

Pullman Car Services

# COUPE NEWS

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

## FEBRUARY 2004 No:12

### **Editorial:**

Welcome to Coupe News No: 12.  
Your free newsletter of Pullman related news and material.

To those who have forwarded material included within this edition, thank you for sharing your information with fellow readers.  
All I ask of you for the time I spend in production, is for you to forward on, either e-mail or printing a copy, to any one you may know who will be interested.

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

If you have any material for inclusion in No.13, please forward by 25<sup>th</sup> February.  
Coupe News No.13 will be published on March 1st.

### **Editorial Address:**

Have you missed a copy of Coupe News, if so e-mail a request, it's as simple as that.

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### **Ray Addy.**

It is with much sadness that I advise members of the Pullman Society of the passing on December 26<sup>th</sup> of Ray Addy.

For non members of the Society, it was Ray that founded the Pullman Society as we know it today.

Starting with just a few dedicated Pullman enthusiasts and a single A4 news sheet to keep us informed. Ray always lead from the front, he was the power house of the Society until illness forced him to have to take a back seat.

Ray pulled the fledgling Society together, and single handedly ran things until a committee was formed.

Arranging the Society AGM to be held at venues that have either static or operational Pullman cars, a tradition still retained every May.

If it had not been for Ray, I for one would not be as knowledgeable as I am today, for through the Society I have met and made new friends, all have shared their knowledge with me, and that forms the reason for Coupe News today.

### **Preservation News:**

#### **FIGARO - Susan Saunders the owner advises**

Thank you for continuing to send the newsletter.

Peter Clark visited the car last summer, we had a very interesting meeting.

Peter showed us two carriages of similar construction to our two, which will be very helpful when we come to dealing with our windows (always a problem in stationary vehicles, said Peter).

My husband retires at the end of March, and I hope that this year will be the one in which we tackle the redecorating. Tankerdale workshop in Petersfield has done sympathetic work on some marquetry which was lifting - not cheap, but the result is encouraging.

I had notions of trying to get some Pullman fittings some time, until I saw the prices in your last newsletter! We have spaces along the walls where luggage racks would have been, but I have rather given up the idea of replacing them.

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### **The Kent & East Sussex Railway – David Jones.**

The restoration of 'Theodora' in the carriage shed at Tenterden continues, with the fitting of internal paneling in the saloon.

Although cost restraints dictate that plywood has to be used, no doubt the final finish will be up to Pullman standard.

This Car has never been restored back to an original state on the railway as, since being taken out of traffic on B.R. in 1963, it had been used initially at Rolvenden as a static buffet and later at Tenterden until the erection of the ex-Maidstone and District bus station office as a permanent refreshment room in 1986.

Following a large bequest from an Ashford member specifically designated to the overhaul of 'Theodora', and recently supplemented by a top-up grant from the Millennium Commission, it is hoped that this Pullman will be complete by the end of 2004.

The latest 'Tenterden Terrier' magazine states that it will become a parlour car similar to sister vehicle 'Barbara', but chalk markings on the floor seem to indicate that there will be a bar area at the Headcorn end. New seating will be required which will probably be similar to that successfully produced at Tenterden for 'Barbara' one or two years ago.

### **The Bluebell Railway – David Jones.**

During January, the only month that any lengthy work can be undertaken on the Bluebell Railway's Pullman Cars, 'Fingall' has been given a complete re-paint plus attention to the upholstery on one or two of the armchairs.

This necessitated the removal of two windows, being the only way these large items can be extracted from the Car.

Meanwhile, 'Car 64' having been completely stripped of all internal fittings was sheeted over ready for transportation to the VSOE Works, scheduled for Tuesday January 27<sup>th</sup>.

Transport firm Allely's will be carrying out the move from Sheffield Park to Stewarts Lane.

### **Look Back at Pullman:**

**1874 – February 15<sup>th</sup> .**

The Second Pullman car in the United Kingdom **EXCELSIOR** is ready for trials.

**1944 – February 28<sup>th</sup> .**

Pullman cars stored at Horsted Keynes **SYLVIA, CADIZ, SUNBEAM & PADUA.**

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### **1964 - February.**

“South Wales Pullman DMU Set” in use for a “Cup” football charter traveling between Swansea and Birmingham. The train was noted on Lickey Incline banked by 8415.

