PULLMAN E-NEWS

No. 83 - September & October 2025

THE BRIGHTON BELLE

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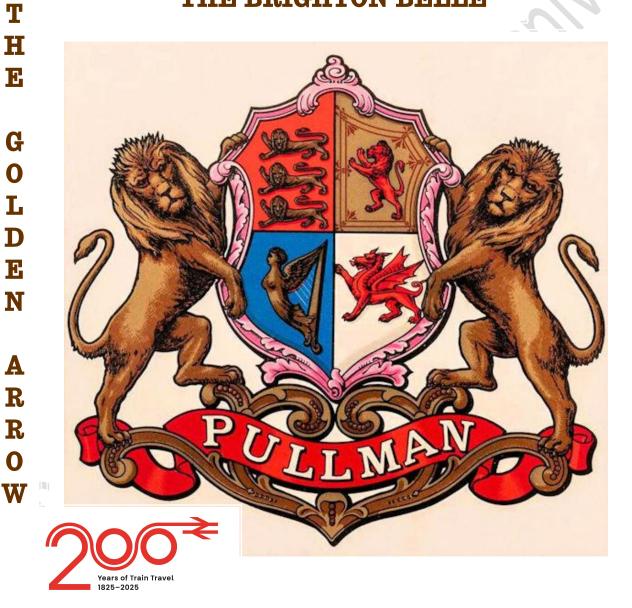
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THE SOUTH WALES PULLMAN





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 Tuesday October 28th, with the scheduled publication on Saturday November 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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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, I. S. Carr, C. Lade, N. Lade, F. Pragnell, J. Atkinson, P.Richards, C. Buttery, B. Wetherall, D. Jones, G. Moon, J. Morel, C. Long, G. Behrend, T. Marsh, P. O'Connor,

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, 5BEL Charitable Trust, C. Lade Archives, South Devon Railway. Bluebell Railway, The Smithsonian Instituion.

"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.

E. Allison

Current registered Readership Worldwide: 503

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PULLMAN CAR HISTORY

CAR No. 61 THIRD CLASS - THAMES.

Current known history of the car: -

^{1.} Pullman Identity: CAR No. 61 THIRD CLASS - THAMES.

1. Type of Car: Buffet.
1. Into Service: 1925.

2. Builder: Midland Carriage & Wagon Company, Birmingham.

Pre-1960 Schedule No: 213.
 Post 1960 Schedule No: 216.
 Tare: 40t.
 Seats: 36.
 Seating Configuration: 2 x 1.

1. Bogies: 2×4 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 latters 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 'Cl'. Entries such as 6/2A indicates that the car concerned was originally Restriction 6, and S.R. Route Restriction2A. 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.

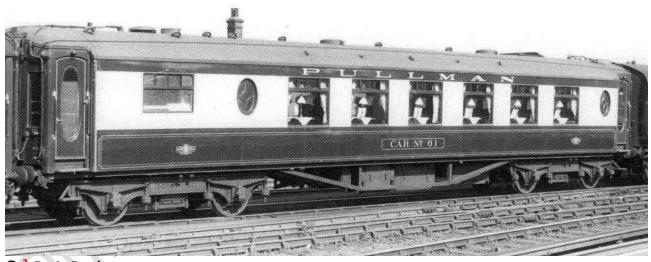


Type 'G'

^{2.} Dr A. Ford.

²·Interior.

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



© ^{2.} Dr A. Ford.

1967, CAR No. 61 within the 'Bournemouth Belle' empty coaching stock (ECS) at Clapham Junction.

Known Operational History.

^{2.} 1925 May.	Entered service on the Great Northern section of the
TJZJ IVIAY.	Littered service on the dreat Northern section of the

London North Eastern Railway (LNER) "Harrogate and Edinburgh Pullman".

^{2.} 1928 May 1st. Allocated to the Great Northern Section of the LNER.

² July 1928. Withdrawn from allocation to the the Great Northern Section of the LNER.

