



Pullman Car Services

Coupe News

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

October 2006 – CAR No.44



P2.

Cover Photograph.

CAR No.14 – The Interior viewed from the Bar area September 2006.
Photograph copyright Steve Doughty.

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

Editorial:

Welcome to Coupe News No: 44.
This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been included within this edition.

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

Information Required.

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

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

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

If you have any material for inclusion in No.45, please forward by October 28th. Coupe News No.45 will be published on November 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

P3.

The Swanage Railway to bring home CAR No.14 – With Your Help.

For the second month news that the Swanage Railway is to repatriate a second vehicle from the West Coast of America.

Press Release from Andrew P.M. Wright - dated 20th September 2006
Official photographer & press officer, Swanage Railway.
All photographs are copyright as acknowledged

The Swanage Railway Trust is to return Devon Belle Pullman Observation Car 14 to the UK from the USA and to return it to passenger service.



Photo copyright Michael Taylor

**Devon Belle Pullman Observation Car No 14
Photographed during the Flying Scotsman tour of North America**

Currently located in San Francisco, California, Pullman Observation Car No 14 has fronted an office building since being left on the quayside at the end of the ill-fated Flying Scotsman tour of North America in 1971.

Used variously as a café, a conference room and a humble store over the last thirty years, the owners have decided to renovate the offices and have concluded that they no longer require the car. Agreement has been reached with the Swanage Railway Trust for the car to return home, not just to England, but to Southern Railway metals. Sir William McAlpine, who helped rescue Flying Scotsman from that same quayside, has expressed his support for the project.

P4.

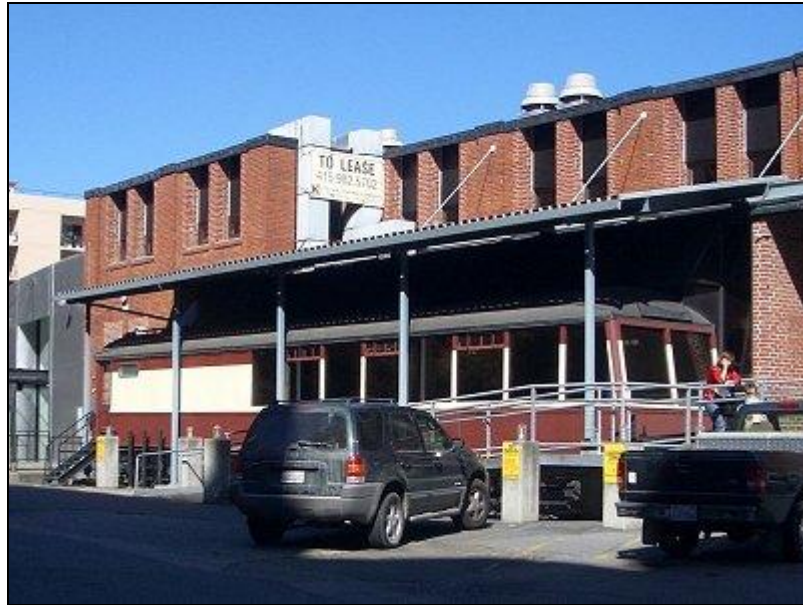


Photo copyright Steve Doughty

Devon Belle Pullman Observation Car No 14 in its current location

Car 14 is one of two vehicles built by the Pullman Company at their Preston Park works in 1947 with seating for 27 passengers with a bar for drinks service. Rebuilt from earlier Pullman cars based on ex-LNWR underframes, they were converted for the Devon Belle service from Waterloo to Ilfracombe.

After that service ended in 1954, they ventured further afield, including to Scotland, where they were used on the lines from Inverness to Kyle of Lochalsh and from Glasgow to Oban. After withdrawal, Car 13 was eventually acquired for the Dart Valley Railway, now the Paignton & Dartmouth Railway, where it remains in service today. Car 14 went to the USA, where it has remained out of reach until now.

P5.



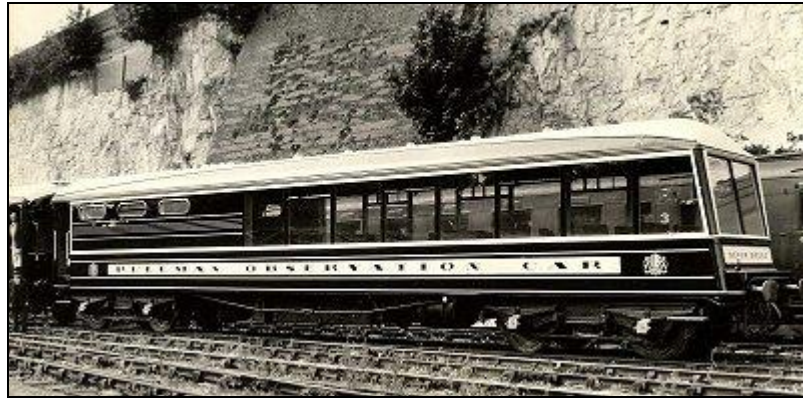
Photo copyright Steve Doughty

**Devon Belle Pullman Observation Car No 14's empty interior today.
Swanage Railway volunteers hope to restore it to original Pullman condition,
complete with bar.**

Although some refurbishment will be required, Car 14 retains many of its original features, offering the Trust the potential to return the car to near original condition. It is hoped that Car 14 will return to the UK early next year.