Pullman cars **AGATHA, FINGALL & CAR No.35**, placed in a siding at Millbrook station by 82029.

The cars were then to be moved by road to Montague Motor Museum at Beaulieu, and placed on a 300 foot section of track with Schools Class locomotive STOWE. (they remained in situ until May 1972).

### **Model Railway News:**

A reminder to readers of an excellent source of model railway news and forum. With updates Monday to Friday at Pat Hammond’s web site: -

<http://www.mremag.demon.co.uk/hpsite/index.htm>

It is also free.....

### **Bachmann ready-to-run MK1 Pullman cars.**

As promised the Mk1 Pullman cars will be released this year. These will consist of the following car models: -

FK Pullman kitchen 1st (39-280).  
FP Pullman parlour 1st (39-290).  
SK Pullman kitchen 2nd (39-300).  
SP Pullman parlour 2nd (39-310 ).  
BSP Pullman bar 2nd (39-320).

All five cars will have lighting, and will be priced at £25.95 each.

### **Hornby 2004 Pullman & Royal Train releases.**

The following information is from the “2004 Hornby 50<sup>th</sup> Catalogue”. And has been produced with permission of Hornby.

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**Train Sets: -**

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**R1048 “The Western Pullman” - Available 2<sup>nd</sup> Quarter 2004**

Based on the “South Wales Pullman” service that operated with Pullman car and locomotive haulage until the introduction of a “Blue Pullman” eight car set on the service on September 11<sup>th</sup> 1961.

The set consists of 4-6-0 Castle Class No.7028 “Cadbury Castle” with four Pullman cars these have been identified as: -

R223 Parlour First **AURELIA** and **CHLORIA**.

R233 Parlour Brake **Car No.54** and **Car No.27**.

All four cars have the post 1960 (elongated) coat of arms applied.

Note: These four cars are 1928 all steel type, as produced by Hornby prior to the new type of Pullman car introduced in 2003.

Also included track starter oval plus extension track “A” and “B” with two points and two buffer stops, C912 wall plug transformer, R965 train controller, R602 power connecting clip and R801 trackmat.

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**R1038 “Venice Simplon Orient-Express - Available 2<sup>nd</sup> Quarter 2004 .**

As released in late November 2003.

Consisting as detailed within “Coupe News No.10”.

Rebuilt Merchant Navy 35012 United States Lines.

Three Pullman cars, **CYGNUS**, **IBIS** and **MINERVA**. The cars are all smooth sided with pre-1960 COA applied and the unique interior lighting.

Also included double oval of track, two points, R8012 HM2000 power controller, R8120 Hornby virtual railway CD-Rom.

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**Train Packs: -**

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**R2369. “The Golden Arrow” - Available 2<sup>nd</sup> Quarter 2004.**

Based on the 1949 elements of the train consist.

This includes BR Malachite liveried Battle of Britain 4-6-2 Pacific Class No.34074 (un-named) with a Golden Arrow on the boilers streamlined casing.

The Pullman cars consist of Kitchen First **CECILIA** and **CHLORIA** and Parlour First **NIOBE**. Each car has the “Golden Arrow and Fleche d’Or” insignia on the body side.

**R4196. “The Golden Arrow Coach Pack” - Available 2<sup>nd</sup> Quarter 2004.**

The Pullman cars consist of Kitchen First **ADRIAN** and **ZENOBIA** and Parlour First **ONYX**. Again each car has the “Golden Arrow and Fleche d’Or” insignia on the body side.

**Individual Pullman Cars: -**

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All pre 1960 coat of arms applied with matchwood sides - Period 1950's.

R4143A Parlour First **NIOBE**. R4144A Parlour Third **Car No.34**.

R4145A Kitchen First **SAPPHO**. R4146A Third Class Kitchen **Car No.166**.

R 4150A Parlour Brake Third Class **No.161**.

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All post 1960 coat of arms applied with plated sides – Period 1960's.

R4162 Parlour First **MINERVA**. R4163 Parlour Third **Car No.64**.

R4164 Kitchen First **ARGUS**. R4165 Third Class Kitchen **Car No.167**.

R4166 Parlour Brake Third Class **No.248**.

