



Pullman Car Services

Coupe News

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

March 2007 – CAR No.49



Welcome Home Car No.14

P2.

Cover Photograph.

A very proud Steve Doughty with Devon Belle Pullman Observation Car No 14 reunited with her bogies at Southampton Docks on Monday, 26 February, 2007.

Steve is Car 14 project leader and Swanage Railway Trust Deputy Chairman.

Photograph supplied by Andrew P.M. Wright - Official photographer & press officer, Swanage Railway.

Have you a Pullman photograph you would like to place on the cover, if so just e-mail as an attachment in jpg format to the editorial e-mail address.

Editorial:

Welcome to Coupe News No: 49.

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 Required.

Your editor will welcome information on the Pullman car located on your local preserved railway or in use as a static Restaurant, for inclusion within your Coupe News and the Pullman Car Services Archive.

Whilst you are out either on holiday or a day out news on any car seen will be most welcome for addition within your newsletter.

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

If you have any material for inclusion in No.50, please forward by March 27th. Coupe News No.50 will be published on April 1st.

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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
Email: pullmancarservices@yahoo.co.uk

We remember the Pullman car that was allocated the same schedule number as this edition of Coupe News.

Schedule No:	49.
Name:	ALICANTE
Type of Car:	Parlour First
Into Service:	December 1912
Builder:	Cravens Limited
Tare:	32t
Covers:	24

Allocated to SE&CR services in Crimson Lake livery.
1933 June - Converted to Composite car – 12 First & 14 Third Class covers.
1935 April - Rebuilt again.
By 1943 converted to a Kitchen with 20 covers.
1949 June 1st – Burnt out with car MIMOSA at Latchmere Road, Battersea.
c1950 rebuilt at Preston Park.
1953 June 15th – Coronation “Spithead Review”. Waterloo – Southampton in Train “G” – 09.08am from platform 11, also in the formation MIMOSA.
1953 June 16th – Return working Southampton – Waterloo departing at 08.53am.

1961 Withdrawn.
By August 1962 conversion to Pullman Camping Coach completed and allocated the identity of BR(W)9874.
1963 February 4th – Noted at Swindon.
1963 Season allocated to Fowey with ex car AURORA (II) now BR(W) 9873.
1964 Season allocated to Marazion.
1964 Sold by BR to BR Staff Association.
1984 Sold by BRSA to Mr.E.Hitchens.
1990 Summer for sale at £15,000.
1998 September 17th – Removed by road from Marazion to Petworth Station.

P4.

Car of the Month.

There can only be one “Car of the Month” and that has to be Car No.14. The historic Pullman observation coach rescued from the San Francisco that was once hauled by the world famous ‘Flying Scotsman’ steam locomotive has arrived at Southampton Docks and since moved to Derby. Thanks to an ambitious £30,000 appeal by the volunteers of the Swanage Railway.



Photograph supplied by Andrew P.M. Wright - Official photographer & press officer, Swanage Railway.

For further information and how to contribute to the restoration fund visit <http://www.swanagerailway.co.uk/news.htm>

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CAR No.14 News.

To all supporters of Car 14,

I'm delighted to be able to report that Car 14 has been safely received at Southampton and, reunited with her bogies, is now en-route to Rampart Carriage and Wagon, Derby, for restoration.

This is going to be done in two phases in view of the likely cost.

Phase 1 - will see her restored to operational condition.

Phase 2 - to her original condition.

Quite how long phase 1 will take remains to be seen when Rampart have had the opportunity to take a close look at her.

Now a question for Pullman enthusiasts and historians: -

The bar fitted now is not original. There is a placard on it saying 'Ayala Designs Ltd, England, which suggests that it was fitted before Car 14 left England, perhaps immediately prior to the 'Flying Scotsman' tour.

The rear of the bar now covers two of the 'lozenge' windows on the right hand side of the car (looking to the rear), so a picture of that side while on the tour would help confirm this.

Does anyone know anything about the tour preparations?

Does anyone have a tour photo of this side - all mine are of the other side!

In the next few days we shall have a lot of photographs on the website

(www.swanagerailway.co.uk)

My thanks to James Cox and Ollie Furnell for putting her back together today (with the help of a 50 ton capacity forklift!).

