



Pullman Car Services

Coupé News

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

May 2005 No:27

Editorial:

Welcome to Coupé News No: 27.
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.28, please forward by May 25th.
Coupé News No.28 will be published on June 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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Look Back at Pullman:

1930.

May 15th.

The first working (down working) of the “West Riding Pullman” Pacific No.4474 ‘Victor Wild’. Reported as returning the next day on the (up working) with an extra 2 Pullman cars in the train formation, hence a pacific working.

May 24 & 25th.

Cambridge. “LNER Exhibition”. Two Pullman cars form part of the exhibition and identified as S/No.224 **CAR No.71** (Kitchen Third) and S/No.237 **THELMA** (Kitchen First).

1935.

May 11th.

Hunslet Goods Yard. “LNER Exhibition”. One Pullman car noted in the company of several other LNER coaches. Identified as S/No.223 **CAR No.70** (Kitchen Third).

1940.

May.

On the Southern region 36 Pullman cars operate on the Central section and a further 24 cars on the Eastern Section.

May.

The four Pullman cars allocated to Ireland in 1926, but later sold in 1936 to the Great Southern Railway are reported as remaining in service on the GSR as Eire is a neutral country.

The cars were built by the BRC&WCo. And all four car were Kitchen Third class.

1960.

May 16th.

The down working of the “Golden Arrow” was noted at Paddock Wood as being hauled by 34086 ‘219 Squadron’.

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1965.

May.

During the month two ex-Eastern Region Mk1 Pullman cars were added to the branded "Wells Fargo" standby locomotive hauled Pullman formation for operation on the Western Region Blue Pullman standby train.

The two cars allocated S/No.333 **CAR No.333** (Kitchen Second) and S/No.352 **CAR No.352** (Parlour Second).

May 7th.

The (Blue Pullman set) operating the "South Wales Pullman" service will be withdrawn for overhaul for a reported six weeks. During this time a locomotive hauled Pullman train will operate.

May 15th.

The down working of the "Bournemouth Belle" was noted at Basingstoke as being hauled by 34021 'Dartmoor'.

May 30th.

Second class Pullman cars withdrawn from the "Golden Arrow" service.

1975.

May.

The "Liverpool Pullman" introduced in 1966 with the electrification of the Manchester and Liverpool operations out of London Euston.

The service is withdrawn after nine years of operation.

May.

Noted in a siding at to the north of Rugby station the following ex ER Mk1 cars. S/No.312 **FALCON(II)** (Kitchen First), S/No.322 **THRUSH** (Kitchen First), S/No.334 **CAR No.334** (Kitchen Second), S/No.336 **CAR No.336** (Kitchen Second), S/NO.338 **CAR No.338** (Kitchen Second), S/No.339 **CAR No.339** (Kitchen Second), & S/No.340 **CAR No.340** (Kitchen Second).

May 31st.

Noted at Steamtown Carnforth. S/No.254 **ZENA** (Parlour First), S/No.99 **PADUA** (Parlour First) and S/No.102 **ROSALIND** (Kitchen First).

Both **PADUA** and **ROSALIND** noted as rebuilt ex-Pullman Camping Coaches. **PADUA** allocated CCB(S) No.P59. **ROSALIND** allocated CCB(S) No.P47.

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1980.

May.

Noted within the Cavalcade of locomotives and stock at Rainhill.

S/No.59 **TOPAZ (I)** (Parlour First), S/No.280 **AUDREY** (Kitchen First) and S/No.326 **EMERALD(II)** (Parlour First).

1985.

May 2nd.

S/no.243 **LUCILLE** (Parlour First) arrives by road at VSO-E Stewarts Lane Depot from Ashford Steam Centre.

May 2nd.

Press preview of new Pullman services. Train formation of Mk3b vehicles departed from Euston to Liverpool. A refurbished HST set departed from Leeds for Liverpool. Both train formation arriving together at Liverpool.

May 4th.

Noted at Wansford (Nene Valley Railway) S/No.290 **CAR No.90** (Motor Brake Parlour).

May 10th.