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**Royal Train Pack: -**

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**R2370 “The Royal Train” - Available 3<sup>rd</sup> Quarter 2004**

Consisting of LMS 4-6-2 Pacific Class No.6233 “Duchess of Sutherland” and Royal Train coaches No.2903 HM The Queen’s Saloon. No.2904 HRH The Duke of Edinburgh’s Saloon and No.2921 Royal Household Couchette.

**R4197 “The Royal Train Coach Pack” - Available 3<sup>rd</sup> Quarter 2004 .**

No.2918 Royal Household Car. No.2919 Royal Household Car and No.2920 Royal Household Couchette.

Note: The Locomotive and Royal Saloons (all the Mk3 vehicles) are only suitable to be run over second radius curves or greater.

Based on this release list my Birthday, Wedding Anniversary, Fathers Day & Christmas present wish list is now complete for 2004.

**Precision Labels – John Peck.**

John Peck advise of the following new Super-Detailed Pullman packs.

**L2B Bournemouth Belle 1957-64. Smooth Plated Sides, Original Pullman Crest @ £22.99**

CAR No 65 (B2), CAR No 76 (P2), CAR No 61 (K2), SAPPHO (K1), ROSEMARY (P1), CAR No 162 (B2).

4 Different Headboards, Named Tail Board Plaques, 2 Different Sets 11-Foot Roof Boards, Brake Coach Boards.

**L8A The Yorkshire Pullman 1948-55. Match-Boarded Sides, Original Pullman Crest @ £19.99**

CAR No 65 (B2), FINGALL (K1), CAR No 75 (P2), CAR No 107 (K2), IOLANTHE (K1), CAR No 161 (B2).

3 Different Headboards, Named Tail Boards, Set Of 8-Foot Roof Boards, Brake Coach Boards.

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**L8B The Yorkshire Pullman 1955-60. Smooth Plated Sides, Original Pullman Crest @ £19.99**

CAR No 65 (B2), FINGALL (K1), CAR No 75 (P2), CAR No 107 (K2), IOLANTHE (K1), CAR No 161 (B2).

3 Different Headboards, Named Tail Boards, Set Of 8-Foot Roof Boards, Brake Coach Boards.

**L9A The Tees-Tyne Pullman 1948-55. Match-Boarded Sides, Original Pullman @ Crest £21.99**

CAR No 62 (B2), LYDIA (K1), THE HADRIAN BAR (K2 Bar Conversion), CYNTHIA (K1), CAR No 58 (K2),

CAR No 209 (B2). Headboard, Named Tail Board Plaques, Set Of 8-Foot Roof Boards, Brake Coach Boards.

**L11A Brussels Boat Train & Bar 1946-54. Match-Boarded Sides, Original Pullman Crest @ £9.99**

THE NEW CENTURY BAR (K1 Bar Conversion).

Plain Tail Boards For Other Ordinary Coaches, Set Of 11-Foot Roof Board Pairs (Name & Destination).

**L13C The Queen Of Scots 1955-60. Smooth Plated Sides, Original Pullman Crest @ £21.99**

CAR No 62 (B2), CAR No 73 (P2), CAR No 105 (K2), ROSAMUND (K1), LEGHORN (P1), CAR No 63 (B2).

4 Different Headboards, Named Tail Board Plaques, 2 Different Sets Of 8-Foot Roof Boards, Brake Coach Boards.

**L14A The Thanet Belle 1948-51. Match-Boarded Sides, Original Pullman Crest @ £22.99**

THIRD CLASS CAR No 11 (B3), THIRD CLASS CAR No 132 (K3), ISLE OF THANET (P1), MAID OF KENT (K1), CORAL (K1), THIRD CLASS CAR No 16 (B3). Headboard, Named Tail Board Plaques, Set Of 11-Foot Roof Board Pairs (Name & Destination).

**L14B The Kentish Belle 1951-58. Match-Boarded Sides, Original Pullman Crest @ £21.99**

CAR No 11 (B2), CAR No 132 (K2), ISLE OF THANET (P1), MAID OF KENT (K1), CORAL (K1), CAR No 16 (B2). Headboard, Set Of 11-Foot Roof Board Pairs (Name & Destination).

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**L15A The Golden Arrow 1946-49. (Bar 1946) Match-Boarded Sides, Large Golden Arrows @ £22.99**

CAR No 154 SECOND CLASS (GP2), ADRIAN (K1), SAPPHO (K1), TRIANON / TRIANON BAR (K1 Bar Conversion), NIOBE (P1), CECILIA (K1), LADY DALZIEL (GP2).

