

Pullman Car Services

# COUPE NEWS

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

**OCTOBER 2003**

**No:8**

**Editorial:**

Welcome to Coupe News No: 8.  
Your free newsletter of Pullman related news and material.

To those who have forwarded material included within this edition, thank you for sharing your information with fellow readers.

All I ask of you for the time I spend in production, is for you to forward on, either e-mail or printing a copy, to any one you may know who will be interested.

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

If you have any material for inclusion in No.9, please forward by 29th October.  
Coupe News No.9 will be published on November 1st.

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**Preservation News:**

**1960/1 Mk1 Pullman Cars.**

My thanks to Peter Hall for the following information.

Regarding the 1960/1 Mk1 Pullman Cars now owned by Vintage Trains.

I now understand that Flying Scotsman Railways have sold Car No.335, 347, 348, 349, 350, 351, 352, 353, 354 to West Coast Railway Company. They then sold them to Vintage Trains.

These cars are all certified as asbestos free.

Car No.315, 316, 321, 325, 337 were not included in the transaction due to the presence of asbestos.

My current understanding of the situation with these is:-

Car No.315, stored at Great Central Railway (Swithland Sidings) pending a decision on its future. Investigations continue as to exact ownership and liabilities.

Car No.316, originally sold by the West Coast Railway Company to Flying Scotsman Railways rescinded due to presence of asbestos. This remains in the ownership of West Coast Railway Company and is stored at Carnforth.

Car No.321, stored at West Coast Railway Company (Carnforth) pending a decision on its future. Investigations continue as to exact ownership and liabilities.

Car No.325, stored at Southall pending a decision on its future.

Car No.337, stored at West Coast Railway Company (Carnforth) pending a decision on its future. Investigations continue as to exact ownership and liabilities.

It is expected that these five will be scrapped due to the asbestos problem.

No exemption to the Mark 1 rolling stock provisions in the Railway Safety Regulations 1999 has been applied for, in regard to the NRM's car EAGLE. Thus it is no longer permitted to be used on Network Rail.

**13t**

**h Edition of The Pullman Car Preservation List.**

I have recently produced the 13th edition of the list. It is already available on the "Brit Pull" web page. But, if you wish a copy sending direct by e-mail, please forward a request to the editorial address. The file attachment is '261kb'. And it's FREE of Charge.....

**MONTANA.**

My thanks to Mrs P.Thornhill for the following information.

I have received news from MONTANA's owner that work has commenced on the restoration of the exterior of the car.

David Jones has forwarded the following information.

Re "Cars at Risk" I have not heard anything with regard to Aries or Formosa. Should they be added to the list.

Nothing more on Bluebell plans for Car 54 or 64 at the moment.

I visited the Halstead area recently and was advised of the following with regard to Car No.36.

A new aluminium roof has been fitted at a reported cost of £5000.

I note on the CAR Services website, they have two 1960s Pullmans for sale, which I understand are two of the Cars at Tyseley (refer to Vestibule Sales on page 3).

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**Preservation News Ctd:**

On the Swanage Railway's potential Pullman Cars, I have been advised that LYDIA is now complete and looks marvelous, and that ISLE OF THANET will be ready by next spring. However, the provision of covered accommodation has still not been agreed so the date of when the Cars will be sent down to Swanage is unknown.

**HAZEL.**

On Friday September 19<sup>th</sup>, I visited the Black Bull Inn at Moulton, North Yorkshire. Although only twenty miles from my home, it had been nine years since my last visit. Plenty of TLC has been given to this car since it arrived on site in the autumn of 1972. The external body work is in pristine condition and bears testimony to the thousands of pounds the owner has spent on keeping the car in true Pullman Style and Elegance. On average the external bodywork is treated every 4 years, and followed by a full repaint, lining out and then coats of varnish applied. The interior is like stepping back in time to April 1972, true nostalgia. The kitchen and Pantry are intact, although the kitchen has never been used since arrival. The meter for the third rail power usage remains on the wall in the kitchen. The toilet is fully operational also. The two saloons and Coupe retain original armchairs, the BR fitted upholstery has been replaced. All the brass work within the interior was gleaming and all wood surfaces highly polished all giving you the feeling the car was about to depart Lovers Walk Sidings for Brighton Station for the first run of the day to Victoria within the "Brighton Belle".