All the best,

Steve Doughty

Well done to Steve for his work in bringing the car back to the United Kingdom, and also thanks to those in the United States and United Kingdom who have been involved in the cars movement both in the hands on work and those behind the scenes.

Flying Scotsman North America Tour – Ex-British Rail Coaching Stock.

No news as yet on the coaches and what has become of them or if they still exist.

No news is good news they say.

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DORIS – March 2007 – David Jones.



David Jones – February 24th Update.

I have been stewarding 'Doris' at Horsted Keynes today with many interested visitors.

Plans are being formulated for a repair assessment of ex-Brighton Belle Car 'Doris' in order to establish what work will be needed to return this First Class Car to traffic.

Some of the internal panelling will be removed to see what corrosion there is on the outer sheeting and the state of the wiring.

During the recent 'Branch Line' weekend, the Car was open to the public for viewing, and it is intended to use 'Doris' for the popular Cream Teas introduced last year on the Bank Holiday weekends, but obviously when the assessment starts these will have to be curtailed.

In the long term it is possible that the combined original kitchen and pantry will be rebuilt within the new Museum complex in the proposed 'Woodpax' undercover building when the time comes to install a completely new kitchen to comply with latest Food Hygiene regulations.

DORIS remains at Platform 1 at Horsted Keynes Station.

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Look Back At Pullman.

1947 – March 60 Years Ago.

Early 1947 is remembered as one of those severe winters when the amount of snow and drifting across the UK gave cause for concern as railway operations suffered to some extent and that certain commodities ran short and one of these was coal.

Some steam hauled Pullman services were withdrawn these include the “Yorkshire Pullman” which only returned to service in the autumn of 1947.

The “Bournemouth Belle” was withdrawn also.

1967 – March 40 Years Ago.

March 3rd. The final run of the “Birmingham Pullman”.

March 4th. The “White Rose” service withdrawn. Substituted by the new “Hull Pullman”.

March 5th. The “Harrogate Sunday Pullman” withdrawn.

March 6th. Inaugural “Oxford Pullman”.

March 6th. Inaugural “Hull Pullman”.

March 13th . The Pullman Division & Pullman Administration ends at midnight after 93 years.

March 14th .The Pullman Division merged into Restaurant Car Department. Uniforms change and the designation attendant is changed to steward.

March 25th. Mr E.J.Morris retires as Director/Secretary having served the PCCo from 1920.

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Model Railway Exhibitions.

Middlesbrough Model Railway Clubs Exhibition 2007.

Saturday May 19th 10.00am to 5.00pm.

Sunday May 20th 10.00am to 4.00pm.

The Settlement Centre, St.Pauls Road, Middlesbrough.

At the kind invitation of the Club I will be manning the Pullman Stand on both days, so why not come along and enjoy a Pullman chat and of course the layouts and trade stands. Make a note of the date now.

Alan Rushworth CAR No.106.

Alan has been kind enough to forward two images of his Westdale kit constructed model of Schedule No.211 - CAR No.106.



cA.Rushworth2007

Alan has modeled the car as converted in 1946 from First Class Kitchen car SYBIL. The period depicted is post 1960 with the elongated coat of arms applied and the wooden body plated.

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cA.Rushworth2007.

THE RAILWAY CHANNEL.

Mark Found advises that the Railway Channel is undergoing something of a change. Those that have subscribed will already know this but from March/April the channel will become a free service.

If you visit the sites now you will see a new look front page with a movie that changes every day.

We've got quite a library and we're adding new programmes all the time so even now it's worth visiting to see if there's something of interest.

In the future we're hoping to expand the site to contain news, information and tutorials and we would welcome your input as to what you'd personally like to see.

It's a humble beginning I know, but if we can generate interest we can expand the site and keep moving it forward.

