



Pullman Car Services

Coupe News

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

July 2006 – CAR No.41



cRichard Tuplin 2006

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Cover Photograph.

S/No.307. Kitchen First CARINA retains the "Golden Arrow" livery as applied by British Rail. Photographed in May 2006 residing in a siding north of Pickering Station on the North Yorkshire Moors Railway since arrival in the summer of 2002.

Many thanks to Richard Tuplin for sharing the photograph with fellow readers.

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: 41.

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 Required.

Your Editor requires information on the Pullman car located on your local preserved railway or in use as a static Restaurant, for inclusion within your Coupe News and the Pullman Car Services Archive.

Whilst you are out this summer either on holiday or a day out news on any car seen will be most welcome for addition within your newsletter.

Information is for sharing - not gathering dust.....

If you have any material for inclusion in No.42, please forward by July 25th. Coupe News No.42 will be published on August 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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From this edition of Coupe News we will remember the Pullman car that was allocated the same schedule number.

Schedule No: 41.
Name: LEGHORN.
Type of Car: Parlour.
Into Service: December 1912.
Builder: Cravens Limited, Sheffield.

1936 April 21st Epsom Race Special. Consisting JUNO, CORUNNA, AURORA, TOPAZ, LEGHORN & MALAGA.

1961 Withdrawn from service.

Converted to Camping Coach No.SC46 Located to North Berwick 1961 – 1967
1967 Broken up on site.

Car of the Month.



cRichard Tuplin 2006

S/No.327 Parlour First GARNET awaits her turn for restoration as seen in May 2006 in a siding north of Pickering Station on the North Yorkshire Moors Railway.
Many thanks to Richard Tuplin for sharing the photograph with fellow readers.

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Look Back At Pullman.

1931 – 75 Years Ago.

July 5th.

Inaugural “Bournemouth Belle” Hauled by E780 ‘Sir Persant’. The Pullman car formation consisted.

Car No.40, 84, 82, 60, FLORA, MONTANA, AURELIA, Car No.81, 83, 41.

Monday to Friday only, but Sundays during the winter.

The Weymouth portion only ran in 1931 using 5 cars that were detached at Bournemouth Central, the remainder of the train continued to Bournemouth West.

July 6th.

Opening of the new Hastings station, a special train included two Pullman cars within the formation.

1956 – 50 years Ago.

July 3rd.

Two 5 Bel units chartered by “the Machine Tool Trades Association” Victoria to Hove.

July 8th.

West Country Class Pacific No.34104 BERE ALSTON noted hauling the ‘down’ Golden Arrow.

July 16th.

West Country Class Pacific No.34092 CITY OF WELLS hauling state visit formation for King Feisal of Iraq. Dover to Victoria consisting of five Pullman cars and bogie luggage van.

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Preservation News.

S/No.114 CAR No.14

Ivan Godfrey advises.

The premises in San Francisco to which CAR No.14 is attached, have been confirmed as empty and available. It has been confirmed that access to the car from within the premises is via a section of the car being removed just beyond the last window and prior to the two small windows on the opposite the bar side of the car.

Other than this structural change the general condition of the car is in good.



cDavid Pool 2006

D5355 hauls the 5.30pm Oban-Glasgow service with SC281 on the rear at Brander June 26th 1963. (Photo David Pool 2006)

URSULA & CAR No.75.

Brian Kaye has recently visited the cars located at the Post Gate Inn at near Stone

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Website News.

RAILDATE.

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

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

SOUTHERN IMAGES.

I can recommend this site to view and purchase prints identified.
The site is updated on a regular basis with new images.

<http://www.southern-images.co.uk/>

The Pullman Society.

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

The Historical Model Railway Society – 1950.

As they will see from the website we have a large range of services and members gain significant discounts on books, drawings and photos, as well as full access to the Stewards who are mines of information. They also receive the Journal four times per year as well as our newsletter "Points".

