



Pullman Car Services

Coupé News

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

June 2005 No:28

Editorial:

Welcome to Coupé News No: 28.
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied material included 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 be interested.

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

If you have any material for inclusion in No.29, please forward by June 25th.
Coupé News No.29 will be published on June 29th.

Editorial Address:

Have you missed a copy of Coupé 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.

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

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Look Back at Pullman:

1910.

June 1st. Pullman Cars **S/No.33 GALATEA** and **S/No.34 MAYFLOWER** enter service on the Metropolitan Railway. Operating between Aylesbury and Chesham to Liverpool Street and Aldgate via Baker Street. (Note: Both cars withdrawn October 10th 1939).

1930.

June 1st. The “Eastern Belle” re-introduced. Introduced originally in June 1929, the half day excursions traveled to Cromer, Yarmouth, Skegness, Hunstanton and Aldeburgh.

1935.

June 16th. Pullman specials to Spithead Naval Review.

1943.

June. Further bombing raid on Brighton, Preston Park works hit, and nine cars damaged.

1950.

June 11th. The “Harrogate Sunday Pullman” re-introduced (ceased operation at the outbreak of the Second World War). Reported that eight Pullman cars from the “Queen of Scots” set used for the service.

June 21st (Wednesday). The “Devon Belle” stock used for an excursion from Victoria – Canterbury and Rochester. Day excursions using the “Devon Belle” stock visited Cathedrals and Castle during the summer of this year.

1955.

June. The “Bournemouth Belle” formation consists: -
CAR No.17, 97, 98, 99, TOPAZ, HIBERNIA, SUNBEAM, ROSALIND, CAR No.6, 47 & 303.

June 21st. Noted at Swindon ‘Trial Run’ of the new “South Wales Pullman” hauled by No.70004.

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June 27th. Pullman services return to the Western Region after 25 years, with the inaugural new "South Wales Pullman" hauled by No.5016. Paddington to Swansea and includes 'The Daffodil Bar' car **DIAMOND**. This included a Lady Attendant.

1960.

June 1st & 3rd. Royal Trains to Epsom race meetings formation includes three Pullman Cars and Royal Saloon No.396.

June 14/15th. The two Blue Pullman (6 car sets) for the new "Midland Pullman" service noted at St.Pancras for inspection and equipping.

1965.

June 3rd. 35017 'Port Line' hauling the Up "Bournemouth Belle".
June 11th. 25028 'Clan Line' hauling the Up "Bournemouth Belle".

1980.

June 19/20th. York Station. Pullman Cars **TOPAZ** on loan for the filming of 'Chariots of Fire'.

1985.

June 18th. VSO-E UK Pullman Cars in use for the 'Royal Mail Special' Liverpool Street to Cromer hauled by 47581 and consisting eight cars and Mk1 coach. Special for the release of 'Safety at sea' series of stamps.

1990.

June 3rd. Mk1 Pullman Car **HAWK** noted intact at Vic Berry's Leicester scrap yard and in use at the 'Staff Canteen'.

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Preservation News:

North Yorkshire Moors Railway – May 13th.

Noted at Grosmont Station **CAR No.79, ROBIN & OPAL** within the train formation that forms the Pullman Dining train service on the Railway.

An observation made with regard to the umber livery on car **OPAL**.

When compared to the next vehicle in the formation, the umber appears to have a green tint.

This was brought to my attention by a fellow reader whilst attending the MMRE over the weekend 21/22 May.

The discussion then turned to the fact that could this have been the reason why reports that Scotland operated green livery Pullmans as opposed to umber. No colour photo has come to light so far to confirm a green Pullman in Scotland. May be a reader of the newsletter has a photo.

Attendants Service:

The following requests for help in relation to historical data have been received and are now posted in the hope that a fellow reader may be able to help.

Unless otherwise stated, please reply to the editorial address.

Table 1.

Hello Terry,

Thanks for your Feb; Coupe' News. Always a good read.

Can you recall the full name of the designer of the Devon Belle Observation cars?

I know his last name was Levin, but can't recall his first name or his letters.

If I recall the murals in each were painted by an Eleanor Osmond-White.

Unfortunately I have lost a lot of my historic info; in the hurricane in Grenada.

Regards Ivan Godfrey.

Table 2.

Hi, just looking on the net for some information on the Blue Pullman for my Dad. He is working on restoring a Pullman and has asked me to try and find out what colour the seats were in the Pullmans, as he cannot find any photos, if you could enlighten us or have any photos they would be great.

Thanks in advance, James Steel.

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Table 3.

Alan Rushworth requests help in the following historical record.
Can anyone give me the latter history of **Juana** which was transferred to the SR in 1961.

Table 4.

Hello Terry,

I have just been through the website Coupe News as I am interested in information about East Coast Pullmans.
To be precise I am trying to create in model form the Yorkshire, Tees Tyne and Queen of Scots Pullmans. at around the 1962/3 period.
Basically I need to find out what the formations were with some indication of car numbers...are you able to help or could you put me in touch with someone who could.

Many thanks for your time, Graham Hobbs.

