



Pullman Car Services

# Coupe News

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

**November 2006 – CAR No.45**



**P2.**

**Cover Photograph.**

The main saloon interior of car **ORION** at Pecorama in September 2006.  
Image copyright P.Hammond2006.

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: 45.  
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 will welcome 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 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.46, please forward by November 28<sup>th</sup>. Coupe News No.46 will be published on December 1<sup>st</sup>.

**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](mailto:pullmancarservices@yahoo.co.uk)

### P3.

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



**SEVILLE - Image copyright Lens of Sutton Association – P.Fidczuk2006**

Schedule No: 45.  
Name: SEVILLE.  
Type of Car: Kitchen.  
Into Service: December 1912  
Builder: Cravens Limited, Sheffield.  
Allocated to NAAFI use 1942-48 Canteen No.3.  
Withdrawn 1961.  
Converted to Camping Coach BR(S) No.P61.  
Located Littleham February 7<sup>th</sup> 1962.

Dear Terry,

I have been in touch with John Atkinson and he has supplied the following from his notes for the 1959 3<sup>rd</sup> rail extensions :-

"Most platforms at Victoria were extended to take 14 coach trains, whilst a new electric locomotive depot was built at Stewarts Lane and the carriage shed extended to 14 roads with a further 8 open berthing sidings also electrified".

It would appear that Seville was photographed in 1959 whilst the sidings were being electrified.

Glen Woods

*Many thanks Glen for the update on the above image.*

P4.

Car of the Month.



cP.Hammond2006

Kitchen First **ORION** which has since January 31<sup>st</sup> 1978 resided at Pecorama at Beer in Devon.

P5.

**Look Back At Pullman.**

**1881 – November 125 Years Ago.**

In the town of Pullman the Hotel Florence is opened, named after George Pullman's eldest daughter. The hotel contains the only bar within the town.

*The Hotel today forms part of the remaining buildings of historic interest in the Pullman District of Chicago.*

**1946 – November 60 Years Ago.**

9<sup>th</sup>. The "Yorkshire Pullman" re-introduced service provision to Leeds, Harrogate & Hull only.

**1966 – November 40 Years Ago.**

8<sup>th</sup>. Former 6 car "Midland Pullman" set on Western Region crew training noted passing Newbury.

14<sup>th</sup>. The "Bournemouth Belle" re-routed via Salisbury due to a derailment in the Winchester area.

28<sup>th</sup>. The second ex-"Midland Pullman" set arrives at Old Oak Common from Swindon.

**1981 – November 25 Years Ago.**

Noted at Mayer Newman yard at Snailwell ex BR Mk2 Pullman car No.547 being broken-up.

4/5<sup>th</sup>. **CYGNUS, PERSEUS, IBIS, PHEONIX** and Gresley BAGGAGE CAR No.7 on display platform 8 Victoria Station.

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## **DORIS – November 2006 – David Jones.**



### **'Giants of Steam' Weekend on the Bluebell Railway.**

This annual event at the end of October had a definite Pullman aura this year with 'Doris' on display and open to the general public over both days at Horsted Keynes.

'Doris' in static mode in the dock siding at Horsted Keynes was receiving hundreds of visitors, many of whom had seen it at Finsbury Park over the last 33 years and expressed satisfaction that its future was now secure.

Many questions were asked about when it would be back in service, but this will be some time as there is much to do converting the braking and heating systems and replacing the end gangways.

During the Sunday a short photographic session took place when Pullman Society member Lee Wareham brought along his wonderful replica marquetry panels from 6PUL units 'Rose' and 'Ruth' and put them on display in 'Doris' at the appropriate position for the cameras.

Plans are underway for DORIS to represent the Bluebell railway at the 2007 South of England Show at Ardingly in June.

**P7.**

**Preservation News.**

Thanks Terry for another great issue.

I imagine that all your readers have visited and photographed Orion at Pecorama. I made a visit there in September (when it had quietened down) and was very impressed with the place.

