

Pullman Car Services

# COUPE NEWS

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

**JANUARY 2004      No:11**

**May I take this opportunity to wish all readers  
A Happy and Prosperous New Year.**

**Editorial:**

Welcome to Coupe News No: 11.  
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.12, please forward by 29th January.  
Coupe News No.12 will be published on January 31st.

**Editorial Address:**

Have you missed a copy of Coupe News, if so e-mail a request, it's as simple as that.

Terry Bye  
Pullman Car Services  
e-mail: [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com)

P2-10.

<b>Content:</b>	<b>Page:</b>
The end for Preston Park workshops?	2.
Preservation news.	3 & 4.
Look back at Pullman.	4 & 5.
Vestibule sales.	5 & 6.
Attendant's service.	6.
Special working notices.	7.
Passenger response.	7.
Pullman royal train workings.	8.
Bluebell Pullman operations 2004.	9.
Tail lamp.	10.

### **The end for Preston Park Workshops?**

Another blow in the history of Pullman occurred on the night of December 11<sup>th</sup>, when a fire was discovered at the ex- P.C.Co. workshops. Initial reports within the Brighton & Evening Argus gave the impression that the workshops were totally destroyed and only the exterior walls remained.

#### **Tim Robbins, advised of the following observation on December 15th.**

One of the guys here has been past the site by train, and advises that the fire appears to have been confined to the very Northern most part of the building (in the vee of the Cliftonville spur and the main line).

And as such has affected the offices and sundry small workshops, rather than the main erecting shop.

If someone decides that this back wall is a danger to Littlehampton services I suppose they might feel moved to knock it down, but if not I dare say that the whole complex will continue to rot away for precisely the same reason that has ensured its existence for the last forty odd years - it is simply too expensive to demolish a site that has absolutely no road access whatsoever.

I think you are right to say that the VSO-E BEL motor cars were the last two Pullman vehicles to have left the site but, for reasons mentioned above, I think there is a fair chance that Balmoral may have survived.

#### **Glen Woods of Brighton, advised of the following on December 17<sup>th</sup>.**

I visited the Pullman Car Works this afternoon and the damage reported in the Argus is grossly exaggerated!

The only roof damage is confined to the north end of the building and the majority of the building appears to be unaffected, as the two enclosed photos show.

P3-10.

**Preservation News:**

The Bluebell Railway - D.Jones.

**Car No.64.**

All the interior fittings including seats, tables, luggage racks, brackets and paneling have now been removed from the Car and have been methodically marked and tagged ready for refurbishment by volunteers and full time staff during 2004.

The main body will be transported to the VSOE workshop at Stewarts Lane for its re-build at the end of January with a hoped-for return in time for Christmas 2004, (as **Christine**) providing no unforeseen problems are uncovered.

**Car No.54.**

The car has been covered with new tougher tarpaulins and shunted back over to the sidings until its turn comes for overhaul circa 2008.

**Car No.76 (Lilian).**

The car will need attention in a few years time as all the Pullmans lead busy lives in the popular 'Golden Arrow' train.

**FINGALL.**

Fingall continues satisfactorily in service.

Although all Cars have now been withdrawn for their annual maintenance during January and will be taken up to Horsted Keynes within the next day or two.

As mentioned in the Bluebell News, we hope to have covered accommodation on the ex-Woodpax site within the next two years which should prolong the lives of all the Cars and therefore delay the need to carry out any major repairs to Fingall in the years ahead.

P4-10.

### **CAR No.64 Restoration Request. – R.Salmon.**

For the restoration of Car No.64 we are considering getting the seat pattern it's currently trimmed in reproduced, you can view this at:

[http://www.bluebell-railway.co.uk/bluebell/cw/moquette/pullman\\_3rd\\_1003s.jpg](http://www.bluebell-railway.co.uk/bluebell/cw/moquette/pullman_3rd_1003s.jpg)  
(63 kBytes), or

[http://www.bluebell-railway.co.uk/bluebell/cw/moquette/pullman\\_3rd\\_1003.jpg](http://www.bluebell-railway.co.uk/bluebell/cw/moquette/pullman_3rd_1003.jpg)  
(139 kBytes).

If anyone has any better suggestions, I'd be interested in hearing from them.

If anyone has already had some third class moquette reproduced and could supply us with this or another suitable pattern, or is interested in joining us in a joint order to reduce costs, please give Tony Funnell, Bluebell Railway C&W Works Manager, a ring on 01825 790374 during working hours.

### **Mk1 Pullman Cars - Peter Hall.**

Car Name/No. HERON, MAGPIE, SWIFT, AMETHYST, 337. These were never sold to Vintage Trains. To the best of my information these are assets of Flying Scotsman Railways but this is no way certain. MAGPIE is an asset of the West Coast Railway Company.

Car No. 335, 348, 353 & 354 (The Hadrian Bar) all moved to West Coast Railway Company, Carnforth during w/c December 15<sup>th</sup>.

