



Pullman Car Services

Coupe News

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

April 2008 – CAR No.62.



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Cover Image – David Chittil.

Merchant Navy Class Pacific 4-6-2 No.35028 'Clan Line' clears Farlington Junction with the Hampshire Lunch Tour heads west towards Fareham the train consist included the VSO-E British Pullman cars on Saturday March 1st 2008.

Editorial:

Welcome to Coupe News No: 62.

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.63, please forward by April 28th.

Coupe News No.63 will be published on May 1st.

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Coupe News editions 1 to 61 and all Special Editions can be sourced at: -

<http://www.semgonline.com/coach/coupe/index.html>

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Editors note to the readership.

Changing your Email address, or wish to be removed from the mailing list. Please Email 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 Email 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: 62.
Post 1960 Schedule No: 61.
Name: FLORA McDONALD.
Type of Car: Dining.
Into Service: May 1914.
Builder: Cravens Limited, Sheffield.
Tare: 42³/₄t.
Covers: 30.

1914 May: Enters service on the Caledonian Railway.

1919: Reconditioned by Craven.

1933 December 4th: Taken over by the LMSR and allocated the identity of 206.

Free Newsletters/Magazines:

Daily newsletter (Monday to Friday) from Pat Hammond covering model railway news, views and products.

www.mremag.com

Raildate is a weekly newsletter (Friday) covering general railway subjects with links to sites for further information, from Hursley Park Model Railway Society.

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

Railway Herald is a colour magazine which has recently been updated and covers today scene on the railway.

www.railwayherald.co.uk

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Look Back At Pullman.

1928 – April 80 Years Ago:

April 18th. Lord Davidson Alexander Dalziel of Wooler passes away. In 1906 then Davidson Dalziel, he began negotiation to purchase The British Pullman Car Company from the late George Pullman trustees. This was successfully completed in 1907.

1973– April 35 Years Ago:

April: Pullman car **CAR No.79** the sole remaining 1928 built Parlour Brake is presented to the South Yorkshire Group of the North Yorkshire Moors Railway by its then owners Slag Reduction. Since purchase by Slag Reduction as scrap the car had been in use as a meeting until 1971. Within the car's interior can be found two saloon areas, Slag Reduction gutted the saloon nearest the Guards brake by stripping out all the internal 2 x 1 seating and tables, and then installing a board table and chairs as replacement for meetings.

1978 – April 30 Years Ago:

April 8th. Brighton Football Club charter "The Seagulls Special" Brighton – Bolton the formation includes Mk1 Pullman car **E314E (HAWK)**.

1988 – April 20 Years Ago:

April 14th. Ex-Mk1 Pullman car **E314E (HAWK)** now ADB975876 arrives at Vic Berry's scrap yard.

THE PULLMAN SOCIETY

The Society is dedicated to the study of all aspects of Pullman operations in the British isles and Continental Europe – and in the United States, where the first cars were built and services began.

The society journal "The Golden Way" is published twice a year

For further details including Membership please contact
Alan Wood - Email awood17166@aol.com

MIDDLESBROUGH MODEL RAILWAY CLUB – 2008 EXHIBITION



**Saturday & Sunday May 17th & 18th - Opening at 10am
Settlement Community Centre - Union Street - Middlesbrough - TS1 5NQ**

This year's exhibition will include the first public operational display of the Clubs long awaited layout of the original Billingham Station in the era of the mid 1950's to early 1960's.

Also exhibiting this year.

Gairloch & Wester Ross "009" – What might have been in NW Scotland.
Whiteadder Jctn "EM" – What might have been LNER Scotland.
Uganda Railways Gauge 1 – 1900 Colonial scene.
Dyna Hyfryd "N" – North Wales in the late 1940's in GWR.
Vicker Lane "O" – North East England 1950's to 1970's.
Fellburn "00" – North Tyneside Electrified Lines circa 1947.
Lillesdorf "N" – German Railways a Fictitious Setting.
Spital "P4" – Fictitious Setting on the Stainmore Route of 1910 NER.
Carters Dock "00" – North East England Dock Scene, Fictitious Mid 1960's.
Further layouts to be announced – **WATCH THIS SPACE.**

Trade Stands – Refreshments – Free Car Parking

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The Queen of Scots Train Formation circa 1957.

