



Pullman Car Services

COUPE NEWS

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

JANUARY 2005 No:23

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

Editorial:

Welcome to Coupe News No: 23.
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.24, please forward by January 28th.
Coupe News No.24 will be published on February 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

Content:	Page:
Preservation News.	2.
Look Back at Pullman.	3.
Attendant's Service.	3-4.
Vestibule Sales/Requests.	4.
Pullman Talks.	4.
Sheffield Railwayana Auctions.	5.
Model Railway Exhibition.	6.
Model Railway News.	6.
Sir Winston Churchill's Funeral Train – Pullmans Finest Hour.	7-10.
The Funeral Train 2005.	11.
Christmas with a Touch of Class - Phil Davis.	12-15.
Tail Lamp.	15.

Preservation News:

S/No.293 **CAR No.93** Motor Brake Parlour (ex 5 Bel No.3053) has been moved by road to the Wagon-Lits workshops at Ostend.

Evaluation of the car for conversion to DVT/Support/Staff car will be undertaken. As readers will know, the working of ECES from Stewarts Lane requires a locomotive to haul the stock into either Victoria or Waterloo. The DVT option will eliminate this requirement.

It will be 33 years in April 2005 since Victoria last saw a 5 Bel MBP in a platform.

Peter Hall advises, S/No.325 **AMETHYST** Parlour First. Has now been moved to the Mid-Hants Railway from Southall. Movement date is believed to be December 9th 2004.

David Jones advises: -

The last of the Met-Cam Cars, **No. 351**, has now been sold to the Mid-Hants Railway, who will use it on their wine and dine trains, presumably to partly make up for the loss of facilities provided by 'The Green Train', which has recently been sold. This makes the Mid-Hants a new user of Pullman Cars, although Car **Bertha** was resident here many years ago, but in unrestored condition so was never used.

Of the other Southern heritage railways, the Swanage have **No. 347** as reported in a previous Coupe News, but the Kent and East Sussex will lose their Car **No. 349** shortly as it is needed for the main line trains based at Tyseley. However, work on **Theodora** is making good progress at the KESR, so this car should enter service to join **Barbara** later in 2005. Similarly on the Bluebell the overhaul progresses on **Car 64** although there is additional work to be done on the roof before the aluminium covering can be applied.

P3 – 15

Look Back at Pullman:

1875.

January 1st. The Midland Railway abolishes second class travel.

January 19th. Sir James Allport requests the Pullman Palace Car Company.
To convert all second class seating to first class.

1925.

January 1st. Entirely new 'Southern Belle' service with use of c1921 cars.

1940.

January 1st. A few Pullman cars re-instated. All windows blacked out.
Other cars having preservation work undertaken external livery
applied being red or grey lead oxide.

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.

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 2.

Alan Rushworth requests: -

Can any reader identify the Pullman car used on the dust jacket of 'Pullman
Travelling in Style' by B Haresnape.

P4 – 15.

Table 3.

Help! (Please!) from Louis Baycock

First of all many thanks for Coupe News - very grateful for your kind efforts, it's always interesting!

Please can anyone reading Coupe News help me.

Mk1 Pullman car curtain colours, which I have in general terms, but now need to know which individual cars had what colours? Hopefully someone may know.

Supplementary - who has the Metro Cammell Archives - I saw it somewhere, but can't remember whether it's the HMRS or the NRM!

TABLE 4.

Chris Hopper

I wonder if any of your readers can enlighten me more on the late history and disposal of Pullman Car S/No.179 **CYNTHIA** Kitchen First.

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.

Pullman Talks:

For those of you in the North East of England, I am giving a talk to the "Railway Athletic Transport Group" on Wednesday March 9th, at 7.30pm.

The venue the Railway Athletic Club, Brinkburn Road, Darlington.

The subject for the evening will be in two parts.

Part 1. "The restoration of the Venice Simplon Orient-Express Cars".

Part 2. "London to Venice on board the Venice Simplon Orient-Express.