Brian Wilkinson of the Cleveland Model Railway Club responds: -

The Tees Tyne Pullman on August 15th 1967 consisted of the following cars.

CAR No.333, 334, SNIPE, TOPAZ, HERON, THE HADRIAN BAR, HAWK, AMBER CAR No.339.

Typical 1950's formation.

Pullman Second Brake, Second Kitchen, First Parlour, First Kitchen, THE HADRIAN BAR, First Kitchen, Second Kitchen, First Parlour, Second Brake.

Table 5.

Ian Jackson on behalf of a colleague not on the inter-net has requested if any member can help identify any Pullman cars that were attached to the what he believes to be the York to Inverness Motor-Rail train formation.

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Model Railway Exhibitions & News.

Middlesbrough Model Railway Club Exhibition – May 21/22nd.

A superbly organised exhibition by the club members, with a mix of gauge sizes. Static exhibits included two hand built “0” gauge Pullman Cars.

One of these being TOPAZ in SE&CR Crimson Lake Livery as delivered for service by the BRC&W Co when new.

Only one layout had a Pullman service in operation. The ‘Bournemouth Belle’ on the diversion route through “Alton” station. The layout traveled to the North East from the South of England. The layout length and stock in operation were large with 3rd rail services supplied by 2 Bil, 4 Cor, mainline services hauled by one of Bulleids unique Leader class and a superb mix of other Southern steam classes.

The Pullman Information stand brought a steady number of requests for information. It was also nice to meet some of the North East of England readers of Coupé News.

The theme for the stand being “The Devon Belle” with my ex “00 Works” Observation Car with Bulleid Pacific and two Hornby cars dressed with Precision Labels “Devon Belle” label pack.

Information was made available for any one wishing to purchase a model of the Observation Car.

In addition the Wednesday prior to the event I received my copy of the new “Blue Pullman” book by Kevin Robertson, so the opportunity to display my copy with a handout detailing the book and purchase details was made available to those interested.

A Southern Pride Mk1 Pullman Car was also displayed, as the 44 Mk1 cars having operational use in the North East, interest was shown in the model and details supplied on availability of livery and supplier contact.

I would like to record my thanks to the Committee and Members of the MMRC for inviting me to attend the event, and also those readers I met. I thoroughly enjoyed the weekend.

BLUE PULLMAN Book.

The history of the Metropolitan-Cammell Blue Pullman units can be compared to a ride on a roller-coaster - indeed, the ride of these trains was likened at the time to that very fairground attraction, and their entry into service and success on the line followed a similar pattern.

Referred to in the past (perhaps incorrectly) as the forerunners of the HSTs, the Blue Pullmans were not alone in having the advantage of a fixed formation, and the associated quick turnaround times made possible thereby.

But where they did point towards the future was in the standard of service provided. While, at the time, this was only available to a select (some might say a privileged) few, in later years, the speed and passenger facilities demonstrated by the sets would become the norm.

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As such, Blue Pullman showed the way.

How and why the sets came about, their construction, testing and introduction, are all covered in this detailed work, most of the information and many of the photographs appearing in print for the first time.

Accompanied throughout by facts, figures and anecdotes, "Blue Pullman" will be of interest to anyone with an interest in the BR Modernisation Plan, the London Midland and Western Regions in the 1960s, and the story of the Blue Pullmans itself.

"Blue Pullman" by Kevin Robertson

Price: £19.95

ISBN: 0954485963

168 pages, hardback, with 180 illustrations, including colour and black and white photographs and detailed plans for the modeller.

SOUTHERN PRIDE MODELS – PULLMAN VEHICLES

The Mk.1 Pullman models, although kits, still have the convenience of full colour sides, plus superb flush glazing

Code	Description	Interior	Bogies	Livery	Price
BR 600	Parlour First	Included	C/W	U/C	£19.95
BR 601	Parlour Second	Included	C/W	U/C	£19.95
BR 602	Kitchen First	Included	C/W	U/C	£19.95
BR 603	Kitchen Second	Included	C/W	U/C	£19.95
BR 604	Hadrian Bar	Included	C/W	U/C	£19.95
BR 610	Parlour First	Included	C/W	REV B/G	£19.95
BR 611	Parlour Second	Included	C/W	REV B/G	£19.95
BR 612	Kitchen First	Included	C/W	REV B/G	£19.95
BR 613	Kitchen Second	Included	C/W	REV B/G	£19.95
BR 621	Parlour Second	Included	C/W	B/G	£19.95
BR 624	Night Cap Bar (ex Hadrian Bar)	Included	C/W	B/G	£19.95

Another advantage of kits is the representation of the underframe trussing and components, much finer than R.T.R., and with separate roof details which always looks better than a one piece moulding.

The S.P.M. Mk.1 Pullman range covers all the types and ALL the liveries they carried whilst on British Rail.

The kits also contain transfers, offering a choice of names / numbers, Bachmann commonwealth bogies, working gangways, plus seats / tables / partitions / table lamp tops for the interior. To complete the interior, plasticard for the floor, and 0.33mm brass wire for the table lamps is required.

