



Pullman Car Services

# Coupe News

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

**January 2008 – CAR No.59.**



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**Cover Image.**

**Copyright - John Boyes – Armstrong Railway Photographic Trust.**

Pullman Camping Coach No.CC161at Heacham Station on September 25<sup>th</sup> 1964.  
Ex S/No.136 FORMOSA Kitchen car built by Clayton Wagons, Lincoln in 1921 on the  
under frame of an ex-LNWR Ambulance Train of 1914-18.  
In 1948 renamed MAID OF KENT (II) for the “Thanet Belle” service. Finally withdrawn  
in late 1959.

2008 - Privately owned and under going restoration at Portsmouth Arms, Devon.

**Editorial:**

Welcome to Coupe News No: 58.

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

My thanks to those readers who have supplied articles and images for inclusion 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 also be interested in  
reading about matters Pullman.

**Information Required.**

I will welcome any 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.

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

If you have any material for inclusion in No.60, please forward by January 29<sup>th</sup>.

**Coupe News No.60 will be published on February 1<sup>st</sup>.**

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**Editors note to the readership.**

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 editorial address with your request, it's as simple as that.

Some readers do not receive copies as published for one reason or another.

I do get bounce backs advising that an e-mail address no longer exists or the mail box full. If by the 5<sup>th</sup> of each month your copy fails to arrive, please e-mail the editorial address and I will forward to you the missing edition.

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



Doug Lindsay Collection/NRM.

<b>Pre 1960 Schedule No:</b>	59.
<b>Post 1960 Schedule No:</b>	59.
<b>Name:</b>	TOPAZ.
<b>Type of Car:</b>	Parlour.
<b>Into Service:</b>	March 1914.
<b>Builder:</b>	Birmingham Carriage & Wagon Company, Smethwick.
<b>Tare:</b>	31t.
<b>Covers:</b>	24.

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1914 March: Enters service on the South eastern & Chatham Railway.  
Lake Livery with Gold Lining.

1936 April 21<sup>st</sup> : Within an all Pullman Epsom Race Special (fare paying  
passengers) with cars JUNO, CORUNNA, AURORA, LEGHORN  
and MALAGA.



Doug Lindsay Collection

**TOPAZ** outside the Pullman Car Company Workshops at Preston Park at Brighton inc1955.

1960 November: Withdrawn from Pullman Operations and purchased by the late Henry Maxwell. Moved to the Pullman Car Workshops at Preston Park, Brighton, During the cars restoration the external livery was repainted into the pre 1930's colours of White and Umber.

1961 September: Handed over to the BTC Clapham Transport Museum by the late Henry Maxwell in the company of Sir John and Lady Benstead and John Scholes the then BTC Curator of Historical Relics.

1975: Moved from Clapham to the National railway Museum at York.

1977 November-  
26, 28, 29 & 30<sup>th</sup>: Used in the filming of 'Agatha' at York Station.

1979: Body lift by BREL at York in preparation for participation within the special train formed to celebrate 100 years of on train catering. the train was titled the "Travellers Fare Centenary Express" and toured the United Kingdom.

1980 June 19/20<sup>th</sup>: Used in the filming of 'Chariots of Fire' at York Station.

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1984 July: Repainted into Lake livery with Gold Lining at Carnforth. returned to York by road as no longer certificated to operate on the main line due to the wooden construction of the car.

1984 – Present: On exhibition within the National Railway Museum at York.

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

#### **1883 – January 125 Years Ago:**

- During the year, Oval buffers commence to be fitted to Pullman cars.
- January 2<sup>nd</sup> - New cars **BALMORAL** and **CULROSS** enter service on the East Coast Mainline night services to Scotland joining cars **GERMANIA** and **INDIA**.

#### **1908 – January 100 Years Ago:**

- During the year, Gas cooking introduced, replacing solid fuel.

#### **1933 – January 75 Years Ago:**

- Pullman cars listed and identified as 112 First Class, 40 Composite, 73 Third Class and 32 Dining.
- January 1<sup>st</sup> - Inaugural Electric 'Southern Belle' with 5 Bel units No.2051, 2052 and 2053 commence operating on the newly 3<sup>rd</sup> rail electrification of the Brighton to London Victoria mainline. The service will remain in daily operation until April 1972, with the exception of the Second World War. Electric cooking was introduced to the Southern Railway with the new cars entering service. Another first for UK introduced by the Pullman Car Company.
- January 1<sup>st</sup> - Inaugural use of the new Composite Pullman cars within set formations identified as 6 Pul on the newly 3<sup>rd</sup> rail electrification of the Brighton to London Victoria mainline.