The Swanage Railway Trust has already secured funding for the project, thanks to the generosity of Trust member and benefactor Alan Moore whose has offered to fund half the cost of the return, estimated to cost £30,000. An interest free loan has been secured to cover the balance, but as this and restoration costs will still have to be covered, the Trust is today launching an appeal to raise a further £30,000. Donations to the project can be made to the Swanage Railway Trust (Devon Belle Fund), Station House, Swanage, DORSET, BH19 1HB or on-line by debit or credit card via the Trust's website at www.swanagerailwaytrust.org.uk

P6.



Devon Belle Pullman Observation Car No 14 in original condition

The Swanage Railway Trust is also currently engaged in promoting the repatriation of the Churchill funeral van S2464S. The appeal remains open and donations can be made to that as above (Churchill Project). The team has already returned two Pullman cars to the UK, interestingly these two cars –LYDIA and ISLE OF THANET – are an interesting link between the two current projects, in that they formed part of the 1965 funeral train with S2464S and part of the 1971 Flying Scotsman tour train with CAR No.14. The return of the Devon Belle Observation Car to the Swanage Railway will secure its future to do what it was built to do – providing passengers with a wonderful way to enjoy the country side from the comfort of a train.

Steve Doughty added: "I have been helped enormously in trying to achieve both of these projects by émigré British enthusiast Ivan Godfrey, who is based in Mexico".

The Swanage Railway Trust is now appealing for donations and offers of sponsorship which can be sent to the Swanage Railway Trust at Station House, Swanage, DORSET, BH19 1HB - marked Devon Belle Fund. Cheques should be made payable to "The Swanage Railway Trust (Devon Belle Fund)".

The Swanage Railway Trust website now has an Appeals section with the ability to make online donations to the Devon Belle Fund, the Churchill Project, the Heritage Coach Fund and to the General Fund.

Donations are processed via PayPal and the payment process includes an electronic Gift Aid form that conforms to HMR&C requirements. Donors do not need a PayPal account.

Visit the Swanage Railway Trust Appeals section at <http://www.swanagerailwaytrust.org.uk/appeals/index.htm#Devon>

In the event that the project is not successful, donations received with a return address will be refunded. Any balance will go to progress other projects.

P7.

Ivan Godfrey Requests the help of fellow readers.

Hello Terry,

I am very interested to hear from anyone who was involved with the preparation of Car 14 prior to the ill fated 'Flying Scotsman' tour of the US.
Or who has good knowledge of this, as well as original interior condition photos, etc.

Regards,

Ivan.

Coupe News remembers the Pullman car that was allocated the same schedule number.

Schedule No:	44.
Name:	PALERMO.
Type of Car:	Parlour First.
Into Service:	October 1910.
Builder:	Birmingham Railway Carriage & Wagon Company.

Built for service on the South Eastern & Chatham Railway.
Delivery livery being Crimson Lake with Gold Lining.

1924 January.	Rebuilt as Kitchen car 16 covers tare increased to 32t.
1942-1948.	Became Army (NAAFI) Canteen No.21.
c1950.	Further rebuild.

1961 Withdrawn from service.

Converted to Camping Coach No.BR (S) No.P64.	
1962 March 30 th .	Located at Martin Mill.
1971 October.	Removed from Martin Mill

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Car of the Month.



cR.Nolton2006

Ray Nolton visited Dufftown and found the two ex Brighton Belle cars in the shade. (Refer to Preservationn News on page 12).

Look Back At Pullman.

1881 – October 125 Years Ago.

Midland Railway release **ARIEL, ADONIS & CERES** to the London Brighton & South Coast Railway.

14th. Trial run of **BEATRICE** (ex-**GLOBE** of 1878) with electric lighting London to Brighton and return.

P9.

1946 – October 60 Years Ago.

