

Pullman Car Services

# COUPE NEWS

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

**MAY 2004**

**No:15**

**Editorial:**

Welcome to Coupe News No: 15.  
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.16, please forward by May 26<sup>th</sup>.  
Coupe News No.16 will be published on June 1st.

**Editorial Address:**

Have you missed a copy of Coupe News, if so e-mail a request, it's as simple as that.

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<b>Content:</b>	<b>Page:</b>
Preservation news.	2/3.
Look back at Pullman.	3/4.
Attendant's service.	4.
Special working notices.	5.
Passenger's response.	5/6.
Private Varnish.	7-9.
Pullman talks.	9.
Pullman model railway news.	10/11.
NRM "Railfest 2004".	11.
Tail Lamp.	12.

### **Preservation News:**

#### **Bluebell Railway.**

Extract "Bluebell News Spring 2004 Volume 46 No.1. (Richard Salmon).

The paint shop has not seen a great deal of painting in the last quarter, the exception being **FINGALL** which was due to receive a touch-up and re-varnish, but unfortunately some damage to the paintwork on one side necessitated a full repaint instead.

Other than that space in the paint shop has been taken up with another Pullman, **CAR No.64**, for its interior to be stripped out. The shell has now gone away to Stewarts Lane, where overhaul of the structure is reported to be going well.

Tyseley - David Jones advises.

During a visit to Tyseley on April 19<sup>th</sup>, I was kindly updated on the status of the Met-Cam cars that were purchased some time ago by Vintage Trains from the Flying Scotsman organisation. The current situation is as follows:-

- Car 335** Kitchen Car now at Carnforth being prepared for main line duties.
- Car 347** Sold to Swanage Railway but has yet to move there.
- Car 348** Parlour Car now at Carnforth being prepared for main line duties.
- Car 349** In service on the Kent and East Sussex Railway.
- Car 350** Destined for the Somerset and Dorset scheme at Midsomer Norton.
- Car 351** Available for sale. (Enquiries via CAR Services UK Ltd.)
- Car 352** Destined for the Somerset and Dorset scheme at Midsomer Norton.

P3 - 12

**Car 353** Parlour Car now at Carnforth being prepared for main line duties.

**Car 354 Hadrian Bar** Car now at Carnforth being prepared for main line duties.

The movement of the four Cars to Carnforth in the middle of December was reported in an earlier Coupe News by Peter Hall.

### **North Yorkshire Moors Railway.**

Noted in stationary in platform 4, at Grosmont Station on Friday April 23<sup>rd</sup>.

GWR Inspection Saloon W80974,  
Pullman Brake Third Parlour **No.79**,  
Pullman First Kitchen (PFK) **ROBIN**,  
BR Restaurant First (RF) No.M324,  
Pullman First Parlour (PFP) **OPAL**,  
Mk1 Second Open (SO) W9274,  
Mk1 Second Open (SO) W4817,  
Mk1 Second Corridor (SK) E24804.

PFK ROBIN as reported last month has been through the C&W Shop at Pickering, and looks resplendent after an external repaint and lining out.

Web-site [www.northyorkshiremoorsrailway.com](http://www.northyorkshiremoorsrailway.com)

### **Look Back at Pullman:**

#### **1944.**

##### **May 17th.**

The following Pullman cars were noted stored at Eardley Road Sidings.  
**PEARL, SYLVIA, GROSVENOR, MYRTLE, SAPPHO, ANACONDA, & MONACO.**

##### **May 19<sup>th</sup>.**

**Car No.19** (in grey livery) noted in storage at Aldershot.

#### **1954.**

##### **May 7<sup>th</sup>.**

Pullman car **MONTANA** noted the empty coaching stock of the "Ocean Liner Express" at Clapham Junction.

P4 – 12

**1964.**

**May 8<sup>th</sup>.**

The “Bristol Pullman” operation went over to a loco hauled set for an estimated period of 6 weeks. The Blue Pullman set entered Swindon works for a complete overhaul. On completion of the overhaul and release to service, the “Birmingham Pullman” set will be withdrawn for overhaul.

**May 21<sup>st</sup>.**

Brush type ‘4’ D1546 noted hauling the “UP” Yorkshire Pullman at Retford.