#### **1948 – January 60 Years Ago:**

- January 1<sup>st</sup> - Nationalisation of the Railways, but the Pullman Car Company is unaffected.

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**1958 – January 50 Years Ago:**

- During the year, the six Hastings line cars and also the **HADRIAN BAR (CAR No.59)** are sold to British Railways Southern Region. All cars painted green and lettered 'BUFFET' .

**1968 – January 40 Years Ago:**

- During the year, H.P.Bulmer purchase Pullman cars **No.36, 64, 76, 83, and AQUILA.**
- During the year, The Dart Valley railway obtain Pullman car **IBIS, CAR No.54 and ex-Devon Belle Observation car No.280.**
- During the year, all named 1960 Mk1 build Pullman cars will be repainted into the new corporate Pullman livery of Grey and Blue, this will mean the cars will lose the named identity carried since introduction during late 1960 into the spring of 1961. Car identity will by use of the schedule number being used with the prefix of the letter 'E' indicating Eastern region operation. This was reported as completed by August 1968.

**1973 – January 35 Years Ago:**

- During the year, British Rail Catering re-brand to Travellers Fare this will remain in place until January 1<sup>st</sup> 1982.
- January - Noted at Lovers walk sidings Brighton one 5 Bel unit and five ex-Golden Arrow cars. Both services ended in 1972.

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**Sheffield Railway Auctions Realisations of Auction.**

Held on Saturday December 8<sup>th</sup> 2007.

The Gateway Centre  
Derbyshire County Cricket Club  
Nottingham Road  
Derby  
DE21 6AF

[www.sheffieldrailwayana.co.uk](http://www.sheffieldrailwayana.co.uk) .

**LOTS 41-48: PULLMAN CAR ITEMS**



41

**PULLMAN CAR BRASS TABLE LAMP**

In brass with a wavy hexagonal base with a six-sided stem, the base and stem plain without decoration. The top is finished with the usual thistle finial. Clearly stamped "TC35" at the electrical input. Third Class parlour car No. 35 was built in 1926 and used extensively on the SR and LNER, withdrawn in 1963 and preserved at Beaulieu Motor Museum. Regrettably, it was dismantled in 1973. The lamp is a post-war version (not the original) made circa 1950 when the car was used in the "Golden Arrow." Approx. 21" high with 6" diameter base. Fitted with an original pink Perspex shade which has a split. Refitted for operation at 240V AC (not tested). Lamp in VGC.

**Realisation £450**

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**PULLMAN CAR SILVERPLATE TOAST RACK**

Manufactured by Walker & Hall Sheffield. Compartments for four slices of toast with a centrally mounted ring carrying handle. Elongated oval shape base 5¼" x 3" standing on four ball feet, 5¼" high. The "Pullman Car Company" round crest is clearly incised on one end of the base. VGC.

**Realisation £140**



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**WAGONS-LITS BRASS ASHTRAY.**

5•" diameter tray with an art-nouveau shell-like pattern around the edges and provision for resting four cigarettes. The intertwined initials "WL" are embossed in the bowl. Stands on a vulcanized rubber ring to prevent movement in service. Wagons-Lits operated luxury trains all over Europe in the early and mid 20th Century and still operate sleeping cars on overnight international expresses. Good condition.

**Realisation £140**



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**PULLMAN CAR SILVERPLATE EGG CUP AND SPOON**

Manufactured by Elkington. The cup is integral with the base, the spoon separate but is clipped to the rim of the cup. 3" diameter base, 2¾" high. The "Pullman Car Company" round crest is clearly incised in the side of the cup and on the handle of the spoon. Both items are in VGC. (2)

**Realisation £200**



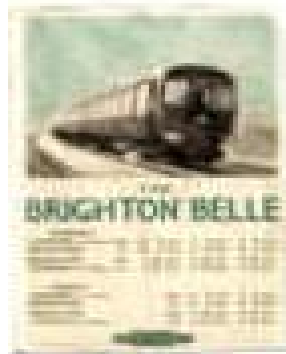
45

**PAINTED METAL CARRIAGE BOARD: "FLÈCHE D'OR"**

(Golden Arrow) with right pointing three-flight arrow. Finished in dark brown with cream lettering and arrow shaded in black. Fitted with four holes which hooked onto fixings on the coach side. The board dates from 1951. There was a 'French' and 'English' version either end. They were used extensively in the 1950s and 1960s but by the 1970s rarely. From possibly the most famous of Pullman Trains which ran daily between London Victoria – Paris Gare du Nord until 1972. 80" x 6½" in ex-vehicle condition.

