



Pullman Car Services

# Coupe News

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

**March 2006 – CAR No.37**



cPCSCA2006

**George Mortimer Pullman**

**Born March 3<sup>rd</sup> 1831 Brockton, New York.**

**P2.**

**Cover Photograph.**

**George Mortimer Pullman.**

We commemorate the 175<sup>th</sup> Anniversary of his Birth on March 3<sup>rd</sup> 1831.

**Editorial:**

Welcome to Coupe News No: 37.

This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been 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.38, please forward by March 26<sup>th</sup>. Coupe News No.38 will be published on April 1<sup>st</sup>.

**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.

Terry Bye  
Pullman Car Services  
<mailto:pullmancarservices@yahoo.co.uk>

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**Cars of the Month.**



cT.Robbins2006

Ex-Brighton Belle Motor Brake Parlour - Schedule No.292 - CAR No.92.  
January 17<sup>th</sup> 2006 at the RSI (former Wagon-Lits) Workshop at Ostende.  
The car is under restoration for the VSO-E and has been shot blasted and primer painted.

My thanks to Tim Robbins for this unique photograph.

Have you a photograph you would like to place in 'CAR OF THE MONTH'  
If so, just e-mail as an attachment in jpg format to the editorial e-mail address.

**P4.**

### **Look Back At Pullman.**

#### **1831 - 175 Years Ago.**

March 3<sup>rd</sup> – Brocton, New York.

Born to James Lewis and Emily Caroline (Minton) Pullman the third child and third son George Mortimer.

#### **1856 – 150 Years Ago.**

George now aged 25 was two years into a contract with the State of New York to move buildings back from the right-of-way along the Erie Canal in the vicinity of Albion. The contract would end in 1857 and George had by its end made several thousand dollars.

#### **1881 – 125 Years Ago.**

Pullman services within the United Kingdom were entering the seventh year of operation. Services were now being offered on the following Company Lines: - Midland Railway, London Brighton & South Coast, London Chatham & Dover, London and South Western, Great Northern and Highland Railways.

#### **Pullman Town, Chicago, Illinois.**

During March of this year 1.3 million dollars had been expended at Hyde Park, a suburb located 14 miles south of Chicago, Illinois. Later to become known as Pullman Town, Chicago.

Although work had started on May 25<sup>th</sup> 1880 with the construction of the Allen Paper Wheel factory. By March 1881, 100 new houses that had commenced construction in the November of 1880 were taking in the new residents.

The first resident moved in on January 1<sup>st</sup> 1881, this being a foreman who had transferred from the Pullman Palace Car Company's Detroit workshops with his family.

#### **1906 – 100 Years Ago.**

March 1<sup>st</sup>. Push & Pull workings commence in the derby with ex-Pullman cars (the contract between the P.P.C.Co., and the Midland Railway terminated in 1888, and the cars were purchased by the MR).

The services offered covered Melbourne, Wirksworth and Ripley.

**P5.**

**1931 – 75 Years Ago.**

Pullman cars now included in Southern Boat Trains between London Waterloo & Southampton docks. The cars stabled at Clapham Junction sidings. The “Ocean Liner Express” operate with between two to four cars within a formation of other SR stock. The ex-GWR cars **EVADNE, LORAINÉ, IONE, JOAN, JUANA EUNICE & ZENA** and also six former “Queen of Scots” allocated cars make up the cars available for the service provision.

**1981 – 25 Years Ago.**

The Venice Simplon Orient -Express purchase **CAR No.54** from the Birmingham Railway Museum, the car is moved to Carnforth and storage.

The Steam Locomotive Owner’s Association (SLOA) purchase eight Mk1 Met Cam Pullman cars for £20,000. The purchased cars being identified as:-  
**CAR No.347, 348, 349, 350, 351, 352, 353 and 354 THE HADRIAN BAR (II).**  
The sale of these cars was conclude between British Rail and SLOA on March 3<sup>rd</sup> exactly 150 years to the day that G.M.Pullman was born.

**CAR No.88** to move to the Swanage Railway on loan from the Stour Valley Railway (East Anglain Railway Museum) for an agreed 10 year period. (The move is completed in March 1982).

**GWEN** is relocated from the Horseless Carriage Inn, Chingford to the Colne Valley Railway on loan from Beefeater Steakhouse.

The end for **CAR No.330 RUBY(II)** at Mayer Newham scrap yard at Snailwell is noted as the car is broken-up. The commonwealth Bogies had been removed in 1980. On July 2<sup>nd</sup> 1975 **RUBY(II)** in the company of **STORK** was noted forming the HULL PULLMAN service.

**2006 Birthdays.**

The following Ladies have reached there Centenary this year.