Any reader in the North East is most welcome to come along, a bar is available, with a break between each part.

P5 – 15.

Sheffield Railwayana Auction Realisations.

The December 11th Auction Realisations.

45* A Pullman Car Company original 1st Class dining car chair upholstered in the original green/white cloth. Tall back version. In good, original condition. The buyer of Lot 45 will be given the option of buying Lot 46 at the same price.

Auction Realisation £2,550

46 A similar Lot.

Auction Realisation £2,550

David Jones advises, taking this to a logical conclusion a 20 seat first class Pullman car would be worth £51,000 in chairs alone!

47* A Pullman Car brass table lamp stamped "TC 249", formerly "Pearl" of 1925. A circular base, shaped column, and sympathetic shade. Base switch but not rewired. This car had a more illustrious career than most, working the Milan-Cannes service for Wagons Lits, followed by extensive use on the Southern Railway, especially the "Devon Belle". Its interior was specially selected Indian Paduk with ornamental inlay of satin woods in the 'Adams' style. It was withdrawn in 1963 and sold to Taylor Brothers, Manchester for scrap.

Auction Realisation £500

SHEFFIELD RAILWAYANA POSTAL AUCTION

The Postal Auction December 20th Realisations.

837 **BTC PULLMAN CARS.** Three different menus, each 2pp with Luncheon Menu on front and Wine List on back. Pullman coat of arms at top, undated. Red printing on yellow card. (3) £10

Auction Realisation TBA

922 **PULLMAN CAR COMPANY** Rule Book. Card covers, 22pp dated January 1922. Covers a little worn. (1) £20

Auction Realisation TBA

—

P6 – 15.

Model Railway Exhibition.

Middlesbrough Model Railway Club 2005 Exhibition.

May 21st & 22nd.

Settlement Community Centre, St.Pauls Road, Middlesbrough.

Opening times. Saturday 21st 10.00 – 17.00. Sunday 22nd 10.00 – 16.00.

Model Railway News.

Hornby 2005.

Simon Kohler has advised that no new Pullman sets/packs will be produced for 2005.

00 Works.

Roderick Bruce has advised that the release of the “Devon Belle” observation car has been delayed due to technical problems in production.

And rather than rush and get it wrong, in true Pullman style Roderick wants to ensure the car is just right, and hopes to release the car in February/March.

The livery will be “Devon Belle” in lined umber and cream.

If you have not ordered your car yet, but wish to do so contact: -

00 Works, PO Box 22, Hastings, TN34 2TG.
Telephone 01424 424873.

P7 – 15.

Sir Winston Churchill's Funeral Train – PULLMAN's FINEST HOUR.

January 30th marks the fortieth anniversary of the late Statesman's funeral. Within the January editions of 'Model Rail' and 'Steam World' you will find articles on the train.

Within 'Model Rail' Chris Leigh models the train formation and within 'Steam World' John H. Bird covers the train working in detail.

Both articles contain new photographs of the special train working.

To mark the fortieth anniversary of Pullman's Finest Hour, I copy below from the British Transport Hotels Ltd. Pullman Division. Dated January 26th, 1965.

BRITISH TRANSPORT HOTELS LTD.
PULLMAN DIVISION

STRICTLY CONFIDENTIAL

26th January, 1965

TO STAFF LISTED BELOW

In connection with the private funeral of Sir Winston Churchill on Saturday 30th January, a special train will run from Waterloo to Handborough to convey the cortege and mourners for the interment at Blaydon.

Timings: - Stewarts Lane – Waterloo
 Waterloo dep. 1.28pm to Handborough 3.23pm arr.
 Handborough dep. 4.20pm to Paddington 5.35pm arr.

Formation: - Engine
 Car 208
 Corridor Van
 Carina KT
 Lydia KT
 Perseus P
 Isle of Thanet BT

P8 – 15.

Arrangements - The bearer party of 10.OR's, a WO and Officer will travel in Car 208. The cortege will be placed in the corridor van.

