

PULLMAN E-NEWS

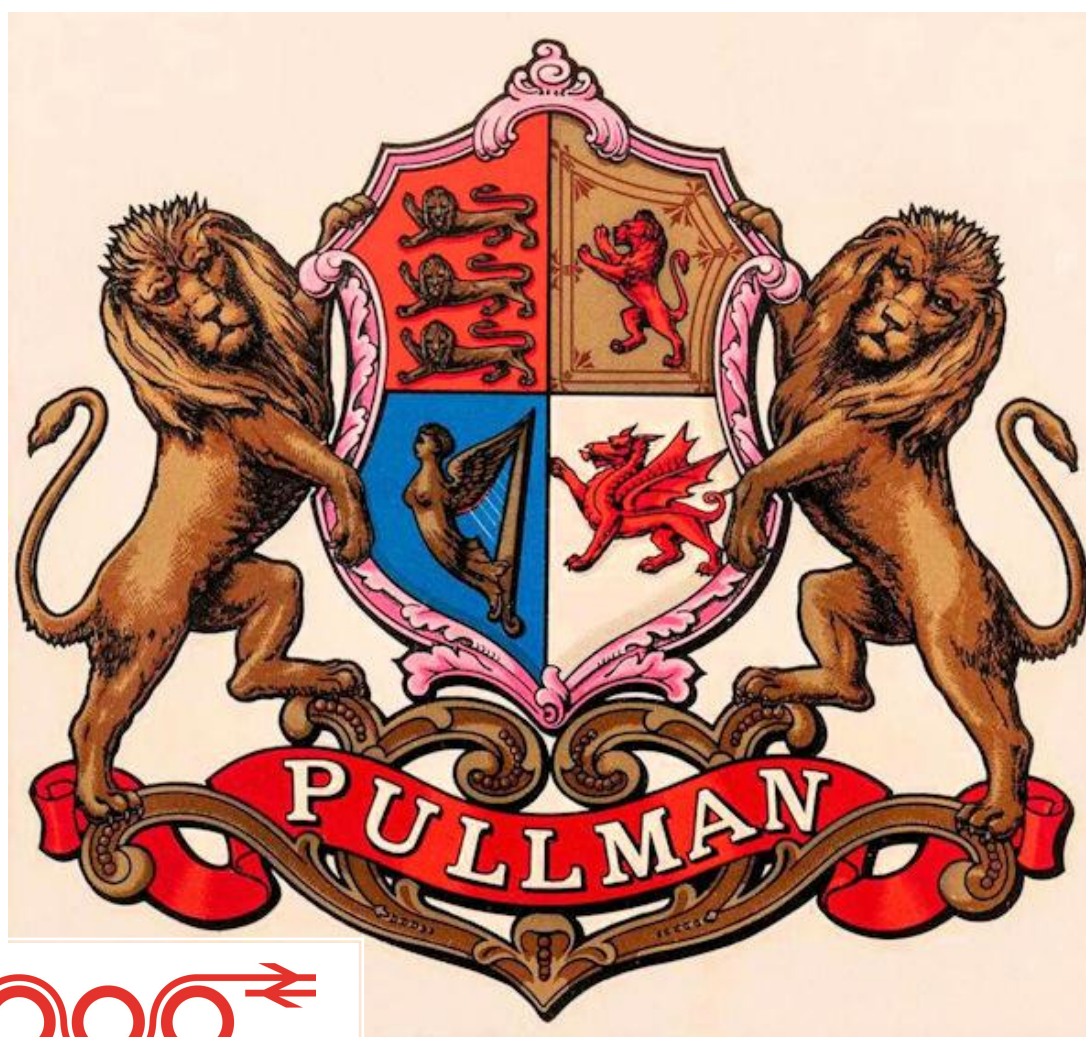
No. 81 - May & June 2025

THE BRIGHTON BELLE

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THE SOUTH WALES PULLMAN

PULLMAN E-NEWS - Edition No. 81 - May & June 2025
"Information is for sharing and not gathering dust and lost forever"
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From the Coupé.



Welcome Aboard PULLMAN E-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 Pullman E-News is scheduled on or about the 1st of January, March, May, July, September, and November.

The next edition editorial deadline date will be Wednesday June 28th, with the scheduled publication on Tuesday July 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.

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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, I. McInnes, JWH, J. H. Whitby, D. Hagan, C. Lade, N. Lade, F. Pragnell, D. Jones, G. Moon, D. Lindsay, J. Wheller, J. Morel, P. Richards, R. Davies, S. Widdowson, B. Darress, M. King, G. Behrend, M. Morant, G. Child, R.W. Kidner, N. Hyde, P. Eastham, R. Jones, P. Parry, N. Hammond, T.Marsh, C. Elliott.

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. Railway World. The Pullman Society. C. Lade Archives. Southern Railway E-Mail Group. G W Railwayana Auctions. SBEL Charitable Trust. Cleveland Model Railway Club. Pullman Historical Foundation. The Board of Trustees Science Museum.

“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 Pullman E-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

Pullman E-News Readership

Welcome aboard.

Current registered Readership Worldwide: **507**

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WELCOME ABOARD.



© T. Bye - AY1145.

August 21st, 1992, at York Station - Pullman First Class Kitchen 'IBIS'.

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PULLMAN CAR HISTORY

CAR No. 59 - THE HADRIAN BAR (I).

Current known history of the car: -

1. Pullman Identity:	CAR No. 59 - THE HADRIAN BAR (I).
1. Type of Car:	Buffet.
1. Into Service:	1925.
2. Builder:	Midland Carriage & Wagon Company, Birmingham.
3. Pre-1960 Schedule No:	211.
1. Post 1960 Schedule No:	214.
1. Tare:	40t.
1. Seats:	34.
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 (See below).
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.

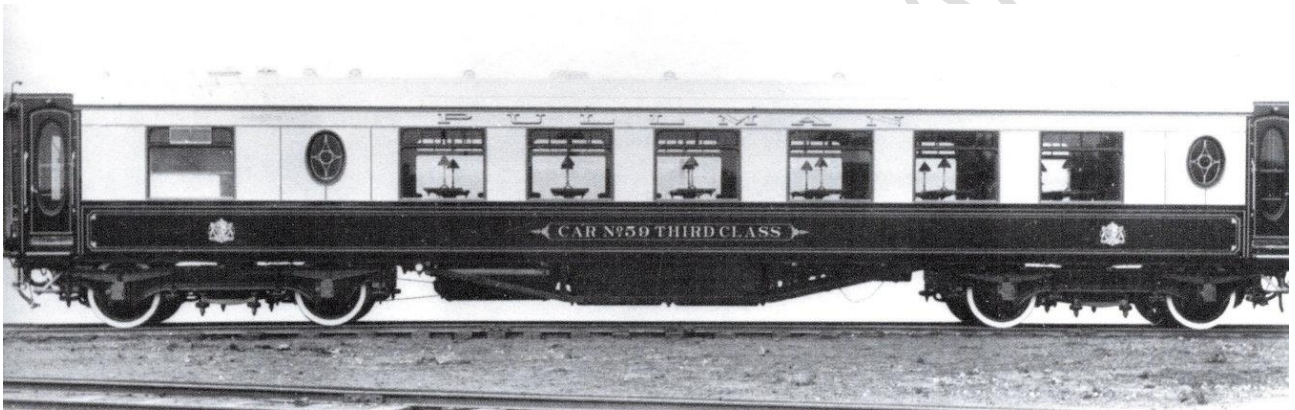
Entries such as -/2A indicates that the car concerned was not originally given a S.R. Route Restriction because it was not originally allocated to the S.R.; and that it was given Restriction 2A on being transferred to the S.R.

2. Table Lamp.



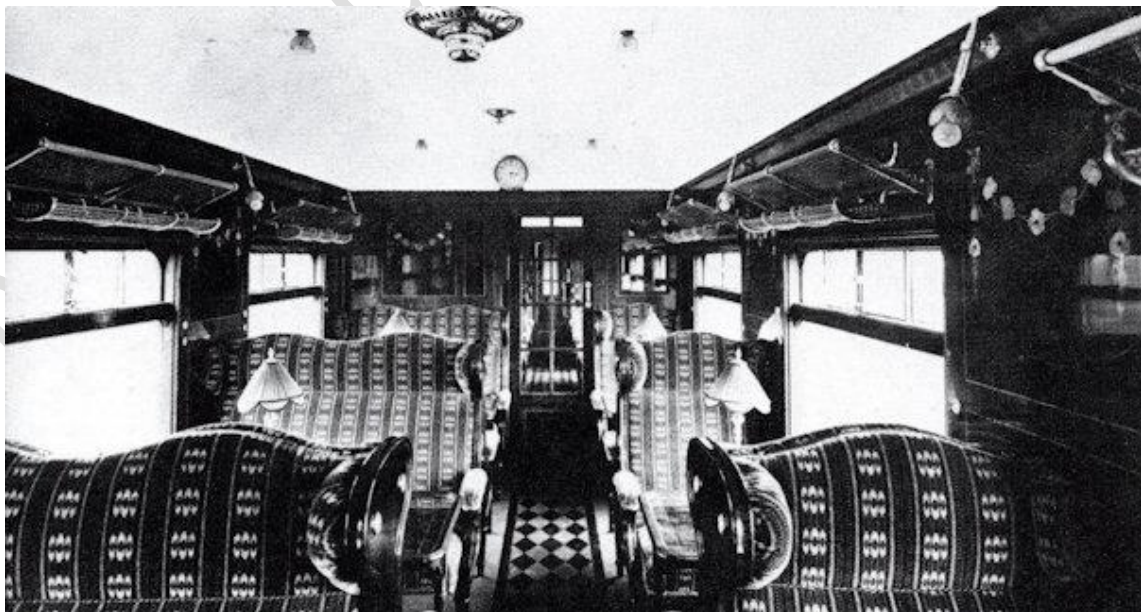
Type 'G'

2. Dr A. Ford.



2. © Dr A. Ford.

1925, CAR No. 59 THIRD CLASS - Exterior.



2. © Dr A. Ford.

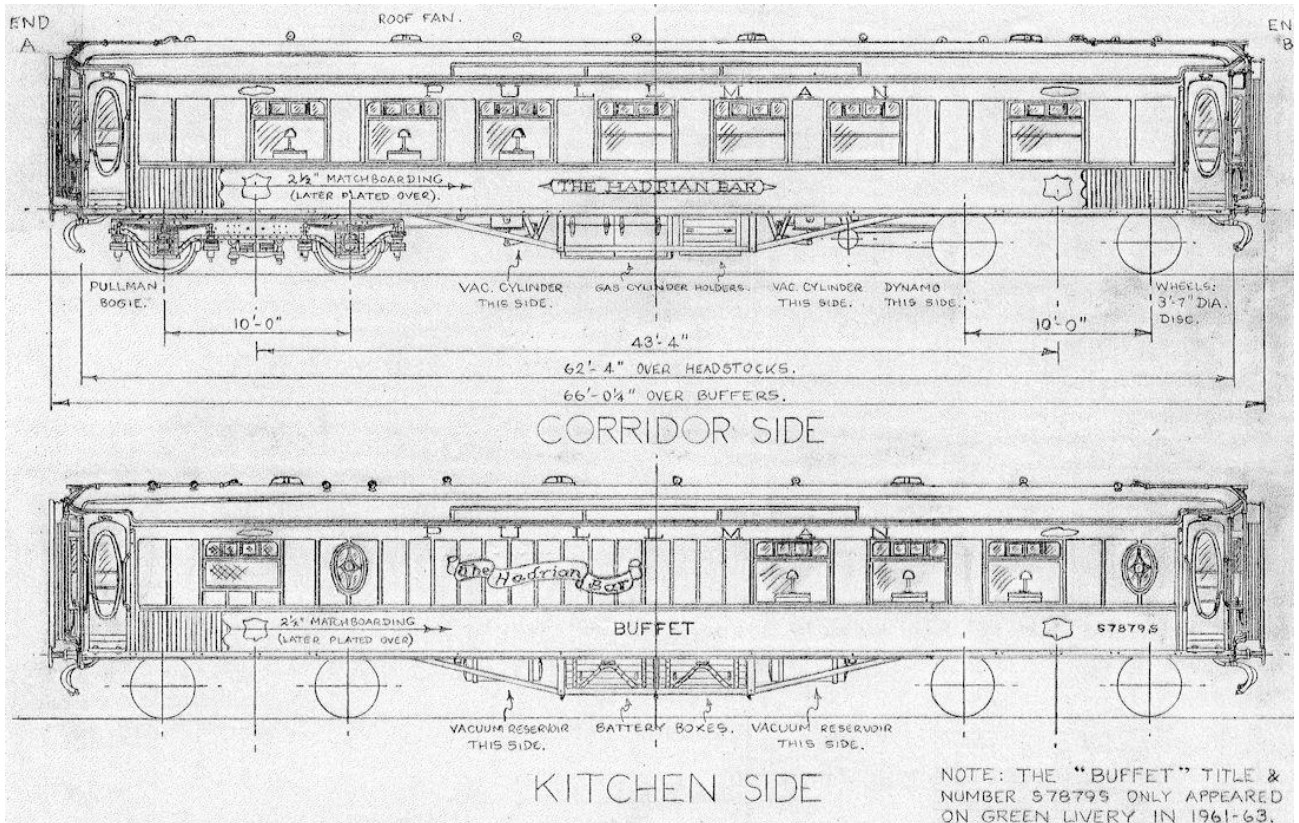
1925, CAR No. 59 THIRD CLASS - Saloon Interior.

