

Pullman Car Services

COUPE NEWS

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

JUNE 2004

No:16

Editorial:

Welcome to Coupe News No: 16.
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.17, please forward by June 26th.
Coupe News No.17 will be published on July 1st.

Editorial Address:

Have you missed a copy of Coupe News, or changing your e-mail address, or wish to be removed from the mailing list. Please e-mail to the address below with your request, it's as simple as that.

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Look Back at Pullman:

1878.

June 29th.

Plan 45 Lot 31 Schedule No.2. **GLOBE.**

Worked to London from the Pullman Palace Car Company workshop at Derby, having been completed and held in store since November 1877.

Enters service on the London Brighton & South Coast Railway Pullman operations.

1929.

June.

The London North Eastern Railway launch a new venture "Excursions De Luxe" operational June to September.

The venture included the already Sunday only Liverpool Street – Clacton (known as the Clacton Belle) but now included a Monday to Friday a series of half day excursion's named the "Eastern Belle Pullman Limited" destinations being Cromer, Yarmouth, Skegness, Hunstanton and Aldeburgh.

Only during the 1929 season of excursions was the Dover Court Bay and Harwich service run.

These two destinations being replaced in 1930 by a half day excursion to Clacton.

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1954.

June 2nd.

Royal train “Derby Day” operation consisting of four cars Victoria – Tattenham Corner. Returning from Chessington South to Waterloo.

June 4th.

Further Royal train working for the “Oaks Day”.

June 2nd.

Final operation of the public Pullman service for “Derby Day”. Consisting five cars departing from Charing Cross to Tattenham Corner.

June.

The “Yorkshire Pullman” formation consists: -

Harrogate – **Car No.65, 72, FINGALL, THELMA, Car No.64.**

Bradford - **ZENA, Car No.107.**

Hull - **AGATHA, IOLANTHE, CAR No.72, CAR No.162.**

1979.

June 23rd.

E312 (FALCON) in Blue & Grey Livery, was noted in the formation of the 05.50am Kings Cross – Edinburgh.

June 27th.

Pullman car **FINGALL** arrives at the Bluebell Railway from the Isle of Wight Steam Railway.

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 19th 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.

Table 4.

Doug Lindsay requests: -

I've just been asked by the KESR, who are currently restoring **THEODORA**, if I know anyone who knows the whereabouts of the 'short' Pullman Arm Chairs as used in some cars, and notably in the 'Hastings' Cars of which **THEODORA** is one of the surviving pair. Sadly, the two Cars, **THEODORA** and **BARBARA** were bereft of these chairs when purchased for preservation by the KESR as they had been in service as excursion Buffet Cars to which they were converted following the 1957/8 dieselisation of the Hastings Line.

These chairs were odd in that the legs which were adjacent to the windows were 'inset' from the actual seat swab to allow for the steam heating pipes running the length of the cars, they were therefore 'left' and 'right' handed chairs dependant on the direction they were facing. We believe this arrangement was to allow enough space for a gangway when used as 2+1 seating as the Hastings Cars were so narrow (Restriction 0, Max 8ft exterior width). The 'gangway' seats were on 'normal' configuration, so there were three types of the same basic chair!

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Perhaps someone out there may at least know if any survive....we just want to view/inspect/measure as a prelude to making some new ones.

Doug, has supplied a photo of the interior of car **BARBARA** c.1947.
I will on e-mail request, forward the photo by attachment.

“IS THERE ANYTHING ELSE, SIR”

Special Working Notices:

Cleveland Model Railway Club Exhibition August 21st & 22nd 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.

Pullman Talks.

For readers in the South of England, Doug Lindsay's advises.

The only Pullman related talk so far booked is to RCTS at Woking on 25th Jan 2005.

In addition I will be talking to other groups on non Pullman related subjects, these being the K&ESR and RESCO.

Pullman Model Railway News.

Firstly, my thanks to the committee and members of the Middlesbrough Model Railway Club, for allowing to attend the 50th Anniversary exhibition with the Pullman Society information stand.

To those readers I met over the weekend of May 22 & 23rd it was nice to meet you, and thank you for your messages of support with regard to Coupe News.

One layout opposite the Pullman Society stand “Stockburn” Stockton MRC. Had two Pullman car formations operating, one formation consisting of new cars with a green Deltic hauling, the other was A1 hauled, and consisted of the previous Pullman cars of 1928 design.

Second hand Pullman cars were noted at the following prices.

3 x Hornby 1928 design Parlour First cars unboxed and unnamed £5 each.

1 x Triang Pullman car “ANNE” unboxed £8.

1 x Wren Pullman car “ARIES” unboxed £15.50.

