



Pullman Car Services

Coupé News

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

April 2005 No:26

Editorial:

Welcome to Coupé News No: 26.
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.27, please forward by April 25th.
Coupé News No.27 will be published on May 1st.

Editorial Address:

Have you missed a copy of Coupé 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:

Mid Hants Railway.

The MHR has purchased two Mk1 Pullman Cars for eventual use following refurbishment on the "Watercress Belle" service.

S/No.325 Parlour First **AMETHYST**. Formerly in use on the Strathspey Railway c1978 to 1997, when the car was purchased by Dr Marchington for use with "A3" Flying Scotsman. The car lost its Commonwealth bogies for preservation (reusable item for BR) and was fitted with B1 type.

S/No.351 Parlor Second **CAR No.351**. Reported as one of the conversion cars in 1975 when it was refurbished to an 'open first' and repainted into blue/grey livery with the first class yellow band painted at cant rail level. The car was also reported as for use on the London-Norwich service.

In 1980 the car was noted in use on 'Football Charter' workings.

Purchased by SLOA c1980, then Dr Marchington in 1996 for use with "A3" Flying Scotsman. The car is at Tyseley undergoing refurbishment.

Bluebell Railway - David Jones.

Progress continues at Horsted Keynes on the rebuild of **Car No. 64** with the new roof boarding almost finished. Several hundred stainless steel screws have been used to secure the new boards onto the new roof hoops, and at each end the original copper half domes have been screwed into place. Bearing in mind that the roof covering will be aluminium sheeting rather than the original canvas, a separation film of lead flashing and stainless steel strips has been necessary to prevent any possible electrolytic reaction between the copper and aluminium which, if allowed to happen would result in everything degrading into a white powder in the future. The aluminium roof sheets have already been shaped and fabricated and will be put on once the boarding is complete. In the meantime, the windows are ready for insertion as are the oval glass sheets for the new doors. The oval lavatory windows are now in place. At the same time the seating repairs are progressing and the marquetry panels are being further prepared for installation in the saloons in due course.

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Look Back at Pullman:

1875.

April 1st.

Inaugural St. Pancras to Liverpool Pullman Service.

1890.

April 21st.

Pullman car added to the 12.30pm Waterloo – Bournemouth and return.
Cars allocated ***S/No.8 DUCHESS OF ALBANY & S/No.9 DUCHESS OF FIFE.***

1900.

April 6th.

Four sleeping cars ready and numbered ***34 to 37*** in Pullman sequence. Built to the then Pullman Standard design, but modified to suit the British loading gauge. Livery being Midland crimson lake with gold ornamentation and lettering.

1905.

The same cars mentioned above ***34 to 37*** were rebuilt with private berths.

1925.

The “Sheffield Pullman” service is extended to Manchester as the “Manchester Pullman”. But omitting the Nottingham stop.
Departing Manchester at 9.50am, then Sheffield at 11.03am and arrival at Kings Cross at 2pm. The return working being Kings Cross 6.05pm with arrival at Manchester at 10.12pm.

1960.

April 5th.

State visit of General De Galle of France. Pullman special in use from Gatwick Airport to London Victoria.
Train formation Rebuilt West Country Pacific 34017 “IIFRACOMBE” hauling 4 Pullman cars.

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1960 ctd:

April 23rd & 24th.

Battle of Britain Pacific 34086 “219 Squadron” noted hauling the “Golden Arrow”.

1965.

April 10th.

Alan Pegler hires the “Tees Tyne Pullman” stock. Hauled by “Flying Scotsman” from Darlington to Peterborough, then returning via Sleaford, Doncaster and Darlington. The working is a thank you to the Darlington Works staff who overhauled the “Flying Scotsman”.

The Pullman cars used ***EUNICE, FALCON, HADRIAN BAR, CAR No.349, 336, 72, HERON*** and added to the formation ***ex Devon Belle Observation Car.***

April 12th.

Pullman cars withdrawn from the “Talisman”. Replaced by Mk1 Open First and RBK (1st Class) and CK & RB (2nd class). Both manned by Pullman crews. The Pullman cars were redeployed to replace older cars.

April 25th.

The down working of the “Bournemouth Belle” is noted being hauled by 34040 and diverted via Netley due to engineering works.

1970.

In connection with the Wales – France Rugby International at Cardiff Arms Park. A London bound special formed of the two ex-6 car Midland Pullman sets coupled together departs Cardiff at 5.30pm.

1975.