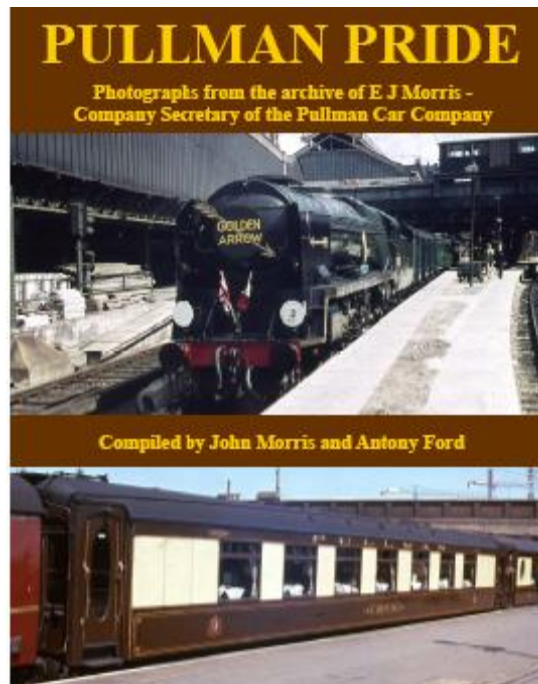
If you do like it please pass the link on to anyone you think might be interested.

www.therailwaychannel.com

Many thanks
Mark Found

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Pullman Pride – EJ(Ted) Morris £17.95 – ISBN 978-0-9554110-1-4.



The subject of Pullman travel within the UK is ever popular to the Railway enthusiast. Currently there is little on the market to satisfy the curiosity on the 'umber and cream' liveried vehicles that once exemplified the last word in luxury travel. This new book fills a desperate need.

Compiled from the personal archive of the last Company Secretary of the Pullman Car Company, here is unique collection, comprising nearly all unpublished material and showing

Pullman Cars, both exterior and interior, in what can only be described as the golden age of railway travel.

As well as the cars themselves, the trains are shown, and the VIPs who travelled on them, Royalty, Politicians and Celebrities - as to exactly who - wait and see! Some wonderful anecdotes from 'somebody in the know' are also included. Beautifully produced on quality art paper this new volume will be one to treasure for a very long

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Bluebell Railway – David Jones.

Newly overhauled Pullman Car 'Christine' (Car 64) entered *Golden Arrow* service on the luncheon train of Sunday February 4th as forecast in the last Coupe News, with all 42 seats taken.

Passengers were pleasantly surprised to receive a free glass of Champagne to celebrate the occasion, with a speech given by Commercial Director Tim Baker outlining the background to the refurbishment of the Car.

On Sunday February 18th special guests travelled in the Car, namely John Morris and Antony Ford, co-editors of the newly published 'Pullman Pride' book, together with Kevin Robertson, the publisher.

This new book is selling well in the Bluebell Shop and elsewhere, with further copies being ordered to replenish those snapped up by the many Pullman enthusiasts who visit the line.

In the meantime, 'Lilian' (Car 76) resides temporarily in the paintshop at Horsted Keynes having an extensive bodywork and roof overhaul which is expected to take about two months with a scheduled return to *Golden Arrow* service on the evening dinner train of March 3rd.

It has received a complete re-paint, assisted by the appointment of a new painter, following which the lining-out, sign writing and the application of transfers was finished by February 24th, the day of the 'Branch Line' Weekend when tours of the Carriage Works recommenced now that the dust extraction unit has been re-located outside. From the re-entry of 'Lilian' into traffic, the LNWR semi-Royal Saloon will be put aside and used for special occasions only, therefore re-introducing a complete Pullman rake for the first time in six years, since the departure of the 6-PUL Car 'Bertha', now hidden away and out of use at Carnforth.

The LMS BGZ, which is normally used as the brake vehicle on the *Golden Arrow*, is also in the Carriage Works for attention to its roof, and renewal of the guard's duckets, so currently a green Southern Railway PMV is being used instead. However, consideration is being given to assessing how much work and money will be required to return Car 54 to traffic, which in due course will provide a really complete Pullman train on the prestigious and ever popular *Golden Arrow* service.

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Attendants Request for Service.

Terry

"It is well recorded that the two Midland Pullman sets comprised two half-sets with crimson carpets and blue upholstery, and two half-sets with blue carpets and crimson upholstery.

What I have so far to discover is which car numbers had which decor, and if, when originally delivered, matching half-sets were marshalled together or if a full set comprised contrastingly decorated half-sets.

If anyone, from personal observation or from unpublished records, can cast light on this I would be very grateful.

I have now got to the stage with my Kitmaster-based Midland Pullman rake where this information is becoming critical.

