



Pullman Car Services

COUPE NEWS

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

OCTOBER 2004

No:20

Editorial:

Welcome to Coupe News No: 20.
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.21, please forward by October 26th.
Coupe News No.21 will be published on November 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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Preservation News:

North Yorkshire Moors Railway – Pullman Cars.

Pullman cars **ROBIN**, **OPAL**, **GARNET** and **CAR No.79** have been passed to operate as required on the Esk Valley Line until March 31st 2013.

Note, **GARNET** is at this moment in time still under restoration.

David Jones advises of the following: -

Kent and East Sussex Railway

The overhaul of Car **Theodora** is progressing well with most of the structural work now complete. This includes a new kitchen area and associated bar counter, which have been incorporated to meet the needs of Corporate Business customers, an increasing area of income for many Heritage Railways with Pullmans. In addition a modified double corridor entrance door has been arranged at the lavatory end to enable a large table to be taken in and out when a 'boardroom' type layout is required. The standard internal door into the vestibule is too narrow for such tables to pass through, and indeed it is quite normal on a number of railways for windows to be removed to allow armchairs in and out of the main saloon when, for instance they are re-upholstered. Car **Theodora** is expected to be ready to join Car **Barbara** in traffic early next year at about the same time as on-loan **Car 349** will have to return to its owners at Tysesley.

Bluebell Railway

The overhaul of **Car 64**, is progressing at the VSOE workshops at Stewarts Lane, London, although additional side framing has been found to need replacement which will delay its return to Sussex. In the meantime several journeys have been made by Bluebell carriage and wagon fitters to carry out repairs to doors and panel work as part of the project. There has also been some input from the locomotive department with regard to welding work on the underframe.

Midsomer Norton

The two 1960s Met-Camm Pullmans, **Car 350** and **Car 352**, are being worked on at Tysesley prior to transportation to their new home at Midsomer Norton in the spring.

Swanage Railway

Car 347, purchased from Tysesley by the Swanage Railway for use in their Wessex Belle service, has left Rampart Engineering of Derby and was seen on the M1 on Friday September 3rd arriving at Swanage station via the Norden loading point on Monday September 6th. Remedial work and a complete repaint into Pullman livery was carried out at Rampart who is now the preferred carriage contractor for the Swanage Railway; previously such overhauls were carried out by Cranmore Traincare and Maintenance Services, but work has now transferred to the Derby company on cost grounds. The quality of the work on **Car 347** looks good. Whilst in Dorest, I was able to visit the Avon Causeway Hotel where **Car 340** resides as part of their static restaurant. This looks in good condition but still has the rather strange stained glass windows, and is in a dark maroon livery with just the name 'RESTAURANT' showing on the side.

Robert Taylor advises also re-Swanage Railway.

Thought you would like to know – Car 347 entered service on the Swanage Railway “Wessex Belle” on Saturday 18th September.

Colne Valley Railway

A special charter Pullman train was run on July 15th for Balfour Beatty, the civil engineering contractors to celebrate the completion of the nearby A120 dual carriageway, which runs from Braintree to the M11 at Stansted Airport. Top officials of the company and engineers were treated to a meal in Cars **Aquila** and **Hermione (Car 36)** whilst the train travelled up and down the short stretch of line. The Pullmans are now managed by a separate organisation, The Colne Valley Pullman Company, but are still owned by the Railway Company. Further details of the Cars and programs can be accessed at www.thepullmancompany.co.uk.

Tyseley

Car 335 has now entered service as part of the 'Vintage Trains' set and was recently observed on one of the Sunday Shakespeare Expresses. This is the first of four Met-Cam cars that will eventually be used on these trains, the others being **Cars 348, 353 and 354** which are being prepared for main line running at Carnforth and will progressively enter service over the next few months.

Main Line

Car **Pegasus**, owned by Railfilms has been used on the main line recently with a trip to Canterbury on July 17th and a seven day tour as part of the VSOE Northern Belle on September 3rd. It is fortunate that this Pullman, upon which so much money has been spent to make it comply with main line running, was not among the vehicles engulfed by fire at Old Oak Common recently where other Railfilms carriages were damaged.

DORIS

On a recent trip to Sussex made completely by rail, I noted the graffiti ridden car as the GNER train slowed for its arrival at Kings Cross.

What a shame the car remains in this state.

I count my home area in the North East very lucky, as the state of graffiti noted in the north and south areas of London passed by train is indeed an eye sore.

Even the brand new emu's operating out of London Bridge down to Wadhurst both in service and in depot sidings have been hit by these mindless morons.

Look Back at Pullman:

1884.