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In addition to the MK.1 Pullmans “proper” S.P.M. make the standard Mk.1 coaches in the Pullman umber/cream livery that was used in the Flying Scotsman Services charter set, viz BCK (2 variants) / FK / MB.

Code	Description	Interior	Bogies	Livery	Price
BR 623	Brake Composite (BCK Mk.1 Std Vehicle)	S53	C/W	U/C	£17.00
BR 623a	Brake Composite (BCK Mk.1 Std Vehicle)	S53	C/W	U/C	£17.00
BR 660	First Open (FO Mk.1 Standard Vehicle)	S70	C/W	U/C	£17.00
BR 666	Miniature Buffet (MB Mk.1 Std Vehicle)	S74	C/W	U/C	£17.00

All kits are available ex stock.

N.B. Later this year, the superb Mk.2 Pullmans will be available, made from etched brass / resin / injection moulded plastic. Full details in a later issue.

Visit the website at <http://www.spride.demon.co.uk> for more information.

Umber & Cream Liveried Cars

BR 603 – Kitchen Second & BR 600 – Parlour First



BR 602 – Kitchen First



BR 603 – Kitchen Second



Code	Description	Interior	Bogies	Livery	Price £
BR600	Parlour First	INC	C/W	U/C	19.95
BR601	Parlour Second	INC	C/W	U/C	19.95
BR602	Kitchen First	INC	C/W	U/C	19.95
BR603	Kitchen Second	INC	C/W	U/C	19.95
BR604	Hadrian Bar	S50	C/W	U/C	19.95

Grey & Blue Liveried Cars

BR 610 – Parlour First



BR 613 – Kitchen Second



Code	Description	Interior	Bogies	Livery	Price £
BR610	Parlour First	INC	C/W	REV B/G	19.95
BR611	Parlour Second	INC	C/W	REV B/G	19.95
BR612	Kitchen First	INC	C/W	REV B/G	19.95
BR613	Kitchen Second	INC	C/W	REV B/G	19.95

Code	Description	Interior	Bogies	Livery	Price £
BR621	Parlour Second	INC	C/W	B/G	19.95
BR624	Night Cap Bar (ex Hadrian Bar)	INC	C/W	B/G	19.95

NOTE:

All Pullmans have the special roof vents plus full interior parts*. All require wheels.

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The following text is taken from Pullman Car Company Ltd Special Notice

THE PULLMAN CAR COMPANY LIMITED

4th June 1947

DEVON BELLE

Commencing on Friday, June 20th 1947, and every Friday, Saturday, Sunday and Monday until further notice, an entirely new All Pullman Car train (first and third class) together with an Observation Car will run as shown hereunder: -

No.1 Train

Down Fridays
Up Saturdays
Down Sundays
UP Mondays

No.2 Train

Up Fridays
Down Saturdays
Up Sundays
Down Mondays

Formation of Nos.1 and 2 Trains from Waterloo: -

Engine End

	<u>No.1</u>		<u>No.2</u>		<u>Seats</u>		
					<u>1st</u>	<u>3rd</u>	
O	T.C.54	O	T.C.55	Brake	-	30	To Plymouth
N	T.C.33	N	T.C.61	Kitchen leading	-	36	
M	ARGUS	M	IOLANTHE	Kitchen Trailing	22	-	
L	T.C.208	L	T.C.36	Brake	-	36	
<hr/>							
K	Princess Elizabeth	K	MINERVA	Brake	24	-	To Ilfracombe
J	Rosamund	J	Cynthia	Kitchen leading	22	-	
H	Geraldine	H	Fingall	Kitchen trailing	22	-	
E	T.C.34	E	T.C.35	Parlour	-	42	
D	T.C.249	D	T.C.159	Kitchen leading	-	30	
C	T.C.32	C	T.C.60	Kitchen leading	-	36	
B	T.C.27	B	T.C.65	Brake	-	30	
A	Observation Car 13	A	Observation Car 14		-		

NOTES

Train will divide at Exeter Central for Plymouth and Ilfracombe respectively. Observation Car will be turned at Ilfracombe ready for the next working from Ilfracombe.

Total number of seats: -

Plymouth Portion 22 first and 102 third

Ilfracombe Portion 68 first and 138 third

Car Minerva has 2 extra seats and T.C.36 has 6 extra seats.

