



Pullman Car Services

Coupe News

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

April 2007 – CAR No.50



P2.

Cover Photograph.

Supplied by Dave Richards with an article you can find on pages 19 -22.

John 'Johnny' Cooper (born 1925), in what is regarded as the classic Pullman uniform and taken inside an unknown Pullman car. Johnny Cooper (attendant number 294) joined the Pullman Car Company in 1939 and is very proud that at the age of just 16, he was the Company's youngest ever Attendant in Charge, when placed in charge of Composite car Grace in 1941. The early war years may well have removed many of his older colleagues to battle in Europe but he remains proud of the achievement to this day.

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: 50.

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 will welcome 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 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.51, please forward by April 27th. Coupe News No.51 will be published on May 1st.

P3.

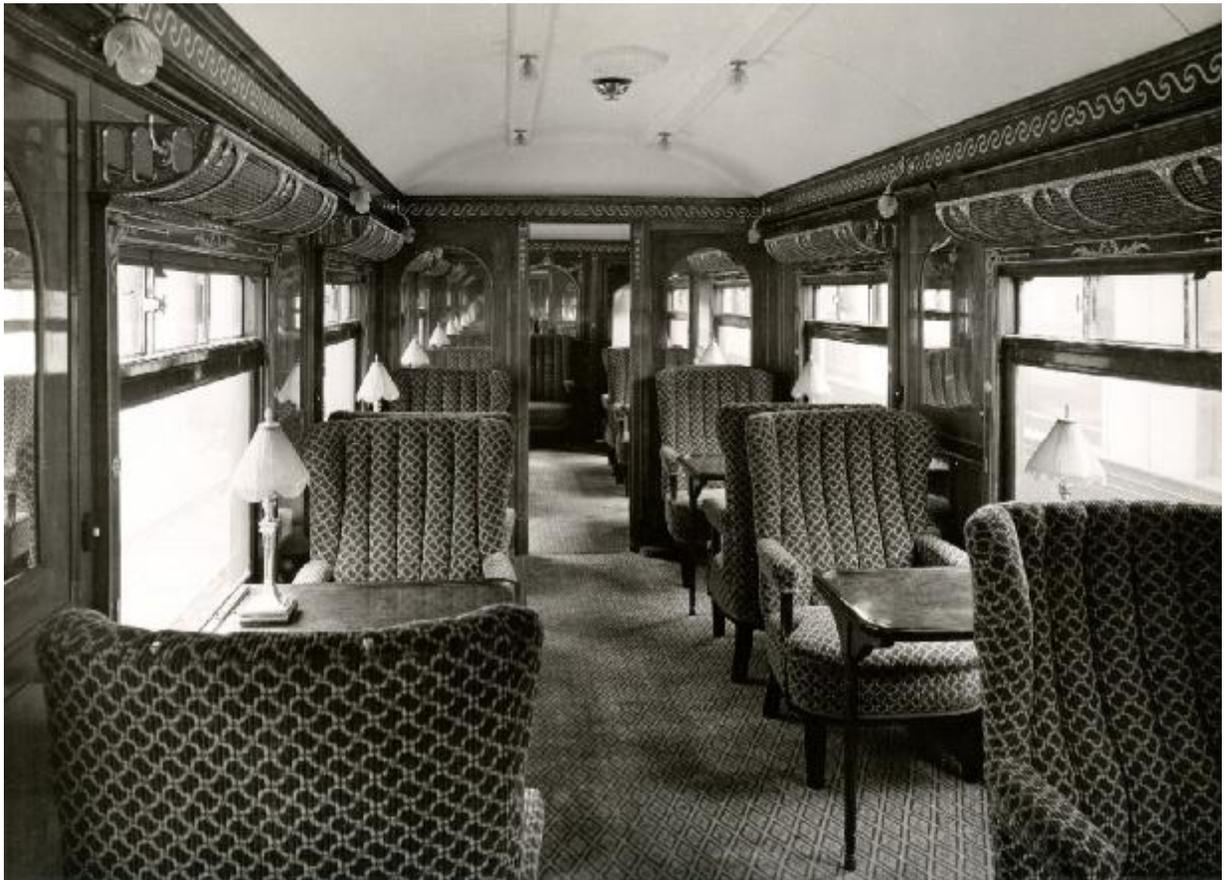
Editorial Address:

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

We remember the Pullman car that was allocated the same schedule number as this edition of Coupe News.