Any reader wishing further information and/or membership details can visit the web site on the following link.

<http://www.hmrs.org.uk/index.php>

The Railway Herald.

Click the link below for details on how to receive the weekly newsletter.

<http://www.therailwaycentre.com/>

The Railway Channel.

<http://www.therailwaychannel.com/>

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Requests for your Help.

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.

Request 4.

Editor: John McFarlane who supplied the photographs of the ex-Devon Belle cars that appeared within edition 40, has requested the help of fellow readers: -

I'm really getting into all things "Devon Belle" - something which I never thought possible in boyhood days. In connection with my father's photographs, I wonder if I could put out a general query to readers.

I should like to know if anyone knows when No. 13 was modified to include a second tail lamp bracket (I suspect it was when it came to Inverness - Platform 7 had the right-hand side to hand for the guard) and, also, when its end windows received the opening top lights. I have a shot (from the web) which shows it, apparently, in North Wales, when it was still in original form, but in full British Railways livery.

After that it came to the Kyle Line with these modifications. I'm sure that the inclusion of the end top lights would have improved the ventilation of the car: with the side top lights open, the air flow would have been greatly improved by the provision of an exit from the end. I don't know . . .

Any help, Coupe News?

Request 5.

I hope you can help me. I am sending this e-mail on behalf of someone who specialises in Pullman models. He has asked me to contact you to ascertain if you could provide us with the following, or tell us where we can get them:-

"Car layout for the last USA built cars of 1906 (12 wheel cars) e.g. Dutchess of Norfolk, Princess Ena and Princess Patricia".

Your help would be very much appreciated.

Angie Parrish.

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Editor: Colin Rainsbury via the SEmG web site responded to my plea to Angie's request. He advised trying the HMRS. My thanks to Colin, and I copy the response from the HMRS below.

Keith Harcourt of the HMRS responds: -

I have followed the Pullman query through. The HMRS holds the official London, Brighton and South Coast Railway drawings, dated 1911, of the cars that the gentleman mentions. Our Pullman Steward tells me that between 1906 and 1911 various internal modifications had already taken place and these are reflected in the 1911 Drawings.

However, he has full details of the changes and has agreed to me releasing his name and address to your correspondent saying that he will be happy to explain the changes to him. **(Editor: Actual Contact details have been withheld from Coupe News)** It is normal practice for enquirers to enclose a large self addressed envelope and to defray any out of pocket expenses (copying postage etc.) that the Steward incurs.

If your enquirer mentions that the contact has come through me that will also help matters.

Our Drawings Steward who should be able to supply copies of the 1911 drawings is away on holiday at present but will be back in about 10 days.

His contact details and the prices of the drawings are on the following webpage <http://www.hmrs.org.uk/drawings/index.php>

I have checked the database and all three cars appear to be on Dwg. No 2012 (LBSC D:18) Though your correspondent would be as well to include the full names of the cars as well as their LB&SCR origins in their enquiry.

As you can see from the webpage we sell the drawings to the public so if you want to pass on a link to it in Coupe News please do.

Any of your readers who wish to join HMRS can do so via the website.

<http://www.hmrs.org.uk/index.php>

As they will see from the website we have a large range of services and members gain significant discounts on books, drawings and photos, as well as full access to the Stewards who are mines of information. They also receive the Journal four times per year as well as our newsletter "Points".

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Request 6.

Martin Dawe of Calgary request the help of fellow readers in respect of the 12 wheel Trianon Bar car.

Do you know if there are any drawings of the 12 wheel Trianon Bar around scale or otherwise or any details of the interior and roof fittings.

John Peck (Precision labels) has sent me interior photos showing the bar and saloon end, and also info on the colour scheme, but they don't show the other end of the car (2 window + small window) so I have guessed at 2 compartments and at the moment an open space. Was there a toilet room there? As for the roof fittings, I have guessed so information on them would be helpful.

Regards from Calgary,

Martin.

