



Pullman Car Services

Coupe News

"The Quality of Service is Remembered Long After The Price is Forgotten"

October 2007 – CAR No.56



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Cover Image.

Brian Kaye captured in August the Venice Simplon Orient-Express British Pullman car IBIS under going maintenance at the Longhedge Workshops of the VSO-E, Stewarts Lane London.

The second car to be seen is ex-Brighton Belle Kitchen First MONA.

Editorial:

Welcome to Coupe News No: 56.

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

My thanks to those readers who have supplied articles and images for inclusion 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 also be interested in reading about matters Pullman.

Information Required.

I will welcome any 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.

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

If you have any material for inclusion in No.57, please forward by October 27th.

Coupe News No.57 will be published on November 1st.

Editorial Address:

Terry Bye
Pullman Car Services
Email: pullmancarservices@yahoo.co.uk

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Editors note to the readership.

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 editorial address with your request, it's as simple as that.

Some readers do not receive copies as published for one reason or another. I do get bounce backs advising that an e-mail address no longer exists or the mail box full. If by the 5th of each month your copy fails to arrive, please e-mail the editorial address and I will forward to you the missing edition.

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

Pre 1960 Schedule No: 56.

Post 1960 Schedule No: 56

Name: **RUBY (1).**

Type of Car: Kitchen.

Into Service: March 1914.

Builder: Birmingham Carriage & Wagon Company,
Smethwick.

Tare: 32t.

Covers: 19.

1933 July. Rebuilt to Composite at Preston Park Workshops,
Brighton. 12 First Class & 14 Third Class covers and
tare increased to 33t.

1938 August. Rebuilt.

1940 September 12th. Damaged enemy action.

c1956. Rebuilt at Preston Park Workshops, Brighton, To
Kitchen First.

Withdrawn: 1960.

Converted to Pullman Camping Coach BR(S) No.P45 and located Lyndhurst Road 1960 to 1967.

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Look Back At Pullman.

1882 – October 125 Years Ago.

October 29th – The 9.15pm 'Down' Scotch Express which within the formation consisted of Pullman cars ENTERPRISE (Destination Edinburgh) and EXCELSIOR (Destination Glasgow).
Whilst passing Hunslet at 2.00am Pullman car ENTERPRISE was noted on fire.
The car was detached from the train formation, and subsequently destroyed by the fire. One passenger died within the inferno.

1947 – October 60 Years Ago.

October 6th - The full 'Brighton Belle' operation is resumed following the return to service of 5-Bel Unit 3052. This was due to the requirement to undertake substantial repairs to the five car unit following air raid damage sustained at Victoria Station on October 9th 1940.

October 27th - The 'Devon Belle' did not operate after this date (end of season),
the service recommenced on May 14th 1948.

October - The 'Yorkshire Pullman' service re-commenced, having been withdrawn since March following the Fuel Crisis that followed the severe winter weather of the early part of the year.

1957 – October 50 Years Ago.

October 5th - hauled The 'Down' working of the 'Golden Arrow' was noted being
by Britannia Pacific No.70014 William Shakespeare'.

October 20th - Noted at Stewarts Lane Depot with the 'Golden Arrow'
regalia fitted. Britannia Pacific No.70014 'Iron Duke'.

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1967 – October 40 Years Ago.

October 6th - The 'Manchester Pullman' 10.50am Euston to Manchester and the returning 2.50pm service have been withdrawn due to lack of patronage.

1977 – October 30 Years Ago.

October 8th - The sale by auction of five CIWL cars by Sotherby's at Monte Carlo (Goods Depot). James Sherwood is successful in the purchase of Sleeper 3543 for £41,600 and 3489 for £23,400.
Both cars were then sent to Sea Containers depot at Bordeaux.

Attendants Service.

Colne Valley Request - AQUILA.