Many thanks in anticipation.

John Isherwood.

All response to the editorial address please.

Dear Terry,

Is there any further news on the sale of the 12-wheeler cars Rosalind and Padua at the Pullman Lodge, Seaburn?

Is it possible that, for a few pence, I was shunted in one of these cars up and down a siding at Steamtown, Carnforth, many years ago? It was definitely a 12-wheeler and the interiors were stripped. I recall sitting in a deckchair - not quite the Bournemouth Belle, but still a Pullman experience of sorts.

Should we not help alert the general railway reading public of these fine cars' plight? Wouldn't it be marvellous if they could be sufficiently restored to run in a dining train on a preserved line? (The East Lancs would be very handy for me!)

What about car Sapphire, which I believe according to your annual round-up of preserved cars is at the complex also at Seaburn?

Incidentally, I bought a copy of Pullman Pride, newly published from Kevin Robertson Books, compiled from Ted Morris's private photo collection, and would recommend it most highly to all Pullman fans (ie everyone reading this). Nice text, but essentially a picture book, the photos are beautifully reproduced - interiors and exteriors, publicity shots etc - with plenty I've never seen before. I can endorse your review from last month that this is an excellent addition to the subject.

Keep up the terrific work with Coupe News.

Regards

Peter Elson

Rainhill

P13.

SHEFFIELD RAILWAYANA AUCTIONS LIMITED

Saturday March 10th Auctions are held at, Myers Grove School, Wood Lane, Stannington, Sheffield S6. starting at 11 am.

Viewing is from 7.30 am till 11 am on the day of the sale.

Licensed bar; extensive catering; sales stalls;

Ample free parking; on the main tram route from Sheffield station; wheel chair access.

LOTS 41-49: PULLMAN CAR ITEMS

- 41 **PULLMAN CAR BRASS TABLE LAMP** with an art deco octagonal base and elegant eight-sided flute from the car named "**OLIVE**." "**OLIVE**" was constructed in 1932 for the Brighton Electrification by Metropolitan Carriage and Wagon, Saltley. It was a composite car formed within S.R. electric unit 2042 (later 3042) and withdrawn in December 1965. It was scrapped during 1966. Approx. 22" high with 6½" diameter base. Appears to have been chromium plated, but this has worn to reveal brass underneath. Fitted with a pink Perspex shade which is cracked and worn, but original nevertheless.



- 42 **PULLMAN CAR WOODEN PLAQUE: "CAR JUNO."** A 8½" diameter mahogany wood plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name. ***Together with*** a brass knob recovered from the same car. "**JUNO**" was constructed by Birmingham Carriage & Wagon as a guard parlour in 1923 and used frequently on the Southern Railway, principally on the exclusive first-class only "White Pullman" to Dover. For a short period post-war it was demoted to third class Car 502 for use on the short-lived "Devon Belle."

P14.

Subsequently, “**JUNO**” reverted to it’s original nomenclature and the name was reinstated. On withdrawal from service, it became a Camping Coach finally on the Western Region and ended its days as a complete wreck at Marazion, Cornwall before being broken-up on site c.2004. The plaque was installed in the 1950s when the bulkhead clock it replaced was removed. Some cracking of the varnish and one repair do not detract. (2)



42

- 43 **PULLMAN CAR** silverplated **MILK JUG AND SUGAR BOWL** manufactured by Martin Hall & Co of Sheffield in the “Shrewsbury Plate” range. The “Pullman Car Company Limited” coat of arms are incised on the sides of both items. The milk jug has a 3” diameter base and is 3¼” high, the sugar bowl is 4” diameter to edge of rim and 2” high. Both have floral type rims. Some inside wear to the sugar bowl, good otherwise. (2)



43

- 44 **PULLMAN CAR** set of three 9” diameter white china **SOUP BOWLS** and three 6½” diameter **SIDE PLATES** all made by Ridgway and each bearing the years between 1959 and 1962. All are of the same design with a brown rim and flowery border in brown and light green. The later “Pullman” coat of arms is shown at the centre also in brown. All items in VGC. (6)



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P15.