Following complete withdrawal of the Blue Pullman operations on the Western Region in May 1973. The cars eventually noted at Cohens scrap yard in February 1975.

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1975 ctd:

April.

Blue Pullman Preservation.

Three business men are in discussion with British Rail with the idea of purchasing a Blue Pullman set for private charter works. The restoration work to be undertaken at BR Glasgow Workshops.

The set will consist of ***Power Cars 60090-1, Kitchen First's 60731-3, Second Saloons 60644-5-6-7-8-9.***

The Power Cars being purchased from Thomas ward at Briton Ferry and the Saloons from Cohens.

The plan eventually failed, following BR stipulating that the restored set would only be able to operate on the Western Region. This was an unacceptable restriction of operation on the capital that would be required, and vastly restrict the return on investment.

1985.

April 25th.

The VSO-E chartered by 'Bristol Marketing Board' Bristol - Folkestone to Venice. The UK cars hauled by Class 50 No.50007 "Sir Edward Elgar".

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.

Chris Hopper

I wonder if any of your readers can enlighten me more on the late history and disposal of Pullman Car S/No.179 **CYNTHIA** Kitchen First.

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Table 2.

Hello Terry,

Thanks for your Feb; Coupe' News. Always a good read.

Can you recall the full name of the designer of the Devon Belle Observation cars?

I know his last name was Levin, but can't recall his first name or his letters.

If I recall the murals in each were painted by an Eleanor Osmond-White.

Unfortunately I have lost a lot of my historic info; in the hurricane in Grenada.

Regards Ivan Godfrey.

Table 3.

Hi, just looking on the net for some information on the Blue Pullman for my Dad.

He is working on restoring a Pullman and has asked me to try and find out what colour the seats were in the Pullmans, as he cannot find any photos, if you could enlighten us or have any photos they would be great.

Thanks in advance.

James Steel.

Table 4.

An urgent request from Clive Warneford, can any reader help, if so please e-mail ASAP.

Dear Sir,

Discovered your page purely by chance and hopefully you or someone can assist me. I am seeking the drawing numbers of Wiring Diagram Charging & Lighting for 1960's Met-Camm Pullmans, both Parlour First & Parlour Second cars.

I have been asked to assist in the service/restoration of both types, recently acquired for preservation.

I have contact with RDDS at Derby who can supply the drawings but I urgently require the numbers, so that they can be drawn from the archives.

I have tried obtaining the numbers from NYMR and Bounds Green but thus far to no avail. I would be grateful for any assistance you can give me.

Many Thanks,

Clive Warneford.

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Continued from P6:

Response from Gordon Wells.

I have been to Pickering today and looked through the drawings.

Wiring diagram Car Type D Drawing No. F110

Cable layout 1st Class Kitchen Cars Type B Drawing No. A26861

Type B F108

Type C F109

Type E F111

Type F F112

Bell Circuits Cars B,C,D&E

Drawing No.A26871

1st & 2nd Class Cars

A26866

1st Kitchen Car Type B

A26867

The F numbers are Pullman Car Co. drawings the others are Met Cam.

SHEFFIELD RAILWAYANA AUCTION

March 12th 2005 **Sheffield Railwayana Auctions**
Saturday 12th March 2005

Realisation of the March 12th auction held at, Myers Grove School, Wood Lane, Stannington, Sheffield.

PULLMAN

42* A Pullman 1st class armchair in original red covers, from "Clara". In fine, original condition. Pullman composite Car "Clara" was built in 1932 by Metropolitan Cammell and was formed in Southern Railway Electric Unit No.2020 (later 3020). This car worked from the south coast to London Victoria/London Bridge for most of its life, and was withdrawn on 2nd July 1966 to be sold to King & Sons, Norwich for scrap.

Auction Realisation: £5,000

43* A Pullman coach brass table lamp, the six-sided base clearly stamped "TC35" (Third Class Car 35). In superb condition and wired for electricity. Third Class Parlour Car No.35 was built by Birmingham Carriage & Wagon

in 1926, working principally Southern services including the “Golden Arrow” and latterly in the 1950’s “The South Wales Pullman”. It was finally withdrawn from the “Bournemouth Belle” service in 1967 and sold as an exhibit to the Beaulieu Museum where it was eventually scrapped on site in early 1973.

Auction Realisation: £850

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- 44* A Pullman coach brass table lamp in the ornate Arcadian style, first used from about 1910. A square base with clipped corners. In fine, original condition.

