



Pullman Car Services

Coupe News

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

August 2006 – CAR No.42



cC.Warneford2006

HERON

P2.

Cover Photograph.

Clive Warneford captures car **HERON** on Thursday July 27th at the Mid Hants Railway Arlesford sidings after arrival from the Great Central Railway.

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: 42.

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.43, please forward by August 28th. Coupe News No.43 will be published on September 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

P3.

From this edition of Coupe News we will remember the Pullman car that was allocated the same schedule number.

Schedule No: 42.
Name: REGINA.
Type of Car: Kitchen First.
Into Service: October 1910.
Builder: Birmingham Railway Carriage & Wagon Company.

Built for service on the South Eastern & Chatham Railway.
Delivery livery being Crimson Lake with Gold Lining.

1961 Withdrawn from service.

Converted to Camping Coach No.BR (S) No.P55.
November 11th 1962. Located to Amberley until 1967.

Car of the Month.



cT.Bye2006

May 20th 2006 - Ex Car N^o76 – BULMERS 'EVE' – BLUEBELL RAILWAY 'LILIAN'.
Stands at Sheffield Park prior to forming the evening 'Golden Arrow' service.

P4.

Look Back At Pullman.

1956 – August 50 Years Ago.

During the month, the first meeting between the Pullman Car Company, British Railways Planners and Metropolitan-Cammell Carriage & Wagon Company. To discuss the all new Diesel Electric Pullman Multiple Units, later to be known as the Blue Pullman.

29th. The “down” working of the ‘Bournemouth Belle’ noted at Southampton Central hauled by Rebuild Merchant Navy pacific No.35029.

1966 – August 40 Years Ago.

7th. Noted at Southampton Central D6501 & D6507 with the “up” ‘Bournemouth Belle’.

During the month, Ex-Midland Pullman set noted at Old Oak Common for crew training.



cR.Barber2006

CAR No.340 at the Avon Causeway Hotel near Christchurch on May 11th 1990. The car arrived on site from ELY during Easter 1979. Moving by rail to Bournemouth and then by road transporter to site.

P5.

Preservation News.

Mid Hants Railway.

CAR N° 351 (Parlour Second) was noted at Alresford Station yard siding on Tuesday July 4th. Access to inspect the car interior was not available.

AMETHYST (Parlour First) reported as arriving on the Mid Hants on December 9th 2004 was not seen during the visit. Further enquiries revealed the following about the car: -

AMETHYST is located at Alresford Carriage sidings, and will be joined by car **HERON** shortly. **AMETHYST** is currently covered in Tarpaulin and waiting refurbishment. When **HERON** arrives the car will also be covered by Tarpaulin. Will readers please note the area in which the cars are stored is **NOT AVAILABLE TO PUBLIC ACCESS**. The Carriage & Wagon department manager is the person to contact, but and even with permission you will not see either car because of the Tarpaulin covers.

Due to considerable vandalism having taken place at Alresford in recent months, the area is now covered by CCT.

Anyone caught within the sidings without permission will be classed as Trespassing and will be taken through the local magistrate's court.

HERON (Kitchen First) arrived at Arlesford by road transportation on Thursday July 27th from the Great Central Railway.

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.freeserve.co.uk

P6.

The Mid Hants Railway Pullman Car Collection.



cT.Bye 2006.

Car N° 351 at Alresford Station on the Mid Hants Railway on Tuesday July 4th 2006.

P7.

The Mid Hants Railway Pullman Car Collection.



cC.Warneford2006

Car **AMETHYST** shortly after arrival at Arlesford Station, note the car is not on the standard commonwealth bogies.

P8.

The Mid Hants Railway Pullman Car Collection.



cC.Warneford2006

The opposite side of car **AMETHYST** than shown on page 13, note the smashed windows and others have been boarded.

P9.

The Mid Hants Railway Pullman Car Collection.



c.C.Warneford2006

The saloon interior of car **AMETHYST**.

P10.

The Mid Hants Railway Pullman Car Collection.



cC.Warneford2006

AMETHYST as photographed on July 27th at Alresford sidings.

Please note car **HERON** will if not already, will be tarpaulin covered so photography and access to the car will not be available.

P11.

The Mid Hants Railway Pullman Car Collection.



cC.Warneford2006

The interior of car HERON on Thursday July 27th following arrival from the Great Central Railway.

My thanks to Clive Warneford for allowing me to share with you these photographs of the Mid Hants Railway Pullman cars from his private collection.

P12.



cR.Barber 2006

Welsh Highland railway – Narrow Gauge Pullman vehicle “BODYSGALLEN” stands at Dinas Junction on August 17th 2001. R.Barber refers to this as being the last Pullman car to be built?

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/>

P13.

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/>

P14.

Requests for Service.

Table 4 (July).

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 . . .

Table 6 (July).

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.

Table 7 (August).

The Queen of Scots – 1932 Operation.