3. 1929. Converion to a RESTAURANT CAR at the Pullman Car Company Preston Park

Works, Brighton. Total cost £52 18^s 3^d.

² 1929 July. Trandferred from London North Eastern Region to the Great Western -

Railway service.

² No Actual Date. Transferred from Great Western Railway service to the LNER.

^{2.} No Atual Date. Transferred from the LNER to the Souther Railway (Western Section).

Allocated for long term use on the new Bournemouth Belle service in 1931.

² 1936. Operating on the Southern Region (Western Section).

^{2.} 1947 June 20th. Allocated to the new Devon Belle service.

^{2.} Early 1950's. Noted within the formation of the 'Queen of Scots Pullman'.

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 'N' type installed.



Type 'N'

^{2.} Dr A. Ford.

³ The Western Region Locomotive Hauled Set - September 1961.

Pullman	New Name	Former Name	Car	Classification.	Details.
Schedule.	or Number.	or Number.	Туре.		(0)
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.

The locomotive hauled set, the 2 x BRMk1 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.

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

3. 1964 August. The 'Standby Formation' now includes transferred BR Mk1 Second class cars from the Eastren Region.

(No further workings of cars WYE, AVON, THAMES & SEVERN have been currently identified from this date).

^{3.} By 1960. Bodyside Plated.

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

^{3.} Western Region Locomotive Hauled Set - Winter Timetable 1962.

3. No Atual Date. Transferred to the Southern Region Western Section and allocated to the 'Bournemouth Belle'service until the service was withdrawn on July 9th, 1967.

² 1967 July. Withdrawn.

4. 1968 October 4th. The following withdrawn stock were moved from Micheldever to Feltham

Pullmans Cars No. 34, 61, 303 and 6-PAN TSK and 4-COR TCK. The Pullman cars were then forwarded to Bird, Long Marston. The two EMU cars were moved onward to Chart Leacon Depot.

4 1968 October 7th. Departs Clapham Junction to Birds at Long Marston.

4 1969 March 31st. Noted at Birds Long Marston.

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.} John Atkinson.

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.

^{4.} John Atkinson (March 2006).



© T. Bye - (AY0181).

October 1st, 1988 - Ex CAR No. 332 as Static Restaurant 'MAE' at Pannal Station.

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

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 19^{th} , 1963 - Issue 2 - May 2025



© Foxley Slides & SEG - AY0194A.

August 15th, 1982 – 73125 with the VSO-E passing Bromley South.

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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 Wagons-Lits Newsletter.

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

LOOK BACK AT PULLMAN.

1875 - 150 Years Ago.

October 26th. Pullman parlour car 'MARS' enters service on the London Brighton &

South Coast Railway London to Brighton service. The service remained a single car upto 1881.

(Information Source - Julian Morel & Charles Long November 9th

1992).

1915 - 110 Years Ago.

1915 September 12th. Third class Pullman cars included on the London Brighton &

South Coast Railway. On both Brighton & Eastbourne services.

(Information Source - Pullman Car Services-Archive).

1920 - 105 Years Ago.

October. Clayton Waggons Limited at Lincoln a works visit by members of the

Colonial Railway Officers. The visit included the Pullman Car

Company Chairman Davison Dalziel.

The visitors travelled from Kings Cross at 08.30 to Clayton Waggons

Works in a Pullman Special train.

(Information Source - Pullman Car Services-Archive).



© Clifford Buttery.

ARCADIA and the Colonial Railway Officers.

Pullman Car Company Chairman Davison Dalziel sat front row 7th from the left.

PULLMAN E-NEWS - Edition No. 83 - September & October 2025 "Information is for sharing and not gathering dust and lost forever" Page 13 of 73

1925 - 100 Years Ago.

September 19th. Due to poor patronage the 'Manchester Pullman' is withdrawn.

The Pullman cars were then allocated to the 'West Riding Pullman'.

(Information Source - Railway World June 1978).