Two cars are for overhaul and return to Tyseley, and two (354 is one) have been sold to the West Coast Railway Company and are to be restored for main line use. I hope to have further information shortly, but as expected a lot is currently happening with these Cars.

Car No. 347 & 351 - These will remain at Tyseley for the next few months before moving to Midsomer Norton Station, Somerset.

### **Look Back at Pullman:**

#### **1874 - January 21st.**

The first Pullman car in the United Kingdom is ready for trials.

#### **1934 – January 1st.**

The 20year contract with the then Caledonian Railway terminates The London Midland Scottish Railway now take control of 20 Pullman Cars and also Observation car "Maid of Morven", the sale totals £21k. The cars remain in Pullman livery but with the name PULLMAN removed from each car.

P5-10.

## **1944 – January 22nd.**

Noted stored at Crystal Palace High Level. 5 Bel unit No.3052 badly shrapnel damaged and covered in an tarpaulin.

## **1964.**

Pullman Camping Car P46 ex S/No.51 HIBERNIA noted at Hinton Admiral station.

S/No.184 THEODORA & S/No.185 BARBARA both cars purchased by the Kent & East Sussex Railway. The then plans for the cars being THEODORA as a static Buffet. Car BARBARA as a static bookshop at Rolvenden until 1974.

## **1979.**

North Yorkshire Moors Railway take delivery of Grey & Blue liveried First Class Parlour cars No.327 (GARNET) & 328 (OPAL). Both cars remained in this livery until 1981 when the cars were repainted into umber & cream.

## **Vestibule Sales:**

Last month new passenger Bill Lynas advised of the following items at the then forthcoming Sheffield Auction on December 6th 2003.

Bill contacted me again just after the auction, to advise of the prices paid at the auction for these authentic Pullman items.

### **Item 1.**

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. **Sold for £3,700**

### **Item 2.**

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. **Sold for £3,300**

### **Precision Labels – New Hornby Pullman Cars.**

In January there will be a range of packs for the new Hornby Pullman cars. These will have true to scale match-board and 10 plate section aluminium side panels - all showing joints as they should be and not as scale corrugated iron clad or long flat sides, - match board carried up to enclose the double-lined panel area and not chopping off the top. Clearer logos and names using the correct letter spacing and colours - 8 shades in the PULLMAN versus Hornby's 4 and a more accurate lighter gold base colour, - names and crests applied over filled-in joints and positioned as they really were. Parlour Brake side panels with the original crest will include the missing "Load 1 1/2 Tons" by the luggage doors. Golden Arrow side panels will have the special painted-on adornments. As well as the fixed name packs to model particular train formations accurately, PL will soon have an anything you want naming service on these panel types. Each type of panel is to be printed on the tried and tested semi-gloss card self-adhesive labels - using a brown colour that blends perfectly with the coach paint and sized to fit precisely for a perfect finish. The 6-ink true 1200dpi photo printer used results in absolutely no dottiness or dithering. So with these labels you can make the wonderful Hornby car's perfect!

John R Peck - Precision Labels

Web: [www.precisionlabels.com](http://www.precisionlabels.com) Email: [plabels@precisionlabels.com](mailto:plabels@precisionlabels.com)

### **Attendants Service:**

#### **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.

#### **Table 3.**

Way back in Coupe News about 4/5 I think, there was a query about consists on the Master Cutler and others - I too have a query as to what were the two 3rd Brakes at N & S ends of the Cutler? I saw them every day, but never noted the nos. - curses! Can anybody help, please?

**“IS THERE ANYTHING ELSE, SIR”**

## **Special Working 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.

## **Passengers Response:**

Passenger G.Moon responds with regard to Cars No.347 & 351.

Concerning Cars 347 and 351, Cranmore is the East Somerset Railway. The Somerset & Dorset Railway Heritage Trust, are located at Shepton Mallet. They are busy restoring the station but have no track to speak of. (Not to be confused with the Somerset & Dorset Railway Trust, owners of 7F 53808 and based at Washford on the West Somerset Railway). It sounds more likely that Cranmore is the destination as they would have more use for the Cars. I may well be over that way soon and if so, will inquire.

(Editors Note: It would seem Midsomer Norton Station is the intended destination per P.Hall's information on page 4).

## **Pullman Royal Train Workings:**

My thanks to Glen Wood of Brighton, for the following information. Extracts from the 1939 Railway Observer:

### **June:**

T9 4-4-0 No. 718 (SAL stores) was used to haul the special Royal train conveying the Royal party from Waterloo to Portsmouth on 6/5/39. The composition of the train was as follows Lady Dalziel (Pullman brake), Pullman cars Cecilia, Marjorie, Montana (Pullman brake) and G.B.L. Van No.2348.

The return special was worked by 338 (FRA) of the same class as 718 was "trapped" behind its train at Portsmouth Harbour.

## **July:**

Two Royal Trains were run on 22/6/39, in connection with the return of the King and Queen from Canada.