The C&W team is going to start work on restoring the doors and ends of Aquila this winter however we have very a very limited amount of drawings or other information on the ends. Consequently if any reader has constructional drawings, layouts or other mechanical detail/drawings of the vestibule layout and construction we would very much like to have access to them. We would be happy to pay for postage, to have the drawings copied and returned to the owners – any help would be much appreciated.
Many thanks Roger Mannion

Event Management & Business Development

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Peter Hall requests the help of fellow readers.

In circa 1981 Casterton Services of Stamford acquired six Pullman Cars, these being 315 'HERON', 316 'MAGPIE' (DB975608), 320 'STORK' (DB975609), 321 'SWIFT', 333 'Car No. 333' and 346 'CAR No.346'.

By 1988 'CAR No. 333' and 'CAR No. 346' were the only ones still located at the Casterton Taverner Motor Inn, Casterton Hill, Casterton near Stamford.

The others having found new homes at: 'HERON' - the Great Central Railway; 'MAGPIE' - Steamtown, Carnforth; 'STORK' - Steam Rock Cafe, Muswell Hill; 'SWIFT' -Northampton Steam Railway.

Something I have never been clear about is whether the later four were ever actually located at the Casterton Taverner Motor Inn before moving on or whether they were kept elsewhere, possibly Stamford station sidings, in the early 1980s.

It is also recorded that 'MAGPIE' was located at the Plym Valley Railway for a short time before moving to Steamtown, something I have not been able to confirm.

It would thus be very interesting to know whether readers of 'Coupe News' can add anything regarding the early and middle 1980s histories of these Pullman Cars.

For example did any one visit Casterton and see more than two cars present or did they see some of the cars located elsewhere.

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DORIS - David Jones.

No real update for the readers this month as David has been on a cruise around the United Kingdom on board the Queen Elizabeth II. David can confirm from the deck as passing near to the river Wear mouth off Sunderland. He could see both Pullman cars Rosalind and Padua at the Seaburn sea front location.

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Car No.14 - Steve Doughty.

On going restoration work on the car has now reached the top coat being applied to the cars external areas.

The seats for the saloon area are on order and the moquette to be applied will be to the original 1947 design.

Looking to the car's arriving on the Swanage Railway, this could be in time for Christmas.

Fund raising for Car 14 continues and I am grateful to those who have sponsored the seats and otherwise contributed to the costs of the overhaul.

We do still need to raise more to finish the job, so please consider sending a cheque to: -

Swanage Railway Trust (Devon Belle),
Station House,
Swanage,
DORSET BH19 1HB

Or via our website at

<http://www.swanagerailwaytrust.org.uk/appeals/index.htm>

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Pullman car **CARINA** May 2006 at Pickering Siding North Yorkshire Moors Railway

Carina Preservation Trust.

Thanks for the terrific show for our efforts to launch Carina's restoration in Coupe News I did contact Roger Merry-Price regarding his photo of the Churchill funeral train passing Virginia Water, but I assume he must have been on holiday and not able to respond in time? I'm sure we can always find another occasion.

We also got a cracking half-page show in the current Heritage Railway.

I think we must keep a close eye on the Rosalind, Padua and Sapphire situation with them being advertised on ebay.

I was surprised at how good these cars are inside from seeing your pictures. I'm sorry I never paid a visit on previous trips to the NE.

It would be appalling if they went abroad. Are Rosalind and Padua now the only British 12-wheelers left apart from at Petworth?

We should campaign for them to be reactivated on a preserved line in this country. Ideally, East Lancs as it's nearest to me (!), but wouldn't they look sensational with Car No 79 and Carina on a NYMR train storming up the gradient out of Whitby?

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Once again thanks for all your help and publicity for the Carina cause.

Friends of Pullman Car CARINA annual subscription is £10; please make cheques payable to Carina Preservation Trust and send to:

Kevin Collins, Secretary,
Carina Preservation Trust,
Belford, 11 Park Avenue,
Drifffield,
East Yorkshire,
YO25 5EW.

Email: kevcoll@hotmail.co.uk

The trust will give Friends regular bulletins on restoration progress and organise works visits to view CARINA's refurbishment. It is hoped that concessions for travel aboard CARINA once restored can be offered to Friends.