Known Operational History.

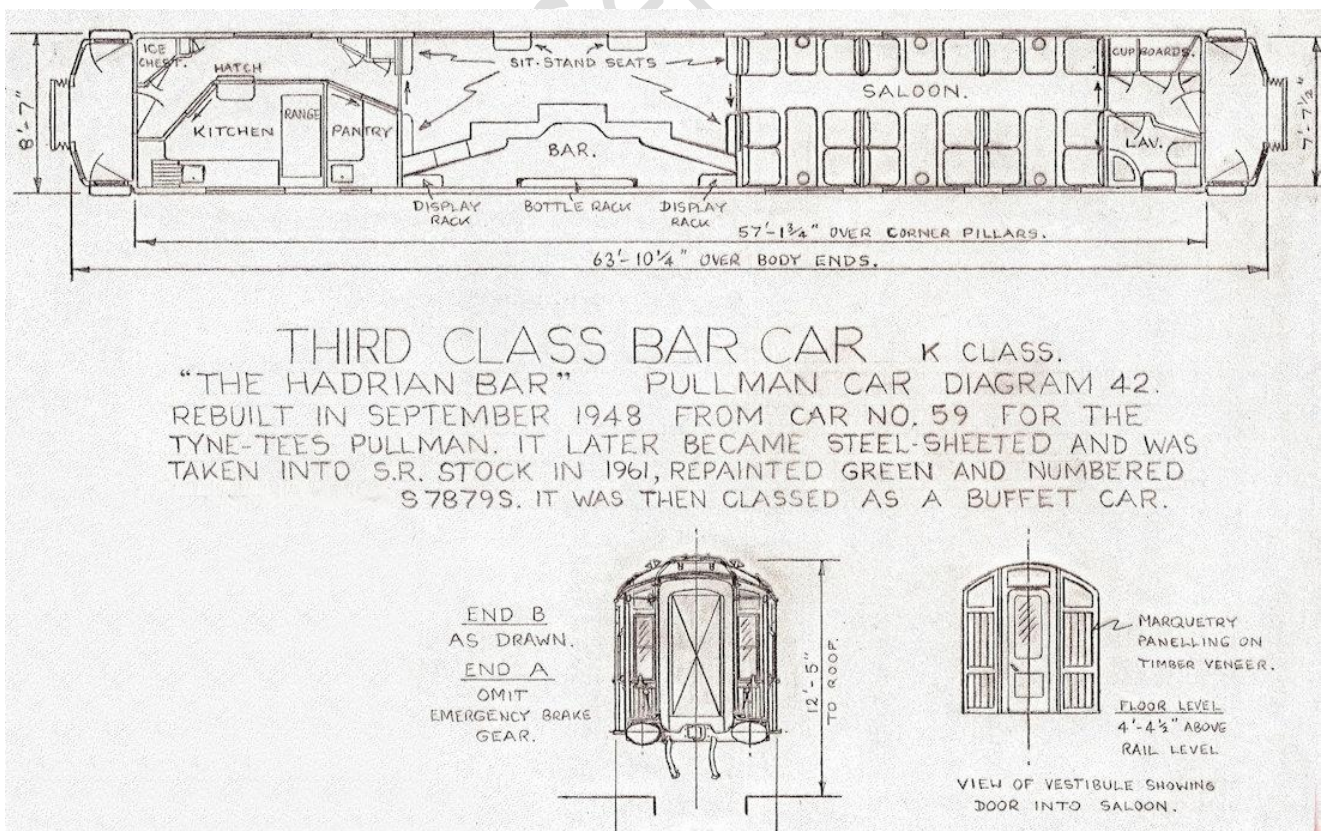
3. 1925 July. Entered service on the London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".
3. 1929. Repair and Renovation at the Pullman Car Company Preston Park Works at Brighton. Total cost £99 19s 9¹/₂d. Conversion to a Composite Restaurant car internally. 12 x First Class & 19 x Third Class. For service in Scotland on the Edinburgh, North Berwick and Glasgow.
- 2&3. 1942-46. LNER take over thirty Pullman cars that were allocated to Pullman services on the LNER for temporary war time service. CAR No. 59 as with the other twenty nine cars is painted in LNER Brown livery and allocated the identity of LNER No. 493.
2. 1947. All thirty LNER temporary war service cars returned to the Pullman Car Company works at Preston Park, Brighton for restoration.
3. 1948 September. Remodelled at the Pullman Car Company Preston Park Works at Brighton. One saloon remodelled by the installation of a Bar Counter. Allocated the identity "THE HADRIAN BAR (I)" for the new LNER Pullman service "Tees Tyne Pullman".



2. © Dr A. Ford.
Circa 1958, THE HADRIAN BAR (I) departing Kings Cross for Newcastle upon Tyne.



5. © M. King.



5. © M. King.



2. © Dr A. Ford.

1948, Saloon interior of THE HADRIAN BAR (I) looking towards the Bar Area.



2. © Dr A. Ford.

1948, Bar Area of THE HADRIAN BAR (I) looking towards the Saloon Area.



4. © D. Lindsay Collection.

The inaugural working of the Tees Tyne Pullman, Attendant Ready to Serve.



4. © D. Lindsay Collection.

The inaugural working of the Tees Tyne Pullman, Attendants Ready to Serve.

3. 1961 April. On the introduction of the all new BR Mk1 Pullman cars to the Tees Tyne Pullman service.
Schedule No. 354 THE HADRIAN BAR (II) replaced THE HADRIAN BAR (I) which was withdrawn from service by the Pullman Car Company.
3. 1961. Sold to British Railways Southern Region (Western Section). Repainted SR Green branded as BUFFET and allocated the identity of S7879S. Known to be allocated Waterloo to Southampton Docks Boat Train workings.



2. © Dr A. Ford.

S7879S, March 1963 at Eardley Road Sidings, Streatham.

3. 1963 June. Final boat train with ex Pullman cars within the formation.
3. 1963 June. All remaining ex-Pullman car BUFFET cars transferred to Southern Region Central Division.
3. 1964. Withdrawn.

Information Sources.

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

2. Dr A. Ford, 4. D. Lindsay, 5. M. King.

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, Pullman E-News.**

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.

FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.

Pullman E-News, Special Editions and 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

Amis des Wagens-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.

1910 - 115 Years Ago.

June 1st. Pullman cars Schedule No. 33 GALATEA & Schedule No. 34 MAYFLOWER both enter service on the Metropolitan Railway. Operating between Aylesbury & Chesham to Liverpool Street, Aldgate via Baker Street. (Both cars withdrawn October 7th, 1939).
(Information source - Julian Morel).

1930 - 95 Years Ago.

May 15th. The first recorded working of an LNER Pacific class locomotive No. 4474 'VICTOR WILD' hauling the 'West Riding Pullman'. The reason for the locomotive working being due to the following day 'Up' working of the 'West Riding Pullman' included an extra two Pullman cars in the train formation.
(Information source - Railway Magazine July 1930).

May 24th - 25th. London North Eastern Railway Exhibition at Cambridge Station and includes two Pullman cars Schedule No. 224 THIRD CLASS CAR No. 71 and Schedule No. 237 THELMA.
(Information source - Greg Child).

June 1st. London North Eastern Railway Exhibition at Leicester Central Station and includes two unidentified Pullman cars, First & Third Class Cars also noted Sentinell car No. 45 'COMMERCE'.
(Information source - Greg Child).

1935 - 90 Years Ago.

May 11th. London North Eastern Railway Exhibition at Hunslet Goods Yard and includes one Pullman car No. 70 and other items of rolling stock.
(Information source - PCS-Archive).

June 16th. A number of Pullman Special Trains operate for the 'Spithead Review'. No details in regard to either the workings or formations.
(Information source - Railway Magazine September 1935).

1940 - 85 Years Ago.

May. The Southern Railway have thirty-six Pullman cars in operation on the Central Section & twenty-four on the Eastern Section.
(Information source - R W Kidner).

1940 - 85 Years Ago - Continued.

May. The Irish Pullman services continue operation as Eire being neutral during the Second World War.
(Information source - Railway Magazine August 1940).

1950 - 75 Years Ago.

June 11th. The 'Harrogate Sunday Pullman' re-introduced (Ceased running due to the - Second World War). The service consisted of eight Pullman cars from the 'Queen of Scots Pullman set'. The service was withdrawn on March 5th, 1967
(Information source - Railway World July 1978).

June 21st (Wednesday) The 'Devon Belle' set allocated to an excursion from London Victoria to both Canterbury & Rochester.
(Information source - Greg Child).

1955 - 70 Years Ago.

June (No Actual Date). The 'Bournemouth Belle' formation noted consisting of the following cars.
CAR No. 17, CAR No. 97, CAR No. 98, CAR No. 99, TOPAZ, HIBERNIA, SUNBEAM, ROSALIND, CAR No. 6, CAR No. 47, CAR No. 303.
(Information source - R W Kidner).

June 21st. Noted at Swindon a 'Trial Run' of the shortly to be introduced service of the 'South Wales Pullman', hauled by Britannia 4-6-2 Pacific No. 70004 "William Shakespeare".
(Information source - Railway Magazine August 1955).

June 27th. After a break of twenty-five years Pullman service returns to the Western – Region with the inaugural 'South Wales Pullman' service hauled by WR Castle Class No. 5016 'MONTGOMERY CASTLE'.
9.55am departure from London Paddington calling at Newport, Cardiff, Port Talbot and arriving at Swansea at 2pm.
The return service departing Swansea at 4.35pm with arrival at Paddington at 8.45pm.
Of note within the train's formation car 'DIAMOND'/'DAFFODIL BAR' and staffed by a 'Lady Attendant'.
(Information source - Julian Morel).