The down train containing various members of the Royal Family, left Waterloo at 12-45 p.m., arriving at Southampton Docks (Shed 102) at 2-25 p.m., and consisted of four Pullman cars, Flora, Lydia, Geraldine and Juno, hauled by "King Arthur" class 775, Sir Agravaire.

The up train left Southampton Central, down local platform, at 3-55 p.m., and was due at Waterloo at 5-25 p.m.

This train consisted of five Pullmans, Lady Dalziel, Marjorie, Niobe, Cecilia and Montana, and a corridor bogie luggage van, hauled by "Lord Nelson" class 851, Sir Francis Drake.

This train passed Eastleigh at 4- 9 1/2 p.m., four minutes late, and arrived at Waterloo at 5-23 p.m., two minutes early, thus making the run of 73 miles from Eastleigh to Waterloo in 73 minutes, "even time."

Both engines were spotless for the occasion, all the fittings being highly polished with the vacuum and steam-heating hose pipes at the front whitened, and the guard irons on the bogie painted red, and polished on the front edge. On the smokebox of 851 was a circular board with the flags of Canada and the United States, and the Union Jack, with the Royal Crown painted on in relief. As this board covered the top lamp bracket, it was necessary to modify the royal headcode to three discs on the buffer beam only.

This is normally the headcode for Portsmouth to Waterloo via Eastleigh! No. 1614 (GFD) was standing pilot at Woking in spotless condition and with vacuum pipes painted white. It carried a headcode of three white discs on the buffer beam.

## **July also:**

LOCOMOTIVES AND TRAIN WORKINGS.-The special to Ascot Races from Sandwich and

Dover on 14th June, consisted of six corridor coaches, a saloon, and Pullmans Neptune and Palermo. F1 No. 1060 piloting D1 No. 1741 hauled the train in both directions as far as Redhill.

## **Bluebell Pullman Operations 2004.**

D.Jones has forwarded details of the services offered in 2004.

### ***Friday Evenings.***

June 4, 11, July 2, 9, 16, 23, 30th. The service departs Sheffield Park 8pm.  
Fare including Table d'Hote £57.

### ***Saturday Evenings.***

February 7, 14\*, 21, March 13, 20\*, 27, November 13\* April to end of October all Saturdays except June 19, 26 July 17, October 23. The service departs Sheffield Park 7.30pm.

Fare including Table d'Hote £57.

### ***Christmas Evening Specials.***

December 3, 4, 9, 10, 11, 16, 17, 18, 21, 22, 23. No departure point or time designated.

Fare including Table d'Hote £57.

### ***Saturday Lunches.***

January 31, November 6, 20. no departure point or time designated.

Fare including Table d'Hote £57.

### ***Sunday Lunches.***

Every Sunday from February 1st to December 19th. No departure point or time designated.

Fare including Table d'Hote £57.

### ***Mid Week Lunches.***

August 6, 13, 20, 27. No departure point or time designated.

Fare including Table d'Hote £57.

### ***Sunday Lunch Christmas Specials.***

December 5, 12, 19. The service departs Horsted Keynes, no time designated.

Fare including Table d'Hote £57.

\*Specials.

Valentines Night (Feb 14th), Murder Mystery Nights 9 March 20th & November 13th) Prices on request.

For further details telephone 01825 720801 or fax 01825 720805.

## **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.

Well 2003 will be remembered as the year fire, for the destruction of the two remaining cars at Marazion, and the partial arson of the Preston park works. It would seem fire and Pullman go hand in hand, as over the years fire has come back to haunt Pullman time after time.

We firstly go back to October 29th 1882, on that cold night car ENTERPRISE was consumed by fire near Hunslet, Leeds. Whilst in the formation of the 9.15pm down "Scotch" express to Edinburgh. One passenger died within the inferno that engulfed the wooden built car.

Then in 1936, car S/No.176 RAINBOW (II) was engulfed in fire whilst within the formation of a boat train enroute to Waterloo station. The car was removed from the train at Micheldever. The frame of the car was stored until 1952, when the body of car PHEONIX was constructed onto the frame.

In 1991, ex-5 Bel motor brake parlour CAR No.90 was under restoration at Carnforth, when on July 19th the car was burnt out. The damage sustained was serious. But all was not lost at this stage, for in 1993, the car was moved to the East Lancs Railway, the plan being a long term restoration project.

But alas the local vandals put paid to the project, and the owners made the decision to have the car broken up in 1995.

Car CAMBRIA after many years of neglect, restoration of the car was kick started following its purchase by a group of Pullman Society members.

Then in 2000, the car was set a light and burnt out by person/s unknown at Robertsbridge.

As 2003 closes, a new chapter in Pullman history commences, with the first Mk3 Pullman (former "ELIZABETH GASKELL") No.11081 being placed in store at the MOD Longtown.

Is now the time to convince the preservation railway scene to erect overhead wires, for the preservation of the West Coast electrics before it's too late....

Finally, a personal thank you to those readers who have contributed to Coupe News in its first year.

T.Bye

December 31<sup>st</sup> 2003