**Look Back at Pullman:**

1878 – Review of 125 years ago.

October 1<sup>st</sup>. The Pullman Palace Car Company re-opens with the agreement of the Midland Railway (08/08/1878) the Derby Workshop, to repair Pullman Cars.

October 1<sup>st</sup>. The following have seen services withdrawn by the P.P.C.Co.  
Leeds, Birmingham & Bristol.

1928 – Review of 75 years ago.

October 9<sup>th</sup>. Summary of Cars: - First Class: 163. Third Class: 77. Total: 240.

Allocation:	First Class:	Third Class:
Southern Railway: Central:	31.	30.
Eastern:	72.	Nil.
London & North Eastern Railway:	21.	39.
Metropolitan:	2.	Nil.
Great Western Railway:	12.	7.

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**Vestibule Sales:**

We have a couple of Pullman Cars for sale, these will be available from September 2003. Please contact Bob on 01691-681090 for full details.

For details and appointment to view, please contact:-  
C.A.R. Services.(UK)Ltd. 43, Horsefields, Peacemarsh, Gillingham. Dorset. SP8 4UH.  
Tel.No. 01691-681090/1(PHONE/FAX).

**Pullman Talks:**

**October 13th 2003.**

**Southern Electric Group** branch meetings take place at the Southwick Community Centre, Southwick Street, Southwick (a short walk due north from Southwick Station) and commence at 19:30. Light refreshments are available during the interval.

**'Pullman Preservation and the Kent & East Sussex Railway'.**

Pullman expert *Doug Lindsay* describes the preservation of these unique vehicles and then, in part two, his favourite preserved line.

**November 10th 2003.**

**Wensleydale Railway Association**, Northallerton Branch. The branch meeting is held at R.A.F.A. Club, High Street, Northallerton at 7.30pm.

**'Pullman History within the U.K'.**

North Eastern Co-ordinator for The Pullman Society, Terry Bye will snapshot the history in slides.

**November 11<sup>th</sup> 2003.**

Doug Lindsay is giving a talk on Pullman to the Friends of The NRM at the Gibb Lecture Theatre within the NRM at 7.30pm.

**Kitchen Choices - Chef of the Month G. Child.**

Whilst undertaking research for Attendants Service Table No.7, the following Pullman material was noted and shared with you.

**Devon Belle - 1951.**

Set 1: AURORA, PENELPOE, 19, FLORA (WATERLOO - EXTER ONLY)  
54, 249, CASSANDRA, SAPPHO,  
ROSEMARY, 61, 60, 27, 13.

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**Kitchen Choices - Chef of the Month G. Child Ctd.**

Set 2: JUNO, PLATO, 17, MONTANA (WATERLOO – EXETER ONLY).  
55, 159, ROSAMUND, CECILIA,  
ONYX 31, 171, 208, 14.

On the “UP” journey the Exeter portion was at the front of the train. Car Nos. 13 & 14 changed ends of the Ifracombe portions after turning on the turntable at Ifracombe.  
Source: Railway Observer 1951.

**Expanding on the extract within Coupe News No.6 with regard to 10000 & 10001.**

They were transferred to the Southern region, Nine Elms w/c 7<sup>th</sup> April & 25<sup>th</sup> April 1953 respectively. Working on trains such as 08.30am Waterloo – Exeter and returning on the 4.30pm Service to Waterloo. The Sunday Bournemouth Belle turn.

Two “diesel links” from May 11<sup>th</sup> 1953, did not include the Bournemouth Belle turn. This ceased by the end of July 1953.

10000 reappeared on the Exeter trains on the 12<sup>th</sup> & 19<sup>th</sup> September, but performance during 1953 was poor. 10001 was probably in Brighton Works until 10<sup>th</sup> February 1954 .

So the report is rather misleading as only a few trips on the Bournemouth Belle. There is nothing to suggest the locomotives received a “D” prefix. There was not room without applying new small numbers.

