



Pullman Car Services

Coupé News

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

March 2005 No:25

Editorial:

Welcome to Coupé News No: 25.
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.26, please forward by March 25th.
Coupé News No.26 will be published on April 1st.

Editorial Address:

Have you missed a copy of Coupé 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 Doug Lindsay for the following article: -

Friday 18th February 2005.....a very special day in the life of *Theodora*.

Following the total rebuild and refurbishment of this Car, she was attached to the rear of the 10.40 service train from Tenterden Town to Bodiam for a test run - probably the first time she has run on a timetabled service train for over 40 years! On this test run she was not open to the public as the interior is not quite finished, fitters were aboard to test the systems and check braking, steam heating, etc.

All the new seats are installed, the new carpeting is fitted and some of the tables. The new bar at the kitchen end looks very good indeed as does the replacement panelling in the kitchen end corridor, in fact it looks just like the original. Now a 15 seater....3 tables for four, and one table for three (where the Bar protrudes and has been crafted by the Carriage and Wagon staff and volunteers at Tenterden. The toilet compartment, which has not been used as a toilet since it arrived on the KESR in the 1960s is nearly complete and should all be in action by the launch date in March.

The bogies have been overhauled, the vehicle ends have been rebuilt where required, new electrics have been installed including a facility for connecting to 240v land lines and the whole vehicle exterior painted to a very high standard in 'traditional' pre-1960s livery.

There has been alterations to the access gangway beside the toilet to enable arm chairs to be removed without the need to take out a window, also the table brackets are of a very ingenious design so that they are easily removable should the Car be required without some of the seating for, perhaps a corporate charter or similar.

The only other difference, sadly, is that much of the original marquetry has not been replaced, some of the panels were far too badly wasted to be repairable and therefore due to financial and time constraints plain mahogany has been installed. Perhaps, one day it may be possible to restore some, if not all of these panels if finances permit.

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Nevertheless *Theodora* looked splendid in the Winter sunshine as she departed Tenterden on that notable journey on Friday 18th.
The test run went well. There's no 'official' launch date set yet, but she's booked to work the Wealden Pullman on March 6th.

Car *Barbara* is now undergoing a full repaint in the C&W workshops at Tenterden in order that on launch day for *Theodora* she won't look 'shabby' against her newly restored sister!

Look Back at Pullman:

1910.

March 21st.

South Eastern boat trains operations return (withdrawn July 31st 1884).
Charing Cross – Dover and Victoria – Folkestone.
Six new Pullman cars in "Lake" livery with gold lining at a cost of £5,000 each enter service for the SE&CR. The cars consisting of Parlour s **CORUNNA, SAVONA, SORRENTO**, Kitchen/Buffer **VALENCIA, FLORENCE & CLEMENTINA**. Also reported as the first cars to use of the new coat of arms that remained in use to 1959.

1940.

March.

Brighton Belle Service timetable.

11.00 Victoria – Brighton, 13.25 Brighton – Victoria, 16.00 Victoria – Brighton and 18.25 Brighton – Victoria.
The service formation being 1 x 5 BEL and 1 x 4 COR set.

1950.

March 5th.

President Auriol of France. 5 x Pullman and van hauled by 35019 from Dover to Victoria.

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1950 ctd.

March 28th.

Pullman car **MYRTLE** in use on the Golden Arrow service, standing in for the **TRIANON BAR**.

1960.

March 27th.

Due to blanketing operations at New Milton, the “down” Bournemouth Belle was re-routed via Rigwood, Wimborne, Broadstone Jctn, and Holse Bay Jctn to Bournemouth. Hauled by 34061 “73 Squadron” hauling 10 x Pullman cars of which 2 were Parlour brake cars.

1965.

March 31st.

The “Talisman” allocated Pullman cars **THRUSH, ARIES, AMBER** and **CAR No.348** (upgraded from 2nd class).

1970.

March 18th.

A mixed train working consisting **E312 (FALCON(II))** was attached to the 13.50 Liverpool Street to Peterborough B.R.U.T.E. parcels train. Conveying a special party to Cambridge. The car later returned attached to a Kings Lynn – London express.