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The timings of the Down Train from Waterloo will be: -

X	Clap.	Waterloo					
	Dep.	Waterloo	12. 0 nn				
"A"	Arr.	Wilton	1.47 pm				
"A"	Dep.	Wilton	1.53 pm				
	Arr.	Sidmouth Jc.	3.16 pm				
	Dep.	Sidmouth Jc.	3.18 pm				
	Arr.	Exeter Central	3.36 pm				
	Dep.	Exeter Central	3.39 pm	Dep.	Exeter Central	3.48 pm	
	Arr.	Exeter St.Davids	3.44 pm	Arr.	Exeter St.Davids	3.51 pm	
	Dep.	Exeter St.Davids	3.45 pm	Dep.	Exeter St.Davids	3.52 pm	
	Arr.	Oakhampton	4.25 pm	Arr.	Barnstaple Jc.	4.49 pm	
	Dep.	Oakhampton	4.27 pm	Dep.	Barnstaple Jc.	4.51 pm	
	Arr.	Devonport	5.16 pm	Arr.	Barnstaple Town	4.55 pm	
	Dep.	Devonport	5.22 pm	Dep.	Barnstaple Town	4.56 pm	
	Arr.	Plymouth N.Rd.	5.25 pm	Arr.	Braunton	5. 4 pm	
Dep.	Plymouth N.Rd.	5.28 pm	Dep.	Braunton	5. 5 pm		
	Arr.	Plymouth Friary	5.36 pm	Arr.	Morthoe	5.23 pm	
				Dep.	Morthoe	5.24 pm	
				Arr	Ilfracombe	5.32 pm	

"A" - Stops to change engines only.

Formation of Trains Nos.1 and 2 Trains from Exeter Central to Waterloo: -

Engine End

	<u>No.1</u>		<u>No.2</u>		<u>Seats</u>	
					<u>1st</u>	<u>3rd</u>
L	T.C.208	L	T.C.36	Brake	-	36
M	ARGUS	M	IOLANTHE	Kitchen Trailing	22	-
N	T.C.33	N	T.C.61	Kitchen leading	-	36
O	T.C.54	O	T.C.55	Brake	-	30 To Plymouth
<hr/>						
B	T.C.27	B	T.C.65	Brake	-	30
C	T.C.32	C	T.C.60	Kitchen leading	-	36
D	T.C.249	D	T.C.159	Kitchen leading	-	30
E	T.C.34	E	T.C.35	Parlour	-	42
H	Geraldine	H	Fingall	Kitchen trailing	22	-
J	Rosamund	J	Cynthia	Kitchen leading	22	-
K	Princess Elizabeth	K	MINERVA	Brake	24	- To Ilfracombe
A	Observation Car 13	A	Observation Car 14		-	

NOTES

Plymouth portion will be attached to the Ilfracombe portion at Exeter Central for Waterloo. Upon arriving Clapham the train will be reformed and the Observation Car turned ready for the next working from Waterloo.

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The timings of the Up Trains to Waterloo will be: -

Dep.	Plymouth Friary	11.30 am	Dep	Ilfracombe	12. 0 nn
Arr.	Plymouth N.Rd.	11.38 am	Arr.	Morthoe	12.11 pm
Dep.	Plymouth N.Rd.	11.40 am	Dep.	Morthoe	12.12 pm
Arr.	Devonport	11.45 am	Arr.	Braunton	12..22pm
Dep.	Devonport	11.47 am	Dep.	Braunton	12.23 pm
Arr.	Oakhampton	12.43 pm	Arr.	Barnstaple Town	12.31 pm
Dep.	Oakhampton	12.45 pm	Dep.	Barnstaple Town	12.32 pm
	Arr.	Exeter St.Davids	1.21 pm	Arr.	Barnstaple Jc.
	12.36 pm				
	Dep.	Exeter St.Davids	1.23 pm	Dep.	Barnstaple Jc.
	12.37 pm				
	Arr.	Exeter Central	1.27 pm	Arr.	Exeter St.Davids
	1.31 pm				
	1.33 pm			Dep.	Exeter St.Davids
	1.38 pm			Arr.	Exeter Central
				Dep.	Exeter Central
pm					1.40
	2. 2 pm			Arr.	Sidmouth Jc.
	2. 3 pm			Dep.	Sidmouth Jc.
		"A"	Arr.	Wilton	3.33 pm
		"A"	Dep.	Wilton	3.39 pm
			Arr.	Waterloo	
	5.20 pm		X	Waterloo - Clap	
			"A"	Stops to change engines only.	

Staff

No.1 Train in Leaving Waterloo.

Ilfracombe Portion

Cond.	L.Richardson	22
Att.	H.Chatfield	150
Att.	A.Nash	370 (Observation Car)
K.P.	B.Paine	495 (Observation Car)
Att.	G.Pearman	143
Att.	A.Anderson	374
Att.	J.Ainsley	609
Att.	E.Nicholson	358
Att.	F.Foster	165
Att.	A.Hunter	394
Att.	W.Cox	341
Att.	J.Pilkington	233 (Toilets & Asst)
Chef.	J.Needham	459
Chef.	S.Busby	407
Chef.	H.Millest	478

Plymouth Portion

Att.	J.Peate	63 I/C
Att.	R.Askham	384
Att.	M.Sheaham	182
Att.	F.Labrum	164
Att.	W.Buckley	607
Chef.	J.Hemingway	475
Chef.	A.Orsborn	408

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No.2 Train Leaving Ilfracombe

Cond.	C.de Lemes	21
Att.	O'Neill	391
Att.	R.Clarkson	367 (Observation Car)
K.P.	G.Green	493 (Observation Car)
Att.	P.Clancy	186
Att.	J.Boyle	189
Att.	T.McMahon	171
Att.	J.Stephenson	287
Att.	J.Rose	334
Att.	F.Samphire	372
Att.	B.Evans	272
Att.	E.Messenger	169 (Toilets & Asst)
Chef.	S.Bull	457
Chef.	M.Christianson	439
Chef.	A.Collins	477

Leaving Plymouth

Att.	S.Scott	142 I/C
Att.	D.Kinnear	315
Att.	A.Hall	155
Att.	S.Crockford	608
Att.	J. Hultquist	191
Chef.	G.Wallace	466
Chef.	W.Curley	403

SEAT RESERVATIONS

ATTENTION IS DRAWN TO MY CIRCULAR 86.

