

PULLMAN E-NEWS

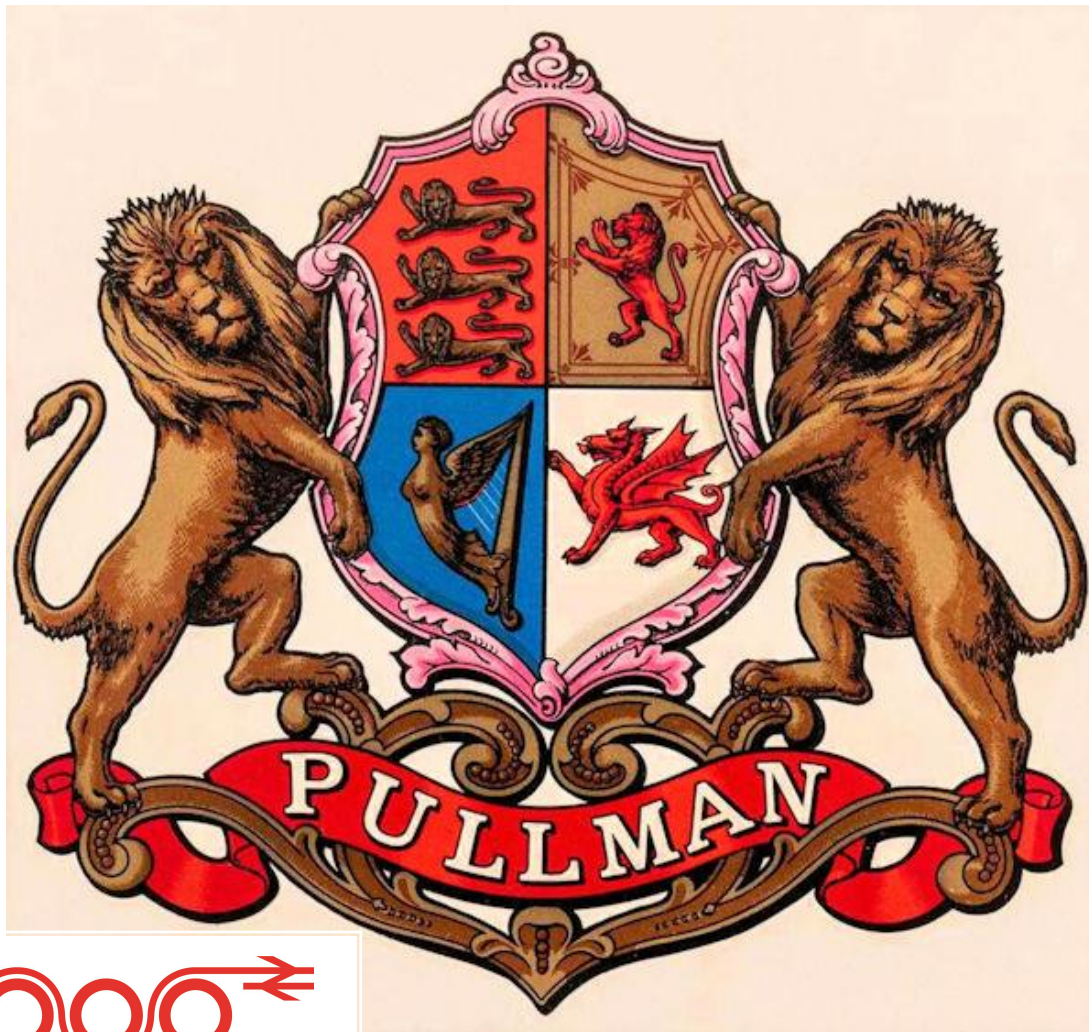
No. 82 - July & August 2025

THE BRIGHTON BELLE

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THE SOUTH WALES PULLMAN

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 Thursday August 28th, with the scheduled publication on Monday September 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, R F Payne, G. Pierson Collection, C. Lade, N. Lade, F. Pragnell, D. Jones, G. Moon, J. Wheller, J. Morel, S. Widdowson, G. Behrend, G. Child, N. Hyde, R. Jones, T. Marsh, P. Richards, P. Woods, J. Leonard, G. Harrison, B. Mills, M. Dacombe, T. Robbins, T. Marsh, N. Parkhouse, C. Wilson, J. Kent, P. O'Connor, D. Asher, J. Brodribb, S. Turner. D. Priddle.

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. Steam Days, The Pullman Society, Southern Railway E-Mail Group, G W Railwayana Auctions. SBEL Charitable Trust. Cleveland Model Railway Club. Pullman Historical Foundation, Bluebell Railway Archive C. Lade Archives, Vintage Trains, South Devon Railway, Kent & East Sussex Railway.

“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.

G. Harrison, Bernard Mills.

Current registered Readership Worldwide: **502**

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PULLMAN CAR HISTORY

CAR No. 60 THIRD CLASS - SEVERN.

Current known history of the car: -

1. Pullman Identity:	CAR No. 60 THIRD CLASS - SEVERN.
1. Type of Car:	Buffet.
1. Into Service:	1925.
2. Builder:	Midland Carriage & Wagon Company, Birmingham.
3. Pre-1960 Schedule No:	212.
1. Post 1960 Schedule No:	215.
1. Tare:	40t.
1. Seats:	36.
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. Interior.

Finely veneered mahogany panelling inlaid with panels of flowers and birds on grey maple ground.

Known Operational History.

- 2. 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 £88 17s 1¹/₂d.
- 2. 1929 July. Transferred from London North Eastern Region to the Great Western - Railway service.
- 2. 1929 April. Noted at the Saint-Denis workshops, Paris. (Source Roger Commault papers June 18th, 1975).
- 2. No Actual Date. Transferred from Great Western Railway service to the Souther Railway (Western Section). Allocated to the new Bournemouth Belle service In 1931.
- 3. In the period October 1st, 1936 to September 30th, 1937. Renovated by the PCCo at a cost of £251 with a total of 2,632 hours Recorded.
- 3. 1943 May 25th. Damaged by enemy action at Brighton.
- 2. 1947 June 20th. Allocated to the new Devon Belle service.

2. By 1956 March. Vacuum pipe fitted, stepboard alterations, refitted lavatories with 'vitrolite' slab dressers and seat screens at the ends of each saloon. Tablelamps of the 'F' type installed.



Type 'F'

2. Dr A. Ford.

3. By 1960. Bodyside Plated.

3. 1961 September. Allocated to the Blue Pullman Standby Train Formation and allocated the name 'SEVERN' and reclassified as First Class retaining 2 x 1 seating.

- 4 Western Region Locomotive Hauled Set - September 1961.

Pullman Schedule.	New Name or Number.	Former Name or Number.	Car Type.	Classification.	Details.
188.	AVON.	66.	Parlour.	K.	(Plated by 1960).
226*.	CETEIA.	73.	Parlour.	K.	(1928 Steel car).
210.	HEBE.	105.	Kitchen.	K.	
227*.	MELANDRA.	74.	Parlour.	K.	(1928 Steel car).
215.	SEVERN.	60.	Kitchen.	K.	(Plated by 1960).
211.	THALIA.	106	Kitchen.	K.	
216.	THAMES.	61.	Kitchen.	K.	(Plated by 1960).
212.	THETIS.	107.	Kitchen.	K.	
193.	WYE.	35.	Parlour.	K.	

The plan being for the cars to be interchangeable between both the Midland & Western Regions. No Pullman parlour brake cars were allocated to these formations.

3. Western Region Locomotive Hauled Set - Winter Timetable 1962.

The locomotive hauled set, the 2 x BR Mk1 FO have been removed from the set. Pullman Kitchen First cars AURELIA, CECILIA, CHLORIA, MEDUSA and ROSAMUND are returned to the Southern Region. Four second class Pullman cars are converted to first class and allocated names.

Parlour	WYE	Ex CAR No.35.
Parlour	AVON	Ex CAR No.66.
Kitchen	THAMES	Ex CAR No.61.
Kitchen	SEVERN	Ex CAR No.60.

The train formation will consist Brake 2nd, Kitchen 2nd, Kitchen 1st, Parlour 1st, Kitchen 1st, Kitchen 2nd, Brake 2nd.



2. Dr A. Ford.

CAR No. 60 - Arriving at Waterloo with the 'Up' Bournemouth Belle circa 1965.

- ². 1966 June. Withdrawn.
- ². 1966 July 4th. Noted condemned with car EVADNE in a siding at Salisbury.
Sold to A. King & Sons for scrap.



⁵. G. Moon Collection (B1-150).

Salisbury on July 7th, 1966. LtoR EVADNE & CAR No. 60.

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. J. Morel, ⁵. 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, Pullman E-News.**

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

The following Special Editions have been either updated and re-issued or newly published.

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>

Documents updated and re-issued.

PCS-A - Special Edition No.17 - Pullman On-Board Crew - Issue 11 - May 2025.

PCS-A - Special Edition No.26 - Pullman Car Company - Preston Park Works & Employees - Issue 3 - June 2025.

New documents.

PCS-A - Special Edition No.28 - Visit to British Pullman - Issue 1 - February 2025.

PCS-A - Special Edition No.29 - The Middle East Forces Timetable 1946 - Issue 1 - February 2025.

PCS-A - Special Edition No.30 - Remembering the "WESTERN BELLE" Saturday October 19th, 1963 - Issue 2 - May 2025

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.

1925 - 100 Years Ago.

July 2nd.