**Attendants Service:**

**Table 1.**

Robin Lush seeks information from any reader of Coupe News, on the identity of the Pullman Car body located at the back of Hellifield shed. Robin visited the site in 1966, at that time the external condition was getting to be dilapidated, the interior was gutted. Time was running out for this car. Any known information on this unique Pullman will be of interest I am sure to all readers.

**Table 2.**

A request relating to the Pullman Car Inspectors. Did Inspectors, and the Chief Inspector, wear distinctive uniforms, and / or insignia, such as additional gold braid.

**Table 3.**

An Archiepiscopal Pullman Car Train. On May 19<sup>th</sup> 1924, a special train operated from London for guests to the inauguration of work on the shaft of Betteshanger Colliery, near Deal, Kent. The “First Shot” was fired by the Archbishop of Canterbury. Is any information available? In particular where did the train terminate? It is likely that the “mineral railway”, about 13/4 miles long, from the Dover – Ramsgate line to the colliery site, was completed before sinking began.

**“IS THERE ANYTHING ELSE, SIR”**

P5 - 12

**Special Working Notices:**

**Middlesbrough Model Railway Club Exhibition.**

Venue the Settlement Community Centre, Union Street, Middlesbrough.

Saturday 22<sup>nd</sup>, 10.00 – 17.00 & Sunday 23<sup>rd</sup> 10.00 – 16.00.

Admission: Adults £3.50, Family Party £9.00, Child £2.00 & Retired £3.00.

Layouts include Bramblewick, Hudson Road, Bowes and many others!

Also a good selection of Trade Stands.

**Cleveland Model Railway Club Exhibition August 21<sup>st</sup> & 22<sup>nd</sup> 2004.**

The exhibition will be held the Redcar & Cleveland College, Redcar Lane, Redcar.

I have been kindly invited to attend on behalf of the Pullman Society.

More details to follow.

**Passengers Response:**

Greg Child of Watford has responded to items within last month's edition.

**April 23<sup>rd</sup>, 1924.**

*The first Kings Cross – Newmarket race special is run hauled by Ivatt Atlantic No.1427, consisting of six cars, and routed via Hitchin.*

*The Kings Cross service proved to be popular and loads increased at times to eleven & twelve cars for major events.*

Greg responds.

In 1923 & 1924, the Newmarket services operated out of St.Pancras, and worked by a GER locomotive. Some ordinary Cambridge services ran to and from St.Pancras, via the Tottenham & Hampstead joint line which was joint MR & GER.

The Pullman cars used in the Newmarket operations were crimson lake livery which confirms them to be SECR cars, and they were worked from Battersea for the service.

This also confirms the cars being vacuum brake only, hence the use of Ivatt Atlantic No.1427.

P6 - 12

The cars departed Stewarts Lane at 10.20pm the night before use, arriving at Canonbury at 11.20pm with an LMS loco. Departing at 11.26pm with a LNER loco, arriving at Finsbury Park Sidings at 11.46pm.

Return paths from Kings Cross on the excursion day at 8.35 and 10.20pm.

The use of cars from Battersea operated until circa 1929-30. From then GN allocated cars were used on the service.

**April 14<sup>th</sup>, 1954.**

*Royal train working. 5bel unit No.3052 Waterloo to Portsmouth & Southsea Platform 5. Conveying HRH The Queen Mother, HRH Princess Margaret, HRH Prince Charles and HRH Princess Anne.*

Greg responds.

The working was for the Royal children (aged 6 and 3 years) to embark on HMY BRITANNIA to sail to Tobruk.

At Tobruk their parents embarked and returned to Greenwich.

This was the first "passenger voyage" of HMY.

**Pullman & Imperial Airways – G.Child.**

I have recently visited the RCTS Library at Uxbridge, and share my findings with fellow readers.

A Pullman special departed Waterloo for Southampton for the inaugural flight of the Imperial Airways service Southampton to Alexandria on March 5<sup>th</sup> 1937.

Although subsequently passengers left by train one day, slept in a hotel in Southampton and flew early the next day.

The older Flying Boats still terminated at Marseilles. Passengers then took the train to Paris, and then flew Imperial Airways to Croydon.

## **PRIVATE VARNISH**

Fellow reader S.Brandt of Chicago, Illinois. Has forwarded a very interesting item for inclusion on the matter of the hire of "Private Varnish".