Schedule No:	50.
Name:	GLENCOE
Type of Car:	Parlour First
Into Service:	January 1914
Builder:	Cravens Limited
Tare:	40t
Covers:	26



cPCHA-Averys1984KW

Photograph - The two saloon areas within car GLENCOE.

P4.

GLENCOE Ctd.

Intended for the service on the Caledonian Railway, but with cars HIBERNIA & ORPHEUS was allocated to the South Eastern & Chatham Railway.
Noted in War Office Special Train - London to Dover 1914-1918.

1955 Withdrawn broken-up Shoreham, Sussex.

As you can see my records on this car's history is on the thin size. If you have any further information to add to the above I would very much appreciate this being forwarded to add to the car file.

Pullman Society's First Annual General Meeting - 20 years Ago.



cD.Lindsay2007

My thanks to Doug Lindsay for forwarding the above photograph, Doug advises this was in fact the very first Pullman Society AGM, and was held on April 18th 1987 at the Kent & East Sussex Railway. Seated with Doug is the late Pullman Society founder Ray Addy within the Wealden Pullman's pseudo Pullman 'Diana'.

P5.

CAR No.14 – Update - Steve Doughty.



Steve Doughty – Update.

I have today (March 3rd) had the pleasure, indeed the honour, of a conversation with Alan Pegler about Car 14. He has been able to answer some of the questions about Car 14, notably the modifications to its interior. He confirms that the bar as fitted now (The Fireman's Rest) was installed in Twickenham prior to the tour train leaving for the USA. The work was commissioned by Watney's.

Of the nine coaches in the tour train, Lydia and Isle of Thanet were included as they had previously been acquired by the museum at Green Bay and the deal was that he had use of them for the tour in return for delivering them there. Car 14 obviously stayed in San Francisco, while the other six vehicles - one Mark 1 composite and five Gresley exhibition coaches - ended up at a restaurant near LA.

I went up to Derby yesterday with James Cox, LCW Manager of the Swanage Railway, Nick Brown, General Manager and Ivan Godfrey, to view Car 14 at Rampart and to agree the initial overhaul workscope. The general view of Rampart proprietor Paul Ramsden is that Car 14 is in 'pretty good shape', which is good to hear as it is consistent with what everyone else has said! The roof is sound although it requires new canvas to make it watertight - this had been a perennial problem in San Francisco and not solved by the addition of many layers of rubber 'gunk'.

P6.

However, this and the car-port which they put on when the gunk failed has generally kept the weather out such that the correct repair can be carried out without too much difficulty. For the time being, the air-conditioning ducting that was let into the roof void will be left in situ, at least until such time as we completely strip the interior to do the 'phase 2' restoration to the 1947 'art-deco' standard. A small quantity of asbestos has been found behind the steam heat pipes and this is going to be stripped out by professional sub-contractors. The US added Observation end frame extension that held the US coupler has been removed from the buffer mounts on which it was fitted, to reveal the original end design (nb frame extension available for sale!). Buffers from the observation end will be transferred to the observation end to ensure that the 'more often seen' end will look right and replacements are being sourced for the gangway end. A replacement door (left side, looking forward) is sought - inward opening (of course) with elliptical profile at the top - dimensions are approx 26 inches wide x 71 inches high - contact Steve Doughty on stephen.doughty1@btopenworld.com or on 07860-108754 if you think you can help.

Pictures of the car at Rampart will be on the swanage railway website (www.swanagerailway.co.uk) shortly. My apologies to anyone whose system I crashed when I tried to send this mail with photos attached! Sorry!

