



Pullman Car Services

Coupe News

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

September 2006 – CAR No.43



P2.

Cover Photograph.

Brian Kaye visited the Keighley & Worth Valley recently and now shares with us his first glimpse of the ongoing restoration of CAR No.83.

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: 43.

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.44, please forward by September 28th. Coupe News No.44 will be published on October 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: 43.
Name: SAPPHIRE.
Type of Car: Parlour 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.

1960 Withdrawn from service.

Converted to Camping Coach No.BR (S) No.P51.

April 20th 1960. Located at Bosham until 1964.
1965 – 1967. Located at Sandling Jctn.
1972 – 1984. Relocated in preservation to the Ashford Steam Centre.
1984 Externally restored to Pullman Lake livery.
1984 – 1987. Located to the Lavender Line.
1987 For Sale.
1988 – Present. Pullman Lodge Hotel, Seaburn.

Car of the Month.



cB.Lumb2006

January 1985 – Pannal Station – ex CAR No.332 as “MAE”.

From c1980 to 1998 located at Pannal, in 1998 Broken up at MC Metals, Sheffield.

P4.

Look Back At Pullman.

1946 – September 60 Years Ago.

13th. Noted Brighton carriage siding, newly painted **CAR No. 32 & 33.**

28th. Noted South Croydon sidings, **SCOTIA** (Brown livery), **TOPAZ, CAR No.11, AURELIA, CAR No.8** (Brown livery), **CAR No.13** (Green livery), **CAR No.30, LEGHORN, ELMIRA & ERMINIE.**

30th. Noted at Stewarts Lane, **CAR No.1 (ex EMERALD)** in green livery.

1956 – September 50 Years Ago.

23rd. The 'Harrogate Sunday Pullman' noted at Lincoln Central – diverted due to engineering work on the ECML.

1966 – September 40 Years Ago.

10th. Alan Pegler Charter 'Farnborough Flyer' formed of the 'Master Cutler Stock' hauled by West Country Pacific No.34037 CLOVELLY.

24th. Noted at Southampton Central on the down 'Bournemouth Belle' hauled by Merchant Navy Pacific No.35012 United States Lines, one car noted from the formation **CAR No.83.**

1976 – September 30 Years Ago.

11 & 12th. The BULMERS Pullman cars were noted on the Severn Valley Railway for the annual Enthusiasts weekend.

1981 – September 25 Years Ago.

10th. Withdrawn 'Manchester Pullman Mk2 cars No.580, 542, 541, 547 & 585 were hauled by Class 33/1 No.33117 from Salisbury 'Fisherton Yard' (Where they had been set aside for a private purchaser) to Temple Mills via Basingstoke, Woking, Staines, Kew East Jctn and Victoria Park Jctn.
The stock was enroute to Kings Yard at Snailwell Jctn, Newmarket for disposal.

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1986 – September 20 Years Ago.

Noted at Willesden New Carriage Sidings **M500, 5001, 502, 581, 582, 583 & 584.**

VSO-E purchase BULMERS Pullman cars **AQUILA, CAR No.36 - MORELIA, CAR No.64 - CHRISTINE, CAR No.76 - EVE, CAR No.83 - PRINIA**, all at this time located at Swindon No.19 Shop.

1996 – September 10 Years Ago.

1st. The part body of car 1960 Schedule No.210 - **MARCELLE** later **CAR No.105** and finally named **HEBE** was removed from within Hyper Hyper at Kensington to the Bluebell Railway. The movement was completed on the 2nd when the part body arrived at Sheffield Park station by road transportation.

Shortly after arrival at Sheffield Park the part body was broken-up and the interior fittings remaining were stored for use in the restoration of **CAR No.76** which arrived on the Bluebell Railway in October 1996.

7th. 1960 Schedule No.229 **RUTH** arrives at Rowden Mill Station from BULMERS at Hereford by road transportation.

Preservation News.

Reader George Moon advises of the following: -

Thanks for another excellent and informative *Coupe News*. Good to see that the Mid Hants appears to be getting serious about Pullman Cars.