For press/publicity information please contact
Peter Elson,
Tel: 0151 472 2502;
email: peter.elson@dailypost.co.uk

Sheffield Railwayana Auctions Limited.



Saturday September 15th 2007

LOTS 41-44: PULLMAN CAR ITEMS

41. PULLMAN CAR BRASS TABLE LAMP in brass with a modern curved plain base and tubular stem attached to which are wire holders for the lamp shade. The base is clearly stamped "**PHOENIX**" at the electrical input. This lamp was of an experimental design; exclusive to Phoenix, a "Golden Arrow" car, clearly reflecting the austerity of the post-war era.

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Built in 1952 withdrawn from the "Golden Arrow" in September 1972, now preserved on VSOE. The car was used by French President, Charles de Gaulle and Queen Elizabeth, The Queen Mother, among many other dignitaries. Approx. 19" high with 6¼" diameter base. Fitted with an original pink Perspex shade. Rewired and a 3-pin plug fitted (not tested). Lamp and shade all in VGC.

Sold @ £800



42. PULLMAN CAR silverplate **SAUCE BOAT** manufactured by Martin Hall & Co Ltd Sheffield "Shrewsbury Plate." The round crest Pullman coat of arms with the name "Pullman Car Company Limited" within two line border around it is incised in the side. Oval shaped, 6" x 4" at the top, 4" to top of handle. VGC.

Not Sold.



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43. PULLMAN CAR enamel and gilt UNIFORM CAP BADGE: “SOUTHERN – GOLDEN ARROW” in green enamel at top and bottom of badge, the Pullman coat of arms in red yellow, blue and white enamels at the centre with “Pullman” in scroll below it in red enamel. These are set against two three-flight arrows set diagonally behind. This was a post-war badge (c.1946) manufactured by L. Simpson (London) Ltd which is incised on the back together with the number “17.” 2¼” x 2” in good original condition, a little loss of green enamel in the word “Southern” only.

Sold @ £400



44. WAGONS-LITS PULLMAN “ORIENT EXPRESS”

Pair of **BRASS TAPS** both with ceramic labels bearing the title “Orient Express” one “Chaud” the other “Froid” complete with brass spout and aluminium connections. Approx 24” long. An unusual item in ex-vehicle condition.

Sold @ £50



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1923 Pullman Restaurant – Sleeping Car “DOVER HARBOR”

I make no apology for including the above image within this edition after appearing within the September edition.

Terence Mulligan of New York, has forwarded some additional text and images of the mammoth trip the car undertook in late August from San Francisco to Washington via New York. My thanks also to Fran Phillips for allowing us to share these unique images of Pullman style in the USA.



Image: Fran Phillips.

1923 Pullman restaurant-sleeper "Dover Harbor" leaving Pennsylvania Station, New York on a charter, attached to the rear of a regular Amtrak express. The on board crew consisted of chef and two waiters, and of course, these days a mechanic riding on board. Destination was Washington, D.C. 222 miles. Top speed 110 miles an hour.

P14.



Image: Fran Phillips.

The Lounge interior of 'Dover Harbor'.

On a charter trip in July, 1923 Pullman restaurant-sleeper "Dover Harbor" traveled 3,000 miles across the United States, San Francisco to Washington, D.C., in the consist of two Amtrak trains. Passengers chat in the lounge after dinner as the train briefly follows the route of the famous 20th Century Limited near Toledo, Ohio.

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Image: Fran Phillips.

Chef Jerry Tompkins and Waiter Mike Martin.

I don't mean to make this a D Harbor monopoly.
Other preserved Pullmans operate on Amtrak, no public cars (for ticket-buying passengers) old as Dover Harbor, though several even older private Pullmans and office cars are allowed, I think the oldest from 1911.

P16.



Image: Fran Phillips.