The Southern railway intend if necessary to reserve 12 seats in the Observation Cars at weekends. It is hoped that this might not be necessary but it will entirely depend on the volume of bookings.

Conductors in charge of these two trains will have to give especial attention to these Observation Cars and ensure that passengers do not monopolise the Cars to the annoyance or inconvenience of other passengers who wish to visit them.

this can best be guarded against by making careful observation for the first few days, and Conductors Richardson and de Lemos will report to me in this respect.

Special Note for Conductors in Charge and other staff

On completion of the day's working and before the staff leave the train: -

- (1) Chair covers will be placed on all chairs.
- (2) Carpet runners must be laid down in all cars.
- (3) Blinds will be drawn in all cars.
- (4) **GANGWAY CURTAINS BETWEEN ALL CARS MUST BE PARTED TO AVOID DAMAGE IF CARS ARE TAKEN OFF.**
- (5) **ALL GAS AND WATER TAPS IN KITCHENS AND PANTRIES MUST BE TURNED OFF.**
- (6) All lights must be switched off.
- (7) All vestibule doors must be securely locked.
- (8) Platform entrance doors will be shut.

The Conductor in charge will ensure that those points are attended to without fail.

F.D.Harding General Manager.

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BY PULLMAN TO BRIGHTON by H. C. P. SMAIL

The following is the second and final part of an article as supplied to me earlier this year by a fellow reader.

Originally published in 1955 within "Sussex County Magazine" which ceased publication in July 1956.

IN 1908 a new era in luxury railway travel was inaugurated when the L.B. & S.C.R. started what was to become the most famous and popular of all Pullman trains, the magnificent Southern Belle. It consisted of seven new twelve-wheeled cars of a much improved design. They were 63 feet 10 inches long overall, weighed 40 tons, and ran on two six-wheeled bogies. They were the first Pullman cars to have elliptical roofs instead of the old clerestory type, and were finished in the new cream and umber colour scheme. The new cars, which were built by the Metropolitan Amalgamated Railway Carriage and Waggon Co., were Verona, a combined brake and parlour car, Helen and Belgravia, both parlour cars, Grosvenor, a buffet car, Cleopatra and Bessborough, parlour cars, and Alberta, a combined brake and parlour car. It seems that the company had at last run out of Royalty for its names, and were vacillating between the Classics, the West End, and the company's Directorate.

The 1908 Southern Belle was indeed the last word in railway luxury. Nothing approaching the elegance of its interior fittings had ever before been seen on any railway. It was enthusiastically described as "the most luxurious train in the world," and the commemorative brochure published at the time of its advent called it "a chain of vestibuled luxury". The official L.B. & S.C.R. guide of those days strikes a nostalgic note of Edwardian opulence in speaking of the new train, and recalls a long vanished state of society. "So well have the higher and monied classes appreciated these special arrangements for their comfort that probably one of the best-filled trains that leaves the West End is the splendid Pullman Limited Express, known as the Southern Belle—consisting of well-lighted, heated, and ventilated parlour, buffet and smoking cars—which, departing from Victoria Station at 11 a.m., reaches Brighton in sixty minutes." The up train left Brighton at 5.45 p.m. and arrived at Victoria at 6.45 p.m.

The inaugural run of the Southern Belle was made on November 1st, 1908, the train being hauled by the new Marsh Atlantic No. 39. It ran throughout the year on week-days and Sundays, making two trips daily, one down and one up. Before long, however, this was increased to two journeys each way on week-

days and three on Sundays.

During the L.B. & S.C.R. regime all the latest express locomotives took their turn on the Belle, from the Marsh Atlantics to the fine Baltic tanks of the Remembrance class. In an emergency, however, and especially in later years when there was often a shortage of locomotive power, any other available engine of sufficient power might be pressed into service, and there was always a sporting chance for railway enthusiasts in those days of seeing something really

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unusual at the head of the long Pullman train. During the summer of 1912 the old Gladstone class No. 177 (formerly Southsea) took a regular turn with the later and more powerful engines then in use. By a strange coincidence the same engine was employed to work the train on one of two occasions in 1919 and again in 1921, when the regular engine was not available. These engines had of course worked the much lighter Pullman Limited in their youth, but the fact that in their latter days they were still capable of hauling the Southern Belle, with its heavy twelve-wheelers, is proof of their amazing stamina and Stroudley workmanship.

