

THE PULLMAN NEWSLETTER

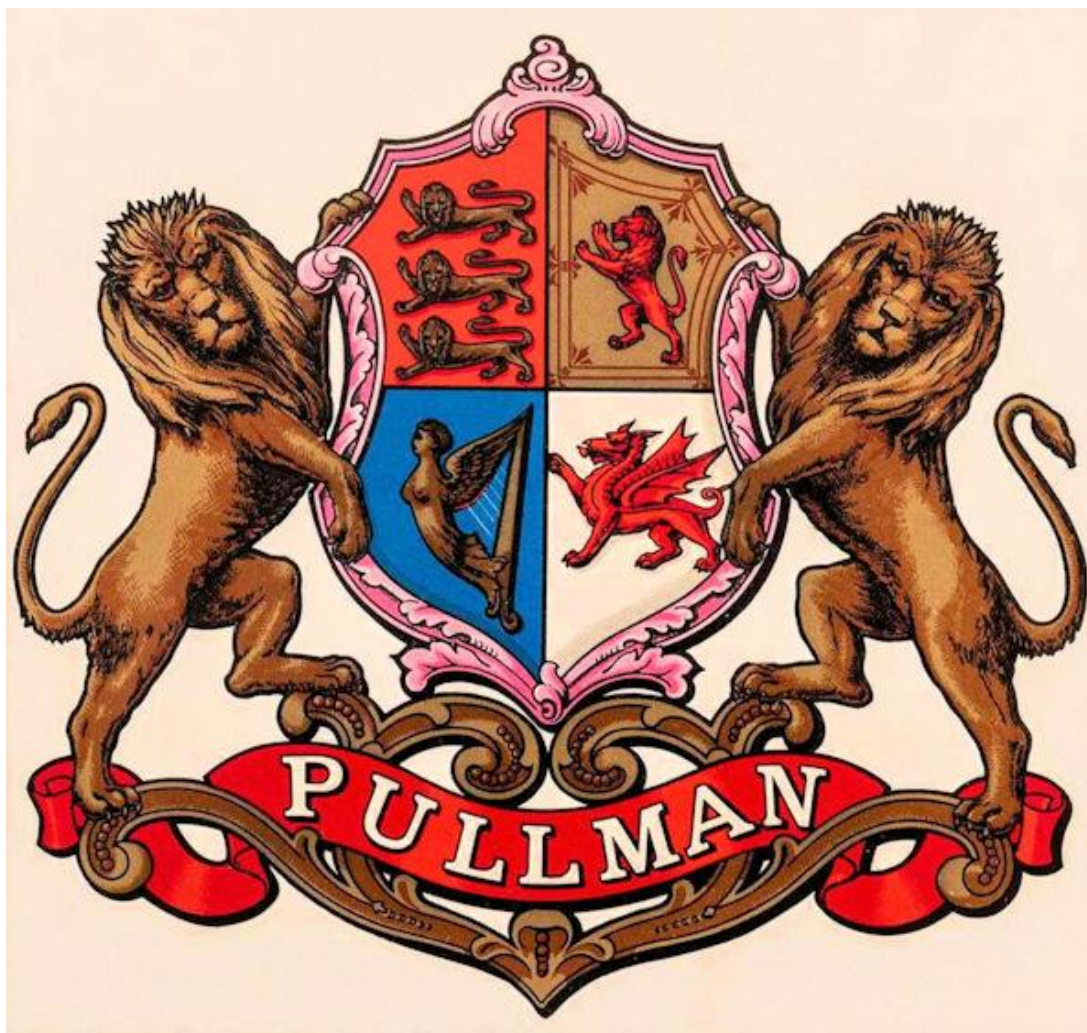
No. 80 - March & April 2025

THE BRIGHTON BELLE

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THE SOUTH WALES PULLMAN

PULLMAN - Edition No. 80 - March & April 2025

"Information is for sharing and not gathering dust and lost forever"

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From the Coupé.



Welcome Aboard THE PULLMAN NEWS

I take this opportunity to thank both the regular contributors and also those readers who have taken time out to contribute with photographs, articles, and news for inclusion in this edition of your newsletter. Rest assured that without their support this edition would not have been published.

I remain dependent on contributions of news, articles (Word) and photographs (jpg) formats in all aspects of Pullman operations both past, present, future, and related aspects within model railways.

All I ask of you for the time I spend in producing your newsletter, is for you to forward on by either E-mail or printing a copy, to any one you believe would be interested in reading your newsletter.

Publication of The Pullman News is scheduled on or about the 1st of January, March, May, July, September, and November.

The next edition editorial deadline date will be Monday April 28th, with the scheduled publication on Thursday May 1st, 2025.

The views and articles within this publication are not necessarily those of the editor. Every effort has been made to source and contact all copyright holders; I will be happy to make good within the next available newsletter any errors of omission brought to my attention. The copyright of all photographs featured within each newsletter remain with the photographers as credited.

No part of this newsletter may be reproduced in any way without prior written consent from the editor.

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You're Online Contact Details as held by PCS-Archive.

The PCS-Archive contacts list hold's your e-mail address and additionally your telephone contact number if you have supplied details. Your contact details as supplied will not be made available to anyone. In the event anyone wishes to contact you, I will forward the request directly to you for you to action as you wish. Your advised details will be deleted from the PCS-A contacts list at your request.

Editors Acknowledgements.

My thanks to the following contributors for their assistance in the production of this issue by way of either articles, news and/or photographs, for without these contributions this edition would not have been possible: -

Dr A. Ford, T. Knox, R. Barber, G. Pierson Collection, C. Lade, N. Lade, F. Pragnell, N. Wheatley, D. Jones, G. Moon, D E Liedtke, D. Lindsay, J. Wheller, S. Hicks, J. Morel, P. Richards, D. Lindsay, D. Richards, R. James, P. Clarke, N. Abnett, S. Hodgkinson, I. Brown, S. Widdowson, F. Parsons, R. Darress, F van der Lubbe. G. Martin, R. Ellis, A. Ward, C. Wilson.

My thanks also to the following Publications, Societies, Archives and Web Sites: -

Pullman in Europe. Pullman Profile No.2 The Standard K Type Cars. Railway Magazine. Trains Illustrated. Midland Railway. The Pullman Society. C. Lade Archives. Southern Railway E-Mail Group. National Railroad Museum. Green Bay, Wisconsin. G W Railwayana Auctions. 5BEL Trust. Hornby. Bachmann. Revolution Trains. Royal Mint. Locomotive Services Limited, Crewe. Bluebell Railway Museum Photographic Archive.

“Information is for sharing and not gathering dust and lost forever”.

You may at any time forward news, information in ‘Word’ & ‘PDF’ and photographs in ‘JPG’ formats for inclusion within The Pullman News, Special Editions, and the PCS-Archive.

Do you have a question/query that requires an answer, I will endeavor to get you the answer?

E-mail t.bye2@outlook.com

The Pullman News Readership

Welcome aboard.

R. Lamb, F. Bochicchio, D. Osborn.

Current registered Readership Worldwide: **511**

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PULLMAN CAR HISTORY

Second Class Restaurant CAR No. 62.

Current known history of the car: -

1. Pullman Identity:	Second Class Restaurant CAR No. 62.
1. Type of Car:	Dining.
1. Into Service:	1928.
2. Builder:	Midland Carriage & Wagon Company, Birmingham.
3. Pre-1960 Schedule No:	214.
1. Post 1960 Schedule No:	217.
1. Tare:	40t.
1. Seats:	42.
1. Seating Configuration:	2 x 1.
1. Bogies:	2 x 4 wheels.
3. Track Gauge:	4' 8 ¹ / ₂ ".
3. Brake:	Vacuum.
1. Length (over Vestibules):	63' - 10".
1. Extreme Width:	8' - 7".
1. Roof:	Ellongated.
2. Table Lamps Type:	'G' 1928 to 1956 then 'A' 1956 to withdrawal.
1. Type 1932 List:	-/K.
1. Route Restriction (SR):	-.
2. Cost per Car:	£.

1. Type 1932 List:

Entries such as -/H indicate that the car was not originally given a Type letter, but was classified as Type H after 1932.

Entries such as (A)/G indicate that the car was originally (old) type A, and was re-classified as Type G about 1932.

Entries such as (D) indicate that the car was originally (old) Type D, and was withdrawn before the new Classification was introduced in 1932.

1. Route Restriction (SR):

Entries such as (I) indicate that the car concerned would have been Restriction (I) had it been allocated to the S.R. when the latter's scheme of Route Restrictions was compiled.

Entry (4) for the 1960 cars (Schedule Nos. 311 to 354 inclusive) is the B.R.(S.) equivalent of the British Railways Standard Restriction 'CI'.

Entries such as 6/2A indicates that the car concerned was originally Restriction 6, and S.R. Route Restriction 2A.

Entries such as -/2A indicates that the car concerned was not originally given a S.R. Route Restriction because it was not originally allocated to the S.R.; and that it was given Restriction 2A on being transferred to the S.R.

2. Table Lamps.



Type 'G'

2. Dr A. Ford.



Type 'A'

2. Dr A. Ford

2. Interior Design.

The saloons were decorated in mahogany veneers and marquetry schemes of garden scenes, baskets of flowers and exotic fruit. Sliding partition saloon doors, Smiths' brass clocks and flooring covered in black and grey diamond pattern linoleum. The colourful friezes comprised Guilloche work (interlaced S's). The general brass work – particularly the luggage racks - were noted for their restrained or simplified form.

Known Operational History.

- 2. 1928 May 1st. Allocated to the London North Eastern Railway and entered the Great Northern section services.
- 2. 1929 July to 1936. Transferred to Great Eastern section and found use as non-supplement Second Class Dining car on the Harwich boat trains.
- 3. 1937. Rebuilt at Pullman Car Company Preston Park Works to a Third Class Parlour CAR No. 62. Seating 42.
- 2. 1939-1945. The London North Eastern Railway pressed into service some Pullman cars. CAR No. 62 became LNER 494.
- 2. Circa 1946. Rebuilt at Pullman Car Company Preston Park Works to a Third Class Brake Parlour CAR No. 62.
- 2. 1950. Noted within the formation of the Tees Tyne Pullman.
- 2. Circa 1956. Tablelamps chaged fro 'G' to 'A' Type.
- 1. By 1960 Body plated.
- 2. 1966 September. Withdrawn from service.



3. © G. Moon Collection - (GM B1 - 175).

September 17th, 1966 - CAR No.62. With Condemned marking at Clapham Junction.

Information Sources.

The contents of this history would not have been possible without the help/assistance of the following individuals: -

2. Dr A.Ford.
3. G. Moon.

In addition, the following publications have greatly assisted my research: -

1. *Pullman in Europe.* G.Behrend. ISBN not registered.
2. *Pullman Profile No.2 'THE STANDARD K TYPE CARS'.* Antony M Ford. ISBN 978-1-906419-22-6
3. *Pullman Car Services-Archive.*

Pullman Special Editions.
Southern Railway E-Mail Group
Coupé News, Pullman & CIWL News, The Pullman News Archive.

All PCS-A publications are freely available as published from 2003 in 'pdf' format and readily sourced to download at <https://sremg.org.uk/coach/coupe/index.shtml>

SOUTHERN RAILWAY E-MAIL GROUP



**Enthusiasts, Historians and Modellers of the Southern Railway,
including its predecessors and successors, corresponding over the Internet.**



© Mike Morant.

Within the many pages of the site will be found much information concerning the Southern Railway, its predecessors and successors. Please use the menu bar to navigate around the site, which is expanding all the time as more information becomes available.
If there is something you are looking for, and cannot find, please e-mail webmaster and we will try to add it to the site.

My thanks to Peter Richards for his continued support in making all PCS-A publications available.

Pullman Car Services-Archive Special Edition Publications.

The following 'pdf' publications are readily available to download from
<https://sremg.org.uk/coach/coupe/index.shtml>



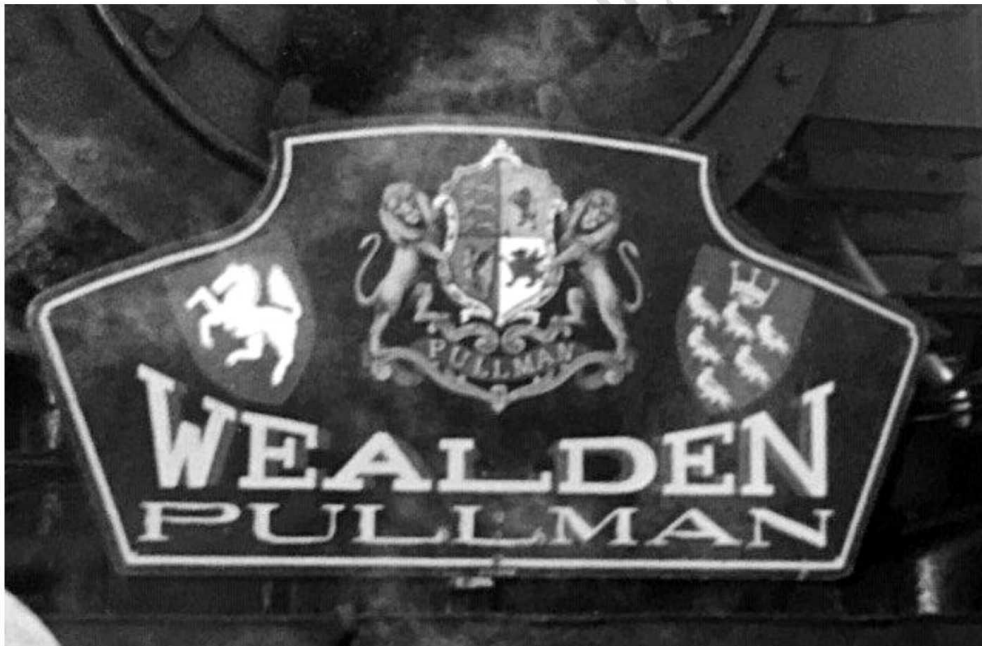
PULLMAN CAR SERVICES-ARCHIVE

The Quality of Service is Remembered Long after the Price is Forgotten

SPECIAL EDITION N^o. 25.