September 21st. 11.10 Kings Cross to Leeds Pullman introduced.

Two cars going forward to Bradford arriving at 15.00.

The 'Edinburgh Pullman is re-routed non-stop to Haarogate via

Shaftholme Cunction, Church Fenton and Tadcaster. (Information Source - Railway World June 1978).

1930 - 95 Years Ago.

September. All Pullman services on the Great Western Railway cease operation.

(Information Source - Railway Magazine May 1933 & May-June 1947).

1935 - 90 Years Ago.

September 30th. The 'West Riding Pullman' renamed the 'Yorkshire Pullman'.

The introduction by the London North Eastern Railway of the all new 'Silver Jubilee' service ended the 'West Riding Pullman' service.

The 'Yorkshire Pullman' service served Harrogate, Leeds and Hull.

This being the first Pullman service to and from Hull.

The service had portions for Leeds & Harrogate with at Wakefield a portion to and from Halifax. And at Docaster the portion to and from

Hull.

(Information Source - Pullman Car Services-Archive).

1940 - 85 Years Ago.

October 9th. The 'Brighton Belle' unit No. 3052, was heavily damaged at Victoria –

Station during an air raid.

Unit No. 3052 finally returned to service following restoration on

October 6th, 1947.

(Information Source - Julian Morel).



LNER PACIFICS

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

Tommy Knox.

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 - January to October 1935 - 90 years ago.

Date: Locomotive: Working:

Locomotive identification by the use of British Railway numbers for ease and clarity.

35.01.02	60085	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.01.05	60042	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.01.05	60080	Dn Queen of Scots from Leeds - Glasgow
35.01.12	60082	Dn Queen of Scots from Leeds - Glasgow
35.01.12	60085	Up Queen of Scots Glasgow - Leeds C1 4442 on / /19.10 Leeds - Newcastle
35.01.19	60038	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.01.19	60083	Dn Queen of Scots from Leeds - Glasgow
35.01.26	60082	Dn Queen of Scots from Leeds - Glasgow
35.02.02	60042	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.02.02	60081	Dn Queen of Scots from Leeds - Glasgow
35.02.09	60042	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.02.16	60080	Dn Queen of Scots from Leeds - Glasgow from C1 4433
35.02.23	60039	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.02.23	60082	Dn Queen of Scots from Leeds - Glasgow
35.03.02	60038	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.03.02	60082	Dn Queen of Scots from Leeds - Glasgow
35.03.09	60042	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.03.09	60079	Dn Queen of Scots from Leeds - Glasgow
35.03.16	60038	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.03.16	60081	Dn Queen of Scots from Leeds - Glasgow
35.03.23	60036	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.03.23	60083	Dn Queen of Scots from Leeds - Glasgow

The Queen of Scots Pullman - January to October 1935 - 90 years ago.

Date: Locomotive: Working:

Locomotive identification by the use of British Railway numbers for ease and clarity.