**DUCHESS OF NORFOLK, PRINCESS ENA, PRINCESS PATRICIA.**

The following Ladies have reached there 75<sup>th</sup> this year.

**CAR No.81, 82, 83 & 84.**

**P6.**

**Preservation News.**

In early February reader Murray Brown advised me of the following news with regard to the ex-P.C.Co. Preston Park Works at Brighton.

Hello Terry,

Some sad news if you are into Pullmans. Well worth following up and a story for your next issue? I believe there are still some vehicles inside this building which is land-locked and thus so difficult to remove.

Best wishes,  
Murray

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Sent: Friday, February 10, 2006 8:35 PM  
Subject: Brighton Pullman Works

Hi Friends:

We have been advised by Neil Butters that Network Rail is on the point of demolishing the Works. If anyone believes they have a claim to any of the vehicles inside please would they contact Pauline Reith at <mailto:pauline.reith@networkrail.co.uk> by Friday 17th February at the latest."

Bill Hillier  
Director, Heritage Railway Association and Secretary to the Operating & Safety Committee.

**DORIS on the move?**

News of the possible movement of this car from its present location at Finsbury Park to a preservation railway was made known to me in mid February.  
As further information is made known I will advise readers.

**P7.**

**Website News.**

Terry,

I have just designed and made 'live' my website to do with train formations within the big four and early British railway eras. I came across your website while looking for train formations to include on my site and found that it has a wealth of information on Pullman services.

Regards

Karl Restall

<http://www.trainformations.co.uk/>

**The Railway Monthly**

In 2004 you may remember a Monthly DVD entitled "The Railway Monthly" was launched at the York Railfest.

Only four editions of the monthly DVD were produced before production stopped.

I have kept in touch with Mark Found the man behind the concept of bringing up to the minute news on the railway scene in model and full scale size.

Mark has advised me of a completely new concept magazine that will give the subscriber the latest news in the railway scene.

If you are interested then follow this link and see what Mark has to offer: -

<http://www.therailwaychannel.com/>

In the words of Mark "I believe we're the first in the world to do something like this for railway enthusiasts and the planned launch date is April but you can have a look at a sample programme.

This is simply a test - to gauge reaction and see what people would like and, come the day, we will be able to offer you high quality pictures etc., a viewer compatible with your computer etc. but, for now, I hope you enjoy it".

Mark Found.

**P8.**

**The Pullman Society.**

Become a member of the only Society that covers aspects of Pullman history, train operations, modelling and much more.

If you would like more details on the benefits of being a member contact: -

Alan Wood <mailto:awood17166@aol.com>

**Pullman Society 2006 AGM.**

The 2006 AGM will be held on Saturday May 20<sup>th</sup>.

The venue being Sheffield Park Station, on the Bluebell Railway.

This will be followed by an evening aboard the Bluebell Railways "Golden Arrow" service within car **FINGALL**.

The Pullman Society AGM is a truly an all Pullman event, with a friendly welcoming approach to members.

Following the formal agenda of the AGM, members will be offered a choice of Pullman related subjects for the remainder of the afternoon, these will include: -

Pullman Raffle,

Pullman Memorabilia Auction.

Display of Pullman Memorabilia.

Archive film of the Bournemouth and Brighton Belles (private collection).

Illustrated lecture covering the Pullman Works & Town, Chicago.

Display of Pullman car Models.

As a member of the Pullman Society you will automatically be able to attend what is surely the Pullman event of the year.

If any of the above subjects interest you, why become a Society member and take this opportunity to join, contact Alan Wood now at the e-mail address above.



**P9.**

**Requests for your Help.**

Can you help a fellow reader by answering the following requests for help.

**Request 1.**

I am very interested in the formation of the Golden Arrow within its early, pre nationalisation, years.

I have most of the Pullman books including A. Hasenson's book.

The actual cars appear to be well identified. But, I am interested in the order or position of the each car from behind the locomotive?

Then, somewhere I read that the first class would be behind the locomotive on mixed class trains followed by second [3rd].

I wonder if any fellow reader of the newsletter may be able to help me.

Norman Allum.

**Reply 1.**

Dear Terry,

Thank you for the latest issue of Coupe News. I detail below data that may be of help to Norman and other readers.

Glen Woods – Brighton.

Golden Arrow Formation

Extracted from the Eastern Area Carriage Working Notice, 6<sup>th</sup> May 1946 & UFN

Train	From	To
10. 0 a.m.	Victoria	Dover Marine
6. 50p.m.	Dover Marine	Victoria

**P10.**

Formation	Pullman		Seats			Tons	Remarks
	1st	2nd	1st	2nd	3rd		
Van (6.50 p.m. only)						13	London End
Van						13	
Van						13	
Pull Bke Car No. 154		36				34	
Pullman Car No. 193		42				39	
Pullman Kitchen Car	22					40	"Cecilia"
Pullman Parlour Car	24					38	"Onyx"
Pullman Buffet Car	-					32	"Trianon"
Pullman Parlour Car	26					38	"Niobe"
Pullman Kitchen Car	20					40	"Adrian"
Pullman Brake Car	26					38	"Lady Dalziel"
Totals	118	78				338	Up.
						325	Down.