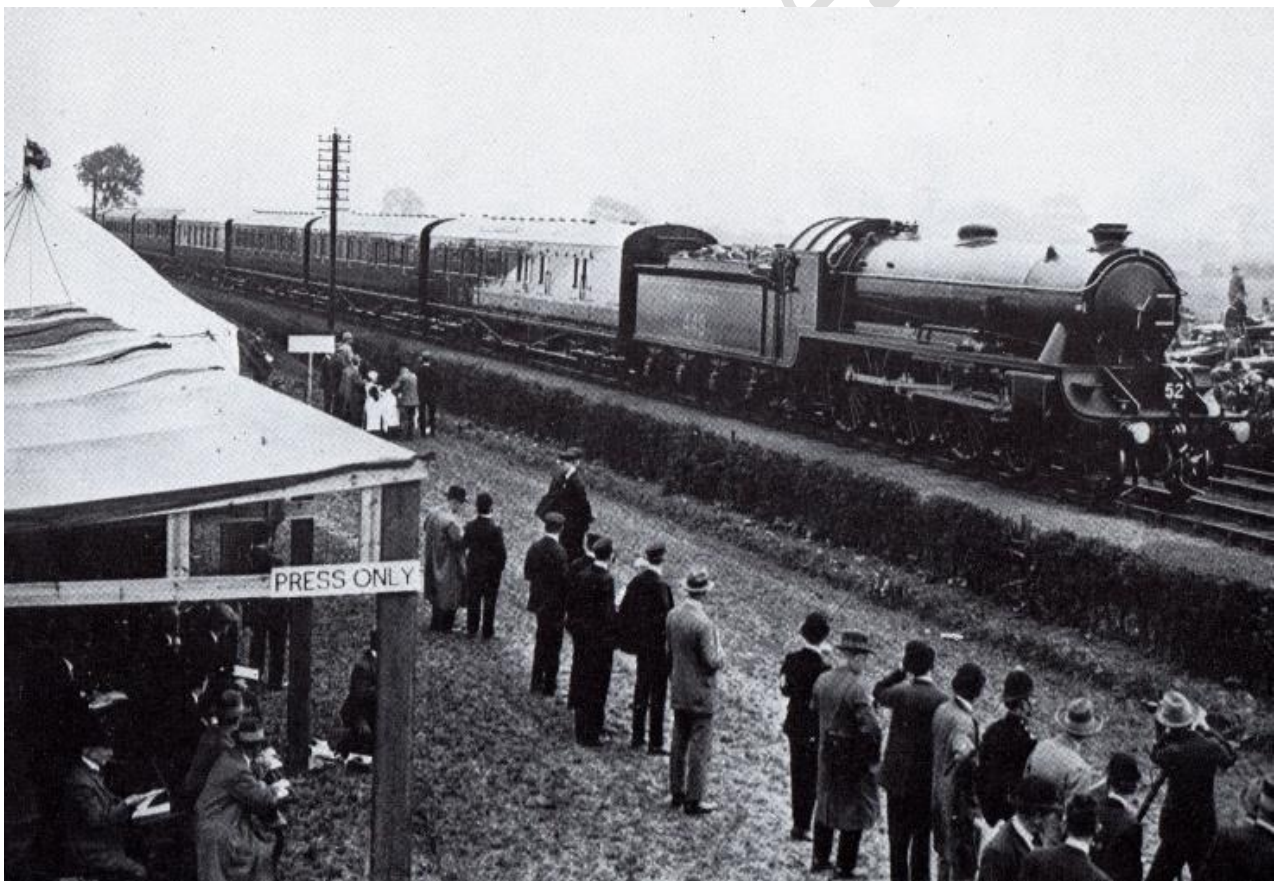
Stockton & Darlington Railway Centenary Celebrations.

The Centenary cavalcade was held on the section of main line between Eaglescliffe Station and Darlington Bank Top station.

Just west of Urray Nook level crossing, stands were erected on the north side of the railway line for invited guests that included their Royal Highnesses the Duke & Duchess of York and other dignitaries. On the opposite side of the main line general public were able to stand in the open environment.

The cavalcade of motive power and rolling stock (53 locomotives) passed from the two starting points on the Billingham Beck Branch and then joining the main line at North Shore Junction to the designated end location at Fighting Cocks station.

(Information Source: PCS-A).



The Southern Railways exhibit (No. 52) consisted of R.E.L. Maunsell designed King Arthur Class 4-6-0 No.449 'SIR TORRE' with a rake of Maunsell coaches which included (fourth from the locomotive) Pullman car Kitchen First 'LYDIA'.

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

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July 2nd to 18th. The 'Centenary Exhibition' was held at the LNER Faverdale Works, Darlington. Two Pullman cars formed part of the exhibition 'LYDIA' & 'NIOBE'. Both these cars formed part of ten cars that later in 1925 were relocated to Italy for service with CIWL until 1928. All ten cars which whilst in the UK had names allocated had these removed and 'LYDIA' became CIWL No.55 & 'NIOBE' became CIWL No.56.
(Information Source: PCS-A).

July 2nd. The 'Harrogate Pullman' extended to Edinburgh.
(Information Source: J. Morel).

July 12th. The 'Sheffield Pullman' service is extended and re-routed via Retford, Sheffield to and is also re-named 'Sheffield & Manchester Pullman'. service was short lived only operational until September 19th, 1925.
(Information Source: J. Morel).

May 9th to October 31st. British Empire Exhibition.
Pullman car ROSAMUND displayed as part of the Southern Railway Exhibit. Information Source: The Railway Gazette May 22nd, 1925).
(Information Source: PCS-A).

1950 - 75 Years Ago.

July 6th. 'Royal Train' conveying the Queen Mother to Cranbrook. Pullman car 'MALAGA' within the formation.
(Information Source: Railway World July 1978).

July 12th. The stock of the 'Devon Belle' used for an excursion London Waterloo to Winchester & Salisbury.
(Information Source: G. Child).

July 26th. The stock of the 'Devon Belle' used for an excursion London Victoria to Canterbury & Dover.
(Information Source: G. Child).

July 31st.

The Southern Region of British Railways opens the 'Ocean Liner Terminal' at Southampton Docks. (1950 to 1983).
(Information Source: PCS-A).



© PCS-A.

1955 - 70 Years Ago.

July 25th.

The Bournemouth Belle was stopped at Winchester Station to allow members of the Royal Family on the occasion of a Royal visit.
(Information Source: Railway Magazine November 1955).

July 27th.

Britannia Pacific 4-6-2 No. 70004 'WILLIAM SHAKESPEARE' noted allocated to the Golden Arrow.
(Information Source: Steam Days July 1995).

1960 - 65 Years Ago.

July 4th.

Inaugural service of the 'Midland Pullman' from Manchester Central to London St. Pancras.
(Information Source: PCS-A).

August 26th.

The 'South Wales Pullman' noted hauled by GWR Castle Class No. 5006 'TREGENNA CASTLE' hauling Pullman cars CAR No. 54, CAR No. 171, CAR No. 35, 'DIAMOND DAFFODIL BAR', CECILIA, ZENA, CHLORIA, CAR No. 27
(Information Source: PCS-A).

1975 - 50 Years Ago.

August.

Stockton & Darlington 150 Exhibition at the BR Wagon Works Shildon, County Durham.

Ex Pullman cars S/No.301 'PERSEUS' & S/No.308 'CYGNUS' still in BR Golden Arrow of blue/grey livery on display at Shildon C&W Works. The cars at this time were owned by Scottish and Newcastle Brewery's. on display but in Bulmer's livery is S/No.305 'AQUILA'.
(Information Source: PCS-A).



© T. Bye.

Tuesday August 26th, 1975, BR Shildon Wagon Works, County Durham
Left to Right - S308S CYGNUS & the vestibule of S301 'PERSEUS on display at Shildon.



© P. Woods / Richard Barber Collection.

August 2nd, 1975, Car AQUILA in the livery of the owners at that time Bulmers Cider in the company of Merchant Navy Pacific 4-6-2 No. 35028 CLAN LINE.

1980 - 45 Years Ago.

July 16th.

Ex BR Mk1 Pullman Kitchen First E318E (ROBIN) arrives by rail transfer at the North Yorkshire Moors Railway Grosmont Station from York.
(Information Source: PCS-A).



Sunday August 31st, 1975.
Shildon, County Durham.

Locomotives in formation
prior to the Cavalcade.

The lineside areas were a
mass of both railway
enthusiasts and the
general public.

© T. Bye



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 - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.07.02	60074	142 Dn North Briton into Newcastle - 60151 on / 131 Up Queen of Scots from 60152
55.07.02	60084	08.55 Newcastle - Liverpool / 58 Dn Queen of Scots into Newcastle - 60127 on
55.07.02	60127	58 Dn Queen of Scots from Newcastle from 60084
55.07.02	60152	131 Up Queen of Scots into Newcastle - 60074 on / 52 Kings Cross - Glasgow from Newcastle 15.40 from 60155
55.07.06	60002	131 Up Queen of Scots from Newcastle from 60537
55.07.06	60537	131 Up Queen of Scots into Newcastle - 60002 on / 52 Kings Cross - Glasgow
55.07.08	60537	131 Up Queen of Scots into Newcastle - 60963 on / 52 Kings Cross - Glasgow from 60143
55.07.08	60963	131 Up Queen of Scots from Newcastle - from 60537
55.07.09	60084	142 Dn North Briton into Newcastle - 60142 on / 131 Up Queen of Scots from 60519
55.07.09	60086	58 Dn Queen of Scots - from 60141 at Leeds
55.07.09	60141	58 Dn Queen of Scots - 60086 on at Leeds
55.07.09	60519	131 Up Queen of Scots into Newcastle - 60084 on / 52 Kings Cross - Glasgow at 16.45
55.07.11	60118	58 Dn Queen of Scots
55.07.11	60123	34 Dn Bradford Flyer / 131 Up Queen of Scots
55.07.11	60507	131 Up Queen of Scots into Newcastle
55.07.12	60086	131 Up Queen of Scots from Newcastle from 60519
55.07.12	60519	131 Up Queen of Scots into Newcastle - 60086 on