**Realisation £450**

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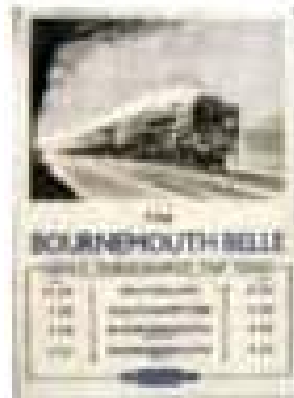
46

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**RAILWAY EXECUTIVE (S) D/R poster: THE BRIGHTON BELLE.**

Artwork by Wolstenholme showing ex-SR "5-BEL" EMU 3051 all Pullman train at speed. Timings between Victoria – Brighton and vice versa shown at the bottom. Published in September 1952. Folded with minor staining in the picture, a scarce poster nonetheless.

**Realisation £500**



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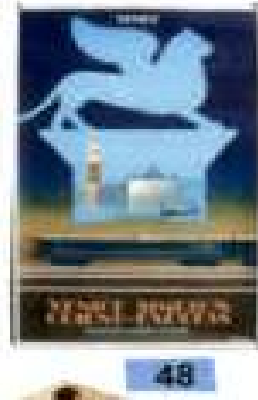
47

**RAILWAY EXECUTIVE (S) D/R poster: THE BOURNEMOUTH BELLE.**

Artwork by Wolstenholme showing BR Standard "Britannia" class 4-6-2 Pacific loco 70009 "ALFRED THE GREAT" hauling the express Pullman train. Timings between Waterloo – Bournemouth West and vice versa shown at the bottom. Undated, but obviously early 1950s. Ref: AD6350/A1. Rolled with a little water staining along one edge and a couple of edge tears in evidence, a scarce poster nonetheless.

**Realisation £500**

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**VSOE D/R poster: VENICE – VENICE SIMPLON ORIENT EXPRESS.**

Art-nouveau style artwork showing Venetian scenes by Fix-Masseau dated 1979.

One of a series of posters commissioned by Sea Containers (at that time the owners of VSOE) to commemorate the re-introduction of the London – Venice luxury express in 1980. Rolled, VGC.

**Realisation £200**

**THE POSTAL AUCTION (LOTS 501-1400)**

829

**PULLMAN CAR COMPANY**

“London Weekly Diary of Social Events”. Red and blue card covers with Pullman coat of arms at top. 46pp covering November 19th – 25th 1950. £10

**Realisation £**

830

**PULLMAN CAR COMPANY**

Published booklet “The Golden Way.” Coloured pictorial paperback covers advertising “Abdulla” cigarettes. 88pp, Pullman Resorts No.2 – Bournemouth edition, dated Jan 1931. Good condition. £30