Noted at Lancing C&W Works, **GROSVENOR, MYRTLE, CAMILLA, VERA, RUBY, PADUA, IBIS, LATONA & FINGALL.**

- 7th.** The Bournemouth Belle service re-introduced the formation consisting **CAR No.95,60,32,35,34 PHILOMEL, LYDIA, ROSEMARY, CAR No.31,94.** Hauled by Merchant Navy Class No.21C18 British India Line. Service has also been retimed 12.30pm departure from Waterloo, Southampton Central 1.57 – 1.59pm, Bournemouth Central 2.35 – 2.37pm arrival Bournemouth West 2.46pm.
- 16th.** The first sailing of RMS Queen Elizabeth post war. Boat train special hauled by 21C4 plus unidentified Pullman car formation.
- 25th.** Noted at the P.C.Co. Preston Park works **MYRTLE** (with cut down roof for work on SR Eastern Section).

1956 – October 50 Years Ago.

- 24th.** HM Queen arrives at Meopham within car ORION enroute to Rotchester. The royal train is hauled by Schools class No.30925. The return working was from Rochester to Victoria.

1966 – October 40 Years Ago.

Noted at A.King & Son's yard at Wymondham, cars **DAISY, OLIVE & PEGGY** prior to burning then cutting-up.

1981 – October 25 Years Ago.

Noted at Mayer Newman yard at Snailwell ex BR Mk2 Pullman cars No.542,580 & 585 for breaking.

- 6th.** Test running of the VSO-E newly restored Pullman cars after major restoration at Carnforth to main line operating condition. The test train departed 11.00am from Carnforth via Hellifield to Carlisle hauled by a class 40 diesel electric locomotive. From Carlisle to Carnforth via the WCML hauled by Class 86/2 electric locomotive. Formation consisting CYGNUS, PERSEUS, IBIS PHEONIX and Gresley BAGGAGE CAR No.7.

P10.

1986 – October 20 Years Ago.

10th. VSO-E Pullman charter Victoria to Middlesbrough formation consisting MINERVA, ZENA, IONE, LUCILLE, IBIS, CYGNUS, PERSEUS, AUDREY, PHEONIX, BAGGAGE CAR No.9 & Baggage Car No.7.
Empty stock Middlesbrough to York.

11th VSO-E empty stock York to Middlesbrough. Then operated a fare paying return working Middlesbrough to Darlington as an infill trip.
Mid afternoon return working Middlesbrough to Victoria.

1996 – October 10 Years Ago.

19th. **CAR No.76** arrives at the Bluebell Railway from the VSO-E at Stewarts Lane.

Pullman Memorabilia

Antony Ford, A known Pullman memorabilia collector is interested in the purchase or exchange of Pullman Car Table Lamps.

Also the purchase of the plastic type Pullman table lampshades and of any photographs of the interior and exterior's of any of the 1932 Pullman composite cars as constructed for the London Victoria – Brighton electrification services.

Contact Antony on 01793 704428.

Website News.

The Pullman Society.

Membership details available from: -

Alan Wood, 140 St Helens Down, Hastings. East Sussex TN34 2AR.

or e-mail awood17166@aol.com

The Swanage Railway.

<http://www.swanagerailway.co.uk/>

P11.

DORIS – September 2006 – David Jones.



Replica brass builder's plates have been cast for Car **DORIS** as shown in the photograph below.

Thanks are expressed to Antony Ford of the Pullman Society for the loan of an original plate from which the castings were made.

The clock in **DORIS** is working again although it would be useful to source the other face which is missing.

All the mechanism is in place, so it would only require a face and hands to complete the clock.

Anyone who knows the whereabouts of such an item should get in touch with me via Coupe News. In the meantime a plaque with the Pullman coat of arms and 'Car Doris' has been fitted over the vacant position.



P12.

Preservation News.

The Bluebell Railway – David Jones Reports.

'**CAR No.64/CHRISTINE** is now having all the seats fitted, which have new moquette of the original Pullman design, the same as in **CAR No.83** seen in the last issue of Coupe News. It is expected that the Car will go into the paint shop shortly for final painting into Pullman livery and hopefully be in traffic before Christmas.

Ex-Brighton Belle Cars Keith & Dufftown Railway – Ray Nolton Reports.

A group of members of the Highland Railway Society visited the Keith & Dufftown Railway on September 10th.

Following the AGM at Nairn the previous day, we were able to get a trip around the yard. Both Belle cars are a little tatty externally, but complete internally.

The motor equipment and brakes have been removed, and the railway doesn't really know what to do with them, apart from occasional dining functions.

Preservation Sightings August South & South West.

The following sightings have been forwarded from a fellow reader.

Peco Modelrama Beer Devon – ORION.

Swanage Railway – CAR No.347.

Avon Causeway Hotel – CAR No.340.

Mid Hants Railway – HERON & CAR No.351.

Petworth Station – ALICANTE, MIMOSA & FLORA.
SR PULL 154.

Bluebell Railway – EAGLE, CAR No.54, CAR No.64, CAR No.76, FINGALL & DORIS.