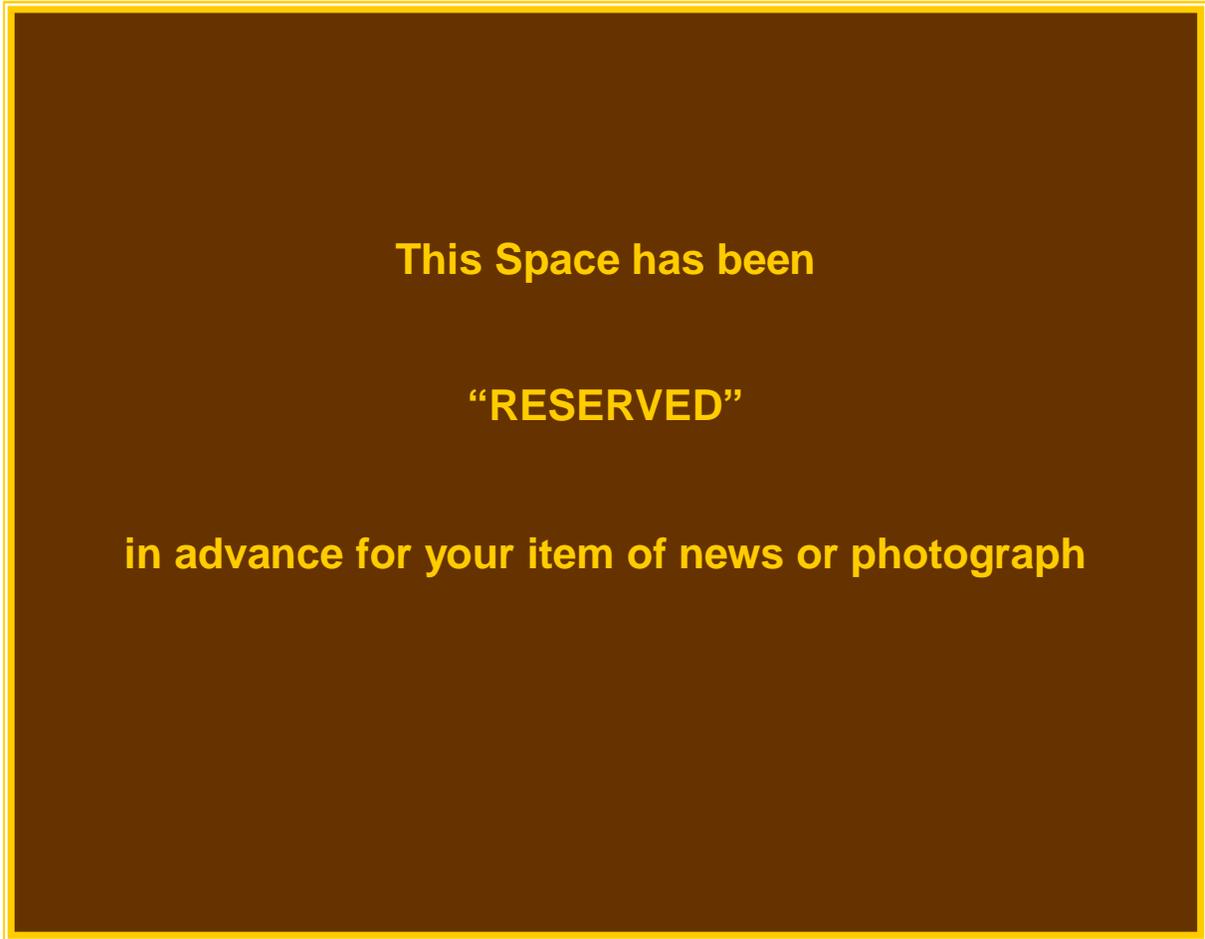
Pullman Memorabilia

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 e-mail anjo@ford28.freerve.co.uk

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Pantry Talk.