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 - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.05.02	60130	131 Up Queen of Scots
55.05.02	60133	58 Dn Queen of Scots
55.05.03	60139	131 Up Queen of Scots
55.05.04	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.05	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.06	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.07	60036	142 Dn North Briton into Newcastle - 60132 on / 131 Up Queen of Scots
55.05.07	60053	on Kings Cross shed / 58 Dn Queen of Scots
55.05.09	60081	58 Dn Queen of Scots into Newcastle / 89 Up North Briton from Newcastle
55.05.09	60511	Dn Queen of Scots from Newcastle
55.05.10	60979	142 Dn North Briton past Northallerton / 131 Up Queen of Scots
55.05.11	60116	Birmingham - Newcastle arr 13.03 / 58 Dn Queen of Scots from Newcastle
55.05.11	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.11	60160	131 Up Queen of Scots into Newcastle - 60979 on
55.05.11	60979	131 Up Queen of Scots from Newcastle from 60160
55.05.12	60139	131 Up Queen of Scots
55.05.13	60139	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.14	60081	58 Dn Queen of Scots into Newcastle - 60092 on - from 60117 at Leeds
55.05.14	60092	Kings Cross - Newcastle TCQ (58 Dn Queen of Scots from Newcastle from 60081
55.05.14	60117	58 Dn Queen of Scots - 60081 on at Leeds
55.05.14	60160	131 Up Queen of Scots into Newcastle - 60963 on / 52 Kings Cross - Glasgow from 60897

The Queen of Scots Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.05.14	60963	142 Dn North Briton into Newcastle - 60155 on / 131 Up Queen of Scots from Newcastle from 60160
55.05.16	60123	131 Up Queen of Scots
55.05.17	60133	131 Up Queen of Scots
55.05.18	60133	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.19	60032	40 Kings Cross - Newcastle / 131 Up Queen of Scots
55.05.19	60036	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle from 60537
55.05.19	60537	131 Up Queen of Scots into Newcastle - 60036 on / 52 Kings Cross - Glasgow from 60523
55.05.20	60133	131 Up Queen of Scots
55.05.21	60036	142 Dn North Briton into Newcastle - 60038 on / 131 Up Queen of Scots from 60537
55.05.21	60133	40 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots
55.05.21	60141	58 Dn Queen of Scots
55.05.21	60537	131 Up Queen of Scots into Newcastle - 60036 on / 52 Kings Cross - Glasgow from 60516
55.05.23	60133	131 Up Queen of Scots
55.05.23	60826	58 Dn Queen of Scots
55.05.24	60081	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from 60536
55.05.24	60131	131 Up Queen of Scots
55.05.24	60536	131 Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow from 60518
55.05.25	60130	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.05.26	60081	58 Dn Queen of Scots into Newcastle
55.05.26	60133	131 Up Queen of Scots
55.05.26	60526	131 Up Queen of Scots from Newcastle
55.05.27	60036	142 Dn North Briton / 131 Up Queen of Scots from 60509
55.05.27	60113	131 Up Queen of Scots
55.05.27	60509	131 Up Queen of Scots into Newcastle - 60036 on / 52 Kings Cross - Glasgow from 60129
55.05.28	60081	142 Dn North Briton into Newcastle - 60151 on / 131 Up Queen of Scots from 60097 - 60123 on at Leeds
55.05.28	60097	131 Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow from Newcastle 15.30 from 60143
55.05.28	60106	58 Dn Queen of Scots
55.05.28	60123	131 Up Queen of Scots from Leeds - Kings Cross from 60081
55.06.06	60157	58 Dn Queen of Scots from Kings Cross
55.06.09	60156	58 Dn Queen of Scots from Kings Cross
55.06.13	60156	58 Dn Queen of Scots
55.06.15	60123	34 Dn Bradford Flyer / 131 Up Queen of Scots

The Queen of Scots Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.06.15	60537	131 Up Queen of Scots into Newcastle - 60872 on / 52 Kings Cross - Glasgow from 60505
55.06.15	60872	131 Up Queen of Scots from Newcastle from 60537
55.06.16	60050	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.06.17	60130	07.50 Dn Bradford Flyer / 131 Up Queen of Scots
55.06.18	60130	40 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots
55.06.18	60134	58 Dn Queen of Scots
55.06.18	60507	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle
55.06.18	60974	131 Up Queen of Scots from Newcastle
55.06.20	60092	131 Up Queen of Scots into Newcastle
55.06.20	60117	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.06.21	60120	131 Up Queen of Scots
55.06.22	60119	131 Up Queen of Scots
55.06.23	60131	131 Up Queen of Scots
55.06.25	60009	131 Up Queen of Scots into Newcastle - 60084 on / 52 Kings Cross - Glasgow from Newcastle
55.06.25	60084	142 Dn North Briton into Newcastle - 60538 on / 131 Up Queen of Scots from 60009
55.06.25	60119	58 Dn Queen of Scots
55.06.27	60510	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow out at 15.28
55.06.27	60864	131 Up Queen of Scots from Newcastle
55.06.30	60074	131 Up Queen of Scots from Newcastle

The Yorkshire Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.05.02	60030	84 Dn Yorkshire Pullman
55.05.03	60015	84 Dn Yorkshire Pullman
55.05.04	60030	84 Dn Yorkshire Pullman
55.05.05	60028	84 Dn yorkshire Pullman
55.05.06	60014	84 Dn yorkshire Pullman
55.05.07	60028	on Kings Cross shed / 84 Dn Yorkshire Pullman
55.05.09	60032	84 Dn Yorkshire Pullman
55.05.10	60010	84 Dn Yorkshire Pullman
55.05.11	60032	84 Dn Yorkshire Pullman
55.05.12	60010	84 Dn Yorkshire Pullman
55.05.13	60032	07.45 Kings Cross - Peterborough / 84 Dn Yorkshire Pullman
55.05.14	60010	84 Dn Yorkshire Pullman
55.05.16	60015	84 Dn Yorkshire Pullman

The Yorkshire Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.05.17	60017	84 Dn Yorkshire Pullman
55.05.18	60015	84 Dn Yorkshire Pullman
55.05.19	60003	84 Dn Yorkshire Pullman
55.05.20	60015	84 Dn Yorkshire Pullman
55.05.21	60003	84 Dn Yorkshire Pullman
55.05.23	60017	84 Dn Yorkshire Pullman
55.05.24	60026	84 Dn Yorkshire Pullman
55.05.25	60017	84 Dn Yorkshire Pullman
55.05.26	60022	84 Dn Yorkshire Pullman
55.05.26	60141	19 Up Yorkshire Pullman
55.05.27	60017	84 Dn Yorkshire Pullman
55.05.27	60141	19 Up Yorkshire Pullman
55.05.28	60048	84 Dn Yorkshire Pullman
55.05.28	60064	84 Dn Yorkshire Pullman
55.06.06	60936	84 Up Yorkshire Pullman
55.06.07	60911	84 Dn Yorkshire Pullman
55.06.08	60500	84 Dn Yorkshire Pullman
55.06.09	60523	84 Dn Yorkshire Pullman
55.06.10	60065	84 Dn Yorkshire Pullman
55.06.15	60006	84 Dn Yorkshire Pullman
55.06.16	60007	84 Dn Yorkshire Pullman
55.06.17	60006	84 Dn Yorkshire Pullman
55.06.18	60007	84 Dn Yorkshire Pullman
55.06.20	60026	84 Dn Yorkshire Pullman
55.06.21	60006	84 Dn Yorkshire Pullman
55.06.21	60141	19 Up Yorkshire Pullman
55.06.22	60026	84 Dn Yorkshire Pullman
55.06.23	60006	84 Dn Yorkshire Pullman
55.06.24	60026	84 Dn Yorkshire Pullman
55.06.25	60006	84 17.35 Dn Yorkshire Pullman
55.06.27	60028	84 Dn Yorkshire Pullman
55.06.28	60013	84 Dn Yorkshire Pullman
55.06.28	60141	19 Up Yorkshire Pullman
55.06.29	60028	84 Dn Yorkshire Pullman
55.06.30	60026	84 Dn Yorkshire Pullman

The Harrogate Sunday Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.05.08	60015	84 Dn Harrogate Sunday Pullman
55.05.08	60139	19 Up Harrogate Sunday Pullman

The Tees Tyne Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.05.02	60015	145 Up Tees Tyne Pullman arr 13.58 / 108 Kings Cross - Edinburgh
55.05.02	60025	82 Dn Tees Tyne Pullman
55.05.03	60025	145 Up Tees Tyne Pullman arr 13.58 / 82 Dn Tees Tyne Pullman
55.05.04	60022	145 Up Tees Tyne Pullman / 108 Kings Cross - Edinburgh
55.05.04	60025	82 Dn Tees Tyne Pullman
55.05.05	60022	82 Dn Tees Tyne Pullman
55.05.05	60025	145 Up Tees Tyne Pullman
55.05.06	60007	145 Up Tees Tyne Pullman 10on arr 13.58
55.05.06	60025	82 Dn Tees Tyne Pullman
55.05.09	60030	82 Dn Tees Tyne Pullman
55.05.10	60017	82 Dn Tees Tyne Pullman
55.05.10	60030	145 Up Tees Tyne Pullman
55.05.11	60015	82 16.45 Dn Tees Tyne Pullman
55.05.11	60017	145 Up Tees Tyne Pullman
55.05.12	60015	145 Up Tees Tyne Pullman
55.05.12	60017	82 Dn Tees Tyne Pullman
55.05.13	60015	82 Dn Tees Tyne Pullman
55.05.13	60017	145 Up Tees Tyne Pullman
55.05.16	60007	82 Dn Tees Tyne Pullman
55.05.16	60017	145 Up Tees Tyne Pullman
55.05.17	60007	145 Up Tees Tyne Pullman
55.05.17	60014	82 Dn Tees Tyne Pullman
55.05.18	60007	82 Dn Tees Tyne Pullman
55.05.18	60014	145 Up Tees Tyne Pullman
55.05.19	60007	145 Up Tees Tyne Pullman arr 13.58
55.05.19	60014	82 Dn Tees Tyne Pullman
55.05.20	60014	145 Up Tees Tyne Pullman arr 13.58 / 108 Kings Cross - Edinburgh
55.05.20	60029	82 Dn Tees Tyne Pullman
55.05.23	60006	82 Dn Tees Tyne Pullman
55.05.23	60143	145 Up Tees Tyne Pullman
55.05.24	60006	145 Up Tees Tyne Pullman arr 13.58
55.05.24	60143	82 Dn Tees Tyne Pullman
55.05.25	60006	82 Dn Tees Tyne Pullman
55.05.25	60029	145 Up Tees Tyne Pullman
55.05.26	60006	145 Up Tees Tyne Pullman or 60015
55.05.26	60015	145 Up Tees Tyne Pullman or 60006
55.05.26	60026	82 Dn Tees Tyne Pullman
55.05.27	60006	82 Dn Tees Tyne Pullman
55.05.27	60026	145 Up Tees Tyne Pullman
55.06.15	60010	82 Dn Tees Tyne Pullman
55.06.15	60143	145 Up Tees tyne Pullman
55.06.16	60010	145 up Tees Tyne Pullman

The Tees Tyne Pullman - May & June 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.06.16	60028	82 Dn Tees Tyne Pullman
55.06.17	60010	82 Dn Tees Tyne Pullman
55.06.17	60028	145 Up Tees Tyne Pullman
55.06.20	60003	82 Dn Tees Tyne Pullman
55.06.20	60010	145 Up Tees Tyne Pullman arr 13.58
55.06.21	60003	145 Up Tees Tyne Pullman
55.06.21	60015	82 Dn Tees Tyne Pullman
55.06.22	60015	145 Up Tees Tyne Pullman
55.06.22	60017	969 Leeds - Kings Cross / 82 Dn Tees Tyne Pullman
55.06.23	60010	82 Dn Tees Tyne Pullman
55.06.23	60017	145 Up Tees Tyne Pullman arr 13.58
55.06.24	60003	82 Dn Tees Tyne Pullman
55.06.24	60010	145 Up Tees Tyne Pullman
55.06.27	60003	145 Up Tees Tyne Pullman
55.06.27	60022	777 Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
55.06.28	60006	145 Up Tees Tyne Pullman arr 13.57
55.06.28	60026	82 Dn Tees Tyne Pullman
55.06.29	60010	145 Up Tees Tyne Pullman
55.06.29	60022	777 Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
55.06.30	60006	145 Up Tees Tyne Pullman
55.06.30	60013	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.



The Christopher Lade Archive.
(Courtesy of Nick Lade)

May 1st, 1969.

“H.M. The Queen”

17.00 Southampton to Windsor & Eton.

My thanks to Nick Lade for this article.

REGION SOUTHERN,	
	<u>SPECIAL TRAIN WORKING 984/Q/1</u>
NAME OF PARTY.	H.M. THE QUEEN THURSDAY 1ST MAY 1969
TIMINGS.	1700 SOUTHAMPTON (No.4) TO WINDSOR & ETON ARR 1825 E.C.S. 1357 BOURNEMOUTH C.S. TO SOUTHAMPTON ARR. 1440
NUMBERS.	
FORMATION.	R.E.P. UNIT 3002
LOADING.	WATERLOO WEDNESDAY 30TH APRIL.
REQUIREMENTS.	LIGHT REFRESHMENTS.
ACCOUNT TO	A.G.M. WATERLOO (D. 243.R - 4.
Staff.	
CA/ST LADE.	STAFF TRAVEL 1030 x WATERLOO/BIRMINGHAM
GRDS BLOY	TRAIN ARRIVES BOURNEMOUTH STATION
HYNES.	1317 FOR LOADING - DEPARTS 1337 FOR SOUTHAMPTON
SIGNING ON TIME.	E.C.S. TRAIN ARRIVES WINDSOR
SIGNING OFF TIME.	1825 THEN 1853 TO
STAFF TRAVELLING.	BOURNEMOUTH STOPS AT STAINES 1905 TO 1910 (THIS WILL ENABLE TO STAFF DETRAIN AND CATCH 1917 STAINES TO WATERLOO 1942.