Visited Swanage a fortnight ago (Mid July) and saw **CAR No.347** which is in traffic in the Wessex Belle Dining Train, nicely painted in proper livery (not sure if by SR Co or previous owner) though the '347' isn't quite right. No news of **BERTHA, LEONA or PE** which I assume are still stored at Carnforth awaiting suitable accommodation at Swanage. However, negotiations are in hand to try to secure the former BP gas/oil terminal at Furzebrook which should at least provide secure storage and at best workshops in the future, and no doubt these three will arrive in due course.

It might be more accurate to say that the narrow gauge Pullman on page 12 (August Edition) is the *latest* rather than the *last* car to be built - there could yet be others! Looks a bit like the Golden Mountain Pullmans in George Behrend's book.

P6.

DORIS – August 2006 – David Jones.



'Bluebell Railway Catering and Commercial Trustees are realising the potential of Pullman Car **Doris** even though at the present time it cannot be used in the Golden Arrow train until the heating and brake conversions have been done. During the last few weeks **Doris** has been sited in the dock siding adjacent to the Carriage and Wagon Works where cream teas have been served on an occasional basis, largely dictated by the availability of any spare staff from the Catering Department.

In the meantime, there has been a wedding reception in the car, the party having arrived by vintage coach from the church, and there are plans for further cream tea days, but as it depends on the availability of suitable staff on the day, there has not been the chance to advertise such events.

This is awkward for those who wish to avail themselves of this service but have to take a chance on the date.

Due to the increased use of this Pullman, the silver plated luggage racks are being cleaned and the sliding top lights are being freed up as it does not seem that they have been moved for some time.

In the meantime an order has been placed with a Sussex foundry for replica brass manufacturer's plates to be fitted below the entrance door copied from a sample kindly lent by the Secretary of the Pullman Society, Anthony Ford.

Contact has also been made with the supplier of replica table lamps so that these can be introduced into **Doris** when the Car eventually enters service'.

*Many thanks David for the update; I am sure you will keep us advised with the on ongoing use and future restoration of **DORIS**.*

P7.

**SIR WINSTON CHURCHILL'S FUNERAL TRAIN VAN No. S2464S
TO BE REPATRIATED**

My thanks to Steve Doughty, Deputy Chairman of the Swanage Railway Trust for allowing me to use the following article to advise readers of this unique opportunity.

The Swanage Railway - 21st August 2006

Information from Steve Doughty, Deputy Chairman, Swanage Railway Trust.
All photographs are copyright as acknowledged

Southern Railway Churchill funeral catafalque - otherwise known as bogie luggage van S2464S - has been offered free of charge 'to the British people' by David Perez, Mayor of City of Industry, Los Angeles.



David Perez, Mayor of City of Industry

The Swanage Railway team that is leading the project is now investigating shipping and funding options for its return to the UK. Photographs of the van at its current location are shown below.

Offers of support are now welcome, with cheques made payable to the Swanage Railway Trust (Churchill project) and sent to the Swanage Railway Trust at Station House, Swanage, DORSET, BH19 1HB.

In the event that the project is not successful, donations received with a return address will be refunded any balance will go to progress other projects.

P8.

The State Funeral of Sir Winston Churchill took place on 30 January 1965.

After a 3 day period of lying in state at Westminster, the coffin was transported by river to Waterloo Pier and onward to Waterloo Station for transport to Bladon in Oxfordshire by train.



The coffin bearer party from the Queen's Royal Irish Hussars places the coffin in van S2464S on the funeral train on 30 January 1965 (PA).

The train's locomotive was Salisbury-shedded No. 34051 Winston Churchill and the train was formed with a bogie van to carry the coffin plus five Pullman cars. These were brake car N°208, cars Carina, Lydia and Perseus and brake car Isle of Thanet. The bogie van was PMV N°S2464S, which was specially painted in Pullman colours originally in July 1962. A further paint date of 20th January 1965, for the journey, and was marshalled as the second vehicle in the train.

The Southern E-Group website has an excellent illustrated page covering the funeral plus a copy of the original Railway Magazine article from March 1965. This document is copyright The Railway Magazine. (The article is in PDF format).

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Southern Railway Churchill funeral catafalque S2464S at rest in Los Angeles. Photographs copyright Jeff Parriott.

Offers of support are now welcome, with cheques made payable to the Swanage Railway Trust (Churchill project) and sent to the Swanage Railway Trust at Station House, Swanage, DORSET, BH19 1HB. In the event that the project is not successful, donations received with a return address will be refunded any balance will go to progress other projects.