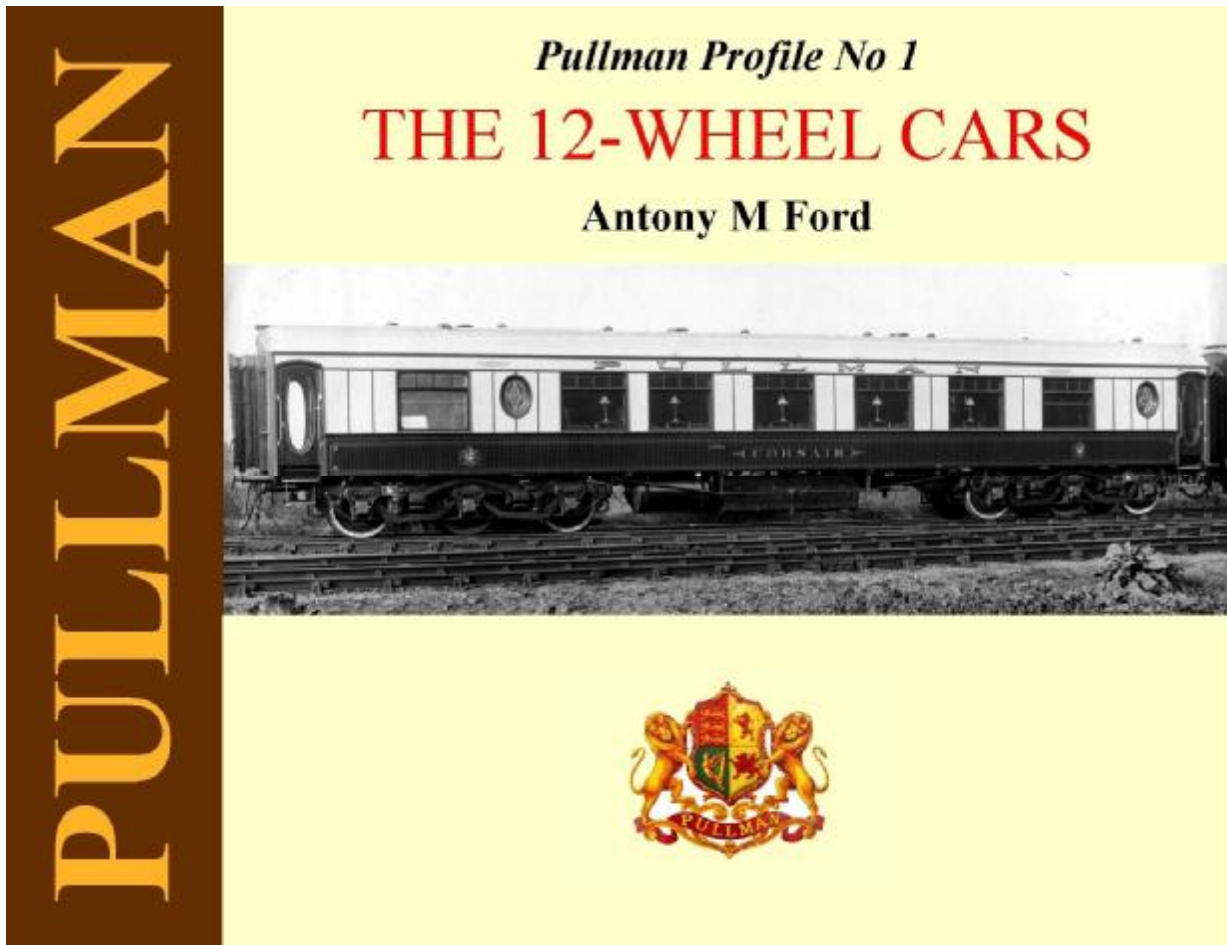
**Realisation £**

887

**WAGON LITS**

8pp fold-out brochure for “International De Luxe Express Trains”. Illustrated covers, dated April 1939. £10

**Realisation £**



**ADVANCE INFORMATION: Available Spring 2008.**

In this lavishly illustrated book, No.1 in a series, here for the first time is the full record of the luxury British 12 wheel Pullman cars (built between 1908 - 1923) which graced such celebrated pre-war trains as the 'Southern Belle', 'Harrogate Pullman' and 'Eastern Belle', and post-war the 'Bournemouth Belle' and Ocean Liner expresses.

"PULLMAN PROFILE No 1 The 12-WHEEL CARS" presents a fascinating, comprehensive and nostalgic record to the reader and captures an era when the familiar umber and cream Pullman cars flourished at a time when quality really did matter.

Nowadays, the Pullman Car Co is an enterprise that continues to attract a widespread following, not only from railway enthusiasts but also from those with a more general interest in by-gone luxury travel.

This is scarcely surprising as Pullman was synonymous for superior accommodation and a high level of service.

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The book highlights the innovative approach promoted by the company, both in its operations and in the design and engineering of its vehicles. The Author has drawn on primary source material including official construction and technical drawings, together with a fabulous array of quality exterior and interior views of most of the cars - many of which have never been reproduced before -- including original photographs commissioned by the builders.

Pullman recognised and appreciated the value of publicity – the inauguration of new services or even new vehicles provided them with opportunities to impress the media of the day. In these and other respects Pullman was unrivalled, yet in other ways it was conservative and restrained.

Antony M Ford has presented a wide range of material and ephemera, painstakingly collected over many years. In so doing he describes the development of the cars in detail and their breathtaking artistic craftsmanship and style. Included are full listings of all the 12-wheel cars, their dimensions, train formation and disposal data.

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**Copyright - Liverpool Daily Post Archive.**

CAR No.101 being loaded aboard the "Old Oxton" at West Float, Birkenhead in 1926. The car already stored on board can not be identified.