*Many thanks to Glen Woods for his response, Terry.*

Formation	Pullman		Seats			Tons	Remarks
	1st	2nd	1st	2nd	3rd		
Van (6.50 p.m. only)						13	London End
Van						13	
Van						13	
Pull Bke Car No. 154		36				34	
Pullman Car No. 193		42				39	
Pullman Kitchen Car	22					40	"Cecilia"
Pullman Parlour Car	24					38	"Onyx"
Pullman Buffet Car	-					32	"Trianon"
Pullman Parlour Car	26					38	"Niobe"
Pullman Kitchen Car	20					40	"Adrian"
Pullman Brake Car	26					38	"Lady Dalziel"
Totals	118	78				338	Up.
						325	Down.

*Many thanks to Glen Woods for his response, Terry.*

**P11.**

**Reply 2.**

Terry,

With regard to the query raised by Norman Allum in the latest issue, Pullman Diagram S-1745 gives the train formation on leaving Victoria as follows :-

Locomotive		
Lady Dalziel	Parlour 1 <sup>st</sup> Brake	(Brake leading)
Adrian	Kitchen 1 <sup>st</sup>	(Kitchen trailing)
Niobe	Parlour 1st	
Trianon Bar (ex- T.C. No 5)	Bar	(Kitchen trailing)
Onyx	Parlour 1st	
Cecilia	Kitchen 1 <sup>st</sup>	(Kitchen trailing)
Car 193 (ex-T.C. No 35)	Parlour 2nd	
Car 154 (ex- Flora)	Parlour 2 <sup>nd</sup> Brake	(Brake trailing)

(Seats : First – 118, Second- 77).

Spare Cars for the service were :-

Montana	Parlour 1 <sup>st</sup> Brake
Chloria	Parlour 1 <sup>st</sup>
Sappho	Kitchen 1 <sup>st</sup>
Car 194 (ex- T.C. No 36)	Parlour 2 <sup>nd</sup>

The drawing is dated April 1946, and presumably refers to the formation for the coming Summer season.

Proper Pullmans are in York this year on 8<sup>th</sup> March, 6<sup>th</sup> September and 18<sup>th</sup> November.

Best regards,

Tim

*Many thanks to Tim Robbins for his response. Terry.*

**P12.**

**Reply 3.**

Terry....

Re Coupé News 36 – Norman Allum’s query re Golden arrow formations pre-nationalisation.

I have an official drawing of the train formation stamped 27 July 1947, but is titled “**Golden arrow Train Formation – April 1946**” and the formation shown thereon is;

From the Dover end, i.e Country end on the Down working behind the loco:

Lady Dalziel	first	26 seats
Adrian	first	20 seats
Niobe	first	26 seats
Trianon Bar	was TC 5)	
Onyx	first	24 seats
Cecilia	first	22 seats
Car 193	second	42 seats (was Third Class TC 35)
Car 154	second	35 seats (was First Class Flora)

Total First Class Seating 118, second Class 77.

Interesting that this was the ‘old’ continental type 2<sup>nd</sup> Class...long before the later BR change when the old 3<sup>rd</sup> Class became the new 2<sup>nd</sup> Class (later to be known as Standard)

It also shows the Spare Cars as;

Montana	first	26 seats (Spare for Lady Dalziel, Niobe or Onyx)
Car 194	second	42 seats (Spare for 193 or 154)
Chloria	first	22 seats (Spare for Adrian, Cecelia or Trianon Bar)
Sappho	first	22 seats ( -----Ditto-----)

I presume this was the original drawing for the first Post War launch, and as was stated by Norman, it was indeed correct that the first Class passengers were at the front of the train. By today’s standards that is unusual as most of the London departures have the First Class nearest the Buffer Stops to save the ‘poor’ first class passengers a long walk to the front...past all the ‘steerage’ class punters !! However, I think the reasoning behind the ‘Arrow’s First Class at the front was that the passengers were nearer the Gang Plank at Dover that end of the train.

**P13.**

Additionally, in those early post war years when there was a plethora of Porters at Victoria, and my Uncle was one of them !!!, the tips were better as the porters had further to walk and encourage the punters to be generous!! In fact my Uncle actually PAID to do the job!!! He paid £2.00 per week to be there....but his earnings from tips were very good, mainly because he was fluent in French & German which helped no end!!!