© Chris Lade Archive - Page 1 - F071.

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Christopher Lade Photographic Archive. (Courtesy of Nick Lade)

My thanks to Nick for this article.



© Chris Lade - PA011.

The Midland Pullman.

L to R - Conductor C.Barnett/Conductor A.Viney/Conductor C.Lade/Conductor & Unknown

THE PULLMAN SOCIETY

ISSN 1740-5785

The Golden Way



The Journal of **THE PULLMAN SOCIETY**

Issue No 143

2025/2

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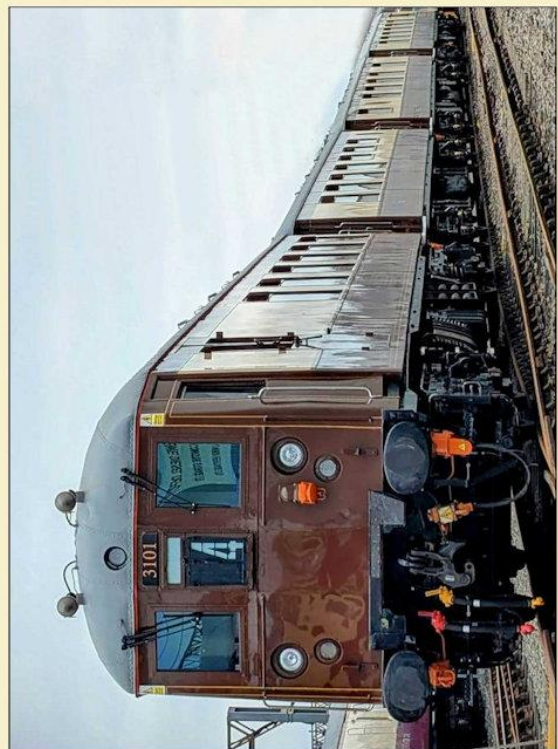
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ORG.UK/](http://www.thepullmansociety.org.uk/)

THE GOLDEN WAY

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



copyright LSL

Above: 4BEL set No 3101 at LSL Crewe 28 January 2025

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Richard Barber Photographic Archive

My thanks to Richard for the photographs.



© Richard Barber - RB010-25.

March 28th, 2025, Birkby on the East Coast Main Line, Locomotive Services Limited Power cars 430058 'LOCH EIL' & 43059 'LOCH SHIEL' with the Winter West Highland Pullman from St Albans to Fort William.



©Richard Barber Photographic Archive - RB012-25 - R. Barber.

No Date - Class 4MT No. 80119 with the up working of the 'Yorkshire Pullman' at Headingley.



©Richard Barber Photographic Archive - RB013-25 - I. McInnes.

On April 22nd, 2003, K1 No. 62005 Departs from Whitby for the NYMR at Grosmont.



©Richard Barber Photographic Archive - RB014-25 - I. McInnes.
On August 16th, 2006, K1 No. 62005 Departs from Whitby for the NYMR at Grosmont.



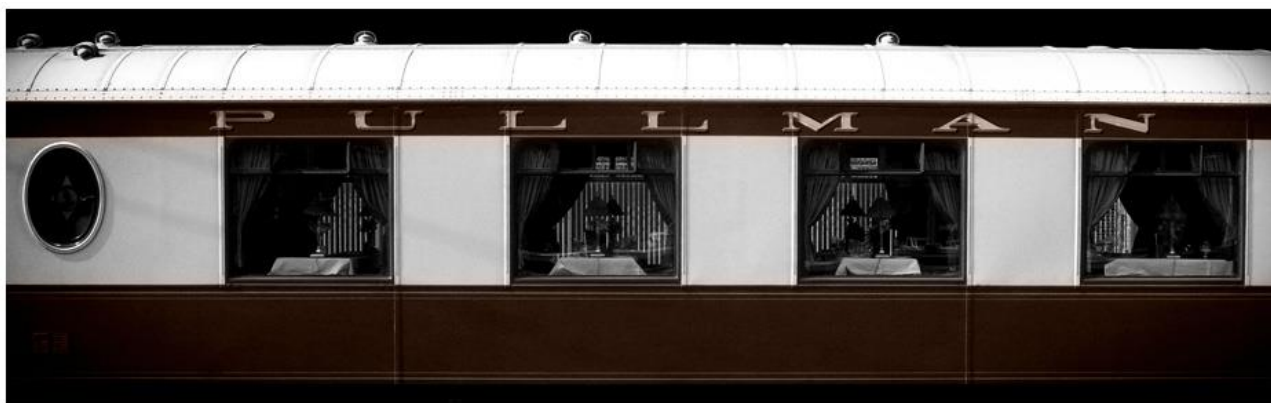
©Richard Barber Photographic Archive - RB015-25 - JWH.
Circa 1963 - A4 60008 DWIGHT D EISENHOWER passing Avenue near Thirsk with the down working of the Tees Tyne Pullman.



©Richard Barber Photographic Archive - RB017-25 - J H Whitby Collection.
 September 21st, 1949, A2 Pacific No. 60517 'OCEAN SWELL' with the Queen of Scots Pullman passing the Stray, Harrogate.



©Richard Barber Photographic Archive - RB018-25 - D. Hagan.
 A4 Pacific No. 60013 'DOMINION OF NEW ZEALAND' with the Tees Tyne Pullman passing Hadley Wood.



Pullman Reports.



Pullman Report Keighley & Worth Valley Railway Nigel Hyde April 2025

My thanks to Nigel for his report.

Pullman Car ANN (CAR No. 83).



© P. Eastham - PCS-A.

ANN at Oxenhope Yard - March 28th, 2009.

ANN (CAR No. 83).

Due to working in the BLS Museum my report is brief for this period.
Car 'ANN' and the 'JUBILEE BAR' were in service on April 12th for a Wedding Special.
On April 20th both 'ANN' and the 'RSO' were in operation on the Cream Teas service.



Pullman Report The Bluebell Railway David Jones April 2025

My thanks to David for his report.

The all-Pullman 'Golden Arrow' on the Bluebell Railway is hauled by a variety of locomotives depending on what is available, usually one of the medium size engines such as the SECR O1 No. 65. Over the Easter 2025 period, the larger locomotives such as 'SIR ARCHIBALD SINCLAIR' and 'CAMELOT' were required to haul the heavy service trains, and as the O1 wasn't available due to it needing attention to the reverser, new-build Atlantic 'Beachy Head' had the honour of pulling the Pullman train.

This gave photographers the opportunity to record the two Heritage Railway Association award winners, the Atlantic and Pullman CAR No. 54 together as the train arrived at Sheffield Park Station.



© David Jones - DJ005-25.

Sheffield Park Station - Atlantic No. 32424 'BEACHY HEAD' and CAR No. 54.

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Up at Horsted Keynes an assessment is being undertaken as to what new parts are required for CAR No. 36 during its forthcoming overhaul. Grateful thanks are due to Richard Jones, owner of Pullman Car 'LYDIA' for offering the new Arrow replica carriage side name boards for use on CAR No. 36. Originally intended for use on 'LYDIA', they are now in store.



© David Jones - DJ006-25.

GOLDEN ARROW & FLÈCHE D' OR side boards for CAR No. 36.

As can be seen in the photo they have been splendidly made by Bob and Ralph Timmins and will adorn the sides of CAR No. 36 in due course.



© T. Bye - AY1710.

Bluebell Railway May 21st, 1994, at Sheffield Park Station.

SE&CR 1902 Built C-Class 0-6-0 No. 592 with 14.40 Official opening train to Kingscote Station.



Pullman Report The Belmond British Pullman Fred Pragnell April 2025

My thanks to Fred for his report.

The Belmond British Pullman Stewarts Lane Depot.



© Fred Pragnell - AF006-25.

Members of the Pullman Society visited Belmond British Pullman Stewarts Lane Depot.

On March 24th, 2025, A group of 20 members were taken in two groups around the running shed and main train of the British Pullman formation, less Audrey which is undergoing a C1 rebuild at Eastleigh.

The second party were taken for a tour of our workshop facilities in the C&W shop and car 'PHYLLIS' was made available for inspection being one of the only intact Pullman cars in very unrestored condition and shunted in specially to the location for the visit.

Within the Electric Loco Shed there was a tour of the Brighton Belle car 'MONA' in its past preservation status as an ex-public house stationary restaurant car.

An inspection of the Merchant Navy Locomotive Society No. 35028 'CLAN LINE' footplate not normally available to everyone.

The tour finished at the crane bay that included work being undertaken on car bogies, a demonstration of a bogie lift was undertaken using one of the twin 25 tone cranes.



© F. Pragnell.

June 23rd, 2026, Kitchen First car 'PHYLLIS' at Belmond British Pullman Stewarts Lane Depot.



Pullman Report

The Kent & East Sussex Railway

John Wheller

April 2025

My thanks to John for his report.

Pullman Car THEODORA.

Work has continued apace since my last report and has been the main focus of attention in the Carriage and Wagon shed at Tenterden.

With the match boarding completed it was sealed with the epoxy resin prior to painting and the ply panels were also finally fitted and they too were sealed with the epoxy resin. The original removal of the ply panels required the removal of the window glass and their surrounds and as some showed signs of decay the decision was made to machine new ones which have now been finished.



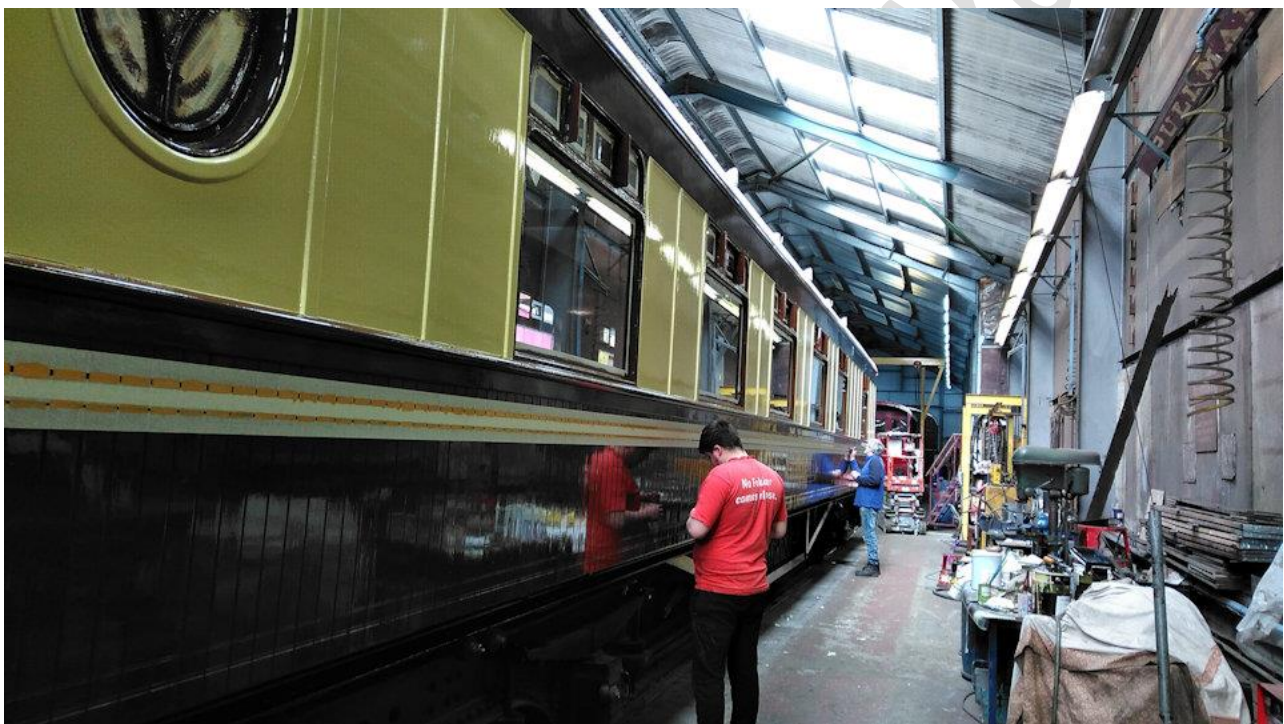
© John Wheller - JW011-25.