All photographs are copyright as acknowledged

Editor's Note.

I would like to thank reader Ivan Godfrey who has for some time been working to repatriate both S2464S and CAR No.14. Godfrey opened negotiations with the relevant owners and has successfully obtained the release of both vehicles. With regard to CAR No.14 watch this space, after nearly 40 years away from home. Funding is needed for repatriation of both vehicles and the logistics for both vehicles will not be easy.

P10.

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.freemove.co.uk



cB.Kaye 2006

The National Railway Museum at York. Pullman Car **TOPAZ** resplendent in her delivery livery to the South Eastern & Chatham Railway of crimson lake with gold lining.

TOPAZ was withdrawn in November 1960 and was then to be the first Pullman car to be formerly purchased for preservation by Mr H.Maxwell who had the car restored to Ivory (white) and umber livery, and in September 1961 at the then Clapham Transport Museum he donated the car to the National Collection.

P11.

The North Yorkshire Moors Railway.

The North Yorkshire Pullman – Pullman Dining Train

The North Yorkshire Moors Railway Pullman Dining service is operated with the use of three Pullman cars **OPAL, ROBIN, CAR No.79** and ex-BR Restaurant First (RF) M324.

The train formation as noted standing in platform 4 at Grosmont Station on Saturday August 5th consisted as follows from the Pickering end of Platform 4.

No:	Identity:	Number of Covers:	Type of Vehicle:	Livery Applied:
229	CAR No.79	30	Parlour Brake Third	Umber & Cream
318	ROBIN	26	Kitchen First	Umber & Cream
M324	JOS de CRAU	24	Restaurant First	Umber & Cream
328	OPAL	29	Parlour First	Umber & Cream
E9267			Mk1 Second Open	Blue Grey
W4786			Mk1 Second Open	Chocolate & Cream
E3860			Mk1 Composite Corridor	Maroon
E9274			Mk1 Brake Second Open	Maroon

Although in the train's formation E9267, W4786, E3860 and E9274 will not carry any passengers on the 'North Yorkshire Pullman' service on the evening service. The formation will be fully used on the Sunday Lunch 'Moorlander' service which forms part of the scheduled 12.45 Grosmont to Pickering time table service.

Eleven hours before the passengers will join the train in Platform 2, preparation of the train commences. The Grosmont carriage cleaning crew commence the cleaning of the train inside and out. This will include an exterior wash, water tank replenishment and the shore supply to charge the batteries.

At 11.00 the first two members of the on-train crew arrive (the staff for the operations is contracted as dependency on volunteer could not be counted on for such an intense time tabled Pullman operations offered) and commence to re-supply the trains cellar with wine, spirits and bottled larger and beers within M324 and then load the fresh local produce into the kitchen within **ROBIN**.

Preparation of the tables commences and at 14.30 two further staff arrive to undertake completion of the interior setting-up and assist in kitchen preparation work.

At about an hour before departure time, the shore supply is disconnected, and the locomotive attached. The guard undertakes his examination of the train and undertakes the mandatory brake test. All checks completed the train is shunted from platform 4 to platform 2.

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CB.Kaye2006

Interior saloon of ParLOUR First *OPAL*

At 18.30 the remaining on-board staff arrive and they help to put the final touches to the interiors prior to the passengers arriving. The aroma of evening dinner will now drift down the platform from the kitchen car as an appetizer to the intending passengers now beginning to arrive and congregate before being welcomed aboard the train by the staff and shown to their seat within the train.

At 19.20 the train will pull out of Grosmont with a full complement of passengers in total 109 for the 18 mile journey to Pickering. (The longest in distance Pullman Operation on a preserved railway in the UK – 36 mile round trip).

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The menu choice offered consists as follows: -

Choice of Starter

Avocado & Prawn Salad
Malibu Melon
Salmon Mayonnaise

Pullman Soup

Main Course Choice

Pan Fried Rainbow Trout Fillet
Steak Newtendale
Chicken Tradewinds
Baked Red Peppers

Dessert Choice

Sticky Toffee Sponge
Brandy Snap Love Basket
Fresh Fruit Pavlova
Yorkshire Cheese Board

Freshly brewed Tea or Coffee

Served with Truffles and Pullman Orange and mint Chocolates

P14.



cB.Kaye2006

Starter Course in car *OPAL*

Arrival at Pickering is approximately 60 minutes later with around a 30 minute break to allow the locomotive to run around and also replenish its tender water tank. Ample time for a stretch of the legs along the platform before the whistles begin to blow advising its time to rejoin the train and depart for Grosmont.