**Text on reverse of photograph refers: -**

(Luggage Boats) - The Old Oxton. The Mersey Waggon Ferry

This interesting picture shows the loading of Pullman rail cars (destined for Ireland) on to the boat Old Oxton "luggage" boat at West Float, Birkenhead, in the 1920s. Old Oxton was built in 1879. She and two other goods steamers, the Bebington (1880), the Tranmere (1884), and the passenger ferry Mersey (1890), were sold for scrap in 1926.

The Old Oxton and the Old Bebington were replaced that year by the new goods steamers bearing the names of simply Oxton and Bebington.

The luggage service ended in July, 1941 when Oxton and Bebington were released to act as crane vehicles unloading aircraft from U.S. Ships in the river and placing them on the landing stage. Both old vessels were sold for scrap in about 1949.

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Four Pullman Kitched cars were constructed by the Birmingham Railway Carriage & Wagon Company of Smethwick.

For the movement of the four cars from Smethwick to Birkenhead the LMSR loaned the Pullman Car Company the 4' 8<sup>1</sup>/<sub>2</sub>" bogies.

<b>Pre 1960 S/No:</b>	<b>Post 1960 S/No:</b>	<b>CAR Identity:</b>	<b>Weight:</b>	<b>Length:</b>	<b>Width:</b>	<b>Height:</b>
201	195	CAR 100	39 <sup>1</sup> / <sub>2</sub> t	65' 11"	8' 11"	12' 5"
202	196	CAR 101	39 <sup>1</sup> / <sub>2</sub> t	65' 11"	8' 11"	12' 5"
203	197	CAR 102	39 <sup>1</sup> / <sub>2</sub> t	65' 11"	8' 11"	12' 5"
204	198	CAR 103	39 <sup>1</sup> / <sub>2</sub> t	65' 11"	8' 11"	12' 5"

On Tuesday June 29<sup>th</sup> 1926 now fitted with the standard 5' 3" bogies, a demonstration train operated from Dublin Kings Bridge to Ballybrophy and return.

The cars were to be used within the Dublin Kings Bridge (Heuston Station of today) to Limerick and Cork and later Sligo services.

Irish Pullmans Limited was formed in Dublin, wholly owned by the Pullman Car Company Limited. The service commenced on July 1<sup>st</sup> 1926. The contract expired and was not renewed, the four Pullman cars were then purchased by the G.S.R in 1937 who painted the cars Green and allocated numbers 100 to 103.

The Dublin office of the Pullman Car Company Limited closed in 1936.

In 1950 negotiations failed in a possible Dublin to Cork Pullman Service.

Data on the cars use and withdrawal is very sparse, the only data known is on CAR No.100. This was noted in in 1981. The chassis was being used at the Inchicore Works of the CIE as a mobile rail/timber store.

My thanks to Peter Elson for forwarding the photograph for inclusion within this article.

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**The Story of RBr No.1973 by Clive Warneford Chairman of the Owing Group.**



**All Photographs Clive Warneford**

The story of this coach, as far as we, the owners are concerned began as far back as the late 1980's. We had been running a Wine & Dine Train of Privately owned Stock on the Watercress Line in Hampshire, very successfully since 1982.

This train consisted of RB 1668,FO's 3065 & 3070, (with FO 3067 as a spare) and an ex-LMS BG as the brake coach. This vehicle was replaced with a BCK on loan from the Mid-Hants Railway., inside which we built a generator and staff facility. This vehicle was not in the best of condition and a replacement was sought, subsequently we purchased an Mk1 BG No.84101 which arrived at Alton and onto the Mid Hants Railway by rail on December 24<sup>th</sup> 1986.This vehicle is still in use with the train today. During June 1987, we were asked if we would allow our coaches to go on a Main Line run to Woking, but this would involve taking the train to Selhurst Depot for under frame overhaul. We had long sought that the coaches should be painted in a distinct livery and apart from the BG the rest of the coaches were painted in Chocolate & Cream, lined out in simplified Pullman.



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We also named the FO's. Orchid & Fern. Sunday May 29<sup>th</sup> 1988 saw our train run to Woking to attend the 'Woking 150 celebrations' undertaking two round trips. Later that year, on September 10<sup>th</sup>. The train again ran on the Main Line for two round trips to Waterloo for the naming of a Class 73 ED.