Fifty Years of The Wealden Pullman, Kent & East Sussex Railway.

Author Doug Lindsay.



© D. Lindsay.

The Wealden Pullman Headboard - 1975 to Late 1980s (P028-24).

Pullman Car Services-Archive - Special Edition No. 25 - Fifty Years of The Wealden Pullman, Kent & East Sussex Railway
Issue 1 - May 2024

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PULLMAN CAR SERVICES-ARCHIVE

The Quality of Service is Remembered Long after the Price is Forgotten

Special Edition No. 26. Pullman Car Company, Preston Park Works & Employees.



© ⁵T. Bye - May 17th, 1999, The Pullman Car Company Preston Park Works & Class 319 No.319220 heads for London.

Pullman Car Services-Archive - Special Edition No. 26 - Pullman Car Company - Preston Park Works & Employees - Issue 1 - January 2025

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The Quality of Service is Remembered Long after the Price is Forgotten

SPECIAL EDITION N^o. 27.

January 30th, 1965. 60th Anniversary of Sir Winston Churchill's Funeral Train .



© C. Lade Archive - (P007)

January 30th, 1965.

**Battle of Britain Class Pacific N^o. 34051 'WINSTON CHURCHILL' departs Waterloo Station
with late Stateman Funeral Train.**

Pullman Car Services-Archive - Special Edition No. 27 - 60th Anniversary of Sir Winston Churchill's Funeral Train.

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The Quality of Service is Remembered Long after the Price is Forgotten

PCS-A - Special Edition N° 28.

VISIT TO BRITISH PULLMAN - DAVID RICHARDS
OCTOBER 2024



Pullman Car Services-Archive - Special Edition N° 28 - Visit to British Pullman - Issue 1 - February 2025

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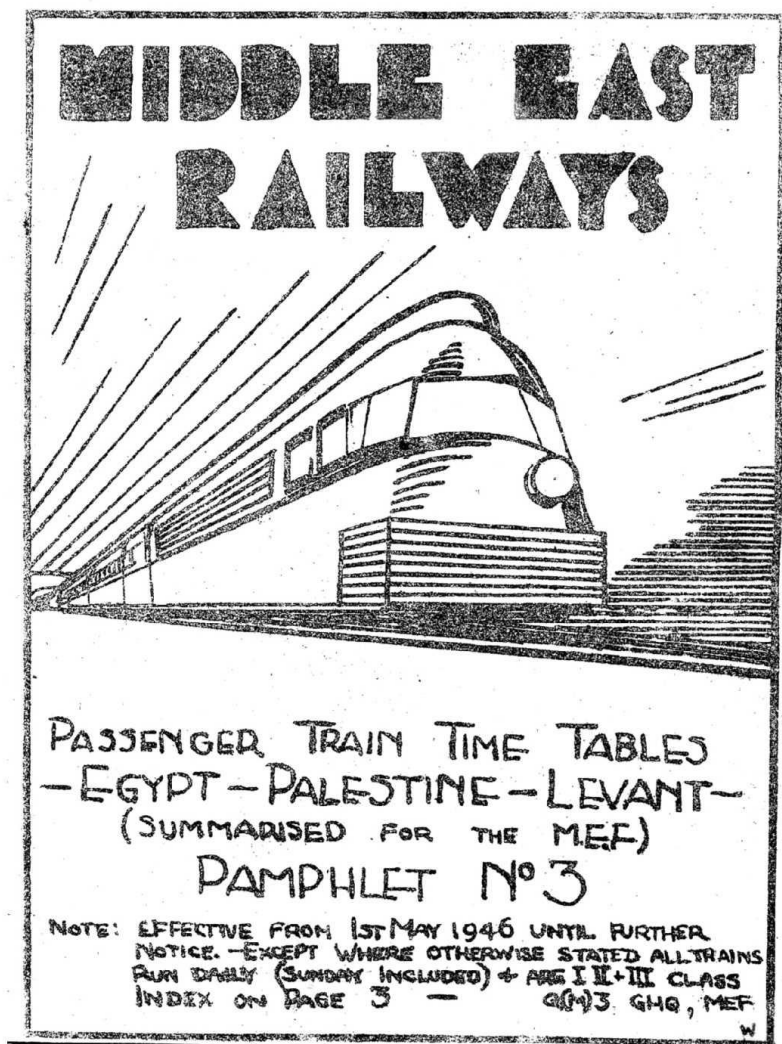


PULLMAN CAR SERVICES-ARCHIVE

The Quality of Service is Remembered Long after the Price is Forgotten

PCS-A - Special Edition N° 29.

The Middle East Forces Timetable 1946.



Pullman Car Services-Archive - Special Edition N° 29 - The Middle East Forces Timetable 1946 - Issue 1 - February 2025
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FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.

The Pullman News & Special Editions & All Past Editions.

All current and past issues can be sourced at the following resources: -

The Search Engine at the National Railway Museum, York.

The Railway Studies Group at Newton Abbot.

The SEMG web site from which copies can be downloaded in 'pdf' format at

<https://sremg.org.uk/coach/coupe/index.html>

Bringing Back the Brighton Belle.

The wonderful Brighton Belle, the only electric all-Pullman train in the world, succeeded the steam service between London and Brighton in 1933 and became the world's first electric inter-city train. A much-loved railway icon, the three five-car train sets were withdrawn by BR in 1972. Now we have a wonderful idea - an amazing feat of restoration, to bring together a complete train set and return the Belle to the mainline! To follow progress with the restoration and help.

<https://brightonbelle.com/>

Twice weekly email covering news of the South Devon Railway and others.

The emails started as a way of sharing information and photos of the SDR with fellow volunteers: I spent a huge amount of time there. When Covid struck they proved to be a great way of keeping people in touch, and they broadened out to cover more railways of interest in the area, both heritage and on the national network. Many people send in material, including news, comments, and photos. This approach has proved popular, so I've stuck with it.

Nothing within the emails is from any constituent of the South Devon Railway group.

This includes the South Devon Railway Trust, SDR PLC, SDR Ltd., SDR Association, SDR Engineering and SDR Road Services.

Opinions expressed within the emails are those only of the sender or other persons as stated.

To receive the email publication, contact John Brodribb at johnbrodribb@yahoo.com

Raildate.

The weekly newsletter published every Friday covering general railway subjects with links to sites:

To subscribe to the email, please send a blank email to: raildate+subscribe@groups.io

The latest Raildate is always at <https://latest.raildate.co.uk>

Raildate Facebook group <https://www.facebook.com/groups/1464457607123111/>

You must be a member of Facebook to join.

Amis des Wagons-Lits Newsletter.

The CIWL newsletter is available in 'pdf' format and if anyone wishing to receive a copy on publication should register with elliott.chris@gmx.com

LOOK BACK AT PULLMAN.

1875 - 150 Years Ago.

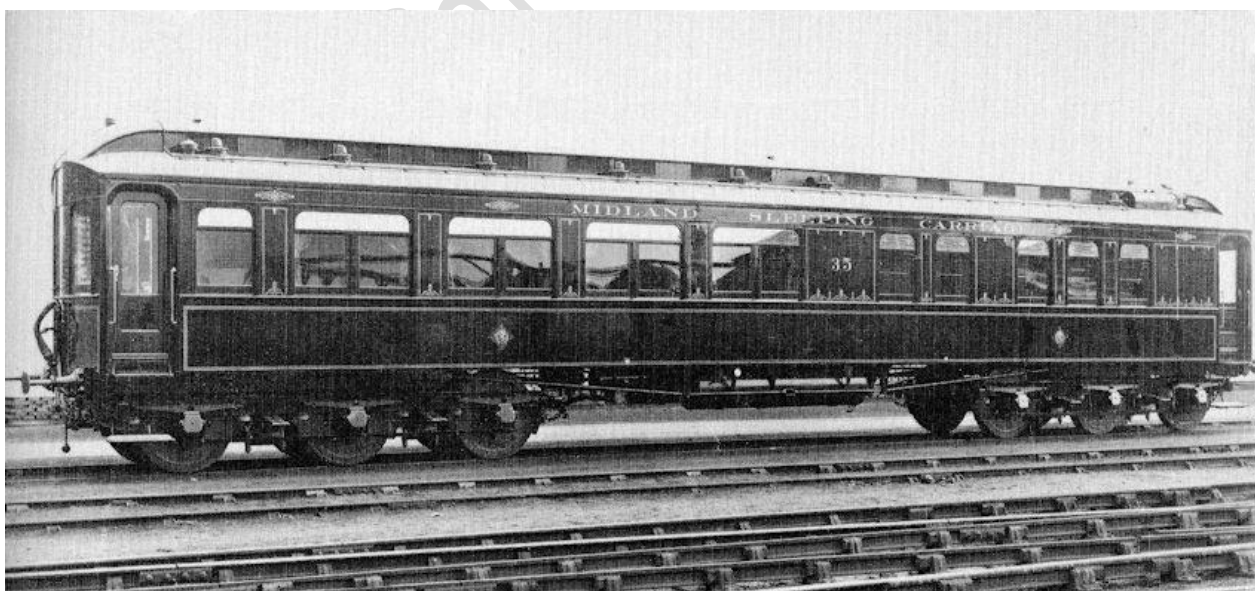
April 1st. Inaugural Pullman service London St Pancras to Liverpool.
(Information source - Julian Morel).

1890 - 135 Years Ago.

April 21st. Pullman car added to the formation of the 12.30pm London Waterloo to Bournemouth and return working.
Pullman cars allocated 'DUCHESS OF ALBANY' and 'DUCHESS OF FIFE'.
(Information source - Pullman Car Services-Archive).

1900 - 125 Years Ago.

April 6th. Four sleeping cars supplied to the Midland Railway completed and numbered No. 34 to 37 in Pullman sequence. These four being the final cars constructed by Pullman for the Midland Railway. Constructed to the then Pullman standard design but modified to operate to the British loading gauge. The livery applied being Midland crimson lake with gold ornamentation and lettering.
In 1905 the four cars were rebuilt with private berths.
(Information source - Pullman Car Services-Archive).



© Midland Railway.

Midland Sleeping Car No. 35.

1910 - 115 Years Ago.

March 21st.

South Eastern Boat Trains return (Withdrawn July 31st 1884).
London Charing Cross to Dover and London Victoria to Folkestone.
(Information source - Julian Morel).

Six new Pullman cars commence service on the South Eastern & Chatham Railway. First class Parlour cars 'CORUNNA', 'SAVONA', 'SORRENTO' and First class Kitchen/Buffer cars 'VALENCIA', 'FLORENCE', 'CLEMENTINA'. Each car costing £5,000. The exterior livery of each car being 'SE&CR Lake', these being the first cars to have the Pullman coat of arms applied.
(Information source - Train Illustrated No. 32).



SE&CR allocated Pullman cars - Left to Right - VALENCIA, SAVONA, FLORENCE & CORUNNA.

1925 - 100 Years Ago.

April.

The 'Sheffield Pullman' service extended to Manchester and titled the 'Manchester Pullman'. Omitting stopping at Nottingham.
(Information source - Pullman Car Services-Archive).

1940 - 85 Years Ago.

March.

Semi Brighton Belle service.

11.00 London Victoria to Brighton

13.25 Brighton to London Victoria

16.00 London Victoria to Brighton

18.25 Brighton to London Victoria

Train Consist

1 x 5 BEL set & 1x 4 COR set.

(Information source - Railway Magazine April 1940).

April.

Semi Brighton Belle service.

11.00 London Victoria to Brighton

13.25 Brighton to London Victoria

16.00 London Victoria to Brighton

18.25 Brighton to London Victoria

Train Consist

1 x 5 BEL set & 1x 6 PAN set.

(Information source - Railway Magazine May 1940).



© S. Hicks - SH001-25.

January 3rd, 2025, Class 67 No. 67021 at Wimbledon with four Belmond Pullman cars
AUDREY, CYGNUS, GWEN, IBIS enroute from Belmond Stewarts Lane to Arlington at Eastleigh.

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Tommy Knox.

LNER PACIFICS

**The Eastern Region of British Railways
Pacific Class Locomotive Pullman Workings.**

As ever my thanks to Tommy Knox for the following information on steam hauled Pullman services on the East Coast Main Line.

Within the text reference is made to 'Up' and 'Dn' workings. These relate thus, an 'Up' working is a service to London Kings Cross, and 'Dn' is a 'Down' working from Kings Cross. I.e., All lines to any of London's terminals are classified as the 'UP Line.'