Extract from the "Business Week Magazine" - By Larry Armstrong.  
Issue dated May 10, 2004

### **Ride Like A Railroad Baron.**

Here's how you can charter a luxurious vintage private car -- and hook up to an Amtrak train.

Breakfast is served. We're about an hour out of Union Station in Los Angeles as we sit down to a meal of crab quiche and fresh fruit, laid out on tables bedecked with china, linens, and flowers. Through the wide expanse of windows of our private dome car, the Bella Vista, we can see the skyline giving way to row after row of warehouses, then to modest residential neighborhoods. Soon the Pacific Ocean comes into view on the right. We're hooked on the back of Amtrak's Pacific Surfliner, on our way to San Diego. Such is the world of "private varnish," a nickname for any privately owned railroad car. It comes from the high-gloss exterior finish and hand-rubbed wood interiors of the sumptuous cars built for the personal use of railroad barons early in the 20th century.

If you're itching to recall the halcyon days of rail travel, there are 100 or so private cars in the U.S. certified to ride on Amtrak or VIA Rail Canada trains, and about half of them are available for hire. But private varnish isn't the way to go if you're in a hurry, or strapped for cash. Prices to charter a car start at around \$3,000 a day and can easily top \$5,000 or \$6,000, depending on which car you choose, how far you're going, and how many switches between Amtrak trains you need to get there. The price includes a crew of at least a chef and a steward. For most private cars, what you'll pay per person works out to be comparable to accommodations in a veranda or penthouse stateroom on a high-end cruise.

"It's like chartering a business jet," says Tom Tilford, a retired lawyer from Spokane, Wash. "It makes no economic sense to compare the price to a commercial airline ticket." Tilford hired the Bella Vista for a weekend in April to treat family members and friends to "the most spectacular scenery in the U.S." on a San Francisco-Denver trip that traveled over the Sierra Nevada and Rockies.

Planning starts with picking a car. The American Association of Private Railroad Car Owners (AAPRCO) has pictures on its Web site, [aaprco.com](http://aaprco.com), of all the private cars available for charter, with contact information. Or you can buy its Private Car Charter Guide for \$7.50 (800 856-6876).

You'll probably want either a business or dome car. Business cars, mostly built for railroad execs in the 1920s, sleep four to eight in two to four staterooms. They have a dining room in the center, a lounge at the back, and usually an open-air rear platform of the type used by politicians for whistle-stop tours. Classic business cars include the Chapel Hill, built in 1928 for stockbroker E.F. Hutton and now based in Cincinnati, and the New York Central 3, built in 1922 for the last Vanderbilt to run that railroad and now housed in Brookfield, Conn. One of the newest business cars in private service, the Los Angeles-based Scottish Thistle, built in 1959, logged more miles on Amtrak last year than any other private car.

## **OVERNIGHT STOPOVERS**

Because of the 20-foot upstairs lounge, you'll get more space in dome cars, all built after World War II. The poshest rebuilt cars are the Bella Vista and the Northern Sky, which author Tom Clancy chartered five years ago for his honeymoon. Dome cars generally sleep eight in four double bedrooms and sometimes have a downstairs lounge as well. Because of height restrictions, you can't travel in domes in the Northeastern U.S.

Most private cars can accommodate more passengers during the day than overnight, so consider coupling one to a sleeper car for larger groups or to spread the cost among more people. (Amtrak has a reduced rate for second cars, and crew costs will be less for the sleeper.)

Look at as many pictures as you can, visit the car if it's berthed locally, and ask for references. If it's yesteryear elegance you dream of, you probably don't want to be stuck in a car that still has its original 1950s stainless-steel fittings and Naugahyde divans. On the other hand, you may not be comfortable in one outfitted with period Victorian furnishings either. Check the sleeping arrangements carefully: There's usually a mix of larger cabins with full beds and tiny compartments with upper and lower berths.

You'll save a substantial amount if you fly to where the car is based rather than having it come to you. That cuts down on the owner's costs to position the car. If you're traveling one way, expect to pay for the empty car to deadhead home.