That just leaves the seats, options for which are now being developed. Essentially, the options are to either fit new-build copies of the originals now or to fit something else as an interim solution. The latter is more likely to be realistic given the cost and timescales for new build, but until we see what is available and at what cost, both remain on the table. The interim solution must be appropriate and not look out of place. The seat frame will need to be capable of being fixed in place and should have a low back (as did the originals) in order to maintain the 'open' nature of the car and the unobstructed views which are clearly crucial to its purpose. If anyone knows of any 'period' seats from 1930's to the 1950's that might be available for sale or for a 'borrow', please get in touch. Railway origin is not essential.

As a final word, we are of course still fund-raising for the restoration of Car 14, so if you want to see her in service this summer, please give generously via our website - www.swanagrailwaytrust.org.uk or send cheques payable to the Swanage Railway Trust (Devon Belle), Station House, Swanage, DORSET, BH19 1HB

Steve Doughty.

P7.

DORIS – March 2007 – David Jones.



David Jones – Update.

'Doris' entered the Carriage and Wagon Works on March 8th for bodywork repairs and a repaint of the east side, this having been exposed to the elements for over 30 years whilst at Finsbury Park, plus the later graffiti attacks.

Several of the bodywork upper panels have been removed so that the sheet metal underneath can be ground down to remove trapped rust, and most of the strips under the windows have also been taken off (in fact they came off rather easily as there seems to have been temporary repairs using aluminium pop rivets at some time).

Small sections of the roof have been ground away and will be replaced with new metal, following which the entire area will be sealed and painted to provide a weatherproof roof which should last for several years.

'Doris' will then be painted, lined and lettered to the normal high standard, but only on the east side for the time being, as the other better preserved side which was sheltered under the canopy at Finsbury Park, will be hidden from public view when the popular Cream Teas are re-introduced later in the summer on Platform 1 at Horsted Keynes.

This ex-Brighton Belle Car will be open to the general public on other occasions, usually on the Special Events days, when members of The Pullman Society have been invited to show people round and answer any questions.

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DORIS – March 20th 2007 – C&W Workshop Horsted Keynes.



cD.Jones2007

Look Back At Pullman.

1947 – April 60 Years Ago.

April 1st. Mr J.J. Morel is appointed to the role of Catering Superintendent and Mr.C.W.James is appointed to the role of Assistant Catering Superintendent. Attendant Mr.I.Malcolm appointed Inspector Brighton Section.

1957 – April 50 Years Ago.

April 2nd. Due to industrial action at Southampton Docks which prevents "RMS Queen Mary from docking at the point, the liner is diverted to Cherbourg. Passengers were then ferried to Plymouth by a smaller Cunard ship the "Inverna".

P9.

“The Cunarder” Pullman Boat train was diverted to operate Plymouth to Paddington. The formation consisted of cars **MONTANA, ARGUS, HAWTHORN, JUNO, ROSAMUND, PHEONIX, RAINBOW, VALENCIA & SEVILLE.**

April 4th. Three Pullman boat trains one of which is the “The Cunarder” operate Paddington to Plymouth Millbay Docks.

1967 – April 40 Years Ago – The End of Southern Steam Year.

April 4th. Noted hauling the Down “Golden Arrow” E5021.

April 7th. Noted at Glenfinnan station yard Ex-Royal Saloon now Pullman Camping Coach SC51 with another unknown Pullman Camping Coach.

April 14th The Down “Bournemouth Belle” hauled by 34090 “Sir Eustace Missenden Southern Railway”.

1982 – April 25 years Ago.

April 7th. Car schedule number 278 – **BERTHA** arrives at the Bluebell railway from the Mid Hants Railway.

April 28th. The VSO-E Pullman cars chartered for the first time to undertake a working from Victoria to Brighton for the Brighton Festival hauled by 73101 & 73143. This brings car **AUDREY** back to Brighton for the first time in 10 years following the withdrawal of the Brighton Belle in April 1972.

Preservation News.

S/No. 307 - CARINA – NYMR.

Weatherproofing work is being undertaken on the shell of the car at Pickering. Further news is awaited on the long future restoration of this car.

S/No.110 - CAMBRIA – Deeside Railway.