April 22nd, 2025, C&W Workshop - THEODORA name in place.

All this work was to the “platform side” of the car and while that was progressing the “Shed side” was stripped of paint back to bare wood. This exposed an area of rot adjacent to the Headcorn end vestibule which had to be cut out and replaced. This in turn exposed the heavy angle iron crash pillar to be badly corroded which has now also been replaced.

The windows have been reglazed, some with new glass and the classic Pullman oval windows refitted. With the external structural work completed and weatherproof, work switched to inside the car.

The old carpet has been removed and the opportunity was taken to rub down and repaint the ceilings. All the internal wood panelling has now been refitted, the lights and ventilators cleaned and refitted, and all the electric sockets reconnected and tested. The new carpet has been ordered and booked to be fitted on April 29th and the curtains are away being cleaned ready for the final fit out.



© John Wheller - JW012-25.

April 22nd, 2025, C&W Workshop - THEODORA body side lining in progress.

The total repaint to the exterior of the car is underway with 2 coats of primer, undercoat and topcoat with each coat rubbed down between coats. The sign writing and coach lining has commenced which will be followed by coats of varnish to finish the project.

The vestibule doors were repainted and varnished off the car and have now been refitted with all the external and internal brass work to the vestibule polished and refitted.

In early April THEODORA was jacked up and the bogies were run out for servicing and safety checks and the opportunity was taken to clean and repaint the sole bars and angle trussing. The bogies have now been rolled back and the brakes vacuum tested.

The refurbishment of THEODORA is now nearing completion and is due to be returned to the catering department on the May 9th ready for a special charter and the Wealden Pullman Dining Train.

The project has been completed in house by a combination of paid staff and C & W shed volunteers who have put in many hours to ensure the project has been completed on time. There is however no time to rest as the next project is being lined up, so as THEODORA leaves the shed it will be replaced by one of the Maunsell NBO's for a complete overhaul.

The Wealden Pullman Dining Train.



© K&ESR - JW009-25.

Evening Dining Train at Tenterden Station.

The train has been running regularly since the first run on February 14th and is well patronised. 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
April 2025**

My thanks to Richard for his report.

The restoration of car LYDIA is progressing well with great work being done by the team in C&W., currently getting her ready to enter service in middle of May.

A steam test whilst coupled to a locomotive was undertaken on April 29th, and the outcome was fine, in addition both the lavatory and kitchen water tanks leaks were discovered in the connecting pipes and repaired.

LYDIA is currently in the paint shop (the original goods shed) for some touching up at the Coupé end remains to be completed.

Currently double steel opening doors are being finished off for fitting onto both gangways. The blinds have just been fitted and we should be getting the curtains next week.

A signwriter from Plymouth attended and has done an excellent job replacing the missing 'legends' on the doors.



© R. Jones - RB009-25.

LYDIA applied to the vestibule door.



© R. Jones - RB010-25.

The identities on cupboard doors.

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© R. Jones - RB011-25.

Saloon Interior.



© R. Jones - RB012-25.

Exterior view of a table setting.



© R. Jones - RB013-25.

Kitchen end vestibule.



© R. Jones - RB014-25.

Gangway bellows and vestibule.



BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

The 5BEL Charitable Trust.

In March the Trust sent out a letter or e-mail to those who had previously donated to the project to bring back the Brighton Belle. Its aim was to report on progress and to re-establish contact. A good number of people replied, and some were kind enough to send a further donation towards the commissioning costs of the train.

However, there are still some who have not responded. That may well be because the address used was no longer valid. If you have donated to the project in the past but did not hear from the Trust in March, could you please e-mail admin@brightonbelle.com or write to The Old Hall, Strethall, Saffron Walden, CB11 4XJ to re-establish contact?

Many thanks in advance for your help.

Reg Davies - Trustee.



© S. Hartshorne - 5BEL Trust Archive F6-3-00285.

August 2nd, 2012, HAZEL being lifted at the Black Bull, Moulton.





BRINGING BACK THE BRIGHTON BELLE Britain's unique, all-electric Pullman Train

The 5BEL Charitable Trust Photograph Archive.



© Peter Trinder - PT001-25 - 5BEL Photograph Archive F6-3-01195.

On March 31st, 1963, the 'Down' working of the 'Brighton Belle' at Copyhold Junction, North of Haywards Heath with 5BEL Unit No. 3053 leading the two five car formation.

You may like to browse Peter's my website www.bitsandsteam.co.uk

The 5BEL Charitable Trust Photograph Archive.

Currently the photograph archive has 1,195 jpg photographs on file, the majority being donated. All archive photographs being in 'jpg' format. If you have any Brighton Belle units or individual cars photographs, would you consider donating a copy in 'jpg' format to be added to the archive, please forward to t.bye2@outlook.com



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**Steve Widdowson
Photographic Archive
April 2025**

My thanks to Steve for the photographs.

On March 14th, 2025, West Coast Railways "Northern Belle" working "Gold Cup" at Cheltenham race charter.



©S. Widdowson - SW003-25.

WCR Class 57 No. 57313 at Evesham Station.

Headed by WCR Class 57 No. 57313 & tailed with No. 57601 working the "1253" 08.45 Paddington to Evesham, where passengers taken by road coach to the Gloucester & Warkwickshire Railway station at Toddington then onwards to Cheltenham Racecourse station by steam train. The Northern Belle was taken to Honeybourne sidings for servicing.

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©S. Widdowson - SW004-25.

57313 at Evesham with "5Z53" 11.15 Evesham to Honeybourne Sidings.



©S. Widdowson - SW005-25.

57601 at Evesham with "5Z53" 11.15 Evesham to Honeybourne Sidings.

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©S. Widdowson - SW006-25.

Northern Belle at Evesham



©S. Widdowson - SW007-25.

NOTE - The photograph "SW005-25" of 57601 working back with ECS to Honeybourne is seen passing a sign telling PASSENGERS MUST NOT PASS THIS POINT OR CROSS THE LINE, also has it in Polish above "Uwaga Zakaz Chodzenia Po Torach - Attention It is forbidden on the Tracks POLISH at Evesham This due to a lot of trespassing by Polish people in this area.

George Moon Photographic Archive.

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



© G. Moon Collection - B1-016.

July 18th, 1956 - Grounded body of Third-Class Car No.4. (Ex-ALBERT EDWARD) at Preston Park.



© G. Moon Collection - B1-017.

Grounded body of DUCHESS OF ALBANY at Partridge Green.

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Pullman Model Scene.

Ellis Clark - Pullman Parlour First "URSULA" - Patrick Parry.



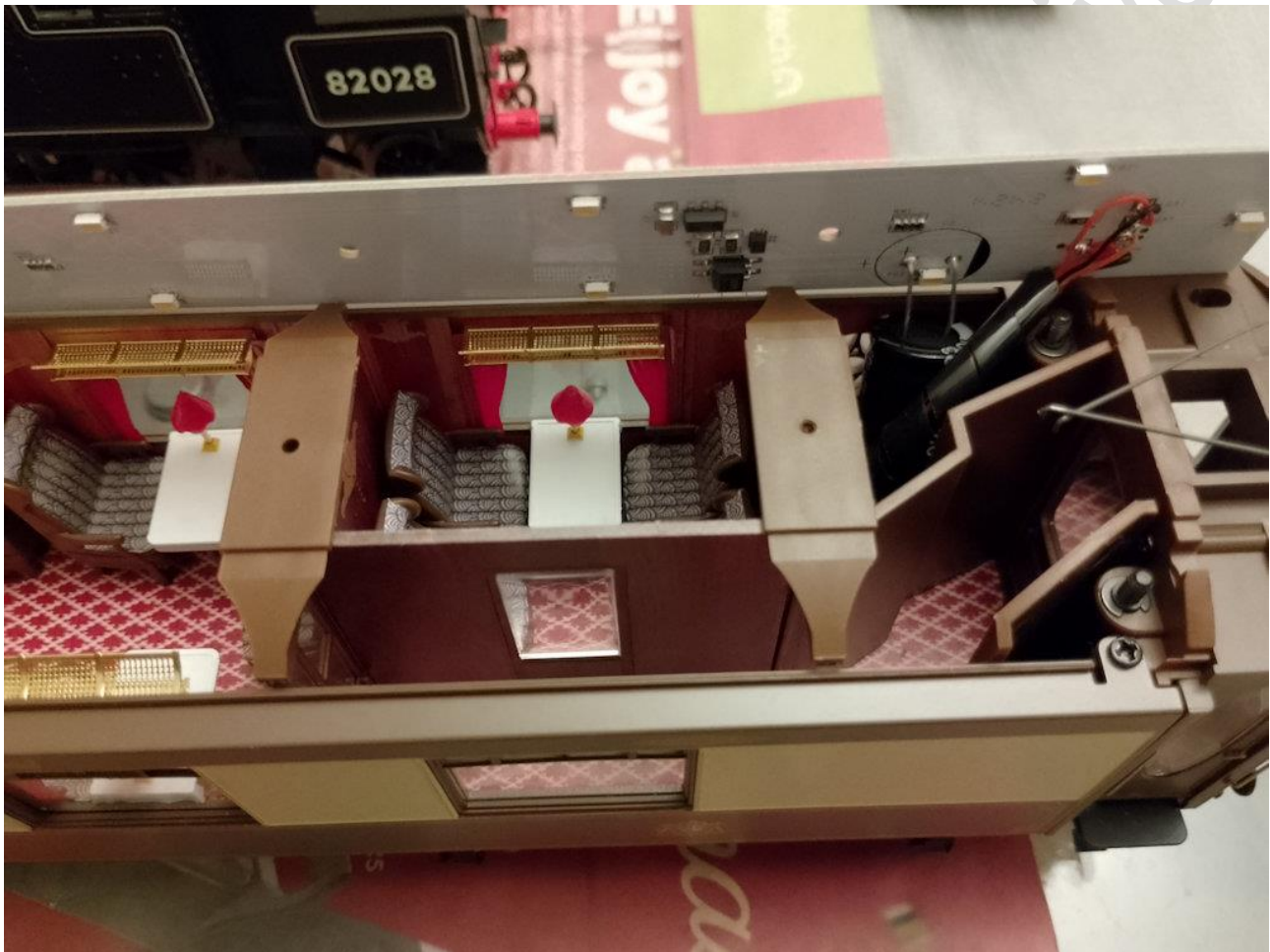
© P. Parry - PP002-25.

The model is a credit to Ellis Clark, the detail of both the model externally and internally brings back the golden era of Pullman travel.

Both the model's external and internal finishes are pleasing to the eye with the internal ceiling and table lamp lighting enhance the model in low light condition, with the internal walls, carpet and upholstery decoration and internal partitions greatly enhance the model.

The body sides are metal, and the remainder of the body is mostly plastic.

The car roof can be removed, requiring a long thin screwdriver to access captive screws allowing the enclosed stick-on place settings or to add figures if desired.



© P. Parry - PP003-25.

On receipt of the model, I found a bogie step and a couple of entrance steps broken off on receipt, but they were easily repaired with "all plastic" adhesive.

To remove the car roof the water pipe wires need to be removed and they are held in place by two tiny lightly glued covers, one of which sprang away from my pliers on refitting and currently remains to be found.

The final observations relate to the tables, all the tables are the same size, whereas the tables nearest the coupé wall with two armchairs and within the coupe should be longer and the coupé corridor wall has no windows, but that doesn't really matter when looking into the car interior.



© P. Parry - PP007-25.



© P. Parry - PP009-25.

March 6th, 2025 - Interior saloon of URSULA at The Spotgate Inn, Hilderstone Road, near Fulford.

Cleveland MRC



Open Day 2025 Mon 5th May

Unit 2, The B-Hive, Skelton Industrial Estate,
Skelton, Cleveland, TS12 2LQ.