Headboard Disk (Malachite), Large Side Arrows, Flags (see D1-A flying flags) Set Of 11-Foot Roof Boards (1946).

**L18B The Plymouth Devon Belle 1947. Match-Boarded Sides, Original Pullman Crest @ £17.99**

CAR No 54 THIRD CLASS (B3), ARGUS (K1), CAR No 33 THIRD CLASS (K3), CAR No 208 THIRD CLASS (GP3) + GERALDINE (K1 - Ilfracombe Section).  
2 Different Headboards, Large Side Wings, 2 Different Sets Of 11-Foot Roof Board Pairs (Name & Destination).

**L19A The South Wales Pullman 1955-61. Smooth Plated Sides, Original Pullman Crest @ £22.99**

CAR No 54 (B2), CAR No 35 (P2), DIAMOND/THE DAFFODIL BAR (K1 Bar Conversion),  
CECILIA (K1), CHLORIA (K1), CAR No 27 (B2).  
Headboard, 2 Different Sets Of Roof Boards - 11 Foot & 17 Foot (GWR Style).

**SL6 Custom Order Named Lower Sides Smooth Plated / Match Board, Golden-Arrow / Original / Late Crest.**

Pair of customer specified car names - anything you want - Brake or other car types @ £2.50 (Pair).

**SL7 Custom Order PULLMAN Logo Panels Golden-Arrow / Original / Late Crest, Brake / Other Car.**

Pair of customer specified PULLMAN logo top panels - which ever design you want @ £1.99 (Pair).

For more details visit the web site at: [www.precisionlabels.com](http://www.precisionlabels.com)

Or e-mail John at: [plabels@precisionlabels.com](mailto:plabels@precisionlabels.com)

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**Attendants Service:**

## **Table 2.**

### **“East Coast Pullman Operations 1958 to 1964”.**

Can any reader assist in formation listings of the “Queen of Scots” and “Tees Tyne Pullman” in the period 1958 to 1964. The information is required for a new model railway layout being built at this moment in time.

## **Table 3.**

Way back in Coupe News about 4/5 I think, there was a query about consists on the Master Cutler and others - I too have a query as to what were the two 3rd Brakes at N & S ends of the Cutler? I saw them every day, but never noted the nos. - curses! Can anybody help, please?

### **“IS THERE ANYTHING ELSE, SIR”**

#### **Special Working Notices:**

#### **Middlesbrough Model Railway Club Exhibition May 22<sup>nd</sup> & 23<sup>rd</sup> 2004.**

MMRC clocks up 50 years of existence in 2004, and the annual exhibition will reflect a truly North East Railway theme, for this special year for the club. I have been kindly invited to attend on behalf of the Pullman Society, so I hope to meet both readers of Coupe News and members of the Society.

#### **Passengers Response:**

#### **Jean Waller Shares A Very Special Birthday Present from Her Son.**

On Saturday 8<sup>th</sup> November 2003, my husband Fred and I made our way to platform 2 at London’s famous Victoria Station. As we approached the platform we glimpsed the umber and cream liveried Pullman cars of the Venice Simplon Orient-Express. Walking up the platform the luxury train today was made up of ten fully restored Pullman cars, the car attendants resplendent in the blue lapel monkey jacket, with Pullman badges and brass buttons were standing at the vestibule doors, waiting to greet the passengers for the steam hauled day excursion to Salisbury.

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The trip today was to be hauled by the world famous Gresley A3 4-6-2 Pacific No.4472 “Flying Scotsman”.

We were to travel within car **IONE**. And as we approached the vestibule door the attendant welcomed us, following a check of the ticket, we were shown to an armchair and its own window view.

Car **IONE** will be 75 years old in 2004, being built in 1929 as a First Class Kitchen/Parlour.

The 75 years of history commenced when the car was allocated for the all new Great Western Railway "Torquay Pullman".

Also allocated on the Plymouth – Paddington "Ocean Liner" train operation.

Alas the GWR terminated its contract with the Pullman Car Company in 1930, and the "Torquay Pullman" was withdrawn in the autumn of 1930.

**IONE** was then transferred to the Southern Railway.

From 1931 was used on the "Ocean Liner" operations between Southampton and Waterloo, and was also allocated to the "Bournemouth Belle".