- 45 **PULLMAN CAR** high-backed **PARLOUR CAR CHAIR** of the type used in steam hauled vehicles covered in an original design cloth moquette, but a little frayed in the headrest and seat and would benefit from reupholstering. 42" high, 30" deep and 28" wide.



- 46 **PULLMAN CAR** set of six 9½" diameter white china **DINNER PLATES** manufactured by Ridgway. All are of the same plain white design with the "Pullman" coat of arms in black at one edge. All items in VGC. (6)



- 47 **PULLMAN CAR** silverplate **SOUP LADLE** manufactured by Walker & Hall. The "Pullman Car Company Limited" coat of arms is incised onto the handle. A little wear and tear, but good overall.



P16.

- 48 **PULLMAN CAR BRASS TABLE LAMP** in a most unusual design (not in keeping with the usual Pullman style of lamp). “**ARGUS**” was constructed by Midland Carriage and Wagon in 1924 as a kitchen car. It was used extensively on the Southern Railway but also latterly the LNER. The lamp is not original to the car but an experimental replacement, (which based on contemporary 1930s reports) proved unpopular. Due to the design, it would often topple over during adverse motion. “**ARGUS**” was issued with at least four known styles of table lamp during its service history – before withdrawal in September 1963 and subsequent scrapping in Manchester. Approx. 22” high with 4¼” diameter base. No shade, but in VGC otherwise.



48

- 49 **PULLMAN CAR** silver plate **EGG CUP AND SPOON** manufactured by Walker & Hall. The “Pullman Car Company Limited” coat of arms incised on side of egg cup and on handle of spoon. 3½” diameter base, 2½” tall with wavy-edge rim. Both items in VGC. (2)



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Postal Auction.

- 821 **LNER** 12pp leaflet "Excursions de Luxe by the Eastern Belle Pullman Ltd". Green print with photo illustration on front showing loco and train. Dated May 1931. Rusty staples removed. Worn. £20
- 822 **LNER** 6pp handbill type leaflet "Pullman Excursions de Luxe – meet the sun on the East Coast by the Eastern Belle from Liverpool Street". Blue, orange and black illustrated covers showing loco and train. Dated 1939 season. VGC. £30
- 866 **BR** booklet for the "Introduction of Pullman Diesel Express Services between Wolverhampton & Birmingham and London (Paddington) also Bristol and London (Paddington)" 1960. Card covers, 20pp guide to services with fold out map and centre page colour photo of Blue Pullman. £10
- 1020 **FOUR "PULLMAN"** drinks coasters. Circular, 3¼" diameter, yellow coloured possibly Bakelite with name vertically displayed in centre. Good condition. (4) £15

THE RESULTS OF THE POSTAL AUCTION (LOTS 501-1400) WILL NOT BE KNOWN UNTIL 6:00p.m. ON MONDAY 19th MARCH. PLEASE TELEPHONE US ON 01234 325341 FOR INFORMATION ON THE EVENINGS OF MONDAY 19th to WEDNESDAY 21st MARCH (INCLUSIVE)
BETWEEN 6:00 p.m. and 9:00 p.m. ONLY.

A SEPARATE TELEPHONE NUMBER (01234 391459) APPLIES TO THE POSTAL AND TELEPHONE AUCTION SECTION (LOTS 1401-1525).

THE RESULTS OF THIS SECTION WILL BE AVAILABLE FROM TUESDAY 20th MARCH.

P18.

Pantry Talk.

Terry,

I have had an opportunity at long last to look at 'Coupe news' during my lunch-time yesterday. As you know I do not have access to a PC at home. I must tell you how pleased I am with the last three issues read and it is a real credit to you for the effort you obviously put in to it. What a marvellous job; it held my interest throughout covering so many different aspects including the American connection. Well done!

Can I ask you to make readers aware of the forthcoming Pullman Society AGM at Alresford on the Watercress line 19th/ 20th May, starting at 10.00AM.

Antony Ford

Camping Coach Query.

Hi Terry

In the latest issue of Coupe News you show "Cosmo Bonsor" as being converted to Southern Camping Coach P49 at Wrafton/Yalding.

In Mike South's lists he shows this vehicle as being converted to Scottish Camp Coach Sc46 at North Berwick.