1980.

March.

CAR No.88 – Motor Brake Parlour (ex Brighton Belle) acquired by the Stour Valley Railway from Trueman Brewery Ltd.

Pullman car **CAMBRIA** arrives at the Kent & East Sussex Railway, in the guise of DE960820 from Sheffield Beighton Jctn.

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1985.

March 25th.

The Pullman Lounge opens at Kings Cross.

1990.

March.

“Puffin Billy’s” complex at Seaburn, County Durham is put up for auction. the complex includes Pullman cars ***SAPPHIRE, PADUA & ROSALIND.***

CAR No.88 the East Anglian Railway sale of the car is completed with the VSO-E, the car has been on loan to the Swanage Railway.

CAR No.79 is to move (by road) from Sheffield to the North Yorkshire Moors Railway to allow restoration to be completed.

1995.

March 18th.

MNLPS 35028 “Clan Line” and support coach ‘crew training’ (air brake).
A class 47 diesel locomotive added to the 9 x Pullman car formation and 2 other vehicles.

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.

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 T.Robbins.

I think that David Jones is a little wide of the mark in his response to Alan Rushworths query. The shape of the window pan indicates a steel bodied car, the twin sliding lights a 1928 Queen of Scots build, and the square lampshade a

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VSOE vehicle. This narrows it down to lone, Zena and (if the book was published post-1986) Lucille. From the colour of the lampshade, my best guess would be Zena.

Response from Doug Lindsay.

Terry...Thanks for that...another good edition!

Re- Table 2, The Picture on the dust jacket of Brian Haresnape's book is almost certainly one of the VSOE Cars judging by the Table Lamp (Replica) . I'll scrutinise when at home and perhaps be able to confirm the actual Car. I well remember thinking when the book was published that it was a photo of a restored VSOE Car and not a 'genuine' pre-preservation era picture!!

Table 2.

Louis Baycock

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 3.

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.

Table 4.

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).

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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 5.

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.

Table 6.

Hello Terry,

Thanks for your Feb; Coupe' News. Always a good read.

Can you recall the full name of the designer of the Devon Belle Observation cars.

I know his last name was Levin, but can't recall his first name or his letters.

If I recall the murals in each were painted by an Eleanor Osmond-White.

Unfortunately I have lost a lot of my historic info; in the hurricane in Grenada.

Regards Ivan Godfrey.

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Table 7.

Hi, just looking on the net for some information on the Blue Pullman for my Dad. He is working on restoring a Pullman and has asked me to try and find out what colour the seats were in the Pullmans, as he cannot find any photos, if you could enlighten us or have any photos they would be great.

Thanks in advance.

James Steel.

Table 8.

Dear Terry,

My name is Brooke Witcher and I work at the Buddy Holly Center the former (Ft. Worth & Denver South Plains Railway Depot). We are currently researching the Pullman Car Gainsborough. The *Gainsborough* is considered to be car type 6Cpt3Dr. We are researching the car with the possibility of it becoming a visitors center in Lubbock. Would you be able to point me in a direction to find more information about this car. I have already contacted the Historic Pullman Foundation. Any advice you may have would be helpful. Thank you for your time.

Brooke Witcher
Education Coordinator
Buddy Holly Center
(806) 767-2686

Good Morning Brooke,

Many thanks for your request for help, alas I do not have any data of Pullman Cars built/operating in the United States at this time. I have personally visited Chicago three times in recent years which have included visiting Pullman Historic District. I can recommend the Newberry Library in Chicago. The greater percentage of the company records etc, have been located within the library for some years. The web site will get you started
<http://www.newberry.org/general/L3ageneral.html>

Also within the USA a web group can be found of which I am member,
<http://finance.groups.yahoo.com/group/PullmanCompanyResearchers/>

Terry Bye

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Jan Helge in Chicago responds also: -.

Regarding the following e-mail, I would suggest the Illinois Railway Museum in Union, Illinois. They have many of the drawings for the old cars in their archives. Their web address is www.irm.org

Hope this response will be of use to you.

Table 9.

Bob Baker re-The Hadrian Bar (CAR No.59).

