



Pullman Car Services

# COUPE NEWS

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

## AUGUST 2004

## No:18

### **Editorial:**

Welcome to Coupe News No: 18.  
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied material included within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by 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.19, please forward by August 26<sup>th</sup>.  
Coupe News No.19 will be published on September 1st.

### **Editorial Address:**

Have you missed a copy of Coupe News, or changing your e-mail address, or wish to be removed from the mailing list. Please e-mail to the address below with your request, it's as simple as that.

Terry Bye  
Pullman Car Services  
Email: pullmancarservices@yahoo.co.uk

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### **Pullman Web sites:**

Readers may find the listed sites worth a visit, note you will need to apply to join the groups, just follow the simple steps, and membership is FREE.

<http://finance.groups.yahoo.com/group/BritPull>

An opportunity to discuss all aspects of Pullman vehicles and their workings in Britain.

<http://finance.groups.yahoo.com/group/PullmanCompanyResearchers/>

A friendly discussion group for anyone with a genealogical or historical interest in the Pullman Company and their ancestors who were associated with it. Includes Pullman Company, Pullman Car Works, Pullman Palace Car Company, Pullman porters etc. and the town of Pullman near Chicago built for Pullman employees.

<http://groups.yahoo.com/group/SEmG>

1. The group is formed for discussion by email over the internet between Railway Enthusiasts, Historians and Modellers interested in the Southern Railway of the United Kingdom (including those railway companies that were merged together to form it and those that succeeded it).
2. We are each at different stages of the hobby. Questions and discussion from those less experienced in matters "Southern" are welcomed as much as those from those more knowledgeable. We hope the more experienced among us will give a little of their time to pass on some experience to those new to railways or modelling. Whether your particular interest is SR; LSWR; LB&SCR, SECR or perhaps S&DJR - or later users of their rails - we'll be glad to read your remarks and send replies to your questions whenever we can.

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3. At first you will be receiving messages on topics already in progress, so for the early days of you receiving messages you get may not make much sense. Those who stray too far from topics related to the Southern may find that the Cardinal, the fluffy cushions or the comfy chair are (lightheartedly) invoked against them.

In addition to these three the SEMG have another site well worth a visit with open access to all, no membership required.

<http://www.semg.org.uk/>

On the following web site, you will find all published copies of Coupe News to date.

<http://www.semg.org.uk/coach/coupe/index.html>

My thanks to the Moderators of the above groups for allowing Coupe News to be made available to a wider readership.

### **Preservation News:**

#### **Mk1 Pullman Cars (Met-Camm.) ref.1Y.**

We have cars for sale, currently stored out of use and heavily graffitied the cars retain their wooden end panels.

Other panels are in "Warerite" or "Lanide". although these and the seating condition is unknown.

There is a choice of vehicles and all offers will be considered.

Mounted on Commonwealth bogies the coaches are vacuum braked & steam heated Pressure Ventilation(PV) with Stones Equipment.

The vehicles we have available are generally Parlour Seconds with a 2 + 1 seating arrangement. (later to become known as Open First) The lower large windows are double glazed, the upper are single glazed with opening sliding vent in the centre. Passenger doors are inward opening. A toilet at each end with lockers/storage/cloaks opposite. Seating 42 passengers.

The cars have a weight of 38tons.

For details and appointment to view, please contact:-

C.A.R. Services.(UK)Ltd.

43, Horsefields

Peacemarsh

Gillingham

DORSET

SP8 4UH

Tel.No.01691-681090

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My thanks to David Jones for advising.

***S/No.347. CAR No.347.***

Restoration work has been completed by Rampart C&W at Derby. Transportation to the Swanage Railway by road is anticipated shortly.

***S/No.219. CAR No.64.***

The latest issue of Bluebell News shows a photograph of **Car 64** being overhauled at Stewarts Lane. The photo shows the extensive overhaul that this vehicle is getting, with the ends having been completely removed and new side members in evidence.

***S/No.113. CAR No.13.***

My thanks to David Chittil for advising.

That the **CAR No.13** was noted in service on Sunday July 25<sup>th</sup> departing Paignton for Dartmouth.

**Look Back at Pullman:**

**1878.**

August, Car's **GERMANIA** and **INDIA** transfer from the Midland Railway to the Great Northern Railway. Allocated to form part of the 8.30pm Kings Cross to Edinburgh and 10.20pm Edinburgh to Kings Cross.