Final day of operation of the 1966 Mk2 Pullman Cars on the “Manchester Pullman” service. (22 cars).

May 13th.

New Mk3b stock form the “Manchester Pullman” and “Mersey Pullman” (19 Mk3b allocated).

May 13th.

Re-launch of the “Yorkshire Pullman” service with HST train formation.

May 24th.

VSO-E Pullman train Waterloo to Weymouth Quay special working.
British Ferries renaming of Sealink ship (Ailsa Princess) to Earl Harold for the new Sealink Sunliner services to the Channel islands.

1990.

May 2nd.

S/No.232 **CAR No.79** (Brake Parlour Third) arrives by road at Pickering from Rotherham for completion of restoration that started in 1973.

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1990 ctd.

May 14th.

Inaugural day of the new Pullman service branded as “The Robin Hood” from Nottingham to London St.Pancras. HST set number ‘04’ allocated for the service. Allocated an additional First Open within the formation, this replaced a Second Open coach.

May.

Bluebell Railway. S/No.278 **BERTHA** (Kitchen/Composite) nears the end of restoration to operational standard.

May.

Reader and contributor David Jones visited Green Bay, Wisconsin. David noted both Pullman cars S/No.246 **LYDIA** (Kitchen First) and S/No.247 **ISLE OF THANET** (Parlour) under cover and both in umber and cream livery but without lining, CoA or names on the body sides. The cars have been identified by the Museum as ‘The Churchill Cars’.

Preservation News:

S/No.184 THEODORA

Members of The Pullman Society attending the Annual General Meeting at Tenterden over the weekend of May 21/22nd.

Will attend the official launch of car **THEODORA** by the Kent & East Sussex Railway.

The Society members will be dining within car **S/No.185 BARBARA** on the evening of the 21st. Followed by Sunday Lunch within **THEODORA** on the 22nd.

Further details on The Pullman Society Membership can be obtained from: -

awood17166@aol.com

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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.

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 2.

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.

Table 3.

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.

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Table 4.

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.

A further update from Alan Rushworth dated April 25th.

Just received some info re the HMRS Metro-Cammell files etc as follows. Tony Straw, the membership secretary has written since you last wrote virtually all of our archives and Library have been moved to our Museum and Study centre. This includes all the metro-Cammell drawings stored in a container; we managed to transfer these just one week before Christmas. A new local member who joined us in January this year has taken on the task to sort and categories the drawings. As you would expect this is a huge job and will take many months. Paul has found a drawing for the end of a Pullman car, whilst this process has been going on, unfortunately I can't tell you which type. The drawing is 8ft long which is typical of many in the collection so we are investigating the cost of a scanner capable of handling such huge documents.

Many thanks Alan for your response.

Table 5.

Alan Rushworth requests help in the following historical record. Can anyone give me the latter history of **Juana** which was transferred to the SR in 1961.

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Table 6.

Hello Terry,

I have just been through the website Coupe News as I am interested in information about East Coast Pullmans.

To be precise I am trying to create in model form the Yorkshire, Tees Tyne and Queen of Scots Pullmans. at around the 1962/3 period.

Basically I need to find out what the formations were with some indication of car numbers...are you able to help or could you put me in touch with someone who could. Many thanks for your time, Graham Hobbs.

Model Railway Exhibitions & News.

Last call for the **Middlesbrough Model Railway Club 2005 Exhibition.**

The Pullman Society information stand will be 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.

LAYOUTS:

Alton, Stainmore Summit, Thurston, Winny Hill, Loch Yale, Perth Green Wharf, Wood House, Elgin, Littlebeck, Lochinver, Asenby St Peter, Burgdurf, Sunderland Tramways.

ADMISSION: Adults £3.50, Senior Citizen £3.00, Family £9.00, Child £2.00

PRECISION LABELS - PRECISION DECALS

John Peck introduces his latest addition within the METALLIC FOIL LABELS

L3G - Pullman car Door Plates - 16 for 4 Cars - £2.00

A veritable collection of silver and gold foil label headboards & nameplates: self-adhesive, with a fine grain metallic finish that has just the right qualities of reflection and thickness for realistically modeling cast metal items.