Terry,

Would it be possible for you to ask the readers of Coupe News if they have any information on, the Queen of Scots Pullman circa 1957. I know it was a 10 coach train down & up, and I have some idea what cars were used, by process of elimination from a list of ER cars of 1954.

Peter Quinn

The South Wales Pullman.

Ongoing from last month's information regarding the SWP, reader Glen Woods has forwarded the following information: -

Some additional information in respect to the orientation of the kitchens in the inaugural South Wales Pullmans:-

3rd Brake Car No. 55

3rd Kitchen (Kitchen East) Car No. 171

3rd Parlour Car No. 35

Bar Kitchen (Kitchen West) Diamond (Daffodil Bar, ex New Century Bar)

1st Kitchen (Kitchen West) Cecilia

1st Parlour Zena

1st Kitchen (Kitchen East) Aurelia

3rd Brake Car No. 54

Reader Alan Wood advises: -

Firstly Jonathan Stangroom says he has two 1926 brakes. There was no such thing so don't really know what he is talking about. Secondly I note you have perpetuated the myth about Cars 27, 54 and 55 being rebuilt as parlour brakes in 1937. The wartime LNER diagram book shows these three cars still in use as kitchen thirds, they were rebuilt as brakes in 1947 for the Devon Belle.

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On Train Training Dover Harbor – Washington DC.

Terence Mulligan has forward the following text and photographs.

This was an exacting editon (March), full of interesting details. Fans in Great Britain are fortunate there is so much choice in luxury tour trains. Dinner trains is the word here. Only one luxury tour train. This may be offset by the plethora of individually owned first class cars that roam all over the USA attached to long distance Amtrak trains.



Mechanic teaches power, mu and communication connectors (photo Fran Phillips)

On Saturday, March 1, the Pullman restaurant/sleeper "Dover Harbor" was parked on a siding near Washington, D.C. for the once-each-year orientation day for new waiters, chefs and mechanics. It was an eye-opener. My lady friend Fran wants to cook meals on the car on some of the 2008 excursions.

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She likes to cook for large groups, and cooks with dash. The kitchen has a coal range and charcoal grills, which intrigue her.



Chef teaches table service (photo Fran Phillips)

Presented for the 25 of us volunteers who showed up were Pullman tutorials on kitchen mechanics, mixing drinks, wine service, beer service, laying tables correctly, baroque folding of napkins, how to wear uniforms, when to wear gloves, making down berths; learning the circuit breakers, fire prevention, shower disinfecting, how to start the diesel auxiliary generator, how to fill the water tank at stations,

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how to remedy condensate water dripping hither and thither onto polished surfaces from the air conditioning, how to liaise with Amtrak, how to polish shoes in the middle of the night. Whew! In other words, these are all the silent services a paying passenger out for a day or week-long journey barely notices, but the crew must know by heart.



Correct bed making (photo Bill Hakkerinin)

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Both - Formal setting with 1929 ice water carafe (photo Fran Phillips)



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Bluebell Railway – David Jones.

The maroon liveried BGZ brake vehicle, normally attached to the rear of the 'Golden Arrow' train formation, has been detached and taken to the Carriage & Wagon Repair shop located at Horsted Keynes for the fitting of a new floor and shelving.

It will then be put back into the formation to eventually replace the National Railway Museums BR Mk1 Pullman Car ***EAGLE***.

In the meantime Southern liveried PMV No. 404 takes its place as the brake vehicle, as shown in the photograph.

This PMV was recently lifted bodily in the Locomotive Works using the two overhead cranes so that the wheel sets could be replaced as the existing set had badly worn tyre profiles.



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Kent and East Sussex Railway- David Jones.