Lessons learned on these trips and the increased running of Wine & Dine trains on the Mid-Hants meant that we should consider another catering vehicle for use on the train so that the third FO could be bought into regular use. After discussions amongst ourselves (the owners) we sought a full Kitchen Car, an RKB. For reasons I will not go into here we didn't get an RKB so an alternative was sought. We opted for an RU and actively sought vehicles of this type available for Tender.

We now come to RBr 1973 (built as an RU). Very little is known of this vehicle regarding its use on British Railways, but we have ascertained the following; - Built between 1960 & 1961 at Ashford/Swindon to Diagram 23 with 33 Unclassed seating and rebuilt twice, between 1979 & 1988 as RB(S) to Diagram 27 with 23 Unclassed seating and further rebuilt as RBr to new diagram AJ414, converting to Air-Braked and Dual Heat. With a Buffet Bar, fixed polypropylene chairs, fluorescent lighting, suspended ceiling and carpet on the walls. Painted in *InterCity* livery it found its base as Oxley (Wolverhampton).

The coach was photographed at Wigan on 19th October 1988 by which time it was based at Edinburgh Craigentiny (EC) (and is shown in Platform 5 Spring 1990, edition on page 5). Still based at EC in 1989 the coach was classified as 100m.p.h. Air-Braked & Dual heat and on November 4<sup>th</sup> within set No.EC79 en-route Penzance to Carstairs. On 26th January 1990 the coach received a Classified C4 exam at Glasgow Works.

Recorded 15th December 1990 as based at Derby (Etches Park) now in sub-status 0. Available for Commercial Use, the coach was used on the 17.10 Manchester Piccadilly-Derby service running as DY271. By which time it had run 164,590 miles since its exam at Glasgow Works. It was still based at Derby in the Spring of 1991 but by August 1991 was withdrawn and awaiting decision as to its future and stored at Wolverton.

This is where we come in, we visited Wolverton Works to view several of the type and found that 1973 was the best of the batch and more or less complete, within a short period of time we had made an offer and this was accepted and after receiving paperwork and clearance we made arrangements for the coach to be delivered by road to the Mid-Hants. Little work was undertaken on the coach for a number of years for various reasons which I will not go into here, but suffice it to say we knew it would be restored one day; meanwhile we were still running and maintaining five other vehicles. Restoration of 1973 commenced in earnest in 2002. All the work on this vehicle apart from its visit to Cranmore was undertaken.....outside, in all weather conditions by a very small band of dedicated enthusiasts.

The next part of this article was written by D.Gutzewski, with help from others, my self included, and I will let him tell the next phase.

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### **Vehicle 1973 – The Preservation Story – Dan Gutzewski.**

At the beginning of the 1990's a group within the "Watercress Belle" staff raised money, via an informal share issue, for the purchase of a full kitchen car (RKB 1555). Problems with blue asbestos and the cost of the removal and disposal of the substance turned the group's attention to RBR 1973, which was stored at Wolverton Works after being withdrawn from mainline service, and was available for purchase.

The vehicle arrived at Alresford by road on 29<sup>th</sup> November 1991. Initially the interior and exterior were cleaned and the first project was to replace the flooring in the kitchen/pantry/corridor areas with new "5 bar" Aluminium tread-plate. This was hand sawn to obtain minimum gaps between the sheets to prevent water ingress. The pantry contained an unwelcome surprise- the marine ply beneath the old tread-plate had rotted and had to be removed (in a sack). The floor had been slowly rotting for years, due to water seeping through from a badly sited joint in front of the pantry sink. The replacement 7/8" ply was cut and baptised with Cuprinol, after which the restorers departed quickly and let it set for a week.

The "3R's" of vehicle preservation, "Remove – Restore – Replace" were quickly learnt. As work continued it became clear that the run-down condition of the vehicle would mean a slow and protracted restoration.

With safe floors in the kitchen and pantry installed, the next task was to remove the ceilings. The kitchen was originally wired in "Pyro" (a cable with copper core separated by mineral insulation), with impossible access to the terminal boxes. This was replaced together with all the internal wiring, except the lounge, with heat resistant cable. All the 24v lighting sockets were replaced and the ceiling in the kitchen rebuilt, partly with aluminium sheet, and partly with melamine faced hardboard. A major rebuild of the internal water pipes was undertaken to provide easier drainage during frosty weather, and to consign various "nightmare horrors" of plumbing to the scrap bin. A major rebuild was also undertaken on the gas system, the main element being the reduction to 6, rather than 8 propane gas cylinders (3 "A Bank" and 3 "B Bank").