The Queen of Scots Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.03.01	60131	131 Up Queen of Scots
55.03.01	60152	131 Up Queen of Scots into Newcastle 60976 on / Kings Cross - Glasgow from Newcastle from 60154
55.03.01	60976	131 Up Queen of Scots from Newcastle from 60152
55.03.02	60101	58 Dn Queen of Scots from Newcastle
55.03.02	60152	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle
55.03.02	60501	Up Queen of Scots from Newcastle
55.03.03	60501	131 Up Queen of Scots from Newcastle
55.03.04	60117	131 Up Queen of Scots
55.03.05	60074	142 Dn North Briton into Newcastle - 60155 on / 131 Up Queen of Scots from Newcastle from 60152
55.03.05	60117	40 Kings cross - Newcastle TCQ / 131 Up Queen of Scots
55.03.05	60152	131 Up Queen of Scots into Newcastle - 60074 on / 52 Kings Cross - Glasgow from Newcastle from 60150
55.03.10	60011	131 Up Queen of Scots / 52 KX - Glasgow 15.40 from Ncle
55.03.11	60011	131 Up Queen of Scots / 52 KX - Glasgow 15.40 from Ncle from 60129
55.03.12	60011	131Up Queen of Scots - 60081 on / 52,KX - Glasgow 15.40 from Ncle
55.03.12	60081	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from 60011
55.03.12	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.03.14	60011	131 Up Queen of Scots into Newcastle - 60086 on / Kings cross - Glasgow from Newcastle from 60135
55.03.14	60022	58 Dn Queen of Scots / Up Bradford Flier

The Queen of Scots Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.03.14	60086	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle from 60011 - 60117 on at Leeds
55.03.14	60117	131 Up Queen of Scots from 60086 at Leeds
55.03.15	60064	58 Dn Queen of Scots / Up Bradford Flyer
55.03.15	60091	58 Dn Queen of Scots from Newcastle from 60982
55.03.15	60982	58 Dn Queen of Scots into Newcastle - 60091 on
55.03.17	60081	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.03.18	60081	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.03.19	60011	131 Up Queen of Scots - 60081 on / 52 KX - Glasgow 15.40 from Ncle from 60521
55.03.19	60081	142 Dn North Briton from Newcastle - from 60155 on via Carlisle / 131 Up Queen of Scots from 60011
55.03.19	60117	58 Dn Queen of Scots
55.03.19	60123	40 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots
55.03.21	60117	131 Up Queen of Scots
55.03.22	60117	131 Up Queen of Scots
55.03.24	60123	58 12.05 Dn Queen of Scots from Kings Cross - Leeds
55.03.25	60134	131 Up Queen of Scots
55.03.26	60025	58 Dn Queen of Scots past Retford 9323) / 131 Up Queen of Scots past Peterborough
55.03.26	60080	on Heaton shed / 58 Dn Queen of Scots from Newcastle
55.03.26	60081	142 Dn North Briton into Newcastle - 60019 on / 131 Up Queen of Scots from 60089
55.03.26	60089	Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow from Newcastle 15.30 from 60129
55.03.28	60074	Dn Queen of Scots into Newcastle
55.04.02	60086	142 Dn North Briton into Newcastle - 60129 on / 131 Up Queen of Scots from 60159
55.04.02	60159	Up Queen of Scots into Newcastle - 60086 on / 58 Kings Cross - Glasgow from Newcastle 15.40 from 60507
55.04.04	60130	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.05	60074	131 Up Queen of Scots from Newcastle from 60535
55.04.05	60123	58 Dn Queen of Scots
55.04.05	60139	131 Up Queen of Scots
55.04.05	60535	131 Up Queen of Scots into Newcastle - 60074 on / 52 Kings Cross - Glasgow from 60005
55.04.06	60074	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.04.06	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.06	60162	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle at 15.40

The Queen of Scots Pullman - March & April 1955 - 70 years ago.

Date: **Locomotive:** **Working:**

55.04.07	60074	142 Dn North Briton into Newcastle - 60150 on / 131 Up Queen of Scots from 60162 - 60139 on at Leeds
55.04.07	60123	58 Dn Queen of Scots from Kings Cross
55.04.07	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots from Leeds - Kings Cross from 60074
55.04.07	60162	DH 61357 on Up Queen of Scots to Newcastle - 60074 on / KX - Glasgow from Ncle at 15.40
55.04.09	60074	142 Dn North Briton into Newcastle - 60538 on / 131 Up Queen of Scots - 60139 on at Leeds
55.04.09	60139	40 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots from 60074 at Leeds
55.04.12	60025	40 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots
55.04.12	60117	58 Dn Queen of Scots
55.04.13	60027	131 Up Queen of Scots into Newcastle
55.04.13	60081	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.04.13	60117	58 Dn Queen of Scots
55.04.13	60130	131 Up Queen of Scots
55.04.14	60086	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.04.14	60130	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.14	60162	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle at 15.40
55.04.15	60141	131 Up Queen of Scots
55.04.16	60117	58 Dn Queen of Scots
55.04.18	60123	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.19	60123	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.20	60123	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.21	60081	131 Up Queen of Scots from Newcastle from 60161
55.04.21	60133	131 Up Queen of Scots
55.04.21	60161	131 Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow from Newcastle from 60140
55.04.22	60081	142 Dn North Briton into Newcastle - 60538 on / 131 Up Queen of Scots from 60161
55.04.22	60133	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.22	60161	131 Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow into Newcastle from 60150
55.04.23	60036	58 Dn Queen of Scots / 89 Up North Briton piloted by 45341 from York
55.04.23	60081	142 Dn North Briton into Newcastle - 60124 on / 131 Up Queen of Scots from 60161
55.04.23	60133	131 Up Queen of Scots
55.04.23	60161	131 Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow from Newcastle 15.40 from 60538

The Queen of Scots Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.04.25	60134	131 Up Queen of Scots
55.04.26	60130	visited Doncaster Works for non classified repairs / 131 Up Queen of Scots
55.04.27	60130	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.28	60081	142 Dn North Briton into Newcastle 60137 on / 131 Up Queen of Scots
55.04.28	60117	09.55 Newcastle - Liverpool / 58 Dn Queen of Scots Leeds - Newcastle / 89 Up North Briton Newcastle - Leeds
55.04.28	60130	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.29	60010	40 Kings Cross - Newcastle TCQ
55.04.29	60019	145 Up Queen of Scots
55.04.29	60130	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.04.30	60036	58 Dn Queen of Scots - 60092 on / 89 Up North Briton from Newcastle from 60003
55.04.30	60074	142 Dn North Briton into Newcastle - 60003 on / 131 Up Queen of Scots from 60161 - 60130 on at Leeds
55.04.30	60092	40 Fred Olsen Line into Newcastle / 58 Dn Queen of Scots from Newcastle from 60036
55.04.30	60130	40 Kings cross - Newcastle TCQ / 131 Up Queen of Scots into Kings cross from 60074 at Leeds
55.04.30	60161	131 Up Queen of Scots into Newcastle - 60074 on / 52 Kings Cross - Glasgow from Newcastle 15.40 from 60145

The Yorkshire Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.03.01	60026	84 17.30 Dn Yorkshire Pullman
55.03.02	60010	84 Dn Yorkshire Pullman
55.03.03	60026	84 Dn Yorkshire Pullman
55.03.04	60010	84 Dn Yorkshire Pullman
55.03.05	60026	84 Dn yorkshire Pullman
55.03.07	60003	84 Dn Yorkshire Pullman
55.03.08	60010	84 Dn Yorkshire Pullman
55.03.09	60003	84 Dn yorkshire Pullman
55.03.10	60010	84 Dn Yorkshire Pullman
55.03.11	60003	84 Dn Yorkshire Pullman
55.03.14	60134	84 Dn Yorkshire Pullman
55.03.15	60003	84 Dn Yorkshire Pullman
55.03.16	60022	84 Dn Yorkshire Pullman
55.03.17	60003	84 Dn Yorkshire Pullman
55.03.18	60022	84 Dn Yorkshire Pullman
55.03.19	60003	84 Dn Yorkshire Pullman

The Yorkshire Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.03.21	60017	84 Dn Yorkshire Pullman
55.03.22	60022	84 Dn yorkshire Pullman
55.03.23	60017	84 Dn Yorkshire Pullman
55.03.24	60032	84 Dn Yorkshire Pullman
55.03.25	60017	84 Dn Yorkshire Pullman
55.03.26	60022	84 Dn Yorkshire Pullman
55.04.04	60007	84 Dn Yorkshire Pullman
55.04.04	60134	19 Up Yorkshire Pullman
55.04.05	60014	84 Dn Yorkshire Pullman
55.04.06	60007	84 Dn Yorkshire Pullman
55.04.07	60003	969 Leeds - Kings Cross arr 11.25 / Dn Yorkshire Pullman
55.04.07	60014	84 Dn Yorkshire Pullman
55.04.07	60117	19 Up Yorkshire Pullman
55.04.08	60007	84 Dn Yorkshire Pullman
55.04.12	60007	84 Dn Yorkshire Pullman
55.04.13	60006	84 Dn Yorkshire Pullman
55.04.14	60007	84 Dn Yorkshire Pullman
55.04.15	60030	969 Leeds - Kings Cross arr 11.25 / 84 Dn Yorkshire Pullman
55.04.16	60007	84 Dn Yorkshire Pullman
55.04.18	60007	84 Dn Yorkshire Pullman
55.04.19	60006	84 Dn Yorkshire Pullman
55.04.20	60015	84 Dn Yorkshire Pullman
55.04.21	60006	84 Dn Yorkshire Pullman
55.04.23	60006	84 Dn Yorkshire Pullman
55.04.25	60008	84 Dn Yorkshire Pullman
55.04.26	60029	84 Dn Yorkshire Pullman
55.04.27	60010	84 Dn Yorkshire Pullman
55.04.28	60029	84 Dn Yorkshire Pullman
55.04.29	60028	on Kings Cross shed / 84 Dn Yorkshire Pullman
55.04.30	60029	84 Dn Yorkshire Pullman

The Harrogate Sunday Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.03.13	60003	84 Dn Harrogate Sunday Pullman
55.03.20	60003	84 Dn Harrogate Sunday Pullman
55.03.27	60017	84 Dn Harrogate Sunday Pullman
55.04.03	60141	84 09.45 Harrogate Sunday Pullman from Kings Cross 8on
55.04.10	60007	84 Dn Harrogate Sunday Pullman
55.04.24	60134	19 Up Harrogate Sunday Pullman

The Tees Tyne Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.03.01	60017	145 09.25 Up Tees Tyne Pullman
55.03.01	60022	82 Dn Tees Tyne Pullman
55.03.02	60516	145 Up Tees Tyne Pullman
55.03.03	60017	145 Up Tees Tyne Pullman
55.03.03	60034	82 Dn Tees Tyne Pullman
55.03.04	60017	82 Dn Tees Tyne Pullman
55.03.04	60034	145 Up Tees Tyne Pullman
55.03.07	60014	82 Dn Tees Tyne Pullman
55.03.07	60017	145 Up Tees Tyne Pullman / 108 Kings Cross - Edinburgh
55.03.08	60014	145 Up Tees Tyne Pullman arr 13.58
55.03.08	60017	82 Dn Tees Tyne Pullman
55.03.09	60014	82 Dn Tees Tyne Pullman
55.03.09	60017	145 Up Tees Tyne Pullman
55.03.10	60014	145 Up Tees Tyne Pullman arr 13.58
55.03.10	60017	82 Dn Tees Tyne Pullman
55.03.11	60014	82 Dn Tees Tyne Pullman
55.03.11	60017	145 Up Tees Tyne Pullman / 108 Kings Cross - Edinburgh
55.03.14	60014	145 Up Tees Tyne Pullman / 108 Kings Cross - Edinburgh
55.03.14	60015	82 Dn Tees Tyne Pullman
55.03.15	60014	82 Dn Tees Tyne Pullman
55.03.15	60015	145 Up Tees Tyne Pullman / 896 Kings Cross - Peterborough
55.03.16	60014	145 Up Tees Tyne Pullman / 108 Kings Cross - Edinburgh
55.03.16	60015	82 Dn Tees Tyne Pullman
55.03.17	60014	82 Dn Tees Tyne Pullman
55.03.17	60015	145 Up Tees Tyne Pullman / 108 Kings Cross - Edinburgh
55.03.18	60014	145 Up Tees Tyne Pullman
55.03.18	60026	Up pass into Kings Cross / 82 Dn Tees Tyne Pullman
55.03.21	60006	82 Dn Tees Tyne Pullman
55.03.21	60007	145 Up Tees Tyne Pullman / Dn pass from Kings Cross
55.03.22	60006	145 Up Tees Tyne Pullman arr 13.58
55.03.22	60007	82 Dn Tees Tyne pullman
55.03.23	60007	145 Up Tees Tyne Pullman
55.03.24	60007	82 Dn Tees Tyne Pullman
55.03.24	60019	145 Up Tees tyne Pullman
55.03.25	60007	145 Up Tees Tyne Pullman arr 13.58
55.03.25	60025	82 Dn Tees Tyne Pullman
55.03.31	60008	82 Dn Tees Tyne Pullman
55.03.31	60029	145 Up Tees Tyne Pullman arr 13.58
55.04.01	60029	82 Dn Tees Tyne Pullman
55.04.04	60028	777 Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
55.04.04	60029	145 Up Tees Tyne Pullman

The Tees Tyne Pullman - March & April 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.04.05	60028	145 Up Tees Tyne Pullman
55.04.05	60029	82 Dn Tees Tyne Pullman
55.04.06	60028	82 Dn Tees Tyne Pullman
55.04.06	60029	145 Up Tees Tyne Pullman arr 13.58
55.04.07	60028	145 Up Tees Tyne Pullman
55.04.07	60029	82 Dn Tees Tyne Pullman
55.04.08	60028	82 Dn Tees Tyne Pullman
55.04.08	60029	145 Up Tees Tyne Pullman
55.04.12	60010	145 Up Tees Tyne Pullman arr 13.58
55.04.12	60030	82 Dn Tees Tyne Pullman
55.04.13	60015	82 Dn Tees Tyne Pullman
55.04.13	60030	145 Up Tees Tyne Pullman
55.04.14	60015	145 Up Tees Tyne Pullman
55.04.14	60028	82 Dn Tees Tyne Pullman
55.04.15	60010	777 Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
55.04.15	60028	145 Up Tees Tyne Pullman
55.04.18	60003	82 Dn Tees Tyne Pullman
55.04.18	60010	145 Up Tees Tyne Pullman
55.04.19	60003	145 Up Tees Tyne Pullman / 896 Kings Cross - Peterborough
55.04.19	60010	82 Dn Tees Tyne Pullman
55.04.20	60003	82 Dn Tees Tyne Pullman
55.04.20	60010	145 Up Tees Tyne Pullman arr 13.58
55.04.21	60003	145 Up Tees Tyne Pullman
55.04.21	60010	82 Dn Tees Tyne Pullman
55.04.22	60003	82 Dn Tees Tyne Pullman
55.04.22	60010	145 Up Tees Tyne Pullman arr 13.58 / 958 Kings cross - Leeds
55.04.25	60003	145 Up Tees Tyne Pullman
55.04.25	60015	82 Dn Tees Tyne Pullman
55.04.26	60002	145 Up Tees Tyne Pullman
55.04.26	60003	82 Dn Tees Tyne Pullman
55.04.27	60003	145 Up Tees Tyne Pullman
55.04.27	60008	82 Dn Tees Tyne Pullman
55.04.28	60003	82 Dn Tees Tyne Pullman
55.04.28	60501	145 Up Tees Tyne Pullman into Kings Cross
55.04.29	60006	on Kings Cross shed / 82 Dn Tees Tyne Pullman

Can you help Tommy?