**1964.**

August 31<sup>st</sup>, noted at Solihull, D1683 with the standby Pullman rake with the 4.50pm Paddington - Wolverhampton

**Attendants Service:**

**Table 1.**

I have received a request for information on the Golden Arrow Livery c1969/70. The corporate BR livery applied to Pullman Cars on the Eastern Region MK1 cars was Grey/Blue, this being the reverse of the standard Blue/Grey. This livery was applied and identified to one car No.208. But, it now appears from photographic evidence taken on June 21<sup>st</sup> 1969, that at least two of the 1951/2 type "U" class cars were also painted into this livery for a

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period of time. Has any reader knowledge of which of the cars were painted into Grey/Blue, for what is believed to be a short period of time, as the livery did not work, and later the cars were painted into the standard Blue/Grey livery.

### **Table 2.**

Antony Ford request's.

1. Wanted interior photographs of the Southern Electric Pullmans of 1932. Any condition. All expenses paid.
2. Wanted Pullman car lamp shades. Any colour and finish. Good prices paid.

### **Table 3.**

I have received a request on a subject that up to now has had very little coverage in either written word/articles or photographs.

But, I feel sure a reader will have or know of someone or article to refer to.

"Imperial Airways train which ran in 1939 to Southampton, and then to Poole. Can anyone shed light on train formation's and timings?

I have seen a photo of two Cars with luggage vans at each end, but can not remember where".

**“IS THERE ANYTHING ELSE, SIR”**

### **Cleveland Model Railway Club Exhibition August 21<sup>st</sup> & 22<sup>nd</sup> 2004.**

Last call for the annual exhibition to be held at Redcar & Cleveland College, Redcar Lane, Redcar.

I have been kindly invited to attend on behalf of the Pullman Society.

More details to follow.

Don't forget "Stoke Summit" with East Coast Pullman workings will be available to lineside.

### **Sheffield Railwayania Auctions.**

The next auction will be held on Saturday 11th September 2004.

Auctions are normally held at, Myers Grove School, Wood Lane, Stannington Sheffield 6.

Viewing from 7.30am, with the sale commencing at 11am.

Details on any Pullman items will appear within Coupe News No.19.

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**Pullmans and Corporate Hospitality - David Jones.**

Corporate Hospitality events for companies and businesses are a useful revenue earner for some of the Heritage Railways, and those with Pullman Cars obviously have the edge over the others.

Recently two Special Pullman Trains were run, co-incidentally both on the same evening, July 15<sup>th</sup>.

Firstly, the Colne Valley Railway in Essex ran their two Pullmans ***Aquila*** and ***Car 36 (Hermione)***, under their new arrangement of The Colne Valley Pullman Company, as a Murder Mystery evening for Balfour Beatty the Civil Engineering firm who were celebrating the completion of their new A120 Dual carriageway linking Braintree with the M11 at Stansted Airport. I traveled on this new road following my visit to the CVR and can confirm that it is a marked improvement on the old slow single carriageway A120.

Secondly, on the same evening, the Bluebell Railway's Golden Arrow Pullman train was the dinner venue for the Federation of Small Businesses who had chartered the train, but unlike the CVR, didn't have a murder! All the Pullmans currently in traffic were used plus the LNWR semi-royal saloon. The following week there were two more charters, one for the Discovery Channel and another for a private birthday party.

Although these occasions require a lot of organising, and continue late into the night, they bring in the money, especially from drinks, and sometimes result in sponsorship from interested and grateful companies who are always looking for something different for their special nights out.

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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.

Well here we are edition 18, and still going strong, readership has increased and requests for information have increased also. I welcome the challenge of a request, searching through files and magazines and on completion a feeling of satisfaction of a job well done.

I am the first to admit I don't know everything in relation to Pullman, be it the cars, operations etc. But, I do have the readership to turn to when I can't, and up to know we have been about 80% successful in responding to requests.

A recent request relating to a Blue Pullman set at Aintree for the Grand National in March 1964. Up to now I had the working as a "Midland 6 car set".

During my research to source the photo that appeared within an unidentified magazine. I found the photo within the May 1964 Railway Magazine.

The magazine was purchased on one of the preserved railways I have visited, not for the photo found, but the story relating to the movement of a Schools locomotive and three Pullman cars from Millbrook to Belaulieu and display. The reported "Midland" set was in fact identified as a "Western" set from the photograph and the South Wales Pullman operation, as the train originated from Swansea.

The spin of from this request, if you ever see the photo from the May 1964 edition of the Railway Magazine., you will not two train spotters on the opposite platform. the source of the request to me is the lad with the duffle bag on his back, with his friend. And since advising him of the photo, after nearly 40 years he has contacted his friend again. May be I should open a section titled "Spotters Re-United".

Another request recently received has been most successful for both the requester and one of the responders, as they were able answer each other questions.

Remember "Information is for Sharing – Not gathering Dust".

T.Bye August 1<sup>st</sup> 2004