



Pullman Car Services

COUPE NEWS

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

February 2005 No:24

Editorial:

Welcome to Coupe News No: 24.
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.25, please forward by February 25th.
Coupe News No.25 will be published on March 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:

My thanks to David Jones for the following report: -

Kent and East Sussex Railway

In early January good progress was evident on Car **Theodora** inside the carriage shed at Tenterden with the vertical marquetry-surfaced batten strips ready to be inserted along the interior walls together with similar strips along the tops of the sides. The toilet area was almost complete as was the new bar at the other end. In addition to the normal 24 volt wiring for lighting, this Car has also been mains wired for such things as vacuum cleaners and heating whilst the Car is stabled at Tenterden. The exterior is almost complete in Umber and Cream with the lining and lettering being left until all the interior fitting-out has been completed. Glass for the windows is all new, being the latest toughened type as required on railway vehicles nowadays.

Bluebell Railway

During January, the only month that the Bluebell's Golden Arrow train is not in service, the opportunity was taken to completely repaint the on-hire NRM Pullman Car **Eagle**. This Car's paintwork has become rather flaky over the past few months, especially on the side facing the sun, and shows up badly compared with the other Pullmans in the train. Meanwhile progress continues in the Works on the major overhaul of **Car 64** with the roof boarding and seating currently receiving attention. Having removed the moquette and filling from the seating framework the extent of repair work became obvious, resulting in strengthening fillets having to be inserted. At the moment all full time staff at Horsted Keynes are working on the two Pullmans.

(Editors note: Within the current edition of the Bluebell News "Winter 2004", Vol 46, No.4. Three photographs of CAR No.64 under restoration).

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Look Back at Pullman:

1880.

Pullman Cars now operating on The Midland, LB&SC, LCDR, Highland & Great Northern Railway's.

1930.

Clayton Wagons Limited at Lincoln workshops closes.

1965.

February 1st. Increase in Southern Region Pullman Supplements.

Brighton Line increase to 2s 6d.

Waterloo to Bournemouth increased from 6s 6d to 8s.

The last increase on the Southern was in 1959, other regions being 1964.

1975.

Ex-Blue Pullman power cars and saloon cars noted at Cohens Scrap yard, Morrision, near Swansea.

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.

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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.

Response from David Jones.

Terry, Re: Brian Haresnape's Book query. I suspect that as the credit is Ian Allan Studio, it was probably a mock up in 'Malaga'.

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.

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TABLE 5.

Dear Terry,

I was reading your July 2003 news (No.5) letter from your web site and noticed an article (table 2. (JT) with reference to the construction of a 4mm scale model of Hitchin station.

I would be grateful if you have any contact details of this group as I am constructing a scale model of Hitchin in 4mm fine scale of this era (this project started in 1990 and is approx. 65' in length).

I am interested to see how far they have progressed with their layout and exchange information etc. Keep up the great work, Mark Worboys (Alton Hampshire).

As Detailed in Coupe News No.3, 4 & 5 in 2003 - Table 2. (JT)

I am building (with a team of professional modelers) a 4mm, fine scale model of Hitchin station in 1959. I intend to have at least two of the all Pullman trains, probably The Master Cutler and either The Queen of Scots or The Yorkshire Pullman. Helpful though the various Pullman books are, none that I have found give the precise train formations. I want to arrange my Pullmans exactly right.

Can you help? (I would appreciate "JT" contacting me so I can pass on Mark's E-Mail address).

Table 6.

An urgent request from Clive Warneford, can any reader help, if so please e-mail ASAP.

Dear Sir,

Discovered your page purely by chance and hopefully you or someone can assist me. I am seeking the drawing numbers of Wiring Diagram Charging & Lighting for 1960's Met-Camm Pullmans, both Parlour First & Parlour Second cars.

I have been asked to assist in the service/restoration of both types, recently acquired for preservation.

I have contact with RDDS at Derby who can supply the drawings but I urgently require the numbers, so that they can be drawn from the archives.

I have tried obtaining the numbers from NYMR and Bounds Green but thus far to no avail. I would be grateful for any assistance you can give me.

Many Thanks,

Clive Warneford.

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.

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 £170.00

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

Auction Realisation £175.00

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Model Railway Exhibitions.