I found your e-mail address in the BRM and wondered if you could help me out with some information. I have been searching for this information for a few years now and am unable to find it anywhere. I want to build a '00 scale' model of the original 'Hadrian Bar' car no59 which I know started life as a third class brake car. Looking at the photos in books I can't quite see the correct window formations as it is always halfway down the train so I would like either a drawing of both sides of the car, or good photos of both sides.

As you rightly remark the photos of the car in service on the TTP always display the car in mid formation, so a little hard to source ideal photos.

I have sourced a photo of the car following sale to the Southern Region, and resplendent in SR Green with Buffet clearly displayed within Modellers Backtrack the photo is of the bar side of the car, which was not altered after decommissioning from service on the TTP on January 16th 1961 when the all new Mk1 cars went into the service.

At this moment in time I have not found a view of the other side of the car, but am still looking through my archive.

Terry Bye.

Thank you for answering my query. I do also have the photo of the car on the Southern. It is the other side I have no photo of, nor the interior layout of the car. I did read in Backtrack, that Modellers Backtrack did some drawings of Pullman cars during 1991 spread over three issues. I cannot get hold of these magazines or copies of them. So I would appreciate any of the above or details of how I can obtain these magazines, I would obviously be more than happy to compensate you for any expenses incurred by you obtaining any of this information for me. Thanks once again,

Bob Baker.

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Right, to Modellers Backtrack 1991.

I have all 1991 editions (5 in total) as it was bi-monthly issue, and Vol 1, No. 1, was April/May of 1991. Within June/July and August/September editions they carry the two articles by Barry Lane.

Alas the drawings contained do not cover any of the "Bar Cars" produced by the PCCo., Also no photos of the cars either.

So at this moment we are no further forward in sourcing a photo of the car side you require.

Terry Bye.

Table 10.

Ron Nordstrom forwards a request relating to a family link to the Pullman Company, and its early history within the United Kingdom.

Hi Terry,

I was hoping you could help me or at least direct me to someone who could.

My Gr Gr grandfather was secretary and manager of the Pullman Co. in England up to 1890. I am trying to find information about him.

The only info I have on John Miller are 3 undated clippings from I assume the Pullman Co. newsletter. One is titled "The Sunday Pullman", one titled "Old Times in St. Louis", and one "Death of Mr. John Miller (Pullman Car Company)". The last must be dated approximately Jan. or Feb 1891 and refers to John Miller working for the Company for 14 years, and a John Marks acting as secretary in his place.

I am not looking for anything specific, since I know so little about him. Any info would be a great help, especially any biographical information, or other articles referring to him.

Ron Nordstrom.

I have found the following within "The American Pullman Cars of the Midland Railway",

by J.B.Radford. Published by Ian Allan Ltd in 1984. ISBN 0 7110 1387 X.

Page 22.

By this time (June 1874) the Pullman Company had established itself in both London and Paris with offices at 76-77 Cheapside, London, under the English manager John Miller.

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Page 41.

The principal office of the Pullman Palace Car Company in London (November 1879) is situated in the Midland Railway Station, St.Pancras, Euston Road. Mr.J.Miller is secretary; Mr H.S.Roberts, manager for England, and Mr A.Rapp mechanical superintendent.

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'A trial trip was made on Friday (July 1882) with the two new Pullman dining room cars named the "DELMONICO" and the "WINDSOR" which this week will commence to run on the Midland line. The "VENUS" drawing room car, which has been in use for some time, was also attached to the train.

The train left St.Pancras shortly after 2 o'clock reaching Leicester at 20 minutes past 4 and returning to the terminus before 7.

Among the party on board the cars were Mr M.W.Thompson, Chairman of the Midland Railway Company, Mr John Noble, the General manager MRC, and Mr F.M.Needham, Superintendent of the MRC.

The Pullman Car Company was represented by Mr H.S.Roberts, Manager, Mr J.Miller, Secretary, Mr J.Monck, Mechanical Superintendent, and General H.Porter, Vice-President of the Pullman Car Company of America.

Terry Bye.