I attach photographs I took of Orion, which must be one of the most photographed Pullman cars in Britain.

Pat Hammond.

*My thanks to Pat for forwarding the images that I have included within this edition.*

**Pullman Lodge – Seaburn.**

Information received advises that cars **PADUA & ROSALIND** have been put on the market for disposal.

**Bluebell Railway – Bluebell News Autumn 2006 Volume No.48 No.3.**

Within the latest edition of the Bluebell News the following information on the railways Pullman cars.

Pullman car **CHRISTINE** (CAR No.64) will return to traffic within the “Golden Arrow” in February 2007.

Car **LILIAN** (CAR No.76) is to undergo additional winter maintenance, which will see the Royal Saloon remaining in the train formation until March, when the “Golden Arrow” service will return to all Pullman car operation.

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**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](mailto:awood17166@aol.com)

**The Swanage Railway.**

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

**Model Railway Express.**

Britain's leading FREE online magazine for railway modellers with DAILY news, readers' discussion, model and book reviews, classified ads., etc.  
Around 2000 readers per day.

<http://www.mremag.demon.co.uk/>

**Requests for Service.**

**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.



**P9.**

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.

**Table 10 (October).**

Hi Terry,

Had a great day on the KESR really nice bunch of people.

I'm a bit confused though, maybe you can help. Barbara has had a very chequered life, but it was built as a narrow version of a standard K class. Original Met Cam drawings show it as a 20 covers with standard end coupe as per 1928 cars, whereas most K's are 22 covers with extra window and 2 same side covers. On the ceiling you can see where there was a central coupe, on Theodora as well, see image below. Doesn't make sense. I know it was modified to a buffet car and then a counter added in 1946, taking out the toilet as a store for buffet. It is now back as a saloon.

Do you know any more? Regards, Brian.



CB.Kaye2006

**P10.**

**Doug Lindsay responds as below.**

Brian...

Terry copied me in with your query....

First of all very pleased to hear that you enjoyed your visit to Tenterden and the Pullmans there...

As you may have read, I was intimately involved with Barbara and Theodora for many years as I was Commercial Manager at the KESR for five years (Full Time) between 1982 and 1987, and concurrently volunteer Pullman Manager there from 1978 to about 1988, and carried on in one form or other as a volunteer...and still am to a point!!

Now, Barbara's history is somewhat confusing as she has been rebuilt several times. However, these six cars were unusual in that they did indeed have a central coupe, and were, due to their narrow body only 20 covers at first. In 1934 they were rebuilt as composite cars and one saloon (the toilet end in Barbara's case) was converted to Third Class and extra seats were put in, but even then they could still only accommodate 22 persons in total.

After the war the coupe was removed when they became proper 'Refreshment Cars' and a bar counter was arranged at the toilet end (Toilet was removed to become a Bar Pantry) and were left with 17 covers on a two and one basis. As the Cars were a foot narrower than normal cars it was a squeeze to get 2+1 seating in so the chairs were made especially with off-set legs to accommodate the steam heating ducts near the bottom of the sides of the Cars. These chairs were therefore quite unusual and were left or right-handed, obviously, so they pushed snugly to the sides of the Cars thereby allowing (just!!!) a decent central passageway.

It was not until the Cars were taken over by BR that they were rebuilt yet again as Excursion Bar Cars and the dining seats removed altogether and a long bar put in. There were even two distinct types then as three of the cars had the bar off the old kitchen pantry, and three had the bar off the old converted toilet pantry (How confusing!!)

I do have a selection of drawings from different periods which I will scan and let you have just to put the story into context for you. I'll do that at work next week where I can reduce the drawings to fit the scanner!!

Hope this helps, Doug Lindsay.

The attached photo is the dining end of Barbara looking towards the kitchen after the 1947/8 conversion to Refreshment Car, the Bar being behind the camera. These are the chairs with the offset legs....

P11.



**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.**

P12.