## **STOPOVER CITIES**

Plan overnight stopovers in cities you'd like to explore rather than simply rolling across the countryside at night. Again, you'll save on mileage costs -- Amtrak currently charges \$1.15 per mile -- and in many cities your car can serve as your hotel. The favorites by far are Denver, where you're in the heart of the hip LoDo (lower downtown) district, and New Orleans, whose station is a short hike from the French Quarter. Other popular layovers: Seattle; Portland, Ore.; Vancouver, B.C.; Washington, D.C.; and Whitefish, Mont., the starting point for tours to

Glacier National Park. For cities such as San Francisco, Chicago, New York, Miami, and Boston, Amtrak has no facilities to accommodate private cars overnight, or they're in marginal neighborhoods: You'll need to book a hotel.

If you don't want to reserve a whole car, buy a compartment instead. Check out AAPRCO's Web site for public trips run by owners trying to defray their costs. A good bet are voyages to AAPRCO's convention in September in Missoula, Mont.; 27 private cars are scheduled to make the journey. Some cars' sites, such as that of the New York Central 3, seek compatible groups to fill up cars chartered by their clients.

Other options: Bella Vista spends summers in first-class service on Montana Rockies Rail Tours (800 519-7245) between Spokane, Wash., and Livingston, Mont., a gateway to Yellowstone National Park. American Orient Express (800 320-4206) runs trains of 16 vintage cars on 10 itineraries in the U.S., Canada, and Mexico. Sleeping cabins start at about \$500 per person per night.

No matter how you go, riding these cars is bound to rekindle nostalgia for a slower, more romantic way of travel all but lost in the U.S. today. You'll feel it when you hear the first "all aboard."

### **Pullman Talks.**

My 2004 season of so far 13 talks, commenced in mid March. I am into my 14<sup>th</sup> year of "London to Venice" on board the "Venice Simplon Orient -Express". This ever popular talk is taken mainly by Ladies groups and Rotary all over the North East of England. Of the 13 talks booked two will cover "Singapore to Bangkok" on the "Eastern - Oriental Express", and finally one covering the restoration of the cars that make up the "Venice Simplon Orient Express".

Alas the talks are normally to members only, but the odd one is open to the public, I have one for the readers in the North East if interested.

Wednesday May 19<sup>th</sup>. 7.30 for 8.00. The Tramway & Light Railway Society.

Durham City Companions Club, located at 10 Waddington Street, Durham.

The subject "Restoration of the Venice Simplon Orient Express".

I will cover the restoration of the cars that form this World Class service, prior to the inaugural service May 1982, and the Pullman cars within the Ghost fleet.

For readers in the South of England, I await Doug Lindsay's talk details for 2004.

P10 - 12

**Pullman Model Railway News**

In late April, my latest purchase releases from Hornby arrived on my layout.

R2369 "THE GOLDEN ARROW" train pack, consisting: -

BR 4-6-2 Battle of Britain Class (streamlined) No.34074 (unnamed).  
Pullman cars Kitchen First's **CHLORIA & CECILIA**. Also Parlour First **NIOBE**.

In addition to the pack I also purchased R4196 "THE GOLDEN ARROW" coach pack consisting: -

Pullman cars Kitchen First's **ADRIAN & ZENOBIA**. Also Parlour First **ONYX**.

The train and coach pack represent the service in 1949 January to September. (October 1949, to May 1951, second class cars were again added to the formation).

### **The Locomotive.**

Locomotive No.34074 entered service in May 1948, and was withdrawn in June 1963 by the Western Region.

The locomotive was never rebuilt and remained in streamlined casing all its life. The livery of Malachite remained in use until August 1949, when a new Bulleid pacific locomotive was released from works in the new BR Green livery.

Existing members of the Merchant Navy class (all still streamlined) and the light pacific classes of Battle of Britain and West Country (all still streamlined also) were repainted into BR Green on the next repair at works.

I have found no clear date of when 34074 was repainted into BR Green.

The model is of the quality and standard we now all come to expect from Hornby in both finish and operation.

The "GOLDEN ARROW" headboard is fitted to the smoke box door.

The finishing touch of the two flags has not been fitted, or made available to fit to the locomotive. (Precision Labels can supply, if you wish fit these).

I have checked the matter out with regard to the headboard and flags being fitted to the service with a known authority on the "Golden Arrow" operation.