Many people prefer to add etched nameplates and headboards versus flat printed on details, and the raised profile produced by the etching process does look impressive. But in reality, a nameplate or headboard would usually be no more than around half an inch thick, with the lettering only raised by a quarter of an inch from a sunken interior level. In OO 4mm scale that's a tiny 0.17mm and 0.08mm respectively. Therefore, in fact, etched plates are typically over scale to a considerable degree.

The foil label material is the correct scale thickness for the raised edge of most OO nameplates or headboards. Lettering is actually sunken rather than raised, by virtue of the ink thickness, but this shows up in a reflection, and with the shaded printing, just as if it were raised. (There's a famous magic trick based on the fact that the human eye cannot always distinguish between something that is sunken and something raised.)

Etching has crude limitations on image resolution - even in O-gauge, certain fine details are impossible to etch never mind paint. Generally, etched plates have only a single paint colour applied to cover the silver or gold. Foil labels can faithfully reproduce the same true 1200dpi resolution as other materials we use, and in multi-colours. The only limitation is that solid white and yellow colours are not possible, because silver or gold shows through - however that's not relevant to any of the designs here.

Transfer printing has also been used in the industry to represent cast plates. Printing resolution may be better, but not as good we can manage. Below on the right is a scan of part of a Hornby new K-type super detailed Pullman car. A photo of a real cast builder's plate, as used under each door of a Pullman car, appeared in the Hornby 2002 catalogue on page 50. On the left, our foil label version, one of 16 plates in pack L3G, is just 8mm wide and can be used to upgrade all types of OO Pullman car models.



For the O-gauge subjects, to bring the thickness of the foil material up to scale for 7mm modelling, we have laminated those foil labels with a clear plastic 0.08mm film. This has the side effect of sealing in the ink of course. The lamination is removable if desired.

For further details on the full range of Precision Labels and ordering details visit John's web site: -

<http://www.precisiondecals.com>

Readers Mail Box.

Reader Clive Hanley advises: -

I recently started to upload a few photos to a new website facility and thought you may wish to take a look. As you say "Information is for sharing".

I was able to photograph GWR 4965 Rood Ashton Hall at Dorridge last Monday (March 28th) prior to departure with the Vintage Trains Easter Dining Special. I took a couple of shots that include the Pullman cars.

The gallery address is:- <http://clive-hanley.fotopic.net/c480419.html>

Railway Herald.

A weekly railway journal with colour photographs can be yours "FREE" by visiting the following web-site: -

www.railwayherald.co.uk

Follow the clear instruction to register, and that's it.

I have been very impressed with the format and content so far.

My thanks to reader David Clay for making me aware of this newsletter.

From Golden Arrow to 'Queen of Scots'.

Doug Lindsay shares a special day train working.

Railfilm's Car Pegasus-Trianon Bar, formerly the Golden Arrow Bar Car and much rebuilt by Railfilms to overcome problems with Main Line re-registration, was in action with another 'Pullman' named train over the weekend of 2/3rd April.

The current Queen of Scots Luxury Train of vintage vehicles was chartered for a Wedding Breakfast special circular tour from Crewe on Saturday April 2nd and the client especially requested Car Pegasus to be in the formation. The Queen of Scots set was worked up ECS from Clapham on Wednesday 30th March to Old Oak Common where Pegasus was marshalled into the set. The complete set was then worked up to Crewe Carriage Sidings by an FM Rail Class 47.

Friday April 1st saw the train prepared for the special being laid-up with extra flowers etc for the event.

On Saturday April 2nd the set was worked into Crewe station ready for the charter and arrival of guests who were accompanied by a jazz band and lots of champagne served on the platform (12) as they boarded. The Bride & Groom welcomed everyone aboard and the train departed promptly at 15.00.

The motive power was two specially 'bulled-up' DRS Class 37 locomotives, the leading one sporting a 'Wedding Belle' headboard.

The route was Crewe-Chester-Wrexham-Shrewsbury-Oxley-Stafford-Crewe, and we arrived back at Crewe 10 seconds late!!! The driver had hoped a right time arrival but a check outside made us just 10 seconds late!!! Not bad really. Almost Royal Train timings.