Tommy is updating the database on a daily basis and would be most grateful if any newsletter reader who undertook train spotting in steam days could look through their notebooks and if they find any information to contact him. Tommy is also happy to answer any reasonable enquiries if he can. e-mail address Tommy@lner-pacifics.me.uk.

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The Christopher Lade Archive.
(Courtesy of Nick Lade)

Tuesday July 15th, 1966.

“State Visit of the President of Finland”

My thanks to Nick Lade for this article.

<u>REGION:</u>	SOUTHERN
	<u>SPECIAL TRAIN WORKING</u> 984/S/1
<u>NAME OF PARTY</u>	STATE VISIT OF THE PRESIDENT OF FINLAND AND MADAME KEKKONEN Tuesday July 15th
<u>E.G.S. TIMINGS</u>	10.20 Victoria/Gatwick 11.45 Gatwick/Victoria (Presidential Train)
<u>FORMATION</u>	BSK, Pullman Car 329, Pullman Kit 311, Royal Saloon, Pullman Kit 336.
<u>LOADING</u>	STEWARTS LANE Before Departure
<u>REQUIREMENTS</u>	Light Refreshment Please arrange for Cigarettes to be provided in the Special Box set aside for visits of this nature and place in E.R. Royal Saloon.
<u>SPECIAL NOTES</u>	H.R.H. Princess Alexandra, accompanied by her husband and seven Principals will travel on the 10.20 Special to meet the President. 5 Railway Officers will travel.
<u>ACCOUNT TO</u>	Assistant General Manager, Waterloo. Ref.D.251 R-(4)
<u>STAFF</u>	Chief Steward C. LADE steward C. BARNETT " V. FRANKLIN " A. VINEY Cook E. HARRIS

Signing on time
Signing off time

© Chris Lade Archive - Page 1 - (F070).

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**Christopher Lade Photographic Archive.
(Courtesy of Nick Lade)**

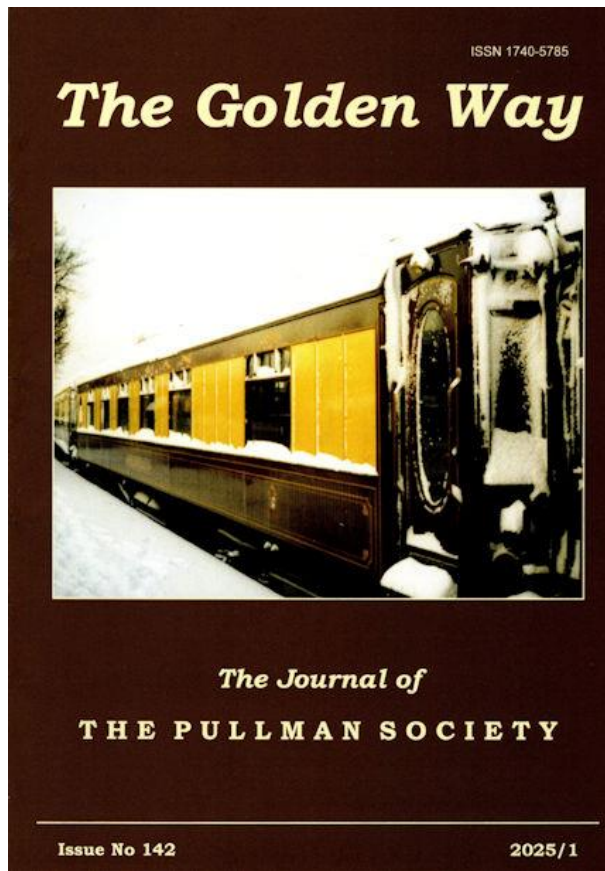
My thanks to Nick for this article.



© Chris Lade - (PA010).

Leading Attendant Chris Lade checks his liquor stock.

THE PULLMAN SOCIETY

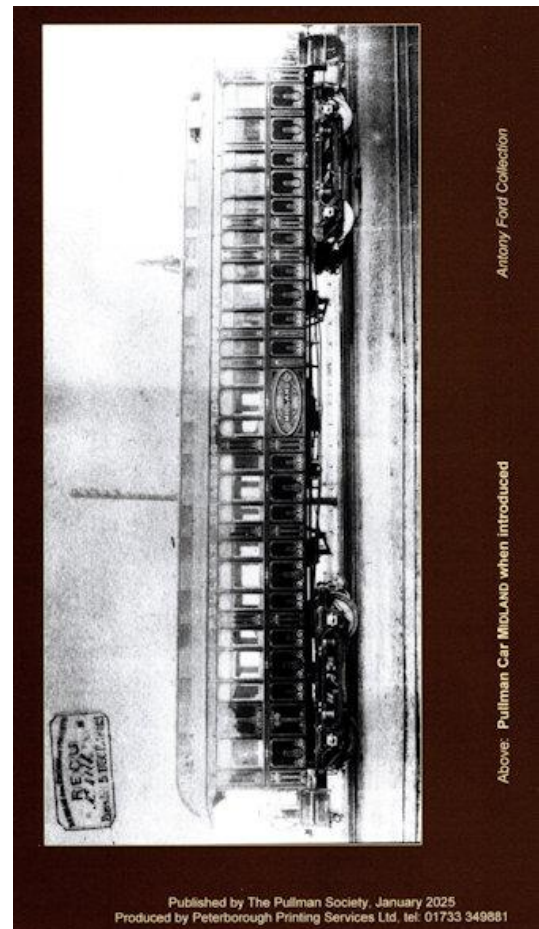


THE GOLDEN WAY

THE JOURNAL OF THE PULLMAN SOCIETY IS PUBLISHED FOUR TIMES A YEAR.

POSTED TO YOUR HOME ADDRESS ON PUBLICATION.

EACH PUBLICATION DETAILS MATTERS RELATING TO BOTH THE PULLMAN CAR COMPANY AND THE PULLMAN CARS



The Golden Way **THE PULLMAN SOCIETY**

Associated with the Pullman State Historic Site, Chicago, Illinois, USA

The Society is dedicated to the study of all aspects of Pullman operations in the British Isles, Continental Europe and North America.

<i>The Golden Way</i>	Issue No 142	Contents	2025/1
Tavern, Puns and Pullmans Part 1			4
Pullman Cars in Afterlife			6
Vichy L'Internationale			19
A Journey on the Yorkshire Pullman			25
Preservation Notes			28

DETAILS ON BOTH THE PULLMAN SOCIETY AND MEMBERSHIP CAN BE SOURCED FROM THE SOCIETIES WEBSITE AT: - [HTTP://WWW.THEPULLMANSOCIETY.ORG.UK/](http://www.thepullmansociety.org.uk/)

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THE PULLMAN SOCIETY

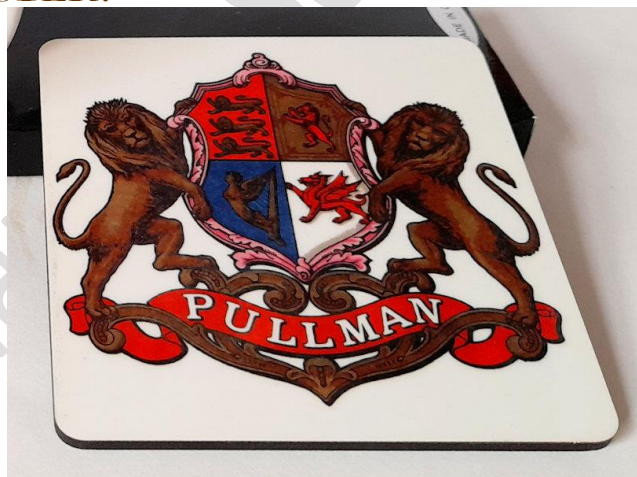
SOMETHING FOR YOUR RAILWAY ROOM THE FOLLOWING
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E-MAIL: NICWHEATLEY53@GMAIL.COM

TELEPHONE: 07773 867782.

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Richard Barber Photographic Archive

My thanks to Richard for the photographs.



Richard Barber Photographic Archive - RB006-25 - R. Barber.
September 21st, 2024 - NYMR Grosmont Station - Left to Right Pullman Cars ROBIN & GARNET.



Richard Barber Photographic Archive - RB007-25 - Gerry Pierson Collection.
No. 62749 'THE COTTESMORE' working the Up Harrogate Sunday Pullman (144).

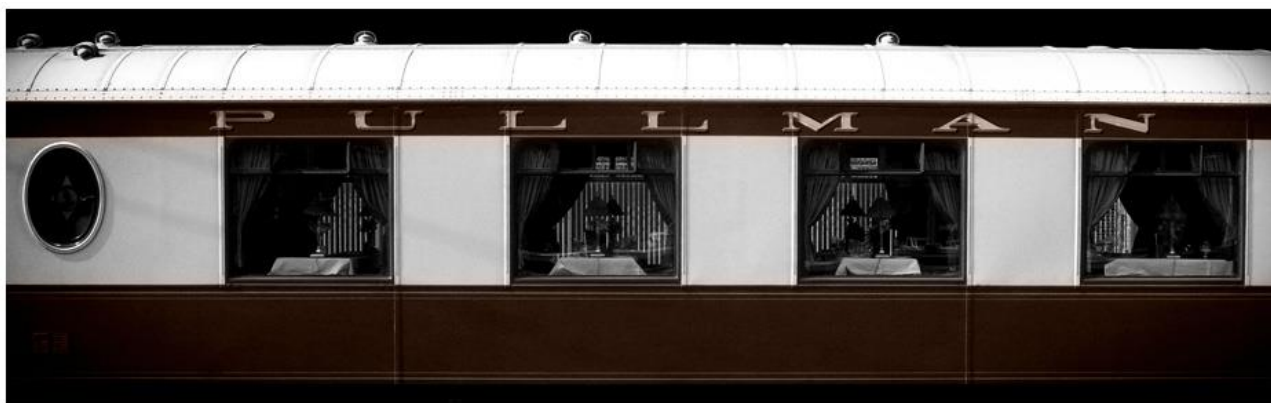
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Richard Barber Photographic Archive - RB008-25 - Gerry Pierson Collection.
No. 60036 'COLOMBO' with the Down working of the Queen of Scots at Crimble (149).



Richard Barber Photographic Archive - RB009-25 - R Barber.
The Tailboard from the Tees Tyne Pullman at the NRM at York.



Pullman Reports.



Pullman Report The Bluebell Railway David Jones March 2025

My thanks to David for his report.

Although the overhaul of Pullman CAR No. 36 is not scheduled to start in earnest until next year, volunteers are pressing on with preliminary tasks such as removing, repairing and polishing the top window lights. Replacements for the missing ones are being sourced from the stock of those obtained many years ago from 'MARCELLE', later CAR No. 105.



DJ002-25.

Pullman Marcelle top light, no glass.

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Readers will probably recall that the major centre section of this 1927 Car had been used in a store in South Kensington named Hyper-Hyper as a café until redevelopment meant that it became redundant and was purchased by the Bluebell Railway in 1996 as a source of spares. Most of the seating, overhead racks and other fittings found their way into the restoration of CAR No. 76, later named 'LILIAN', for use in the Bluebell's 'Golden Arrow' train. However, not all the window parts were needed so can now be used in CAR No. 36, although new glass will be required to replace the painted wooden panels that were fitted when in the store.



DJ003-25.

Pullman 3D printed lamp shade.

One of the Carriage & Wagon staff at Horsted Keynes has been experimenting with producing 3D printed ceiling lamp shades, and this looks quite promising.

There is a need to replace one or two in the existing Pullmans on the railway due to cracks appearing, so hopefully several extra can be printed to include a batch for CAR No. 36.



DJ003-25.

Embarkation light as fitted on CAR No. 54.

An order has also been placed for two new embarkation lamp brass castings to be positioned above the entrance doors to the Car, as they are missing.

Thanks are due to Richard Jones, owner of 'LYDIA', for the contact information of this Llandrindod Wells company who have made several brass castings for that Car, now at the South Devon Railway.



**Pullman Report
The Belmond British Pullman
Fred Pragnell
March 2025**

My thanks to Fred for his report.

The Belmond British Pullman Stewarts Lane Depot.



© Fred Pragnell - (AF005-25).

February 4th, 2025 - L to R AGATHA & LUCILLE.



Pullman Report

The Kent & East Sussex Railway

John Wheller

March 2025

My thanks to John for his report.

Pullman Car THEODORA.

As reported last time THEODORA entered the Carriage and Wagon shed for an overhaul and repair to its external timber cladding.

The Tenterden Town platform side needed serious attention and the entire timber match boarding and ply panels were removed to expose the structural timber framing.

This was generally in excellent condition with only a short section of the waist rail to be replaced at the Robertsbridge end.

The internal panels were also removed in the affected area so that the timber rail could be replaced. Following the removal of the external cladding it was found that the heavy steel angle crash pillars, at each end, were corroded and needed replacing.



© John Wheller - (JW007-25).

February 5th, 2025 - Bodyside Restoration.

Since the last report the soft wood waist rail has been replaced, along with the two heavy steel angle sections which are adjacent to the vestibule door frames.

The hardwood drip moulding which separates the match boarding from the glass windows and ply panelling has been machined, in house, and fitted.

All the sections of match boarding (over three hundred of them) have been machined, sanded, drilled, had the end grain sealed with an epoxy resin and the backs sealed with wood primer.

The replacement ply panels have been cut to size and trial fitted and these are now being painted and sealed ready for fitting. With the structural work finished the internal panelling is now being refitted.



© John Wheller - (JW008-25).

February 12th, 2025 - Matchwood Panelling.