The Queen of Scots Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.07.13	60086	131 Up Queen of Scots from Newcastle from 60537
55.07.13	60537	131 Up Queen of Scots into Newcastle - 60086 on / 52 Kings Cross – Glasgow from 60145
55.07.16	60123	58 Dn Queen of Scots
55.07.18	60081	131 Up Queen of Scots from Newcastle
55.07.21	60084	131 Up Queen of Scots from Newcastle - from 60097
55.07.21	60097	131 Up Queen of Scots into Newcastle - 60084 on / 52 Kings Cross – Glasgow from Newcastle from 60132
55.07.22	60090	131 Up Queen of Scots from Edinburgh
55.07.22	60119	131 Up Queen of Scots
55.07.23	60038	X94 10.45 Newcastle - Leeds spl (6) / 58 Dn Queen of Scots from Leeds – Newcastle from 60130 - 60096 on at Newcastle
55.07.23	60084	142 Dn North Briton into Newcastle - 60132 on / 131 Up Queen of Scots from Newcastle from 60538
55.07.23	60096	Glasgow - Kings cross into Newcastle / 58 Dn Queen of Scots from Newcastle
55.07.23	60130	58 Dn Queen of Scots - 60038 on at Leeds
55.07.23	60538	131 Up Queen of Scots into Newcastle - 60084 on / 52 Kings Cross – Glasgow from Newcastle from 60826
55.07.25	60123	58 Dn Queen of Scots
55.07.26	60004	131 Up Queen of Scots into Ncle - 60084 on / 52 KX - Glasgow 15.28 from 60518
55.07.26	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from 60004
55.07.27	60004	131 Up Queen of Scots into Newcastle - 60086 on / 52 Kings Cross – Glasgow from Newcastle from 60070
55.07.27	60086	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from 60004
55.07.28	60126	131 Up Queen of Scots into Newcastle
55.07.28	60141	131 Up Queen of Scots from Leeds - Kings Cross
55.07.29	60036	58 Dn Queen of Scots into Newcastle
55.07.30	60012	131 Up Queen of Scots into Newcastle - 60084 on / 52 KX - Glasgow from Ncle 15.40
55.07.30	60071	Dn addl through Hartlepool 10.40 10on / 58 Dn Queen of Scots into Newcastle
55.07.30	60084	142 Dn North Briton into Newcastle - 60150 on / 131 Up Queen of Scots from 60012 - 60141 on at Leeds
55.07.30	60134	58 Dn Queen of Scots
55.07.30	60141	09.18 Dn White Rose / 131 Up Queen of Scots from 60084 at Leeds
55.08.02	60141	58 Dn Queen of Scots
55.08.03	60036	142 Dn North Briton into Newcastle / 131 Up Queen of Scots
55.08.04	60011	131 Up Queen of Scots into Newcastle - 60904 on / 52 Kings Cross – Glasgow from 60115

The Queen of Scots Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.08.04	60904	131 Up Queen of Scots from Newcastle from 60011
55.08.05	60011	131 Up Queen of Scots into Newcastle - 60904 on / 52 Kings Cross – Glasgow from Newcastle from 60023
55.08.05	60131	58 Dn Queen of Scots
55.08.05	60904	142 Dn North Briton from Leeds - Newcastle 10on / 131 Up Queen of - Scots from 60011
55.08.06	60011	131 Up Queen of Scots into Newcastle 60086 on / 52 KX - Glasgow 15.40 from Newcastle from 60803
55.08.06	60080	Birmingham - Newcastle arr 13.03 / 58 Dn Queen of Scots from Newcastle from 60084
55.08.06	60084	58 Dn Queen of Scots into Newcastle - 60080 on / Up North Briton from Newcastle
55.08.06	60086	142 Dn North Briton into Newcastle - 60088 on / 131 Up Queen of Scots from 60011
55.08.08	60134	58 Dn Queen of Scots
55.08.13	60084	131 Up Queen of Scots from Newcastle
55.08.13	60119	58 Dn Queen of Scots (271) / noted at Grantham on Queen of Scots (323)
55.08.13	60149	90 Dn Queen of Scots (271)
55.08.15	60119	58 Dn Queen of Scots (271)
55.08.20	60084	142 Dn North Briton into Newcastle - 60001 on / 131 Up Queen of Scots (1,5,6,8,181)
55.08.20	60099	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle 15.28
55.08.20	60118	58 Dn Queen of Scots
55.08.20	60130	950 Kings Cross - Leeds / 131 Up Queen of Scots
55.08.22	60004	131 Up Queen of Scots into Newcastle 60084 on / 52 Kings Cross – Glasgow from Newcastle from 60147
55.08.22	60084	131 Up Queen of Scots from Newcastle from 60004
55.08.23	60086	131 Up Queen of Scots from Newcastle - Leeds
55.08.23	60118	131 Up Queen of Scots from Leeds - Kings Cross
55.08.25	60134	58 Dn Queen of Scots
55.08.26	60096	05.10 Carlisle - Edinburgh / 131 Up Queen of Scots into Newcastle
55.08.27	60086	142 Dn North Briton into Newcastle 60143 on / 131 Up Queen of Scots from Newcastle from 60160
55.08.27	60106	58 Dn Queen of Scots
55.08.27	60130	131 Up Queen of Scots
55.08.27	60160	131 Up Queen of Scots into Newcastle 60086 on / 52 Kings Cross – Glasgow from 60135
55.08.30	60011	131 Up Queen of Scots into Newcastle 60084 on / 52 Kings Cross – Glasgow from Newcastle from 60137
55.08.30	60084	131 Up Queen of Scots from Newcastle from 60011

The Queen of Scots Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
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55.08.30	60130	58 Dn Queen of Scots
55.08.31	60120	58 Dn Queen of Scots

The Yorkshire Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
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55.07.01	60021	84 Dn Yorkshire Pullman
55.07.02	60026	84 Dn Yorkshire Pullman
55.07.02	60139	19 Up Yorkshire Pullman
55.07.04	60026	84 Dn Yorkshire Pullman
55.07.05	60014	84 Dn Yorkshire Pullman
55.07.06	60026	84 Dn Yorkshire Pullman
55.07.07	60014	84 Dn Yorkshire Pullman
55.07.08	60026	84 Dn Yorkshire Pullman
55.07.09	60014	84,Dn Yorkshire Pullman
55.07.11	60014	84 Dn Yorkshire Pullman
55.07.12	60013	84 Dn Yorkshire Pullman
55.07.13	60014	84 Dn Yorkshire Pullman
55.07.14	60013	84 Dn Yorkshire Pullman
55.07.15	60014	84 Dn Yorkshire Pullman
55.07.16	60013	84 Dn Yorkshire Pullman
55.07.16	60139	19 Up Yorkshire Pullman
55.07.18	60014	84 Dn Yorkshire Pullman
55.07.19	60022	84 Dn Yorkshire Pullman
55.07.20	60026	84 Dn Yorkshire Pullman
55.07.21	60022	84 Dn Yorkshire Pullman
55.07.22	60007	84 Dn Yorkshire Pullman
55.07.23	60022	84 Dn Yorkshire Pullman
55.07.28	60007	84 Dn Yorkshire Pullman (
55.07.30	60007	84 Dn Yorkshire Pullman 12on
55.07.30	60123	19 Up Yorkshire Pullman / 88 Kings Cross - Leeds
55.08.05	60007	84 Dn Yorkshire Pullman
55.08.05	60141	19 Up Yorkshire Pullman / 88 Kings Cross - Leeds
55.08.10	60117	19 Up Yorkshire Pullman
55.08.11	60024	84 Dn Yorkshire Pullman
55.08.13	60118	19 Up Yorkshire Pullman
55.08.20	60897	19 Up Yorkshire Pullman / 12.90 Dn from London
55.08.27	60117	19 Up Yorkshire Pullman

The Harrogate Sunday Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.07.17	60119	123 Up Harrogate Sunday Pullman
55.07.17	60134	84 Dn Harrogate Sunday Pullman
55.08.28	60117	123 Up Harrogate Sunday Pullman

The Tees Tyne Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.07.01	60010	145 Up Tees Tyne Pullman - arrived with hot box
55.07.01	60022	82 Dn Tees Tyne Pullman
55.07.04	60007	82 Dn Tees Tyne Pullman
55.07.04	60017	145 Up Tees Tyne Pullman arr 13.57
55.07.05	60022	82 Dn Tees Tyne Pullman
55.07.05	60028	145 Up Tees Tyne Pullman
55.07.06	60007	82 Dn Tees Tyne Pullman
55.07.06	60017	145 Up Tees Tyne Pullman
55.07.07	60022	82 Dn Tees Tyne Pullman
55.07.07	60028	145 Up Tees Tyne Pullman
55.07.08	60007	82 Dn Tees Tyne Pullman
55.07.08	60017	145 Up Tees tyne Pullman
55.07.11	60006	145 Up Tees Tyne Pullman
55.07.11	60021	777 Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
55.07.12	60026	145 Up Tees Tyne Pullman
55.07.12	60032	82 Dn Tees Tyne Pullman
55.07.13	60006	145 Up Tees Tyne Pullman
55.07.13	60021	82 Dn Tees Tyne Pullman
55.07.14	60022	82 Dn Tees Tyne Pullman
55.07.14	60026	145 Up Tees Tyne pullman
55.07.15	60006	145 Up Tees Tyne Pullman
55.07.15	60021	82 Dn Tees Tyne Pullman
55.07.18	60017	82 Dn Tees Tyne Pullman
55.07.18	60025	145 Up Tees Tyne Pullman
55.07.19	60021	82 Dn Tees Tyne Pullman
55.07.19	60026	145 Up Tees Tyne Pullman
55.07.20	60017	82 Dn Tees Tyne Pullman
55.07.20	60070	145 Up Tees Tyne Pullman
55.07.21	60021	82 Dn Tees Tyne Pullman
55.07.21	60147	145 Up Tees Tyne Pullman
55.07.22	60006	145 Up Tees Tyne Pullman
55.07.22	60017	82 Dn Tees Tyne Pullman
55.07.22	60025	145 Up Tees Tyne Pullman

The Tees Tyne Pullman - July & August 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.07.26	60017	82 Dn Tees Tyne Pullman
55.07.26	60030	145 Up Tees Tyne Pullman
55.07.27	60006	82 Dn Tees Tyne Pullman
55.07.27	60026	145 Up Tees Tyne Pullman
55.07.28	60008	145 Up Tees Tyne Pullman
55.07.28	60025	Up pass into Kings Cross / 82 Dn Tees Tyne Pullman
55.07.29	60006	16.45 Dn Tees Tyne Pullman
55.07.29	60025	145 Up Tees Tyne Pullman
55.08.05	60147	82 Dn Tees Tyne Pullman
55.08.10	60013	145 Up Tees Tyne Pullman arr 13.57
55.08.17	60125	145 Up Tees Tyne Pullman arr 13.57
55.08.22	60006	145 Up Tees Tyne Pullman
55.08.22	60013	82 Dn Tees Tyne Pullman
55.08.23	60015	82 16.45 Dn Tees Tyne Pullman
55.08.23	60026	145 Up Tees Tyne Pullman
55.08.25	60014	82 16.45 Dn Tees Tyne Pullman
55.08.26	60007	145 Up Tees Tyne Pullman
55.08.31	60022	777 Nottingham - Kings Cross / 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 16th, 1969.

"Royal Journey"

09.50 Waterloo to Portsmouth &

18.16 Portsmouth to Guildford

My thanks to Nick Lade for this article.