All the best...I hope this helps Norman...

Cheers  
Doug.

*Many thanks to Doug Lindsay his response. Terry.*

**Request 2.**

Hi Terry,

I wonder if you or your readers can help me.

I'm building 4mm scale models of the LBSCR's 1895 'American' Pullman cars (from the Marc Models kits) and wish to present them in their original livery.

I realise they were extremely ornately lined out in gold which I will only be able to partially represent but am unclear as to the base colour.

Haresnape and Fry describe it as 'green' or 'bronze' and I've also seen it described as an 'oily greenish brown'.

Other authors describe it as 'brown' or 'chocolate brown'. Also, were the roofs really 'rose' ?

Any input would be appreciated - ideally with a recommendation from the Precision or Humbrol range.....

Paul Newham.

**P14.**

**Pullman Memorabilia**

Antony Ford, A known Pullman memorabilia collector is interested in the purchase or exchange of Pullman Car Table Lamps.

Also the purchase of the plastic type Pullman table lampshades and of any photographs of the interior and exterior's of any of the 1932 Pullman composite cars as constructed for the London Victoria – Brighton electrification services.

Contact Antony on 01793 704428 or <mailto:antjo@ford28.freeserve.co.uk>

**Pantry Mailbox.**

From the e-mails sent me on each publication of the newsletter, I paste a selection below: -

Hi Terry

Thanks once again for an interesting Coupe News.

What a co-incidences that two U Class 1952 Cars are on the market at the same time. I wonder if they are of potential interest to VSOE?

Another thought - CARINA appears to be in the Southern's blue and grey livery as she was when taken out of service - I remember photographing the entire Golden Arrow train in sidings (Lovers Walk?) in November 1972. Fortunately they were never disfigured by the 'reversed' livery as were the 1960 Cars. Whilst the blue and grey is relatively unattractive, this Car is probably the last remaining so painted, and the livery ought to be properly documented by photographs and measurement of the lining and lettering, so that there is a record for the future.

Best wishes, George Moon

Dear Terry

Many thanks for the latest newsletter.

Just wanted to ask if there's anything we can do to save Aries? It would be a crying shame if she were to be broken up and was wondering if there were any like-minded members of this group, or others, who might be able to club together to rescue her. I would be prepared to go shares with others.

If not, could you please give me an e-mail contact address for the owner?

Thanks.....Andy Rogers

**P15.**

Dear Terry,

I noted with interest the comment by John Peck in your January Coupe News regarding the different shade of brown on the Bachmann Mk.1 Pullman cars compared with the old and the new Hornby Pullman cars. I attach for your interest two fairly recent photos taken at the Bluebell Line. One photo shows a somewhat lighter shade of brown on the Mk.1 car "Eagle". I believe that the Mk.1 cars were turned out this colour originally, but I am not absolutely sure. In the second photo, it is interesting to see that "Fingall" is a distinctly lighter brown than the adjoining car! I don't think that the real world was all that colour-conscious in the old days. At that time, no two batches of paint were exactly the same colour anyway, no matter what the specification stated. Nowadays, we have precise specifications for paint colour. It has been pointed out that the Mk.1 cars ran with 1928 Pullman brake cars. I do not know whether the 1928 cars were a different brown from the Mk.1's at that time. I don't think anyone would have cared in those days even if they were!

Tony Wright also reviews the Bachmann Mk.1 Pullman cars in British Railway Modelling for February. He comments on the differing shades of "Pullman Brown" as well. He also dislikes the bogies on the old Hornby 1928 Pullman brake cars that are required to make up a prototypical train with the Mk. 1 cars. As described in a previous e-mail, I solved this problem by fitting Bachmann LNER bogies to my 1928 cars. I believe this is correct to prototype. Furthermore, it puts the cars at the correct buffer height, which is very important to me. Also, as described before, I improve my 1928 cars by installing Buckeye couplers at the correct prototype height. These two modifications improve the 1928 cars a great deal. I also put Buckeye couplers on my new Hornby Pullman cars and retract the side buffers with a U-shaped clip over the buffer spindles. These two improvements make a big difference to these cars as well. The vestibule connections are now almost touching, which looks so much better.

If you would like to publish my photos of "Eagle" and "Fingall" and this letter, you have my permission to do so.

I enjoy Pullman Coupe News very much. Carry on the good work!

Brian Scales, P.E.

**P16.**

**Sheffield Railwayana Auctions 11<sup>th</sup> March 2006 Commencing at 11.00am**

Enquiries about estimates and other matters can only be made up to **6 p.m. on Thursday 9<sup>th</sup> March**. Faxed and e-mail bids are acceptable up to **10 p.m. on Thursday 9<sup>th</sup> March** (e-mail bids are accepted only from known customers, please include your full postal address and telephone details).

