



Pullman Car Services

Coupe News

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

May 2006 – CAR No.39



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Cover Photograph.

My thanks to Richard Salmon for allowing me access to use his photograph of **DORIS**.

Ex-Brighton Belle – Kitchen First **DORIS** at Horsted Keynes on April 17th 2006.
The photograph displays the west side of the car, this is the side that was attached to CIL Storefitters building at Finsbury Park.

It was the east side of the car that could be seen from the ECML which suffered the graffiti visitors.

Moving forward since arrival at Horsted Keynes, I am aware that Coupe News reader and contributor David Jones assisted with others the removal of the graffiti and the repaint of the affected areas.

Have you a Pullman photograph you would like to place on the cover, if so just e-mail as an attachment in jpg format to the editorial e-mail address.

Editorial:

Welcome to Coupe News No: 39.

This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been 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.40, please forward by May 26th. Coupe News No.40 will be published on June 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
<mailto:pullmancarservices@yahoo.co.uk>

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Car of the Month.



My thanks to Doug Lindsay for this month's post card photograph.
The Kent & East Sussex Railway's – Pullman Car **BARBARA**.
Doug also advises of the following information in relation to the photograph.

The photo was taken by Bill Oates who is one of the KESR 'official' photographers and was probably taken in Summer 2004 soon after **Barbara** was returned to traffic following a rebuild to remove the former bar and return to a straight Parlour Car. The attendant is Chris Garmon one of the regular Pullman volunteer crew who for some years has been both Pullman crew and footplate crew....from footplate to hotplate as the need arises!! Chris is a qualified Attendant and Conductor on our Pullman services he is also a co-organiser of our 300 Club which raises valuable funds for all aspects of the railway.
The seating moquette used in both *Barbara* and *Theodora* is the old Southern Railway standard First Class.

The post card is available on-line from the KESR website, <http://www.kesr.org.uk> and then click on on-line shop then postcards.

Have you a Pullman photograph you would like to place in 'CAR OF THE MONTH'
If so just e-mail as an attachment in jpg format to the editorial e-mail address.

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Look Back At Pullman.

1931 – 75 Years Ago.

May 2nd, 3rd & 10th.

London North Eastern Railway Rolling Stock Exhibitions.
Included in the exhibition one Pullman car identity unknown.
May 2nd & 3rd Exhibition location unknown.
May 10th Exhibition held at Nottingham.

1956 – 50 years Ago.

May 12th.

The “Pennine Pullman” charter from London Marylebone to Sheffield and return via the East Coast Main Line to London.

Website News.

The Britpull Group.

Glen Woods has a unique web-site for Pullman related information, the BritPull site is a site to which a number of readers of this newsletter have joined, it's free, and some valuable information is available to members.

<http://finance.groups.yahoo.com/group/BritPull/>

Pullman Company Researchers.

A friendly discussion group for anyone with a genealogical or historical interest in the Pullman Company and their ancestors who were associated with it. Includes Pullman Company, Pullman Car Works, Pullman Palace Car Company, Pullman porters etc. and the town of Pullman near Chicago built for Pullman employees.

<http://finance.groups.yahoo.com/group/PullmanCompanyResearchers/>

RAILDATE.

The weekly newsletter and more from the Hursley Park Model Railway Society.

<http://www.ibmhursleyclub.org.uk/ss/hpmrs/>

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Preservation News.

DORIS.

My thanks to David Jones for the following report on the movement of ***DORIS*** from Finsbury Park to the Bluebell Railway

The major news from the Bluebell was the arrival on Sunday April 9th of the ex-Brighton Belle first class kitchen car 'Doris', the purchase of which has been funded by a Bluebell member who is also a long time member of the Pullman Society.

The move from Finsbury Park, North London, where 'Doris' had resided for the last 30 years in the ownership of shop fitting company City Industrial Ltd. Much of the time as a VIP dining room,

Starting a week or two prior to the move, arrangements had to be made to remove a brick pier so that the Allely's low loader could reach the Car.

A ramp was constructed at mid-day on the 9th, but as the access was narrow it was necessary to tow 'Doris' across the concrete towards the bottom of the slope up onto the vehicle. Loading was completed by 3 p.m. and the rig was reversed out into Fonthill Road in the pouring rain ready for the journey to Sheffield Park.



cColin Duff April 2006

DORIS at Horsted Keynes

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The route was via the A1 up to the North Circular Road then round westwards to the Hanger Lane gyratory system where we joined the A40, past the Hoover Building to the turn-off to Hayes via the A312. Then along the M4 to join the M25 which was not too busy being a Sunday, past Heathrow and round to the M23 Brighton road. Turning off towards East Grinstead from the M23 meant that the awkward one way system at Haywards Heath could be avoided, so arrival at Sheffield Park was at a respectable 6.30 p.m., so avoiding the public who had attended the popular Goods Train event.