BRITISH RAILWAYS
SOUTHERN REGION

Report 0900 16.5.1966

PRIVATE - FOR USE OF THE
STAFF CONCERNED ONLY

Assistant General Manager,
Waterloo Station, S.E.1.
1st May, 1969.

SPECIAL NOTICE NO.70 AGM.

FRIDAY, 16th MAY, 1969

ROYAL JOURNEY WATERLOO TO PORTSMOUTH AND SOUTHSEA
AND RETURN FROM PORTSMOUTH HARBOUR TO GUILDFORD

THE CONTENTS OF BR BOOKLET OF "INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF ROYAL TRAINS" DATED 1ST MARCH 1965 - AND "SUPPLEMENTARY INSTRUCTIONS TO BE OBSERVED WHERE THE TRACK CIRCUIT BLOCK REGULATIONS APPLY" OF THE SAME DATE, ARE TO BE COMPLIED WITH BETWEEN WATERLOO AND PORTSMOUTH AND SOUTHSEA (LL) ON THE FORWARD JOURNEY AND BETWEEN PORTSMOUTH HARBOUR AND GUILDFORD ON THE RETURN JOURNEY.

Mileage M. C.		"ROYAL"		Arr.	Dep.
		Arr.	Dep.		
0 0	Waterloo (Platform No.11)	-	A 09 50 (Through Line)		
3 71	Clapham Junction		09 56½		
13 26	Hampton Court Junction		10 06		
24 26	Woking	10 17	10 18		
30 27	Guildford	10 26	10 27		
43 2	Haslemere	10 44	10 45		
54 73	Petersfield		10 57		
66 38	Havant	11 10	11 11		
70 02	Portsmouth Junction		11 16		
72 64	Fratton (Down loop line)	11 19	11 22½	-	11 25
73 49	Portsmouth & Southsea (H.L.)	-	-	11 27½	11 29
	Portsmouth & Southsea (L.L.) (Platform No.5)	11 25	-	-	-
74 35	Portsmouth Harbour	-	-	11 32	-

A - Ordinary train running under "Royal" regulations between Waterloo and Fratton and the leading portion thence to Portsmouth and Southsea (L.L.)

Rear portion
(4 BIG, 4 CIG)

Mileage M. C.		"ROYAL"	
		Arr.	Dep.
0 0	Portsmouth Harbour (Platform No.1)	-	B 18 16
0 66	Portsmouth & Southsea (H.L.)	18 19	18 20
4 33	Portsmouth Junction		18 25½
7 77	Havant		18 30
19 42	Petersfield		18 46½
31 33	Haslemere		19 00
44 8	Guildford (Platform No.6)	19 14½	19 15½

B - Additional ordinary train running under "Royal" regulations between Portsmouth

© Chris Lade Archive - Page 1 - F049.

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SPECIAL NOTICE NO.70 AGM (Continued)

FORMATION DEPARTING WATERLOO

4 CIG (Driving trailer composite
Trailer second saloon
Motor brake second saloon
Driving trailer composite)
4 BIG
4 CIG

FORMATION DEPARTING PORTSMOUTH HARBOUR

4 CIG
4 BIG (Driving trailer composite
Motor brake second saloon
Trailer second saloon
Driving trailer composite)

EMPTY TRAIN WORKING

To form 09 50 Waterloo to Portsmouth Harbour

	arr.	dep.
Durnsford Road	-	09 11
Clapham Junction	(Through Line)	09 15½
Waterloo (Platform No. 11)	09 22	-

SPECIAL WORKING INSTRUCTIONS

OPERATION OF THE TRAIN BRAKING SYSTEM

AT WATERLOO (FORWARD JOURNEY) AND PORTSMOUTH HARBOUR (RETURN JOURNEY)

When the prescribed standard brake test has been satisfactorily carried out, the driver must make a full application of the electro-pneumatic brake and keep the brake applied until he receives the signal to start.

AT GUILDFORD (RETURN JOURNEY)

After the train has come to a stand, a full application of the automatic air brake must be made and held until the driver receives the signal to re-start.

HEADCODE

Route indication 82 (09 50 ex Waterloo) and 81 (18 16 ex Portsmouth Harbour) must be displayed, in addition to which a lighted headlamp must be carried.

TRAIN TAIL LAMP

A lighted tail lamp must be carried on the rear vehicle of the Royal Train between Waterloo and Portsmouth and Southsea (L.L.) on the forward journey and between Portsmouth Harbour and Guildford on the return journey, in addition to the illuminated red roller blind indication. Block Regulation 19 need not be carried out between these places unless the red roller blind indication is not displayed and in addition the tail lamp is missing.

STOPPING POINTS

AT PORTSMOUTH AND SOUTHSEA (L.L.) - (FORWARD JOURNEY)

The train must be brought to a stand with the centre of the driver's cab window opposite a point indicated by a distinctive white mark on the platform at which a hand signalman with a red hand signal will be stationed, this point to be 10 feet from the buffer stops. The distance from the centre of the driver's cab window to the centre of the middle door of the leading coach from which H.M. The Queen will alight is approximately 37 feet.

SPECIAL NOTICE NO.70 AGM (Continued)

AT GUILDFORD - (RETURN JOURNEY)

The train must be brought to a stand with the centre of the driver's cab window opposite a point indicated by a handsignalman with a red hand signal stationed on the left hand side of the up line ahead of Signal WX16, which must be in the "OFF" position previously to the arrival of the train. The distance from the centre of the driver's cab window to the centre of the door of the rear coach from which H.M. The Queen will alight is 755 feet 10 inches; this door will be opposite the staircase leading to the over bridge.

TRAIN REPORTING

The time at which the Royal Train has left, passed, or arrived, must be reported from the following points to the Divisional Manager, who will ensure that the information is passed forward to Headquarters immediately after receipt of each message :-

FORWARD JOURNEY

WATERLOO, HAMPTON COURT JUNCTION, WOKING, GUILDFORD, HAVANT, FRATTON AND PORTSMOUTH

RETURN JOURNEY

PORTSMOUTH, HAVANT, HASLEMERE AND GUILDFORD.

DRIVER AND GUARD OF THE ROYAL TRAINS

09 50 Waterloo to Portsmouth Harbour

DRIVER, To be advised. GUARD, K. Shillinglaw.

18 16 Portsmouth Harbour to Waterloo

DRIVER, To be advised. GUARD, A. Crow.

INSPECTORS

Divisional Inspector A. G. Pay will travel with the Royal Trains.
Motive Power Inspector W.F. Neal will travel in the driver's cab.

ALTERATIONS TO OTHER TRAINS

Alterations to other trains, related to the running of the Royal Trains will appear in separate special notice issued by the Divisional Manager, South Western Division.

S. D. WARD
Assistant General Manager.

Christopher Lade Photographic Archive. (Courtesy of Nick Lade)

My thanks to Nick for this article.



© Chris Lade - PA012.

Undated, from Left to Right Conductor Pearte, C. Lade, A. Viney & Unidentified Attendant.

Prior to the introduction of the 'Midland Pullman' service members of the 'Brighton Belle' staff were utilized for the on-board training of the new Manchester on-board crew.

During the training period BTF undertook the filming of 'The Blue Pullman' in which Chris Lade can be seen a number of times.

VINTAGE TRAINS & SOUTH DEVON RAILWAY
"THE SOUTH DEVON EXPLORER"
SATURDAY MAY 10th, 2025.



© John Leonard - JL001-25.

D1023 'Western Fusilier' at Shaldon bridge west of Teignmouth.

D1015 'Western Champion' hauling the South Devon Explorer over the rails it once ruled in the 1960s and 1970s.

The train departed from Birmingham New Street, via the Chilterns and the Great Western Mainline into Bristol Temple Meads. From here D1015 'Western Fusilier' will be unassisted by another locomotive for the run down to Plymouth and back over the South Devon Banks and the seawall at Dawlish.

Following a break at Plymouth, the train then returned to Bristol, stopping at Totnes for a return trip through the scenic Dart Valley of the South Devon Railway (SDR) to Buckfastleigh. This will be the first time BR Mk1 Pullman cars have travelled on the SDR and in addition a 'Western' will have been seen on this branch line since D1023 'Western Fusilier' was at Buckfastleigh in 1990.



© John Leonard - JL004-25.

**D1015 'Western Fusilier' with the "THE SOUTH DEVON EXPLORER"
arriving at the South Devon Railway Buckfastleigh Station.**

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© Gareth Harrison - GH001-25.

Mk1 Pullman cars Left to Right CAR No. 335 & EAGLE passing Dartington Hall.

Locomotive Allocation.

D1015 'Western Champion' Attached throughout the rail tour.

37240 Attached from Birmingham New Street to Bristol Temple Meads, then detached travelling light engine to Plymouth. Reattached at Plymouth for the return working via Buckfastliegh to Birmingham New Street.

Rolling Stock Allocation.

5198 TSO	BR Mark 2	Open Standard
5157 TSO	BR Mark 2	Open Standard
5212 TSO	BR Mark 2	Open Standard
5177 TSO	BR Mark 2	Open Standard
9101 BSO	BR Mark 2	Open Brake Standard with Trolley Space
17018 BFK	BR Mark 1	Corridor Brake First
99971 PFK	BR Mark 1	Pullman Kitchen First 'EAGLE'.
99361 PSK	BR Mark 1	Pullman Kitchen Second 'CAR No. 335'.
3310 FO	BR Mark 1	Open First



© Bernard Mills - BM001-25.

Mk1 Pullman cars Left to Right CAR No. 335, EAGLE & Class 37 No. 37240 passing Dartington Hall.



© Vintage Trains.

BRMk1 Pullman Car Saloon Interior.

My thanks to John Leonard, Gareth Harrison & Bernard Mills for supplying the images.