Can you confirm which is correct

Once again a super magazine (as usual)

Best Regards

Tony Booth

Editorial Response: -

My information with regard to Pullman Camping Coaches (this being the only time a Pullman Car was referenced as a coach) is based on two letters and a drawing dated 1962 from The Pullman Car Company at Preston Park and London offices to Mr G J Child.

Letter 1.

Ref:EJM/F/83 from Mr E J Morris Director & Secretary to Mr G J Child and dated 02/08/1962.

PCC Ltd Office 167 Victoria Street London.

P19.

The following cars have been converted into Camping Coaches and in addition Car 'TOPAZ' is now in the British Transport Commission's Museum at Clapham.

No.6, 8, 41, 47, 45, 58, 95, 96, 98, 99.

Corunna, Palmero, Mimosa, Sapphire, Seville, Alicante, Ruby, Leghorn, Valencia, Hawthorn, Myrtle, Rainbow, Florence, Regina, Daphne, Sorrento, Flora.

Letter 2.

Ref:A.4b/JLG/SKT from J L Gilbert Works Manager to Mr G J Child and dated 15/10/1962.

Works Department Highcroft Villas Preston Park Brighton.

We enclose here with one print No.S.C.36 showing the cars which have been converted to Holiday Coaches and their Serial Numbers and Regions.

The cars with no Region No. against them are at present under conversion.

With regard to Car Emerald this is still a Staff Training Car at Battersea.

S.C.36 - Dated 15th October 1962.

RAINBOW - Region SR - Drg No.P152 - P49.

LEGHORN - Region Scottish - Drg No.P148 - SC46.

I am unsure from which source Mike South has compiled his listing.

Mike South replies: -

Tony raises a good question which Terry answers most effectively.

My sources for my list were almost all published ones, and hence 'secondary'. Also, being (almost) human, I do not rule out the possibility of transcription errors, either by myself or by the original authors.

Terry's sources quoted here are 'primary' and hence, according to the theory of random improbability, are much, much more likely to be actually correct.

However (and it is only a small 'however') 'Official Sources' have been known to be wrong, sometimes seriously so! Another 'vice' of mine is Southern Railway & Region carriage set numbers and compositions.

I have been writing a book on the subject for over 20 years:-) I would now reckon that in 15% of all cases Official records as to actual set compositions were wrong by as much as 9 months and in one spectacular case were consistently wrong for over 7 years (all this being confirmed by my own actual dated photographs and by my own copious 'on the spot' scribbled-down-as-a-schoolboy notebooks).

I will not be able to check my own sources for a while.