Source: LMS Diesel Locomotives & Railcars article by E.V.Richards. RCTS 1996 page 151.

**The KENTISH BELLE.**

I have tried to establish the date of the first Kentish Belle portion to Canterbury East.

Unfortunately there was no copy of the Railway Magazine available for 1951.

The Railway Observer reported that the Summer Timetable was to run from June 18<sup>th</sup> to September 23<sup>rd</sup>. But subsequently amended this to July 2<sup>nd</sup> to September 9<sup>th</sup>.

On reflection the latter may have been applied only to one region – probably LM.

It seems that Canterbury was last served on Friday September 21<sup>st</sup> 1951.

So did it first run on June 18<sup>th</sup> or July 2<sup>nd</sup>? Both were Mondays.

Perhaps this is a suitable question that you a fellow reader can answer for me and other...

Have you any tasty nibbles of information you would like to share within Kitchen Choices, If so forward them and be recognised as Chef of the month.

**Attendants Service:****Table 7. (RW)**

I have a Pullman menu. The date being Friday October 16th 1925.

It came amongst a collection of Southern Royal Train working noticed allegedly from a Royal train steward/train crew. Can anyone shine any light to this working?

Gregg Child of Watford has forwarded the following from his research: -

*As the answer poses more questions - of course. These include: -*

*- What was the car involved.*

*- Was it the first time that a Pullman Car had been used instead of a "Royal" Saloon.*

*- Was the rest of the train the former SE&CR "Royal" set.*

*-Patrick Kingston in "Royal Trains", D&C 1985.*

*It is quite clear that this was used in preference to LSWR & "Brighton" Vehicles, from 1923.*

*It did "not have facilities for preparing meals". This probably accounts for the use of a Pullman car (? Kitchen/Parlour).*

*-What was the route?*

*Basically the choices being Portsmouth Direct Line or Mid Sussex, with innumerable variations, on either. My feeling is Mid Sussex - the same route taken by Queen Victoria's Funeral Train. Probably via Sutton, rather than Three Bridges etc.*

*- What was the Locomotive?*

*Given that it came from South Railway Jetty, a large locomotive would not have been allowed - although it could have come on somewhere en-route. It is too early for 119 - that was not designated the Royal Engine until 1935.*

*Three paper weights in the style of a "King Arthur" class Locomotive were placed in the Pullman Car, as gifts for the Three Princes - and accepted. This suggests that a N15 (no doubt of the "Maunsell" batch) may have been involved.*

Table No.7 Response.

*On Friday 16th October 1925, HRH The Prince of Wales disembarked from HMS REPULSE at South Railway Jetty, Portsmouth.*

*After a seven month tour of West Africa, South Africa and South America. He was greeted by the Duke of York and Prince Henry, and later they traveled in a Pullman car in a train to London Victoria.*

*It arrived in Platform 15 (Brighton Side) at 3pm, convenient for transfer in to horse drawn carriage for a formal procession to Buckingham Palace.*

*It is possible that the train carried the younger members of the Royal Family to Portsmouth.*

*The Southern railway had chosen to retain the former SE&CR Royal Train, which did not have facilities for preparing meals; hence the use of a Pullman car (or cars).*

*To gather the information to answer the request I visited RCTS at Uxbridge and Guildhall Libraries.*

*Sources:*

*The Times 17th October 1925. The Railway Gazette 23rd October 1925.*

*Consulted but nothing of reference: Illustrated London News, Railway Magazine*

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**Attendants Service Ctd:**

**Table 7 ctd.**

May I take this opportunity to thank Gregg on behalf of R.Watson and the all readers for taking the time, effort and finance to answer this request, and also whilst undertaking this research, noting other Pullman related matters for inclusion within this edition.  
(Information is for sharing, not gathering dust).

**Table 8. (BB).**

Brian Bell editor of 'FORWARD' the Journal for the Great Central Railway Society, requests the help of fellow readers with the following:-  
As you are probably aware our society's interest is based entirely on the Great Central Railway, therefore I'm naturally interested if you have any information or articles on the 'Master Cutler' service preferably when run over GC lines.