Following the intermittent progress before 1999 there was a period of limbo until 2002 when a renewed interest was shown. The external bodywork was known to be in poor condition and required work to certain areas, such as the vestibule ends, beyond the group's resources. During this period an undertaking was sought from the MHR for future use of the vehicle, which permitted work to begin in earnest.

One of the first tasks was the replacement of the gas bottle boxes on the under frame. The originals were in poor shape and in need of replacement. Various "house calls" to other preserved railways were made, but to no avail. The answer came on a holiday to North Wales, when a visit to a railway in the locality revealed two specimens in very good condition. They were exchanged for cash to augment their tea fund for the next year. These acquisitions enabled the two boxes in worst condition to be removed, and they found further use supporting a worktop in the "Watercress Belle" support coach's workshop.

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This work coincided with the arrival of now ex-rangers, James "Minimus" Morley and Alex Hurrell. The new gas bottle boxes required painting, and "Minimus", who, at the time was capable of fitting into the small gap between the boxes and the frames, proved a useful tool. The two enjoyed a Sunday painting, however their mothers had different views- "Minimus" was made to change in the garage. New overalls were provided and both boys happily remain active on the railway, although Alex has left the group to become a porter at Alresford station.

Work continued inside on the kitchen range - a cycle of cleaning, painting and refurbishment of burners/grills/ovens with repairs and replacement of worn gas taps and valves - it now looks better than when it was new!

Electrical modifications were made with the fitting of a battery charger in the fourth gas bottle box, and an inlet for a 240v AC shore supply. This meant that a number of 13Amp socket outlets could be installed within the coach.

The ceiling in the lounge (originally grey carpet) was replaced with cut Formica and the wall carpet removed to reveal the original 1960's melamine. Unfortunately the panels beneath the windows were not salvageable and these were replaced with varnished ply. The fans in the kitchen were unserviceable, and so these were removed and given a complete overhaul by Minimus, under the watchful eye of John Kay. New carbon brushes were made, at a cost of £12 each, there being two to a fan, and four fans. The fans were then re-sprayed and replaced in the ceiling.

The fridge in the kitchen was beyond repair and a spare was sourced from classmate 1961. The fridge was in storage at Cranmore after having been removed when the vehicle was overhauled there. As a consequence, the fridge returned to Alresford, only to return to Cranmore on board 1973. This fridge was in much better condition - although the door seals still required replacement.

At the beginning of September 2005 the vehicle departed for CTMS at Cranmore for bodywork repairs and repainting.

The contract work by CTMS required the full replacement of plate-work at both vestibule ends. The corridor ends were removed and material replaced as required. In addition certain areas of the body side plate-work were replaced including a large section under the kitchen window. All the aluminium window frames were removed (a very tedious job, drilling out numerous steel rivets). The window frames were cleaned and the sliding vents adjusted before the glass was fitted with new rubber seals before the frame was resealed and riveted back into the body side. Much of this work (16 frames in total) was carried out by Clive Warneford.

All the external doors were overhauled and one of the emergency doors was replaced with a spare (refurbished by a former MHR volunteer over 20 years previously).

The vehicle was prepared for external painting and emerged in lined "Umber & Cream" to match the vehicles in the MHR dining trains.

Thanks are extended to Brian, Geoff and Mike at Cranmore for the excellent work and wonderful finish to the coach.

On return from Cranmore in May 2006 the re-conversion to vacuum braking and steam heating was carried out at Ropley works by Bert Hitchen, John Dunkerly and Jim Lawrence.

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The final months have been a busy few with the finishing touches being applied which included the laying of new carpet, new lino and fitting of the tables by Clive Warneford. The installation and certification of the Stills boiler, pressurising and testing the refrigeration systems and installation of shore supply inlet sockets.

The vehicle has been thoroughly cleaned and we once again have a fully functioning catering vehicle, capable of "stand alone" operation, or use as part of either the Belle or Countryman dining trains. It has a fully carpeted lounge (Wilton), 22 loose chairs (re-upholstered with "Southdown" moquette which cost in excess of £2000) and tables with 24v DC lamps. It is a "free form" vehicle capable of meeting the railway's commercial needs.

The future is now very bright. The dirty and uncared for vehicle at Wolverton works has finally become the star.