After such a prompt response when I e-mailed you previously about train formations I thought that I might ask you another question that you or readers of Coupe news might be able to answer.

What were the names and numbers of the LNER Queen of Scots train service as it ran in 1932? I have looked around on the internet but there is just too much information on there and looking through the various books that I have revealed nothing. I would be grateful if you could help.

Karl

P15.

Table 8 (August).

Terry,

Can you possibly ask your readers if anyone has a photograph of Pullman Car 'Grace', a composite which operated on the London, Brighton, Littlehampton and Eastbourne lines, whom my father was Chief Steward.

Finally, some months ago, you provided some information on the excellent 'O' gauge models produced by Golden age models.

I've been trying to get a model of 'Grace' made but Quentin Poore (justifiably) cannot make models of SR composite cars (which Grace was) without multiple orders.

I was wondering if any other readers of Coupe News may be interested in a composite model and if several requests for these were to be made, it may result in a run of composite cars being made available.

Could you ask your readers if anybody else would be interested for me please.

You may want to publish information on the web site again

www.goldenagemodels.net

As the range has now increased to include 1 gauge models also and the selection of Pullman Cars has also been increased.

Dave Richards

This Space has been

“RESERVED”

in advance for your item of news or photograph

P16.

Pantry Talk.

Following on from the article within edition 40, I am sorry to say I have had no further articles in respect of reminiscences of on-board staff in service or on preserved lines.

Model Railway Exhibition News

Saturday 19th & Sunday 20th August 2006.

Scarborough & District Railway Modellers.
Pickering Memorial Hall, Potter Hill, Pickering, North Yorkshire.

Saturday 19th: 10.00am – 5pm.

Sunday 20th: 10.00am – 4pm.

Adults £3.00

Child £1.50

OAP £2.00

Family £7.50 (2+2)

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.

Hi Terry,

Can you forward the attachments to Alan. Tell him and any others that I am always here to help and can be contacted any evening between 7.30 pm and 9.00pm, but it will be pot luck at weekends.

Regards,

Roger Keen, Keen Systems.

Many thanks Roger for your very prompt response to Alan's request, I have since forwarded the two attachments (printed) to Alan who wishes to thank you also.

Any reader who would like a pdf copy of the two attachments Roger forwarded please contact me via the editorial address with you request.

P17.

Dear Terry,

I would strongly recommend that Alan fits Bachmann E-Z Mate Mk.II buckeye couplers to the NEM pockets which I presume are on the Bachmann Mk.I Pullmans. This would make a very realistic close-coupling arrangement for these cars. This technique would involve possibly retracting the buffers if they are in the extended position. A plastic horseshoe-shaped washer or a drop of Superglue will achieve this objective easily.