Pullman Talks:

Last Call 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 AUCTION

March 12th 2005 **Sheffield Railwayana Auctions**
Saturday 12th March 2005

On March 12th the auction will be held at, Myers Grove School, Wood Lane, Stannington, Sheffield 6. Starting at 11 am. Viewing is from 7.30 am till 11 am on the day of the sale.

PULLMAN

- 42* A Pullman 1st class armchair in original red covers, from "Clara". In fine, original condition. Pullman composite Car "Clara" was built in 1932 by Metropolitan Cammell and was formed in Southern Railway Electric Unit No.2020 (later 3020). This car worked from the south coast to London Victoria/London Bridge for most of its life, and was withdrawn on 2nd July 1966 to be sold to King & Sons, Norwich for scrap.
- 43* A Pullman coach brass table lamp, the six-sided base clearly stamped "TC35" (Third Class Car 35). In superb condition and wired for electricity. Third Class Parlour Car No.35 was built by Birmingham Carriage & Wagon in 1926, working principally Southern services including the "Golden Arrow" and latterly in the 1950's "The South Wales Pullman". It was finally withdrawn from the "Bournemouth Belle" service in 1967 and sold as an exhibit to the Beaulieu Museum where it was eventually scrapped on site in early 1973.
- 44* A Pullman coach brass table lamp in the ornate Arcadian style, first used from about 1910. A square base with clipped corners. In fine, original condition.
- 45* A Pullman coach wall plaque, used to cover the hole when the brass clocks were removed. It illustrates the full Pullman coat of arms and "CAR SHEILA". First Class Pullman Parlour Car "Sheila" was built by Metropolitan Cammell initially for the "Queen Of Scots" service. It worked for much of its early life on the LNER and subsequent Eastern Region, prior to transfer to the Southern, working the "Bournemouth Belle". It was withdrawn from service on 10th September 1966 and sold to Birds Ltd., Long Marston for scrap. 9¼" diameter, in good original condition.
- 46* A Pullman coach wall plaque illustrating the full Company coat of arms and "Car No.65". First Class Restaurant Car No.65 was built by Midland Carriage & Wagon in 1925 and used initially in Scotland. It was converted to

a Third Class Brake Car in 1937 working on the Southern, frequently in the "Bournemouth Belle". It was withdrawn on 16th July 1966 and sold to Birds Ltd, Long Marston for scrap. 8½" diameter, in good original condition.

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47 A Pullman sleeping-car copper sink, hinged to fold against the wall. By Beresford. It has its two brass taps and a soap dish. In fine, original condition. Would look superb polished.

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Model Railway Exhibitions.

Middlesbrough Model Railway Club 2005 Exhibition.

The Pullman Society information stand will present at this years exhibition over the weekend of May 21st & 22nd at the Settlement Community Centre, St.Pauls Road, Middlesbrough.

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

Cancellation of service.

Confirmation that the annual Cleveland Model Railway Club exhibition normally held in August, has been cancelled this year.

Readers Mail Box.

Terry, something for Coupe News, maybe.

From the Railway Gazette April 23rd 1926.

Mishap To The Southern Belle

"On Sunday evening last the 'Southern Belle' express from Victoria to Brighton broke in two near Three Bridges. The two sections were brought to a standstill but an attendant had a narrow escape when the vestibule connections parted". (the exact date isn't given).

Geoff Cox.

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.

David Clay.

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Most interesting David, it is something I have browsed the internet to source if available any footage of the train.

I have only come across one clip of footage on a video to date of the train enroute from Waterloo, and this was more by chance. I purchased the video for its Bulleid content in the early 1990's.

the video titled "Geoff Holyoake Collection – Volume one "Sixties Southern – South Western Lines" was then produced by Railscene.

So a question to fellow readers, do you know of any other footage of this working that is available, so it's over to you.....

Terry Bye.

Terry,

In the articles this month, Alan White commented on seeing Chris Leigh's rendition of Churchill's funeral train made using my labels.

Now I understand what he was saying, and of course agree, that using the R223 coaches as a basis produced something not at all like the real thing.

But Chris reported that this would be the effect as there were no accurate base cars like the real ones.