Work has now commenced with the refitting and the match boarding is nearly completed.

The fixing screws (stainless steel) are being sealed with epoxy resin prior to preparing for the final painting.

We use the epoxy resin as unlike conventional fillers it doesn't shrink or crack and takes paint finishes well.

Work is progressing well with the aim of THEODORA being back in service by the end of April/ beginning of May 2025.

The Wealden Pullman Dining Train.



© K&ESR - (JW009-25)

Evening Dining Train at Tenterden Station.

The first train of the season steamed out of the station for a Valentine's Day evening service on the 14th, February, followed by the first Sunday lunch service on the 16th, with the regular Saturday night and Sunday lunch services commencing on the 8th and 9th of March respectively. Bookings are progressing well, and we look forward to welcoming the Pullman Society in May. (No pressure to get Theodora completed then!)

You can book the Wealden Pullman Dining Train online at

<https://kesr.org.uk/pullman-dining>

For further information on the Kent & East Sussex Railway and Services Offered visit

<https://kesr.org.uk/about/>



**Pullman Report
LYDIA
Kitchen First
Richard Jones
March 2025**

My thanks to Richard for his report.

The C&W team at the South Devon Railway are doing excellent work on LYDIA, the exterior brass fittings are now being gradually fitted.



© R. Jones - (RJ005-25).

Brass Grab Rails & Builders Step Plate.

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The ceilings are being painted and wall lights affixed.



© R. Jones - (RJ003-25).
Saloon repainted ceiling.



The three steel shelves
that I painted have now
been refitted within the
Ice Cupboard

© R. Jones - (RJ004-25).

LYDIA Restoration Request.

We would like to get the Gas stove/range working but are having some difficulty finding an expert in antique Radiation gas cookers,any suggestions?



© R. Jones - (RJ006-25).

Radiation gas stove/range.



BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

5BEL Trust - March 2025.

Tuesday January 28th, 2025
First Running Test of 4BEL Set No. 3101.



©Ryan James (5BEL Trust Archive F6-3-01156).

Class 20 No. 20132 and 4BEL Unit No. 3101 & 20118 'Saltburn-by-the Sea' at Chester.

4BEL Formation above MABEL (CAR No.91), GRAVETYE MANOR (CAR No. 85), DORIS & BERYL (CAR No. 88).



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© Phil Clarke (5BEL Trust Archive F6-3-01159).
4BEL No. 3101 - BERYL (99288) at Chester.



© Niki Abnett (5BEL Trust Archive F6-3-01162).
4BEL No. 3101 - BERYL (99288) & Class 20 No. 20118 Saltburn-by-the Sea at Chester.





©Niki Abnett (5BEL Trust Archive F6-3-01161).

4BEL No. 3101 - BERYL - (99288) at Chester.



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© Niki Abnett (5BEL Trust Archive F6-3-01163).
Class 20 No. 20132, 4BEL No. 3101 - MABEL (99291) & GRAVETYE MANOR (99285) at Chester.



© Sarah Hodgkinson (5BEL Trust Archive F6-3-01166).
Class 20 No. 20132, 4BEL Set No. 3101 & No. 20118 'Saltburn-by-the-Sea' departing Crewe.



5BEL Sets - January 1st, 1933 - April 30th, 1972.

(5BEL Trust cars highlighted in **BOLD**.)

5BEL Unit No. 2051 (1933 to 1937).

5BEL Unit No. 3051 (1937 to 1972).

CAR No. 88, HAZEL, DORIS, CAR No. 86, CAR No. 89.

5BEL Unit No. 2052 (1933 to 1937).

5BEL Unit No. 3052 (1937 to 1972).

CAR No. 90, AUDREY, VERA, **CAR No. 87, CAR No. 91.**

5BEL Unit No. 2053 (1933 to 1937).

5BEL Unit No. 3053 (1937 to 1972).

CAR No. 92, GWEN, MONA, **CAR No. 85**, CAR No. 93.

5BEL Trust 'Brighton Belle' Cars.

2025 Restored Cars.

MBP CAR No. 91 MABEL (99291).

KST CAR No. 85 GRAVETYE MANOR (99285).

KFT DORIS (99282).

MBP CAR No. 88 BERYL (99288).

2025 Unrestored Cars.

KFT HAZEL (99279) Stored 5BEL Trust, Rowsley South, Peak Rail.

PST CAR No. 87 (Allocated CLARE) (99287) Stored 5BEL Trust, Rowsley South, Peak Rail.

Information Sources.

On behalf of the 5BEL Trust I wish to thank Ryan James, Niki Abnett, Sarah Hodgkinson and Phil Clarke for permission to download and add their images as recorded on Tuesday January 28th to the 5BEL Trust Archive.

Locomotive Services Group Appreciation.

Facebook Group - <https://www.facebook.com/groups/2403619219761131>

Additionally, video footage of the workings can be readily sourced at the Facebook Group 'Locomotive Services Group Appreciation'.

<https://www.facebook.com/groups/2403619219761131>



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BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

Statement from the Trustees of the 5 BEL Trust.

The Brighton Belle is back.

Issued Saturday 1st February 2025.

The 5 BEL Trustees are very pleased to announce that the work to restore the Brighton Belle Pullman electric train is now largely complete to the stage that it is ready to go out for initial loco hauled train ride testing. The restoration work has been completed to a very high standard by Locomotive Services Limited (LSL) at their maintenance facility at Crewe.

A big thank you goes to all the train's supporters and donors who have stayed with the project despite earlier restoration difficulties and delays. You and our partners at LSL, have achieved the seemingly impossible, the train is in, or better than as new condition and ready for testing and commissioning.

It is the real thing, lovingly restored to original condition with the addition of modern safety features, an accessible toilet and two refitted modern kitchens.

LSL have now commenced testing and commissioning the train following receipt of the necessary permissions from Network Rail. On network testing has commenced with hauled runs between Crewe and Chester on Tuesday 28th January.

If you want to follow the testing runs, they can be seen on Real Time Trains and Charlwood House. Please remember to keep safe and respect rail safety protocols and do not trespass on the railway nor on LSL's private premises.

On completion of commissioning, the train will return to Crewe for LSL to fit Central Door Locking (CDL) throughout the train. This is a major financial liability for the Trust but we have decided to complete CDL fitment prior to the train entering service, to avoid having to request an exemption from the ORR and then withdraw the train later for subsequent fitment.



Following fitment of Central Door Locking, the Belle will be ready to go as a fully certified electric train. The Trustees have contracted with the Royal Scot Trust to operate and market the train alongside LSL's range of quality dining trains across the network. The focus here will be the electrified lines of the former Southern Region of British Railways.

There will be opportunities for donors to travel on the train following the testing and commissioning programme.

Subject to successful testing and commissioning we are hoping to trigger the operational contract with the Royal Scot Trust with a view to the train being incorporated into LSL's programme.

The Trustees are mindful that the three original Brighton Belle trains were 5 car trains. The Trust owns a spare vehicle and spares and is currently reviewing the engineering and fund-raising feasibility of restoring the fifth car. This will be subject to a separate fund-raising initiative with a view to raising an estimated £1.5m. The aim would be to insert the 5th car in the train when this is complete.

The intention is for the Brighton Belle Trust website to be kept up to date as testing and commissioning progresses. We have appointed a new webmaster and made new arrangements within the Trust to improve communications and better respond to information needs of our supporters and donors.

Ian Brown CBE, Chair 5 BEL Trust.
1st February 2025.

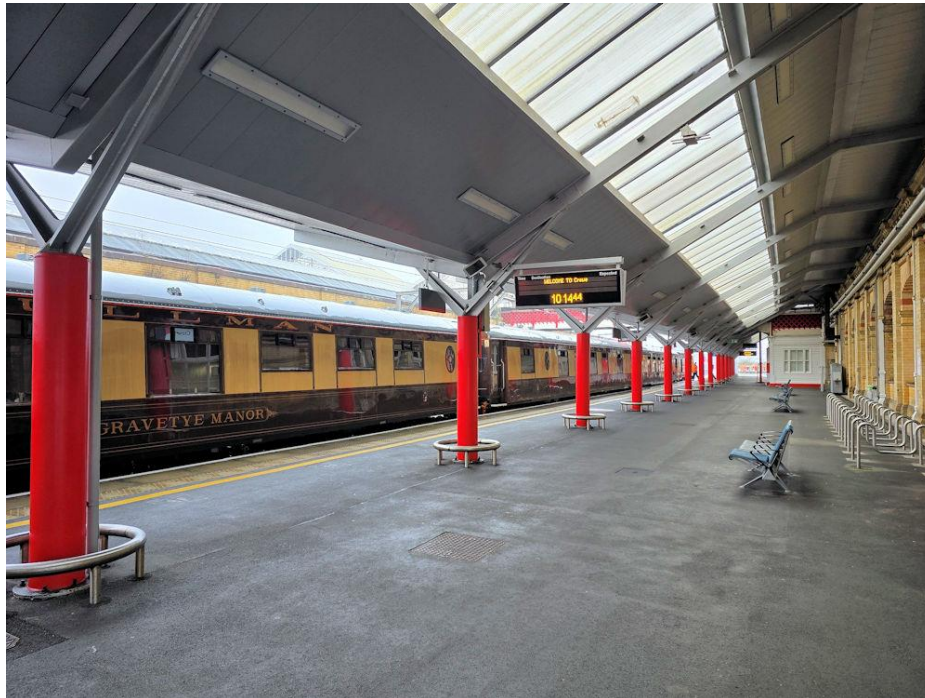
Again, sincere thanks to our donors and supporters, to Trust members including the previous Chairman, Denis Dunstone, supported by the Trustees, who have steered this project through thick and thin until his retirement in January 2024.

Sincere thanks also go to LSL's MD Tony Bush and LSL's dedicated and highly professional staff who have completed the restoration process to a standard exceeding all expectations. It is fabulous.

We hope you will think so too.



5BEL Trust Website - February 18th, 2025 - Update on test run.



© LSL - (5BEL Trust Archive F6-3-01180) - January 28th, 2025, at Crewe Station.

We are pleased to report good news in relation to the test run that took place on January 28th, 2025 as captured in the photographs and videos freely available to view on the 5BEL Trust website <https://brightonbelle.com/news/>

The test run was very successful.
A speed of 75mph was achieved and the set ran extremely well.
There were some minor issues with brakes sticking but this was to be expected since they had never before been used in anger. Components were stripped, eased, and lubricated as necessary. Everything then settled down nicely. Following the runs the set has been inspected with no visible signs of distress which is most encouraging. There are a number of workstreams to be completed in the coming weeks by way of preparation for the next phase of testing when we hope to energize the train through its 3rd rail pick up equipment.

The Trustees are grateful to Locomotive Services Limited whose expertise and commitment has produced these excellent results.

The Trustees are also very encouraged by the interest shown following the initial testing and in particular by the number of further donations to the project. It is the intention of the Trustees to provide regular updates as testing proceeds.

<https://brightonbelle.com/>



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George Moon Photographic Archive.

My thanks to George for donating his photographic Archive to the PCS-A to share with you.



© G. Moon - (GMC B1-014).

May 21st, 1927, LB&SCR B1 Class No.21 GLADSTONE at Battersea.

Note the two Pullman cars above.



© G. Moon - (GMC B1-015).

No Date or location - LB&SCR - H1 Class No.40 (late named St. Catherine's Point).

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**Steve Widdowson
Photographic Archive
March 2025**

My thanks to Steve for the photographs.



SW002-25.

**Bulleid Battle of Britain Pacific No. 34067 TANGMERE with the British Pullman
London Victoria to Worcester Shrub Hill at Moreton in Marsh on April 17th, 2004.**



SW001-25.

Bulleid Battle of Britain Pacific No. 34067 TANGMERE with the British Pullman working Worcester Shrub Hill to London Victoria at Evesham on April 17th, 2004 .



© Alan Ward

October 13th, 2009 - NYMR Grosmont Station CAR N^o. 79.

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Pullman Model Scene.



CLEVELAND MODEL RAILWAY CLUB - 2025 OPEN DAY

For further information visit
the CMRC Facebook Page

<https://www.facebook.com/groups/clevelandmrc>



CLEVELAND MODEL RAILWAY CLUB OPEN DAY Monday May 5th, 2025 - 10am to 4pm.

A superb opportunity for the whole family to view the clubs and members layouts, friendly advice plus sales tables and cafe facilities.

Day membership £1 (50p child).

Unit 2, White Room, The B-Hive, Skelton industrial Estate, Skelton Cleveland, TS12 2LQ.

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HORNBY®

EDITION SEVENTY ONE 2025



© Hornby Hobbies.

R8164 - Edition Seventy-One - 2025.

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Hornby Product Key System.

Era:	Description:	Date Range:
1	Pioneering	1804 - 1869
2	Pre-Grouping	1870 - 1922
3	Grouping	1923 - 1947
4	Early British Railways	1948 - 1956
5	Late British Railways	1956 - 1968
6	British Rail Pre-TOPS	1957 - 1971
7	British Rail TOPS	1971 - 1986
8	BR Sectorisation	1982 - 1997
9	Privatisation	1996 - 2008
10	Network Franchising	2006 - 2017
11	Present Day	2014 -

RAILROAD Rolling Stock

2025 - '00' Gauge Pullman Cars Available.



© Hornby Hobbies.

R4312 - Pullman - Parlour Car - No Name - Era 3.

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© Hornby Hobbies.

R4313 - Pullman - Brake Parlour Car - No Number - Era 3.



2025 - '00' Gauge LSL 'MIDLAND PULLMAN'.