Dover Harbor....stopped at Winnemucca, Nevada because of giant brush fires up ahead in the hills near Elko, Nevada. July 2007

The images have been collated from two very recent USA Pullman car charters - way out west - you could call them. 1923 "Dover Harbor" restaurant/sleeper together with 1949 Budd-built dome sleeper observation "Sierra Hotel" took a party of 16 from Albany, New York, most of the way to a dude ranch in Wyoming in mid July, on the rear of two Amtrak trains.

The two cars then proceeded empty to San Francisco, then returned east with altogether different charter groups, "Dover Harbor" to Washington, D.C. and "Sierra Hotel" to Chicago.

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Image: Fran Phillips.

Inside the dome of car "Sierra Hotel" whilst standing at the Amtrak Commissary sidings at Chicago (The home of Pullman) in July 2007, on return from the San Francisco charter.

The grand dome seating from which to view, especially, mountain scenery in the Rockies and High Sierras.

The car is equipped with a full kitchen, 3 x large bedrooms and an open rear platform.

Built by Budd Co. for the original - pre-Amtrak - "California Zephyr" of 1949.

July 2007, on return from San Francisco charter.

Photo © 2007, Fran Phillips

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Image: Fran Phillips.

Sierra Hotel stands in Amtrak's Commissary Yard at Chicago, IL. July 2007

Newsletters.

RAILDATE

Howard Sprenger produce a free weekly newsletter on behalf of the Hursley Park Model Railway Society. It is not a solely model railway newsletter, and covers all subjects relating railways.

Visit <http://www.ibmhursleyclub.org.uk/ss/hpmrs/> for further details and how to subscribe to receive the newsletter weekly. Remember its free just like Coupe News.

THE RAILWAY HERALD.

A quality free colour magazine that is issued weekly covering this weeks railway operations.

Register at <http://www.railwayherald.co.uk/> for your free copy today.

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Illustrated Pullman Talks.

Monday October 8th - The Southern Electric Group – Sussex Branch.

Regular contributor to this newsletter David Jones, is to give an illustrated review of the “**100 remaining Pullman cars and their uses**”.

At the Deall Room, Southwick Community Centre, Southwick, Sussex.

Departure will be at 7.30pm prompt. Cover charge of £2 for Adult, being to offset the cost of the meeting venue. Visitors, prospective new members are most welcome to attend.

For additional information contact the SEG Secretary 01273 504791.

Hornby RailRoad - The first steps to modelling railways

For many receiving a Hornby train set is the first step to modelling railways. Over the years Hornby's diverse range of sets has encouraged enthusiasts both young and old to develop their newly acquired train set into a model railway with part of this development being the acquisition of additional locomotives, rolling stock and of course track.

These days the majority of Hornby sets include a TrakMat which presents to the newcomer a bird's eye view of a fully scened model railway layout. By adding Hornby Track and Building packs to the track circuit included in the set a model railway layout can be easily and quickly assembled in simple straightforward steps. During the expansion of the layout new locomotives, coaches and wagons tend to be added which are either purchased by the train set owner or given as presents throughout the year allowing for the whole model railways experience to develop and grow in simple stages.



Hornby RailRoad R4312 – 1928 Parlour First

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For several years the model railway fraternity have demanded that newly tooled locomotives and rolling stock are produced with more and more detail, emulating as closely as possible the full size locomotives, coaches or wagons that are being modelled. Hornby have consequently responded to these demands by producing models which incorporate extensive and intricate detail. Delicate vacuum pipes, highly detailed cab interiors, fine scale valve gear plus a mass of separately fitted fine scale parts all go into producing a superb model. These marked detail improvements are a key feature to any new generation Hornby locomotive and have been wholeheartedly welcomed by the modeller who can now place a Hornby model on their layout and be confident that they are the owner of a model "par excellence"!



Hornby RailRoad R4313 – 1928 Parlour Second Brake

Of course there are those who do not require the high level of detail that is achievable today. There are those who wish to "customise" models with extra detail components themselves, or who may decide to try their hand at painting extra livery features or indeed by repainting the whole model. These are modellers who obtain enjoyment from the hobby by using their own endeavours and by developing their own modelling skills. Then again there are those who want to add locomotives and rolling stock to their train set and are concerned that the extra fine and separately fitted components included on the highly detailed models will be susceptible to damage by the casual hand unprepared and unaware of how to handle models fitted with delicate parts.