Remaining on the Southern Railway until 1948, when the car was transferred to the Eastern Region of the new British Railways.

**IONE** is known to have worked on the "Queen of Scots", Yorkshire Pullman and "Tees Tyne Pullman" operations.

It is reported that the car was frequently used by royalty for their journeys to both Edinburgh and Balmoral for the annual Scottish holidays.

In 1964, **IONE** is reported as joining the Pullman car portion of the "Talisman", This train was allocated Pullman cars from the withdrawn "Queen of Scots" service. Within the "Talisman" **IONE** covered the 880 miles per day.

**IONE** was withdrawn from service in 1968, and eventually put up for auction and sold privately for £850 in 1969. Preserved by P B Whitehouse, and used for private charter work, based at the Standard Gauge Steam Trust, Tyseley, near Birmingham.

**IONE** second lease of Pullman life came in 1981, when purchased by the VSO-E, and completely restored to mainline standard.

Joining the already well established train service in December 1982.

As we sipped the welcoming glass of Bucks fizz we took in the sumptuous surroundings that greeted the eye. The interior being burr wood panels of ash surmounted by a frieze of Victorian pink roses.

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We departed Victoria at 10:48 and were served a glass of Bucks Fizz, brunch was served shortly after which consisted of:

*Fresh Fruit Cocktail*

*Scrambled Egg with Chives, Smoked Salmon,  
Served on a Warm Buttered Crumpet.*

*A Selection of Danish Pastries  
Morning Bakery Selection with Preserves and Butter*

*Coffee from Colombia*

As we made our way to Salisbury, wisps of white steam could be seen passing the window, proof that the crew of “Flying Scotsman” were still hard at work. We were asked if we would like to walk through the other Pullman cars, which are all very different in design including the materials used for the finish. The train consisted of cars: **AUDREY, CYGNUS, GWEN, IBIS, LUCILLE, MINERVA, PERSEUS, PHOENIX, VERA** and **ZENA**.

Stopping at Andover to allow “Flying Scotsman” to take on water, we arrived at Salisbury station at 14:30.

We left the train for a guided tour commentary of Salisbury Cathedral and the Museum.

Returning to Salisbury station, I was invited onto the footplate of “Flying Scotsman” and watched the fireman preparing the fire by shoveling coal into the firebox to gain the boiler pressure up to the required level.

We departed Salisbury at 17:40 when we were served champagne, followed by a four-course dinner accompanied by wines of your choice:

*Cream of Pumpkin Soup with Cinnamon Cream*

*Fillet of Wild Scottish Venison Wellington  
Served with Green Apple and Parsnip Rosti  
and Blackberries*

*Great British Cheeseboard with Home-Made Chutney*

*Coffee Parfait, Apple and Mandarin Pavlova Meringue  
With a Moccacino Sauce*

*Coffee from Colombia  
Served with Petits Fours*

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Arriving back at Victoria station at 20:45 after one of the most wonderful and enjoyable days of our lives. Pure Luxury!!!

## Why not share your first Pullman experience with us.

### Tail Lamp:

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

What news of the fire at the ex-Pullman Car Company, Preston Park workshops on December 11<sup>th</sup>.

I have been in contact by e-mail with the article author at The Argus, Brighton. He advises that the fire did not generate any editorial letters or further response from Network Rail on the buildings future. **"Is no news - good news"**.

At last Pullman cars have come to the fore in the model railway scene, with Bachmann announcing the introduction of the ready-to-run MK1 cars. A choice of five cars with interior lighting, for the many North East readers I am sure they will be on the Christmas wants list for 2004. Southern and Western readers can also operate the cars, it is known the Blue Pullman operations on the Western Region were backed up with the aptly named "Wells Fargo" standby set, this included Mk1 cars mixed with pre 1951 cars. The Southern operation was mainly "Royal" workings, but Brighton and Hove Albion used a car for away matches. You will require to have Hornby's 1928 Parlour Brake in the umber and cream formations on the ECML. No parlour brakes were built to the Mk1 design. The P.C.Co. refurbished the 1928 parlour brakes for use with the new Mk1's, and remember you will need to fit the post 1960 Pullman coat of arms to be correct.

T.Bye  
February 1<sup>st</sup> 2003