Following on from last month's article I am sorry to say I have had no further articles in respect of reminisces of on-board staff in service or on preserved lines.

I hope this may give someone the spark to forward an article for next month's edition, but only time will tell.

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Sheffield Railwayana Auctions Ltd Saturday 10th June 2006.

Auction Realisations.

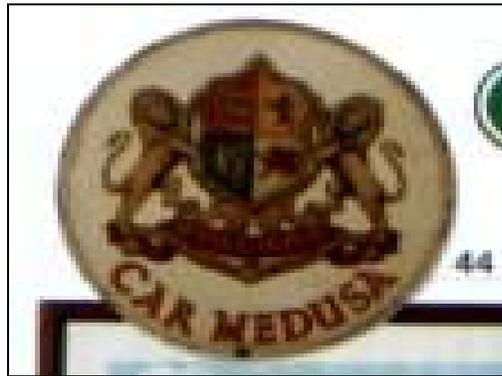
LOTS 41-44: PULLMAN CAR ITEMS

- 41 * **PULLMAN CAR BRASS TABLE LAMP** in the classical Arcadian style of swags and rams heads. No identity of car, but is of an earlier pattern and used in older cars of 1910 - 1923 vintage. Fitted with a Perspex shade which has seen better days, but original. Otherwise, the lamp is in good condition. **Realisation £480**
- 42 * **PULLMAN CAR CLOCK** with 7" dial as fitted into the bulkhead of certain of the Parlour Cars. 7½" dial, the face with Arabic numerals engraved into stainless steel face with further engraved decoration around the centre. The bevel-edged front glass is set into a chromed brass bezel. No company car name discernable. The clock has been mounted (offset) into a turned wooden base. Good working order (although no key) **Realisation £1,300**
- 43 * **PULLMAN CAR BRASS TABLE LAMP.** As lot 41 above but with no shade. ***Together with*** an 8½" tall "Torpedo" style wall lamp in brass again with no shade. Both items in good condition. **Realisation £950**



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- 44 * **PULLMAN CAR WOODEN PLAQUE: CAR MEDUSA.** 8¾" in diameter white-painted wood plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name. From the car built as a Kitchen Car in 1924 by the Midland Carriage & Wagon Co. The plaque was installed in c.1950 when the bulkhead clock it replaced was removed. Withdrawn in September 1963 and sold to Taylor Bros., Manchester, for scrap in January 1964. The car worked in "The Golden Arrow" for a number of years after WWII. Slight cracking and edge flaking of the white paint, but a rare item nevertheless. **Realisation £1,750**



LOTS 151-170: POSTERS

Q/R quad royal (50" x 40")

- 155 * **BR (M) Q/R poster: THE MIDLAND PULLMAN** – The Train of The Day. Artwork by Wolstenholme showing the train at speed with power car M60090 leading. Shows new timings from 2nd January 1961. Ref. LM22459. Rolled, one or two small edge nicks, good otherwise. **Realisation £200**



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Model Railway Exhibition News

In last months news letter Roger Powell of Australia advised readers of the then forthcoming Australian Model Railway Association W.A. Branch exhibition at The Showgrounds, Claremont.

Roger advised that a working layout of "Alton" would be displayed, and that the late Sir Winston Churchill's funeral train would be diverted through Alton enroute to Handborough.

Roger has been kind enough to forward the two attached photographs of this unique Pullman working.



cRoger Powel 2006

Model Railway Query.

Alan Ward advises he has purchased a rake of Mk1 Bachmann Pullman cars to which he wishes to fit KeenSystems close couplings. He asks if any reader can advise him how to undertake the fitting, or point him in the right direction of any printed matter on this. As he wants to get it right first time with damage limitation.

Reply to the editorial address as Alan's computer has given up on him.

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cRoger Powel 2006

Model Railway News.

John Isherwood of Cambridge Custom Transfers advises of the following.