R30421 Midland Pullman, Class 43 HST Train Pack

NEW Q2

Designer: Sir Kenneth Grange

Period: Current

Length: 235mm
Each Unit

Curved Track:
Hornby 2nd Radius + / 438mm+



The iconic Blue Pullman livery returned to Britain's railways in 2020 when Crewe-based Locomotive Services Limited relaunched one of its HST sets in Nanking blue and white livery, comprising of power cars 43046 and 43055 and nine Mk3 coaches. The livery was originally carried by BR's Met-Camm luxury Pullman diesel train which operated from 1960 to 1973. Both power cars were

previously operated by East Midlands trains and 43046 carries the name 'Geoff Drury 1930-1999 - Steam Preservation and Computerised Track Recording Pioneer', which is a contender for the longest name carried by an operational locomotive on Network Rail. The striking Pullman set is used principally on rail tours and charters.



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2025 - '00' Gauge LSL 'MIDLAND PULLMAN' (Mk 3).

Mk3 Trailer Coaches.



© Hornby Hobbies.

R40167 to R40172 - Midland Pullman - Mk3 First Open - Era 11.

R40167 - Midland Pullman - Mk3 First Open - M41181 - Era 11.

R40168 - Midland Pullman - Mk3 First Open - M41059 - Era 11.

R40169 - Midland Pullman - Mk3 First Open - M41108 - Era 11.

R40170 - Midland Pullman - Mk3 First Open - M41162 - Era 11.

R40171 - Midland Pullman - Mk3 First Open - M41169 - Era 11.

R40172 - Midland Pullman - Mk3 First Open - M41176 - Era 11.



© Hornby Hobbies.

R40173 & R40174 - Midland Pullman - Mk3 Trailer Buffet - Era 11.

R40173 - Midland Pullman - Mk3 Trailer Buffet - M40801 - Era 11.

R40174 - Midland Pullman - Mk3 Trailer Buffet - M40802 - Era 11.




© Hornby Hobbies.

R40175 - Midland Pullman - Mk3 Trailer Guard Standard - M44078 - Era 11.

2025 - '00' Gauge Analogue Pullman Train Set.

NEW Q1 R1290M Tri-ang RS9 'Intercity Express' Analogue Train Set




The original Tri-ang Hornby RS9 train set was produced during the 1960s with the familiar red and yellow packaging. This featured a superb painting on the box lid, depicting Type 3 English Electric diesel D6830 and its train of umber and cream Pullman cars.

Our 'Tri-ang Hornby Remembered' set recreates the nostalgia of the original, using the same artwork on the box lid, and includes the BR green-liveried locomotive with its small yellow warning panels, which were typical of the time, plus Pullman Cars 'Jane' and 'Ruth', and Pullman brake 'No.7'.


Back in the 1960s, the track in Tri-ang Hornby train sets was the new Super 4 system introduced in 1962, but today's recreation has current Hornby trackwork, comprising of a 1st radius starter oval of track, power clip and uncoupling ramp.

PACK CONTAINS
BR Class 37, D6830 Locomotive
Pullman Car 'Jane'
Pullman Car 'Ruth'
Pullman Car 'No.7'
1st Radius Starter Oval, Power Clip and Uncoupling Ramp



SPACE REQUIRED
4" 5" x 3" 7"
(114mm x 110mm)

1000
Train Sets Only



Limited 1000 Sets

Set Consist.

Locomotive - 1963 Vulcan Foundry English Electric Type 3 - No. D6830 (later No. 37130 & 37681) .


RAILROAD Non-Lighting Pullman Cars - Parlour First Class JANE, RUTH & Brake Parlour Second Class CAR No. 7.

1st Radius Starter Oval, Power Clip and Uncoupling Ramp.

HORNBY® TT120


Small World... BIG Ideas

Hornby TT:120 is a Table Top model railway format that uses an internationally recognised scale of 1:120 or in simple terms, 1/10th of a foot and is a perfect scale for those of all ages who may be limited for space.




Scan Me
For More Info

To view the current range of Hornby TT:120 products and all future releases, scan the QR code to go directly to www.hornby.com/HornbyTT120



Actual
00 Gauge
Size



Actual
TT Gauge
Size



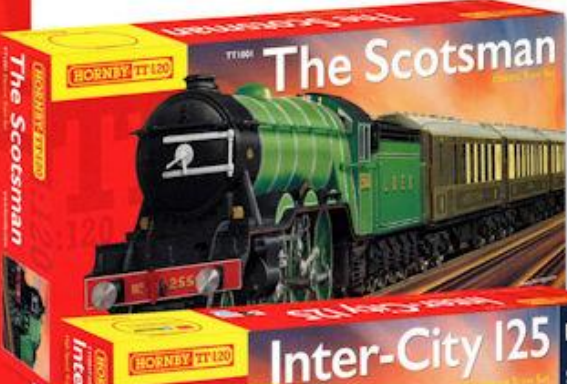




Image shows HM7000 app based analogue control
uk.hornby.com/hm7000



Hornby TT:120 - everything

Analogue & Digital Train Sets



© Hornby Hobbies Limited.

TT:120 model range a complete model railway system consisting of trains sets, locomotives, carriages, wagons, a comprehensive track system and buildings and accessories, everything needed to build an impressive layout in a small space. Scaled to 1:120 and known as tabletop railways or 'TT', the scale and brand smaller than the more traditional and familiar '00' models but still easily handled by both young and old. The added advantage is that an impressive model railway can be accommodated on a much smaller baseboard, easily stored under a bed. Continuing a tradition which started over a century ago.

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2025 - 'TT:120' Gauge Pullman Cars Available.

First Class Kitchen.



© Hornby Hobbies Limited.

Catalogue Number	Car Identity	Livery	Hornby Era	Availability
TT4003C	MEDUSA	Umber & Cream	3	2025
TT4003D	IOLANTHE	Umber & Cream	3	2025

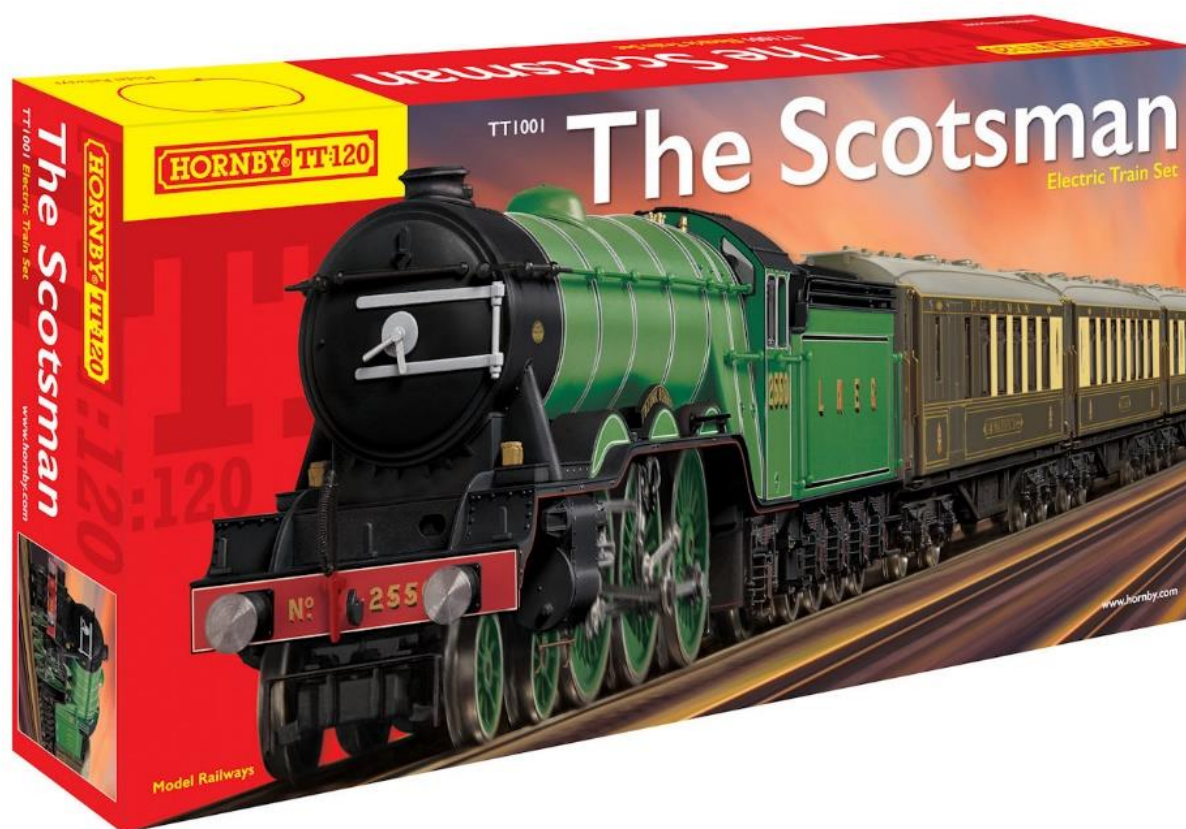
Third Class Brake.



© Hornby Hobbies Limited.

Catalogue Number	Car Identity	Livery	Hornby Era	Availability
TT4004A	CAR No.162 THIRD CLASS (Interior Lighting)	Umber & Cream	3	2022-2025

2025 - 'TT:120' Gauge Pullman Train Sets.



© Hornby Hobbies Limited.

The Scotsman Train Set.

Catalogue Number	Locomotive	Pullman Cars	Pullman Livery	Hornby Era	Availability
TT1001AM <i>Analogue</i>	LNER A1 Pacific No. 2550 'BLINK BONNY'	CHLORIA - Kitchen First CECILIA - Kitchen First CAR No. 64 - Brake Third	Umber & Cream	3	2022-2025
TT1001TXSM <i>DCC & Sound Fitted</i>	LNER A1 Pacific No. 2550 'BLINK BONNY'	CHLORIA - Kitchen First CECILIA - Kitchen First CAR No. 64 - Brake Third	Umber & Cream	3	2023-2025

My thanks to Nick Scott (Hornby Hobbies Engineer) for his time and assistance in the production of this annual publication.

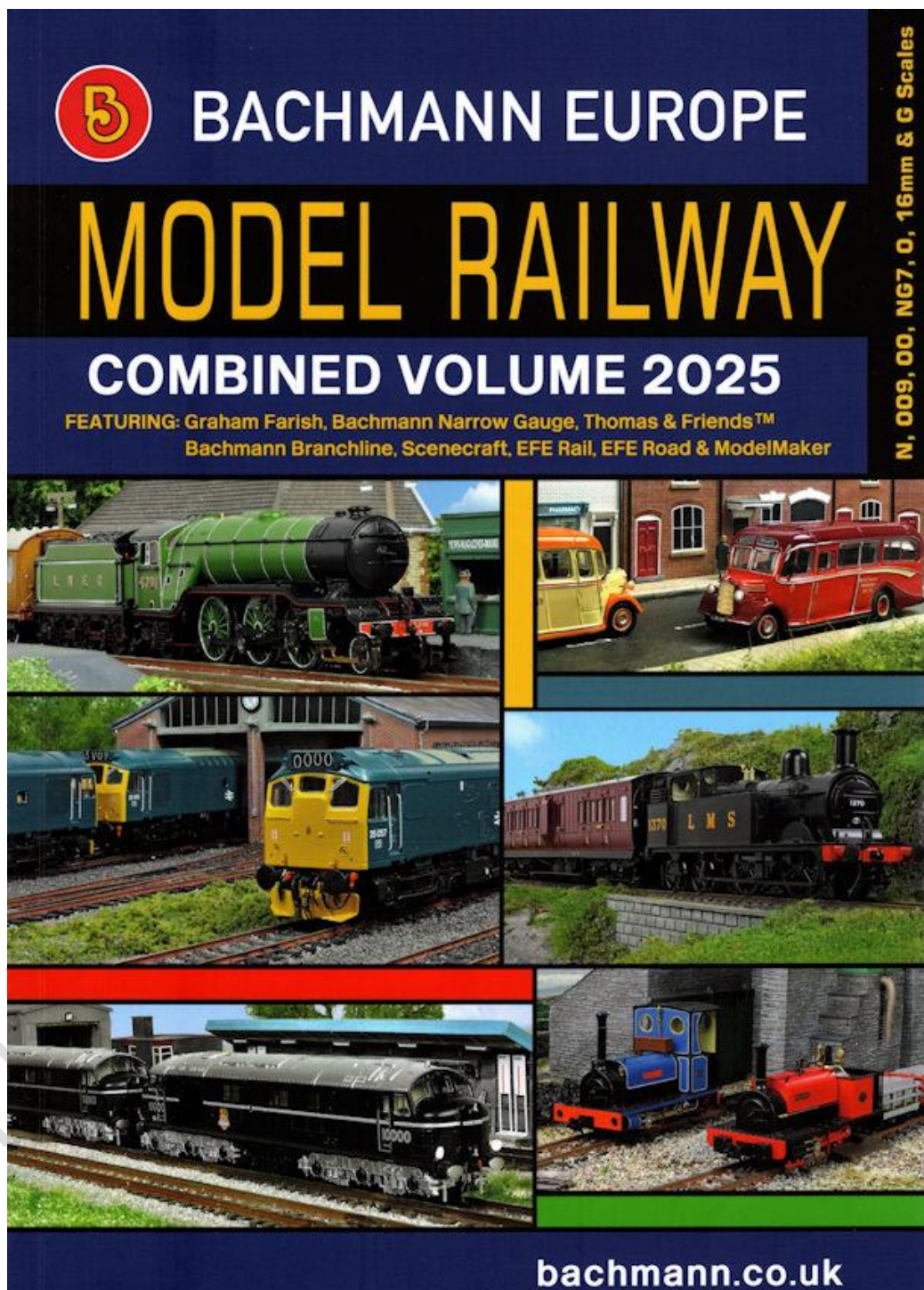
For further Information on all Hornby products visit <https://uk.hornby.com/>



BACHMANN

Europe plc

Quality Since 1833



Bachmann Combined Volume 2025 - Ref: 36-2025.

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2025 00 Scale Pullman Train Pack.

