



Pullman Car Services

COUPE NEWS

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

NOVEMBER 2004

No:21

Editorial:

Welcome to Coupe News No: 21.
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied material included within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by e-mail or printing a copy, to any one you may know who will be interested.

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

If you have any material for inclusion in No.22, please forward by November 26th.
Coupe News No.22 will be published on December 1st.

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

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Preservation News:

The following Bluebell Pullman car report has been kindly supplied by R.Salmon.

Car No.64.

VSOE staff at Stewarts Lane have completed the contract overhaul of the timber structure, which has included new body ends, and much new timber in each side. It has been re-clad with Aluminium panelling supplied from the Bluebell's C&W. This week the buffing gear and gangways are being re-instated, preparatory to it being shunted out of the workshop for return to the Bluebell Railway. The interior remains to be re-fitted, and the roof will be covered with Aluminium after its return to Horsted Keynes.

"Fingall", Car 76 (Lillian) and the NRM's "Eagle" remain in regular use virtually every Saturday and Sunday, plus the occasional mid-week service, as part of the Bluebell Railway's Golden Arrow Pullman Dining Train, although Eagle is used only to provide additional pantry facilities to the train and does not carry passengers, since its interior ambiance does come close to matching that of the 1923 and 1928 cars.

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David Jones advises of the following with regard to CAR No.64.

Car 64 was due to arrive back at the Bluebell Railway on November 4th following major structural repairs at the VSOE workshops at Stewarts Lane.

It will be delivered in basic skeleton condition, so all the exterior and interior panelling, doors, tables, seating, luggage racks, carpets, etc. will need be fitted over the winter at the Horsted Keynes Carriage and Wagon Works.

It is also expected that the roof will be covered with aluminium sheeting instead of canvas, the same as **Fingall**.

Rolls of correct pattern Pullman moquette have been delivered from the original suppliers, but as the railway had to order more than was needed for one Pullman, there are several rolls available at £690 per roll, ideal for other Pullman car owners.

Interested parties should contact the C & W at Horsted Keynes.

Why not visit the Bluebell web site at www.bluebell-railway.co.uk

Look Back at Pullman:

1924.

November 17th. Introduction of the “Continental Express”, London – Dover. The service is nicknamed the “White Pullman”.

Pullman cars in use:-

AURELIA, MAJORIE, SAPPHO, VIKING, MEDUSA, PAULINE, FLORA, MONTANA.

1929.

November 1st. 21st anniversary of the “Southern Belle”.

1954.

November 13th. “Royal Train” – Brighton Belle unit 3052 Victoria to Brighton, the unit was attached to the 11.00 Brighton Belle service.

1964.

November 22nd Sunday. The down Bournemouth Belle noted reversing at Fareham. Two cars noted in the formation were OCTAVIA, SHEILA. The train route Waterloo, Eastleigh, Botley, Fareham, Netley, St Denys and Southampton Central.

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Attendants Service:

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

Unless otherwise stated, please reply to the editorial address.

Table 1.

Miles Haywood requests your help.

I have been reading Coupé news, and wondered if you can help me?
I am trying to find two Pullman 1st class type Arm Chairs, either original or reproductions. Would you know of any for sale or when I can obtain plans to have them made?
I have contacted several preserved railways, but nobody has replied!
Any information you have would be gratefully received.
Keep up with the good work of the news letter, it is very pleasing to see somebody taking an interest in this subject.

Table 2.

A request from Lee Wareham.

I am very interested in sourcing any interior photographs of ex 1932 6 Pul car MAY, in addition I am also interested in any other 6 Pul car interiors.
I will pay all costs etc.

Table 3.

A request from Rita Waters,

I hope you can help me. I'll looking for a source for Pullman beds, ceiling or wall recessed. Can anyone help or advise?

Table 4.

A request from Alan Wright.

I am a member of the Gauge One Model Railway Association and I am looking for drawings of the "K" type carriages as built for the "Queen of Scots".
I have the late David Jenkinson's article from Modellers Back Tracks but there is little dimensional detail of such items as windows and door openings.
Do you know of a good source of drawings and photographs that I could go to.