The weather had deteriorated to a miserable cold biting wind and rain so photographs that subsequently appeared on the Bluebell Railway website were a little on the dull side. It was not feasible to unload that evening so first thing on Monday a ramp was built ready for 'Normandy' to pull the Car off the bottom of the ramp and propel it into Sheffield Park station.

At 11.30 'Doris' made its first ever journey up to Horsted Keynes behind the B4, complete with 'Golden Arrow' headboard!

During the afternoon, once the Car was positioned in the north end of Platform 1, work started on removing the graffiti that had been sprayed on over the past year or so whilst at Finsbury Park. Using a variety of solvents plus wet and dry emery paper all this had gone within the week, and with the additional application of chocolate paint along the lower bodyside the Pullman now looks quite reasonable.



cColin Duff April 2006

DORIS at Horsted Keynes

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There is still much work to do before 'Doris' can join the other Pullmans on the 'Golden Arrow' service, mainly installing vacuum brakes, steam heating and gangways, but with the overhaul of Christine/Car 64 still in progress, there are no plans to start on another Pullman just yet. Best estimates are that the conversion work will start in about 18 months time, but in the short term it can be opened to the public on occasions, including the day of the Pullman Society AGM when members only will be able to view the interior which is in near perfect condition.

*My thanks to David for an informative record of the movement of DORIS.
Also many thanks to both Colin Duff and Richard Salmon for allowing me to publish the photographs of the car.*

Future updates on the car's restoration will appear in future editions of the news letter.

Information Required.

ARIES.

To date no news has come forward on the new owner or location of the car, since it was last seen on the back of heavy haulage trailer on the M6 in late March.

Preston Park Works.

Since the news of the pending demolition plan by Network Rail of the workshops, no news on what is happening has been advised.

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The Pullman Society.

Membership details available from: -
Alan Wood, 140 St Helens Down, Hastings. East Sussex TN34 2AR.
or mailto:awood17166@aol.com

Last call for the Pullman Society 2006 AGM.

The 2006 AGM will be held on Saturday May 20th. 12.00 noon at the Bluebell Railway in the Birch Grove Suite at Sheffield Park Station.

Please ensure you have your current membership card with you, if you wish to attend.

Agenda: -

12.00 Buffet lunch.
13.30 Annual general meeting.
15.00 Guest Speaker with Slide presentation.
15.30 Guest Speaker.
16.00 Mini auction.
AGM Close.

19.00 Optional extra at £58 per person aboard the Bluebell Railways "Golden Arrow" service within car **FINGALL**.

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Requests for your Help.

Request 2.

Terry,

Howard Sprenger has put me in contact with you; I hope that you don't mind.

I am preparing the design for what I intend to be the definitive sheet of transfers for the Blue Pullmans during the Nanking Blue period.

As you will know, the BPs had car letter plates and seat numbers adjacent to the passenger doors; eg. A 1-9 adjacent to a power car door.

The seat numbering initially confused me, in that the total seat numbers indicated were invariably half of the known seating capacity of the relevant car or half-car.

Then I found out that the seats were numbered in opposite pairs; ie. Seat 1 referred to a pair of seats across a shared table. Odd - but it seems to have worked for BR!!

So, working out the seat number markings for most of the BP cars was simple; divide the seating capacity by two and mark half the seat numbers on the LH door and the other half on the RH door; such photos as exist confirm this to be correct.

However, as may be expected, there is a flaw in all of this!

It has not so far proved possible to identify a photo of the seat number markings for a WR parlour second car. This car does not fit the half-and-half rule because it had 42 seats numbered at pairs 1-21. As the seats were arranged across the car with a pair of seats on one side of the aisle and one seat on the other side, a little thought will show that there was a row of pairs of seats; 10, 11 & 12; on the centreline of the car.

So, what would the seat numbering markings have read? My guess is 1-12 on the LH door, and 10-21 on the RH door; i.e. duplicating 10-12 on both doors. (I've attached a scan of the parlour 2nd seating plan).

Another conundrum - when the 6-car sets were transferred to the WR, was some of the seating downgraded to 2nd class? If so, in which cars? Again, this is of consequence to me because the car end data panels indicated the class and number of seats.

Regards,

John Isherwoodm,
Cambridge Custom Transfers.

<http://www.cctrans.freeserve.co.uk/>

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Request 3.