72 guests were treated to a sumptuous 5 course Luncheon (Wedding Breakfast) including 14 of whom were seated in Pegasus. The Bar in this Car became progressively busier as the journey continued with even the Bridegroom dispensing drinks to guests!

The lineside was awash with enthusiasts and photographers, many of whom were excited by the two Class 37s in passenger use and on unusual routes.

The empty stock was returned to London on Monday 4th April, Pegasus was detached at Old Oak Common ready to take up duties on other charter work as programmed.

So ends another unusual working for a former Golden Arrow Car – well a re-incarnation of a former Golden Arrow Car !!

BLUE PULLMAN Book – Update.

For those readers of the newsletter unaware that a new book will be shortly released cover the "Blue Pullmans", I copy a response from Howard Sprenger to my request for information within the "Blue Pullman Group" on Yahoo.

Dated April 10th 2005.

I'm currently out in Australia, but the book went to the printers just before we came out a couple of weeks ago.

We'll have to check proofs when they come back from the printers, and I daresay there'll be a few final tweaks as a result (one already known about), but publication is still on track for May, which (I think) is what I quoted earlier. When we get the books back from the printers.

It's bigger than originally planned (can't remember the exact size off hand, but not far short of 200 A4 pages, 16 of which are in colour).

Its hardback with scale drawings to 4mm scale included, and will retail at £19.95.

VSO-E UK Pullman News.

For those Pullman enthusiasts living in the North of the UK, like myself clear your diary's as the UK Pullman car rake will be at Ascot North (i.e. York) for four days running 14 to 17th June inclusive.

The second ex Brighton Belle Motor Brake Parlour **S/No.292 CAR No. 92**, was to be moved from Stewarts Lane to Ostend on Wednesday April 20th.

BY PULLMAN TO BRIGHTON by H. C. P. SMAIL

The following article was supplied to me earlier this year by a fellow reader. Originally published in 1955 within "Sussex County Magazine" which ceased publication in July 1956. The article will be in two parts as published in 1955.

THE news of the recent transfer of the Pullman Car Company to British Railways has been received with mixed feelings, particularly in Brighton, which has long been the home of the Pullman Car Co. and the destination of so many of the famous Pullman Car expresses of the past. This was largely due to the initiative of the former London, Brighton and South Coast Railway in making extensive use of Pullman cars at a time when they were not as popular as they are now.

We may also claim the Pullman Car Co. as a Sussex industry. The Pullman Car Works at Preston Park, for the construction and repair of Pullman bodywork, were opened on November 5th, 1928, in premises previously occupied by the L.B. & S.C.R., and are now the only Pullman works in the country. These premises were originally built about fifty years ago as engine running sheds for the Brighton line, but owing to opposition from the neighbouring property owners they were used as paint shops and stores. Other Pullman work on the bogies, mechanical repairs and running maintenance, is carried out at the Lancing Carriage Works.

Pullman cars were first introduced into England from the United States by the Midland Railway, who put on two experimental sleeping cars in 1874. These cars were quite unlike anything seen up to then on the railways of this country. They had long flat boarded sides, with clerestory roofs and open vestibules at each end. There was no frame, as in an ordinary railway carriage, and the body rested directly on two four-wheeled bogies. At first the new cars were not at all popular. To the Victorian mind, accustomed to the snug little four and six-wheelers of the 1870's and the cosy privacy of a first-class compartment, there was something definitely foreign and therefore not altogether respectable about the long corridors and open vestibules, and some companies refused to operate them.

The L.B. & S.C.R., however, realised their possibilities as luxury parlour cars to the south coast holiday resorts, and on November 1st, 1875, the first Pullman car ran to Brighton. It was attached to the 10.45 a.m. 70-minute non-stop express from Victoria, which consisted on this occasion of six first-class coaches and one Pullman parlour car. From this modest beginning the L.B. & S.C.R. grew to be the foremost Pullman operating line in the country.