October 4th. S/No -. **IONA** (1880) survives a collision at Northallerton.

Eventually withdrawn from service October 27th, 1925. The car body saw further service at Lincoln as a Mutual Improvement Class meeting room.
Reported as finally being broken up on site c1970.

1944.

October 13th. Merchant Navy Class 21C7 “Aberdeen Commonwealth” noted hauling a special train from London Victoria to Dover and return.
The train consist included 4 Pullman cars and 8 other vehicles.

1954.

October 14th. BofB 34088 hauling Pullman cars ISLE OF THANET, ARIES, PHOENIX, ORION, MINERVA, conveying H.I.M. Haile Selassie Emperor of Ethiopia from Portsmouth & Southsea, Platform 5 to London Victoria.

October 20th. Pullman Royal special, (cars and locomotive unknown). Conveying HM Queen Mother to Southampton enroute to Canada.

October 28th. 34088 hauling Pullman car ORION and CIWL car 3984 plus two SR coaches London Victoria to Dover conveying H.I.M. Haile Selassie Emperor of Ethiopia.

Attendants Service:

The following requests for help in relation to historical data have been received and are now posted in the hope that a fellow reader may be able to help.

Unless otherwise stated, please reply to the editorial address.

Table 1.

David Pool requests: -

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 21st 1969 that at least two of the 1951/2 type "U" class cars were also painted into this livery for a 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.

The re-liveried G.A. cars, no.208 was the first to be re-liveried in 1969

Table 2.

Keith Sangster requests: -

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".

Alan Rushworth responds.

I have found some information within some back issues of the Southern Group's Southern Notebook[Aut 2001], there is also more but will look when I get more time. There is a photocopy of a Special Notice no.233 [Jul39] leaving Victoria, 1 C Bke Compo, 1 Pullman car [kitchen trailing], and 1 C.Bogie van. The "Pullman Cars" will be roof boarded "Imperial Airways – Empire Service.

John Oliver also responds with further detail, my thanks to John for such an detailed response to the request.

Subject: Bournemouth Air Services Pullman Trains

I found your most interesting Coupe News through the S-emg web site. In No.19 there is an enquiry about the 1939 services, these are the two reports of the war-time services I've found in the battered bound 1943-1946 Railway Magazine I've privileged to have. There is also a fascinating account in Stan Sym's autobiography on his extra fast departure from Victoria with one of these services as a bomb attack commenced on the station.

BOURNEMOUTH AIR SPECIALS

We have had several enquiries from readers concerning the 'Pullman specials run between Victoria and the Bournemouth area during the war, and we have received an interesting note from Mr. T. H. Donohue on the subject.

The specials were run in connection with air services between Poole Harbour and Baltimore, U.S.A., and Hurn aerodrome and the Continent; connection between Poole and Bournemouth West station was by road.

The composition of each train was a Pullman car and a Pullman restaurant car, with first-class corridor brakes at each end, four vehicles in all; the engine was generally a Drummond 4-4-0 'Greyhound.'

From Bournemouth West the main line was followed to Wimbledon, and then onto the route of the Wimbledon-Holborn service to Streatham Common, where the spur was taken to join the main East Croydon to Victoria.

The 'Bournemouth Air Specials' as they are known have provided the only service on record between Bournemouth and Victoria.

At first the head code was one disc at the chimney, one right side of the boiler, and on centre of the buffer-beam, but altered later to the standard Bournemouth code.

Source: Railway Magazine March and April 1946 p.78

Bournemouth Air Special's

In view of the interest of readers in the special trains run by the Southern Railway in Connection with the British Overseas Air ways Corporation services to and from Poole Harbour and Hurn Airport, we have been officially supplied with the timings to which the "Bournemouth Air Specials" are run. In the down direction departure from Victoria is at 7.8 p.m., and the up service is booked out of Bournemouth West nominally at 3 p.m., though alternative paths are provided for.

Locomotive power is provided by Bournemouth shed, and is usually an ex-L.S.W.R. " T9 " 4-4-0, as the load is a light one, and the engine crews are normally either Bournemouth or Stewarts Lane men. The head code is one disc at the base of the chimney one on the right side of the smoke box, and one on the left side of the buffer beam. When these trains operate non stop between Victoria and Bournemouth West, the run is the longest without a stop that has ever been made regularly on S.R. metals.

The Christchurch stop is made only if there are passengers to and from Hurn, and may be omitted.