In June 2000 CAMBRIA was partially destroyed by arson at Robertsbridge. The car had in 1999 been purchased by a number of members of the Pullman Society and plans were at that time being drawn up by these members to restore car. The arson incident spelt the end of the project and the remaining body of the car was broken-up.

P10.

It was reported at that time the two six wheel bogies had then been sold to a preservation railway.

Information has just come to light from the Deeside Railway.

“We have the 2 x 6-wheel coach bogies from Pullman coach "Cambria" which we purchased for the wheelsets.

Does anyone have a need for these, complete, before we scrap the bogies? Does anyone want the bogies after we've extracted the wheelsets?”

S/No.279 HAZEL – The Blackbull Inn, Moulton, North Yorkshire.

At this moment in time only two of the original six kitchen first cars of the three ex-Southern and later Brighton Belle sets retain the original Kitchen and Pantry as operational on withdrawal in April 1972.

The two cars being HAZEL and DORIS, which unlike the four other cars VERA, AUDREY, GWEN & MONA now owned by the VSO-E, have either be internally rebuilt to meet operational Hygiene standards in the case of VERA, AUDREY & GWEN. MONA awaits her turn for restoration following purchase by the VSO-E from the Brighton Belle Inn at Winsford Cheshire.

The new lease of life for HAZEL began with a journey on the Brighton Belle service in 1971 by the late George Pagenham. George had heard of the intended demise of the Brighton Belle service as planned for the Spring of 1972 and made the trip South for a journey on board the train.

George was allocated a seat within car HAZEL and his love affair with the car began.

On his return home George wrote a letter to British Rail requesting to purchase the car out of service on withdrawal.

In May 1972 George got his wish at a cost of £1,700, the car had been locked on withdrawal and George took delivery car complete with all original table lamps.

The move to North Yorkshire was undertaken initially by rail, from Brighton via the West Coast Mainline to Carlisle, then via Newcastle to the Darlington sidings of Whessoe. Whilst at Darlington a further £100,000 was spent restoring the car, which included a full external repaint back into lined umber & cream from the corporate Blue Grey livery applied in the late 1960's by British Rail.

Movement from Whessoe at Darlington to the Black Bull Inn was undertaken by road by “Sunters” of Northallerton. Since that date in the Summer of 1972 the car has been used as a static restaurant.

As with the Forth Railway Bridge, George ensured the car was well maintained and restoration has been undertaken on the car since arrival on a regular basis, in fact normally every four years the car is external treated and repainted.

internally no structural changes have been made, the Kitchen is as withdrawn and not used, the Pantry is used for cutlery etc. The unique toilet located next to the Coupe has been plumbed in and is operational. The original armchairs have been restored and covered in new light green material and the only addition being net curtains to each window.

P11.

The cost of keeping the car to a true Pullman standard does not come cheap I am aware when speaking with George in 1989 the cost of that year's restoration was over £7,000.

George had a passion for his car that never waned from that day in 1971 until his passing.

Audrey (Georges wife) and Sarah (His daughter) took the reins in operational management of the Black Bull and HAZEL, and they both ensured the care and attention did not wane with HAZEL.

During 2006 Audrey and Sarah sold the Blackbull Inn and HAZEL, and for a period of 6 months jointly managed the business with the new owner to ensure a smooth transition.

What of HAZEL and the future, the new owner has no plans to dispose of the car.

Model Railway Exhibitions.

Middlesbrough Model Railway Clubs Exhibition 2007.

Saturday May 19th 10.00am to 5.00pm.

Sunday May 20th 10.00am to 4.00pm.

The Settlement Centre, St.Pauls Road, Middlesbrough.

At the kind invitation of the Club I will be manning the Pullman Stand on both days, so why not come along and enjoy a Pullman chat and of course the layouts and trade stands. Make a note of the date now.

Railfilms Limited

Railfilms has a new web site <http://www.railfilms.com>

Proceed from the opening page to the saloons and there is a watchable video clip of 10 minutes that includes Pegasus and also 360 degree interior still views of some of Railfilms vehicles.

Railfilms is looking forward to a new season of operations as follows.

Pullman car **Pegasus**, Sovereign and Apollo + Kitchen Car will be based at Old Oak Common and operate with Kingfisher Raitours.