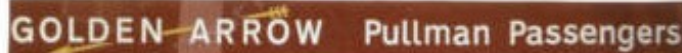
Website at <http://www.sheffieldrailwayana.co.uk/>

115 \* **PULLMAN CAR BRASS TABLE LAMP** in the classical arcadian style of swags and ramsheads. No identity of car, but is of an earlier pattern and used in older cars of 1910 - 1923 vintage. The glass shade with floral design is not original. In full working order and in excellent used condition.



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417 \* **BR double-sided PERSPEX SIGN**: "Golden Arrow (with arrow) Pullman Passengers" in modern white stick-on lettering with yellow arrow on brown background. Measuring some 66" x 5" it has the appearance of a carriage board, but is thought to have originated from Dover Marine in the mid-1960s when the original enamel signs were replaced by BR corporate identity signs. Good condition.



GOLDEN ARROW Pullman Passengers

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P17.

425 \* **CAST-IRON WAGONPLATE:** "Clayton Wagons Ltd. 1922 Abbey Works Lincoln England" as carried by a Pullman Car of which 32 were constructed by the company, ordered by the Pullman Car Company to a very high specification, between 1920-1923. Rectangular, 10¼" x 6¼" restored to the original white background with black lettering and lion picked out in gold. A short history of the company accompanies the lot. VGC.



425

499 \* **BR WOODEN FINGERBOARD SIGN:** "Brighton Belle." Double-sided with white lettering on blue background. This was the final livery adopted for arguably the most famous Pullman trains running between London Victoria – Brighton and vice versa until it ceased operation in 1972. 48" x 6" with metal ends. Genuine well-used condition and probably originated from Victoria.



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P18.

**Model Railway News.**



**cBrianScales2006**

In last months edition reference was made to the different colour of the umber livery on models. Brian Scales has sent the above photograph to display that even in the real world the shade of umber can be different.

Next time you see the rake of Pullman cars that form the British Pullman of the VSO-E note the shade difference as the cars glide by.

The NYMR railway also has a shade difference in its rake of Mk1 and the 1928 cars.

**P19.**

**Pullman Cars – World War Two.**

R. J. E. Bayliff  
Honorary Chairman, World War Two Railway Study Group

Dear Mr. Bye,

Of late, an official LNER photo of Sleeping and Messing Van NE960818 published in the World War Two Railway Study Group Bulletin has raised the matter of war-time uses of Pullman Cars.

Recently having come across Coupe News on the SEmG Website and noting Information is for sharing - not gathering dust... may I offer the following information and enquiries?

Twelve Pullman Cars acquired by the LNER for use as Sleeping and Messing Vans for permanent-way staff: The Membership Secretary of the World War Two Railway Study Group has purchased four photographs of NE 960818 being one exterior and three interior views. These were published in the World War Two Railway Study Group Bulletin Vol 15, No 3; pages 15.72 - 74: 'A Sleeping and Messing Van'. The exterior view and view of the convertible seats/bunks were published in the November 1944 issue of 'The Model Railway News' on pages 217/8 in the section "Railway Topics" by J. N. Maskelyne:

**New use for old Pullman Cars**

One of the many problems that the war has brought in its train is that of providing accommodation for permanent-way staff who have to work away from their homes on repair of existing and construction of new works. They may well find themselves many miles from town or village, and, even if near an inhabited locality, the problem of obtaining food and accommodation is one of the utmost difficulty.

To overcome these difficulties, peculiar to war-time working, the L.N.E.R. has converted eight six-wheeled coaches and six Pullman cars, which have been allocated to the various districts throughout the system. A further six Pullmans have been similarly converted; they are painted grey with white lettering.

The six-wheeled vehicles provide accommodation for eight men and the Pullman coaches for sixteen. Each vehicle is complete with beds, wash basins, tables, lockers, etc., and carries supplies of bedding, cooking and cleaning utensils, lamps, and, indeed, everything to make the coach entirely self-supporting. A member of the working staff acts as the attendant and undertakes the cooking, which is done on coal stoves, and he also sees to the general tidiness of the temporary home.

## P20.

Already the facilities afforded by these vehicles have proved of immense value, and it is reasonable to assume that the end of the war will not put an end to their continued usefulness.

Since the photographs were taken, shelves have been added above the top bunks.