Kent & East Sussex Railway – THEODORA & BARBARA.

Ian Allan Shepperton Station – MALAGA.

P13.

Requests for Service.

Table 6 (July).

Martin Dawe of Calgary request the help of fellow readers in respect of the 12 wheel Trianon Bar car.

Do you know if there are any drawings of the 12 wheel Trianon Bar around scale or otherwise or any details of the interior and roof fittings.

John Peck (Precision labels) has sent me interior photos showing the bar and saloon end, and also info on the colour scheme, but they don't show the other end of the car (2 window + small window) so I have guessed at 2 compartments and at the moment an open space. Was there a toilet room there? As for the roof fittings, I have guessed so information on them would be helpful.

*In response to 'Coupe News 43' Table 6 – interior and roof details of 'Trianon'
As details of the car don't seem to be forthcoming from other readers may I offer the following comments, which may help.*

Ray Martin of the Brighton Museum had a list of the official 'works' negatives taken in the late 1940's early 1950's. This included TRIANON, ref1984KS exterior view; interior views 1984KU and 1984KT (saloon). I assume that the interior views are the same as those sent by John Peck. On Doug Lindsay's Pullman display at Tenterton some years ago there was a good print of the exterior side view of TRIANON – from the Kitchen side, which shows the window positions and roof ventilators quite well.

This is probably the same photo as 1984KS and although I don't have a copy of it I did make a sketch. This shows that the original narrow rectangular lavatory window, plus Kitchen and later addition – an oval Pantry window, all remained in situ on TRIANON. All the recorded information suggests that the car was completely open with no compartments or seating other than the 10 stools at the bar. Though I would have thought that at least one of two original lavatory's would have been useful in a bar car. The two bay windows next to the lavatory window have their lower section filled in (to about 6" up) and painted cream. The absence of table lamps also suggests that these bays had no seating and were probably part of the open bar area. The lavatory window and the bay window before the Pantry oval light both had handrails, which suggests that the car had side corridors at the Kitchen and lavatory ends. The fact that the Kitchen window is frosted suggests that the kitchen was still in use, I wonder if any former members of staff have memories of 'Trianon'.

I've also enclosed a drawing of sister cars 6 & 8 in 1950's condition. The cars are probably in the same condition as when used on the 'Golden Arrow', circa 1949-51, as 2nd class cars.

The side view is of the side which had the bar, useful in showing the position of those windows that weren't blanked over on TRIANON. Note that only the bay windows under the PULLMAN letters between P & A on the fascia board were filled in on TRIANON (both sides of the car). The sides were a mirror image apart from at the Kitchen & Pantry end.

The plan view gives the position of the roof ventilators.

P14.