The first Pullman car to run on, the Brighton line is said to have been the Jupiter, an eight-wheeled parlor car of twenty-eight tons transferred from the Midland Railway in 1875. It was followed in 1877 by two other ex-Midland cars of similar dimensions, named Alexandra (Fig. 1) and Albert Edward. They did not run as a

Complete train but were attached singly to the main London and Brighton expresses. These three cars were later rebuilt as third-class cars Nos. 1, 3 and 4 respectively. The Jupiter is also said to have been transferred to the London, Chatham and Dover Railway in 1882 and back again to the Brighton Railway in 1884. The history of these early cars is complicated by the fact that they were frequently rebuilt and switched from one railway to another. Much useful information on the subject is to be found in a booklet entitled Pullman and Perfection, by F. Burt and W. Beckerlegge, published by Messrs. Ian Allan Ltd., whose courtesy in allowing us to refer to the same we would like to acknowledge.

Considering the importance of the Pullman trains, it is rather surprising to learn that they were originally worked by old Craven engines of 1860 vintage. The fastest express time between London and Brighton in those days was sixty-five minutes, but this was a supreme effort, and most first-class expresses took from seventy to eighty minutes. This is hardly to be wondered at in view of their weight, which was sometimes up to twenty-two coaches, and the limited engine power available. In this connection we cannot resist quoting that great railway writer, the late Mr. E. L. Ahrons, who himself quotes a letter written many years ago from a correspondent pointing out that whereas the London and North Western fish train from Carlisle to London covered the 53 miles between Tebay and Preston at an average speed of 47.4 miles an hour, the fastest Brighton express did the 502 mile journey from London to Brighton at an average speed of 46.6 miles an hour, the moral being that it was better to be a dead mackerel on the North Western than a live first-class passenger on the Brighton line.

However, this was not quite fair to the L.B. & S.C.R., whose running of the famous Sunny South Express in later years gave even the lordly North Western something to think about. Meanwhile, on December 5th, 1881, the first all-Pullman train to run on the Brighton line, the Pullman Limited, was put on. It consisted of four new cars, Beatrice, a parlour car, Louise, a buffet car, Maud and Victoria, parlour cars, built at the Pullman works at Derby between 1876 and 1877. The history of these cars is rather remarkable. Maud was originally built in 1877 as a drawing-room car for the Midland Railway under the name of Ceres.

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In 1884, after working on the Brighton line, it was rebuilt as a dining car and put to run on the Newhaven Boat Train, until it came to an untimely end in the Wivelsfield accident on December 23rd, 1899. Beatrice was the first railway carriage to be successfully lit by electricity. In October, 1881, William Stroudley, the Brighton Locomotive Superintendent, experimented with electric lighting for railway coaches by means of batteries, using Beatrice for his experiments. The results were so successful that the new train was lit through-out by electricity and also provided with the Stroudley and Rusbridge electric communication system. The original oil lamps were still retained in the clerestory roof for the not infrequent occasions when the electric bulbs failed. Of the other two cars, Victoria was later rebuilt as a third-class car No. 2, and has long since been withdrawn from service, while Louise, after a wandering life, was sold in 1930 and settled down as a bungalow at Selsey, in company with a later car, Albert Victor. In their original condition the cars were fifty-eight feet long, weighed about twenty-eight tons, and ran on two four-wheeled bogies. They had clerestory roofs, and were connected by open vestibules at each end to make up a rather primitive form of corridor train.

The Pullman Limited made two journeys each way on week days, at 10 a.m. and 3.50 p.m. down, and 1.20 p.m. and 5.45 p.m. up, and one trip each way on Sunday, between Victoria and Brighton. The fastest time was made by the 3.50 p.m. down non-stop in seventy-five minutes. For the inaugural journey the train was hauled by the new Stroudley single-driver express No. 334, Petworth.

In actual fact the new train was not as popular as might have been expected. Possibly the fact that it was put on in the middle of winter may have had something to do with it. Sunday travelling, even on the Brighton line, was still considered to be not quite the thing, and after a few weeks the Sunday Pullman was withdrawn. There was also the truly Victorian dislike of the open Pullman cars still to be overcome, and from December 1st, 1882, ordinary first-class coaches were added to the week-day Pullman Limited (Fig. 2) for the benefit of those who preferred the seclusion of an enclosed compartment, so that the train was no longer an all-Pullman.