	All times p.m.	DOWN	UP
VICTORIA		7.00	5.37
Balham Junction		7.16 1/2	5.29
Streatham Junction South		7.20	5.26
Wimbledon		7.26 1/2	5.19
Hampton Court Junction		7.34	5.11
WOKING		7.45 1/2	5.00
Worting Junction		8.14	4.35
Winchester Junction		8.29	- -
EASTLEIGH		8.40	4.05
Northam Junction		8.46	3.58
SOUTHAMPTON CENTRAL		8.49	3.55
Lymington Junction		9.08	3.35
CHRISTCHURCH		9.24	3.20
		9.27	3.17
BOURNEMOUTH CENTRAL		9.35	- -
BOURNEMOUTH WEST		9.42	3.00

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Source: Railway Magazine July/August 1946 p.252

The same issue has a page on the 'Golden Arrow' restarting on April 15, with a map and a full page b&w photo of 21C1 'Channel Packet' and the first of its 4 Pullman cars leaving Victoria.

The train was composed of five first class and two second class Pullmans and the "Trianon" bar car that provide the normal passenger accommodation, together with an extra Pullman car that is now in service as a buffet car on a boat train of first and second class ordinary stock that connects with the Dover-Calais service in both directions.

Source: Railway Magazine July/August 1946 p.220

Table 3.

Tod Sloan requests: -

Can anyone please supply the formations of scheduled LNER trains in the years just prior to WW2 in order for me to make up a typical rake, utilising Hornby and Graham Farish Pullman cars.

I have the first batch of five matchboard , one smooth sided car, Minerva and one 12-wheel conversion G.F brake with 247 bogies.(to be either Arcadia or Ansonia, 94 or 95 down classed by this time).

I require specific names and numbers, so that I can obtain the suitable transfers to make the formation correct.

Respond to tod.sloan@ntlworld.com

Table 4.

Miles Haywood requests your help.

I have been reading Coupé news, and wondered if you can help me?

I am trying to find two Pullman 1st class type Arm Chairs, either original or reproductions. Would you know of any for sale or when I can obtain plans to have them made?

I have contacted several preserved railways, but nobody has replied!

Any information you have would be gratefully received.

Keep up with the good work of the news letter, it is very pleasing to see somebody taking an interest in this subject.

I am amazed at the small amount of information on the web for such an important subject.

Table 5.

A request from Lee Wareham.

I am very interested in sourcing any interior photographs of ex 1932 6 Pul car MAY, in addition I am also interested in any other 6 Pul car interiors. I will pay all costs etc.

Table 6.

A request from Rita Waters,

I hope you can help me. I'm looking for a source for Pullman beds, ceiling or wall recessed. Can anyone help or advise?

Table 7.

A request from Alan Wright.

I am a member of the Gauge One Model Railway Association and I am looking for drawings of the "K" type carriages as built for the "Queen of Scots". I have the late David Jenkinson's article from Modellers Back Tracks but there is little dimensional detail of such items as windows and door openings. Do you know of a good source of drawings and photographs that I could go to? I live in Ontario but am originally from Peterborough where my grandfather was a driver at New England shed and handled main line steam when I was a boy.

“IS THERE ANYTHING ELSE, SIR”

Model Railway News.

The 43rd Annual YORK Model Railway Show 2005.

This is the first call to intending passengers for the York Model Railway Show. To be held on March 26th, 27th & 28th 10.00am to 5.00pm at the Knavesmire Stand, York Racecourse. Adults £6.00, Children & Concessions £4.00, Family Ticket £16.00 (2 Adults & 2 Children under 12 years).

For further details www.yorkshow.freemove.co.uk
or from the Show Manager mikecook@supanet.com

Further details will be posted when made known.

OO Works of Hastings - Devon Belle Observation Car .

On contacting OO Works earlier this week, I was advised that the new model has been delayed, and should be available in December.

Contact OO Works P.O.Box 22 Hastings TN34 2TG or Tel:01424 424 873

Vestibule Sales/Requests.

1. Antony Ford of Swindon, is most interested in purchasing the following items: -
 - (a). Interior photographs of any Southern Electric Pullmans of 1932.
Any condition and all expenses paid.
 - (b). Wanted Pullman car lamp shades. Any colour and finish. Good prices paid.

The 2005 Pullman Calendar.

(Limited production of only 100 world wide)

Don't Forget Calendars Make A Great Christmas Gift!

The 3rd annual Pullman Calendar depicts images of the historic town of Pullman (now part of Chicago), a Pullman Porters' inspired sheet music image, and views of the factory complex.

**ALL PROCEEDS FROM THE SALE OF THIS CALENDAR GO TO BENEFIT
THE PULLMAN STATE HISTORIC SITE!**

The Calendars look great in the home, or the office, and are perfect for the collector or enthusiast!

For further detail and preview visit ebay: -

<http://search.ebay.co.uk/pullman-calendar>

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.