**Attendants Memo:**

**Memo 1.**

Once again your articles are always great.  
We here at The Train Stop are doing fine. Getting ready for another Christmas season. Seems like only yesterday that we where doing the same thing.

Thanks  
PK (Los Angeles)

*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.*



cHornby2006

**Hornby's First Digital Set**

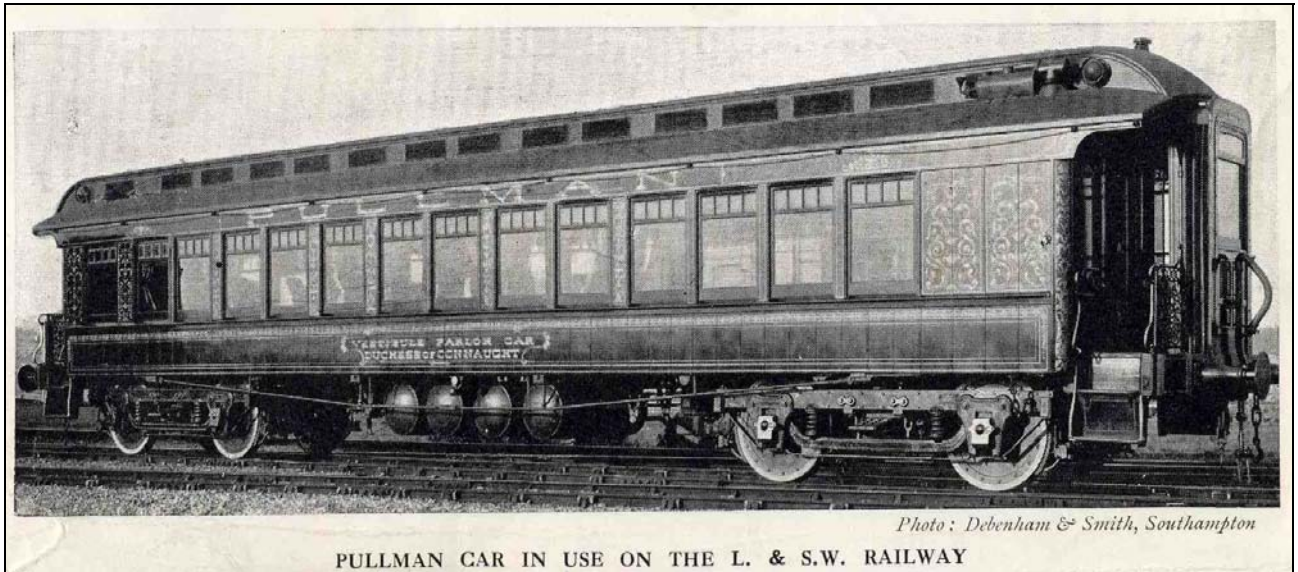
Now available at your local stockist Hornby's first digital set which includes three 1928 cars in the livery as delivered in 1928/8 and applied to the Torquay Pullman services. The image above has been kindly supplied by Simon Kohler of Hornby. The three cars although not having working table lamps within, are the first to be supplied in the livery applied to Pullman cars up to the early 1930's.

Let's hope it is not too long before Hornby apply the livery and make it available within the individual cars with working table lamps.

**P13.**

Dear Terry,

Here is an interesting one for you and our readers! A friend found this photo in an old book. This Pullman car was one of two constructed at Eastleigh in 1893 for use on the LSWR, which makes it particularly unique. It was withdrawn in 1932, according to George Behrend's book, which I find to be a wonderful reference source.



Regards,

Brian Scales.

*Many thanks Brian for sharing this image with us.*

*Within the "Pullman Car Services Archive" I am at present building, I detail below the details on this car: -*

DUCHESS OF CONNAUGHT.

Schedule Number Pre-1960: No.12.

Buffet Car converted to a Kitchen car (date of conversion unknown).

As Kitchen car with 24 Covers.

59' 7"

Into service: March 1893.

Taken out of traffic: 01-01-1933.

Scrapped: 28-02-1933.