Blue Pullman Transfers 4 & 7mm.

The latest sheet, BL62 - BR / Metropolitan-Cammell Midland Pullman trains (Nanking blue and white livery).

It would have been impossible to produce without the invaluable assistance of Howard Sprenger of Kestrel Railway Books and Pete Waterman.

They made available the original Metropolitan-Cammell photos which were supplied to Kitmaster back in the early 1960s, when that long-lamented company were designing their famous kits of the Midland Pullman train.

Sheet BL62 contains sufficient transfers for a six-car Midland Pullman train with generous spares. Incredible quantities of markings are provided, much of it minuscule!

Sheet BL62 is currently only available in 4mm at £8.25 & 7mm at £24.75
Please enquire for other scales.

Sheet BL62a, which will include additional transfers to enable an eight-car Western Pullman train to be lettered, will follow soon.

<http://www.cctrans.freemove.co.uk/index.htm>

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The Bulmer Pullman Cars 1968 – 1986.

Extract from 6000 King George 'V' A Chronology – Author G.C.Wood.
Published by the 6000 Locomotive Association, Hereford 1972.

On the evening of December 31st 1966, 6000 King George 'V' departed Stratford Works en-route for Swindon. On arrival at Swindon the locomotive was placed in a stock shed, there to await overhaul and restoration to museum condition.

Some time after arriving at Swindon economics once again reared its ugly head, and this resulted in a cut back in the building works programme.

The reorganization plans for Swindon Museum were not to materialize and once again the situation arose where there was no adequate site on which to display the locomotive.

Consequently it was doomed to remain at the back of the stock shed, slowly deteriorating in condition, with the grave possibility of eventually sinking into oblivion.

Some two years after these unfortunate occurrences an industrialist's public relations project and a chance meeting were to produce a course of events which resulted in 6000 King George 'V' becoming once again an object to be looked upon in admiration.

Herefordshire, as a County, is noted for its connections with the world of agriculture. One of its main industries in this field is the production of cider. One must say that the reincarnation of 6000 King George 'V' was due to this link between the County and the Cider making industry.

Each year a considerable number of visitors travel to the premises of H.P.Bulmer Ltd. (Cider Makers) Hereford, in order to view the varied and interesting processes involved in cider making.

Public demand to partake in conducted tours of the factory increased annually, and consequently it became necessary for the company to consider the provision of organized reception facilities.

Plans were prepared; but instead of constructing a centre within the cartilage of the works it was suggested and became acknowledged that if five railway coaches were purchased from British Rail these could stand on the works private sidings and if suitably adapted they could provide all of facilities required.

These coaches would then be able to serve a dual purpose.

During the out of season period they could be sent out on tour, stopping at various stations in the country and whilst there they could be used to entertain the general public and members of the licensed and retail trade.

Such a programme would form an advertising and marketing medium unique in British industry.

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In 1968 Bulmer's made an approach to British Rail to purchase five coaches suitable to meet their requirements. British Rail suggested and offered five ex-Pullman cars from the Southern Region's "Golden Arrow" and "Bournemouth Belle" formations. These were accepted and purchased by Bulmer's at the total cost of approximately £3,000.

On arrival at Hereford from Clapham Yard/Micheldever (departed April 24th 1968), the cars were taken to the vacant ex- London Midland Scottish Railway Goods Sheds immediately adjoining the factory which had been rented from British Rail. Here their conversion and overhaul was executed, under cover, by Osters & Fleming Ltd., firm of Exhibition Contractors.

The cost involved was approximately £17,000.

The exterior of the train was finished in Bulmer's red, green and white livery with more than two miles of gold leaf being used in lining out.

Each car bears on its side the arms of the City of Hereford and the Royal Coat of Arms, used by the company since 1911 when the Royal warrant was granted to Mr.H.P.Bulmer. The colour scheme for the interior is blue carpeting and white ceilings, while the original inlaid paneling is retained.