**Table 9. (PG).**

Wanted one Hornby "Bournemouth Belle" Pullman Cars Pack No.R4169.  
Reasonable price paid, contact [peteglover@ntlworld.com](mailto:peteglover@ntlworld.com).

**Table 10. (JS).**

With the new Hornby models I am planning to make up a "South Wales Pullman" formation for my layout. I have already undertaken some research with the help of Terry Bye. But to date we have only identified one complete formation in operation. Can any fellow reader of Coupe News help me to get it right? Please respond via Coupe News, so the information can be shared to all.

**Table 11. (PT).**

Can any reader help.....

The present owner of car MONTANA has contacted me, in the hope that some one may have a photograph of the car in service prior to withdrawal in July 1960.

The owner is about to commence restoration work on the car, so any photograph will be most helpful in getting it right first time.

If you can help please advise by e-mail, or even attach the photo/s to an e-mail.

**The Fugitive & Pullman Town, Chicago.**

What has this 1993 film starring Harrison Ford to do with matters Pullman.

Well the film is based around the City of Chicago, and around twelve miles from the Windy City Centre on the South Side is the town of Pullman.

Within the film starring Harrison Ford who plays the part of Dr Richard Kimble, he breaks into the one arm mans residence. These sequences were filmed in Pullman. In the external views of the building on the left of the screen you will see Greenstone Church.

The actual premises used as the residence were in fact the original Pullman Hospital. In one sequence Tommy Lee Jones leaves the scene in a car, and in the distance one end retaining wall of the famous works can be seen. (Alas on my last visit in 2000 all the South End retaining wall's had been demolished).

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**Hornby Limited Edition Pullman Sets.**

**Great Universal Catalogue – Hornby Limited Edition Pullman Sets.**

**The following information has been found on the web site for this home shopping catalogue: -**

**The Premier Boxed Set 'Blackmore Vale' Special Edition – Price £229.99 Cat no:RN0479**

This top of the range train set from Hornby is in a special edition of 500 and has to be the ultimate starter set and an ideal gift for persons of any age. The set not only includes a top flight locomotive 'Blackmore Vale' but also three stupendous Pullman coaches which, amongst other extremely fine details, have table lamps that actually light when the train is in motion. For ages 8+.

**The Premier Boxed Set 'Port Line' Special Edition – Price £229.99 Cat no:RN0480**

This top of the range train set from Hornby is in a special edition of 500 and has to be the ultimate starter set and an ideal gift for persons of any age. The set not only includes a top flight locomotive 'Port Line' but also three stupendous Pullman coaches which, amongst other extremely fine details, have table lamps that actually light when the train is in motion. For ages 8+.

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**Tail Lamp:**

Coupe news is only as good as the information received, and published within.  
So why not share your news/material/information with fellow Pullman connoisseurs.

It would seem my concerns within last months 'Tail Lamp' re- 'At Risk' Pullman cars may have been wrong in respect that I only identified the pre-1960 cars at risk. As it now seems "at risk" cars should now include Mk1 cars due to the dreaded ASBESTOS.

A discussion on the restoration work being undertaken by the owner of car MONTANA, really brought into focus that it is not just the purchase of a car, but the care and attention you must put into the asset you have. Just as with the Forth Railway Bridge, maintenance and care must be an ongoing program, but that program will include the cost of both labour and materials.

The restoration work must be well planned and some times a compromise must be made due to the ever increasing prices of materials.

In a perfect world it would be nice to see all the cars that have been preserved, being restored to the standards of the UK cars within the VSO-E main line operation.

**In mid September I was advised with deep regret of the passing of Alistair Munday on Friday September 12<sup>th</sup>.**

**For those of you who knew or had met Alistair within the Pullman Society will know that he had been fighting Cancer for over a year.**

**In the short time I knew Alistair within the Pullman Society, his enthusiasm and knowledge came to the fore with his production of the new look Society Journal.**

**On behalf of the readers of Coupe News I express the most sincere sympathy to Pauline in her bereavement.**

T.Bye  
October 1st 2003

**Editorial Address:**

Terry Bye  
Pullman Car Services  
e-mail: [t.bye@ntlworld.com](mailto:t.bye@ntlworld.com)

10/2003.