Enroute back to Grosmont Dessert is served followed by tea or coffee. Arrival back to Grosmont is timed for 22.15.

Since the clearing of the first course the washing-up has been endless, the cellar replenishment order will be drawn-up and as the last passenger bids farewell to the train crew the tidying-up will commence, with waste bags being filled.

At well after 23.00 the final members of the train crew will leave the train to be back again on Sunday morning for the 'Moorlander' service serving Sunday Lunch with a departure at 12.45 from Grosmont.

My personal thanks to Paul Brown, Richard Taylor and Brian Kaye for help in producing this article.

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cB.Kaye2006

The Small saloon within CAR No.79

For further details of the NYMR Pullman services.

Telephone 01751 472508.

**Email - customerservices@nymr.fsnet.co.uk
admin@nymrpickering.fsnet.co.uk**

P16.

Yorkshire Pullman Cars.

Brian Kaye shares with us his visit to see six Pullman cars at three locations in Yorkshire recently.

I was recently invited to visit an old friend of mine living in North Yorkshire, who is also a fellow railway enthusiast, and spend a few days on the preserved railways in the area.

The first port of call was the North Yorkshire Moors Railway where we booked in to the Station Hotel, literally yards from Grosmont station. It was very reasonable and friendly. Highly recommended.

Thanks to Terry I had already made contact with Paul Brown, the catering manager, and he had arranged for us to look over the three Pullman cars **CAR NO.79, OPAL** and **ROBIN**.

Richard Taylor, took us a tour of the train's interior and was kind enough to allow me to take interior photographs whilst he undertook further preparation work for that evening's "Pickering Pullman" service.

All the cars are all in superb condition, especially **CAR No.79**, but I'm not sure why car **OPAL** is green and white.



cB.Kaye2006

Interior saloon Kitchen First *ROBIN*

P17.

The kitchen within car **ROBIN**, has been converted and opened out, with bulkheads being removed, and the public are not allowed through the car during serving times, understandable, but I was glad I'd seen Eagle before with its original kitchen.

All the saloons and coupes remain as converted in 1967.

The BR restaurant first (M324) is used in the set is also interesting, and bordering on "Pullman" in comfort (3rd class that is).

Richard Taylor also managed to squeeze us in for the Friday evening "Pickering Pullman", and we traveled from Grosmont to Pickering within the Teak Gresley coaches that were attached to the Pullman formation. On Fridays the Pullman service commences at Pickering for a round trip.

The meal was superb, every bit as good as the Bluebell "Golden Arrow" with excellent service.

The price was the same, but the NYMR include the train fare, which made it cheaper.

We spent two days sampling the NYMR before we moved South West into Bronte Country.



cB.Kaye2006

Interior saloon CAR No.84 (MARY)

P18.

The Keighley & Worth Valley Railway was the next port of call in the hope we might be able to see both **CAR No.83** & **CAR No.84**.

We were in luck and found the 'right man at the right time' Robin Higgins who conducted us on a private tour of both cars, my personal thanks to Robin for his kindness and time given to us on the visit.



cB.Kaye2006

Interior saloon *CAR No.83*

CAR No.83 the restoration is progressing very well and will in the near future commence running in. The upholstery is almost complete with just finishing off work ongoing, externally the completion of Pullman livery and lining has to be completed. Internally one small problem yet to be resolved is the carpet. The K&WVR don't have the funds to replace it, and as can be seen in the accompanying photograph it really doesn't go.

I have no idea of cost, I imagine into thousands, but I thought it might be nice to start the ball rolling on perhaps helping with the raising of funds for the replacement. Has any reader any suggestions?

I promised I would at least raise the subject.

CAR No.84 (Mary) is superb, with the additional luggage racks installed during her years in War service. Alas these were installed and required fixing by screws directly onto the marquetry panels (**CAR No.75** at Hilderstone was fitted the same way).