10am-4pm Day membership £1 (50p child). Come and talk to members in our clubroom. On show are several layouts working and under construction in various scales & gauges, displays, club sales, GM Books, Triangman, refreshments, disabled access (except mezzanine) & free parking. Club hours are 10-8 pm Tues, 10-6pm Thurs, 10-2 pm Sat. Visitors & new members are always welcome. Off A174 at ASDA. Arrivabus 5 at 'Skelton, Hollybush'.

[See us on Facebook.](#)



2025 PULLMAN RAILROAD DAYS.

Bart Darress & Historic Pullman Foundation.



**PULLMAN
RAILROAD DAYS**

MAY 17~18 2025



Discover Chicago's biggest rail-themed event featuring historic Pullman railcars, food, music, and a whole weekend of unforgettable family fun at Chicago's national park. Get tickets at bit.ly/PullmanRRD today!

Metra  Details at pullmanil.org 

© HPF.

"SUITSME"



© HPF.

In 1928, the Pullman Company delivered a heavy-weight railcar to the president of the Bangor & Aroostook Railroad. Upon inspecting his purchase, company president Perry Todd exclaimed, "It suits me!"

For the next 75 years, the car was the exclusive rail home to every B&A executive. In 2003, it was sold to the Plymouth & Lincoln Railroad of New Hampshire where it was officially named the **"SUITSME"**.

Today, the gorgeous Pullman railcar includes a full-service kitchen, lounge, formal dining room, two state rooms and more.

“902 LOBOLLY PINE”



© HPF.

Originally ordered in 1953 by the Chicago & Eastern Illinois Railroad as a sleeping car for long-distance passenger service, the brightly colored "902 LOBOLLY PINE" has had many lives.

In 1969, it was sold to Louisville & Nashville and used as a crew sleeper.

Quickly, it became a business car for Auto-Liner in Omaha.

Then Union Pacific took control and assigned it to the Superintendent of UP's Salt Lake Division in 1985.

In 1997 it was renamed the "PROMONTORY POINT" and refurbished with period-correct fixtures and furnishings.

Now owned by Bob Owen, the beautiful Pullman railcar features a lounge, a secretary's room, a formal dining room, full kitchen, two master bedrooms, a single bedroom and an open-air platform.

Make the most of your visit to the Two-day Event.

In addition to the Pullman cars on display the following can be experienced: -

Pullman Artifacts Display - Michael & Ray Siola.

Both Michael and Ray are excited to be part of this year's Pullman Railroad Days, we will be displaying some of our Pullman artifacts!

Enjoy live music.

Model Train Extravaganza,

Indulge in delicious Chicago eats!

My thanks to both Bart Darress and the Historic Pullman Foundation for their assistance regarding both the article and images.



Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive

My thanks to Tom Marsh.

KANSAS CITY SOUTHERN RAILWAY POST OFFICE CAR No. 62.

By Tom Marsh.

From the Smithsonian Institution's Archive of Pullman Palace Cars.



TM002-25.

KCS No. 62 was built by Pullman Car & Manufacturing Co. in 1931.

The car was designed to carry and sort U.S. mail, along with baggage and Railway Express Agency shipments. The photo is dated August 29th, 1931.

While famous for its Palace Cars and other premium service passenger cars, Pullman also built hundreds of more workaday vehicles, including baggage, mail and express equipment. Here's an example in the form of Kansas City Southern No. 62, a Railway Post Office (RPO) and baggage/express car built by Pullman in 1931. These builder photos are from the Smithsonian Institution's archive of Pullman Palace Car Company photos.

By the time Pullman delivered No. 62 in 1931, U.S. mail had been carried by train for almost 100 years. According to the United States Postal Service (USPS), more than 10,000 trains carried mail in 1930. After World War II, the expansion of the U.S. highway and air travel systems resulted in a steady decline in railroad passenger miles as the populace took to the roads and air. USPS records show only 190 trains carrying first class mail in 1965. In the late 1960s, the USPS continued to shift mail from trains to highway and air, and on April 30, 1971, the day before Amtrak took over responsibility for most U.S. long-distance passenger trains, the USPS terminated seven of the remaining eight RPO routes.



TM003-25.

B-end exterior view of KCS RPO/baggage express No. 62 built to Pullman Plan No. 36683 in Lot No. 6406. The photograph is dated August 29th, 1931.

The last RPO line, operating between New York and Washington, D.C., on Penn Central and Conrail, made its final run-on June 30, 1977.

This group of images from the Smithsonian archives includes interior views of No. 62's baggage/express space, but not the RPO "apartment" section. However, Railway Mail Service regulations on RPO standardization were such that RPO interiors in any given era were more-or-less the same, the main variable being the length of the mail apartment. The most common lengths of RPO apartments were 15, 30 and 60 feet.

A bulkhead separated the RPO and baggage/express sections. A small crawl-through door, which could only be opened from the RPO side, allowed movement between the car's two interior spaces in the event of an emergency.



TM004-25.

A view of the express agent's desk and toilet in KCS RPO/baggage express No. 62. The square panel low in the corrugated bulkhead adjacent to the toilet is the crawl-through hatch to the RPO apartment. This hatch could only be opened from the RPO section.

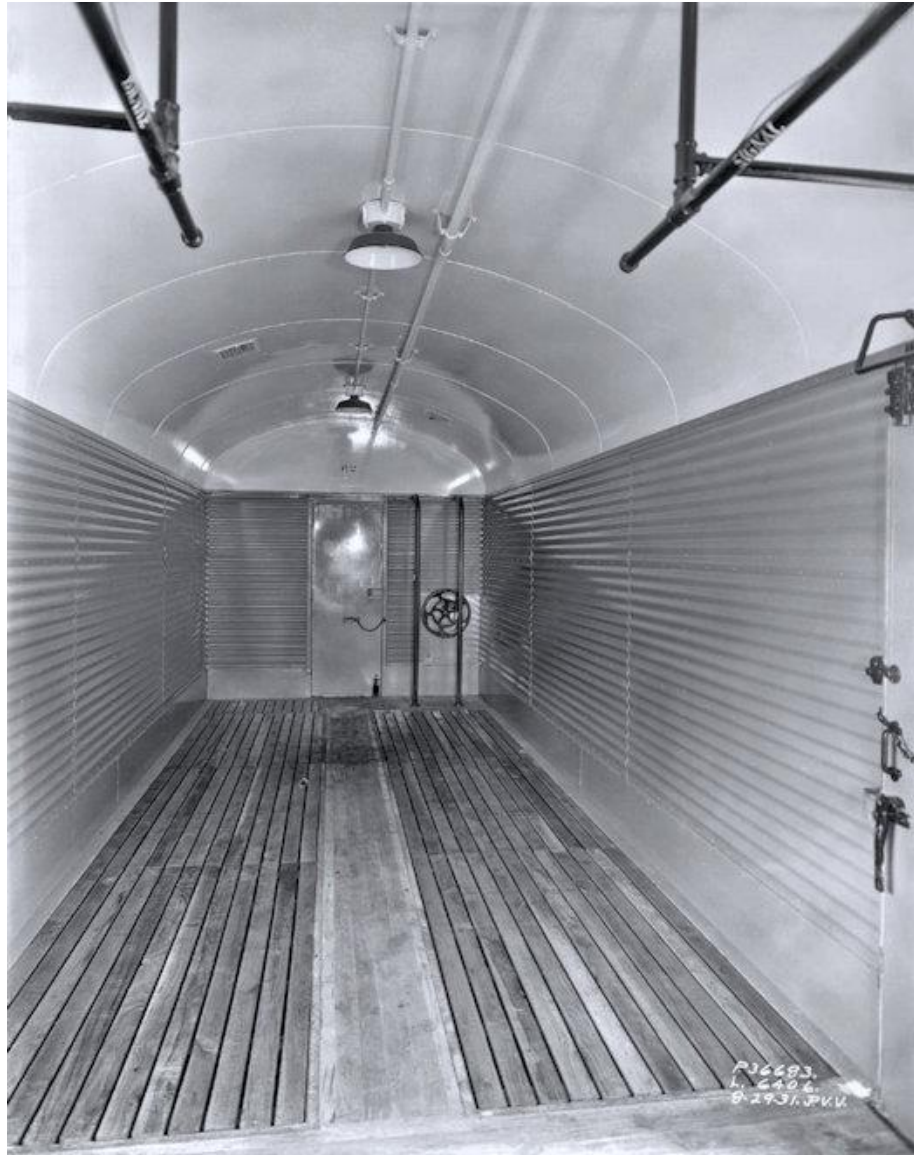
The photograph is dated August 29th, 1931.

This was just one of several Railway Postal Service design and operating requirements meant to deter theft of the mail. The crawl-through door can be seen at the bottom of the corrugated bulkhead just past the toilet in the photo of the express clerk's desk.



TM005-25.

Another view of the car looking toward the express agent's desk and also showing the wood slat flooring that allowed any spilled liquids to drain under the floor level so as not to damage other goods. The photograph is dated August 29th, 1931.



TM006-25.

A view looking through the baggage and express section to the B-end door.

The photograph is dated August 29th, 1931.

All the above images of No. 62 are 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_ref316

For further information regarding the National Museum of American History, Archives Center, Pullman Palace Car Company Photographs, please refer to THE PULLMAN NEWS - Edition No. 75, page 83.



Launch itinerary announced for Railway 200 exhibition train, *Inspiration*.

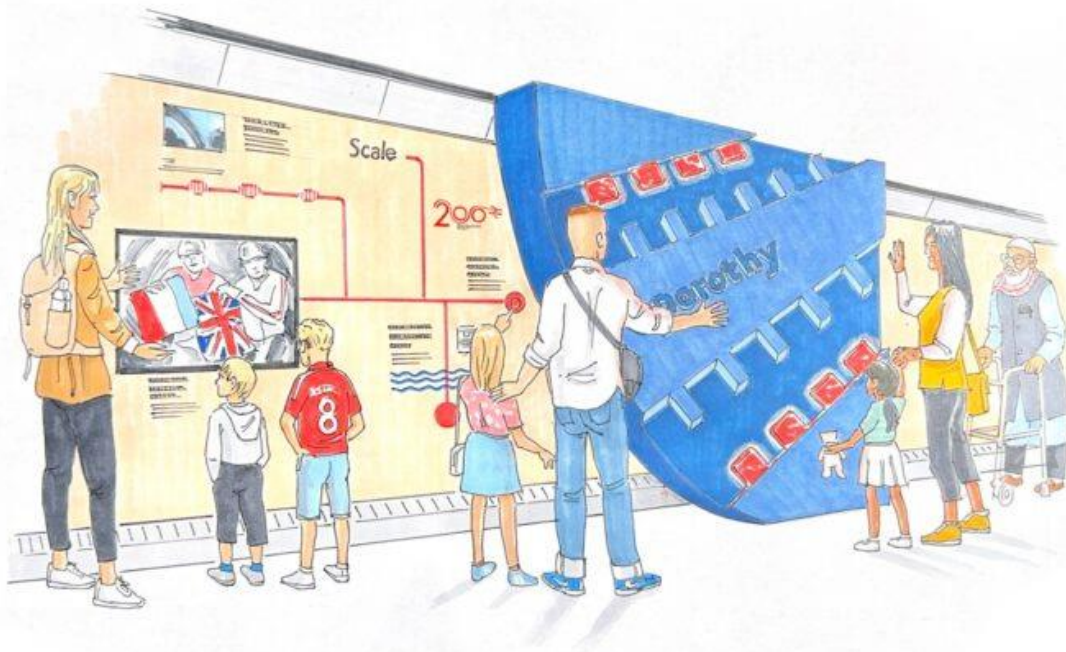
The bicentenary exhibition train, which is currently being fitted out, is due to launch to the public on 27 June at the Severn Valley Railway. The itinerary for the first three months, up to 1 October, has now been published. Called *Inspiration*, the four-carriage train is set to become a major attraction as it visits 60 locations across Britain over 12 months.

Railway 200's unique touring exhibition train opens to public on June 27th.

Bicentenary train, *Inspiration*, to visit 60 locations across Britain over 12 months, promoting rail innovation and careers with interactive displays More than 200,000 visitors expected Register for updates before bookings open.

A new and unique exhibition train is due to open to the public on 27 June at the Severn Valley Railway in Worcestershire, as part of a national celebration of the 200th anniversary of the modern railway called Railway 200.