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We are grateful for the assistance given by the railway over the years and we are proud of our achievement: -

Clive Warneford, John Kay, Bernie & Dan Gutzewski, Richard Woodbourne, James "Minimus" Morley & Kirstie Norris.

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**Clive Warneford now takes up the subsequent story of events: -**

During late 2006 the coach was attached to the "Watercress Belle" Wine & Dine Train for testing purposes and although not carrying fare paying passengers the coach got a thorough testing of all running equipment, both internally and externally. Various minor faults were discovered, mainly with the Electrical Charging system but these were quickly rectified. On 12th November 2006 the coach was finally commissioned when it was used (static) to celebrate the successful completion of 15 years work and we held our own party in the coach to say thank you to a number of people who had helped us over the years. (Including ourselves! ) At the commencement of the 2007 running season, (when a "new" train was advertised... "The Countryman" Sunday Lunch Train), the coach was coupled to the Pullman Car No.351 and attached to the front of the service train on specific Sundays. All ran well and the Plc were pleased with the vehicle and during the first 5 months the coach saw a great deal of use both in Sunday Lunch Trains and Special Hiring's.

On the morning of Monday 4th June 2007 I received a phone call to say that the coach was on fire!!!.....



P23.

The fire had been spotted and the fire-brigade called and through some prompt activity both from staff and brigade the fire was quickly brought under control and extinguished, not before a considerable amount of damage had been caused by flames, smoke & water. However, had the fire not been spotted for another 10 minutes it would have been likely that the coach would have been destroyed.



P24.



After the insurance company had been to inspect the damage, the coach was sent by road to Rampart Carriage & Wagon at Derby for repair.



P25.

We have just got the coach back (23rd November 2007) and it will hopefully be back in service on Thursday 6th December 2007.



Interior following restoration.



P26.



We have decided to put a name up over the buffet counter "**Phoenix Bar**" as again the coach has risen to run again for the Christmas Specials.

Clive Warneford.  
Gillingham Dorset.  
December 2007.

P27.



**Copyright - David Jones**

The Bluebell Railway – Christmas Pullman Service – Passengers Preparing to board at Sheffield Park Station for an evening departure.

P28.

**“Information is for Sharing - Not gathering dust”.**

From time to time I receive requests from readers of the newsletter requesting help in regard to train formation, history of a specific car and modeling help.

If I can not directly answer the question from the PCS archive, I then try contacting one of a number readers who I believe may be able to respond, but in the event this again draws a blank, I then place a request within the newsletter.

The following request has been sent to me, and I hope a reader of the newsletter will be able to respond. By doing so we are sharing the information.

*Terry,*

*Do you per chance have any of the formations of the LNER 12-wheel Pullmans.*

*I have one photo of 'Harrogate Pullman' with allegedly Car 41 behind the loco; and another on the 'Sheffield Pullman' . I am trying to work out which cars, that went to the SR, worked on what trains on the ER.*

*I am also trying to find ROOF photos of Cars 41, 94/5, SUNBEAM and ROSALIND for the positions of the ventilators and fans.*

*Any help will be very much appreciated.*

*Regards,*

*Mark Arscott*

The PCS Archive is only as good the information past to me for sharing with others.

P29.

### **Tail Lamp.**

Apologies for the slight delay in publishing this edition of the newsletter, but the scheduled engineering works over ran.

Normal services have now been resumed for 2008.

A Pullman welcome to a number of new passengers who have joined us during the month of December, keep spreading the word.

I am asked from time to time as to my link with the Pullman Society with regard to this newsletter. I am a member of the Pullman Society and this newsletter is independent of the Pullman Society and all its publications.

A number of Pullman Society members receive the newsletter as will any person who requests a copy Emailed.

The newsletter is not in anyway or form competition to the Pullman Society publications.

The Pullman Car Services Archive of information and photographs is built with the sole aim to share with others at no cost as is this newsletter.

My time taken up in production etc is time well spent if only one reader enjoys the content.

A lot the early UK history of Pullman was lost during the air raids during the Second World War, during which the Pullman Offices at Victoria Station was damaged a number of times. Railway Society Journals and Railway Magazines are a good source of information for both snippets of information and dedicated articles on Pullman cars and services. I am sure some readers have access to such publications and any material forwarded to me will expand the PCS Archive and then be shared will the newsletter readers.



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

T.Bye January 2<sup>nd</sup> 2008.