However, the superior comfort of the Pullman cars could not be denied, and it was not long before public opinion turned in their favour. During the latter years of the nineteenth century and the Edwardian era Brighton enjoyed what might well be described as second Regency. This manifested itself in various directions; in the coaching revival of the 1890's, in an outbreak of fantastic architecture of domes and clock towers, and in the social life and entertainments of the times. It may interest a social historian to explain why these periods in English history should so often be marked by a corresponding outbreak of activity on wheels.

In the days of the Regency the gentle-men drivers took the ribbons on their elegant four-in-hand coaches, the Age or the Quick-silver, or trundled themselves along with rather less dignity on the dandy-horse, while a hundred years later the sportsmen of Edwardian days, in furs and goggles, drove down the Brighton road in strange machines bearing the names of Panhard and Daimler, while growing companies of humbler folk pedalled along on the unstable equilibrium of the new Safety bicycle.

In all this the L.B. & S.C.R. both profited and took part, with faster train services and improved rolling stock. On December 11th, 1888, an entirely new London-Brighton Pullman train was put on (Fig. 3), consisting of three new cars and two luggage and lighting vans. The cars were the Albert Victor, a smoking car, Prince (Fig. 4), a buffet car, and Princess, a ladies' or parlour car. They were a great improvement on the old cars, having enclosed corridor connections instead of the former open vestibules, so that the train was truly for the first time a corridor train.

They were erected at the Brighton Carriage Works from sections sent over from the United States by the Pullman Palace Car Company. In order to preserve the uniform appearance of the train the luggage vans were built and painted similar to the Pull-mans, except that they ran on six wheels instead of the usual two four-wheeled bogies, and were known on the line as "Pullman Pups." The train itself was lit throughout by electricity, and with commendable self-confidence the emergency oil lamps were dispensed with entirely.

The interior furnishings were in the best Victorian tradition. The ladies' car was fitted with nineteen swivel arm chairs and eight sofas trimmed in blue velvet, while in Albert Victor the upholstery was in more manly Morocco leather. The buffet, tucked away behind a sort of stained glass reredos, could provide breakfasts, lunches, teas and suppers, while in the centre gangway an ornamental showcase surmounted by the inevitable potted palm, contained books, chocolates, scent, cigars, in fact anything a traveller might reasonably be supposed to find himself suddenly in urgent need of. A contemporary reporter wrote: "It is the nearest possible approach to finding yourself transported bodily in a miniature Aladdin's Palace to the desired destination" (Fig. 5).

This time, unlike its predecessors, the new train proved so popular that it was not long before additional cars were added on Sundays. These were The Queen and Empress, both buffet cars built in 1890, Princess Mary, Pavilion, and Prince Regent, built in 1893, the first two as buffet cars and the last as a parlour car. Their fittings were similar to those of the previous cars. It will be noted that the company still clung loyally to the Royal Family for its nomenclature, though with a slight Brighton flavour. These cars were built at the Brighton Carriage Works, and the quality of their workmanship is indicated by the fact that thirty years later they were considered worth rebuilding as third-class and composite cars.

P16 – 20.

By this time the Pullman car was firmly established in popular favour on the Brighton line, though, rather curiously, it was a complete failure on a number of other lines. On October 2nd, 1898, a new Sunday edition of the Pullman Limited was put on. It consisted of five cars, Victoria and Beatrice, already described, and three new cars, Princess of Wales, Duchess of York, and Her Majesty, all eight-wheeled buffet cars of thirty to thirty-two tons built at the Brighton Carriage Works in 1895. The train did not run during the holiday months of July to September.