At 12.45pm the first party of between 17/120 will arrive and be seated in Perseus, and at 1.0pm the main party of 20/25 will arrive and be seated in cars Carina and Lydia. A maximum of 12 Railway officers will be seated in Isle of Thanet.

CATERING ARRANGEMENTS

1. Bearer party and Railway Officers.

These parties will take a plated cold lunch consisting of :

Ham and Tongue with Salad

Fruit Salad & Cream

Coffee

The ham, tongue and salad is to be plated and made ready in the cars, also the fruit salad. An Attendant to look after the exclusive use of the bearers and Railway Officers to prevent excessive movement of Attendants through the cars, The coffee will be made in urns – these are being provided by Mr. Whiddon, and must be returned to Victoria without fail after the event.

2. Main Party.

The following lunch at 22/6d. per head to be served on leaving Waterloo.

Prawn Cocktail

Chicken Supreme Panee au Beurre

Asparagus Tips. Green Garden Peas

Peach Melba or Cheese Tray

Coffee

P9 – 15.

Notes on Menu

Best quality supplies to be available. Prawns will be frozen variety with the cocktail sauce made on the train. The Chatham Rooms are providing chickens which will be prepared on the train – egg and breadcrumbed and cooked in butter. Best quality canned peach halves. The ice cream and fresh rolls to be collected on the Saturday morning. The usual roll basket to be offered.

RETURN JOURNEY.

All members of the party returning from Handborough (number at present unknown) are to be offered Afternoon Tea: -

Egg or Tomato Sandwiches

Toasted Teacake or Toast

White & Brown Bread and Butter

Biscuits Cake

Preserves

Pot of Tea (Indian or China)

BAR STOCK

the standard bar stock cover is required. Requests have been made for wines and champagne to be available, and in good supply. Fruit juice and soft drinks also to be offered. The bearer party to have moderate supply.

EQUIPMENT.

Mr.Griffiths has this in hand – all silver to be in first class condition.

MOVEMENT OF STORES AND EQUIPMENT

A van has been ordered to be at Platform 16 Stores at Victoria at 9.00 on Friday 29th January to convey stores to Stewarts Lane Ice Cream etc, to be collected on the Saturday.

P10 – 15.

CHARGES

Lunch	– Bearers and Railway Officers.	13/6d. per head.
Lunch	– Main Party.	22/6d. per head.
Bar Stock		Normal tariff all to account.
Afternoon Tea		4/- per head.
Car Hire		15 guineas per car.

Separate bills to be issued for Bearers, Railway Officers and Mourners.
Account to be submitted to General Manager, Waterloo, ref: D.295. ST.

Staff to Work the Special.

L/Att. C.Lade (I/C)
L/Att. C.Castle
L/Att. A.Viney
L/Att. C.Barnett
L/Att. W.Bean
L/Att. V.Franklin
L/Att. M.Haffenden
Chef. T.Harding
Chef. C.Harris

THIS SPECIAL BEARS AN IMMENSE AMOUNT OF WORLD WIDE PRESTIGE
and will be seen at Waterloo by millions on Television.
PLEASE GIVE THIS EVERY CARE AND SPECIAL ATTENTION.

Signed S G Johnson

for E.J.Morris
Manager

Footnote:

The photograph bottom left on page 48 of Model Rail (January 2005) shows
L/Att. C.Lade (I/C) with white gloves (back to the camera) standing beside the
vestibule door of car Carina.

P11 – 15.

The Funeral Train 2005.

34051 Winston Churchill - NRM York.

CAR No.208 - Glenlo Abbey Abbey Hotel,
Bushypark, Galway, Ireland.

S2464S - Pacific Palms Hotel, Los Angeles, California.

CARINA - Private Owner (awaiting restoration) located at
North Yorkshire Moors Railway.

LYDIA - Private Owner (restoration on going at Carnforth).

PERSEUS - Venice Simplon Orient-Express (restored and
operational).