## P14.

Nick Dodson (Railfilms) advises of the following vehicle addition to his mainline certificated vehicles.

Railfilms is pleased to announce a new addition to its fleet of upgraded and historic dining vehicles.

Mk2d No.3188 built at Derby in 1971 as part of Lot 30821.

What is interesting about 3188 is that this was one of the vehicles that Railfilms previously owned and operated through its subsidiary Regency Rail Cruises Ltd. When regency was sold to VSOE (later to develop into the Northern Belle), 3188 passed into the ownership of Riviera Trains Ltd.

Railfilms purchased the vehicle back from Riviera to replace “**Aphrodite**” that was destroyed by fire at Old Oak Common.

3188 has been serviced and repainted at LNWR Co at Crewe and returns to traffic with her previous name “**Sovereign**”.

The paintwork finishes were added by Bob Timmins.



**P15.**

**“Sovereign”** returned to traffic in September and her first working was a special private train from London, Kensington Olympia to Chichester (for Goodwood Races) on behalf of Rail Gourmet Ltd on September 26<sup>th</sup>.



70 guests enjoyed a full breakfast on the outward journey and a sumptuous dinner on the return. (including Salad of Artichoke, Beetroot and Morels with orange Vincotto Dressing, Poached Halibut with broad Bean and Saffron Sauce, Roast Mustard and Pepper Crusted Sirloin of Aberdeen Angus Beef with Zingara Tartlet and Medeira Sauce, English Cheeses with Walnut and Raisin Bread, Quince Jelly and fresh fruits, Chocolate and Cherry Soufflé with Armagnac Anglaise).

The meal was cooked and prepared in the Railfilms Kitchen Car No 1659.

P16.



Interestingly *for the first time* Rail Gourmet's menu card carried the Royal Crest and the insignia "By Appointment to Her Majesty The Queen Royal Train Caterers". The train was hauled by Royal Class 67.

*My thanks to Nick for sharing the images and news of Sovereign return to main line Operations. Why not visits the Railfilms website at <http://www.railfilms.com>*



**P17.**

### **An Introduction and an Interview - Henry Rigley – October 2006**

Firstly, let me introduce myself, I was born just outside of Hull in Yorkshire in a small town called Hessle. I didn't know at the time that Hessle is in fact on the Hull to London main line, if you're looking it up on the map it's the first station out of Hull.

I now live in Melbourne, Australia and work as a television journalist, but I remember my childhood well. I can still feel the sore spot on my behind that I received from my mother after arriving home and insisting that I had not been anywhere near the passenger footbridge at the Hessle Railway Station.

The bridge was strictly out of bounds as a child but I used to love to watch the steam hauled trains passing beneath me on the bridge and getting totally immersing in billowing steam and smoke. The cracks in the wooden foot boards had large enough gaps between them to let the smoke rush through leaving a trail of charcoal grey, soot laden smog. I could never understand how my mother instantly knew if I'd been watching the trains from the bridge, nevertheless, as soon as I arrived home I would receive a good wallop and sent straight up to the bathroom with orders to wash my hands and face.

I'd not long turned sixteen when I remember receiving a letter in the mail from the British Rail Catering Department located beneath the platforms of Kings Cross station in London, no, not from platform 9¾; the passages beneath King Cross station were in fact where the British Rail Catering Headquarters were located.

I'd been waiting weeks for this letter to arrive.

I expected disappointment as my life seemed so full of them at that time but as I opened the envelope a small ticket fell out, as I bent down to pick it up my heart seemed to miss several beats. It was a second class return ticket from Hull Paragon to Kings Cross Station in London. I'd never been to London so the journey was to be an adventure in itself.

I'd applied for the position as an Assistant Steward on the Hull Pullman.

I never thought I'd have a chance of ever being considered for the position, however, a friend of mine was already working on the Hull Pullman and he suggested I write to Mr. Mullins at the head office as they were recruiting new staff at the time.