WESTERN PULLMAN 6-Car DEMU SOUND FITTED TRAIN PACK

30-426SF

OO SCALE

WESTERN PULLMAN
6-Car DEMU

SOUND FITTED TRAIN PACK

When they entered service in 1960, the prestigious 6-car Pullman DEMUs broke new ground in long-distance business commuting to London. They were the predecessor of the InterCity 125 and their influence still resonates in the operating methods of fixed formation units today. More than 50 years after these units received their striking reversed version of the corporate BR blue and grey livery on the Western Region, we're bringing them back to life in this OO scale Western Pullman Train Pack.

SOUND FITTED

30-426SF - BR 'Western Pullman' 6-Car DEMU
SOUND FITTED Train Pack

A B C D E F 6

Our model of the Western Pullman stems from the Bachmann Branchline Midland Pullman - a multiple-award winner including being named Model of the Decade in 2020 - with modifications made to that acclaimed model including the fitting of multiple working equipment as occurred on the real units, to enable impressive 12-car trains to be operated on the Western Region.

With its high level of detail, exquisite livery application and a wealth of lighting features, this Bachmann Branchline Western Pullman Train Pack is brought to life with two **SOUND FITTED** power cars; incorporating a sophisticated audio system into each, allowing a range of operational and auxiliary sounds to be played in full synchronicity to bring true authenticity to your model railway.



FEATURES INCLUDE:

- 6-Car Diesel-Electric Multiple Unit • Cab Lighting (leading end - auto-off upon moving)
- Accurately depicts the former Midland Pullman as used on the Western Region with the addition of multiple-working equipment on the cab fronts • Electrical pick-up from all wheels
- Decorated in the iconic Grey & Blue Pullman livery • Directional Lighting • Saloon Lighting
- Two motorised Power Cars, each with **SOUND FITTED** - sounds are fully synchronised & independently configured to play different sounds from each car for true authenticity
- Fitted with two Zimo MX644C Sound Decoders and two Speakers (one per power car)
- Each Power Car fitted with a 5 Pole motor and flywheel for smooth, powerful running
- Conductive inter-vehicle couplings to distribute power throughout the train, with integral close-coupling mechanisms • Individual Table Lights (operable when used on DCC)
- 28 independent Sound and Lighting Functions available when used on DCC

LIGHTING

REFINED TOOLING

BACHMANN BRANCHLINE



REF: 30-426SF

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BACHMANN

Europe plc

Quality Since 1833

N Scale - Pullman Coach Joins the Bachmann Collectors Club.



374-081K BR Mk1 BCK Brake Composite CAR No. 356 Pullman Umber & Cream.

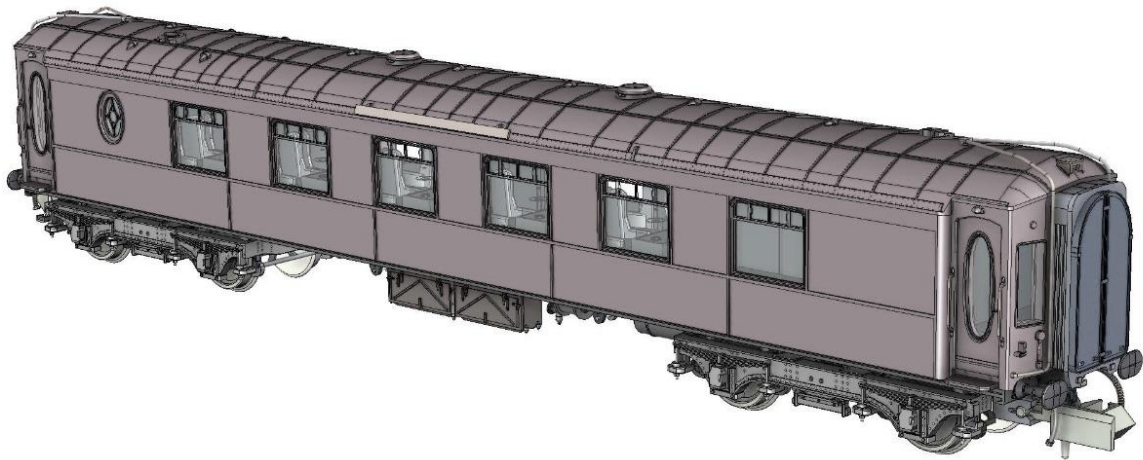
CAR No. 356 ran as part of the Steam Locomotive Operators Association (SLOA) charter rake from the early 1980s along with a second BCK (CAR No. 355, previously offered by the Bachmann Collectors Club), to provide guard's accommodation in the rake which was otherwise formed from Mk1 Pullman cars. The model is in stock now if you're not already a member of the Bachmann - Collectors Club, why not join today and start benefiting straight away.

Head to the Club website <https://www.bachmann-collectorsclub.co.uk/product/category/147/single-n-scale-membership/memn>

Revolution

trains

All-steel K-type Pullmans in N gauge.



Our much-anticipated all-steel K-type Pullmans in N gauge are now available to pre-order. All the versions of our forthcoming N gauge all-steel K-type Pullmans are now available to pre-order and the model has started the tooling stage.

We're expecting engineering (EP) samples in April/May.

Development of these models has taken much longer than anticipated, partly because of the variations involved and partly because of the difficulties in combining prototypical appearance while ensuring the models could cope with R2 curves.

In all Revolution is offering five different cars, with two also offered in revised modern condition.

You can see full details of the different versions on our website along with details of the coach packs that we're offering. <https://revolutiontrains.com/>

We're offering a variety of coach packs covering the full life of the all-steel K-type Pullmans from their introduction in 1928 through to their current use in the VSOE set.

LNER / BR (E) Queen of Scots (1928 – 1950s).



Pack A (Third Brake – Third Kitchen – Third Parlour – First Kitchen)



Pack B (First Parlour – Third Parlour – Third Kitchen – Third Brake)

Together packs A and B make a complete 8 car Queen of Scots rake.

GWR / Southern Railway Pullman packs (1928 - 1938).

These Pullmans were used by the GWR first and subsequently by the SR on services such as the Ocean Liner Express (mixed in with other stock) and Bournemouth Belle (all Pullman of various types).



GWR / SR Ocean Liner Express or Bournemouth Belle Pack A
(First Kitchen – First Parlour – First Parlour – First Kitchen).



Southern Railway Ocean Liner Express or Bournemouth Belle Pack B
(Third Kitchen – Third Kitchen – Third Parlour – Third Parlour).

BR (S) Bournemouth Belle (1960s).



BR (S) BOURNEMOUTH BELLE

Pack A



BR (S) BOURNEMOUTH BELLE

Pack B

By the 1960s the Pullmans had been repainted into a revised livery with grey roofs, a new Pullman coat of arms, simplified lining and the Third Class car branding style changed to "Car No. XX" instead of "Third Class Car No. XX" (following the removal of Third Class). Pack A and B represent coaches used on the Bournemouth Belle in the 1960s.

BR (E) 1950s - 1960s



ECML 1950s



PULLMAN BRAKE

By the 1950s there was a transition period as the services started to expand.

As well as the Queen of Scots, new services were formed of Pullman cars (often a mix of types of Pullmans) such as: the Yorkshire Pullman; Tees Tyne Pullman; and the Master Cutler. This pack is useful for the 1950s period and could be combined with many of the other packs (eg Queen of Scots packs A or B) to provide some variety.

By the 1960s the majority of the Pullmans had been transferred to the Southern Region (see the BR Bournemouth Belle above) but the Pullman brakes were retained on the ECML to run with the new Mark 1 Pullmans as no Mark 1 Pullman brakes were built.

This twin pack is perfect to go with Farish Mark 1 Pullmans.

VSOE train pack.



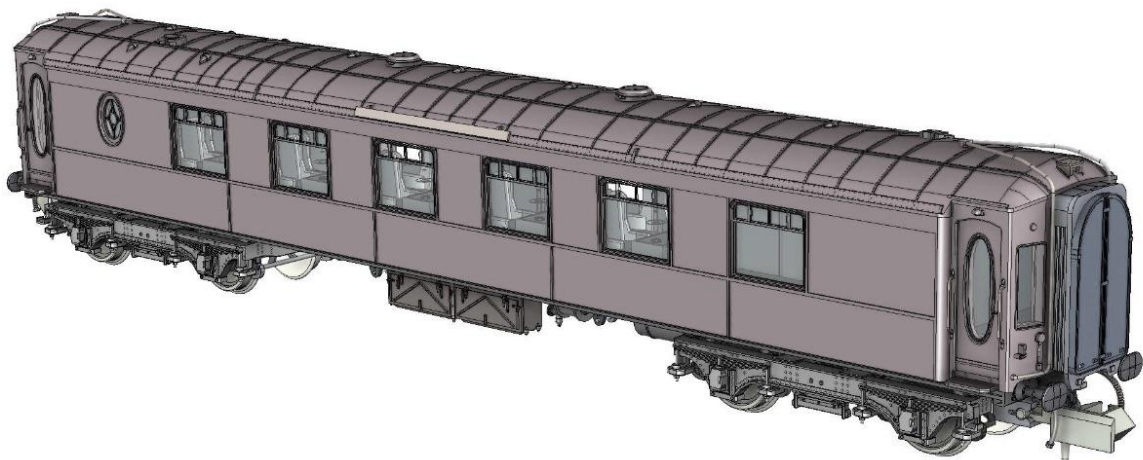
VSOE PACK

The final pack is a triple pack of the all-steel K-type Pullmans which survive in service on the Venice-Simplon Orient Express (VSOE) to the present day.

This pack has Gresley bogies and under-frame trussing representing the modern changes to the Pullmans since their withdrawal in the late 1960s.

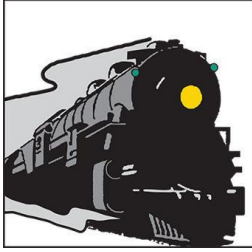
Pre-ordering.

As usual pre-ordering gets customers the models at a discount to the full retail price. Customers can pay in full or pay a 50% deposit (with the balance due once production is complete). We will also be introducing a new flexible payment mechanism over the next few weeks (subject to successful testing) allowing customers pay in more instalments or as they wish over a period of time.



For further information

<https://revolutiontrains.com/>



**National
Railroad
Museum**

Pennsylvania Railroad sleeping car No. 8667

“LAKE MITCHELL”

Daniel E. Liedtke - Curator

Pullman Car & Manufacturing Company Rolling Stock
at the National Railroad Museum.

Pennsylvania Railroad sleeping car No. 8667 “LAKE MITCHELL”
Manufactured by Pullman Car & Manufacturing Company; 1924.



© National Railroad Museum.

The car was built as part of Lot 4770 of thirty cars built to Plan 3585.

It was built for use on the “Broadway Limited” train which ran from Chicago to New York.

This sleeper has 10 sections, 2 compartments, and 1 drawing room.

It is a heavyweight, all-steel car with three-axle trucks, its original clerestory roof was rebuilt to accommodate air conditioning after this it became immensely popular in the 1930s.

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© National Railroad Museum.

It was built for Pullman general service and used on the Pennsylvania Railroad. In 1948, it was purchased by the Pennsylvania Railroad and leased back to Pullman for operation.



© National Railroad Museum.

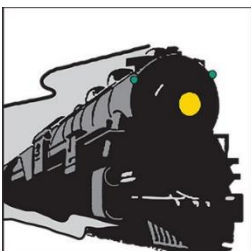
It was removed from service in 1962 and donated to the museum in 1963 by Frank W. Ladky.



© National Railroad Museum.

In 2008, the “LAKE MITCHELL” was restored and is currently used for an exhibit focusing on Pullman Porters and Civil Rights.

In 2023, the interior was repainted, seats reupholstered, new carpeting installed.



**National
Railroad
Museum**

VISIT the NRRM at Green Bay
2285 South Broadway Green Bay, WI 54304
Phone (920) 437-7623

<https://nationalrrmuseum.org/about-the-museum/>



Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive

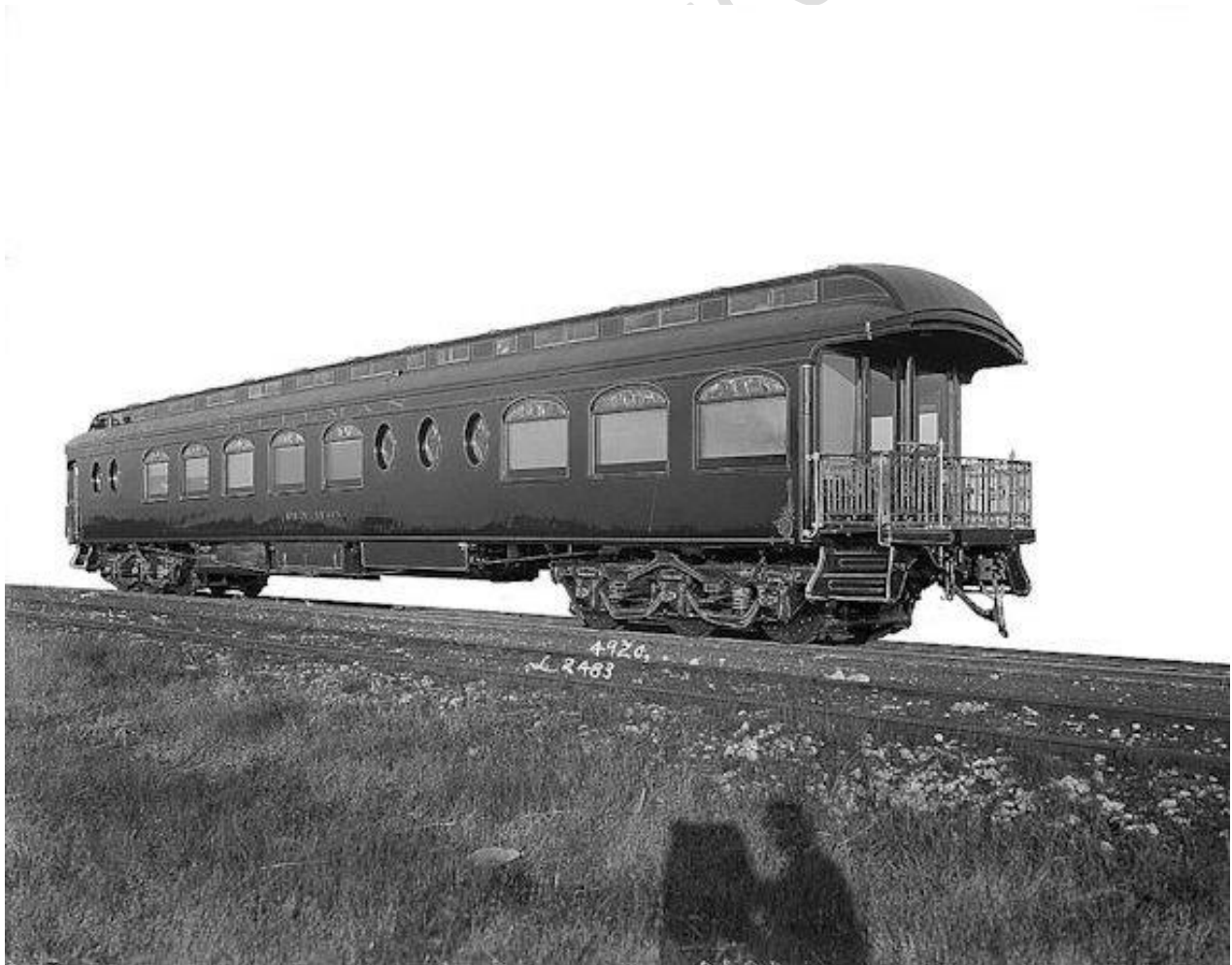
"BEN AVON"

My thanks to Tom Marsh.