35.03.30	60082	Dn Queen of Scots from Leeds - Glasgow
35.04.13	60036	in Doncaster Works or / Up Queen of Scots Glasgow - Leeds/19.10 Leeds -
Newcastle (14-9	91) Quei	Ϋ́
35.04.13	60082	Dn Queen of Scots from Leeds - Glasgow
35.04.20	60079	Dn Queen of Scots from Leeds - Glasgow
35.04.27	60081	Dn Queen of Scots from Leeds - Glasgow
35.05.04	60078	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.05.04		Dn Queen of Scots from Leeds - Glasgow
35.05.07	60047	Up Queen of Scots into Kings Cross
35.05.08	60082	364 11.20 Dn Queen of Scots from Leeds - Glasgow
35.05.11	60035	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.05.11	60081	Dn Queen of Scots from Leeds - Glasgow
35.05.18	60080	Dn Queen of Scots from Leeds - Glasgow
35.05.20	60039	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.05.26	60100	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.06.01	60038	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.06.01	60079	Dn Queen of Scots from Leeds - Glasgow
35.06.06	60081	Dn Queen of Scots from Leeds - Glasgow
35.06.08	60036	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.06.08	60082	in Doncaster Works (2) or Dn Queen of Scots from Leeds - Glasgow
35.06.11	60036	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.06.11	60080	Dn Queen of Scots from Leeds - Glasgow
35.06.15	60078	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.06.15	60083	Dn Queen of Scots from Leeds - Glasgow
35.06.20	60080	Dn Queen of Scots from Leeds - Glasgow
35.06.22	60083	Dn Queen of Scots from Leeds - Glasgow from C1 4433
35.06.22	60100	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.06.25	60076	Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
35.06.27	60069	Up Queen of Scots Glasgow - Leeds C1 3280 on / 19.10 Leeds - Newcastle
35.06.27	60082	in Doncaster Works or Dn Queen of Scots from Leeds - Glasgow
35.06.29	60042	Up Queen of Scots from Glasgow - Leeds/19.10 Leeds - Newcastle
35.07.06	60042	Up Queen of Scots from Glasgow - Leeds C1 4450 on / 19.10 Leeds -
Newcastle		
35.08.03	60038	Up Queen of Scots Newcastle - Leeds/19.10 Leeds - Newcastle
35.08.03	60081	Dn Queen of Scots from Leeds - Glasgow
35.08.10	60081	Dn Queen of Scots from Leeds - Glasgow
35.08.10	60085	Up Queen of Scots Glasgow - Leeds / 19.10 Leeds - Newcastle
35.08.17	60079	Dn Queen of Scots from Leeds - Glasgow
35.08.17	60099	Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
		-

The Queen of Scots Pullman - January to October 1935 - 90 years ago.

Date: Locomotive: Working:

Locomotive identification by the use of British Railway numbers for ease and clarity.

35.08.22	60072	Up Queen of Scots from Newcastle - Leeds
35.08.24	60036	in Darlington Works or / Up Queen of Scots Glasgow - Leeds/19.10 Leeds -
Newcastle		
35.08.24	60082	Dn Queen of Scots from Leeds - Glasgow (14-91)
35.08.28	60036	in Darlington Works / Up Queen of Scots Glasgow - Leeds/19.10 Leeds -
Newcastle		
35.08.31	60066	Up Queen of Scots from Glasgow - Leeds/19.10 Leeds - Newcastle
35.08.31	60082	Dn Queen of Scots from Leeds - Glasgow
35.09.07	60038	Up Queen of Scots Newcastle - Leeds/19.10 Leeds - Newcastle
35.09.14	60039	710 Up Queen of Scots Glasgow - Leeds/19.10 Leeds - Newcastle
35.09.14	60080	Dn Queen of Scots from Leeds - Glasgow
35.09.21	60070	Up Queen of Scots from Newcastle - Leeds/19.10 Leeds - Newcastle
35.09.21	60079	Dn Queen of Scots from Leeds - Glasgow
35.10.05	60085	Up Queen of Scots Glasgow - Leeds / 19.10 Leeds - Newcastle
35.10.07	60081	Dn Queen of Scots from Leeds - Glasgow
35.10.12	60079	Dn Queen of Scots from Leeds - Glasgow
35.10.19	60038	Up Queen of Scots from Glasgow - Leeds/19.10 Leeds - Newcastle
35.10.26	60085	Up Queen of Scots from Glasgow - Leeds / 19.10 Leeds - Newcastle
35.10.28	60081	Dn Queen of Scots from Leeds - Glasgow

The Queen of Scots Pullman - September & October 1935 - 70 years ago.