I posted my request off never thinking that I would receive a reply. I'm having to stretch my memory back over 35 years but some details are very clear in my mind. One thing I've just remembered is the day before my job interview in London, I received the best black eye I'd ever had (or had since) I'd been playing a game of back yard soccer when I received an elbow into my eye, it swelled up immediately and even a steak placed on the eye didn't seem to do a great deal except cool my eye down a little.

**P18.**

I traveled “up” to London on the Hull Pullman, and I found myself a nice forward facing window seat in the car next to the kitchen as I’d been told I’d be treated to a free breakfast on the way down to London (one of the perks of the job).

I made myself known to the Chief Steward who introduced me to the rest of the staff and said he’d sort out the breakfast for me. I was thinking that was very kind of him, then again, I didn’t get time to eat it, I was put to work setting the tables, and as soon as breakfasts were being served I was in the galley washing dishes. The train was only 10 minutes out of Kings Cross when the work was completed; I was starving, tired and very nervous about my interview but it did give me a good idea as to what I was to expect if I was successful with my job application.

**P19.**

**£30,000 APPEAL TO SAVE & RETURN TO THE UK A 'FLYING SCOTSMAN'  
PULLMAN OBSERVATION COACH FROM THE USA**

A £30,000 appeal has been launched by Swanage Railway volunteers to save a Pullman observation coach from the USA that was hauled by the world famous 'Flying Scotsman' steam locomotive – and return it to England.



**Devon Belle Pullman Observation Car No 14 at the Canadian National Exhibition, Toronto, 1970 Photo copyright Michael Taylor**

The plan is to transport the luxurious 1947-built railway carriage – converted for use on the prestigious 'Devon Belle' express train between London and north Devon during the days of steam – for a new working life on Dorset's relaid Purbeck Line.

Currently located in San Francisco, California, the Pullman observation car has fronted an office building since being left on the quayside at the end of the ill-fated 'Flying Scotsman' tour of the USA and Canada back in 1971.

Donations to the Pullman repatriation 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'

Please 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.

**P20.**

### **'Giants of Steam' Weekend on the Bluebell Railway - David Jones**

This annual event at the end of October had a definite Pullman aura this year with both 'Lilian'/Car 76 and 'Fingall' in ordinary passenger service, and 'Doris' on display and open to the general public over both days at Horsted Keynes.

The idea of including special saloons in the trains over this major weekend as an additional attraction for First Class ticket holders, started two years ago when it was decided to use the LMS liveried semi-Royal Saloon No. 806 behind visiting engine 'Leander', both being in the same matching crimson lake livery. This inspired idea proved very popular as normally such a special saloon can only be sampled by those on the Bluebell's 'Golden Arrow' wine and dine service, the cost of which is out of reach to some people.

Last year the idea was developed into using special saloons on all four trains in service by utilising Pullman car 'Lilian', the GNR Directors saloon, the LNWR Observation Car and again the semi-Royal saloon from King Edward VII's royal train. As the Pullman Cars are so popular and good for earning the extra revenue from the additional First Class ticket holders, this year 'Lilian' and 'Fingall' were used together in the same train so as to provide yet more premium seating. This is the first occasion that 'Fingall' has been used, other than for meals, and was much in demand by passengers at each station keen to sample the intricate marquetry of the Car.

As the Carriage and Wagon Works is still closed to the public until the dust extraction unit is moved outside, it was not possible to arrange the popular guided tours this year, so progress on 'Christine'/Car 64 could not be viewed. However, the Car is nearly complete and will hopefully be launched in all its splendour quite soon.

**P21.**

**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.

Well the clocks have now gone back and the first gritting of the roads in the North East of England commences tonight.

Time to put the heating on and return to the railway room to undertake the delayed tasks from those warm days, which are now just a memory. The task is the construction and painting of the line side items on the layout.

December 25<sup>th</sup> is now looming ever closer, and time to drop the hint a new Pullman car standing in platform 1 would be a nice addition my dear, only time will tell if these hint have worked.

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 November 1<sup>st</sup> 2006.