The touring train, named *Inspiration*, is expected to visit 60 locations across Britain over 12 months up to summer 2026, creating a buzz of interest and excitement at mainline stations, heritage railways and rail freight sites. Curated in partnership with the National Railway Museum, it will be the only exhibition train on the rail network and will promote the past, present and future of the railway, helping to attract the next generation of pioneering talent.



Artist's impression of visitors looking at train carriage displays.

Sporting an eye-catching livery, *Inspiration* will comprise four smartly reconfigured Mark 3 coaches, procured by Network Rail. The mobile Railway 200 exhibition is designed to inspire schoolchildren and others to consider a career in rail, shining a spotlight on the wide range of roles available, and to create a more diverse workforce.

Rail's innovation and pioneering pedigree will be explored in a 'Railway Firsts' coach, highlighting landmark moments in the development of the railway. Alongside will be a 'Wonderlab on Wheels', inviting visitors to test their engineering skills with a range of interactive exhibits. This will adjoin a carriage called 'Your Railway Future', showcasing some of the more hidden roles in rail and encouraging people to join the railway to shape the next 200 years. There will also be a 'Partner Zone', offering free, flexible exhibition space.

The carriages, which are currently being fitted out, are supported by a £250k grant from The National Lottery Heritage Fund. The train will be operated by GB Railfreight.

More than 200,000 people, including many schoolchildren, are expected to visit by prior booking. Admission to the train will be free, but normal entry charges to heritage railways and private sites where it is located will apply. [Register to receive updates about Inspiration.](#)

Bookings will open shortly after Easter(.

The train's launch schedule includes a visit to the North East of England in September, rail's 200th anniversary month, as part of S&DR200, a nine-month international festival inspired by the opening of the Stockton and Darlington Railway (S&DR) in 1825, a journey that changed the world forever.

The initial planned itinerary:

Date	Location
27 June – 6 July 2025	Severn Valley Railway, Kidderminster, Worcestershire
8 – 10 July 2025	Birmingham Moor Street station
12 – 15 July 2025	London Euston station
18 – 19 July 2025	London Waterloo station
20 – 21 July 2025	Margate station, Kent
23 – 29 July 2025	Bluebell Railway, Sussex
1 – 3 August 2025	Alstom's Litchurch Lane site, Derby (for 'The Greatest Gathering')
7 – 10 August 2025	Norwich station, Norfolk
11 – 14 August 2025	Lowestoft station, Suffolk
16 – 17 August 2025	Freightliner Doncaster Railport, South Yorkshire
23 – 31 August 2025	National Railway Museum, York
10 – 17 September 2025	Darlington station, County Durham
20 September – 1 October 2025	Locomotion Museum, Shildon, County Durham

Further details will be announced as local arrangements and the complex train planning process progress. The train will visit Scotland, Wales and all English regions.

No passengers will be carried in transit.

A virtual tour of the exhibition experience is planned for those who are unable to visit.

Emma Roberts, programme manager for Railway 200, a cross-sector, Government-backed campaign, said:

This special exhibition train will provide a unique visitor experience for hundreds of thousands of people across Britain, including many schoolchildren. 'Inspiration' will excite, enlighten, entertain and encourage people to take a fresh view of the railway, as part of its bicentenary celebrations. It will also invite visitors to consider a career in rail by showcasing the extensive variety of roles available. We look forward to welcoming them onboard for an unforgettable and potentially life-changing experience.

Charlotte Kingston from the National Railway Museum added:

The National Railway Museum is a proud partner of Railway 200 and we're thrilled that 'Inspiration' will be touring the country, sharing our stories with so many people. Railways have shaped our world in so many ways, from what we eat to where we go on holiday, and to inspire people with that epic narrative and give them a chance to get involved in this celebration is a once-in-a-lifetime opportunity.

Rail's bicentenary kicked off with a whistle-up of more than 200 locomotives across five continents on New Year's Day, followed by the launch of a commemorative coin from The Royal Mint, a mega rail sale of discounted train tickets, Railway 200 train namings, and an anniversary merchandise range. More than 275 anniversary [activities and events are listed on an interactive map](#), which is regularly updated.

Stockton & Darlington Railway - Lineside Signage.



© R. Barber - RB016-25.

Newly erected signage at Bowesfield Junction (Stockton) as photographed on April 2nd, 2025.

To coincide with the 200th Anniversary celebrations of the S&DR this year, an idea to install five new signs on the Shildon to Stockton on Tees line and inspired by those of the original LNER of the 1930s, was suggested by Maurice Burns to Network Rail two years ago. From the very outset Network Rail were very supportive of the idea and the 'S & D sign project' was developed by Maurice with support from friends Richard Barber, Gordon Best and Nick Carter.

The proposal was to install five signs located at Shildon, Heighington, Darlington North Road, Urray Nook (near Allens West station) and Bowesfield in Stockton on the principle that Network Rail would install them if Maurice could coordinate the design, supply of materials and oversee the order for fabrication. Maurice and colleagues have worked closely with the charity Friends of the Stockton & Darlington Railway (FSDR). Niall Hammond, the Chair of Trustees for the FSDR, secured grants and all involved are grateful to The Railway Heritage Trust, Durham County Council and Northern Trains for their generous support.

The project team are also exceptionally grateful to Network Rail and their sub-contractors Amco Giffen, Construction Marine Limited and QTS Group for their in-kind support and the Network Rail commitment to install and care for the signs in future.

Five signs will be erected on the Shildon to Stockton route, and agreement has also been reached for a sixth sign to replace a 'lost' one which indicated the branch westwards north of Darlington. Originally this pointed towards the 'Lake District, Teesdale and Weardale' but with the closure of the Stainmore route to Penrith and the Lakes, and the branch to Middleton in Teesdale in the early 1960s, the sign was cut down by British Railways.

By chance back in 1965 Maurice was doing some steam engine photography, saw the remains of this scrap sign lying on the ground and recorded it on film. The new sign to be located on the ECML will promote the route to Shildon, Bishop Auckland and Weardale where today it is still possible to travel from Darlington to Stanhope in Weardale using the heritage line from Bishop Auckland to Stanhope on days it is operating.

With funding in place and agreements confirmed, the order has now been placed for six signs to be manufactured by Northern Heritage Engineering based in Darlington only a stone's throw away from the location where the original signs were made at Darlington North Road works. Once manufacture is complete all the signs will be installed at agreed locations during 2025 to coincide with the 200th Anniversary of the Stockton and Darlington Railway.

It was hoped a seventh sign could be made and erected at Stockton's Preston Park where a designated, well preserved but abandoned stretch of the 1825 line runs through the museum grounds, Maurice Burns acting on behalf of the North Eastern Locomotive Preservation Group. of which he is a vice President, has reached agreement with Stockton Borough Council for this project to go ahead and an application for funding was submitted on March 2nd. This sign once erected will be the only one with public access and will be a marvelous photo opportunity for families and enthusiasts alike.

Once the signs are in place, a dedicated webpage will be added to the Friends of the S&DR website celebrating the project and encouraging those passionate about rail heritage to visit and look out for the signs as they travel along the world's oldest public passenger railway.

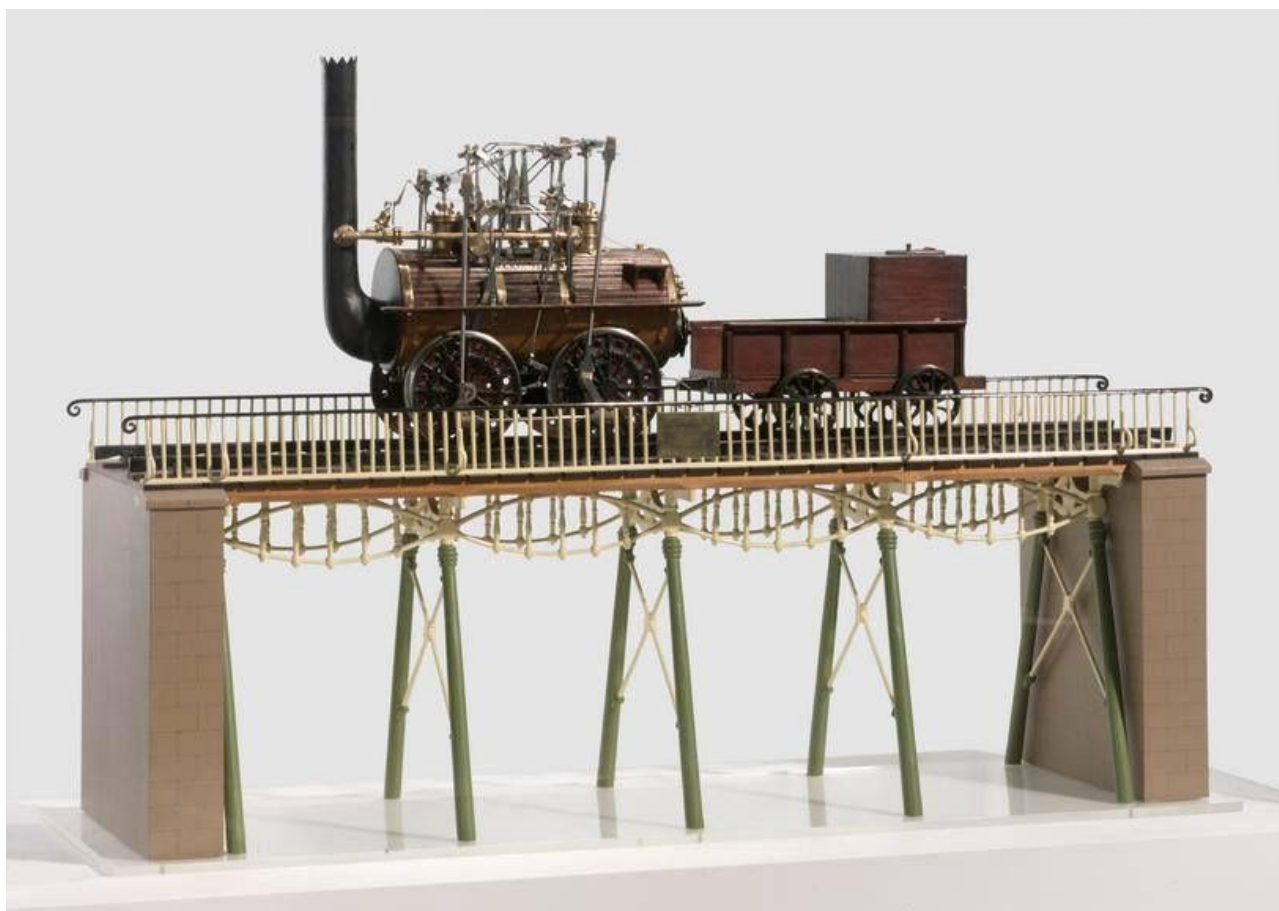
Information Source.

Niall Hammond,
March 8th, 2025.

Friends of the Stockton and Darlington Railway (Facebook Group)

NEW LINESIDE SIGNS TO CELEBRATE STOCKTON AND DARLINGTON RAILWAY 200th ANNIVERSARY.

"The Jubilee Models of Locomotion"



© The Board of Trustees of the Science Museum.

Model of 'Locomotion' and the Gaunless Bridge in the collection of the Science Museum.

Built by Robert Stephenson & Co, 'Locomotion' opened the Stockton & Darlington Railway in September 1825.

But models of early locomotives can also help us understand constructional details and histories of them. The 'Railway Jubilee' of 1875 many such models to be built and several museums around the UK have 1: 8 scale models of 'Locomotion.'

Their appearance suggests a common origin but knowledge of where they were made, how many, and for what purpose, is vague or non-existent. Anecdotally there has been an understanding that they were made as presentation models at the time of the jubilee of the S&DR in 1875, but beyond that the details have remained obscure.

John Liffen's new research which reveals the makers of these 'jubilee models' to be members of workshops staff at the North Eastern Railway's works at North Road, Darlington. It can be confirmed that five such models were made, and the paper will trace the provenance and ownership of each of each through to the present day.

At least two scale models of the Gaunless Bridge were made at this time.



© The Board of Trustees of the Science Museum.

Model of the Gaunless Bridge in the collection of the Science Museum.

The inspiration for commissioning the models reflected an increasing appreciation of the historical significance of the S&DR engendered by the staging of the jubilee celebrations. There was also a developing enthusiasm in the Darlington area for the hobby of model engineering. This was encouraged partly by local industrialists and by the North Eastern Railway.