Young or old, keen modeller or just a beginner, the Hornby RailRoad range answers the needs of many and is a perfect complement to the variety of locomotives, rolling stock, track, buildings, and accessories that can be found in the current Hornby catalogue.

Devoid of easily damaged detail parts the suitably livered RailRoad locomotives are fitted with efficient drive mechanisms and have pickups on all drive wheels ensuring smooth running. All the RailRoad models are fitted with the standard Hornby hook and bar type couplings and will therefore easily couple to those locomotives and rolling stock in both the standard Hornby and Thomas & Friends ranges.

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With this in mind it is easy to see that those models that make up the Hornby RailRoad range are a simple and cost effective way of adding to a train set providing a suitable and most appropriate stepping stone into the varied and fascinating World of model railways.

The introductory range offers not only a selection of individual locomotives, rolling stock and accessories but an assortment of train and wagon packs ideally suited for either train set rolling stock enhancements or for those who wish to experiment and try their hands at developing their modelling techniques!

The Hornby RailRoad range – The first steps to modelling railways.

www.hornby.com

Stewarts Lane August 2007 – Brian Kaye.



Image: Brian Kaye.

Pullman Composite car RUTH.

P22.

In the course of preparing information for the book I am working on, I was fortunate enough to be invited to visit Stewarts Lane, by Tim Robbins, the maintenance/operations manager for the VSOE, in August this year. I was accompanied by Antony Ford and we were both hoping in particular to have a look at Ruth, the Southern composite car, stabled there.

Ruth, I am sure most of you know, is one of only two composite cars remaining. There have been many rumours that Ruth was elsewhere, but I think the photograph with Battersea power station in the background, rather makes the point. Tim had very kindly arranged to have Ruth brought round to the workshops, away from the electrified lines, for us to have a look. As can be seen she is tarpaulined over, and was thus in near darkness inside, making photography difficult to say the least.



Image: Brian Kaye.

Interior of car RUTH.

I managed some reasonable pictures despite this. The kitchen and pantry are fairly complete and the First saloon retains its post war panelling, rather than marquetry, because in fact the apparent inlay work is actually painted on marquetry, as does the coupe.

P23.

Some of the original woodwork from pre war was used in the refit apparently, namely the Bubinga wood, a type of African Rosewood, I am told. The two mini pantries at the vestibule end of the third saloon are also in tact. These are interesting and were provided to serve teas and coffees to the remainder of the non-Pullman train, to avoid the attendants continually moving through the car.



Image: Brian Kaye.

Ex - Brighton Belle Kitchen First car MONA.

We were also able to see inside Mona and Car 88. Mona is very good inside with the beautiful panels of Britannia in very good order. Car 88 is also very good but of course with much plainer panelling, being a motor brake third parlour. Tim showed us a number of marquetry panels in the store, some from car 86 and one beautifully restored table from a continental wagon-lits car. Antony and I decided we would forego the winning prize of a five minute dash round a supermarket, in favour of a dash round Stewarts Lane Pullman store!

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Image: Brian Kaye.

The interior of one of the two main saloons within car Mona.

In the workshop, car IBIS was having a clean up, and it was fascinating to see underneath a Pullman car and to examine the bogies, something I have certainly never seen before. IBIS is the oldest Pullman car in the VSO-E UK Pullman fleet being of 1925 vintage.

Also at Stewarts lane, under tarpaulins, were car 86, Phyllis and Agatha.

Antony and I would like to thank Tim very much for his hospitality and time, and look forward to perhaps seeing some of these cars operating again one day.

P25.



Image: Brian Kaye.

The Bogie Pin beneath car IBIS.

For those of you who are interested in the progress of the book I am preparing "Pullman Interiors", I have been asked by the publisher to proceed as quickly as possible with completion, with a view to publication as soon as possible. A date is yet to be advised but it is hoped to be early in the New Year. I would like to thank everyone who has offered me help and encouragement, and to those Pullman car owners who have allowed me access to photograph them."