Although the Southern Belle was definitely the star turn of the Brighton line, the L.B. & S.C.R. main line services had by this time reached a high standard of excellence. In 1909 there were between thirteen and fifteen trains a day into and out of Brighton with Pullman cars attached. Perhaps the most notable train after the Belle was the famous City Limited, which is considered to have been in the direct line of descent from the original first-class only Express Train of September 21st, 1841, which left Brighton at 8.30 a.m., and with only one stop at Croydon, reached London Bridge in one hour and three-quarters.

In 1862, after the opening of Victoria Station in 1860, it consisted of two portions, for London Bridge and Victoria, and in 1875 a Pullman car was added. It was one of the heaviest trains on the Brighton line. In 1901 the formation consisted of one six-wheeled brake van, three bogie first-class coaches, three eight-wheeled Pullmans, three more bogie firsts, and a six-wheeled brake, all for London Bridge, and a six-wheeled brake, a bogie first-class, a twelve-wheeled Pullman and another bogie first for Victoria, the latter portion being slipped at East Croydon, making a total unladen weight of over 300 tons. From 1883 to 1912 the timing was sixty-five minutes for the down train and seventy minutes for the heavier up train. In 1912 the down time was reduced to sixty minutes, though the up train still took ten minutes longer. In 1919 the London Bridge portion had only two Pullmans, and in 1923 this was cut down to one.

By this time the Pullman services had been extended to other parts of Sussex, to keep pace with the growing travelling population of the seaside towns. In 1909 there were three Pullman trains to and from Eastbourne, two each way to Worthing, one of which started and finished at Bognor, one each way between London, Arundel and Chichester, and one between London and Crowborough.

There was also an Eastbourne edition of the Sunday Pullman Limited. Between the years 1911 and 1913 this train was frequently worked by that famous little Stroudley single-driver engine No. 329, Stephenson, the last survivor of its class and still going strong after thirty years of service. The train consisted of four old type eight-wheeled cars and two vans, totalling about 160 tons laden, and was timed to do the journey in ninety minutes. In 1914 four new Pullmans were built for the Eastbourne and Newhaven service: Glencoe, a parlour car, and Hibernia, Orpheus, and Scotia, kitchen cars. They were big 40 ton twelve-wheelers, and Stephenson, now on the duplicate list and renumbered A329, was regretfully

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relegated to the scrap heap. Altogether the L.B. & S.C.R. had forty-four Pullman car trains running in July, 1914.

The outbreak of war in August, 1914, marked the end of the old style luxury train era. The first significant change came in September, 1915, when for the first time third-class cars were attached to the Southern Belle. They soon proved popular and were increased in number, though some of the old stagers of the Brighton line—the afore-mentioned "higher and monied classes"—were indignant at this violation of their preserves. Before long, however, there were more important things to think about. The course of the war made heavy demands on the railways, and on January 1st, 1917, as part of a general reduction of passenger traffic, the Southern Belle was withdrawn entirely.

At the close of the war the withdrawn Pullman services were gradually restored, but somehow the post-war Southern Belle never seemed quite the same thing as the old Belle of pre-1914 days. The old air of distinction had departed. For one thing the make-up was no longer the same. The old twelve-wheeled cars of 1908 had originally formed one complete first-class unit. Now they were scattered abroad and found themselves rubbing buffers with common third-class cars, while the Southern Belle itself, when it came back into circulation, was composed of a mixed stock of cars of various origins and vintage. Nor had four years of war improved the locomotive stock. The Southern Belle of the 1920's was a heavy train of anything up to nine cars (on one occasion eleven cars were recorded) making a total weight of about 330 tons unladen or 350 tons loaded. The new third-class cars were not so heavy as the old first-class twelve-wheelers, but even so it was not an easy train to handle, in view of the traffic congestion in the suburbs, and the big Brighton engines had to work hard to keep within the sixty-minute schedule. It is interesting to note that in the summer of 1922, the last year of its existence as an independent company, the L.B. & S.C.R. were running no less than fifty-four Pullman car trains, being ten more than in the summer of 1914.

Great changes were brought about by the amalgamation of 1923, when the familiar initials L.B. & S.C.R. disappeared from the railway world and the Southern Railway came into being. On December 31st, 1924, the surviving twelve-wheeled Pullman cars made their last run as part of the Southern Belle. The following day they were replaced by an entirely new train of modern eight-

wheeled cars. The displaced twelve-wheelers migrated to various parts of the system, and in the 1930's a number of them were made up into special race trains running from Victoria to Epsom Downs for the Derby. Among them were the ex-Brighton cars Cleopatra, Myrtle, Princess Helen, Vivienne, and Bessborough.

In February, 1926, a first-class Pullman was reinstated on the City Limited, after being a non-Pullman train since 1924. Various cars saw service on this train during the next six years, the first being Princess Patricia, a twelve-wheeled

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buffet car of 1906. It was followed by Grosvenor, Duchess of Connaught, an ancient eight-wheeler dating from 1890, Jolanthe, Regina, Anaconda, and Coral. Incidentally, the veteran Grosvenor is still going strong to-day after forty-six years of service, being the last survivor of the original 1908 Southern Belle set and the oldest first-class car still in service. It was reconditioned at Preston Park in 1931 and rebuilt in 1936 as a bar car.