Constructional details of the 'jubilee models' will be compared with those on the original locomotive, both as preserved and as originally built, referencing recent research on the history of 'Locomotion' undertaken by Michael Bailey and Peter Davidson.

To find out more, and book, visit:

www.earlyrailways.org.uk

Auction Sunday 16th, March 2025 - Results.

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.

£170



Lot No: 970.

Poster BR SWITCH TO THE BLUE PULLMAN TOP COMFORT IN TRAIN TRAVEL.

Quad Royal 50in x 40in. In good condition.

£130



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Amis des Wagons-Lits

Books for friends and contacts at Amis des Wagons-Lits

By Chris Elliott

Robert Humm's article 'A man of many parts' – the life of George Behrend- GB is a very valuable and important account of GB's life. George Behrend's books are full of personal experiences travelling extensively on CIWL and Pullman trains. Robert kindly sent us a copy of the UK's Railway Magazine RM March edition.

In it, to our delight, is an extensive article about George Behrend who was the author of several books dedicated to the CIWL. Up until now little has been known about his early life. What many did not realise is just how much George travelled and how these travels provided the great detail for his books. Few knew that in his early days George worked as a chauffeur driving the Composer and Conductor Benjamin Britten to and from his many engagements and organising train travel for musicians and their valuable instruments.

George's extra close interest in Pullman gave him the inside story and was encouraged by Pullman's own historians leading to his in-depth knowledge and his ability to write the Pullman books. This article written by Robert Humm of Stamford is a very detailed account of the life of GB. Fully illustrated it recounts GB's early life and fills the gap of just how many books GB wrote.

The 13 books listed and referred to ; Gone with regret 1966, The History of Wagons-Lits 1959 ; Grand European Expresses 1962 ; Pullman in Europe ; Railway Holiday in France 1964 ; Railway Holiday in Switzerland 1965 ; Turkish Steam Travel 1968 ; Paris is well worth a Bus 1970 ; Hof Steam the last German Pacifics at work 1972 ; History of trains de Luxe 1977 ; Don't knock the Southern 1993 ; Night Ferry 1985 ; Pullman and The Orient Express 2005.

George served in World War 2 as a Movement Control officer and included in the article is a reproduction of Painter George Heiron's Medloc train in The South of France, Medloc was the responsibility of Movement Control.

We offer an extra special vote of thanks for Robert's article, it is well worth reading and highly recommended !

The seven page article is to be found in the UK Railway March Magazine and anyone wanting to buy a copy should contact the RM's Customer Services at

help@classicmagazines.co.uk – www.classicmagazines.co.uk

Some of George Behrend's books are on offer from Chris's library see below.

Books for Sale

Our editor Chris is offering a few CIWL related books for sale - they are not new but in any event most are now out of print

For anyone interested please contact Chris at his new e-mail address for a list

elliott-chris@gmx.com

List of Chris's CIWL & Pullman Books for Sale

The cost of postage is just 5 euros for a small- medium or 8 euros for a large book and will be added to the price for books ordered and posted before the 20th June 2025 when the extra cheap postal rates for books finish in France.

Author	Title	Publisher	Price euros
Non Fiction			
Werner Solch	Orient Express sim Bild	Bufe	65
Werner Solch	Jules Vernes Express	Alba verlag	20
Werner Solch	Kap-Kairo, Eisenbahnen zwischen Agypten und Sudafrica	Alba Verlag	20
Dr Fritz Stockl	Europäische Eisenbahnzüge	Karl Rohrig Verlag	25
Dr Fritz Stockl	Wagons-Lits Das exquisite Reisen	Verlag Josef Otto Slezak 1984	30
Dr Fritz Stockl & Claude Jeanmaire	Komfort auf Schienen Comfort on Rails	Verlag Eisenbahn Basel 1970	30
Dr Fritz Stockl	Rollende Hotels	Bohmann Verlag 1967	90
Dr Fritz Stockl	Speisewagen – 100 Jahre Gastronomie auf der Schiene	Motorbuch Verlag	25
Rixon Bucknall	The English Short Sea Route	Vincent Stuart Publishers	20
Robert Spark	Sleepers, Diners and Pullmans A little water damage	Trafton Publishing	15
EH Cookridge	Orient Express	Allen Lane	20
Guizol	La Compagnie Internationale des Wagons-Lits.	La Régordane	25
Des Cars & Carancalla	L'Orient Express	Denoel	30
Jean des Cars	Sleeping Story		
Jean des Cars	L'Orient Express		20
Christie's	L'Age d'Or du Rail – Souvenirs de la CIWL Auction Catalogue		15
Lepage	Les Voitures Pullman 4001/4030 de la CIWL	Lepage	15
Lepage	Les Voitures Lits Type Y de la CIWL	Lepage	15
Lepage	Les voitures restaurants N° 3341-3360 de la CIWL	Lepage	15
George Behrend	Pullman and the Orient Express	George Behrend	35
George Behrend	The History of Wagons-Lits 1875 – 1955	Modern Transport	20
George Behrend	Pullman in Europe	Ian Allan	35
George Behrend	Night Ferry	Jersey Artists	25
George Behrend	History of trains de Luxe	Transport Publishing	35
George Behrend & Vincent Kelly	Yatakli-Vagon-Turkish Steam Travel	Jersey Artists	25
George Behrend	100 Years of Wagons-Lits Catering	Thomas Cook 1982	15

George Behrend	Grands European Expresses	George Allen & Unwin	
Fabio Cherubini & Luigi Voltan	FS Carrozze Ex CIWL delle FS	www.dueglieditrice.it	30
Jean-Pierre Malaspina	60 ans de Composition de trains de Nuit Français 1950-2010		20
Compagnie des Wagons-Lits	Le Gout de Voyage with English text	CIWL	25
Ing Ilie Popescu	Orient Express Tren Legenda Al Europe Volumuls 1 & 11	Club Feroviar Bucuresti 2016	25 x 2
Ing Ilie Popescu	Evolutia Vagoanelor CIWL in Romania in Perioda 1875-1948, Marile trenuri Rapide Ale CFR din perioada interbelica		25
EP Veale	Gateway to the Continent	Ian Allan	20
P Ransome-Wallis	Train ferries of Western Europe	An Allan	20
Guillaume Picon & Benjamin Chelly	Orient Express The Story of a legend	ACC Art Books	35
Enzo Pifferi	La Transiberien	Office du Livre Fribourg	30
Au Bon Temps des Wagons-Restaurants	Eve-Marie Zizza-Lalu	La Vie du Rail	15
Julian Morel	Pullman	David & Charles	20
Brian Haresnape	Pullman Travelling in Style	Malaga Books	25
Charles Fryer	British Pullman Trains	Silver Link publishing	20
Juan Delgado Luna	Coches CIWL y especiales de RENFE	www.Trenonline.es	
Shirley Sherwood	The VSOE Eng & German versions ** see below	Weidenfeldt & Nicholson	20 x 2
Heike Schiller & Luca Siermann	Orient Express London-Paris-Budapest-Belgrade-Sofia –Istanbul (Reise im NIOE mit geliehenen U-Hansa der CIWL	Reich Verlag, Terra Magica	25
Maurice Mertens & Jean-Pierre Malaspina	TEE-Die Geschichte der Trans- Europ-Express	alba	35
Edmund Swinglehurst	The Romantic Journey	Pica Editions	Pica Editions
Fiction			
Vladimir Fédorovski	Le Roman de l'Orient Express	Edns du Rocher	20
Edmond Aboul	De Pontoise à Stamboul		15
Michael Rowbottom	The Night ferry	Sphere	15
Michal Barsley	Orient Express	MacDonald	15
Jacques Lanzmann	Les Transsiberiennes	Editions Lafont	15
Lassabliere	Le Transsiberien Bande Dessinée	Soleil Paris	20
Hans Koning	The Petersburg – Cannes Express	Hamish Hamilton 1975	20
George Blagowidow	The Last Train from Berlin	Hamish Hamilton 1977	15
Robert Parker	Passport to Peril	Rinehart 1951	15
Derek Lambert	The Golden Express	Hamish Hamilton 1984	15

Agatha Christie	Murder on the Orient Express	Harper 1934	15
Cecil Roberts	Victoria Four-thirty	Hodder & Stoughton 1937	15
Graham Greene	Stamboul Train and in Spanish *	Vintage books 2004	2 x 15
Colin Forbes	Avalanche Express	Collins 1977	15
Maurice Dekobra	La Madone ds Sleepings	Editions Zulma 2010	15
Constantin Parvulesco	Orient-Express Zug der Traume	ETAL 2002	25
Eric Ambler	The Mask of Dimitros		15

CIWL Books added to the List since 2019

Author	Title	Publisher	Price
Paul Cotterell	The Railways of Palestine & Israel	Tourret Publishing	15
R Tourret	Hedjaz Railway	Tourret Publishing	15
Michael Barsley	Orient Express The story of the world's most famous train	MacDonald	20
Georges Ribeill	Les Trains de Nuit	La Vie du Rail	25
Blanche El Gammal	L'Orient Express raconté pas les Ecrivains	Phebus	20
Various	En Voyage Train	Pimientos	20
Geoffrey Freeman Allen	Luxury Trains of The World		30
CIWL	CIWL Guide Spéciale des Wagons-Lits (Ed 1876)	Hachette	20
Robert Nobécourt	Les Voitures et Les trains de la CIWL	LR Presse	20
Marco Bruzzo & Michele Cervitti	Rotabili Storici	Duegi Editrice	30
Reginald Piggott & Matt Thompson	Mile by Mile London to Paris	Aurum	15
John Hendy	British Ferry Scene Summer 1994 Magazine		10
John Hendy	Folkestone to Boulogne 1843-1991		10
SNCF & CIWLT	Contract – Pool Exploitation des WS		
SNCF	Il était une fois L'Orient Express		20
Jacques Burbay de Langlade	Maxims Cent ans de vie Parisienne	Robert Lafont	25
* Not trains but buses		George Behrend	
Paris well worth a Bus	Robert Jowitt	George Behrend Jersey Artists	35
Other non CIWL books	By George Behrend		
Don't knock the Southern			20
Gone with Regret			20

* There are two editions of this book, one in English and the second in Spanish each at 15 euros each

** There are two editions of this book, one in English and the second auf deutsch each at 20 euros each

If you want to pay in £, then rather than involve you in a difficult rate of exchange procedure we will accept the payment to a UK bank, as follows

Price 35 euros = £30 ; 25 euros = £21 ; 15 euros = £13 ; 5 euros = £4 ; 8 euros = £6.50

To order any of these books, please first send an e-mail to Chris Elliott

elliott-chris@gmx.com

With your full postal address and Chris will first tell you if the book is unsold and provide you with the bank details for payment.



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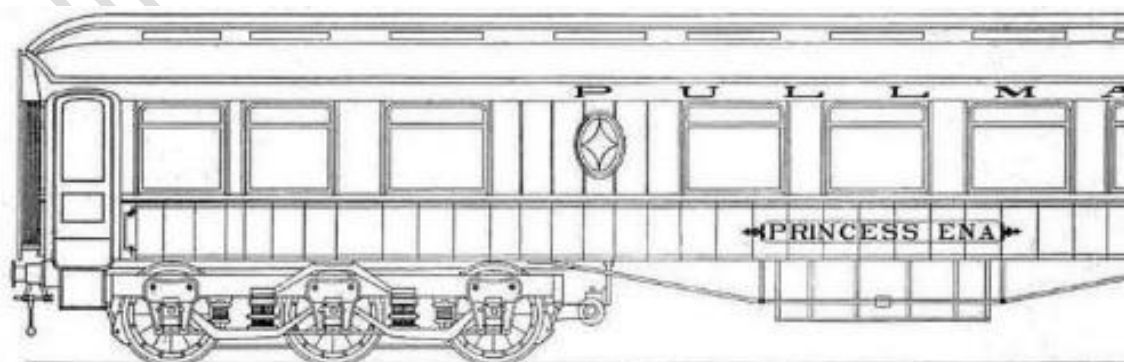
August 17th, 1990 - The Venice Simplon Orient Express with E633 029 arriving at Venezia S. Lucia.

Tail Lamp



My thanks to both the regular contributors and those 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.



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