- 46* **A Pullman car** upholstered Dining Car chair.
This is the shorter back style and carved leg bosses as located in Pullman cars of the steam era.
In original green patterned moquette, somewhat careworn in places.
Auction Realisation £500.00
- 47* **A Pullman car** brass table lamp, the domed circular base stamped "PHOENIX".
Complete with an original celluloid shade lettered "Pullman Car Company" and in full working order.
"Phoenix" is a parlour car built at Preston Park Brighton in 1952. The interior decoration was specially commissioned from Mary Adshead; it depicted the Seasons and transport themes – all in collage work, of stamps, used bank notes and bonds.
Apparently a favorite car of the Royal family, it was used for state arrivals and in the consist of the "Golden Arrow". It was withdrawn from service in September 1972 and is now in the VSOE train.
This style of lamp, the rarest of all the Pullman lamp styles, was unique to "Phoenix" and is most redolent of the early 1950's.
Auction Realisation £500.00
- 48* **A Pullman car** brass table lamp in the early and ornate Arcadian style.
In fine, original condition. No shade. The same style as the "Hibernia" lamp sold in our June auction.
Auction Realisation £750.00
- 49* **A Pullman Car Company** silver-plated 2-pint side-pouring Arabic coffee-pot with a wooden side handle.
The side clearly displays the circular "Pullman Car Company Limited" coat of arms. In very fine condition.
Auction Realisation £550.00
- 515* **A Pullman Car Company** original coat of arms transfer mounted on board.
First printed in 1959, this is the middle size transfer applied to all the Pullman Cars with their umber and cream livery. 24"x11½". Mint.
Auction Realisation £70.00

SHEFFIELD RAILWAYANA POSTAL AUCTION

Venue: Myers Grove Scholl, Sheffield.

Viewing Date: Saturday September 11th from 07.00 – 13.30.

POSTAL AUCTION CLOSURES: MONDAY 20th SEPTEMBER AT 12:00

- 643 **THE “BRIGHTON BELLE.”** Two menus and drinks tariffs from the “Final Run” on 30th April 1972. Together with a booklet on the celebrated train pub. by the Southern Electric Group in the same year. (3) £10
- 935 **WAGONS-LITS** published brochure for Simplon-Orient Express and Taurus Express. 24pp guide to countries en-route. Circa 1930s. Poor condition, but an interesting item. (1) £5
- 1030 **PULLMAN CAR COMPANY** silver plated cutlery. A selection of three different knives and two dessert spoons all nicely stamped. Plus an “LMS Cars” dinner knife. (6) £10
- 1054 **PULLMAN CAR COMPANY** soup plate in white china by “Ridgway” with Pullman coat-of-arms on rim. VGC. (1) £10
- 1055 **PULLMAN CAR COMPANY** brown glazed tea pot by “Langley.” “Pullman” clearly stamped on base. VGC. (1) £10
- 1056 **PULLMAN CAR COMPANY** glass tumbler with company coat of arms etched into glass. Small chip on rim and slight imperfection in the glass. BTC. (1) £10
- 1057 **PULLMAN CAR COMPANY** small drinks glass with Pullman coat of arms etched into glass. Slight imperfection in the etching, VGC otherwise. BTC. (1) £10

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.

A sure sign Christmas is nearing us all, the 2005 calendar market is now open. On page 8, I refer to the "The 2005 Pullman Calendar". I ordered my copy on being advised, and have now received my order. This is the second year I have purchased this unique 100% Pullman Calendar.

If you wish to purchase a copy, please remember that the production run is only 100 world wide.

Please remember all proceeds will be donated to the real home of Pullman, Pullman Historic District, Chicago.

I have been advised by reader that 2005 will see the publication of a new book covering the "Blue Pullmans". We are promised new material will be included, so this wont just be material regurgitated in a new jacket, well only publication will prove this.

It's been some time now since we have seen any new Pullman publication on the market, so fingers crossed on this new publication.

When will someone take the plunge and produce a Pullman related Video/DVD. What a history story to tell. From New York State as a salesman, to the man who with foresight brought luxury on rails to the UK.

George Mortimer Pullman built luxury railway vehicles and exported them around the world. The Pullman Company also built tram cars and assisted in the second world war effort.

I have visited Pullman, Chicago three times, and on each visit I have never found any Video/DVD covering the Pullman story. I have a video covering the fight to keep the Chicago workshops open, this contains the fight by the workers and unions that alas came to end when the last Pullman Amtrak Bi-Level Sleeper was completed, and was named G.M.Pullman. A name the car retains today.

Have we any takers on this one.....

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

T.Bye October 1st 2004