On a recent visit to the Kent and East Sussex Railway I found that the BR Mk1 Kitchen Coach normally within the train formation of the 'Wealden Pullman' had been removed from the train formation and located within the Carriage & Wagon Repair shop at Tenterden for repairs and a repaint.

This has now given the photographer the rare chance to photograph both Pullman Cars, '**BARBARA & THEODORA**' coupled together in the dock siding over the Branch Line weekend, as shown in the photograph below.

Normally the BR Mk1 Kitchen coach is sandwiched between the two Hastings gauge Pullman Cars.



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West Coast Railways – The Esk Valley Scotsman.

Journey & photographic report by Wayne Evans.



West Coast Railways Brush Type 4 47787 enters Stockton Station.

Whitby, Sleights, Gosmont, Glaisdale, Castleton, Battersby, Nunthorpe, Middlesbrough, Stockton, Hartlepool & Sunderland.

<i>Pullman Dining</i>	£129.00
<i>First Class</i>	£65.00
<i>Standard class</i>	£45.00

07.30am '1Z14' Whitby to Perth.

Train Formation (outward journey).

Brush Type 4 No. 47787.

Mk2 ex Manchester Pullman cars

PPF - 548 – Grasmere, PPF - 550 - Rydal Water, PFK - 506 - Windermere

PPF - 549 – Bassenthwaite, PPF - 551 – Buttermere, PFB - 586 – Derwentwater,

2 x Mk1 coaches First Class, 3 x Mk1 coaches Second Class.

Brush Type 4 No. 47826.

Train Formation (return journey) reverse of outward.

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The journey for me commenced with a taxi to Stockton Station.

At Stockton station which today resembles nothing of its past, the overall station roof has long since gone, a mere halt status on Network Rail's infrastructure.

The train had travelled from Carnforth to Whitby during Friday 7th, with overnight layover at Whitby ready for the 07.30am journey start.

A mere 2 hours and 37 minutes later the train glided in and came to a stand at Stockton station, another rarity these days for a locomotive hauled train to stop at Stockton station. I noted as you will from the photograph the train name board "Rail Tourer" was not as published the "Esk Valley Scotsman".



Retaining the standard Pullman Seating plan of 1966 of 2 x 1.

On joining my designated Pullman car **BASSENTHWAITE** and being shown to my window seat by a member of the on-board train crew the Pullman on-board service commenced and remained so until arrival back at Stockton some 11 hours later.

Before the train had cleared the platform heading north tea or coffee was being served and this continued throughout the time on board the train.

Toast and croissants were then served as we passed Norton junction, followed by cereal selection as we passed through Billingham. By the time we reached Hartlepool the full English breakfast was being served, followed by more tea or coffee.

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BREAKFAST MENU

CHOICE OF CEREALS, PORRIDGE
OR TRIO OF MELON SERVED WITH YOGHURT,
HONEY AND TOASTED ALMONDS

TOAST BASKET WITH PRESERVES / HONEY
CROISSANTS, PAIN AU CHOCOLAT

GREAT BRITISH BREAKFAST GRILL TRAY

SPECIALLY BREWED TEA & COFFEE

The train stopped at Hartlepool and finally at Sunderland to collect the remaining passengers, then it was non-stop to Edinburgh Waverly via Gateshead, Newcastle upon Tyne, Berwick upon Tweed.



The Royal Border Bridge is approached at Berwick upon Tweed.

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As already referenced the on-board crew kept me plied with Tea, and then bacon sandwiches and biscuits, it seemed to be endless.

Shame about the passengers traveling behind the Pullman cars as the smell of food wafting through to them was constant all day.

At 1.30pm more tea but accompanied with sandwiches and cake.



Approaching Edinburgh with the 6 x Mk2 Pullman behind the locomotive 47787.

On arrival at Edinburgh Waverly, some passengers leave the train for the four hour sightseeing and shopping. But all to soon we head north out of Waverley station for the next stop at Stirling where more passengers detrain for an estimated two hour break. But at least 85% Pullman car passengers remained on board for the journey to Perth.