Four of the cars have been named after the wives of Directors of the company; the fifth car retains its original allocated Pullman name AQUILA, perhaps one of the more famous of British Rail's ex-Pullman cars.



cMark Arscott 29-03-1986.

Car AQUILIA

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Car - AQUILA.

Was specially built for the Festival of Britain in 1951 and has often carried the Royal Family and visiting Heads of State. Distinguished passengers have included, the King and Queen of the Hellenes, the King and Queen of the Belgians, President Kosygin of the U.S.S.R., the President of the Sudan, the President of Liberia and Premier of the Ivory Coast.

To equip it for its new role as a dining saloon for visiting V.I.P.s, the original kitchen range was taken out and was replaced with new modern units. A new gold carpet has been fitted in the dining area, but otherwise the original free standing easy chairs, standard lamps and fixed tables each with its own brass lamp, remain.



cMark Arscott 29-03-1986.

Car - CHRISTINE.

Originally CAR No.64 and now named after the wife of Mr.Bertram Bulmer, the company's Chairman. This car has been retained in its original form as a Dining car, complete with 42 covers, and original fixtures, brass lamps, luggage racks, friezes, and blue carpet.

P18.



cPCSA 006

Car – EVE.

Originally CAR No.76 and now named after the wife of Mr. Brian Nelson, Managing Director of the Cider Division. Originally a single length saloon car, EVE has now been divided into two saloons, one saloon is used for product display and the second saloon being converted into a modern bar area. The bar surfaces are of wood grained 'Arborite' to match the existing décor and the floor is covered with a new sea blue carpet. EVE was the first of the cars to be completed in the new Bulmer livery.

Car – PRINIA.

Originally CAR No.83 and now named after the wife of Mr. Peter Prior, Group Managing Director. This car has been completely stripped and refitted as an exhibition coach and museum, illustrating the development of the cider making industry and of H.P. Bulmer Ltd. The exhibits are housed in blond maple grained 'Arborite' show cases, covered and lined with felt, and include a cheque from Bulmer's for £2,000 and dated 1888, made out to a local builder for the construction of Bulmer's first factory in Ryelands Street, Hereford. Also included in the museum are several old books on cider, including one titled 'Herefordshire Pomona' dated 1876 which includes a contribution from the Rev. Charles Bulmer, a keen amateur cider maker and father of Mr. H.P. Bulmer founder of the company.

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Car – MORELLA.

Originally CAR No.36 and now named after the wife of Mr. Esmond Bulmer, Director of long range planning. This car has been completely stripped and converted into a cinema car, with seating for 44 viewers.

After lying in the Swindon stock shed for two years the next course of events which directly affected the future of No.6000 King George V occurred during a business trip to London. During a conversation Mr.Prior was explaining his Company's scheme to convert five ex-Pullman cars into a reception centre and traveling exhibition train. It was suggested to Mr. Prior that what was now required was a steam locomotive to haul these cars. Taking this point further the plight of No.6000 King George V was discussed.

The rest is now history with the BR Steam Ban being broken by No.6000 King George V hauling the 5 ex-Pullman cars.

Editor: My thanks to Mark Arscott for allowing the reproduction of his photographs within this article.

Attendants Memo:

Hi Terry,

Thank you for your email and the Coupe News No.40.
I passed a printed copy of your email on to my Dad when I saw him yesterday (Saturday). He was very pleased and asked me to email and thank you.

Best Regards,

Maria.

P21.

Tail Lamp.

My thanks to those readers who have taken time to forward material in the form of news, articles and photographs for this edition or add to the Pullman Car Services Archive to share with fellow readers.

Contributions in the way of articles, letters and photographs are always welcome.

Apologies for the early publication of this edition, but due other commitments in the week ahead, I thought it wiser to publish early rather than later.



A picture paints a thousand words – here is my editorial 'FINGALL'

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

T.Bye June 23rd 2006.