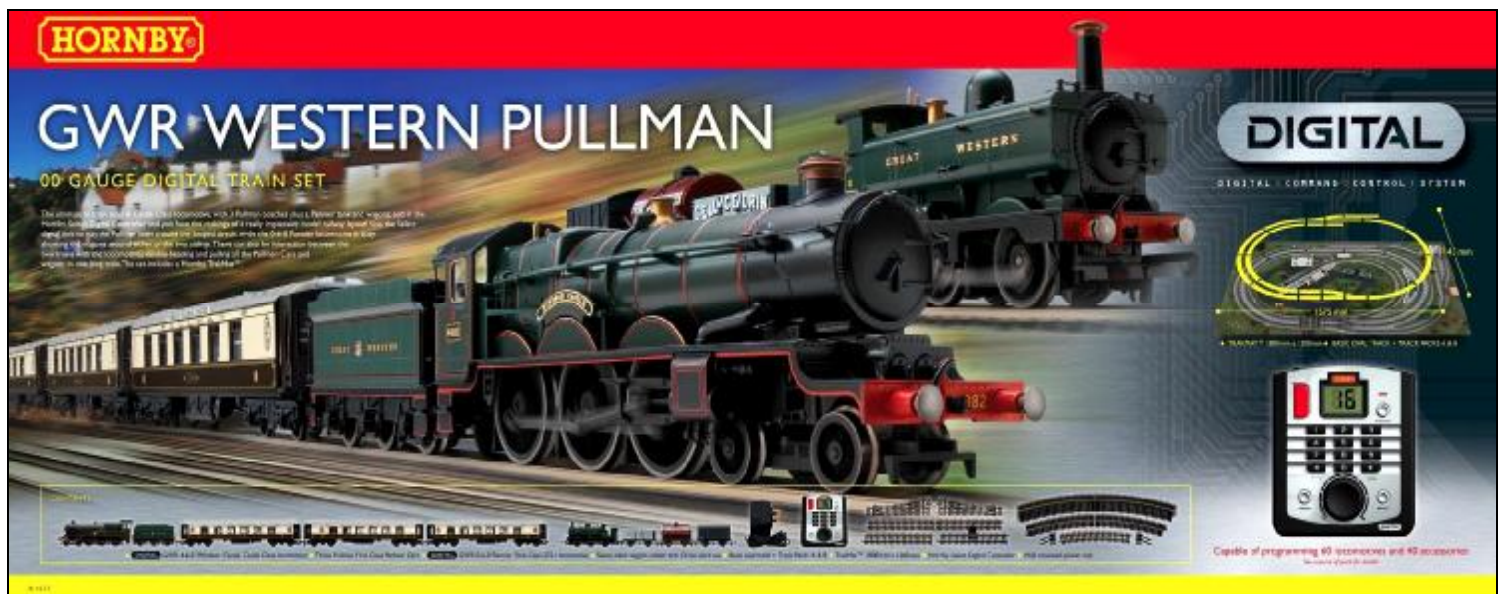
Regards,

Brian Scales

Many thanks Brian.

Model Railway News.

HORNBY – R1077 GWR WESTERN PULLMAN – DIGITAL TRAIN SET



Arriving in late September HORNBY's first DIGITAL Train Set.

The set consists of 4-6-0 Castle Class No.4082 'Windsor Castle' hauling three 1928 'K' type all steel First Class Parlour cars EUNICE, JUANA and ZENA. (no working table lamps). Each of the cars carry the livery applied until the mid 1930's, this being the first time HORNBY have applied this livery to any of the Pullman car range.

Also within the set can be found 0-6-0 GWR saddle tank and three goods vehicles, oval of track with track packs 'A' & 'B' and DIGITAL controller.

The Set will retail at £225.

(Check out the model railway magazines as the set is being advertised cheaper).

P18.

Gaham Farish 'N' Gauge Mark 1 Pullman Car.

Within the August edition of Model Rail (page 7) can be found a photograph of the pre-production Mk1 Pullman car.

American Rail Excursions, Inc.

I have been advised of the following excursions which use Pullman cars in the train formation.

"Steam to the Big Easy".

August 24th to 30th 2006.

Roundtrip Chicago/St. Louis to New Orleans. Come with us as SP #745 Mikado returns from Kansas City to its city of birth, New Orleans.

Fare only \$1,999 per person, double occupancy in double bedroom. Roomettes and suites also available.

"Green Mountain Pocono Express and Steamtown".

September 13/15th – 25/26th 2006.

Traverse almost entire state of Vermont north and south by different routes.

Ride daylong steam train excursion and take trolley ride at Steamtown.

Enjoy two car parties onboard the private cars.

Fare only \$3,499 per person, double occupancy in double bedroom. Roomettes and suites also available. May also be boarded in St. Louis.

These tours feature usually freight-only mileage. This is your opportunity to get in some rare mileage and also feature mainline steam operation.

Before departure, trips feature bon voyage party with hot and cold hors d'oeuvres and beverages to your order. Never an extra charge for beverages. All meals prepared fresh by on-board chef and served by attentive, friendly stewards.

For information or to order tickets, call American Rail Excursions, Inc. at 313-300-8411 or e-mail to tickets@americanrail.com or write American Rail Excursions, PO Box 2345, Dearborn, MI 48123-2345. View photos of private cars and features of the tours on <http://www.americanrail.com/>

P19.

Attendants Memo:

Dear Terry,

Firstly, many thanks for your monthly Coupe News that I read with great interest. Regards and keep up the good work and be assured that the effort that goes in Coupe News is always appreciated.

Dave Richards



cT.Bye2006.

National Railway Museum Pullman car **EAGLE** as seen in May 2006 at Sheffield Park station on the Bluebell Railway. This may possibly be **Eagle's** final year of operation before returning to the NRM at York.

P20.

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.

Well my second visit in a number of weeks to Pompey, allowed me to make a visit to the Mid Hants Railway on July 4th. On arrival by car at Arlesford station I had my first glimpse of **CAR No.351**.

As referenced earlier, I was unable to confirm the existence of car **AMETHYST** at that time. But, on return North I contacted Peter Hall who kindly contacted Clive Warneford and from the e-mails that past between us, Clive forwarded the photographs of **AMETHYST** within this edition, My thanks to Peter and Clive.

Thanks again to Peter Hall who advised me of the impending move of **HERON** from the Great Central Railway and then to Clive Warneford for forwarding the photographs of the car shortly after arrival at Arlesford.

With finance and time let's hope it's not to long before we see the Mid Hants operating a three car Pullman service, as two other preserved railways i.e. the NYMR and Bluebell Railway.

A special mention with thanks for Paul Brown NYMR Pullman Manager. Paul kindly assisted Brian Kaye (fellow reader) by allowing access to the Pullman Dining Train for interior photographs to assist Brian in his mammoth task of photographing every UK Pullman car interior that survives.

I can hear the porter's whistles blowing along the platform, it's time to close the vestibule door on this edition and get underway to publication to you.

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

T.Bye July 31st 2006.