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I live in Ontario but am originally from Peterborough where my grandfather was a driver at New England shed and handled main line steam when I was a boy.

“IS THERE ANYTHING ELSE, SIR”

Model Railway News.

In 2001 Hornby produced the “Queen of Scots Pullman” set R1024. Consisting of A4 Pacific No.60031 “Golden Plover” with 1928 build cars SHEILA, JUANA & CAR No.78. The Pullman cars in this set appeared with the post 1960 coat of arms applied, the first time models to be produced by Hornby with the later COA. Also roof printed train boards on SHELIA and JUANA. CAR No.78 had small QoS boads printed near the guard’s vestibule door only.

2004 and Hornby have released via the Empire Stores Christmas shopping Catalogue.

R2365M Queen of Scots Train Pack – Limited to 1500 sets.

Consisting of A3 Pacific No.60051 “Blink Bonny” in reported as early BR livery, and Pullman cars CAR No.161 (Parlour Brake), CAR No.64 (Parlour Second) and Rosamond (Kitchen First).

The set comes with metal headboard for the locomotive, and tailboard for the rear Pullman car, both to be fitted if so wished either permanently, or as advised with blu-tack. In addition each car has train roof boards fitted.

The cars are completely smooth sided with pre-1960 coat of arms applied and the now standard working table lamps.

Catalogue price £149.99.

In addition to the Queen of Scots train pack, Empire offer R1055 “92 Squadron Boxed Set”.

Consisting of Battle of Britain Pacific No.34081 “92 Squadron” in early BR Livery. Three Pullman cars Parlour First Niobe, Kitchen Car No.166 and Parlour Brake Car No. 161

In addition the pack contains a double oval of track, HM2000 power controller and Hornby virtual railway CD ROM.

Catalogue price £229.99.

For further details visit www.empirestores.co.uk

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Vestibule Sales/Requests.

1. Antony Ford of Swindon, is most interested in purchasing the following items: -

- (a). Interior photographs of any Southern Electric Pullmans of 1932.
Any condition and all expenses paid.
- (b). Wanted Pullman car lamp shades. Any colour and finish. Good prices paid.

Pullman Talks:

For those of you in the North East of England, I am giving a talk to the "Railway Athletic Transport Group" on Wednesday March 9th, at 7.30pm. The venue the Railway Athletic Club, Brinkburn Road, Darlington. The subject for the evening will be in two parts.
Part 1. "The restoration of the Venice Simplon Orient-Express Cars".
Part 2. "London to Venice on board the Venice Simplon Orient-Express."

Any reader in the North East is most welcome to come along, a bar is available, with a break between each part.

125 years of "On Board Catering" – November 1st 1879.

In 1878 a private party chartered a special train which included Pullman cars for a return trip from London St.Pancras to Wick in Scotland. The party slept in the Pullman cars, and hot meals were served from a luggage van fitted out as a kitchen. A second luggage vehicle was fitted out as a bathroom, complete with bath. This was the first meal to be both cooked and served on a British train⁽¹⁾.

In late 1875 the Great Northern Railway (GNR) took delivery of two Pullman cars for operations out of London King Cross to the North of England. The two cars operated were allocated to the Kings Cross to Manchester (London Road) via Sheffield⁽¹⁾.

(Note: Past written history refers to the two cars being identified as OCEAN (sleeper) of 1875 and OHIO (parlour) of 1875. In 1992, I was advised in my then role as archivist for the Pullman Society by the now present Society Chairman Mr C.Long. That his then research had identified that neither of these cars existed in UK operations. A mistake had been made with the two USA cars allocated the names⁽²⁾).

In 1878 Pullman Car VICTORIA (I) (parlour) was returned to the Pullman shops at Derby for conversion to a "Dining Car".

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In the late summer of 1879 the Pullman Dining Car renamed “PRINCE OF WALES” emerged from the Pullman shop at Derby. It is reported that at least one non public trial run was undertaken, and any resulting modifications completed prior to the formally organised demonstration run.

Saturday October 18th 1879 the GNR organised the demonstration run from Kings Cross to Peterborough and return.

The passenger consist included dignitaries and journalists.

The Pullman Company employed its first Restaurant Car Conductor in Britain, one James Bower for the trail and new service.