ISLE OF THANET - Private Owner (restoration on going at Carnforth).

P12 – 15.

Christmas with a Touch of Class - Phil Davis.

I looked at my watch again. GNER had given us tickets for the 07:00 from Durham to Kings Cross.

Why then I thought are we still stood here, as the 07:12 to Birmingham came to a stand in the platform.

At last the HST 125 pulled arrived into the platform, the four of us had decided on this most exciting of days to be first class all the way. Despite the cheerful disposition of the lads pushing the aircraft style drinks trolley, the on train announcement of a faulty power car had us all concerned.

4¹/₂ hours later, and in serious panic mode, the same 4 people had to make it to Victoria station to join umber and cream Pullman cars of the Venice Simplon Orient-Express in less than 1 hour.

We envisaged a leisurely taxi ride, but the queue for a taxi was some one hundred yards long, panic stations, which became more frantic as our long waited taxi promptly got halted in what seemed solid traffic. With no movement in traffic and panic giving way now to hysteria. The same four dashed into the underground and emerged at Victoria station at the gallop.

Our train, the 12:25 VSO-E Christmas lunch special stood motionless.

The absence of people, save a man with a radio, had us wondering if we were indeed too late.

The red carpet, the flowers, all we were expecting had already been cleared.

12:28, miraculously the man with the radio, was indeed holding the train for us.

Registration in the lounge was completed in a dash and finally the four joined the rear of the train which it seemed instantly moved gently into motion.

Our designated car was AUDREY, which was directly behind the locomotive.

Word of our miraculous dash had been spread by the staff, to account for the delay in departure. As we moved through wide isles, the sight of happy people with paper party hats, and all congratulating us on our ordeal, made us relax and by the time we were in Audrey all panic had Subsided.

Audrey is a majestic lady, with width in the isle that GNER could pass several trolleys side by side, and our armchairs that could easily grace a stately home, her opulence is indeed overwhelming.

Champagne was offered to be poured, indulged in by grateful recipients and returned to the table, to be consumed in regular stages.

On the table was an assortment of decorations, a diary, and a magazine.

Each was adorned with the VSOE signature, each item of cutlery, tableware and xmas decoration, no expense had been spared and each of us dived head first into the pool of luxury, and drowned into our so soft seats. The xmas crackers were pulled, which was no mean feat, for the hand made items appear to have been made from heavy duty card; however they went off with a very reserved

P13 – 15.

bang to reveal hand made model painted carriages, and a hat with printed Pullmans adorning its entire surface.

Audrey is adorned with marquetry, cut glass and her own plaque with her own name with Pullman coat of arms.

The partition doors have art deco sunrises in the glass and her light green interior just made the occupants easy.

I was looked upon most curiously as I returned from the toilet, grabbed my camera, and headed back there. The toilet was a strange draw and as the flashgun fired several times, I realised it must have appeared very peculiar to anyone waiting desperately outside to do what you would normally do in there. But the object of attention was not the gleaming porcelain, not the VSO-E towels, not the flowers, not even the cut glass oval window, it was the marble mosaic floor. Audrey has a mosaic floor the likes of which I have only seen in film sets of roman times. A gorgeous leopard and a girl water carrier although its not known why the girl is carrying water, the fact that she's un-clothed in this task somehow doesn't seem, in this setting, to be un-reasonable.

There were 3 attendants per car. The first was broad cockney, his white uniform and immaculately pressed trousers somehow reminded me of Parker from Thunderbirds. An impression on my mind which once associated, couldn't be lost. However, like Parker, his skill at presenting what was already skillfully prepared, made the experience somehow more complete.

The other attendant served wine, and finally a young lady, adorned in a suit of exquisitely cut green tweed type material, served our meal.

And so it began. The assault on our palette was full on and mercy-less.

The attack was un-reserved and savage. Crayfish, wrapped in smoke salmon, adorned with the authors first grappling with Caviar.