As I expected, some services were operated with neither or just the headboard fitted. Within the pack the addition of a crew, tools, marker discs (SR type), lamps and brake rigging will complete the locomotive appearance.

Warning: When removing the locomotive from its packaging, be aware that the injector overflow pipework beneath the fireman's side of the cab, is vulnerable to breaking off - mine did.

P11- 12

### **The Pullman Cars.**

The Pullman cars are of the new type with interior table lamps that illuminate. The roof colour is matt white, and each car is match wood sided. The cars all have the detachable spring clip type boards fitted (glued on), these consist two "Golden Arrow" and two "Fleche D'Or" (as fitted by 1949). Note, the first post war service cars had "Golden Arrow" and "Fleche D'Or" with arrows painted on the side of the cars used.

Note: I will have the set on display at the Middlesbrough Exhibition.

### **RAILFEST 2004.**

The NRM at York hosts "Railfest 2004" between May 29<sup>th</sup> & June 6<sup>th</sup>.

This nine-day festival will celebrate the past, present and future of rail transport - the technology that changed the world. 2004 marks the bi-centenary of the running of the world's first steam locomotive - Richard Trevithick's *Penydarren* locomotive, as well as the 100th anniversary of *City of Truro's* 100 mph (162 km/h) run. It is also 400 years since the first recorded tramway in Britain. The event aims to be much more than a gathering of locomotives. A vibrant, dynamic and unique show, it is planned to feature rides (including behind *City of Truro* and the replica *Rocket*), demonstrations - including the replica *Penydarren* engine, examples of the very latest rail vehicles, access to cabs and footplates, a vintage fair, other vintage machinery, theatre, music, film, model engineering and sales of memorabilia.

This major event has the backing of the complete railway industry, from Heritage Railways to GNER. Exhibits so far confirmed include Britain's oldest steamable narrow gauge engine, Britain's last express passenger steam locomotive, and a brand new *Pendolino* 'tilting train'.

Specially Prepared Site for the event adjacent to the award winning National railway museum - the world's best rail transport museum, winner of the coveted "European Museum of the Year" award.

Admission to the event will be a charged - prices are:

Adult £7.50 [£6.00 Advance]  
All concessions £5.00 [£4.00 Advance]  
Family [2 adult 2 child] £20.00 [16.00 Advance]  
Children under 4 FREE

**To pre-book your tickets call 0870 7010208 (calls charged at national rate)**

P12 – 12

**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.

The content of this issue is a bit of a mixed bag, and I thank those readers who have contributed to the contents.

We have the first real item from the home of Pullman, Chicago. And I hope we can in the future have some further matters relating to Pullman operation or cars from readers in the United States of America.

Had my first day out of 2004 on the April 23<sup>rd</sup>, a visit to the North Yorkshire Moors Railway at Grosmont. The event being the annual Diesel Weekend, an ideal opportunity to see some of the diesel locomotives that no longer grace the Privatised system in the UK. Plus a chance to view the preserved Pullman cars used by the NYMR on the "Wine & Dine" operations.

No news of the projects on the NYMR with regard to cars GARNET or CARINA.

The Venice Simplon Orient-Express celebrates 22 years of operation this month, Many Happy Returns, and a big thank you to James Sherwood, for bringing back to European Rail Operations the standards of service that by 1982 had long been abandoned by the rail operators.

The rakes of Pullman cars in the UK, and the CIWL cars in Europe, both look superb in full train formations. The on-train staff pristine in uniform and giving the "World Class" service to passengers traveling within the fully restored and Luxurious surroundings of the cars.

In the history of luxury travel the name of James Sherwood will be added to those of G.M.Pullman and G.Nagelmakers.

It will be interesting to see what if in any part Pullman will play at the "NRM Railfest 2004".

Finally, apologies to fellow members of the Pullman Society, who will be holding the AGM at Seaburn in the presence of cars **SAPPHIRE**, **PADUA** and **ROSALIND** over the weekend May 22 and 23<sup>rd</sup>.

I will be unable to attend AGM, even though it is located in the North East of England this year. But, I am given to understand some of those attending will be visiting the Middlesbrough Model Railway Exhibition on Sunday 23<sup>rd</sup>. So I hope to meet you on your will visit to the Society stand at this event.

T.Bye May 2<sup>nd</sup> 2004