private railroad cars, valued at \$2.8M is available for sale at <http://www.tigrett.info>.

This is a once-in-a-lifetime opportunity to own a magnificent piece of operational American history

an ultra deluxe palace on wheels with a 75-year lineage of famous guest riders including Franklin D. Roosevelt, Harry S. Truman, "The Kingfish" Louisiana Senator Huey P. Long, Sir James Goldsmith, Armand Hammer, countless government officials, celebrities and industry mavericks such as Dan Ackroyd, Blues Brothers, James Brown, members of ZZ Top, Microsoft co-founder & billionaire Paul Allen, Federal Express Chairman and CEO Fred Smith, Chicago Mayor Richard Daley, John Paul DeJoria, founder of John Paul Mitchell Systems, and many more.

"This car is designed as a safe and secure location from which to conduct business, travel, reside, and entertain," explains entertainment business mogul, Isaac Tigrett, who spent two years and more than two million dollars renovating the railcar to its current magnificence. "This carriage has well served as my home away from home and my office on wheels for many decades. Traveling by private rail provides an unmatched sense of distance, majesty and meditation, whether alone or surrounded by friends and family or business associates."

The car is furnished with unparalleled opulence, uncompromising comfort and modern-day convenience. Its decor reflects Tigrett's wildly eclectic flair for design. Gothic revival architecture, majestic panelings and fabrics and historically significant artwork and memorabilia were personally culled throughout Tigrett's lifetime of world travel as founder of the internationally acclaimed Hard Rock Cafe and House of Blues empires.

The railcar includes transferable ownership of a highly sought-after Audubon Society leasing agreement entitling the owner to exclusive rights to live, travel, and work at the most prestigious location in New Orleans' French Quarter at Decatur Street & Elysian Fields, on the Mississippi River.

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**Vestibule Sales ctd:**

Additional features include: three staterooms and wait staff sleeping quarters for eight; observation room & grand dining room, both seating up to nine guests; a fully-stocked gourmet kitchen, three baths, automated jet air seating for up to 15 passengers; security system and entertainment/technology center. The asking price reflects Amtrak's ten-year \$50K compliance inspection and upgrades estimated at \$45K.

The railcar was commissioned in 1928 by Tigrett's uncle, railroad baron Isaac Burton Tigrett I., founder of Gulf Mobile & Ohio Railroad.

Currently, there are less than 100 private railcars meeting Amtrak standards of operation, yet private rail travel continues to be among the safest and most convenient means of transportation in America.

**Attendants Service:**

**Table 1.**

**“The Orient Express Back To the Belle Epoque”**

Travel on board the restored cars of the Venice Simplon Orient-Express from Paris to Istanbul. This documentary reviews the “Orient Express” history enroute to Istanbul.

Following contact with BSKYB it appears this documentary is not available in either video or DVD Format.

In the reply received from BSKYB, they advised that the documentary will be shown again as follows: -

Sky Travel: Sunday December 12th at 6.30pm.

Sky Travel Extra: Sunday December 14th at 2pm.

**Table 2.**

**“East Coast Pullman Operations 1958 to 1964”.**

Can any reader assist in formation listings of the “Queen of Scots” and “Tees Tyne Pullman” in the period 1958 to 1964. The information is required for a new model railway layout being built at this moment in time.

**“IS THERE ANYTHING ELSE, SIR”**

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**Tri-ang Hornby Pullman.**

Pat Hammond Advises:

Pat attended the Pickering Model Railway Exhibition over the weekend October 4/5th. Displaying models of Pullman cars produced by Tri-ang through to the latest from Hornby with the added touch of Pullman train packs.

Great interest was shown in what is believed to be one of only two remaining Pullman "Flying Scotsman" sets. The set was assembled in the United States of America in the late 1960's from Tri-ang Hornby parts. The aim being to sell the sets during the ill fated tour of the A3 Flying Scotsman. The set includes the Tri-ang Hornby station and a special set of self-adhesive station name labels, the names relating to the stations the tour called at.

**Hornby – R1038 The Orient Express Boxed Set.**

My statement "The Quality of Service is Remembered Long After The Price is Forgotten" rings true with the latest Pullman offering from Hornby.

The box set weighs in at a mere 1 stone in weight. And this makes it the largest box set I have come across to add to my collection.

The boxed set is specially designed into a unique storage unit. Consisting of 3 trays, these make up one for the locomotive, one for the three Pullman cars and one for the track and power Unit and Hornby virtual CD.

The track included will make an inner and outer oval of track with two right hand points to allow movement between the two ovals of track. The controller is a dual control HM2000.

The rolling stock consists: -

Rebuilt Merchant Navy 35012 United States Lines.

Three Pullman cars, CYGNUS, IBIS and MINERVA. The cars are all smooth sided with pre-1960 COA applied and the unique interior lighting.

The exterior box refers to the contents as MINERVA Kitchen car, and CYGNUS and IBIS as Parlour First's. The error in relation to MINERVA is a Kitchen and IBIS being a Parlour, is not reflected in the actual models. IBIS is the kitchen and MINERVA is the parlour.