Auction Realisation: £400

- 45* A Pullman coach wall plaque, used to cover the hole when the brass clocks were removed. It illustrates the full Pullman coat of arms and “CAR SHEILA”. First Class Pullman Parlour Car “Sheila” was built by Metropolitan Cammell initially for the “Queen Of Scots” service. It worked for much of its early life on the LNER and subsequent Eastern Region, prior to transfer to the Southern, working the “Bournemouth Belle”. It was withdrawn from service on 10th September 1966 and sold to Birds Ltd., Long Marston for scrap. 9¼” diameter, in good original condition.

Auction Realisation: £650

- 46* A Pullman coach wall plaque illustrating the full Company coat of arms and “Car No.65”. First Class Restaurant Car No.65 was built by Midland Carriage & Wagon in 1925 and used initially in Scotland. It was converted to a Third Class Brake Car in 1937 working on the Southern, frequently in the “Bournemouth Belle”. It was withdrawn on 16th July 1966 and sold to Birds Ltd, Long Marston for scrap. 8½” diameter, in good original condition.

Auction Realisation: £550

- 47 A Pullman sleeping-car copper sink, hinged to fold against the wall. By Beresford. It has its two brass taps and a soap dish. In fine, original condition. Would look superb polished.

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Auction Realisation: £100

Model Railway Exhibitions & News.

Middlesbrough Model Railway Club 2005 Exhibition.

The Pullman Society information stand will be present at this years exhibition over the weekend of May 21st & 22nd at the Settlement Community Centre, St.Pauls Road, Middlesbrough.

Opening times. Saturday 21st 10.00 – 17.00. Sunday 22nd 10.00 – 16.00.

LAYOUTS:

Alton, Stainmore Summit, Thurston, Winny Hill, Loch Yale, Perth Green Wharf, Wood House, Elgin, Littlebeck, Lochinver, Asenby St Peter, Burgdurf, Sunderland Tramways.

ADMISSION: Adults £3.50, Senior Citizen £3.00, Family £9.00, Child £2.00
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Bachmann

After a quiet period, due to the Chinese New Year.

Models of the new Mk1 Pullman cars should all be available for inspection at the London Festival of Railway Modelling at the Alexandra Palace on April 2/3rd.

Opening times Saturday 2nd 10am – 6pm & Sunday 3rd 10am – 5pm.

Details from the inter-net site of “Model Rail Express Magazine”.

Pay a visit its free www.mremag.demon.co.uk

Readers Mail Box.

Dear Terry,

On behalf of the Buddy Holly Center staff I want to extend my sincere thanks for your time, helpful information and images. Your help has been essential in the gathering of factual information. I will keep you posted as to the outcome of acquiring the Gainsborough.

Thank you again.

Brooke Witcher
Education Coordinator
Buddy Holly Center
(Former Fort Worth & Denver South Plains Railway Depot).
United States of America

Hi,

I am in the market for a Pullman sink and found a link to your March newsletter. Do you know id Item #47 on page 13(?) sold at the auction or do you know how to contact the person who was auctioning the item?? Any information would be helpful.

Thanks in advance, Teresa A. Joseph. Tri-Coastal Marine, Inc.

If any reader can help Teresa in this quest, (as the item No.47 was sold at the auction for £100). Would you e-mail me in the first place, and I will then forward to Teresa who will then respond.

P10 -10.

Tail Lamp:

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

Two words come to the fore “**What if**” the April 1975 Blue Pullman preservation idea of a first class charter operation had been completed and became operational.

Then today we would have a first generation Pullman DMU set.

But it was not to be, due to the restriction of operation to the Western Region by British Rail.

Driver operational experience being the reason given by BR with the main service operation being within the WR from 1960 – 1973.

The exception to this being the Midland Pullman operation from 1960 – 1966.

Now 30 years on should the restriction have been questioned back in 1975, as history has proven the Blue Pullman sets operated outside the WR boundary onto the Southern, Midland and Eastern regions during operational life.

A Blue Pullman sets have been noted in Kent, Aintree and Hartlepool all on ‘up market’ charter work. Would it have been an operational nightmare for BR.

Alas we shall never know.

I have recently found the following site containing to me unseen photographs of the Late Statesman Sir Winston Churchill’s funeral at Waterloo Station.

http://www.britishpathe.com/product_display.php?searchword=churchill+funeral

My thanks to the Yahoo Blue Pullman Group for directing me to the web site.

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

T.Bye March 31st 2005.