The "LMS" styled Club Car is based at Carnforth and will operate on Dalesman and other northern charter operations. The kitchen has now been enlarged to cope with 100 covers.

P12.

GWR 9004 remains at Clapham working with the Queen of Scots set.
GWR 9005 is now in service for afternoon teas etc on the South Devon Railway.
We look forward to introducing other luxury vehicles in due course.

Nick Dodson - Railfilms

Flying Scotsman North America Tour – Ex-British Rail Coaching Stock.

Still no news as yet on the coaches and what has become of them or if they still exist.

SHEFFIELD RAILWAYANA AUCTIONS LIMITED – Realisations.

Auction held on Saturday March 10th at, Myers Grove School, Wood Lane, Stannington, Sheffield

LOTS 41-49: PULLMAN CAR ITEMS

- 41 **PULLMAN CAR BRASS TABLE LAMP** with an art deco octagonal base and elegant eight-sided flute from the car named “**OLIVE.**” “**OLIVE**” was constructed in 1932 for the Brighton Electrification by Metropolitan Carriage and Wagon, Saltley. It was a composite car formed within S.R. electric unit 2042 (later 3042) and withdrawn in December 1965. It was scrapped during 1966. Approx. 22” high with 6½” diameter base. Appears to have been chromium plated, but this has worn to reveal brass underneath. Fitted with a pink Perspex shade which is cracked and worn, but original nevertheless. **£1,700**



P13.

- 42 **PULLMAN CAR WOODEN PLAQUE: "CAR JUNO."** A 8½" diameter mahogany wood plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name. Together with a brass knob recovered from the same car. "**JUNO**" was constructed by Birmingham Carriage & Wagon as a guard parlour in 1923 and used frequently on the Southern Railway, principally on the exclusive first-class only "White Pullman" to Dover. For a short period post-war it was demoted to third class Car 502 for use on the short-lived "Devon Belle."

Subsequently, "**JUNO**" reverted to it's original nomenclature and the name was reinstated. On withdrawal from service, it became a Camping Coach finally on the Western Region and ended its days as a complete wreck at Marazion, Cornwall before being broken-up on site c.2004. The plaque was installed in the 1950s when the bulkhead clock it replaced was removed. Some cracking of the varnish and one repair do not detract. **£300**



42

- 43 **PULLMAN CAR silverplated MILK JUG AND SUGAR BOWL** manufactured by Martin Hall & Co of Sheffield in the "Shrewsbury Plate" range. The "Pullman Car Company Limited" coat of arms are incised on the sides of both items. The milk jug has a 3" diameter base and is 3¼" high, the sugar bowl is 4" diameter to edge of rim and 2" high. Both have floral type rims. Some inside wear to the sugar bowl, good otherwise. **£50**



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P14.

- 44 **PULLMAN CAR** set of three 9" diameter white china **SOUP BOWLS** and three 6½" diameter **SIDE PLATES** all made by Ridgway and each bearing the years between 1959 and 1962. All are of the same design with a brown rim and flowery border in brown and light green. The later "Pullman" coat of arms is shown at the centre also in brown. All items in VGC. **£50**



- 45 **PULLMAN CAR** high-backed **PARLOUR CAR CHAIR** of the type used in steam hauled vehicles covered in an original design cloth moquette, but a little frayed in the headrest and seat and would benefit from reupholstering. 42" high, 30" deep and 28" wide. **£550**



- 46 **PULLMAN CAR** set of six 9½" diameter white china **DINNER PLATES** manufactured by Ridgway. All are of the same plain white design with the "Pullman" coat of arms in black at one edge. All items in VGC. **£40**



P15.

- 47 **PULLMAN CAR** silverplate **SOUP LADLE** manufactured by Walker & Hall. The “Pullman Car Company Limited” coat of arms is incised onto the handle. A little wear and tear, but good overall. **£140**



P13.