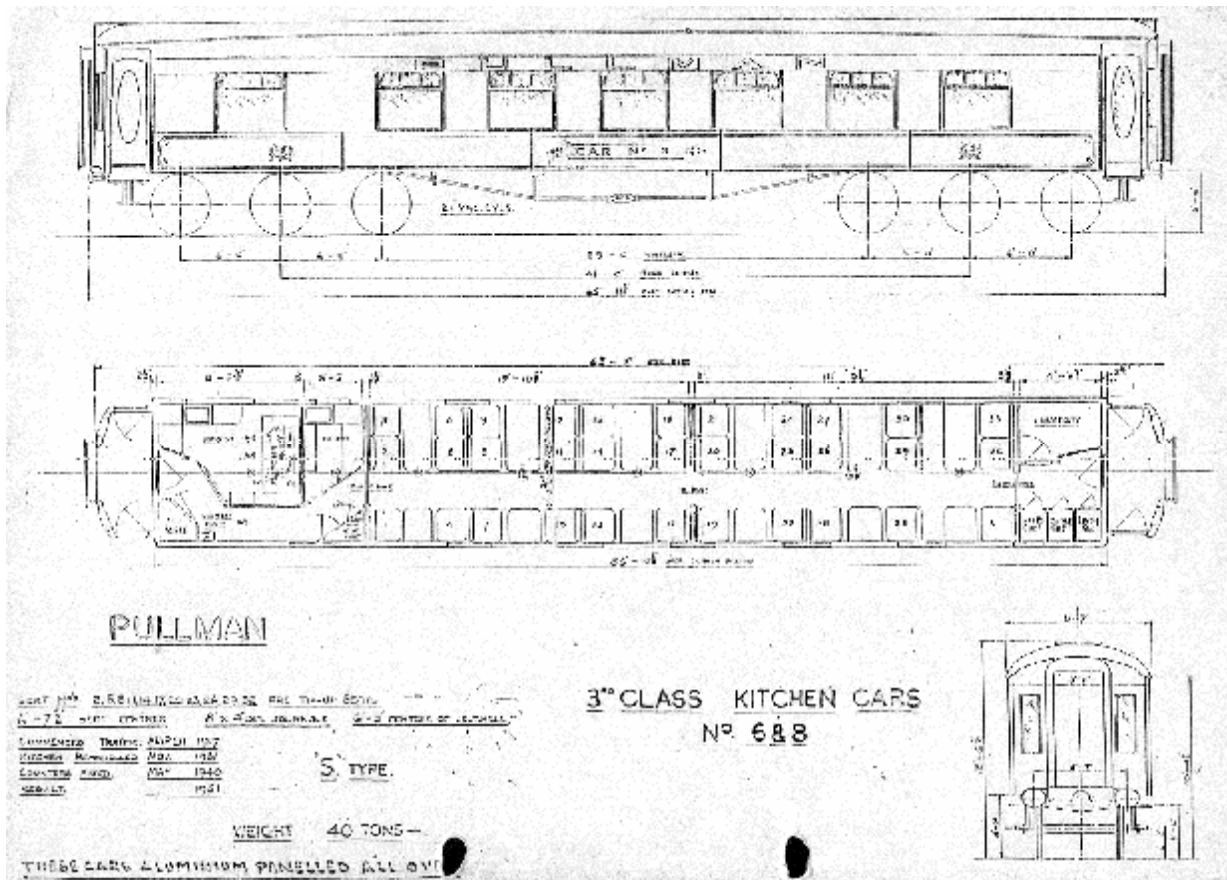


Table 7 (August).

The Queen of Scots – 1932 Operation.

After such a prompt response when I e-mailed you previously about train formations I thought that I might ask you another question that you or readers of Coupe news might be able to answer.

What were the names and numbers of the LNER Queen of Scots train service as it ran in 1932? I have looked around on the internet but there is just too much information on there and looking through the various books that I have revealed nothing. I would be grateful if you could help.

Karl

In response to 'Coupe News 43' Table 7 – Queen of Scots 1932 formation.

1932 was an interesting year because in May LNER expresses were speeded up and headboards fitted to the loco's. To speed up the train and still use existing loco's the 'Queen of Scots' formation was reduced by one third parlour to seven cars per set.

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But even then the acceleration required proved too much for the D11's, which had previously shared the service between Kings Cross and Leeds with C1's, so they were replaced with C1's.

I haven't seen any records of car names for the train's 1932 formation but the cars would have varied throughout the year anyway, when serviced and overhauled.

Judging by photo's the 1932 formation was the same as the 1936 formation, which is listed in the LNER 'East Coast Carriage Working' book. Instead of giving names the cars are simply referenced to by vehicle type, class, seating and weight.

*The 1932 formation would have been - North bound set from Kings Cross:-
C1 loco, TBP, TK(ktr), TP, FP, FK(ktr), TK(kl), TBP. ktr=Kitchen trailing, kl=Kitchen leading*

The pre-war 'Queen of Scots' was the only all-Pullman train to be formed entirely of all-steel cars, so any car could simply be replaced by another similar car from the LNER steel Pullman pool, which at that time was:-

NILAR, BELINDA, THELMA, PHYLLIS (FK) 1st Kitchen cars

SHEILA, AGATHA (FP) 1st Parlour cars

TC67, TC68, TC69, TC70, TC71, TC72 (TK) 3rd Kitchen cars

TC73, TC74, TC75, TC76 (TP) 3rd Parlour cars

TC77, TC78, TC79, TC80 (TBP) 3rd Brake Parlour cars

Note that not all the above cars were allocated to the 'Queen of Scots', three were also used on the 'West Riding Pullman' at that time, 2 x TK's and occasionally a 1st FK.

There is a good photo of the train taken in May 1932 - in 'Locomotives of the LNER' part 2A

Fig 204, with NER Pacific 'City of York' hauling the train near Darlington.

Table 9 (September).

Dear Terry,

Just read your latest Pullman News, these are always interesting - I must say especially the fellow photographing the interiors of every extant Pullman.

I belong to a USA Pullman dining club, we put on a couple of authentic dinners straight from the 1939 Pullman chef's cookbook each year.

Correct tablecloths, china, silver, printed souvenir menus, and so forth.

"Guildmaster Sauce" is a minor ingredient required in the Pullman cookbook for the preparation of several salads, also some cooked dishes.

We have never been able to track down the maker or the ingredients of this product. Manufactured mid 30s to at least 1940.

Can you insert my question about it to readers of your next Pullman News? Who knows, Guildmaster Sauce could be English.

Neither the Chicago Public Library, the Newberry Library (where much of Dubin's materials are), nor even a researcher into historic American condiments have been able to locate a reference to it.

P16.