Recovery was not an option, the finest soup attack followed, as the main onslaught of Quail wrapped in bacon, served with only the finest vegetables left us incapacitated for the killer blow.

Christmas pudding as a mouse on a chocolate base. Coupled with liberal amounts of the finest wines, and the campaign on our senses was complete.

Un-able to move for fear of bursting or worse ridicule, I enquired as to the possibility of alighting for a viewing of the engine. No sir, but ask the train manager .

I looked round and to my astonishment a double bass walked past, closely followed by a guitar and saxophone. Each was attached to evening ware, inside of which were immaculately groomed performers. Audrey became full of the sounds of music and a girl singer completed the ensemble.

After several numbers they moved on and were in fact replaced by another trio.

P14 – 15.

A man crouched down to our table. Although he did not know me, he was however recognisable and I'm pleased to say to the rest of my party also. The train manager introduced himself, as he may have done also to Michael Palin on his trip around the world in 80 days. As someone who has enjoyed the programme many times, this man was the attendant who had attentively looked after Michael on the start of his journey, and gave lurid accounts of the use of Pullman cars during the war as German brothels, and was at pains to point out Audrey had not been used to his knowledge for such immoral purposes. The Parker character raised an eye-brow as if he knew something he shouldn't and moved on.

At Shalford we stopped and a tap on the shoulder beckoned two of us to Audrey's vestibule door. Because of our late appearance, the engine was a mystery, that the train manager was permitting us to alight, meant it might now be revealed.

At the rear of the train was a diesel locomotive (for emergencies it was explained), but pulling our train Rebuilt Bullied West Country Pacific No.34027 TAW VALLEY. Last seen at Ian Riley's workshop at Bury. But surely this could not be the hulk of greasy metal I saw there. For the locomotive has been re-numbered and named as No.34045 OTTERY ST.MARY, she was veritably gleaming with pristine paintwork and polished metal.

It must have taken hours to achieve such a condition, only ever seen on freshly painted kit built model locomotives, before the owner can bare to have it weathered.

What a glorious sight she is, with a Golden Arrow headboard and the cross flags I've only ever seen on models, the sight was so evocative of artwork seen only in books and old films.

The fireman was persuaded to part with a small piece of coal. Carefully wrapping it in a VSOE serviette, it will be crushed to go into the tender of my OTTERY ST.MARY now definitely planned for my model of the VSO-E.

Main line steam hauled is an experience that must accompany you for life. Audrey has smut deflectors adjacent to each window, which allows partial opening. To hear a steam engine at 80 mph, and to experience the sound and taste makes me wonder if GNER shouldn't abandon its fleet and re-adopt steam. Certainly the 125 didn't achieve such speed on the way down.

Some four hours after departure we returned to Victoria. Alighting there was no thoughts of the pain on the way down, only of pure excitement and judging by the merriment of our fellow passengers, the four were not alone. Pausing only for some additional photos, it was a return to the land of reality.

P15 – 15.

After sitting in first class GNER for a further 3 hours, the fact that 4 girls on the next table solidly screeching at their mobile phones for the entire journey somehow didn't matter.

Our minds were still with the opulence and luxury earlier.

I was reminded of the pain of paying the visa bill earlier in the year, and the vow not to buy Christmas presents for my loved one in its place, and the thought of the experience lingering 'Long After The Price is Forgotten'..... is true.

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.

Welcome to 2005, what will the year have install for us Pullman wise?

Further disposal of remaining Mk1 cars to new owner's preservation.

What future plans for the Royal Scotsman, with a new owner, for those unaware the Orient Express Hotels acquired the train in late 2004.

The possible restoration of **CAR No.93** as a DVT for the British Pullman operation of the VSO-E.

Will cars **LYDIA**, **ISLE OF THANET** and **BERTHA** finally re-appear to public view.

The long awaited release of Bachmann Mk1 Pullman cars onto the model railway market.

Will the NRM get to grips with **EMERALD (II)** future. **Only time will tell.**

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

T.Bye December 30th 2004