- 48 **PULLMAN CAR BRASS TABLE LAMP** in a most unusual design (not in keeping with the usual Pullman style of lamp). “**ARGUS**” was constructed by Midland Carriage and Wagon in 1924 as a kitchen car. It was used extensively on the Southern Railway but also latterly the LNER. The lamp is not original to the car but an experimental replacement, (which based on contemporary 1930s reports) proved unpopular. Due to the design, it would often topple over during adverse motion. “**ARGUS**” was issued with at least four known styles of table lamp during its service history – before withdrawal in September 1963 and subsequent scrapping in Manchester. Approx. 22” high with 4¼” diameter base. No shade, but in VGC otherwise. **£680**



P16.

- 49 **PULLMAN CAR** silver plate **EGG CUP AND SPOON** manufactured by Walker & Hall. The "Pullman Car Company Limited" coat of arms incised on side of egg cup and on handle of spoon. 3½" diameter base, 2½" tall with wavy-edge rim. Both items in VGC. **£280**



Postal Auction Realisations.

- 821 **LNER** 12pp leaflet "Excursions de Luxe by the Eastern Belle Pullman Ltd". Green print with photo illustration on front showing loco and train. Dated May 1931. Rusty staples removed. Worn.
- 822 **LNER** 6pp handbill type leaflet "Pullman Excursions de Luxe – meet the sun on the East Coast by the Eastern Belle from Liverpool Street". Blue, orange and black illustrated covers showing loco and train. Dated 1939 season. VGC.
- 866 **BR** booklet for the "Introduction of Pullman Diesel Express Services between Wolverhampton & Birmingham and London (Paddington) also Bristol and London (Paddington)" 1960. Card covers, 20pp guide to services with fold out map and centre page colour photo of Blue Pullman.
- 1020 **FOUR "PULLMAN"** drinks coasters. Circular, 3¼" diameter, yellow coloured possibly Bakelite with name vertically displayed in centre. Good condition.

P17.

Pantry Talk.

Terry,

I have had an opportunity at long last to look at 'Coupe news' during my lunch-time yesterday. As you know I do not have access to a PC at home. I must tell you how pleased I am with the last three issues read and it is a real credit to you for the effort you obviously put in to it. What a marvellous job; it held my interest throughout covering so many different aspects including the American connection. Well done!

Can I ask you to make readers aware of the forthcoming Pullman Society AGM at Alresford on the Watercress line 19th/ 20th May, starting at 10.00AM.

Antony Ford

Camping Coach Query.

Hi Terry

In the latest issue of Coupe News you show "Cosmo Bonsor" as being converted to Southern Camping Coach P49 at Wrafton/Yalding.

In Mike South's lists he shows this vehicle as being converted to Scottish Camp Coach Sc46 at North Berwick.

Can you confirm which is correct

Once again a super magazine (as usual)

Best Regards

Tony Booth

Editorial Response: -

My information with regard to Pullman Camping Coaches (this being the only time a Pullman Car was referenced as a coach) is based on two letters and a drawing dated 1962 from The Pullman Car Company at Preston Park and London offices to Mr G J Child.

P18.

Letter 1.

Ref:EJM/F/83 from Mr E J Morris Director & Secretary to Mr G J Child and dated 02/08/1962.

PCC Ltd Office 167 Victoria Street London.

The following cars have been converted into Camping Coaches and in addition Car 'TOPAZ' is now in the British Transport Commission's Museum at Clapham.

No.6, 8, 41, 47, 45, 58, 95, 96, 98, 99.

Corunna, Palmero, Mimosa, Sapphire, Seville, Alicante, Ruby, Leghorn, Valencia, Hawthorn, Myrtle, Rainbow, Florence, Regina, Daphne, Sorrento, Flora.

Letter 2.

Ref:A.4b/JLG/SKT from J L Gilbert Works Manager to Mr G J Child and dated 15/10/1962.

Works Department Highcroft Villas Preston Park Brighton.

We enclose here with one print No.S.C.36 showing the cars which have been converted to Holiday Coaches and their Serial Numbers and Regions.

The cars with no Region No. against them are at present under conversion.

With regard to Car Emerald this is still a Staff Training Car at Battersea.

S.C.36 - Dated 15th October 1962.