Curious as Pullman usually preferred major brands for their food preparation. None of the numerous Pullman aficionados I have contacted by email or snailmail have a clue. And it appears that in the last year, several rail enthusiasts have been searching this out on their own.

Quite a two-pipe problem.

Terence Mulligan.

Pullman Car Preservation List No.18 – 2007.

I am about to commence work on edition 18 of my annual Pullman Car Preservation List which will be published in January 2007.

All e-mail readers will be forwarded a copy of edition 18 on publication.

I intend to include for the first time a number of photographs within this edition, and I would like to offer the readership the opportunity to forward to me any photograph they believe worthy of inclusion.

P17.

Southampton Ocean Liner Boat Trains.

The following information has been provided by Glen Woods.

Tuesday 8th September 1953.

8. 25 a.m. Southampton Docks to Waterloo (arr 10. 8 a.m.),
R.M.S. Queen Elizabeth – *The Cunarder*:-

2 Corridor PMV
1 BFK
2 FK
7 Pullman Cars
1 FK
1 BFK

9. 0 a.m. Southampton Docks to Waterloo (arr 10 49 a.m.),
R.M.S. Queen Elizabeth:-

1 BFK
2 FK
1 Pullman Car
3 TO
1 BFK
2 Corridor PMV

9. 40 a.m. Southampton Docks to Waterloo (arr 11. 26 a.m.),
R.M.S. Queen Elizabeth:-

2 Corridor PMV
*1 BCK
*3 TO
1 Pullman Car
*1 FK
*2 TO
*1 BCK
1 PMV (4)
* = Set 350

4. 0 p.m. Southampton Docks to Waterloo (arr 5 51 p.m.),
S.S. Mauretania:-

*1 BCK
*4 TO
3 Pullman Cars
*2 FK
*1 BCK
2 Corridor PMV
* = Set 353

P18.

2. 45 p.m. Waterloo to Southampton Docks,
S.S. Liberte.

*1 BFK

*2 FK

1 FK

3 Pullman Cars

*4 TO

*1 BCK

1 Corridor PMV

* = Set 354

Wednesday 9th September 1953

6. 23 p.m. Southampton Docks to Waterloo,
S.S. United States, **The Statesman**:-

11 Pullman Cars

2 Corridor PMV

7. 13 a.m. Southampton Docks to Waterloo,
S.S. United States:-

*1 BCK

*4 TO

1 Pullman Car

*2 FK

*1 BFK

2 Corridor PMV

* = Set 354

7. 58 a.m. Southampton Docks to Waterloo,
S.S. United States:-

*1 BCK

*3 TO

1 Pullman Car

*1 FK

*2 TO

*1 BCK

2 Corridor PMV

1 PMV (4)

* = Set 351

Thursday 10th September 1953

9. 43 a.m. Waterloo to Southampton Docks,
S.S. United States, **The Statesman**:-

1 Corridor PMV

12 Pullman Cars

P19.

10. 2 a.m. Waterloo to Southampton Docks,
R.M.S. Queen Elizabeth, **The Cunarder**:-

10 Pullman Cars
1 FK
1 Corridor PMV

10. 20 Waterloo to Southampton Docks,
S.S. Edinburgh Castle, **Union-Castle Express**:-

1 Corridor PMV
1 BFK
1 TO
1 FK
2 Pullman Cars
2 FK
1 BFK

6. 22 p.m. Waterloo to Southampton Docks,
S.S. Atlantic:-

*1 BCK
*2 TO
*1 FK
1 Pullman Car
*3 TO
*1 BCK
1 Corridor PMV

* = Set 352

7. 20 p.m. Waterloo to Southampton Docks,
S.S. Atlantic:-

*1 BCK
*2 TO
*1 FK
1 Pullman Car
*3 TO
*1 BCK
1 Corridor PMV

* = Set 350

P20.

Attendants Memo:

Memo 1.

Wow Terry, that's quite an issue. You have surpassed yourself.

Alec Hasenson.

Memo 2.

Thanks once again for putting together such a comprehensive edition.

Regards

Pat O'Connor

Memo 3.

An excellent issue as usual. Congratulations!

Pat Hammond.

Many thanks to all for the compliments paid, but I am only the messenger, it was the contributions sent for inclusion that made September's edition such a bumper and interesting read. So my thanks to all the contributors of Septembers edition.

P21.

**Sheffield Railwayana Auctions Ltd - Auction Realisation.
Saturday September 16th 2006.**

- 41 * **PULLMAN CAR HIGH BACKED ARMCHAIR** from a first class or possibly composite parlour car in "The Brighton Belle" which ran from London Victoria – Brighton and vice versa from January 1933 – April 1972, arguably the most famous Pullman train. The armchair shows the typical finish of the electric stock with a smooth tapered arm/leg which were notably different from steam type cars. Covered in a brown coloured moquette, 27" wide, 30" deep and 46" high and in fine original condition.