For information further Information: -

Vintage Trains forthcoming journeys visit <https://vintagetrains.co.uk/>

South Devon Railway visit <https://www.southdevonrailway.co.uk/>

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THE PULLMAN SOCIETY

ISSN 1740-5785

The Golden Way



The Journal of **THE PULLMAN SOCIETY**

Issue No 143

2025/2

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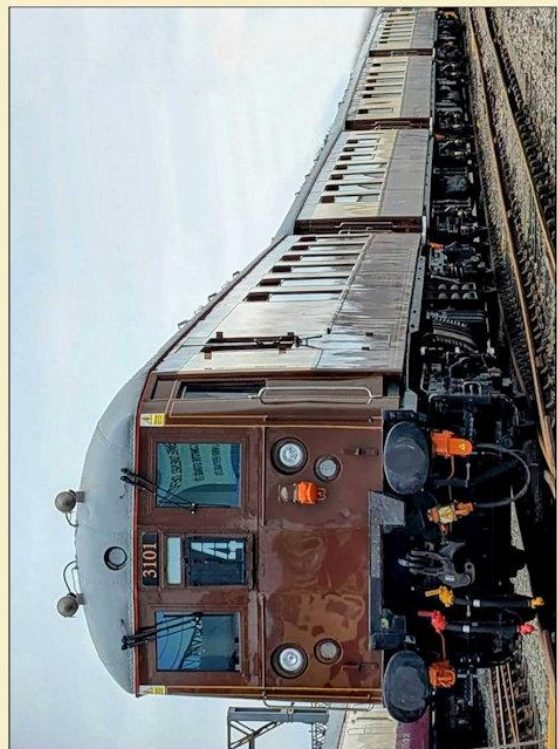
DETAILS ON BOTH THE
PULLMAN SOCIETY AND
MEMBERSHIP CAN BE SOURCED
FROM THE SOCIETIES WEBSITE AT: -
[HTTP://WWW.THEPULLMANSOCIETY.
ORG.UK/](http://www.thepullmansociety.org.uk/)

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



copyright LSL

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

Published by The Pullman Society, April 2025
Produced by Peterborough Printing Services Ltd, Tel: 01733 349881

THE PULLMAN SOCIETY

On Sunday June 22nd, 2025, members of the Pullman Society visited Petworth Station to lunch within Pullman Car 'PRINCESS ENA'.



© David Jones - DJ007-25.



© David Jones - DJ008-25.

For further information on Petworth Station visit <https://www.old-station.co.uk/>

My thanks to David Jones for sharing his images.



Richard Barber Photographic Archive

My thanks to Richard for the photographs.



© Richard Barber Photographic Archive - RB019-25.

**No date or location, North British Railway Company (1844 to 1923).
Class E118 2-2-2 No. 38 and unidentified Pullman car.**

The locomotive was built for the NBR in 1847 and one of six by R. W. Hawthorn as 2-2-2. No.38. One of two that were rebuilt in 1869 at Cowlairs to 2-4-0, Class E118 No. 38.

The North British Railway Company link with Pullman Company commenced on the opening of the Midland Railway Company's Settle to Carlisle railway line on May 1st , 1876, this being two years after the introduction of Pullman cars on the Midland Railway.



© Richard Barber Photographic Archive - RB020-25 - R F Payne.
 No Date, English Electric Class 4 No. D2xx with the 'Up' Tees Tyne Pullman
 passing Ferryhill Station, County Durham.



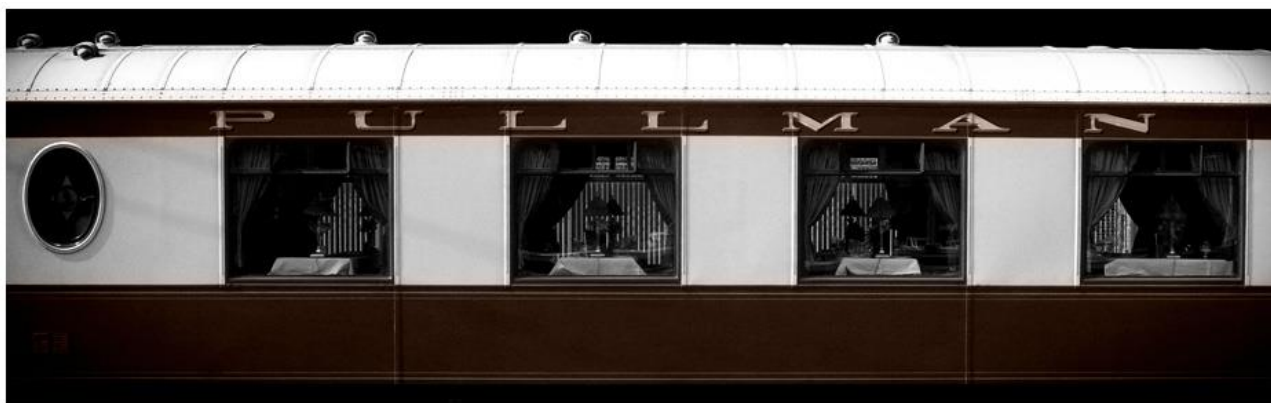
© Richard Barber Photographic Archive - RB021-25 - R F Payne.
 Circa 1962, Deltic No. D9003 'MELD' with the Tees Tyne Pullman at Durham.



© Richard Barber Photographic Archive - RB022-25 - Gerry Pierson Collection.
1953, LNER Class D49 No. 62740 'THE BEDALE' at South Park Road West Harrogate.



© Richard Barber Photographic Archive - RB023-25 - Gerry Pierson Collection.
April 18th, 1954, LNER/BR B1 4-6-0 No. 61030 'NYALA'
with the 'Up' Harrogate Sunday Pullman at Harrogate.



Pullman Reports.



Pullman Report Keighley & Worth Valley Railway Nigel Hyde June 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).

The RSO has been used on private hire and afternoon teas, ANN has been out on the afternoon Teas and is always an attraction. So as the season starts it will probably be used a lot more. There has been a couple of private hires, also the Jubilee Bar is popular..



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

My thanks to Fred for his report.

The Belmond British Pullman Stewarts Lane Depot.



© Fred Pragnell - AF009-25.

June 17th, 2025 - 'MONA'



Above.
 © Fred Pragnell - AF008-25.

June 19th, 2025.

**'CAR No. 86' & 'PHYLLIS' being
 shunted from the confines of
 covered accommodation into the
 sun-drenched sidings.**



Left.
 © Fred Pragnell - AF010-25.

June 17th, 2025.

**Gresley Bogie Frames & Wheels
 With new bearings for car 'IBIS'
 and on the far right tarpaulin
 covered CAR No. 92.**



© Fred Pragnell - AF006-25.

June 18th, 2025 - MNLPS No. 35028 'CLAN LINE' sunbathes in light steam in preparation of the Next days 'British Pullman' working, only to be stood down due to the Hot & Dry Weather.



Pullman Report

The Kent & East Sussex Railway

John Wheller

June 2025

My thanks to John for his report.

Pullman Car THEODORA.



© John Wheller - JW013-25.

May 14th, 2025 'THEODORA' within the Pullman dock at Tenterden Station.

Following last month's report, the new carpets were fitted on time, and THEODORA was given a basic clean prior to the curtains being refitted.

The curtains were returned from the cleaners and together with the tiebacks were refitted. The new carpet was covered with protected sheeting to allow the tables to be refitted, the seating was brought out of store and the car was given a final clean ready to go back into service.

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While the interior was being completed the opportunity was taken to give the bogies a cosmetic repaints. THEODORA was handed back to the operating department and rolled out of the shed on of May 9th, ready for the visit of the Pullman Society.

As I reported last time the shed is never empty for long and THEODORA was immediately replaced by one of the railways Maunsell NBO's KESR No. 54 for a reroofing to cure a small leak in the canvas , resealing of some of the metal panelling that has also shown signs of small leaks and a full exterior repaint.

The droplights have been removed and repainted and any of the laminated glass that has delaminated is being replaced.

A full report with photos will be prepared for the next newsletter.



© John Wheller - JW014-25.

May 14th, 2025 'THEODORA' within the Pullman dock at Tenterden Station.

The Wealden Pullman Dining Train.

The train has been running regularly and as usual is well patronised.
You can book the Wealden Pullman Dining Train online at

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



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

The 5BEL Charitable Trust Photograph Archive.



© T. Bye - AY0238 - (5BEL Photograph Archive F6-3-00957).

May 30th, 1989, CAR No. 85 as static restaurant at the Nags Head at Mickleover, Derbyshire.

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
June 2025**

My thanks to Steve for the photographs.

On Sunday April 6th, Vintage Trains "Shakespeare Express" operated from Worcester Shrub Hill to Stratford on Avon.



© S. Widdowson - SW017-25.

The train was hauled by Great Western Railways Castle Class 4-6-0 No. 7029 'CLUN CASTLE' and English Electric Co-Co Class 37/0 No. 37240 was mainly on the other end of the formation and utilised to assist during shunting of the formation and the return working hauling the passenger train to assist the train if required.

The train passenger accommodation consisted in the following order:

Mark 1 Corridor Brake Standard	No. W35470,
Pullman Kitchen First	'EAGLE' (99971),
Pullman Kitchen Second	'CAR No. 335' (99361),
Pullman Parlour Second	'CAR No. 349' (99349),
Mark 2 Open Brake Standard with Trolley Space	No. 9101,
Mark 2 Open Second	No. 5177,
Mark 2 Open Second	No. 5212.



© S. Widdowson - SW008-25.

Great Western Railways Castle Class 4-6-0 No. 7029 'CLUN CASTLE' at Stratford upon Avon awaiting departure with '1T32' 13.36hrs Stratford-upon-Avon to Birmingham Snow Hill.



© S. Widdowson - SW012-25.

Pullman Kitchen First 'EAGLE' (E311E) (99971).



© S. Widdowson - SW013-25.

The Saloon Interior of Pullman Kitchen Second CAR No. 335.



© S. Widdowson - SW014-25.

Pullman afternoon tea.



© S. Widdowson - SW018-25.

Great Western Railways Castle Class 4-6-0 No. 7029 'CLUN CASTLE' being hauled by English Electric Co-Co Class 37/0 No. 37240 from Worcester Shrub Hill to Birmingham Snow Hill as '1T35' working.

The Train Movements.