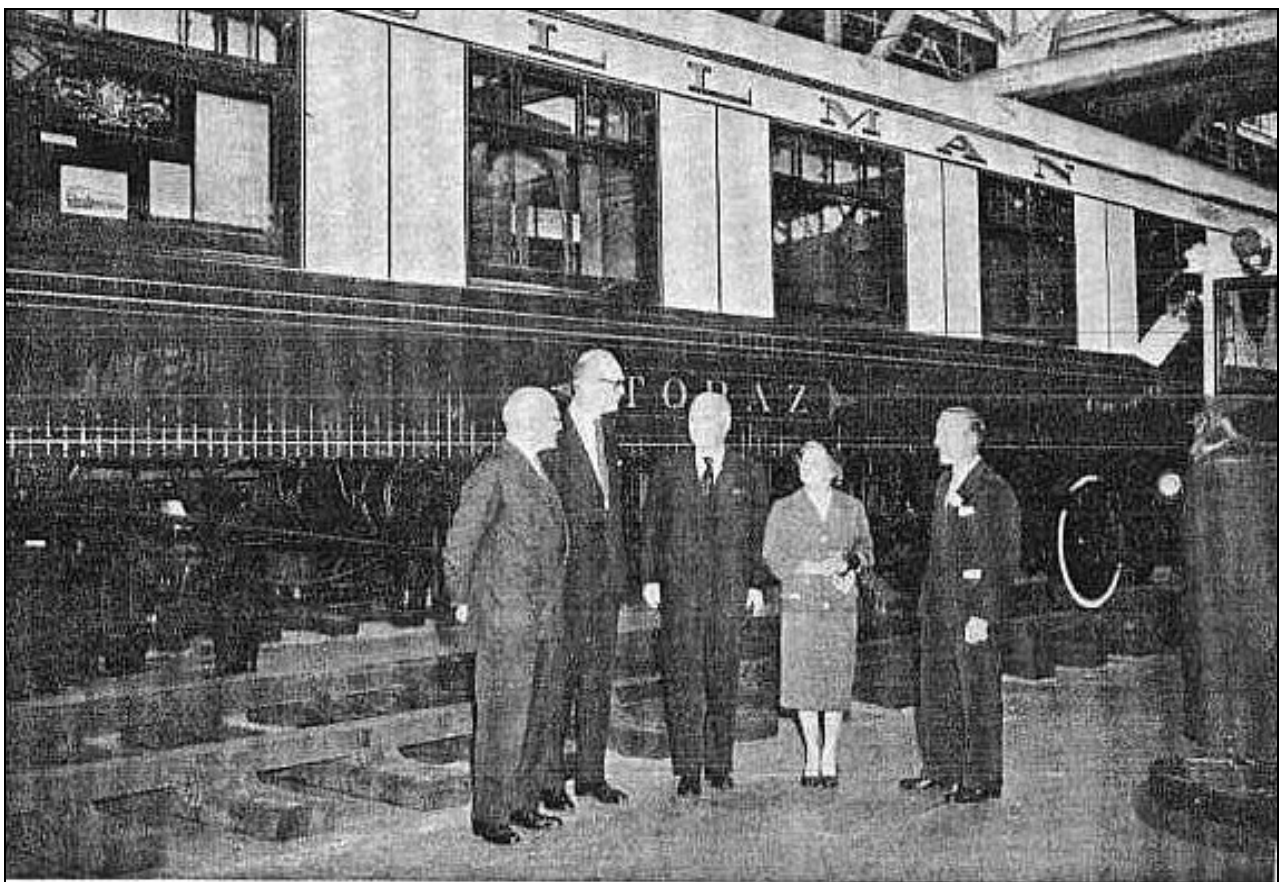
Pending any spectacular and supportable contradictions unearthed during this re-check, I would tend to go with Terry's version of 'the truth' for now.

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Thank you both for your interest in this incredibly obscure subject (but one which is great fun to research :-)) and "thank you" in particular to Terry for all the work he puts in and shares, it is very much appreciated.

Mike South
Calgary, Alberta, Canada

The Handover of Pullman car TOPAZ in September 1961.



After the handing-over ceremony of Pullman car *Topaz* at the Museum of British Transport (left to right) Mr F. D. M. Harding (Managing Director Pullman Car Co), Mr Henry Maxwell, Sir John and Lady Benstead, and Mr John Scholes, Curator of Historical Relics, BTC

Extract British Railways Magazine Southern Region

My thanks to Doug Lindsay for the supply of this image.

P21.

Tail Lamp.

Well it's one down and one to go, and all credit to the Swanage Railway and especially Steve Doughty for bringing CAR No.14 back to us. How long before BLV S2464S departs from Los Angeles depends on the funds needed to bring her back to us as well.

If you live in the South of England why not this Spring pay a visit to the Swanage Railway and spend some of your hard earned cash by traveling on the service trains provided or spend it within the shop. Your day out as well as being for you a great day for you to enjoy, it will also bring in additional well needed money for the Railway.

Just for the record I will be traveling from the North East of England to the Swanage Railway in late June for a weekend and my first ever visit to the railway. The weekend will include traveling within BR Mk1 Pullman Car No.347 within the "Wessex Belle" service. A full report and photographs will follow my visit shortly after within Coupe News.

A reminder to one and all, have you any memories of the Bournemouth Belle, if so would you like to share within the July edition of Coupe News. For me it was this train rocking and rolling over the switch and crossings at the north end of Eastleigh station on its down working that got me hooked on Pullmans. Photographs will also be very welcome for inclusion.

March 2003 saw the first edition of Coupe News being sent out to just a few members of the Pullman Society, since then the readership has grown around the World and I hope that each edition since the first has been of interest in some way to you the reader. My thanks to those who have contributed to each edition.

The porter's whistles are now calling to attention along the platform, as your attendant closes the vestibule door on this edition, we will now get underway to publication



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

T.Bye March 1st 2007.