The meal was a hot one and, with the press reporting as “capably cooked and well served”.

So successful was the trail that Henry Oakley General Manager of the GNR recommended to the GNR Board that the public service should commence as soon as possible. The route selected being Kings Cross to Leeds.

Saturday November 1st 1879 and Pullman Dining Car PRINCE OF WALES entered service on the 10.00am (Up) Leeds Central - Kings Cross 2.00pm, returning 5.30pm (Down) Kings Cross – Leeds 10.10pm⁽¹⁾.

The new service was regarded as an experiment until early 1880 when it became a permanent operation.

The catering was contracted out by the Pullman Company for the service.

As to the history of the PRINCE OF WALES the car was sold by the Pullman Company to the GNR in 1885. The GNR allocated the car the identity of GNR No.2297.

Used with GNR2182 & 2183 on the Sunday Hull Boat trains and also a spare vehicle⁽³⁾.

Information Sources: -

- (1). DINNER IN THE DINER - The Diner The history of railway Catering.
Author Neil Wooler. 1987. ISBN 0 – 7153 – 8796 – 0.
- (2). Charles Long November 9th 1992.
- (3). Railway World September 1979.

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The Centenary Express 25 years ago.

In September 1979, a unique train formation traveled the network system remembering the history of on-train catering in the UK.

The formation consisted of: -

1905 - LNWR Royal Train Brake.	No.5155.
1960 - BR Griddle Car.	No.SC1100.
1937 - Gresley Buffet Car.	No.9135.
1913 - Pullman Parlour First.	S/No.59. TOPAZ (I).
1960 - Pullman Kitchen First.	S/No.311. EAGLE.
1960 - Pullman Parlour First.	S/No.326. EMERALD (II).
1960 - RKB.	No.1526.
1914 - MR 3 rd Diner.	No.3463.
1900 - LNWR 1 st Diner.	No.76.
LNWR ex-Brake 1 st	No.5154.

September 13 th at 12.00.	The train departed Leeds for Kings Cross.
September 13/14 th .	Display at Marylebone.
September 15 th .	Marylebone – Shrewsbury – Paddington. (Hereford – Shrewsbury – Hereford hauled by King Class No.6000 King George V).
September 16 th .	Display at Paddington.
September 17 th .	Paddington – Southampton – Bristol Temple Meads.
September 18/19 th .	Display at Bristol Temple Meads.
September 19 th –overnight-	To Birmingham New Street.
September 20 th .	Display Birmingham New Street.
September 21 st .	Birmingham New Street – Manchester.
September 22 nd .	Manchester – Edinburgh Waverley.
September 23/24 th .	Display Edinburgh Waverley.
September 24 th –overnight-	To Newcastle.
September 26/27 th .	Display Newcastle.
September 29 th .	York. (York-Leeds-Harrogate-York hauled by NRM's 4771 "Green Arrow").

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125 years of “On Board Catering” – September 22nd 2004.

The 125th Anniversary was remembered on September 22nd when Railgourmet chartered the “Queen of Scots” private charter train.

The Charter was chartered by Railgourmet themselves to entertain their guests, not only to celebrate the 125th anniversary of On Train Catering, but to have a day out at Goodwood Races!

The Train was 1Z87, 10.09 from London Victoria to Chichester, arr.12.21 with Breakfast served en-route. The stock was then worked to Fratton Depot for the lay-over, tanking, rubbish removal, top up of Diesel etc etc, plus of course laying-up and preparing for the evening return for Dinner. ECS was worked back to Chichester to form 1Z88 the 18.56, the return working from Chichester, to Victoria arr. 21.38.

The outward route was via E.Croydon, Redhill, Three Bridges, Crawley, Arundel. The return was via Havant, Eastleigh, Winchester, Basingstoke, Woking, Virginia Water, Hounslow etc.

The Locos were Cotswold 47200 *The Fosse Way* & 47316 *Cam Peak*

The Set was formed of 99053 (Service Car No.2), 99886 (Service Car No.1), 9004 (GWR Saloon), 99880 (LNWR Diner), 99881 (GNR Saloon) & 99052 (CR Obs).

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The Queen of Scots Rail Charter Special.