Of special note to me, at such events as well as passing on information on matters Pullman, I also get advised of memories and some times information to add to the archive.

My thanks to Chris Davies of MMRC for kindly giving me a colour print, from his own collection of Pullman Car **HERCULES** at Northallerton in 1967, and still resplendent in umber and cream livery with the post 1960 coat of arms.

RAILFEST 2004.

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

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)

Sheffield Railwayana Auctions.

12th June 2004 Commencing at 11.00am

PULLMAN ITEMS

Lots 40 – 45.

40* A Pullman coach brass table lamp in the ornate Arcadian style, clearly stamped "**HIBERNIA**" and with its original celluloid shade (a split down one seam). The flex curtailed. *Hibernia* was a 12-wheeled Kitchen car built in 1914 by Cravens. It was used extensively on Southern lines, principally London-Dover/Folkestone and racecourse specials. The interior was described as a contemporary 'Adams' style with French influence. It was rebuilt as a composite in 1933, and again as a first class car in 1950. Withdrawn from service in October 1960 after use on the "Bournemouth Belle", it became "Holiday Coach P46" in the south of England, and was dismantled about 1968. The lamp is in fine original condition.

Note Lamps with original celluloid shades should not be lit; they are extremely flammable!

41* A Pullman coach brass table lamp with its original satin silver plating, clearly stamped "**CAR No. 86**", and bearing a modern shade. *Car 86* was a parlour car built specially for the "Brighton Belle" (formerly "Southern Belle") in 1932. It was formed in Unit 2051 with cars "**Doris**" (See Lot 43) and "**Hazel**". It had an unusual interior with floral marquetry and all the metalwork finished in satin silver. It was withdrawn in 1972, and is preserved by VSOE pending possible restoration. This lamp, with its original silver finish, is rare as most "Brighton Belle" lamps have been stripped to reveal the brass finish.

42* A Pullman coach circular wooden plaque displaying the full Pullman crest and "**Car Clara**" in gold serif capitals. 9" diameter. In superb original condition. "**Clara**" was a 1932 1st/3rd Class composite car (with kitchen) formed in SR electric unit 2020 (later 3020). It was withdrawn in April 1972 and scrapped at Norwich. Note These plaques were made to cover the apertures left when the brass wall clocks were removed.

43* A Pullman coach circular wooden plaque displaying the full Pullman crest and "**Car Doris**". In good condition and incorporated into a glazed wooden frame on the back of which are photographs and press cuttings. "**Doris**" was a first class Kitchen car built for the "Brighton Belle" in 1932. It was withdrawn in April 1972 and subsequently preserved at Finsbury Park, London.

44 Four Pullman coach wall lamp opalescent glass shades in fine, original condition.

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45* A South Eastern & Chatham Railway enamel sign lettered white on dark blue "Including First & Third Class Pullman Cars". Rectangular 17½"x3½" with a top bracket so it was probably designed to hang. VGC.

Postal Auction June 2004.

Close date Monday June 21st 2004.

PULLMAN ITEMS

Lots 902 – 909.

902 **PULLMAN CAR COMPANY**. Three menus from the "Eastern Belle" Pullman train. Each 3" x 6" with embossed Pullman coat of arms at top. Covers luncheon, 1st Class Luncheon and Supper. Dated 1939. (3) £15

903 **PULLMAN CAR COMPANY** Dinner Menu and **PULLMAN CAR COMPANY AND LNER** jointly issued 1st Class Tariff. Both 4½" x 7½" with embossed Pullman coat of arms at top. Dated 1939. (2) £15

904 **PULLMAN CAR COMPANY** published booklet "The Golden Way – Southern Electric Pull-man Number." Coloured pictorial paperback covers advertising "Abdulla" cigarettes. 88pp dated January 1933. A little wear to edges of covers. (1) £20

905 **PULLMAN CAR COMPANY LIMITED** brochure: "The London, Harrogate and Edinburgh Pullman on the LNER." 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated July 1927. Corner pin holes. (1)-£30

906 **PULLMAN CAR COMPANY LIMITED** brochure: "The Harrogate – Edinburgh Pullman on the LNER." 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated September 1927. Corner pin holes. (1) £30

907 **LNER AND PULLMAN CAR COMPANY LIMITED** brochure "The Queen of Scots Pullman Extended to Glasgow." 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated July 1928. Small fold tear. (1) £30

908 **PULLMAN CAR COMPANY LIMITED** brochure: "The Harrogate – Edinburgh Pullman on the LNER." 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated September 1927. Heavily annotated and amended to show actual running and times of the "Queen of Scots Pullman." (1) £20

909 **PULLMAN CAR COMPANY LIMITED** brochure: "West Riding Pullman & The New Week-end Pullman." 8pp fold-out style opening to show map of route and features of the journey with details of timetable and distances, dated July 1927. Heavily annotated and amended to show changes from the Week-end Pullman to the Harrogate Pullman. Sellotape repair. (1) £10

50 years ago – British Transport Commission offer for Pullman Shares.