Under the new Southern regime there were even more sweeping changes in the loco-motive department. The Brighton Atlantics and Baltic tanks were gradually taken off the Southern Belle and replaced by the South Western King Arthurs and occasionally even by the South Eastern River class tanks, though after the accident to No. A 800, River Cray, at Sevenoaks on August 24th, 1927, these latter engines were hurriedly withdrawn from passenger work. It was in this accident that the old Gilbert car, Carmen, a survivor of the 1891 S.E.R. Hastings train, was destroyed. Brighton enthusiasts were justly indignant at seeing their beloved engines ousted from their own territory to make way for other types, some of which were actually less satisfactory.

Within ten years, however, the King Arthurs themselves were superseded, for in 1932 the electrification of the main line from London to Brighton and West Worthing was completed, and the dream of 1903 fulfilled. The official opening of the line by the Lord Mayor of London took place on December 30th, 1932, but the actual change-over was timed for midnight December 31st-January 1st, so that the first day of electric working would be a Sunday, with its reduced traffic. Someone conceived the happy idea of arranging that the last steam-hauled Southern Belle from Victoria should be worked by the ex-L.B. & S.C.R. tank No. 2333, Remembrance, while the last steam train to Brighton, the 12.5 a.m., was hauled by the sister engine No. 2329, Stephenson. The last through steam train to Worthing, the 9.5 p.m. from Victoria, was drawn by the King Arthur class No. 802, Sir Durnore, and soon after it left the first electric Southern Belle drew in to the same platform ready for the next morning's work.

For the new electric services thirty-eight new Pullman cars were constructed. Three complete new Southern Belle trains were built, each consisting of two third-class motor brake cars, one third-class parlour car, and two first-class kitchen cars. The third-class motor brakes were not only the heaviest coaches

yet built for any British railway, 62 tons, but were also the first motor Pullman cars in the world. The complete Southern Belle was made up of two units, making a ten car train, with one unit in reserve. The new first-class cars in each unit were Doris and Hazel, Audrey and Vera, and Gwen and Mona. Having by now exhausted all other sources of nomenclature it seems that the staff of the christening department had turned to their girl friends for inspiration.

The remaining Pullman trains in the new service consisted of the three City Limited expresses, made up of two third-class motor brakes, three first-class corridor coaches, and one composite Pullman car; and twenty corridor expresses, each including one composite Pullman.

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These composite cars consisted of a kitchen, twelve first-class seats, sixteen third-class, and two pantries, and were quite a new idea in Pullman car design.

The new electric service provided for a sixty minute schedule of express trains between London and Brighton. This was actually the same timing as that of the Sunday Pullman Limited of 1898, and only five minutes faster than the sixty-five minute schedule achieved in 1858. Much faster times were of course possible by the electric trains, and on trial runs times in the region of three-quarters of an hour were several times recorded, but the main advantage of the electric service was to provide a more frequent and punctual service rather than excessive speed, which traffic conditions might not always allow.

In June 1934 the Southern Railway did further violence to Brighton sentiment by renaming the Southern Belle the Brighton Belle, ostensibly to prevent confusion with the newly introduced Bournemouth Belle. The new name savours rather of trippers and paddle steamers, and it seems a pity that after twenty-six years "the most luxurious train in the world" should not have been allowed to carry on under its old title, while, to add insult to injury, the description has now been usurped by the Golden Arrow. The fact was that the Southern Belle was no longer the one and only all-Pullman of the line, and it was probably considered that the word Southern now had a wider connotation, and ought not to be monopolised by only one of the former constituent companies. Even so, Brighton enthusiasts were not pleased to see this further eclipse of L.B. & S.C.R. traditions.

At the outbreak of war in 1939 the ordinary passenger services were at first drastically curtailed, but many were soon restored and within a few months services were more or less back to normal. In 1940 a curious hybrid Brighton Belle appeared for a short time, consisting of the usual five-car Pullman set coupled with a Southern four-coach corridor set. This was soon afterwards replaced by a five-car Pullman set running with a six-car corridor pantry set. Some remarkable emergency liveries also began to appear about this time. As the Pullman cars came in for over-haul they were painted umber brown all over, without the distinctive cream upper panels. Before long, however, services were once again cut, and after Whitsun 1942 the Brighton Belle and all other Southern Pullman services were withdrawn. Those cars that were not required for special

service were painted grey and put into store. The Brighton Belle unit No. 3052, which included the first-class cars Audrey and Vera, was badly damaged in an air raid, but was repaired and went back into service when the Brighton Belle was finally restored in the Autumn of 1946.