Hitherto speed had not been a strong point on the Brighton line, but now, apparently shamed into action by a positive flood of indignant correspondence in The Times and other newspapers, the company realised that there was some room for improvement in this direction, and the new Sunday Pullman Limited was timed to do the journey in sixty minutes. On the opening run, hauled by the new B2 class 4-4-0 express No. 206, Smeaton, the down journey was made in 59 minutes 9 seconds, and the return trip in 58 minutes 32 seconds. The following week the up journey was made by No. 213, Bessemer, in 57 minutes 57 seconds. These locomotives had been built by Mr. R. J. Billinton, successor to

William Stroudley, to cope with the increasing weight of traffic, and the old Stroudley drivers, who were a race apart, took it very hard when they were taken off the fastest main line trains. In actual fact the new engines proved, if anything, to be rather less efficient than their predecessors, and in the not uncommon event of a B2 failing under the load there was inevitably a good deal of vigorous back-chat flying about when a Stroudley had to come to the rescue.

Subsequently all the B2 class were rebuilt, but they never quite came up to the best Brighton standards and were scrapped in the 1930's, while the grand old Stroudley expresses, in Southern livery, could still be found working main line excursions and other odd jobs nearly forty years after they had officially been displaced (Fig. 6).

With his next design Mr. Billinton amply retrieved his reputation, and produced in the B4 class of 1899 a really fine engine. At this period the L.B. & S.C.R. was anxious to clear itself of its long-standing reputation for dilatoriness, caused partly by traffic congestion on the main line north of Redhill, and some very fast runs were made with the lightly loaded Pullman Limited on Sundays, when the track was relatively clear. On December 21st, 1901, a Billinton B4 class No. 70, Holyrood (a famous flier in her day) (Fig. 7) ran from Victoria to Brighton in 532 minutes. Four days later, on Christmas Day, this time was beaten by No. 68, Marlborough, of the same class, with a fine run of 51 minutes. This, however, was but a foretaste of what these engines could really do when given their head.

P17 – 20.

About this time there were proposals in the air for a rival electrified line to Brighton, coupled with the specious promise of fifty miles in fifty minutes, and the L.B. & S.C.R. decided to show that whatever electricity could do, steam could do better. Accordingly, on July 26th, 1903, a specially light version of the Pullman Limited was prepared, consisting of three eight-wheeled cars and a brake van, making up a total weight of about 130 tons, the track was cleared, and Driver Tompsett, in charge of No. 70, Holyrood, was given the freedom of the road with instructions to get to Brighton as quickly as he could. The run down was made in the amazing time of 48 minutes 41 seconds, at an average speed of 63.4 miles an hour and a maximum speed of 90 miles an hour near Horley. The return trip was made in 50 minutes 21 seconds, an average of 60.8 miles an hour and a maximum of 85 miles an hour. This great run still remains the steam record for the Brighton main line, though it was at last beaten in 1932 by an experimental electric run of 46 minutes 43 seconds.

Having shown their paces with these specially prepared runs, the L.B. & S.C.R. felt that such times were not beyond the scope of ordinary traffic conditions. On Sunday, June 30th, 1907, the new Marsh Atlantic No. 37 ran the Pullman Limited from Victoria to Brighton in 51 minutes 48 seconds. The train consisted of five eight-wheeled cars, two twelve-wheelers, and two six-wheeled vans, a total weight of 2272 tons empty and about 245 tons laden. This was in comparison an even better performance than Holyrood's record run, since it was made under

ordinary traffic conditions, with several checks near Earlswood owing to road widening, and a train of nearly double the weight. By this time, however, the rival electric schemes had faded away and the L.B. & S.C.R. settled down to its normal sixty minute schedule.

By 1906 there were twenty-four Pullman cars in service on the Brighton line, ranging from the veteran Jupiter to the new thirty-five ton twelve-wheelers Princess Ena, Princess Patricia, and Duchess of Norfolk (Fig. 8). These last three cars were the first Pullmans to be painted in the now familiar umber and cream livery. Hitherto the Brighton Pullmans had been painted dark mahogany brown with gold lining and scrollwork. Some of the older cars had the name in an oval panel on the side. In 1903 Mr. Billinton changed the colour of the ordinary L.B. & S.C.R. coaches to umber brown with white or cream upper panels, and in 1906 this colour scheme was also adopted by the Pullman Car Co., with the name of the car in large gilt letters on the lower panel flanked on each side by a coloured transfer of the Pullman Company's very handsome crest. For harmony of line and colour there has probably never been a finer looking complete train than a Brighton Pullman of pre-1914 vintage hauled by a newly painted Marsh Atlantic in umber and gold.