RAINBOW - Region SR - Drg No.P152 - P49.

LEGHORN - Region Scottish - Drg No.P148 - SC46.

Mike South replies: -

Tony raises a good question which Terry answers most effectively.

My sources for my list were almost all published ones, and hence 'secondary'. Also, being (almost) human, I do not rule out the possibility of transcription errors, either by myself or by the original authors.

Terry's sources quoted here are 'primary' and hence, according to the theory of random improbability, are much, much more likely to be actually correct.

However (and it is only a small 'however') 'Official Sources' have been known to be wrong, sometimes seriously so! Another 'vice' of mine is Southern Railway & Region carriage set numbers and compositions.

P19.

I have been writing a book on the subject for over 20 years:-) I would now reckon that in 15% of all cases Official records as to actual set compositions were wrong by as much as 9 months and in one spectacular case were consistently wrong for over 7 years (all this being confirmed by my own actual dated photographs and by my own copious 'on the spot' scribbled-down-as-a-schoolboy notebooks).

I will not be able to check my own sources for a while.

Pending any spectacular and supportable contradictions unearthed during this re-check, I would tend to go with Terry's version of 'the truth' for now.

Thank you both for your interest in this incredibly obscure subject (but one which is great fun to research :-)) and "thank you" in particular to Terry for all the work he puts in and shares, it is very much appreciated.

Mike South
Calgary, Alberta, Canada

Pullman Memories - Dave Richards.

Dear Terry,

Your thoroughly enjoyable and commendable monthly publication comes with the worthy 'strap-line' of 'The Quality of Service is Remembered Long after the Price is Forgotten'.

However, as most of the tangible evidence and remains relate to the fabulous Pullman Cars themselves, this is justifiably where the focus generally remains.

I would like to try and redress the balance and hopefully kick-start a focus on where the real service was delivered from i.e. the attendants themselves.

I've attached 2 photographs that hopefully will be of interest to you and 'Coupe News' readers, being that of my father (Ron Richards) and my uncle (John 'Johnny' Cooper).

The picture of my father (1922 – 1982) as attendant 737 was in pre-war uniform and I assume was taken in the very late 1930's and likely at the start of his Pullman career.

It was sadly after his all too early passing, that my real fascination for Pullman cars started to evolve. As a youngster, I travelled regularly on The Brighton Belle and other Composite cars out of Brighton and very much took them for granted, as the way people travelled. I therefore quizzed him very little on his days with the Pullman Car Company but remember that he was proudly 'Attendant in Charge' of 'Grace' until she was taken out of service in February 1966.

P20.

I do remember him returning home (genuinely saddened) after her last service journey, with Grace's internal name plaque and one of her tables. The name plaque he later sold on the last running of the Bournemouth Belle in July 1967 (doubtless for 'a song') and the table was sawn in half, to make the doors for a record cabinet that he built for my sister – sacrilege!



Ron Richards (1922 – 1982) as attendant 737 was in pre-war uniform.

P21.

'Grace' was very much 'his car' but he regularly worked the Brighton Belle and never forgave BR for the awful blue and silver livery it was latterly painted, where the individuality and names of the cars were removed (but subsequently and thankfully largely restored).

I remember him coming home from his first day of 'buffet car' training, on one of the new (awful) 4-BIG units, stationed in one the sidings at Hove railway station and the realisation dawning that silver service was now replaced by paper plates and plastic cutlery and a 'meal' was now a slice of toast.

His zest for his job died at that stage and sadly a part of his zest for life also.

How I wish I could spend time with him now talking over anecdotal stories during his time with The Pullman Car Company, as I'm sure they were plentiful but I do remember 2 tales fondly.

The first related to set 3003 (that Grace was part of) being taken for an unscheduled (according to my dad anyway!), trip through the washer, north of Brighton . It was a hot balmy day and unfortunately, most of the car windows were open and Grace was afforded a thorough wash inside and out! Not wanting to own up to this oversight, my father spent the remainder of the afternoon and most of the night, baling Grace out and making sure that she was dry and in pristine condition for service the next morning.