The Festival of British Railway Modelling – Doncaster.

Saturday 12th & Sunday 13th February.

Saturday 10.00am – 6.00pm and Sunday 10.00am – 5.00pm.

Prices £6.00 adult, £3.50 child, £5.00 OAP and £18.00 family.

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.

Readers Mail Box.

Dear Terry,

It really doesn't seem forty years ago since Sir Winston Churchill's funeral - day a day that I shall never forget. I was at boarding school and with a few others got permission to visit the Lying In State in Westminster Hall during the week, and a couple of us also got permission to go to see the funeral - I was the only one to do both.

Up at about 5.30 a.m. and got the first Central Line train to St Paul's, arriving about 8 ish. Got a good front-row position on the line of route, though I cannot remember the exact street name, but expect I could pick it out on a map. Saw the procession which halted by us whilst the actual service took place, then the gun carriage and cortege passed us on its route to the River. Once it had all gone I decided to make for the railway and went to Staines. With some others I found a convenient footpath near the line and saw and photographed the train coming through (35mm HP3, rather grainy I'm afraid). The V headcode was a touch of genius on someone's part. Then back to Waterloo and visited my parents before going off back to school at Woodford. It was quite a day.

It was also of course the last great steam funeral train; I saw Earl Mountbatten's but it wasn't a patch on Winnie's. We shall not see its like again. I don't know what sort of a turnout they will manage for the Queen when her turn comes, but somehow I don't think it will be as grand as her father's and those before.

P8 – 9.

Interesting that the entire train is preserved - it would be nice if hearse van 2464 came back someday.

Meanwhile, all the best for 2005 – George Moon.

Dear Terry,

Thanks for your email, loved the story about the Orient Express.
May I wish you a Happy and Prosperous New Year.

Sylvia Sidgwick

Hello Terry,

Many thanks for the copy of No.23.
The article on Winston Churchill's Funeral Train is fascinating and I wonder if you saw the magnificent colour footage of the train leaving Waterloo on the telly recently. I think it was UK History Channel.

I hope the concept of operating the VSOE with a DVT of 5-BEL nature succeeds. Have you seen the EWS Company Train Class 67 - 3 x MKIII - DVT.

Every good wish for the New Year and keep up the good work.

David Clay

Hello Terry,

Firstly Happy New Year and thank you for Coupe News.
I was interested in the items on Churchill's funeral train because as you know I have built a replica of the train except of course for the two U type cars which will hopefully be added one day. It will be on display at the Canterbury Model Railway club exhibition in late January.
I went to the Bluebell Railway today and happened to see Chris Leigh's article in Model Rail which you mentioned.
Car 208 and Isle of Thanet look nothing like the real thing, using Precision labels. By his own admission Carina is depicted by a Hornby car which he found with Gresley bogies so this is the only part of the model which is correct.
No attempt has been made to depict the additional droplights in the centre doors of the hearse van.
P9 – 9.

I have not yet mastered the sending of photos on email but perhaps when I do and I fully complete my models I can send them for including in Coupe News. Due to a generous donation by a fellow Pullman Society member of six Southern Pride Mk1 kits plus two 1928 brakes converted by myself and the purchase of a Bachmann Deltic, I now have a complete eight car train depicting the Tees Tyne Pullman of the early sixties.

This will also be going on display for the first time at Canterbury.

I am also searching for a Bachmann A1, probably the blue one to head my depiction of the Tees Tyne of the late forties featuring of course the earlier Hadrian Bar as converted by myself.

Regards.

Alan White.

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.

Spread the word, and thanks to Tony Wright of British Railway Modelling magazine for giving the newsletter just that within the February 2005 edition (page 90).

In early February Bachman will release the 2005 catalogue, which may update us on the release of the long awaited 1960/1 Mk1 Pullman Cars.

With Hornby advising that 2005 will see no new Pullman set releases, it is hoped that Bachman will fill the void.

One possible re-release if possible from Hornby for the future I hope, will be the Lima Mk3 Pullman coach. As used on the West Coast Mainline in the late 1980's and carried names.

I have confirmation that S2464 remains safe on location in Los Angeles, following concern raised by a reader following last month's article covering the Funeral Train working from a Pullman aspect of operation.

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

T.Bye January 31st 2005