Auction Realisation: £400.00



- 42 * **PULLMAN CAR WOODEN PLAQUE: CAR OCTAVIA** 9" diameter white-painted wooden plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name from the 1st Class Kitchen car 'Octavia' of 1924. The plaque was installed in the 1950s when the bulkhead clock it replaced was removed. "Octavia" was used extensively on the Eastern Services, including the "Queen of Scots" and "Yorkshire Pullman" – ultimately to the Southern on the "Bournemouth Belle." It was withdrawn in 1965 and subsequently sold to a scrap merchant in Manchester. In good ex-vehicle condition except for a repaired split with slight loss at the top, probably caused when the plaque was removed from the car. A very nice item nevertheless.

Auction Realisation: £500.00



P22.

43 * **WOODEN CARRIAGE BOARD: SOUTH WALES PULLMAN** in chocolate brown with yellow letters. The 8-car train usually hauled by a "Castle" class 4-6-0 operated between Paddington – Swansea and vice versa commencing in the summer of 1955, until replaced by the diesel-electric "Blue Pullmans" which were introduced to the service in 1961. A very manageable 60" x 5" in very good ex-train condition. Rare.

Auction Realisation: £680.00



44 * **PULLMAN CAR BRASS TABLE LAMP** with round base 5¼" in diameter and turned stem leading up to bulb housing with support for shade (not present) ending in a thistle shaped finial at the top. Stands 19½" high. No identity of car shown, but is of the pattern used in 12-wheeler third class cars from 1920 and often in "K" type Pullmans (1926 vintage). The lamp is in very good condition and has been wired for 240v AC operation (tested and working).

Auction Realisation: £520.00



45 * **PULLMAN CAR COMPANY** original gold leaf **COAT OF ARMS** mounted on chocolate painted and framed 18" x 16½" board in excellent condition. In all probability mounted on the board by Pullman Company Preston Park employees, when the works there were closing down c.1964

Auction Realisation: £90.00



P23.

46 * **PULLMAN CAR HIGH BACKED ARMCHAIR** with fluted back and scroll arm from a 1920s first class steam hauled parlour car (identity unknown). 27½” wide, 27” deep and 44” high, the legs have been shortened to accommodate casters. Covered in light blue upholstery and in good condition.

Auction Realisation: £400.00



47 * **PULLMAN CAR WOODEN PLAQUE: ZENA.** A 9” diameter mahogany wood plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name. From the first class parlour car “Zena” of 1929. Used initially on the “Torquay Pullman” and “Ocean Liner Expresses” and other SR services. Post-war used on the “Tees Tyne”, “Yorkshire” and “Queen of Scots” Pullmans. Withdrawn in 1966 and sold for preservation. Now used on the VSOE. Unusual since the name is not prefixed with the word “car” there being only two other known examples.

Auction Realisation: £500.00



65 * **PULLMAN CAR COMPANY D/R poster: THE QUEEN OF SCOTS PULLMAN.** Artwork by Septimus C. Scott showing a 1920s scene of attractive young lady preparing to catch the train and includes train times from Glasgow and Edinburgh to London Kings Cross. The poster is not accredited to any company, but would seem to be LNER. Undated, folded, VGC otherwise.

Auction Realisation: £1,050.00



P24.

Venice Simplon Orient-Express

The Pullman car formation visits York.

On Wednesday October 18th the rake of Pullman cars will be working into York on a London out and back day excursion.

London to Venice on board the Venice Simplon Orient-Express.

I am to give an illustrated journey from London Victoria to Venice St. Lucia to the The Wensleydale Railway Association on Monday October 9th at 7.30pm.

The venue RAFA Club, High Street (North), Northallerton.

(Non WRA members welcome)

Brian Kaye - The Colne Valley Railway Pullman Cars.



cB.Kaye 2006.

The Colne Valley Railway Pullman set consisting HERMIONE (ex CAR No.36), AQUILA and Gresley brake third.

P25.

Many thanks to Terry for printing my last article about my visit to the North Yorkshire Moors Railway, and thank you again for asking me to report on my subsequent visit to the Colne Valley railway in August this year.

As with all my visits, I took the trouble to contact the catering manager, in this case, Roger Mannion, before arranging the trip. Roger was extremely helpful, and I arrived on a Saturday morning, on a day they were setting up for a murder, mystery evening on the Pullman train.

The Colne Valley is situated in a beautiful part of Essex, in Castle Heddingham, near Colchester. Although the track length is only about a half a mile each side of the station, it is a large site, with many carriages.