BEN AVON.

By Tom Marsh

From the Smithsonian Archives: Pullman wood observation car 'BEN AVON'



This photo of a classic wood Pullman Palace Car is from the Smithsonian Institution's archive of Pullman Palace Car Company Photographs.
(See THE PULLMAN NEWS - Edition No. 75, page 83.)

According to "A Century of Pullman Cars, Volumes I and II" by Ralph Barger (Greenberg Publishing Co., Inc. 1988), BEN AVON was a wood 10 Section Library Observation car built in November 1899 by the Pullman Car Works Calumet Shops in Illinois. The car was built to Plan 1434B in Lot 2483. Of note: The Plan 1434B cars were the last cars built under the "Pullman's Palace Car Co." name. On Jan. 1, 1900, the company became known as "The Pullman Company".

Lot 2483 consisted of ten cars assigned to general service on the Atchison, Topeka & Santa Fe Railway. Five of the cars were built to Plan 1434A and five to Plan 1434B. The Plan 1434A cars were named BEN DORAN, BENHOP, BEN MORE, BEN VORLICH, and BEN WYVIS. The Plan 1434B cars were named BEN ALDER, BEN ARTHUR, BEN AVON, BEN LOMOND, and BEN NEVIS.
Barger does not identify the differences between the two plans.

As for floor plan, the two small oval windows at the front of the car were for the ladies' lavatory. The group of five large windows designate the open section sleeping accommodations. The three oval windows are in the aisle across from the men's lavatory. The three large windows illuminate the observation room, which was furnished with 16 lounge chairs. Large windows in the end bulkhead and door look out over the open observation platform.

This particular version of the image gives us a little extra treat. While many passenger car builder photos are retouched (note that the background above the rails in this image has been dodged out), most are also cropped before distribution. In this case, the archive contains the uncropped image, and we get to see the shadow of the photographer at work with his bulky box camera.

The image is courtesy of the National Museum of American History, Archives Center,
Pullman Palace Car Company Photographs:

https://edan.si.edu/slideshow/viewer/?eadrefid=NMAH.AC.1175_ref4453



Alstom Presents “The Greatest Gathering”.

“Railway 200 is once-in-a-generation opportunity to celebrate rail’s role in building connections and driving prosperity,”

The event forms part of the wider Railway 200 festivities, a year-long celebration marking the opening of the Stockton and Darlington Railway (S&DR) on 27 September 1825 and the journey that gave birth to the modern railway.

The launch event was on January 30th, at Alstom Works, Litchurch Lane, Derby. and included Historic locomotives, representing steam, diesel and electric traction, were exhibited at Litchurch Lane on the eve of tickets going on sale, and which will appear at The Greatest Gathering in August (or examples from the same in class):

LNER Class A4 (60007) ‘Sir Nigel Gresley’, built 1937. Preserved steam locomotive provided by the Sir Nigel Gresley Locomotive Trust, operated by Locomotive Services Limited.

Merchant Navy Class (35018) ‘British India Line’, built 1945. Preserved Southern Railway steam locomotive, operated by West Coast Railways.

Class 37 (37800), ‘Cassiopeia’, built 1963. Diesel-electric locomotive owned by Europhoenix and operated by Rail Operations Group.

Class 50 (50049) ‘Defiance’, built 1968. Diesel locomotive operated by GB Railfreight and owned by Class 50 Alliance Ltd, based at the Severn Valley Railway.

Class 57 (57307) ‘Lady Penelope’, originally built in 1965 as 47225 and rebuilt in 2002. Diesel locomotive operated by Direct Rail Services.

Class 66 (66315) converted for UK use in 2025. Diesel locomotive operated by GB Railfreight

Class 69 (69004) originally built in 1979 as 56069 and rebuilt in 2022. Diesel-electric locomotive in heritage British Rail Research Division livery operated by GB Railfreight

Class 507 (507001), built 1978. Preserved Merseyrail electric multiple unit (EMU) in heritage British Rail blue-grey livery, provided by the Class 507 Preservation Society

Class 390 Pendolino (390016 – now renumbered 390200 for Railway 200), built in 2002. Electric high-speed passenger train operated by Avanti West Coast

Class 701 Aventura (701003), built in 2024 at Derby Litchurch Lane. Electric multiple unit (EMU) operated by South Western Railway

Class 720 Aventura (720503), built in 2024 at Derby Litchurch Lane. Electric multiple unit (EMU) operated by Greater Anglia

Alongside displays of historic and modern, mainline locomotives, Britain's biggest rail celebration will also feature rides along Derby's test track and a variety of narrow-gauge trains will be in operation. Fairground attractions, street food and live music will also add to the festival feel. Elsewhere, layouts staged by some of the biggest names in model railways – including a section of Pete Waterman's record-breaking Railnuts layout – will take centre stage in the Model Railway Village, while historians and industry leaders will take part in engaging talks and discussions in the Mobility Theatre. Thousands of visitors are expected to be welcomed over the three days.

Tickets went on sale from 9am on Friday January 31st.

The Greatest Gathering priced at £30 for adults and £15 for children (ages five to 15) plus booking fee.

Family ticket (two adults and two children) costing £65 plus booking fee.

Children under five go free.

All profits will be split between Railway 200's five chosen charities – Alzheimer's Research UK, Railway Benefit Fund, Railway Children, Railway Mission and Transport Benevolent Fund CIO – and charitable railway heritage partners.

The Railway's 200th anniversary is on Track for a bumper year in 2025.

The global launch of the year-long bicentenary programme with well over 100 events planned so far across the UK commenced on January 1st at mid-day the “Whistle-Up” event being undertaken by a high percentage of preserved railways within the United Kingdom. On January 2nd, the Royal Mint unveiled a commemorative £2 coin.



© Royal Mint.

MAIL BAG.



©Clive Hanley.

Subject: The Pullman News N° 79 Feedback.

Frank Parsons.

Received your latest Pullman News, most grateful for that and have flicked through it briefly with my afternoon cuppa, to be fully digested as the week wears on.

Always a delight to have your newsletter and the article on the dear Brighton Belle rekindles my boyhood memories of seeing her stopped at the platform in Brighton Station during the 50s and early 60s (sadly we moved to Hampshire in the mid-60s).

Wonderful, sheer delight, very excited to learn she is now nearing completion - what a task but how lovely it will be to see her!

I would give gold to travel on her even though I never did myself back in the day, but I can't tell you how exciting it was to see her then some seventy and a bit years ago, with her livery so very different from all the other green Southern trains and always looking so special, so smart, literally shining, sparkling in her eye-catching livery.

Thanks again Terry for all your endeavours.

Bart Darress.

Thanks as always for sending your wonderful newsletter along - it was great to see our good news make it all the way across the Atlantic!

Hope your holidays were great and hope to see you here in Pullman someday soon!

Fred van der Lubbe.

Again, the Pullman Newsletter was very interesting.

In the latest edition you mentioned the Darstaed/Ellis Clark models of the K Type Pullman cars.

I had already ordered a couple of these and a few days after the newsletter these Pullman cars arrived.

I made a video showing the cars I received while unboxing these and a video of their first run on my garden railway.

The video can be seen here: <https://youtu.be/ex43916jiLY> and <https://youtu.be/kDV0SaTEUg>

I also made an update, with many pictures of these cars, of my e-book on luxury trains, which contains also many other Pullman model pictures.

The e-book can be read or downloaded at no cost from my website:

<http://snCF231e.nl/non-ciwl-luxury-trainssmall/>

CIWL CAR MODELS.



© T. Bye.

JOEFF - PULLMAN 2ND CLASSE - No. 4118.



© T. Bye.

RIVAROSSO - VSOE BAR CAR - No. 3674 - Product No. 2480.

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The Bluebell Railway Museum Photograph Archive - Chris Wilson.

My thanks to Chris for access to Bluebell Railway Photograph Archive,

March 2025.

The Bluebell Railway Museum Archive holds a large number of photographs with over 26,500 images now available on the website and many more being added on a regular basis.



5-BEL No. 3052 with the 'Brighton Belle' service passing Lovers Walk Carriage Sidings, on 1 June 1961. Dyke Road Drive bridge can be seen under construction.
© Joe Kent / Bluebell Railway Museum Archive [200707].



**1st Class Pullman Parlour Car 'Juana' outside Preston Park Pullman Car Works,
in August 1961.**

© Joe Kent / Bluebell Railway Museum Archive [200726].



**2nd Class Pullman Brake 'Car No. 248' outside Preston Park Pullman Car Works,
in August 1961.**

© Joe Kent / Bluebell Railway Museum Archive [200727].



Battle of Britain class No. 34073 '249 Squadron' with three Pullman Cars are 'Juno', 'Philomel' and 'Zenobia' approaching Shawford, on 1 September 1961.

© Joe Kent / Bluebell Railway Museum Archive [200766].



A1X DS680 and Pullman car 'Alicante' being shunted by 2MT No. 41287 outside Preston Park Pullman Car Works, in June 1962.

© Joe Kent / Bluebell Railway Museum Archive [200792].

To view and order go to www.brm-archive.co.uk. There are various searching methods, including by locomotive number or class and location. The content key dropdown menu allows you to see all the images of a particular type, for example, all the Pullman images.

Thousands more are being prepared for adding the future. Prints, in a variety of sizes, and high-resolution digital files are available for personal use and for publication. All photographs purchased directly help fund the conservation of photographs in the Archive.

For enquiries please email: photos@bluebell-railway-museum.co.uk

Live Online Auction Sunday 16th, March 2025 - 10:00GMT.

Lot No: 796.

Southern Railway enamel cap badge SOUTHERN GOLDEN ARROW PULLMAN. In excellent condition complete with both mounting lugs and stamped 68 on the rear. Measures 2in x 2.25in.



Lot No: 970.

Poster BR SWITCH TO THE BLUE PULLMAN TOP COMFORT IN TRAIN TRAVEL.
Quad Royal 50in x 40in. In good condition.



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Tail Lamp



As ever my thanks to the regular contributors and also readers who have taken time out to contribute both photograph and information to this edition of your newsletter.

Rest assured that without their support this edition would not have been published.

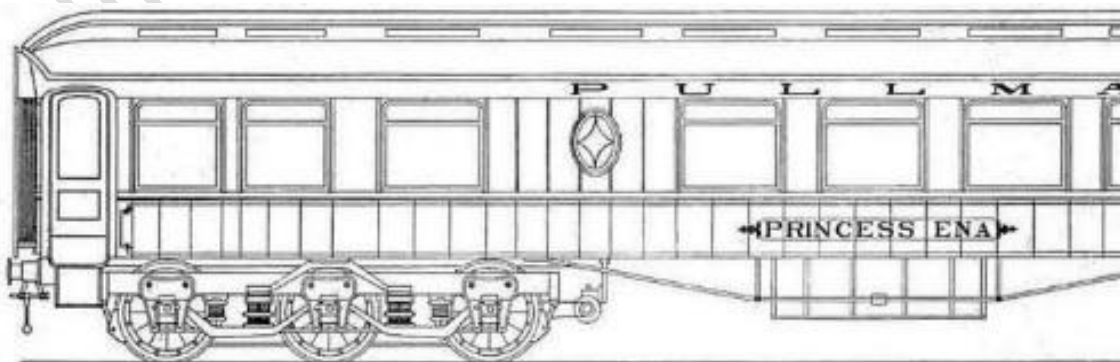
I trust that some if not all the content of this edition has proved of interest to you.

Please feel free to forward a copy of this newsletter to anyone you believe will be interested.

On January 28th the public got its first view of the first four restored Brighton Belle Pullman cars when they undertook two locomotive hauled return running trial workings from Crewe to Chester. A further single return working was undertaken on the 29th.

I take this opportunity to thank both past and present members of the 5BEL Trust Trustees for their commitment over the years that has now seen the restored cars actually on the main line.

The Stockton & Darlington Railway 200 Anniversary celebrations got a big boost with the announcement of the "The Greatest Gathering" to be held at Alstom's Derby Works on August 1st to 3rd. Remembering the 1925 Centenary and 1975 150th anniversary exhibitions were held in the Northeast of England. The 1925 event saw a cavalcade of locomotives and rolling stock from Stockton to the LNER Darlington Works on July 2nd, 1925, followed by a public exhibition. The 1975 Rail 150 exhibition was held at the BR Shildon Wagon Works, August 24th to 30th. This was then followed by a cavalcade of locomotives and rolling stock from Shildon to Darlington on August 31st, 1975.



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"Information is for sharing and not gathering dust and lost forever"

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