Terry,

I am trying to compile some information about Pullman car interiors, with a view to producing a small booklet or perhaps a book on the subject.

I have photographed many interiors over the years and feel I should do something with them.

I would like to go into detail about decor, fittings, kitchens etc as well.

I do not have any interior plans apart from "Anne", and I wondered if any readers might be able to advise me a potential source to obtain these.

Brian Kaye.

Pullman Memorabilia

Antony Ford, A known Pullman memorabilia collector is interested in the purchase or exchange of Pullman Car Table Lamps.

Also the purchase of the plastic type Pullman table lampshades and of any photographs of the interior and exterior's of any of the 1932 Pullman composite cars as constructed for the London Victoria – Brighton electrification services.

Contact Antony on 01793 704428 or mailto:anjo@ford28.freeserve.co.uk

Model Railway News.

Model Railway Express Magazine.

News service editor Pat Hammond produces the online model railway magazine with the latest news and new releases Monday through to Friday.

Throughout 2006, the pages will daily bring you news of the British model railway industry. No subscription charge, visit the web site at: -

<http://www.mremag.demon.co.uk/hpsite/index.htm>

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PULLMAN CARS BUILT ON EX- LNWR UNDERFRAMES.

Somewhere recently I have seen a query about these cars, but cannot find it. The query was to the effect that The Pullman Car Company naturally publicised the cars as new, but they are often stated to have been 'rebuilt' from ambulance cars and the enquirer wondered how much of the original bodies was re-used.

The short answer would appear to be 'none'. There is a very good booklet entitled *Clayton Wagons Ltd. Manufacturers of Railway carriages and Wagons, 1920 to 1930* by J G Ruddock and R E Pearson (pub 1989, ISBN 0 904327 006 X) which contains a chapter on Pullman Cars built by this company. In this the authors state

'In 1921 Clayton Wagons Ltd reconstructed some former ambulance coaches into Pullman cars. They had been built in 1918 at Wolverton by the London & North Western Railway for the Army of the United States of America. They were named at first, but were subsequently numbered. The car Anaconda became Pullman 132; Erminie became 133; Elmira 135; Maid of Kent (1) 137. Coral No. 134 on the schedule, retained its name. Formosa, scheduled as 136, became Maid of Kent (11). In the same year the Pullman car Company decided to add to its cars on the London, Brighton & South Coast Railway. Six cars with kitchens, and two compartments, were ordered from Clayton Wagons Ltd. They were also on former frames and bogies of LNWR made Hospital Cars. The bodies were framed of pitch pine and teak, and braced. Mahogany was used in the external framing, panelling and matchboarding.'

The construction and reference to 'frames and bogies' suggests completely new bodies, and the Pullmans were certainly different in style from the former ambulance bodies. I suspect that even had the contract stated rebuilding, it may well have been cheaper to scrap the old bodies and start afresh, as was done in the 'rebuilding' of 19 Metropolitan Railway electric locos after No.17 had been rebuilt as a prototype.

There then arises the question, where did the LNWR Ambulance coach frames come from? An excellent book was published as Premier Portfolio No. 11 in 1993 by the LNWR Society, entitled *LNWR Great War Ambulance Trains*, by Phillip A. Millard. (ISBN 0 9515490 3 0). This gives details, as far as are known, of all the vehicles provided by the LNWR for use as Home Ambulance Trains (HAT), Continental Ambulance Trains (CAT) US Army Ambulance Trains (USAT), Casualty Evacuation Trains (CET_) and naval Ambulance Trains (NAT), each train being identified by appropriate initials and a number.

Now the book on Clayton states that these frames for Pullman cars came from former USAT coaches. In view of the detailed information given in the LNWR book, however, I am unsure if this is correct. We know that the E (later J) Class Cars were on 57' frames with 9' wheelbase bogies. The LNWR utilised all sorts of stock for its quota of trains, some taken out of revenue or even duplicate stock, some built new. Coaches ex-stock were replaced by new construction later, charged to Government account. But the LNWR was ever a crafty lot. The USA trains were mostly built new on 54' underframes, but even requisitioned coaches were mounted, like the new ones, on old 8' wheelbase bogies taken from old 45' carriages dating from the late 1890's. Thus whilst there were 57' long cars in the USAT's, they were not on 9' bogies as are the Pullmans.