The labels he had asked for were custom-made side panels in my "whatever you want" range. Isle of Thanet would be perhaps a bit closer if it had been done with a new Hornby car.

However, on first reading of Alan's words, it seemed he was less than impressed with the labels. Perhaps he was judging the label panels that Chris wanted as typical. I also note Alan mentioned other models he's made like the Hadrian Bar, which is one of the subject my labels allow a standard conversions to.

So, if it might help correct any bad impression that Alan formed of my labels as inaccurate, I'd like you to offer to Alan please, a free choice of anything in my Pullman-related list of products - including the possibly inaccurate if desired "anything you want" custom panels.

By visiting my web site's home page and using the search box at the top to look for "Pullman", that should pull up easily all relevant item pages; or of course a manual look through all sections.

If Alan would then like to email me with his choice and address details, I'll post him whatever he likes, and I trust he will be more impressed.

John R Peck - Precision Labels

Web: www.precisionlabels.com

Email: plabels@precisionlabels.com

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Interested in Pullman Car drawings, with thanks to Glen Woods of Brighton, I can forward to fellow readers details of a source of some car drawings.

To those of you dedicated to matters Pullman, will be well aware of the Mike King

drawings, but, for those who do not I detail the information supplied by Glen.

Pullman Cars

SR Restriction 0 Hastings Line Buffet Cars (1926), 1 sheet.

SR 1947/48 Pullman Car Rebuilds

("The Hadrian Bar" and Devon Belle Observation Cars), 1 sheet.

Ex-LBSCR Buffet Car Rebuilds "Grosvenor" and "Myrtle" (1936), 1 sheet.

Ex-SECR Eight-Wheeled Pullman Cars 1910-1923

("Sapphire", "Topaz", "Aurora", "Juno" etc), 2 sheets.

Ex-SECR Twelve-Wheeled Pullman Cars 1920/21

("Rosalind", "Padua" etc), 1 sheet.

Ex-SECR and LBSCR 'J' Class Pullmans (on LNWR Underframes) 1921/22, 2 sheets.

Obtainable from:-

M. S. King

16 Barricane

St Johns Hill Road

Woking, Surrey

GU21 1RB

£2.00 per sheet

Please add £1.00 per order for postage. (UK only)

My thanks to Glen for sharing this information.

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Tail Lamp:

Coupé News is only as good as the information received, and published within. So why not share your news / material / information with fellow Pullman connoisseurs.

To all past and present contributors and readers we now enter the third year of publication of Coupé News thank you for your continued support. Normally the start of any year is news quiet in relation to Pullmans as the Preservation railways within the United Kingdom concentrate on track maintenance tasks, and a time for the cars to go through the carriage and wagon workshops in preparations for the forthcoming season of operations. Both the Bluebell and Kent and East Sussex Railways will see cars enter operational service following restoration. Well done to all involved in doing so, I am sure both cars will be a credit to those who have given time and effort during the restoration process.

I hope at least one of the many railway enthusiasts magazine within the UK will give the two cars in question some coverage with photographs and text with regard to the **CAR No.64** on the Bluebell and **THEODORA** on the K&ESR, for all those involved deserve recognition of the effort put in.

I like to take this opportunity in advance of the Middlesbrough Model Railway Club Exhibition in May to thank the members and committee for inviting me to attend the 2005 exhibition to promote Pullman and the Pullman Society. It's not often you get something for nothing these days, and my attendance and promotional information stand has been allocated space to free of charge.

Any reader of this newsletter who will be in the Middlesbrough area over the exhibition weekend in May, please take an hour or so out and come along and give support to the club, and of course make yourself known to me.

My statement to one and all is "Information is for Sharing – Not gathering Dust". And the content of this edition reflects that very point, in respect to requests for information. From a UK newsletter we have over the period of two years gone International. The request for help from the United States of America (the home of Pullman) was one I never expected. But within a matter of hours via the inter-

net responses were received and forwarded. And all credit to those of you who take the time to contribute in the form of news, articles etc.

We now enter the third year of publication – All thanks to You.....

Remember - “Information is for Sharing – Not gathering Dust”.

T.Bye February 28th 2005.