Looking through Table XII of Behrend's Pullman in Europe, I can find but a likely three (Clayton 11/1920) withdrawn circa 1938 and four (Clayton 6/1923) Pullmans stated as sold to the LNER in 1939:

Cambria	Withdrawn circa 1938	1960 Schedule No 119 page 296
Catania	Withdrawn circa 1938	1960 Schedule No 120 page 296
Corsair	Withdrawn circa 1938	1960 Schedule No 126 page 296
No 48 Third Class	Sold to the LNER 1939	1960 Schedule No 148 page 306
No 49 Third Class	Sold to the LNER 1939	1960 Schedule No 149 page 306
No 52 Third Class	Sold to the LNER 1939	1960 Schedule No 151 page 307
No 58 Third Class	Sold to the LNER 1939	1960 Schedule No 152 pages 307, 335, 311.

NE960818 has been identified as the former Albion, a First Class Kitchen Car built 1921 by the Birmingham Carriage & Wagon Company; 1960 Schedule Number 118.

Another example was NE960820, the former Cambria, a First Class Kitchen Car built 1920 by Clayton; 1960 Schedule Number 119.

Can anyone identify the other presumed ten per Maskelyne's article?

Thirty Pullman cars run by the LNER as 'ordinary first class coaches' mentioned on page 92 of Pullman in Europe: The details said to be on page 265 are nowhere to be found and a search through Table XII reveals ten, an eleventh evidenced by the photographs of Car No 73 Third Class as LNER 479 on page 97.

However, a complete listing can be gathered from the annotations on diagrams of Pullman Cars in the first volume of LNER Carriage Stock diagrams held at the National Archives, Kew in document Rail 394/19: ***{see appendix 1 on page 24}***

Any information as to under what arrangements and why the LNER acquired these cars would be gratefully received. I imagine that Home and Overseas Ambulance Train coaching stock commitments were leaving the LNER short of stock.

**P21.**

Pullmans requisitioned as Canteen Facilities at South Coast Ports, SR: National archives, Kew document MT6/2611, contains Ministry of War Transport file ZR1/11, Part 2 of which contains the following information:

23 March 1944 Arrangements were being made to requisition 12 Pullman Cars to be converted to provide Canteen Facilities at South Coast Ports, SR These were given as: -

Supply Car No 11  
1st Class Parlour Cars Leghorn  
Topaz  
1st Class Kitchen Cars Corunna  
Sapphire  
Savona  
3rd Class Kitchen Cars No 5  
No 6  
No 7  
No 8  
No 19  
No 30

08 January 1945 Four of the twelve Pullmans required for use in overseas leave trains, viz. Corunna, Sapphire, Savona, No 7 to be released from service as temporary canteens.

Upon release they were to be sent to Lancing to be prepared for leave trains, additions and alterations to meet the requirements of the NAAFI.

31 January 1945 The request to de-requisition the four made.

05 March 1945 The cars and schedule of work to be carried out is given, the cars being Corunna, Sapphire, Savona and Third Class No 7.

27 April 1945 The SR advised the MWT that the "following additional Pullman Cars no longer required for use as emergency canteens: -

First Class Parlour Car Leghorn  
Third Class Kitchen Cars No 5  
No 30

## **P22.**

24 July 1945 No longer required at ports for use as emergency canteens

Supply Car No 11  
Topaz  
No 19  
TC6  
TC8

03 October 1945 'Daily Telegraph' article "Pullman Cars await release", "16 on leave trains":

"When we shall be back in operation depends on the Ministry of War Transport who withdrew our cars early in the war, an official of the Pullman Car Company said yesterday. We have 70 ready to take the road once we get the release."

From Behrend's Pullman in Europe, five Pullmans as NAAFI Buffet Cars are given in Table XII, the quantity six being mentioned in the text on page 77: -

### Ist Class Kitchen Cars

Corunna	NAAFI No 29
Sapphire	NAAFI No 37
Palermo	NAAFI No 21
Seville	NAAFI No 3
Rosalind	NAAFI No 18

So, we have twelve requisitioned as emergency canteens of which four were derequisitioned for use in leave trains, receiving NAAFI numbers. Those for which we do not have NAAFI numbers are Savona and No 7. However, the quantities do not match up as there were potentially seven receiving NAAFI numbers, unless Third Class No 7 was not (regarded as) an Eastern Section car (by the Southern Railway).

Thus there is a separation between the matters of emergency port canteen and leave train use which perhaps has not been previously realised or regarded.

An entry for 28 March 1944 from National Archives document AN2/244 which contains many duplicates of the Pullman information found in MT6/2611 has additional information to the effect that the question of providing a number mobile canteens for use during the period of military operations on the continent had been reviewed. A.S.L.E.&F. remembering the difficulty of providing enginemen working long hours with meals during the Dunkirk evacuation, thought that arrangements should be made at important railway centres. Port & Transit Control considered the availability of vehicles to replace canteens at ports which may be put out of use by enemy action. An increase of the SR's ship repairing staff at Newhaven which for a period was increased by 280 was also a consideration. There is no note of any organisation who might man or run such mobile canteens.