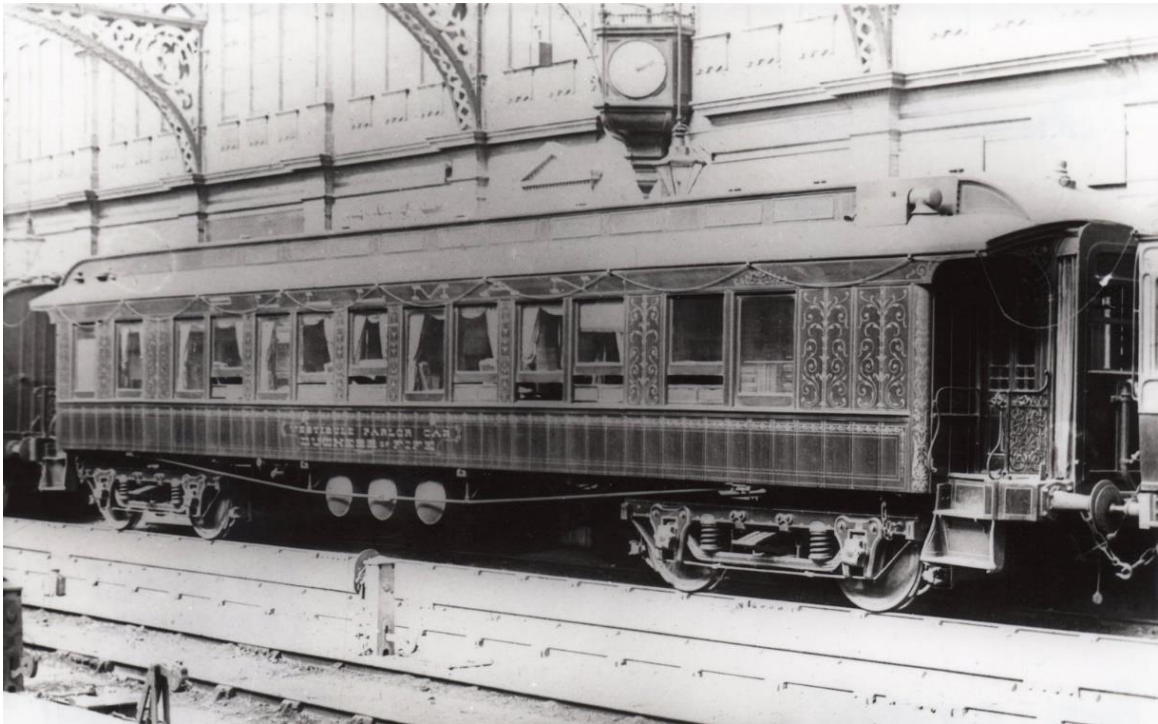
5Z31	08.50	Tyseley Steam Trust to Birmingham Snow Hill.
1Z30	09.08	Birmingham Snow Hill to Worcester Shrub Hill - (37240 leading 7029 Clun Castle on rear).
1T31	10.16	Worcester Shrub Hill to Stratford-upon-Avon - (7029 Clun Castle leading to Hatton then 37240 leading into Stratford-upon-Avon)
1T32	13.36	Stratford-upon-Avon to Birmingham Snow Hill - (7029 Clun Castle leading).
1T33	14.49	Birmingham Snow Hill to Stratford-upon-Avon - (7029 Tender 1st + 37240).
1T34	16.48	Stratford-upon-Avon to Worcester Shrub Hill - (7029 leading).
1T35	19.09	Worcester Shrub Hill to Birmingham Snow Hill - (37240 leading).
5T34	20.28	Birmingham Snow Hill to Tyseley Steam Trust.

Vintage Trains.

Steam Trains on Britain's Mainline Railway Departing from Birmingham, Great Britain to Multiple Scenic Locations in GB. For further information visit <https://vintagetrains.co.uk/>

George Moon Photographic Archive.

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



© G. Moon Collection - B1-018.

Circa 1900 'DUCHESS OF FIFE' at Bournemouth Central Station.



© G. Moon Collection - B1-019.

April 1934 – 'DUCHESS OF FIFE' at Gatwick Siding.

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Pullman Model Scene.



CLEVELAND MODEL RAILWAY CLUB - 2025 EXHIBITION

For further information visit the CMRC Facebook Page

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

CMRC Exhibition August 2nd & 3rd 2025.



Venue the Redcar and Cleveland College, Redcar TS10 1EZ.

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**One of this year's exhibition Layout
'N' Gauge "Stockton Station"
Having recently updated.**



Opening at 10am to 4pm on both Saturday 2nd & Sunday 3rd.

Free parking.

Door prices: -

Under 5 - Free Access.

Over 5 to under 16 - £4.00.

Adult - £6.00.

Family 2+2 £18.00.

Advance exhibition details: -

18 x layouts, large and small including our fully refurbished N Gauge Stockton Station.

The first time out for CMRC new 7mm O Gauge layout 'CLEVEMOOR'.

11 x Traders with for the first time Northumbrian Painting Services and N.E.R. Models.

M.E.R.G. will be attending and also Chris Pulham Railway Artist. (Her paintings are really amazing).

In addition, CMRC Demonstration's etc.

CMRC will be supporting 'Victoria's Wish' who will also be represented.

Keep up to date by visiting the regularly updated CMRC Facebook page at

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

Belmond CAR No. 93 - Matt Dacombe.

On Monday May 12th Former Brighton Belle Motor Brake Parlour CAR No. 93 was moved from Belmond's Stewarts Lane Depot to Arlington Fleet Services Ltd at Eastleigh.

The movement was initially by road transport to Eastleigh yard and following unloading for forward movement by rail from Eastleigh Yard to Arlington Fleet Services Ltd.

The short rail movement from the yard through Eastleigh station was undertaken by GB Railfreight Class 66/3 No.66310 'Bo'ness and Kinneil Railway'.



© Matt Dacombe - MJDS001-25.

Belmond's CAR No. 93 Crossing Bishopstoke Road Bridge.



© Matt Dacombe - MJDS003-25.

GB Railfreight Class 66 No.66310 'Bo'ness and Kinneil Railway' and Belmond's CAR No. 93.

A Pullman Memory from 26 Years Ago.



© T. Robbins - AY2412.

June 1999 - Ex Pullman Car Company Preston Park Works.
CAR Nos. 92 & 93 Depart for the then VSO-E Stewarts Lane Depot.

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© HPF.

‘GLEN FALLS’ Sister car to ‘GLEN AYR’.

The Historic Pullman Foundation, Chicago, Illinois. Acquires a rare 1928 Pullman Railcar for Display at Pullman National Historical Park at Pullman, Chicago, Illinois.

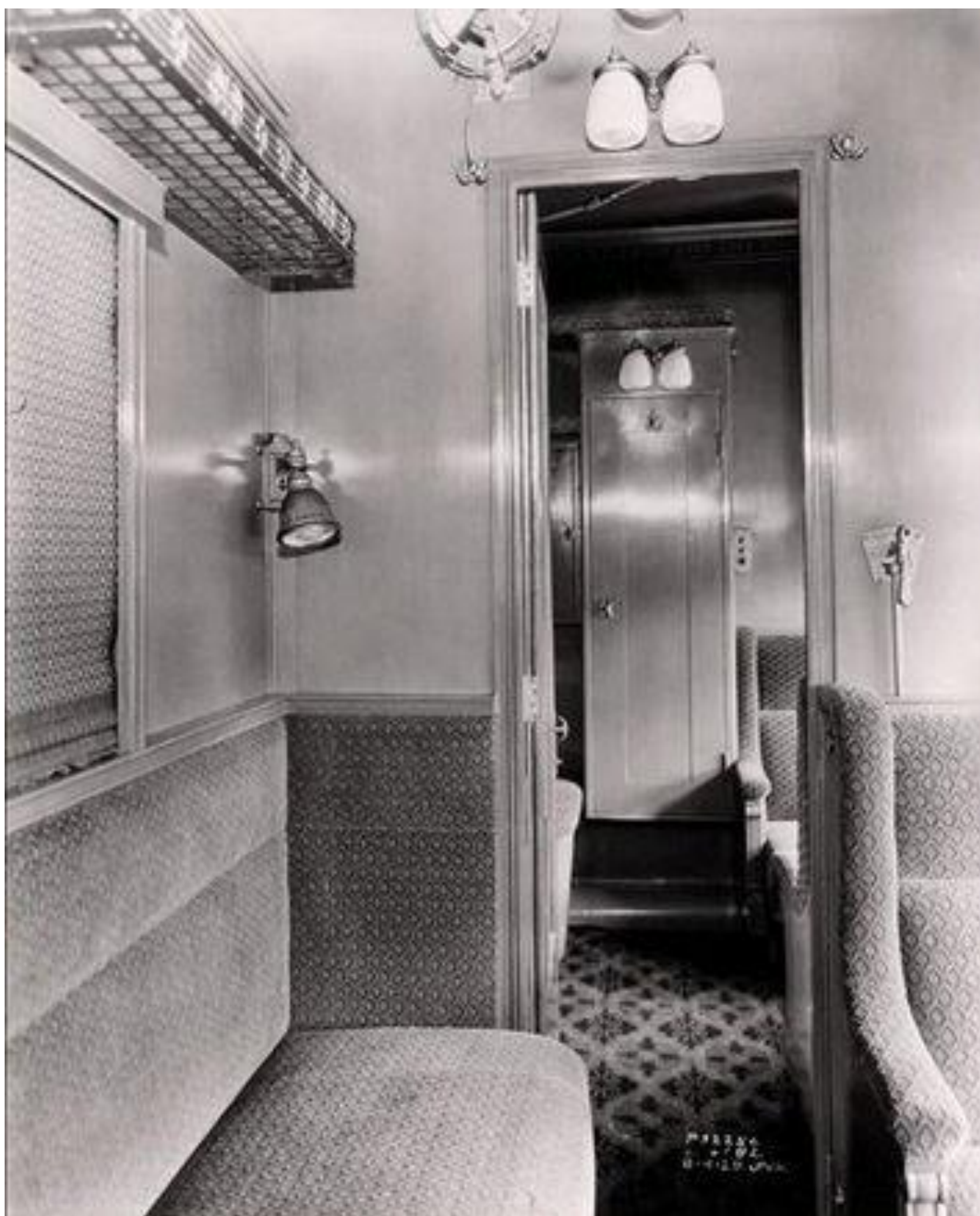
Car Name: ‘GLEN AYR’.
Builder: Pullman Company.
Lot No: 6182.
Plan No: 3523C.
Length: 82’ 6”.
Built: August 13th, 1928.
Body: All Steel.
Configuration: Six Compartments, Three Drawing Room Sleeper.
Air Conditioning: Installed December 6th, 1934.

Built for the Chicago & Northwestern Railroad, ‘GLEN AYR’ operated on the North Western Limited and provided travellers between Chicago and the Twin Cities the finest in Pullman accommodations.