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cB.Kaye2006

Interior saloon TOPAZ

The final visit was to the National Railway Museum at York, and the ultimate was being allowed a private viewing inside **Topaz**. For obvious reasons we weren't allowed any flash pictures but it was an absolute treat. It is stunning inside.

I would like to once again give my thanks to Paul Brown and Richard Taylor of the NYMR. Robin Higgins of the K&WVR. The staff of the NRM and finally to my friend of 38 years standing, Chris Halloran, for allowing me to drag him over many Pullmans, for many hours, and for taking hundreds of detail shots, that I overlooked.

I have also just visited Colne Valley Railway, where Roger Mannion was, as nearly all preserved railway managers are, extremely helpful.

(My thanks to Brian for sharing some of his photographs and his visit review with us. I am sure I can speak on behalf of the readership and ask you if you would share with us your visit report to the Colne Valley Railway. This being one Pullman railway we have had no news about for some considerable time)

P20.

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.railwayherald.com/>

The Railway Channel.

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

The Swanage Railway.

<http://www.swanagerailway.co.uk/>

P21.

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

P22.

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

The following response from Alan Rushworth.

Terry,

Regarding the enquiry from Dave Richards for info on the 6 PUL composite car, most parts are available to make a model in 7mm.

I only found this recently as I am going to build a model of 'Joyce' and although some scratch building will be necessary that is no problem

Maybe you could pass this info onto him and if he wants to contact me that is ok

Thanks Alan for your response.

P23.

Table 9 (September).

Dear Terry,

Just read your latest Pullman News, these are always interesting - I must say especially the fellow photographing the interiors of every extant Pullman. I belong to a USA Pullman dining club, we put on a couple of authentic dinners straight from the 1939 Pullman chef's cookbook each year.

Correct tablecloths, china, silver, printed souvenir menus, and so forth.

"Guildmaster Sauce" is a minor ingredient required in the Pullman cookbook for the preparation of several salads, also some cooked dishes.

We have never been able to track down the maker or the ingredients of this product. Manufactured mid 30s to at least 1940.

Can you insert my question about it to readers of your next Pullman News? Who knows, Guildmaster Sauce could be English.

Neither the Chicago Public Library, the Newberry Library (where much of Dubin's materials are), nor even a researcher into historic American condiments have been able to locate a reference to it. Curious as Pullman usually preferred major brands for their food preparation. None of the numerous Pullman aficionados I have contacted by email or snailmail have a clue. And it appears that in the last year, several rail enthusiasts have been searching this out on their own. Quite a two-pipe problem.

Terence Mulligan

Table 10 (September).

Dear Terry,

Does any one have details of the Pullman cars used in the Railway Correspondence & Travel Society's special hauled by the celebrated Marsh Atlantic No 32424 Beachy Head from London to Brighton on October 5, 1952? Although a short train, the loco and cars (mainly 12-wheelers) looked very well turned out. I've seen many pictures of this charter over the years and always been intrigued about its composition. Are any of the cars still with us?

Can I also add my thanks for all your hard work in compiling Coupe News? As a journalist I know how much of a slog this is, month in, month out. But for us lovers of Pullman cars - the epitome of what's best about British railways, engineering and service - believe me your efforts are worth while.

For example, how great to hear about Pat O'Connor and his marvelous plans for a mini-Devon Belle and retrieving parts of the Marazion Pullmans after that fiasco.

As you say, information is for sharing - good for us and surely for the likes of Mr O'Connor to know that we're all out there cheering him on.

Peter Elson

P24.

Peter,

In response to your request direct, the PCSA refers as follows: -

The RCTS ran two "All Pullman" train formations for the "Brighton Works Centenary Specials". October 5th & 19th 1952.

The Pullman formation consisted as follows: -

*5th. Class H2 4-4-2 No.32424 'Beachy Head'
CAR No.99, 61,98,17,35,31,60 & 208.*

*19th Class H2 4-4-2 No.32425 'Trevose Head'
Pullman rake the same as 5th formation.*

Also many thanks for the compliment re Coupe News.

Pullman Car Preservation List No.18 – 2007.

I am about to commence work on edition 18 of my annual Pullman Car Preservation List which will be published in January 2007.

All e-mail readers will be forwarded a copy of edition 18 on publication.