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Most of the stock from CAT's and all from HAT's and NAT's used in this country was repurchased by the LNWR after the War, but 62 of the 64 USAT coaches actually used in France were lost, as was some CAT stock, in particular CAT41. This train consisted entirely of 57' coaches, mostly new, and was sent to Italy, which if course was 'on our side' first time round. Twelve 57' coaches did not return to LNWR service - exactly the same number as the frames used for the Clayton E/J Class Cars. My guess is that these were the ones purchased by the PCC, and as they would have had to be shipped back and craned on and off the vessel, the bodies could well have been removed in Italy to save cost, weight and space.

Below is a tabulation of all the 57' long LNWR Ambulance Train coaches not returned to the LNWR after the Armistice, which may be of interest in trying to establish the origins of what became the Pullman Cars mentioned above and Cars 11-16.

57'0" L N W R AMBULANCE TRAIN COACHES NOT RETURNED TO LNWR

Coaches were formed into trains numbered CAT xx (Continental Ambulance Train) or USAT xx (U S Army Ambulance Train) and only those of 57'0" underframe length are listed as of relevance to Pullman history. Some coaches were built new to Government order, others converted and later replaced by new LNWR stock built on Government account. All stock from Home and Naval Ambulance Trains working in UK, and Casualty Evacuation Trains, is accounted for; these are the 57-footers that went abroad and 'did not return'. However, three 57' underframes, which cannot be otherwise accounted for, appeared under Theatrical Scenery Trucks in 1925 on Derby Lot 160 to (LMS) D.1875, along with seven of 54' length, so it appears that some repurchases were made but not recorded.

Train	Car	Type	LNWR No. LNWR Diagram		
CAT 14	G	Staff Car		NEW	
CAT 21	T	Brake/Stores	7837	309	
CAT 22	A	Kitchen/Stores	6724	307	
	H	Kitchen/Mess	7857	307	
CAT 41	B	Ward Car	NEW) CAT 41 intended) for Salonika with) MEDLOC but as) local cranes were) unable to sling) bogie coaches,) diverted to Italy.) (CAT 38 formed) of 27 ex-NLR four-) wheeled coaches) was prepared for) Salonika instead.)	
	C	Ward Car	NEW		
	D	Ward Car	NEW		
	E	Ward Car	NEW		
	L	Ward Car	NEW		
	M	Ward Car	NEW		
	N	Ward Car	NEW		
	O	Ward Car	NEW		
	P	Ward Car	NEW		
	H	Kitchen/Mess	7856		307
	R	Personnel			NEW
S	Brake/Stores	7319	309		
USAT 56	A10	Brake/Infectious	NEW) All USAT cars) mounted on) old 8'0" w/b) bogies.)	
	D1	Kitchen/Officers	7369		309
	F	Pharmacy Car	6695		307
	D2	Kitchen/Mess	7844		307
	E	Brake/Stores Car	7333		309

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Train	Car	Type	LNWR No. LNWR Diagram	
USAT 57	A10	Brake/Infectious	NEW)
	D1	Kitchen/Officers	7161	309)
	F	Pharmacy Car	6731	307) as USAT 56
	D2	Kitchen/Mess	6729	307)
	E	Brake/Stores Car	7394	307)
USAT 58	A10	Brake/Infectious	NEW)
	D1	Kitchen/Officers	7342	309)
	F	Pharmacy Car	6690	307) as USAT 56
	D2	Kitchen/Mess	6732	307)
	E	Brake/Stores Car	7316	307)
USAT 65	D1	Kitchen/Officers	7317	309)
	F	Pharmacy Car	NEW) as USAT 56
	E	Brake/Stores car	7348	309)

This Space has been

“RESERVED”

in advance for your item of news or photograph

P14.

Tail Lamp.

My thanks to those readers who have sent in news and photographs for this edition to share with fellow readers?

Why not join them and forward your news, sightings etc for the next edition.

In the period of three years since the first edition was published, the readership is still growing. The readership now includes Australia, Canada, United States of America, Europe and the United Kingdom. In addition a number of present Pullman car owners both in the United Kingdom and the United States of America have now joined the readership.

In the early part of this week a request arrived to join the readership from an ex-steward of the Hull Pullman who served aboard the train in the early 1970's, he now resides "Down Under" in Australia.

The request was a timely reminder to me to put forward a request to any reader who may have worked as part of the on-board crew of a Pullman service on the national network or a preserved line operation.

Why you may ask, well it is a subject that has been poorly recorded to date, so I believe it is time to get some detail recorded before its too late.

Yes, it is nice to see a rake or individual car in service, but what has been undertaken prior to the passengers joining the car by the on-board staff.

Time is running out to get the memories of staff recorded, so if you have a memory of working on-board, why not take a little time out to record what will become an historical record for the future.

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

T.Bye May 1st 2006.