Sold in 1948 to the Atlantic Coastline Railroad, the sleeper was used on Florida trains during heavy winter demand. It eventually became the property of the Aberdeen, Carolina & Western Railway. During the mid-1960s the car was withdrawn from revenue service and placed in maintenance of way service.

In 1986 the President of the Seaboard System railroad, Richard Sanborn, facilitated the transfer of the car to the North Florida Chapter of the National Railway Historical Society. The North Florida Railway Museum would later acquire the car from NFC-NRHS.

The car was located on a piece of disconnected track in Jacksonville, FL.



© Pullman Company Collection - California State Railroad Museum.

Interior View.

Historic Pullman Foundation - Press Release - June 13, 2025.

An iconic piece of Pullman history is being preserved by the Historic Pullman Foundation (HPF) for the benefit of Pullman National Historical Park & State Historic Site.

Through a generous gift from Robert Menzies, Chairman of the Aberdeen, Carolina & Western Railway. 'GLEN AYR' is the beginning of a railcar collection that will eventually anchor the Pullman visitor experience," offered Maria P. Hibbs, president of the Historic Pullman Foundation. "It's preservation will help us deepen public understanding of the Pullman Company's craftsmanship and its role in shaping the golden era of rail travel."

A Priority for Preservation and Interpretation.

The National Park Service(NPS) has identified the 'GLEN AYR' as a priority railcar for interpretation, consistent with its mission to tell the story of American industry, labour, and innovation. The railcar will soon be moved from Jacksonville, Florida, to a secure facility in Silvis, Illinois, where it will be safely stored while plans for its full restoration and display move forward.

" 'GLEN AYR' exemplifies the artistry and engineering of the Pullman Company at its peak," said Joseph C. Szabo, HPF president emeritus and former Federal Railroad Administration administrator. "Owning this car before it risks being lost to time is a milestone achievement for both HPF and our partners in the NPS and Illinois Department of Natural Resources(IDNR)." Joseph C. Szabo leads the inter-agency Railcar Working Group, established by NPS and IDNR to identify and secure historically significant Pullman cars for inclusion in future interpretive exhibits.

Looking Ahead at Chicago's National Park.

Restoration of 'GLEN AYR' and creation of an appropriate display infrastructure will take several years. However, with this acquisition, HPF and its partners are taking an essential step toward building a vibrant visitor experience that centres on the contributions of Pullman workers and the evolution of railroad travel.

"Each railcar we secure is a step closer to honouring the legacy of Pullman Porters, craftsmen, and passengers whose lives intersected in these rolling landmarks," added Robert Montgomery, HPF Executive Director. Significant support came from both CSX and RJ Corman, who assisted with logistics related to the transport of GLEN AYR. "Without their substantial help it would not have been possible for HPF to accept this gift," said Szabo. "Both CSX and RJ Corman went well above and beyond to make the move from Jacksonville to Silvis possible."

Information Sources.

The North Florida Railway Museum - <https://www.nfrm.org/index.html>

Historic Pullman Foundation - <https://www.pullmanil.org/the-foundation/>

California State Railroad Museum - <https://www.californiarailroad.museum/>



Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive

My thanks to Tom Marsh.

Pullman Sleeper Lounge 'NEW ORLEANS CLUB'.

By Tom Marsh

Here's another gem from the Smithsonian Institution's archive of Pullman Palace Car Company Photographic Archive.



© National Museum of American History, Archives Centre,
Pullman Palace Car Company Photographs.

New Orleans Club is a heavyweight 10-section/restaurant/lounge observation car rebuilt from a 1913 16-section sleeper in 1932 for service on Kansas City Southern/Louisiana & Arkansas.

Here's a Pullman car type designed to meet multiple passenger needs and comfort expectations. 'NEW ORLEANS CLUB' is a heavyweight 10-section/restaurant/lounge observation car assigned to the Kansas City Southern/Louisiana & Arkansas overnight New Orleans to Shreveport, Louisiana, train "The Hustler". The train entered service on July 2, 1932. A sister car, 'SHREVEPORT CLUB', was assigned to the "The Hustler" service at the same time, permitting a sleeper lounge car to be assigned to daily service in both directions.

The two cars were rebuilt in 1932 from 16-section sleeping cars originally built in 1913. The rebuilt cars were classified by Pullman as Plan 4027A in Lot 4150.

Unlike many heavyweight Pullman observation cars, the cars rebuilt for "The Hustler" did not have open rear observation platforms. As shown in one of the interior photos, observation was provided by large windows in the end door and bulkhead. The lack of an open observation platform was probably not an issue with passengers, as the train operated at night and its inviting observation lounge was decorated in light colours, well-lit and fully air-conditioned.

The interior photos let us take a tour of this comfortable-looking car.

Boarding at the vestibule end, we'll pass the ladies toilet facilities and move into the open section area. Here, the 10 sections will be made up into upper and lower berths for the 308-mile overnight run between New Orleans and Shreveport.



© National Museum of American History, Archives Centre,
Pullman Palace Car Company Photographs.

Standard Pullman open sections provided sleeping accommodations for up to 20 passengers in upper and lower berths. The open sections are book-ended by toilet facilities for women and men.

Moving on, the corridor takes us past the men's toilet facilities and the food preparation area into the restaurant/lounge section. The restaurant incorporates two tables each seating four passengers. The photo shows the tables set for dinner.

One of the tables has individual chairs, while the other has two facing banquettes.



© National Museum of American History, Archives Centre,
Pullman Palace Car Company Photographs.

New Orleans Club's two restaurant tables have been set for dinner service for the company photographer. Note that one table employs individual dining chairs, while seating at the other table is with two facing banquettes.

Now we can select our seats in the observation lounge and consider the offerings Mr. Pullman is likely to be providing this trip. We'll have plenty of time to do so. As can be seen in the timetable excerpt, "The Hustler" run from New Orleans to Shreveport is 11 hours 30 minutes; Shreveport to New Orleans is 10 hours 40 minutes. This is an average speed under 30 mph for the 308-mile journey; "The Hustler" may not have been aptly named.



© National Museum of American History, Archives Centre,
Pullman Palace Car Company Photographs.

The observation lounge with its large end windows and overstuffed chairs is particularly inviting. The car did not have an open observation platform.

Between SHREVEPORT, LA., and NEW ORLEANS, LA.			
2-3	The Hustler—DAILY		4-1
8 00 P M	lve.....	Shreveport	arr. 7 30 A M
9 08 P M	lve.....	Minden	arr. 6 15 A M
11 01 P M	lve.....	Winnfield	arr. 4 25 A M
12 26 A M	lve.....	Alexandria.....	arr. 2 40 A M
4 38 A M	arr.....	Baton Rouge	lve. 10 25 P M
6 40 A M	arr.....	New Orleans.....	lve. 8 00 P M
No. 2-3—The Hustler. Daily. 10-Section Buffet Lounge Sun-room AIR-CONDITIONED Sleeper Shreveport to New Orleans. All-Steel Coaches Shreveport to New Orleans. Oil-burning locomotives.			
No. 4-1—The Hustler. Daily. 10-Section Buffet Lounge Sun-room AIR-CONDITIONED Sleeper New Orleans to Shreveport. All-Steel Coaches New Orleans to Shreveport. Oil-burning locomotives.			

© National Museum of American History, Archives Centre,
Pullman Palace Car Company Photographs.

"The Hustler" travelled between New Orleans and Shreveport at a fairly leisurely pace, as evidenced by this timetable excerpt from the May 1936 edition of The Official Guide of the Railways.

"The Hustler" continued operating in much the same fashion until Sept. 2, 1940, when the KCS/L&A introduced their new diesel-powered streamliner, the "Southern Belle". The new "Belle", which ran from New Orleans to Kansas City, travelled between New Orleans and Shreveport in about the same operating window as "The Hustler". However, in addition to introducing lightweight streamlined equipment, the railroad undertook infrastructure upgrades, cutting travel time between New Orleans and Shreveport to 8 hours 30 minutes in both directions.

Based on the immediately available information, at some time in the 1940s, New Orleans Club was reassigned to Southern Railway for service on subsidiary Alabama Great Southern. The car was scrapped in 1959. Shreveport Club was acquired for scrapping by New York Central in 1958.

Sources:

The images of New Orleans Club are courtesy of the National Museum of American History, Archives Centre, Pullman Palace Car Company Photographs:

https://edan.si.edu/slideshow/viewer/?eadrefid=NMAH.AC.1175_ref316.

See THE PULLMAN NEWS - Edition No. 75, page 83 for more information about the Smithsonian archive. The timetable excerpt is from the May 1936 edition of The Official Guide of the Railways.

The Complete Roster of Heavyweight Pullman Cars, Wayner Publications 1985.

A Century of Pullman Cars Volume I Alphabetical List, Ralph L. Barger, Greenberg Publishing Co. 1988.

Passenger Car Catalogue Pullman Operated Equipment 1912-1949, Kratville Publications, 1968.

The Official Guide of the Railways, various editions.

DAVID WESTCOTT.



© Neil Parkhouse.



© Dr A. Ford.

National Railway Museum, York. January 30th, 'LYDIA' with Glowing Table Lamps.

In late May I was advised of the sad news that David Westcott had passed away on March 9th. David and his late wife Coral purchased Pullman Cars 'LYDIA' and 'ISLE OF THANET' from the National Railroad Museum at Green Bay, Wisconsin, USA. Then the transportation of both cars back to the United Kingdom.

The cars were taken by road to Carnforth for restoration, and on completion the cars were to move to the Swanage Railway on completion of the construction of covered accommodation.



© K&ESR.

The Kent & East Sussex Railway on November 17th, 2023, 'ISLE OF THANET'.

The movement to the Swanage Railway never materialized and eventually both 'LYDIA' and 'ISLE OF THANET' being sold and moved by road transport to the Kent and East Sussex Railway. 'LYDIA' was then moved by road transport to the South Devon Railway.

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As reported within this edition car 'LYDIA' has entered service on the South Devon Railway and is proving to be most popular with the general public.

A further Pullman car being purchase in the form of former EMU Trailer Composite car 'BERTHA'. 'BERTHA' was the moved by road transport from the Bluebell Railway to the Swanage Railway. Eventually 'BERTHA' was relocated by road transport to join 'LYDIA' & 'ISLE OF THANET' at Carnforth for restoration.



© T. Bye - AY1044.