Negotiations are in progress for the B.T.C. To acquire a controlling interest in the Pullman Car Company Limited.

In recommending shareholders to accept the offer, Mr. Stanley Adams, Chairman of the Pullman Car Company, explained that company's contract with the B.T.C. expired in 1962, and that there was no chance of an extension.

As there was no prospect of any major increase in revenue to offset rising costs – the present cost of building a new Pullman car is £17,000 to £20,000 – this seemed to be the best possible settlement.

It is intended, if the offer is accepted, to continue to operate services over British railways as at present, with no break in the traditions that have been built up over the 80 years since Pullman services were inaugurated on the Midland Railway.

The nationalization of the railways in 1948 made little difference in the operation of Pullman cars on the various Regions of British Railways as successors to the railway companies with which the Pullman Car Company was collaborating.

The B.T.C. has emphasized that, if the negotiations for acquiring the controlling interest are successful, it is not intended there should be any alteration in the control and operation of the Pullman cars, nor that the specialized services given by the Pullman Car Company should be altered in any way whatsoever.

It would be the intention of the B.T.C. to continue the services, and to give consideration to their extension on other lines throughout the country.

(Source: The Railway Magazine June 1954. No.638. Vol.100).

Vestibule Sales.

Ready to run - Devon Belle Observation Car.

00 Works of P.O.Box 22 Hastings TN34 2 TG Tel: 01424 424 873.

The unique car model will be available by order only, in late summer 2004 an estimated cost of between £70 - £100

For those wishing to model the Devon Belle, Precision Labels produce car names and locomotive embellishments for the "Plymouth Portion" of the train.

L18A for Hornby's R223 & R233 the 1928 build Pullman cars at £15.99.

L18B for the new Hornby Pullman matchwood cars at £17.99.

For more details visit Precision Label web site.

Special Releases by Hornby.

The following information has been supplied courtesy of Pat Hammond's web site www.mremag.demon.co.uk. If you have not visited this site, I can recommend you do, Monday to Friday pat updates the site, with latest product news and reviews, interesting correspondence from fellow readers on all aspects of the model rail field.

As usual, Hornby have a number of Pullman special releases they are assembling for mail order businesses and special customers. At this moment in time we do not know the exact businesses who will be selling them. If you are interested in any of them you need to watch out for adverts in the press and if you come across any of them, please let us know. The special train sets include the following:

R2365M Queen of Scots train pack

In July we can expect this mail order pack which will contain the BR A3 Class locomotive 'Blink Bonny', Pullman 1st class brake car 'Car No.161', Pullman 1st class kitchen Car 'Rosamond' and Pullman 2nd class parlour car 'Car No. 64'.

R4221 Pullman coach pack

Details of when this will be released are not available yet but we understand that it is being produced for Brawa. It will contain Pullman 1st class parlour car 'Niobe', Pullman 3rd class parlour car 'Car No. 34' and Pullman 3rd class brake car 'Car No. 161'.

R1055 Premier Boxed Set - '92 Squadron' - This contains BR Battle of Britain Class locomotive '92 Squadron', Pullman 1st class Parlour Car 'Niobe', Pullman 3rd class Kitchen Car 'Car No. 166' and Pullman 3rd class Brake Car 'Car No. 161', plus an HM2000 controller, double oval of track with crossover and HVR1 CD-Rom.

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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.

As Bruce Forsyth remarks "Nice to see you - to see nice", and it was for me on May 22 & 23rd. Two events over that weekend brought me in touch with a number of readers of Coupe News, and it is nice to meet the some of the readers and I appreciate the kind comments made in respect of the work put into production of the newsletter.

As mentioned earlier at the Middlesbrough Model Railway Exhibition a number of readers made themselves known. Also some new contacts have been made to expand the readership.

At the "Pullman Lodge Motel" located at Seaburn, near Sunderland. The Pullman Society held their AGM on the 22nd. Alas I could not attend due to the exhibition attendance.

But, on the evening we met up for a superb meal within the unique ex-Brighton Belle car **HAZEL** located at the Black Bull Inn, Moulton, North Yorkshire.

A special thank you to Sarah, at the Black Bull for the attentive service of both her self and the staff.

If you ever visit this part of North Yorkshire, I can recommend an evening meal within **HAZEL**.

T.Bye June 1st 2004