**P23.**

The NRM photograph referenced "F. Burt - 1725" of Corunna as NAAFI No 29, as printed normally (its usual published form) shows a white rectangle in the third saloon window from the left. However, when printed overexposed, the rectangle has the inscription in block letters with badges either side of the top line:

\* NAAFI \*  
BUFFET CAR

Any further light which might be able to shed or advice of further photographs with regard to Pullman Cars used by the LNER or NAAFI, or indeed other (railway company) coaches used by the NAAFI (also in leave trains?) would be much appreciated.

Are there any wartime photographs of Joan, with or without General Eisenhower or Prime Minister Churchill? I would be also interested to learn of any photographs showing Pullman Cars in overall Umber.

My thanks to Robert Bayliff for in depth letter of some interesting history. If any reader can help in answering those questions raised by Robert, please forward to me at the editorial address and I will publish your responses in the next edition.

**P24.**

## Appendix 1.

London East and London Central Districts 22/5/44 page 63

Name of Car	Seats		Description	Wheels	Route Restriction	Weight Tons	
	1	3					
Adrian (244)	20	-	K	8		1	40
Alicante (47)	12	14	K	8		1	32
Anaconda (132)	12	14	K	8		2	33
Argus (165)	22	-	K	8		1	40
Aurelia (172)	22	-	K	8		1	40
Aurora (153)	26	-	B	8	2A		34
Barbara (185)	12	11	K	8		0	38
Cadiz (91)	27	-	P	12	2A		40
Calais (97)	27	-	P	12	2A		40
Camilla (180)	12	11	K	8		0	38
Cassandra (200)	20	-	K	8		1	38
Cecilia (205)	22	-	K	8		1	40
Chloria (206)	22	-	K	8		1	40
Clementina (40)	12	14	K	8		1	33
Coral (134)	12	14	K	8		2	33
Corunna (35)	16	-	K	8		1	31
Cosmo Bonsor (48)	12	14	K	8		1	32
Cynthia (179)	22	-	K	8		1	40
Daphne (58)	12	14	K	8		1	32
Diamond (250)	22	-	K	8		1	40
Elmira (135)	12	14	K	8		2	33
Emerald (32)	16	-	K	8		1	31
Erminie (133)	12	14	K	8		2	33
Eunice (252)	24	-	P	8		1	39
Evadne (258)	20	-	K	8		1	41
Fingall (175)	22	-	K	8		1	40
Flora (154)	26	-	B	8	2A		34
Florence (36)	12	14	K	8		1	32
Formosa (136)	12	14	K	8		2	33
Geraldine (166)	22	-	K	8		1	40
Glencoe (49)	26	-	P	12	2A		40
Grosvenor (30)	-	-	D	12	5A		40
Hawthorn (60)	12	14	K	8		1	32
Hibernia (51)	12	16	K	12	2A		40
Ibis (245)	20	-	K	8		1	40
Iolanthe (163)	22	-	K	8		1	40
Ione (255)	22	-	K	8		1	41
Joan ((256)	22	-	K	8		1	41
Juana (253)	24	-	P	8		1	39
Juno (155)	26	-	B	8	2A		34



**P25.**

Name of Car	Seats		Description	Wheels	Route Restriction	Weight Tons
	1	3				
Lady Dalziel (248)	26	-	B	8		1 38
Latona (181)	12	11	K	8		0 38
Leghorn (41)	24	-	P	8		1 32
Leona (248)	36	-	P	8		1 38
Loraine (257)	20	-	K	8		1 41
Lucille (243)	24	-	P	8		1 39
Lydia (246)	20	-	K	8		1 40
Madeline (182)	12	11	K	8		0 38
Maid of Kent (137)	12	14	K	8		2 33
Malaga (92)	16	-	K	12	2A	42
Marjorie (167)	22	-	K	8		1 40
Medusa (170)	22	-	K	8		1 40
Milan (98)	27	-	P	12	2A	40
Mimosa (50)	12	14	K	8		1 33
Minerva (213)	26	-	P	8		1 38
Monaco (93)	16	-	K	12	2A	41
Montana (156)	26	-	B	8	2A	34
Myrtle (46)	-	-	D	12	5A	40
Neptune (94)	16	-	K	12	2A	40
Niobe (209)	26	-	P	8		1 38
Octavia (178)	20	-	K	8		1 38
Onyx (251)	24	-	P	8		1 38
Orpheus (53)	12	22	K	12	2A	40
Padua (99)	27	-	P	12	2A	40
Palermo (44)	16	-	K	8		1 31
Palmyra (100)	16	-	K	12	2A	43
Pauline (171)	22	-	K	8		1 40