May 3rd, 1992 - Bluebell Railway Horsted Keynes Station 'BERTHA'.

The Pullman movement owe both David and Coral a great debt of thanks for ensuring at some personal expense by bringing back both 'LYDIA' & 'ISLE OF THANET' back to the UK for future generations to enjoy Pullman service and travel.

Finally, my condolences to both family and friends of both David and Coral.

PULLMAN SALES & REQUESTED ITEMS.

Disclaimer.

Both sale and request items being advertised free of any charge for registered newsletter readers only. The items listed for sale or request are provided by newsletter readers and as such as editor I make no recommendation or endorsement regarding the items for either sale or request. It is the responsibility of both the seller and purchaser to ensure that they are satisfied before any financial payment is made and to resolve any problem encountered.

For Sale Items.

S001/25 - Two unusual, shaped motor covers for a Stones ceiling fan unit, Half production cost: £250 for the pair.



© R.Jones - RJ030-25.

S002/25 - Pullman Crest Transfers from the 1960;s as used on the Met Cam vehicles and others when repainted: £20 each.



© R.Jones - RJ031-25.

For further information or purchase contact richard_jones1951@yahoo.co.uk

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THE WEST HIGHLAND PULLMAN at Worcester Parkway Station on June 15th, 2025. Steve Widdowson.

Locomotive Services Limited Blue Pullman 'The West Highland Pullman' on the return working 1Z32 09.05 Fort William to Exeter St. Davids calls at Worcester Parkway station to allow the setting down of passengers.



© S. Widdowson - SW023-25.

Class 43 Bo-Bo Power Car No. 43047 leads the formation into Worcester Parkway Station.

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© S. Widdowson - SW024-25.

Trailer Kitchen Buffet First (TFKB) No. 40804.



© S. Widdowson - SW028-25.

Class 43 Bo-Bo Power Car No. 43055 at the rear of the formation departs Worcester Parkway Station.



The Bluebell Railway Museum Photograph Archive - Chris Wilson.

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

July 2025.

The Bluebell Railway Museum Archive holds a large number of photographs with over 27,500 images now available on the website and many more being added on a regular basis.



BR(S) 5-BEL class No. 3051 leading unit of the 5.25pm Brighton to Victoria 'Brighton Belle' passing Patcham, on 4 July 1954 . Joe Kent / Bluebell Railway Museum Archive [154553].



**BR(S) D class No. 31737 passing Preston Park Pullman Works as two Pullman workers watch on.
15 April 1955. Joe Kent / Bluebell Railway Museum Archive [154902].**



**Pullman Car No. 54 outside Preston Park Pullman Works, in April 1955.
Joe Kent / Bluebell Railway Museum Archive [154909].**



**Workers and interior view of Pullman Car No. 54 at Preston Park Pullman Works, in April 1955.
Joe Kent / Bluebell Railway Museum Archive [154911].**

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

LYDIA - Pat O'Connor.

At the invitation of Richard Jones I joined him on Sunday June 22nd to see LYDIA now that it is about to enter service with the South Devon Railway.

In a relatively short time, Richard and the SDR team have achieved a great deal in preparing LYDIA for its new life in Devon. Whilst LYDIA is structurally in good condition, Richard has had to put in a lot of effort to replace the many stolen fixtures and fittings with the parcel racks as the only major omission and he is working on a plan for replacements.

LYDIA has one of the most attractive marquetry schemes of the surviving Pullman cars and it is a pity that at the last major renovation, a synthetic lacquer was used instead of French polishing as a finish for the panelling. This has resulted in damp being sealed between the marquetry and lacquer causing lifting and cracking of the finish over the years. Richard has had some replacement veneers made and the worst of the cracking has been mitigated so that the overall effect is still magnificent when viewed overall as I hope the attached images show.



© Pat O'Connor - PO004-25.



© Pat O'Connor - PO006-25



© Pat O'Connor - PO007-25



© Pat O'Connor - PO009-25



© Pat O'Connor - PO012-25

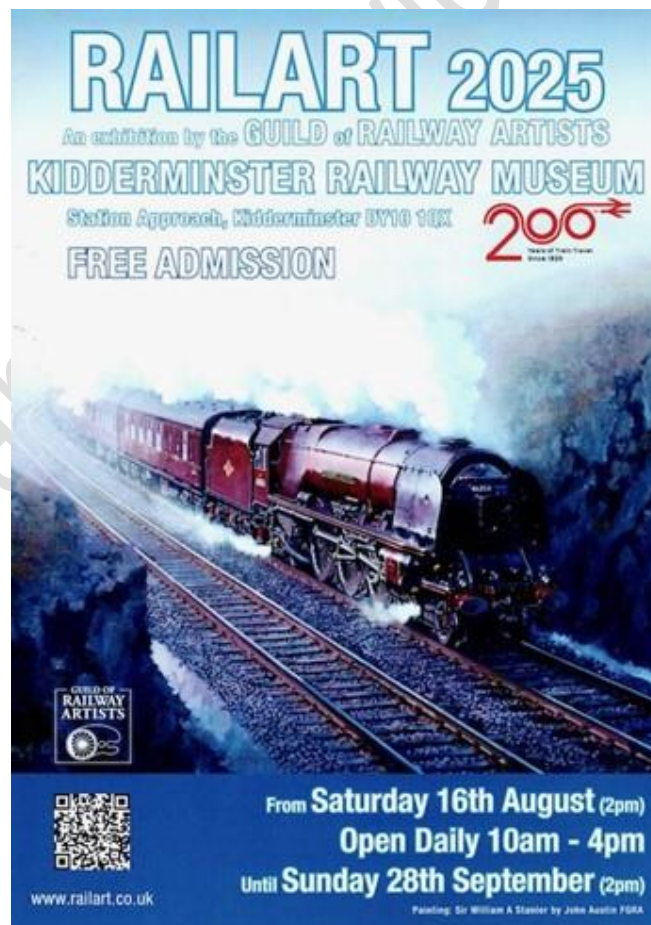
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Years of Train Travel 1825–2025

RAILART 2025.

RAILART 2025 Exhibition from Saturday August 16th to Sunday September 28th at the Severn Valley Railway at Kidderminster Railway Museum. Free Admission.



With thanks to both Don Asher & John Brodribb.

**JULY 2025 RAILWAY MEMORABILIA & RAILWAYANA
AUCTION PREVIEW
SATURDAY 19th & SUNDAY 20th, JULY 2025.**



SATURDAY 19th - Lot No. 93.

Nameplate VENICE SIMPLON ORIENT EXPRESS ex British Railways Diesel class 47 numbered 47791. Allocated new to 64B Haymarket Oct 1965 as D1969, later renumbered 47268 Apr 1974, 47595 Oct 1983, 47675 Aug 1991 and 47791 Oct 1994. Named at London Victoria station on 13/12/94 by John Rennie, founding member of VSOE staff. The nameplates were removed Jul 1998. Previously named Confederation of British Industry (11/83-6/94). To store at Eastleigh Jan 2004 and sold to HNRC May 2008 and stored at Barrow Hill until moved by road to C F Booth, Rotherham Feb 2013 and broken up there during May 2013. Target shaped cast aluminium in as removed condition, measures 60.5in x 29.5in.



© T. Bye (AY1849)

December 13th, 1994, Platform 2 at London Victoria Station.
Class 47/7 No. 47791 naming by John Rennie Retiring Train Manager.

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SATURDAY 19th - Lot No. 153 - THE BRIGHTON BELLE with PULLMAN Crest.

Southern Railway departure gate sign THE BRIGHTON BELLE with PULLMAN Crest. It was made to fit over the cast iron gates at Victoria Station London to signify the correct entrance for this prestigious service. Manufactured from wood with gold painted letters, in totally original condition measures 97in x 49in and is a remarkable survivor.



© Currently Unknown.

London Victoria Station Platform 17 the 15.00 Brighton Belle departure.

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SATURDAY 19th - Lot No. 264 - LNER Pullman Table Lamp.

London & North Eastern Railway Pullman Car Table Lamp with chromed brass base stamped L&NER. Complete with original marbled celluloid shade which has a couple of small cracks. Stands 16.5in tall. Professionally re wired but will be sold as non-working as it hasn't been Pat tested. These LNER lamps are seldom seen.



SATURDAY 19th - Lot No. 381 - Pullman Car PHOENIX Table lamp.

Pullman Car Table Lamp from Car Phoenix (1952) which was used extensively by the Royal family, particularly the Queen Mother and also used on the Golden Arrow. In original condition with an original silk shade base stamped PHOENIX and stands 19in tall. This pattern was only used in the early 1950s, for a short period and consequently is a very rare pattern.



SATURDAY 19th - Lot No. 482 - MERSEYSIDE PULLMAN.

British Railways aluminium sign MERSEYSIDE PULLMAN as used on the service introduced in May 1985 that ran from London Euston to Liverpool Lime Street daily. Screen printed aluminium nicely framed in excellent condition, measures 26in x 15in.

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United Kingdom

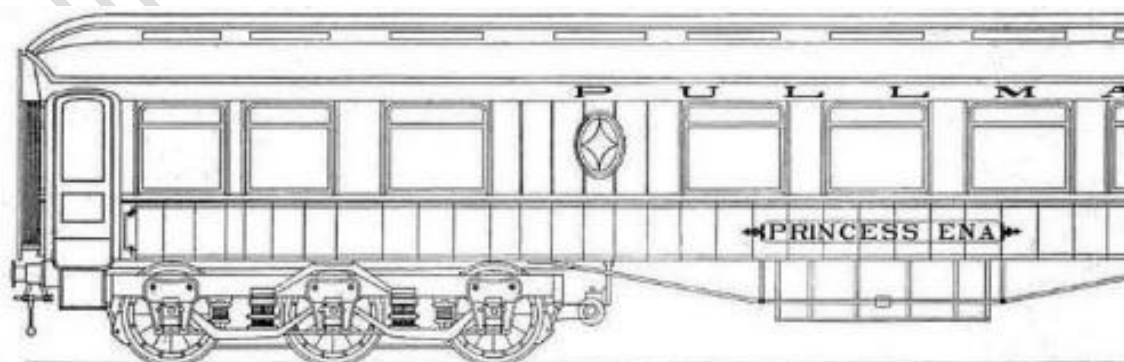
Registered in England & Wales Company No 06519877 VAT No 928151032.

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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