The following article as published by Railgourmet in House Magazine.

For the first time in our history we will be chartering and running our own train! We are doing this as part of the 125 years of rail catering celebrations and to show-case our capabilities in this market.

the event is the brainchild of Paul Bettles, Purchasing Manager, and Roger Williams, Business Development Manager.

The historic Queen of Scots train is being chartered to provide an unforgettable day which includes traveling in style in the elegant comfort of a private luxury train to the Goodwood Horse Racing Festival.

the historic carriages offer luxury and comfort with period style from a bygone age. As you would expect the experience includes a fine on-board dining experience which will be prepared by Rail Gourmet's Executive Chef, David Small.

Paul comments, "It seemed obvious to me, that the best way to commemorate 125 years of rail catering was to charter this special train and showcase our capabilities as the UK's leading train caterer."

Roger adds, "Enjoying top class dining whilst traveling on this glorious unique train is the only way to sensibly celebrate a century and a quarter of meals on railway wheels. It's our chance to celebrate in style."

The event will, undoubtedly, be 'a bit special'!

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Rising From The Rails by Larry Tye.

ISBN 0-8050-7075-3. \$26.00 (\$38.95/Canada).

Available from Amazon visit www.amazon.co.uk for availability.

Price: £12.74 - Availability: usually dispatched within 7 to 8 days.

Are you interested in history of the Pullman Porters, who worked the Pullman services in America.

From the 1880's, when George Pullman first hired African-Americans to work on his luxury sleeping cars, until the mid-twentieth century, when the Pullman Company ended its sleeper service, the Pullman porter held one of the best jobs in the black community and valet, nanny and doctor, concierge and occasional undertaker to cars full of white passengers.

His very presence embodied the romance of the railroad. But behind the porter's ever-present smile lay a day-by-day struggle for dignity on the long trips that separated him from his family while exposing him to the more privileged culture of well-heeled passengers.

Rising From The Rails depicts the paradox of life as a Pullman porter and writes a missing chapter of American History.

Larry Tye vividly re-creates the singular setting of a Pullman sleeping car, a capsule of space and time where all the rules of racial engagement came into focus and many were suspended – so long as the train was moving.

The dichotomy of the porters working life – duties not far removed from slavery, opportunities not available to other black workers in Jim Crow America – made him both a representative of his time and a trailblazer.

The period of the porter's employment by the Pullman Company coincides almost exactly with the struggle of newly freed slaves for the full legal freedoms finally achieved in the 1960's, and his largely unrecognized role in this struggle was critical. As the patriarch of black labour unions and the civil rights movement, he was among the first African-Americans to effectively claim a right to respect.

He was also the father and grandfather of the African-Americans who today run Cities and States, sit on corporate and editorial boards, and number among Americas leading professors, scientists, and clergy.

Drawing on extensive interviews with dozens of African-American railroad workers and their descendants, *Rising From The Rails* tells the quintessentially American story of how a minority finds a foothold in the workplace and the nation's psyche.

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SHEFFIELD RAILWAYANA POSTAL AUCTION

Venue: Myers Grove Scholl, Sheffield.

Viewing Date: Saturday September 11th from 07.00 – 13.30.

POSTAL AUCTION CLOSURES: MONDAY 20th SEPTEMBER AT 12:00

- 643 **THE “BRIGHTON BELLE.”** Two menus and drinks tariffs from the “Final Run” on 30th April 1972. Together with a booklet on the celebrated train pub. by the Southern Electric Group in the same year. (3) £10
Auction Realisation £65.00
- 935 **WAGONS-LITS** published brochure for Simplon-Orient Express and Taurus Express. 24pp guide to countries en-route. Circa 1930s. Poor condition, but an interesting item. (1) £5
Auction Realisation £20.00
- 1030 **PULLMAN CAR COMPANY** silver plated cutlery. A selection of three different knives and two dessert spoons all nicely stamped. Plus an “LMS Cars” dinner knife. (6) £10
Auction Realisation £46.00
- 1054 **PULLMAN CAR COMPANY** soup plate in white china by “Ridgway” with Pullman coat-of-arms on rim. VGC. (1) £10
Auction Realisation £34.00
- 1055 **PULLMAN CAR COMPANY** brown glazed tea pot by “Langley.” “Pullman” clearly stamped on base. VGC. (1) £10
Auction Realisation £55.00
- 1056 **PULLMAN CAR COMPANY** glass tumbler with company coat of arms etched into glass. Small chip on rim and slight imperfection in the glass. BTC. (1) £10
Auction Realisation £44.00
- 1057 **PULLMAN CAR COMPANY** small drinks glass with Pullman coat of arms etched into glass. Slight imperfection in the etching, VGC otherwise. BTC. (1) £10
Auction Realisation £44.00