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Departure from Edinburgh Waverley with its recently completed track layout.

On arrival at Perth I had a mere 40 minutes turn around before departure, I made good use of the time by trying to burn of some of the North bound calories before rejoining the Pullman car which during the layover was cleaned and tables re-laid for the return South.

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47826 with its train awaits departure from Perth to Whitby.

The locomotive drivers on arrival vacated 47787 and walked down to 47826 for the return working, alas no locomotive detaching and running around, a benefit of having two locomotives.

Each Pullman car consisted of an on-board crew of three waiters, and the service was second to none throughout. For the South bound return journey I encountered a four course dinner with wine, beer and spirits.

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1966 Mk2 Pullman Parlour First.



1966 Mk2 Pullman Kitchen First.

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1966 Mk2 Pullman First Brake.

DINNER MENU

CREAM OF TOMATO SOUP WITH A HINT OF BASIL
FRESHLY BAKED BREAD ROLLS

OR

SMOKED SALMON & ASPARAGUS MOUSSE
SERVED WITH A DILL DRESSING

ROASTED SPRING WELSH LAMB
FLAVOURED WITH ROSEMARY AND SERVED WITH
MINT & RED JUS-LIE
MINTED NEW POTATOES, DAUPHINOISE POTATOES,
GLAZED CARROTS &
FINE BEANS

LEMON CHEESECAKE
SERVED WITH
STRAWBERRY & COULIS

SELECTION OF FINE BRITISH CHEESES
SERVED WITH CELERY & GRAPES

COFFEE & MINTS

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I have to admit that I am a Welshman and during the return journey I received a mobile phone call advising that Wales had beat Ireland, this as we passed Murrayfield stadium from which the dejected England supporters were exiting.

We arrived back into Stockton at 20:55 bang on time, hardly able to walk. Tour Company provided comfort, treat me like lord, nothing was to much trouble, service fantastic, relaxed atmosphere, food better than any I have in any hotel bar none and so much off it. Truly well organised and I can't wait for my next. This was my first experience of Pullman style travel and I can assure you it won't be my last. On arrival at Whitby, the locomotives and stock were berthed in a siding until Monday March the 10th, when the train formation returned to Carnforth.

Sheffield Railwayana Auction Limited.

Auction Realization of March 15th.

The auction was held at The Gateway Centre, Derbyshire County Cricket Club, off Nottingham Road, Derby DE21 6AF.

LOTS 40-45: PULLMAN CAR ITEMS.



40 - HEADBOARD: "GOLDEN ARROW"

In green with shaded yellow lettering and the large arrow in yellow and gold leaf piercing it through the middle. The three-flight arrow is 66" from tip to tail and the central disc is 33" in diameter. Clearly visible on the black painted back is the legend "Motive Power Depot Stewarts Lane." The back also features a large bracket for fitting to the smokebox door. BR Southern Region commissioned this design which coincided both with the introduction of the two "Britannia Class" Pacifics, 70004 "William Shakespeare" and 70014 "Iron Duke," to the service in 1951 and the "Festival of Britain" exhibition held in London the same year. They were used until the early 1960s when the service was taken over by the 2,550HP third rail electric locomotives (later class 71) and a plain headboard was made for these. Good, ex-service condition with the usual knocks and scrapes of service. The vendor bought the headboard in 1963 from Stewarts Lane depot and has owned it ever since.

Auction Realisation £25,000.00

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41 - CARRIAGE PRINT: "GOLDEN ARROW" CONTINENTAL EXPRESS

By Richard Ward from the Southern Region (B) series issued in 1956. The artist shows the famous Southern express emerging from the unusually shaped portals of Shakespeare Tunnel, between Dover and Folkestone.

The locomotive is a BR standard "Britannia" class 4-6-2 Pacific, probably 70004 "WILLIAM SHAKESPEARE." The 11:00 departure from Victoria to Paris had operated for some time before gaining the title "Golden Arrow" in 1929. A much sought after print and rare being in very good unused condition, except for a slight crease in the border. In an original type glazed wooden frame.