In recent years there has been a remarkable increase of public interest in railway matters, and this has been catered for by the railways themselves by trips and excursions with a historical background. On October 5th, 1952, to commemorate the centenary of the Brighton Locomotive Works, a special train of eight Pullman cars left Victoria for Brighton, headed by the forty-one year old Atlantic No. 32424, Beachy Head. The black livery and British Railways performing lion struck a slightly jarring note, but otherwise everything was as nearly as possible in

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authentic Southern Belle style, and the old engine showed that the original one-hour schedule was still within its powers by coming down in 582 minutes and returning in 60 minutes, in spite of signal checks on both journeys.

To conclude this history of Pullman travel in Sussex, it is interesting to record that many of these old cars, like their passengers, have come to retire to Sussex when their travelling days were over and settled down as seaside bungalows. In addition to Albert Victor and Louise already mentioned at Selsey, two others, Princess, from the Brighton train of 1888, and Duchess of Albany, an ex-South Western buffet car of 1890, went to Partridge Green in 1930 to form a single L-shaped bungalow. Some of these old Pullmans have had a truly remarkable history. Balmoral and Dunrobin, for example, started life as sleeping cars on the Highland Railway in 1885, running between Inverness and Perth. About 1907 they arrived at the Brighton carriage works. Finally the bodies went to Seaford to form a bungalow. These cars differed from the usual Pullman design in having a central entrance and no end platforms, so that when they were converted to residential purposes they were placed side by side with the entrances connected by a short covered way to form a single H-shaped building.

A number of other Pullman cars have remained in the railway service after retirement, though they no longer carry passengers. Devonshire, an ex-Brighton buffet car dating from 1900, was converted to a store and works mess at Preston Park in 1931, while Verona, one of the original Southern Belle cars of 1908, became a timber store in the same year. Two old South Eastern cars from the Hastings train of 1898, Thistle and Albatross, after several conversions, ended up at Lancing Carriage Works as the premises of the lady Welfare Officer. The oldest inhabitant, however, is our old friend Albert Edward of 1877, one of the first three Pullmans to run on the Brighton line. This famous old car is now used as a canteen at Preston Park Pullman Works, and carries a plate giving details of its history.

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SHEFFIELD RAILWAYANA AUCTIONS

POSTAL AUCTION

Viewing Saturday June 11th 2005 07.30 – 13.30 at Myers Grove School, Wood Lane, Stannington, Sheffield.

Postal auction closes Monday June 20th at Mid-day.

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Pullman Related Video.

Mainline Steam Movie No.5: Clan Line - Golden Arrow Engine

This double tape video is one of a series available and contains a high percentage of rebuilt Bulleid Merchant Navy Pacific 35028 'Clan Line' hauling the VSO-E British Pullman car train.

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With the support of the Merchant Navy Locomotive Preservation Society, we see the engine being prepared at Stewarts Lane for a day out in the Garden of England, wearing the Golden Arrow headboard. What makes this film distinctive is that the engine is festooned with cameras, including footplate coverage, with driver Colin Kerswill able to provide expert guidance of the engine at work.

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The journey is notable for its ascent of Martin Mill, the steep climb between Deal and Dover. The men on the footplate, ex-Southern drivers, are well aware the 500-ton load would never have been allowed up Martin Mill bank with a single engine in steam days.

They are hoping to get a run at the bank, but the signals are against them. What follows is probably the finest effort recorded by this engine in the preservation era. The film also includes a "year-in-the-life" of the engine at work on the mainline, plus its appearances as 35002 'Union Castle' and 35017 'Belgian Marine'.

The engine's operators thought "Clan Line - Golden Arrow engine" the best film ever made of their engine at work.

Available as double VHS boxsets, priced £19.95 each.

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Pullman Web Sites.

The following web sites cover aspects of Pullman history.

BritPull - Offers an opportunity to discuss all aspects of Pullman vehicles and their workings in Britain.

<http://finance.groups.yahoo.com/group/BritPull>

Blue Pullman - A group for anyone interested in the erstwhile British Rail Blue Pullman sets which operated between London and Manchester / Birmingham / South Wales. Please feel free to contribute any photographs, memories, etc

http://finance.groups.yahoo.com/group/blue_pullman

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Pullman Company Researchers - A friendly discussion group for anyone with a genealogical or historical interest in the Pullman Company and their ancestors who were associated with it. Includes Pullman Company, Pullman Car Works, Pullman Palace Car Company, Pullman porters etc. And the town of Pullman near Chicago built for Pullman employees.

<http://finance.groups.yahoo.com/group/PullmanCompanyResearchers>

The Devon Belle Observation Car

Returning to the "00" Works ready to run model of The Devon Belle Observation Car. My model arrived a couple of days after publication of last month's edition.

Access to the cars interior to add passengers and attendant can be undertaken by simply removing the four buffers by use of pliers and 'Gently' twisting the buffer head and pulling to release. This will then release the underframe with seating as one unit.

You can enhance your dedicated Pullman train formation and locomotive by use of Precision Labels L18C for the Ilfracombe portion and PL Set L18B for the Plymouth portions of the train.

PL Sets No. L18C & L18B for use only on the new Hornby cars only)

PL Set No.L18A for the Plymouth portion using Hornby's 1928 cars R223 & 233.

Tail Lamp:

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

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

T.Bye June 2nd 2005.