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Solent Railwayana Auction – October 16th.

David Jones advises of the following: -

At the recent Solent Railwayana Auction on 16 October 2004 a few Pullman items came up for sale, the resulting realisations being as follows:-

Six crested Pullman cups and saucers.	£30
Pullman Chrome Waste wire basket from toilet.	£225
Manufacturers Brass plate from a 1920's Pullman car. Not sold as didn't reach its reserve price of £500.	
One of each original Golden Arrow and Night Ferry luggage label	£16 the pair

Attendants Mail Box.

Hello,

I have only just discovered your excellent Coupe news. I would very much like my email address to be added to your mailing list please.

I am not any kind of expert but, like many others, I love the whole idea of Pullman trains. I think that missing out on the golden age of Pullman travel is the only thing which would make me wish to have been born earlier.

The only time I travelled on a Pullman was in 1974 when I caught the Tees-Tyne Pullman from Durham to Newcastle. I was an impoverished student but I bought a first class ticket just for the sheer pleasure of sitting in the Pullman car for just 15 minutes.

I am so glad that you and others are able to give up your time so generously to providing the rest of us so much pleasure by reading about Pullmans.

John Godber. 03/10/04.

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The Pullman Society.

For those readers who may be unaware of the existence of the Pullman Society (PS).

The PS is affiliated the Historic Pullman Foundation, Chicago, Illinois, USA. Which most readers will be aware is the true home of the Pullman name and Company.

Dedicated to the study of all aspects of Pullman operation in the British Isles and Continental Europe – and in the United States, where the first cars were built and services began.

Membership of the PS is annual, to which each member receives three issues of the PS journal “The Golden Way”.

The journal offers a wealth of information in respect of Pullman related news, historical articles and even has a model railway correspondent.

If you want to learn more on the subject of the services and cars and history of the Company then membership of the PS should be considered.

The AGM is held at a different venue each year, and have a link to Pullman, be it a restaurant with a stationary car, to the delight of a steam hauled car and silver service.

I have been a member for many years and I have gained at lot of knowledge from fellow members and through the Golden Way journal.

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Membership fees - join now and save.

Membership periods April 1st to March 31st.

At present membership is £10 for UK, 20 Euros for Europe & \$25 for USA & Canada.

As of April 1st 2005 an increase to £15 of the UK, 25 Euros for Europe & \$30 for USA & Canada.

For further details contact: -

Alan Wood Treasurer & Membership Secretary,
140 St Helens Down
Hastings TN34 2AR
E-mail awood17166@aol.com

P15 – 15.

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.

Well November seems to be an anniversary date for Pullman Operations within the UK. We have as already featured the milestone of the 125th anniversary of “On-Board Catering”. This is just one of a number innovations brought to UK train operations by the Pullman Company only to be taken up by the other UK railway companies in the years following introduction.

November 8th 1908, 96 years ago the “Southern Belle” commenced London to Brighton operating 7 day’s a week.

November 17th 1924, 80 years ago the inaugural “Continental Express” (nick named the “White Pullman”) commenced operations from London to Dover for Calais.

November 1st 1932, 72 years ago 6 Pul units commence trial running on the Southern Railway, in preparation for the January 1st 1933 introduction.

Finally, I have been asked why I do not include photographs within Coupe News. By not including photographs I can keep the attachment size down to a level for everyone to access by use of their inter-net provider.

I am aware on some dial-up systems the down load times can be lengthy. But, this is not to say that in the future photographs can not be added.

Remember - “Information is for Sharing – Not gathering Dust”.

T.Bye October 31st 2004