Auction Realisation £480.00



42 - POSTER: GOLDEN ARROW.

A double-royal poster of the famous express arriving at Paris Gare du Nord by Pierre Fix-Masseau (1905-1994) in his unmistakable art- nouveau style commissioned in 1988. A modern work but in true golden age style and included as part of the "Golden Arrow" theme in this auction. Very desirable. Rolled, VGC.

Auction Realisation £120.00

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43 - VSOE D/R poster: PARIS – VENICE SIMPLON ORIENT EXPRESS.

Art-nouveau style artwork showing Parisian scenes again by Pierre Fix-Masseau and dated 1979. One of a series of posters commissioned by Sea Containers (at that time the owners of VSOE) to commemorate the re-introduction of the London – Venice luxury express in 1980. Rolled, a couple of small tears at base (one repaired), good otherwise.

Auction Realisation £160.00



44 - PULLMAN CARS SILVERPLATE SUGAR SHAKER

Manufactured by Walker & Hall. Lighthouse style, 2¾” diameter base, 1¾” diameter body, 5¼” tall. The company coat of arms with the wording “Pullman Car Company Limited” in garter round the edge is clearly incised on the side. VGC.

Auction Realisation £110.00

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45 - PULLMAN CARS SILVERPLATE GRAPEFRUIT BOWL

Manufactured by Mappin & Webb. 4•” diameter base, 4•” diameter dish, 2½” tall. The company coat of arms with the wording “Pullman Car Company Limited” in garter round the edge is clearly incised on the side. VGC.

Auction Realisation £220.00

CAR No.14 - An update from Steve Doughty.

My thanks to Steve for allowing me to update readers on the restoration with text and photographs from the Swanage Railway Web Site.

This relates to the report as supplied by Steve and dated Friday 29th February 2008.



Devon Belle Pullman Observation Car No 14.

All photographs are copyright to Steve Doughty unless otherwise noted.

Swanage Railway volunteers report significant progress with the restoration of an historic Pullman observation coach that was once hauled by the world famous ‘Flying Scotsman’ steam locomotive and rescued from the west coast of the USA .

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Work on Car 14 continues apace, and I inspected progress with at Ramparts in Derby. The car is now externally finished, bar the fitting of the doors, and looks magnificent. Inside, the next job is the fitting of the carpet, which is due to be done on Friday 7th March. After that, the seats will be installed.



Devon Belle Pullman Observation Car No 14 resplendent in its new paintwork awaiting fitting of the doors.

On the inside we have had to do a bit more work than we had hoped, although this is not really bad news as this has helped to further restore the car to her original condition and reduces the amount of the work to be done later. Essentially, this has involved the removal of the 'mock English pub' interior that was installed for the 'Flying Scotsman tour of the USA from the observation end. This was necessary for two reasons. Firstly, the additional panelling had reduced the interior width such that the original seat design would not fit. Secondly, much of this interior was in poor condition and at risk of coming away from the sides and more importantly, the ceiling. This was clearly something of a safety hazard and as such made the decision easy.

Removal has revealed more of the original features of the car – fortunately the sidewall panels had merely been covered over not removed so we can now enjoy the original profile. We have also discovered the original lighting circuits and while the lamp fittings are sadly long gone, when connected up we were delighted to find that they still worked! The main job still to be completed now is the seats, which are now being made. We have received the seat material, known as moquette, which has been produced to the original design in maroon with a gold pattern. We have decided not to go for a carpet to the original design partly because of cost (some £3000) but also because it would need to be replaced when we undertake the restoration of the original bar area as the floor layout is different.

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New seating fitted inside Devon Belle Pullman Observation Car No 14, awaiting fitting of new carpet due on 7th March 2008.

The only issue of course has been the extra cost of this work. We have to date spent some £77,000 on this project, of which £50,000 has been covered by donations, the sponsorship of the seats and the proceeds of the Trust's annual draw. The balance has had to be found from scarce Trust general funds and as we are still not complete, we are still very much in need of additional funds, which can be sent online at <http://www.swanagerailwaytrust.org.uk/appeals/index.htm> or conventionally to Swanage Railway Trust, Station House, Swanage, DORSET, BH19 1HB.