I intend to include for the first time a number of photographs within this edition, and I would like to offer the readership the opportunity to forward to me any photograph they believe worthy of inclusion.

P25.

Model Railway News.

John Isherwood of Cambridge Custom Transfers has advised me of the following information relating to the following Blue Pullman Transfers: -

Sheet BL62 - BR / Metropolitan-Cammell diesel Midland Pullman trains

Sufficient transfers for a six-car Midland Pullman train with generous spares. An incredible quantity of markings are provided, much of it minuscule; (you'd probably not even noticed it on the prototype)!

CURRENTLY ONLY AVAILABLE IN 4mm. & 7mm. SCALES; ENQUIRE FOR OTHER SCALES.

4mm. scale price is £8.25 7mm. scale price is £24.75

Sheet BL63 - BR / Metropolitan-Cammell diesel Western Pullman trains

Sufficient transfers for a eight-car Western Pullman train with generous spares. An incredible quantity of markings are provided, much of it minuscule; (you'd probably not even noticed it on the prototype)! *CURRENTLY ONLY AVAILABLE IN 4mm. & 7mm. SCALES; ENQUIRE FOR OTHER SCALES.*

4mm. scale price is £8.25 - 7mm. scale price is £24.75

For further information on other transfer available visit John's web site

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

Attendants Memo:

Memo 1.

Terry,

A cracker of an edition once more.

Ray Watson.

Many thanks Ray, it's your fellow reader's contributions that make it a Cracking edition.

P26.

Memo 2.

The photograph of car **LILIAN** in last months edition brought the following response from Doug Lindsay to share with fellow readers.

Some of our readers may not realise the significance of the name.

Is it worth pointing out that Car '**Lilian**' at the bluebell, ex-**Car No.76** and '**Eve**' (BULMERS), featured in Coupe News Issue 42 was named '**Lilian**' after the widow of the Bluebell's esteemed former MD and founder, Bernard Holden.

I recall that Bernard (now in his 90's) and former Southern Railway and British Rail, Southern Region officer, and of course involved with the Bluebell from its inception, was very closely shadowed by his wife Lilian.

When the Bluebell acquired **Car No.76** it was felt that a name suited the Car rather than a mere number and eventually it was named '**Lilian**' and it was the good lady herself that actually named the Car on Sunday May 18th 1997 at Sheffield Park Station.

Many thanks Doug for clarity on the identity of this car for fellow readers.

Sheffield Railwayana Auctions Ltd - Saturday September 16th 2006

Auctions are held at, Myers Grove School, Wood Lane, Stannington, Sheffield 6.
Starting at 11 am. Viewing is from 7.30 am till 11 am on the day of the sale.
Licensed bar; extensive catering; sales stalls.

Ample free parking; on the main tram route from Sheffield station; wheel chair access.

41 * **PULLMAN CAR HIGH BACKED ARMCHAIR** from a first class or possibly composite parlour car in "The Brighton Belle" which ran from London Victoria – Brighton and vice versa from January 1933 – April 1972, arguably the most famous Pullman train. The armchair shows the typical finish of the electric stock with a smooth tapered arm/leg which were notably different from steam type cars. Covered in a brown coloured moquette, 27" wide, 30" deep and 46" high and in fine original condition.



P27.

- 42 * **PULLMAN CAR WOODEN PLAQUE: CAR OCTAVIA** 9" diameter white-painted wooden plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name from the 1st Class Kitchen car 'Octavia' of 1924. The plaque was installed in the 1950s when the bulkhead clock it replaced was removed. "Octavia" was used extensively on the Eastern Services, including the "Queen of Scots" and "Yorkshire Pullman" – ultimately to the Southern on the "Bournemouth Belle." It was withdrawn in 1965 and subsequently sold to a scrap merchant in Manchester. In good ex-vehicle condition except for a repaired split with slight loss at the top, probably caused when the plaque was removed from the car. A very nice item nevertheless.



42

- 43 * **WOODEN CARRIAGE BOARD: SOUTH WALES PULLMAN** in chocolate brown with yellow letters. The 8-car train usually hauled by a "Castle" class 4-6-0 operated between Paddington – Swansea and vice versa commencing in the summer of 1955, until replaced by the diesel-electric "Blue Pullmans" which were introduced to the service in 1961. A very manageable 60" x 5" in very good ex-train condition. Rare.