Working:

55.09.03	60036	142 Dn North Briton into Newcastle 60143 on / 131 Up Queen of Scots			
from Newcastle	from Newcastle from 60536				
55.09.03	60120	58 Dn Queen of Scots			
55.09.03	60536	131 Up Queen of Scots into Newcastle 60036 on / 52 Kings Cross -			
Glasgow					
55.09.05	60118	131 Up Queen of Scots from Leeds - Kings Cross			
55.09.05	60529	131 Up Queen of Scots into Newcastle / 19.25 2nd Portion of Dn Heart of			
Midlothian					
55.09.06	60097	131 Up Queen of Scots into Newcastle - 60074 on			
55.09.06	60123	58 Dn Queen of Scots			
55.09.06	60132	142 Dn North Briton from Newcastle from 60074 / 131 Up Queen of Scots			
from Newcastle from 60097					
55.09.07	60130	58 Dn Queen of Scots / 47 Newcastle - Kings Cross			

The Queen of Scots Pullman - September & October 1935 - 70 years ago.

Date:	Locomot	tive: Working:
55.09.08	60011	131 Up Queen of Scots into Newcastle - 60036 on / Kings Cross - Glasgow
from 60023		
55.09.08	60036	131 Up Queen of Scots from Newcastle from 60011
55.09.08	60074	58 Dn Queen of Scots into Newcastle - 60083 on / Up North Briton fro
60537		
55.09.08	60083	58 Dn Queen of Scots from Newcastle from 60074
55.09.10	60009	131 Up Queen of Scots / 52 KX - Glasgow from Ncle 15.40
55.09.10	60036	142 Dn North Briton into Newcastle/ 131 Up Queen of Scots
55.09.12	60084	142 Dn North Briton into Newcastle 60070 on / 131 Up Queen of Scots
from Newcast	le	
55.09.12	60094	131 Up Queen of Scots into Newcastle / 52 10.10 Kings Cross - Glasgow
from Newcast	le 15.35	
55.09.12	60099	131 Up Queen of Scots into Newcastle
55.09.13	60036	58 Dn Queen of Scots into Newcastle
55.09.14	60074	142 Dn North Briton into Newcastle - 60001 on / 131 Up Queen of Scots
from Newcast	le from 6	0519
55.09.14	60116	Birmingham - Newcastle arr 13.03 / 58 Dn Queen of Scots from Newcastle
55.09.14	60519	Up Queen of Scots into Newcastle - 60074 on/ 52 Kings X - Glas (6) / 22.20
Edinburgh - No	ewcastle	
55.09.15		131 Up Queen of Scots into Newcastle
55.09.15	60074	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		
55.09.15		58 Dn Queen of Scots into Newcastle
55.09.16		142 Dn North Briton into Newcastle - 60143 on / 131 Up Queen of Scots
from Newcast		
55.09.16		58 Dn Queen of Scots into Newcastle
55.09.16		131 Up Queen of Scots into Newcastle - 60074 on / 52 Kings Cross -
Glasgow from		
55.09.17		142 Dn North Briton into Newcastle - 60005 on / 131 Up Queen of Scots
from Newcast		
55.09.17		131 Up Queen of Scots into Newcastle 60074 on / 51 Glasgow - Kings
Cross into Nev		
55.09.19		131 Up Queen of Scots from Leeds - Kings Cross
55.09.20	60074	58 Dn Queen of Scots into Newcastle / 89 Up North Briton from
Newcastle		
55.09.20		131 Up Queen of Scots from Leeds - Kings Cross
55.09.21	60074	58 Dn Queen of Scots into Newcastle / 89 Up North Briton from
Newcastle		
55.09.21	60092	40 Dn Norseman into Newcastle 14.14 / 58 Dn Queen of Scots from
Newcastle	0010-	
55.09.21	60123	131 Up Queen of Scots

The Queen of Scots Pullman - September & October 1935 - 70 years ago.