P18 – 20.

The success of the L.B. & S.C.R. Pullman trains at last prompted other companies to try something on similar lines, and in 1892 the South Eastern Railway put on a train called the Hastings Car Train. It consisted of six American designed cars built by the Gilbert Car Manufacturing Co., of Troy, N.Y., and a standard South Eastern brake van. They were not strictly Pullman cars, since they were owned and operated by the S.E.R. They were luxuriously fitted up inside but were not so long as the ordinary Pullmans and still had open vestibules, although the Pullman Car Co. had introduced closed corridor connections in 1888. The cars, together with the brake van, were painted green with gold lettering and scroll-work. On the upper panel the words South Eastern Railway appeared in place of the name Pullman. The train was not a financial success, partly owing to the limited seating accommodation of the cars, and before long it was broken up and the cars were dispersed singly among various other trains to the South Coast. In 1898 the S.E.R. tried another Pullman type train on the Hastings route.

It consisted of two third-class brake cars, one third-class car, one second-class, and two first-class, one being a pantry car and the other a parlour car. They were built by the Metropolitan Carriage and Wagon Co. at Lancaster, and were a great improvement on the earlier Gilbert cars. They had enclosed vestibule connections and electric lighting throughout. Externally they were painted dark crimson lake with gold lettering and ornamental panels. The train ran successfully until 1914, when it was withdrawn and put into store.

In 1919 the South Eastern Gilbert and Metropolitan cars were taken over by the Pullman Car Co, and rebuilt in accordance with contemporary Pullman standards. Under their new ownership they became the Pullman cars Carmen, Constance, Diana, Falcon, Dolphin, Figaro, Thistle, Venus, Hilda, Dora, Mabel, and Albatross.

To be concluded next month.

P19 – 20.

00 Works - Devon Belle Observation Car.

Week commencing April 18th 'OO Works' commenced dispatching the pre-ordered ready-to-run models.

Reports advise the model to be very good, so well done Roderick Bruce for the time and effort in bringing this unique model to the market.

The fitting of passengers and Pullman Attendant can be achieved by carefully removing the buffers (per Roderick instructions).

Pullman Quality does not come cheap and at £120 plus £3 Insured delivery, may put some readers off purchasing a car. But remember this is both a unique car and model to own and to have operating on your layout.

Roderick Bruce has advised that the car is available in three options: -

1. Pullman umber and cream with white roof.
2. Pullman umber and cream with grey roof (see photograph below).
3. Maroon livery for British Railway ownership and Scottish operations.

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.



Photo: David Cockle c2004.

P20 – 20.

Southern Pride Models.

My thanks to David Lewis of Southern Pride Models, how has kindly supplied a model of an 1960 Mk1 Parlour Car in umber and cream, also packs of Pullman Transfers (meth/prefix) to display on the Pullman Information stand. More details on SPM Pullman cars next month.

Until then if you require any further information contact: -

Southern Pride Models

PO Box 37, Kidderminster, Worcestershire,
DY11 6DS, England.

<http://www.spride.demon.co.uk>

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.

The long awaited release of the “Devon Belle” observation car by “00 Works” of Hastings. Has been worth the wait. My ordered model is eagerly awaited, and my thanks to David Cockle for allowing me to publish a photograph of his model to be included within this edition.

I ordered a set of Precision Labels L18C “Devon Belle” Ilfracombe portion 1947 to fit to my additional Hornby cars, included in the pack two different headboards and those famous wings to fit the Bulleid Pacific smoke deflectors.

The formation will be on display at the Middlesbrough Model Railway Exhibition. So if you want to see the car before committing yourself, come along and see me and the car.

To finish the cars I have also received from John Peck of “Precision Labels” a pack L3G - Pullman Car Door Plates. I impressed with the standard of work on such a small item, and yes they do enhance the Hornby Pullman cars.

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

T.Bye April 30th 2005.