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Image: Brian Kaye.

One of the two Gresley Bogies (trucks) from car IBIS.

P27.



Image: Brian Kaye.

The interior of Ex – Brighton Belle Parlour Second CAR No.88.

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FIRST PHOTO OF CHURCHILL'S FUNERAL VAN ARRIVAL FROM THE USA'S WEST COAST 24th September 2007

Steve Doughty - 27th September 2007

Project Leader and Deputy Chairman, Swanage Railway Trust.



Sir Winston Churchill's funeral train catafalque - Southern Railway van S2464S - arrived back in the UK on 24th September 2007, and is seen here being unloaded from the transport ship at Southampton Docks. Photo courtesy Bruce Williams

Steve Doughty advises:

Sir Winston Churchill's funeral train catafalque - Southern Railway van S2464S - has arrived back in the UK after leaving the USA in August, thanks to the generosity of California's City of Industry mayor David Perez and an appeal by Swanage Railway volunteers.

Sir Winston Churchill's funeral train catafalque started its long journey back to the UK from the USA on Monday 13th August, when preparations began at the Industry Hills golf resort near Los Angeles for its move to the port of Long Beach.

Now that Southern Railway van S2464S is home again, The Swanage Railway Trust now has the task of raising additional funds to ensure its long term preservation and display. What form these take will very much depend on how much can be raised.

P29.

On Wednesday October 3rd the BLV will move by road haulage from Southampton Docks to the East Somerset Railway at Cranmore. Whilst at Cranmore the BLV will have an inspection undertaken to identify a work plan of restoration.

Full details of the repatriation project, including how to donate to the next phase, can be found on our news page at <http://www.swanagerailway.co.uk/news319.htm> or by contacting the Trust's Deputy Chairman Steve Doughty at stephen.doughty1@btopenworld.com.

Fund raising continues and I am grateful to those who have already contributed to the costs of returning van S2464S to the UK. However, we do still need to raise much more to finish the job so even if you have already contributed please consider sending a cheque to the Swanage Railway Trust (Churchill Project), Station House, Swanage, DORSET BH19 1HB or on-line by debit or credit card via the Trust's website at 'www.swanagerailwaytrust.org.uk'

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P30.

Tail Lamp.

My sincere thanks to those readers who have contributed articles and images to make this edition an enjoyable read to fellow Pullman devotees around the World.

The busy month of September has now past into history, I hope you have enjoyed reading the two Special Editions, which I am sure by now will have been read, past on then a copy placed within or on file.

Please remember without your contributions this copy of Coupe News and the Special Editions will not have been possible.

I hope to advise readers of the potential publication of a new Pullman related book due release in the Spring of 2008, by a reader of Coupe News.

With Christmas some 13 weeks away, yes only 13, it will be time to drop hints for a Pullman related gift to those nearest.

Then a week or so later we will have Hornby advising on January 1st of the new product ranges and sets for 2008.

It would be interesting for you as readers to send in to me your suggestions for Pullman related model railway equipment. We won't make any impression on the 2008 range, but it might be possible for the 2009 product range, if we can advise them sooner than later. I feel sure the "Blue Pullman Diesel Multiple Unit will feature within some readers suggestions, but please remember that any new item will have an initial cost to the manufacture in research and production. The market for the product must also be considered. So what can be done to existing models available on the market. Firstly livery changes, my suggestions being as Hornby's matchwood cars offer a varied livery choice such as SE&CR Crimson Lake with Gold Lettering and lining. The Pullman cars sold to the LMR at the end of the contract were painted Maroon and then Blood and Custard. The pre 1930 livery of White to cant rail level (commonly known as White Pullman).

Each of these liveries will open up the potential for new Pullman sets being produced. If you wish to contribute the dead line will be October 27th for publication within the November edition, with a possible manufactures response for the December edition.

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 October 1st 2007.