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Name or Number of Car	Seats		Description	Wheels	Route Restriction	Weight	
	1	3				Tons	
Pearl (249)	22	-	K	8		1	40
Penelope (240)	20	-	P	8		1	41
Philomel (241)	20	-	K	8		1	41
Plato (177)	20	-	K	8		1	38
Pomona (183)	12	11	K	8		0	38
Portia (101)	16	-	K	12	2A		43
Princess Elizabeth (247)	24	-	P	8		1	38
Regina (42)	12	14	K	8		1	32
Rosalind (102)	16	-	K	12	2A		43
Rosamund (160)	22	-	K	8		1	40
Rosemary (164)	26	-	P	8		1	39
Ruby (56)	12	14	K	8		1	32
Sapphire (43)	16	-	K	8		1	33
Sappho (168)	22	-	K	8		1	40
Savona (37)	16	-	K	8		1	34
Scotia (54)	11	16	K	12	2A		40
Seville (45)	12	14	K	8		1	33
Sorrento (38)	16	-	K	8		1	31
Sunbeam (95)	27	-	P	12	2A		40
Sylvia (96)	27	-	P	12	2A		40
Theodora (184)	12	11	K	8		0	38
Topaz (59)	24	-	P	8		1	31
Ursula (242)	24	-	P	8		1	39
Valencia (39)	12	14	K	8		1	32
Viking (169)	22	-	K	8		1	40
Zena (254)	24	-	P	8		1	39
Zenobia (207)	22	-	K	8		1	40

Car No.	Seats		Description	Wheels	Route Restriction	Weight	
	1	3				Tons	
5 (68)	-	-	S	12	2A		32
6 (69)	-	-	S	12	2A		32
7 (70)	-	-	S	12	2A		32
8 (71)	-	-	S	12	2A		32
11 (111)	-	-	S	8		2	-
13 (113)	-	-	S	8		2	-
14 (114)	-	-	S	8		2	33
15 (115)	-	-	S	8		2	-
16 (116)	-	-	S	8		2	-
17 (147)	-	33	D	12	2A		44
19 (150)	-	33	D	12	2A		44
30 (127)	-	23	K	8		2	33

**P27.**

Name or Number of Car	Seats 1	3	Description	Wheels	Route Restriction	Weight Tons
Car No.	Seats					
31 (189)	-	36	K	8		1 40
32 (190)	-	36	K	8		1 40
33 (191)	-	36	K	8		1 39
34 (192)	-	42	P	8		1 39
35 (193)	-	54	P	8		1 39
36 (194)	-	42	P	8		1 39
41 (122)	-	30	B	12	2A	39
60 (215)	-	36	K	8		1 40
61 (216)	-	36	K	8		1 -

**DESCRIPTION**

- B - Brake Parlour Cars.
- D - Kitchen Dining (Nondescript) Cars.
- K - Kitchen cars.
- P - Parlour Cars.
- S - Kitchen Supply Cars

**P28.**

### **Tail Lamp.**

Well what I thought would be a small edition has now become 28 pages, my thanks to those readers who have contributed to this edition.

The news of the ex-Brighton Belle cars within this edition is heartening news indeed, and the prospect of seeing **DORIS** restored and operating (I hope) on a preserved line in the future will allow us all to see the interior of the car for the first time in over 30 years. Also the sight of an ex-Motor Brake Parlour car gliding into Platform 2 at Victoria will be a memory jerker for all those who remember the Brighton Belle in umber cream at Victoria in the early to mid 1960's.

On the model railway front I received all five Bachmann Mk1 cars in umber and cream finally on February 23<sup>rd</sup>, (I have since placed my order for the five in grey/blue livery). My first impression of the cars "great", I am not a rivet counter, just someone who enjoys railways as a living and a hobby. If I was to scratch build a model then yes, I would like the finished model to be as true a scale model as humanly possible. And I look forward to the day when a manufacturer produces walking talking scale figure to place within the cabs, coach and station interiors.

My Mk1 models meet my needs on my layout, Bachmann to me have done an excellent job in re-production of the 5 cars produced to date.

Already one reader has contacted me in respect of the Hornby 1928 Parlour Brake cars to operate with his Mk1 cars.

For those of you, who plan to add the Hornby car to your rakes, please remember the Pullman coat of arms applied to these cars matched those as applied to the Mk1 cars. A simple task if you wish to go that extra mile, but I won't complain if I see the two coat of arms on the Yorkshire or Tees Tyne Pullman formation at an exhibition layout hauled by a Hymek.

And finally, lets remember the man who if he had not introduced his dream and surname to us way back in 1874, you would not be reading this newsletter.

George Mortimer Pullman Born Brockton, New York on March 3<sup>rd</sup> 1831.  
175 years ago this year.

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

T.Bye March 1<sup>st</sup> 2006.