Three of the four 'armless doubles' for the observation end have arrived and one of the sofas. The former are to be placed conventionally across the car and, depending on the carpet depth, may require a small amount of packing to ensure that they sit level and tight to the sides, the seat cushions fitting over the framing at this point. The latter will be placed at an angle, as they were originally.



The restoration team is seeking information on an interesting patch work in the floor boarding near the observation end Devon Belle Pullman Observation Car No 14.

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Examination of the floor revealed an interesting patch work near the observation end. Most of the floor is planked diagonally, but in this area there is quite a different layout, which may even be a relic of a previous (pre-1947) interior layout. If anyone can shed any light on this, I'd be very keen to hear from them

Also still to be completed inside are the light shades, which have proved difficult to find.

The interior paint finish has become something of a discussion subject in recent weeks. The sidewall panels revealed when the 'mock pub' interior was removed from the observation end were pale grey in colour, very different from the chocolate brown of Car 13. Black and white pictures, believed to be 14, also suggest that the window frames were a light colour, again very different from the wood finish of Car 13. This tends to support the view that the two cars were outshopped with different interiors - some also say one has seats finished in blue, the other in maroon.



The interior of Devon Belle Pullman Observation Car No 14 with its new paintwork, and shown in the Ramparts yard in Derby awaiting completion.

As the pictures show, we have followed that course, but more definitive information would be welcome, if not for now then for the first refit! Items that we still need to procure include window blinds and a clock and a circular wooden-mounted Pullman coat of arms for the forward and rear ceiling bulkheads.

BLV S2464S - Churchill Van – An update from Steve Doughty.

Work on the Churchill bogie luggage van has yet to start, pending submission of a heritage lottery funding application. We are in the process of soliciting restoration bids and hope to have our bid in by the end of April. However, as we don't expect the HLF to cover all costs, we are still raising funds in other ways and are very keen to receive donations, either on-line at <http://www.swanagerailwaytrust.org.uk/appeals/index.htm> or conventionally at Swanage Railway Trust, Station House, Swanage, DORSET, BH19 1HB.

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Tail Lamp.

My thanks to all who have contributed to this edition with articles and/or photographs, without your contributions this edition would be much the poorer.

Spring is here and the preserved railways have now re-opened after the winter break. During March I visited two preserved lines in Devon. The first visited the South Devon Railway which included a footplate pass on Great Western 2-8-0 No.3803. Within an open cab in pouring rain, it was still a thrill to stand and watch the driver and fireman undertake their duties ensuring the passengers arrived safely at the end of the journey. My thanks to Colin Kerswell Traction Inspector of the SDR for allowing me the chance to join the crew on the 12.15 from Buckfastleigh.

The second railway to be visited was the Paignton and Dartmouth Steam Railway. The home of Pullman **CAR No.13** ex-Devon Belle Observation car. For a mere one pound extra to the standard fare you can sit within the car for the single journey from Paignton to Dartmouth at the rear of the service train. For the return journey the steam locomotive is attached at observation end of the car. Alas no Pullman car attendant to serve drinks and light refreshments during the 30 minute single journey. But as we climb out of Goodrington for Churston with the ex GWR locomotive barking up the gradient the view from **CAR No.13** is well worth the £1 additional cost and you travel in a vehicle with more history than the locomotive at the front.

Finally my thanks to Gentleman Jim Smith who was kind enough to allow me join the annual EWS Steam Crew re-union weekend in Torquay.

The restoration of Pullman Observation **CAR No.14** is nearing completion and its return to revenue traffic is eagerly awaited on the Swanage Railway. For those readers of this news letter in Southern Britain, I now ask you to pay a visit to the Swanage Railway when the car enters traffic, to ride in the car and by doing so you will also help raise the much needed finance to pay for the restoration and the cars future upkeep.



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

T.Bye April 1st 2008.