(Although when MINERVA was introduced in 1927 she was a kitchen car, but being rebuilt to c1951 as a Guards Parlour, which she remained until c1991 when she reverted to a First Class Parlour by the removal of the handbrake and guards tip up seat in one vestibule end).

For those of you who have the set I am sure will agree it is a worthwhile addition to your collections or model railway.

Hattons have broken some sets, so if you just want the Pullman cars give them a ring.

? Hornby have yet to announce the 2004 Pullman set.

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**Advance Notices.**

**Middlesbrough Model Railway Club Exhibition 2004.**

MMRC clocks up 50 years of existence in 2004, and the annual exhibition will reflect a truly North East Railway theme for this special year for the club.

I have been kindly invited to attend on behalf of the Pullman Society, so I hope to meet some of the North East readers of this news letter.

I will publish further details on this special exhibition as they become known to me.

**Saltburn Line Users Group Announce**

All Pullman (1966 Mk2 Cars) Raitour

**The Saltburn Centurion**

Saturday 5 June 2004

Saltburn & Middlesbrough - Chester

*(Steam Hauled by "Duchess Of Sutherland" between  
Preston & Chester and return)*

All inclusive Price £135.

(£40 deposit)

Includes - 1st class travel

Accommodation in Pullman stock

At-seat service of Full Breakfast *(outward)*

And dinner *(return)*

Complimentary wine

Steam haulage between Preston & Chester and return

*For Details/Bookings contact -*

*01287 626572*

**Be advised if you want to join the charter, then I advise you book ASAP**

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**Pullman on Video/DVD.**

I visited the Darlington Model railway Exhibition on a rather very wet and windy Saturday 29th. Whilst passing the D&E Videos sales stand I heard "The Queen of Scots", turning around I then encountered a two tone green Brush type 4 (later Class 47) rush past the camera with the south bound working consisting of 1928 brake and Mk1 cars.

The video "Marsden Rail 28 Harrogate & District" is a gold mine of ER Pullman services from Leeds Central to Northallerton via Harrogate and Ripon.

I was impressed enough to purchase a copy just for the Pullman material.

As well as the "QofS" the "Yorkshire Pullman" - Bradford and Harrogate sections appear.

A unique sequence of the empty Pullman cars being shunted at Harrogate, prior to the up working of the Harrogate section of the "Yorkshire Pullman", gives a behind the scenes glimpse of the cars.

The sequences are the first real Eastern Pullman workings I have seen on video, other videos I have in my collection may have one or two passing views of ER operations.

The Southern Region operations have been covered in some detail on a number of videos I have, but this video really shows the Northern Region of ER operations.

Further details visit [www.railwayvideos.com](http://www.railwayvideos.com) or D&E Videos c/o 111 Norwood Crescent, Leeds. LS28 6NG. Available in tape and DVD format.

**Passengers Response:**

Doug Lindsay writes,

A Super Edition (9) once again!!! You really do put a useful and interesting News together for us all to share. I really liked your mention of Preston Park Works and its doubtful future...it would be a great shame if it were to go to the big Works in the Heavens!!! With the SEG desperately searching for a home for their cars, plus the obvious need to find covered space for other railway related things/vehicles awaiting restoration or just for show it would be an ideal building to utilise, and, as you say the access problems could be overcome.....it would be a great pity for it to just be demolished for ever.

It would need a great big push from someone though to get something going....needs the Brighton City Council or the Dept. of Environment or someone similar to pressure NetworkRail into letting them (us) have it.....we'll see.....pity I'm not retired and had time to start organising a 'Save Preston Park' campaign!!

Editors reply to all. Anybody else thinking the same out there.

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**36 x 1st Class Pullman car seats for sale:**

Information on the disposal of these seats, (as installed within the 1966 Mk2 Pullman Cars)  
Please contact Maggie Pattinson by e-mail [maggiapat@btopenworld.com](mailto:maggiapat@btopenworld.com) or 01253 790269  
Located at the Elletson Arms, Stakepool, Pilling, Near Preston, Lancs.  
Seats like this do not come on the market for disposal very often if at all.

**Pantry Item:**

Railway Carriage Email Group - Railway Carriages in the UK. Mainly there Preservation and Restoration, but also covering the general scene. For more details check out the site on: -  
<http://groups.yahoo.com/group/railc/>

**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.

It's that time of year again, and it's nothing to do with Christmas or the New Year, I refer to Pullman related news is always scarce. A reflection clearly seen by this editions page content.

The Darlington Model Railway exhibition alas had no layouts operating Pullman services; well you can't have everything can you. Only one of the sales stands present had any second hand Pullman cars for sale. These being 1928 parlour first cars, now no longer in production by Hornby. Another stall was fastly selling out of the new tooled Pullman cars.

As 2003 draws to a close I believe this has been the year for "PULLMAN" that will be remembered both for the new Hornby Pullman cars and the end of Marazion cars. Hornby has brought the name Pullman this year to more model railway layouts than ever before, as can clearly be seen on the sell out of the new models as they are released. It has also brought Pullman and its services to the fore, with more interest in individual cars and the services they operated within.

T.Bye  
December 1st 2003

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12/2003.