The second story related to an over-zealous piece of shunting at Lover's Walk (Brighton) that resulted in the kitchen knife my father was holding, being jettisoned from his hand across the carriage, narrowly missing a colleague and being buried in the car's marquetry on the opposite side of the car!

My father died, aged just 60 after 43 years service with the Pullman Car Company and British Rail. My mother 'enjoyed' a pension of £16 a week as a result...

The second picture is that of my Uncle John (born 1925), in what I regard as the classic Pullman uniform and taken inside an unknown Pullman car. Johnny Cooper (attendant number 294) joined the Pullman Car Company in 1939 and is very proud that at the age of just 16, he was the Company's youngest ever Attendant in Charge, when placed in charge (again of Grace) in 1941. The early war years may well have removed many of his older colleagues to battle in Europe but he remains proud of the achievement to this day.

He spent several periods working Pullman cars until 1956, truncated by national service and ill-health at the time, before taking (what proved to be) a very successful 'desk job' for the remainder of his professional career.

P22.

However, in a recent letter to me he wrote 'It was probably the biggest disappointment of my working life when I had to leave 'The Pullmans'. Each day was different, meeting so many different people and celebrities and although my new job prospects were much better, there was always regret in having to leave.'

Johnny remains in rude health aged 82 and lives in lovely flat which overlooks the old Pullman car works north of Brighton at Preston Park . My wife and I recently enjoyed his company (and he's lost none of his spark or humour) and that of my Aunt Myra when meeting up with them recently and his affection to Pullman Cars remains to this day.

I hope you find the photographs, the anecdotes and their brief career histories interesting and maybe other readers, will have photographs of other attendants – the real deliverers of 'the Service'.

Regards and best wishes,

Dave Richards

Many thanks David for sharing your family Pullman history and photographs with your fellow readers.

CAN YOU HELP – Reply to the Editorial Address.

1. Hi Terry,

I was given your address by Murray Brown, I am looking for information and photographs of Pullman car Carina.

I am involved with forming a charitable trust with the aim of restoring the car back to ex works condition, some work will be starting in the next few weeks to prevent more deterioration.

Kevin Collins.

2. Hi Terry

I hope I am not being a nuisance but could you answer me a couple of questions? Mk.3 Manchester Pullmans 1985 to 1991. Did these trains have catering vehicles in them, if so what type?

Do you know the actual make up of the above rakes? I know they are not proper Pullmans but I hope you can help.

David Lewis

P23.

Tail Lamp.

My thanks to those readers who have contributed to this edition.

Well spring is here and light evenings have returned and it's that time of year we begin to plan trips and even contemplate visiting the local preserved railway.

If you visit one of the many preserved lines around the world and you come across a Pullman car, then take a photograph and forward it for inclusion within your newsletter to share with your fellow readers.

A question was raised to me recently following the release of the Bachman Mk1 Pullman cars in reverse grey and blue livery.

Do any of the cars in preservation retain this livery, a good question as I do not believe we have a car in the BR Corporate livery.

To the purist the cars lost their individuality when repainted, but some readers only remember the cars in this livery behind a Deltic locomotive.

Can any reader identify any Mk1 car in preservation still in grey and blue livery.

As the NRM at York have three Pullman cars in the collection, TOPAZ and two MK1 cars EAGLE and EMERALD, of which EAGLE is on loan to the Bluebell railway at present. EMERALD went to Carnforth for what was reported as being a repaint.

Should we not have one of the Mk1 cars in grey and blue livery to display the BR corporate image that the cars finished service in the late 1970's.

On the livery theme, TOPAZ was originally preserved in the 1920's livery of cream/white from cant rail to the bottom of the windows. TOPAZ remained in this livery into the period of movement to the then new NRM at York, and indeed ran on the national system in the Travellers Fare Centenary Express.

Then TOPAZ was returned to her delivery livery for the SE&CR of crimson with gold lining. So we have no car in the livery of the 1920/30's at this moment in time.

The porter's whistles are now calling to attention along the platform, as your attendant closes the vestibule door on this edition, we will now get underway to publication



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

T.Bye April 1st 2007.