43

- 44 * **PULLMAN CAR BRASS TABLE LAMP** with round base 5¼" in diameter and turned stem leading up to bulb housing with support for shade (not present) ending in a thistle shaped finial at the top. Stands 19½" high. No identity of car shown, but is of the pattern used in 12-wheeler third class cars from 1920 and often in "K" type Pullmans (1926 vintage). The lamp is in very good condition and has been wired for 240v AC operation (tested and working).



44

P28.

- 45 * **PULLMAN CAR COMPANY** original gold leaf **COAT OF ARMS** mounted on chocolate painted and framed 18" x 16½" board in excellent condition. In all probability mounted on the board by Pullman Company Preston Park employees, when the works there were closing down c.1964



- 46 * **PULLMAN CAR HIGH BACKED ARMCHAIR** with fluted back and scroll arm from a 1920s first class steam hauled parlour car (identity unknown). 27½" wide, 27" deep and 44" high, the legs have been shortened to accommodate casters. Covered in light blue upholstery and in good condition.



- 47 * **PULLMAN CAR WOODEN PLAQUE: ZENA.** A 9" diameter mahogany wood plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name. From the first class parlour car "Zena" of 1929. Used initially on the "Torquay Pullman" and "Ocean Liner Expresses" and other SR services. Post-war used on the "Tees Tyne", "Yorkshire" and "Queen of Scots" Pullmans. Withdrawn in 1966 and sold for preservation. Now used on the VSOE. Unusual since the name is not prefixed with the word "car" there being only two other known examples.



P29.

65 * **PULLMAN CAR COMPANY** D/R poster: **THE QUEEN OF SCOTS PULLMAN.**

Artwork by Septimus C. Scott showing a 1920s scene of attractive young lady preparing to catch the train and includes train times from Glasgow and Edinburgh to London Kings Cross. The poster is not accredited to any company, but would seem to be LNER. Undated, folded, VGC otherwise.



65

Preston Park Works.

My thanks to Colin Bird for the following update via the BRITPUL Group.

I have visited Brighton today (Sunday August 20th) and been told that the Class 08, and three ex 03's from Shoreham, plus coaches from the NRM are still present at the old works.

Later this year or early next year a spur is to be fitted to the main line to retrieve the NRM vehicles. If no interest is shown in the shunters then they may be cut up on site.

P30.

The Northern Belle visits the Severn Valley Railway

My thanks to Clive Hanley for sharing with us his images of the NB visit.



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Image 0057 highlights the PULLMAN carriages, the location is Bewdley and also the A4 can be seen at the head of the train.

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Image 0077 The A4 and train climbing Eardington bank.

View Clive's other images of the NB visit at: -

<http://clive-hanley.fotopic.net/c1043226.html>

In addition here's a link to an image of the two Mk1 Pullman cars in the Vintage Trains rake used in The Shakespeare Express.

<http://clive-hanley.fotopic.net/p32773651.html>

Also added a link to a collection of photos that includes some images of The Blue Pullman on Saturday (19th) at Stratford upon Avon and Wilmcote.

<http://clive-hanley.fotopic.net/c1057271.html>

Many thanks Clive for sharing the images with us and advising of the links to his image sites.

P32.

Tail Lamp.

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

A bumper edition this month for you to read, and all due to some of your fellow readers contributing in the way of articles, news and images, remember no contributions then no edition to send you.

I start each edition on the 1st of the month as a blank sheet, I do not have material waiting publication, hence the difference in the number of pages within each edition. If you prefer a bumper edition then forward your contribution now.

The news that a repatriation scheme for BLV S2464S to bring this unique vehicle back to the United Kingdom from its present location in Los Angeles is being offered to any one who wishes to contribute. In the event the scheme should fail, it is reported all contributions will be repaid.

It was back in 1996 with the help of Ted Creveling of Los Angeles, that I was able to locate the vehicle at its present location and in the summer of 2002, actually visit the site.

As readers will already know the Swanage Railway will hopefully be the returning home from Carnforth of Pullman cars **LYDIA & ISLE OF THANET**, both cars being part of the late Statesman Sir Winston Churchill's funeral train with S2464S.

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 August 31st 2006.