For Pullman enthusiasts it is unique, as it operates two ex-Golden Arrow cars, kitchen first **AQUILA**, and guard parlour **CAR No.36**, now renamed **HERMIONE**, both cars fitted with the square toilet windows. They also run the train with a Gresley brake third open coach built in 1935, painted in umber and cream, and partially converted by the Colne Valley, with a bar area. The remainder is 2+1 table seating as an overflow from the Pullmans.



cB.Kaye2006.

Saloon Interior of car AQUILA.

P26.

Roger allowed me as much time as I wanted for photographs, and I was able to have a good look round. **AQUILA** is in excellent condition in and out, and the interior is completely original as withdrawn from British Rail in 1968. The décor is typical 1951 Golden Arrow style, as with **PERSEUS** and **CYGNUS**, with burr wood panels and retains its original prints on the bulkheads. All the chairs and lamps are original. The wall and ceiling lighting in these cars was quite different from earlier cars as can be seen in the pictures.



cB.Kaye2006.

Cover setting within AQUILA.

These 1951 first class cars follow K type kitchen cars in layout, i.e. 22 covers this is divided into one ten cover and eight cover saloons and a four cover coupe. The main noticeable difference with 1951 cars, is the vestibule entrances to the saloons from the vestibules are at the side, not central.

As with many preserved Pullman kitchen cars actually used for meal preparation, the kitchens have undergone alterations to conform to health and safety and for convenience. The most noticeable is that the kitchen and pantry have been knocked into one, and the use of stainless steel everywhere. There is a serving hatch, unusually, in the vestibule, but I am not sure if this is original.

P27.

CAR No. 36 is a different story and has had a chequered career. Built in 1926 as a K type parlour third, with 54 covers. It was modified in 1946 to parlour second, 42 covers. Then altered again to conform to the 1951 U cars, with square toilet windows, and a guard's compartment and brake in one vestibule, as it remains now. (Thanks to Terry for this info).



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HERMIONE (ex-CAR No.36).

Internally **CAR No.36** is in good condition and the woodwork and panels are superb. Non Pullman seats have been fitted in one large compartment seating 42 but the guard's vestibule is all original with brake equipment and a periscope.

I was unable to dine on the train that evening as they were fully booked for the "Murder, Mystery" evening. I did however remain on the platform to take some pictures of the evening for Roger, who was up to his ears trying to find a failed water supply to fill up his Pullmans. The evening looked to be a lot of fun, with professional actors running the event, and the smells from the kitchen car led me to believe that the food was excellent.

For anyone wishing to visit the railway and stay nearby, the Wagon and Horses, Great Yeldham, one mile away was excellent value for money. The surrounding countryside and villages are amongst Essex's finest, and well worth a visit.

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Saloon interior HERMIONE (ex-CAR No.36).

Many thanks again to Roger Mannion, general manager for his hospitality.

Next stop the Kent and East Sussex railway to hopefully look at Barbara and Theodora.

My thanks to Brian for sharing yet another Pullman visit with us.

P29.

e-bay Pullman Auction.

Recently auctioned on the e-bay site (<http://www.ebay.co.uk/>) five marquetry panels measuring 170cm x 50cm each and chalk marked on the rear of the panels as **CAR No.21**. The panels collated 25 bids with the winning bid of £650



Three of the five panels.



A close view of the damage sustained in over 60 years of storage.

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A close view of the veneer damage.

Known history of **THIRD CLASS CAR No.21.**

Pre 1960 allocated Schedule Number 125.

Post 1960 allocated Schedule Number 129.

1922 conversion to a Pullman Kitchen Car with 47 Covers Third Class.

57' 10" Length over Vestibule.

Former GWR Ambulance Train No.39 and converted by Midland Car Company.

Converted to Supply Car in 1940 (bad kitchen) identity amended to SUPPLY CAR 21.

Reported as air raid damaged at Preston Park 1943.

Written off books on August 17th 1943.

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Tail Lamp.

My thanks to those readers who have taken time to forward material in the form of news, articles and images for inclusion within this edition or add to the Pullman Car Services Archive to share with fellow readers.

Not content to bring one vehicle back from the West Coast of the United States, the Swanage Railway has announced the plan to bring back CAR No.14.

To do so as with the "Churchill Van" S2464S funds need to be raised to do so, and every little helps they say.

Well the evenings are drawing in now, and thoughts will turn to the railway room and getting on with projects put on hold for the summer evenings.

What is to come before Christmas in the model railway market.

Hornby's first digital set which includes 1928 cars (no interior lighting) in white/cream and umber livery, the livery applied to the original 1928/9 cars when they entered service.

Will the MK1 Pullman cars in Grey/Blue livery from Bachmann hit the market in time. Only time will tell.

I can hear the porter's whistles blowing along the platform, it's time to close the vestibule door on this edition and get underway to publication to you.



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

T.Bye September 30th 2006.