Date:	Locomot	ive: Working:
55.09.22	60080	58 Dn Queen of Scots from Newcastle
55.09.22		131 Up Queen of Scots from Leeds - Kings Cross
55.09.23		142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		, , ,
55.09.23	60123	131 Up Queen of Scots from Leeds - Kings Cross
55.09.24		142 Dn North Briton into Newcastle - 60005 on / 131 Up Queen of Scots
from Newcas		•
55.09.24	60123	131 Up Queen of Scots from Leeds - Kings Cross
55.09.24		58 Dn Queen of Scots
55.09.24	60162	131 Up Queen of Scots into Newcastle - 60084 on / 52 Kings Cross -
Glasgow from	n Newcastl	e at 15.40
55.09.27	60118	34 Kings Cross - Bradford / 131 Up Queen of Scots
55.09.28	60118	34 Dn from Kings Cross / 131 Up Queen of Scots
55.09.29	60081	131 Up Queen of Scots from Newcastle
55.09.29	60117	131 Up Queen of Scots from Leeds - Kings Cross
55.09.30	60133	131 Up Queen of Scots from Leeds - Kings Cross
55.10.01	60084	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		
55.10.01	60101	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from
Newcastle 15	.40	
55.10.03	60118	131 Up Queen of Scots from Leeds - Kings Cross
55.10.04	60118	131 Up Queen of Scots from Leeds - Kings Cross
55.10.08	60058	131 Up Queen of Scots from Leeds - Kings Cross
55.10.08	60853	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		
55.10.10	60133	131 Up Queen of Scots from Leeds - Kings Cross
55.10.15	60017	131 Up Queen of Scots from - Leeds - Kings Cross
55.10.15	60081	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		
55.10.15	60096	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from
Newcastle 15	.40	
55.10.17	60133	131 Up Queen of Scots from Leeds - Kings Cross
55.10.18	60139	131 Up Queen of Scots from Leeds - Kings Cross
55.10.20	60118	131 Up Queen of Scots from Leeds - Kings Cross
55.10.21	60118	131 Up Queen of Scots from Leeds - Kings Cross
55.10.22	60118	131 Up Queen of Scots from 60501 at Leeds
55.10.22	60501	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
		3126 - pacific failed at Morpeth - 60118 on at Leeds
55.10.24		131 Up Queen of Scots from Leeds - Kings Cross
55.10.25	60086	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		

The Queen of Scots Pullman - September & October 1935 - 70 years ago.

Date:	Locomot	ive: Working:
55.10.25	60133	131 Up Queen of Scots from Leeds - Kings Cross
55.10.26	60133	131 Up Queen of Scots from Leeds - Kings Cross
55.10.27	60133	131 Up Queen of Scots from Leeds - Kings Cross
55.10.28	60118	131 Up Queen of Scots from Leeds - Kings Cross
55.10.29	60004	131 Up Queen of Scots into Ncle / 52 KX - Glas 15.40
55.10.29	60074	142 Dn North Briton into Newcastle / 131 Up Queen of Scots from
Newcastle		
55.10.31	60118	131 Up Queen of Scots from Leeds - Kings Cross

The Yorkshire Pullman - August to October 1935 - 90 years ago.

Date:	Locomot	ive: Working:	22	
35.08.12	60112	Up Yorkshire Pullman		
		•	n arr 14 40 / FOF 16 4	E Da Varkshira Bullman
35.09.30	60045	548 Up Yorkshire Pullman	•	
35.10.01	60060	·		5 Dn Yorkshire Pullman 8on
35.10.02	60045	·		5 Dn Yorkshire Pullman 8on
35.10.03	60054	548 Up Yorkshire Pullma		
35.10.04	60045	548 Up Yorkshire Pullma	•	
35.10.05	60054	548 Up Yorkshire Pullma	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.07	60111	548 Up Yorkshire Pullma	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.08	60093	548 Up Yorkshire Pullma	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.09	60098	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.10	60054	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.11	60054	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.12	60093	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman 8on
35.10.16	60097	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.17	60045	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.18	60060	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.19	60045	548 Up Yorkshire Pullman	n arr 14.40 13on / 59	5 16.45 Dn Yorkshire
Pullman 13on				
35.10.21	60108	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman 9on
35.10.22	60098	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman 9on
35.10.23	60054	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman
35.10.24	60054	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman 9on
35.10.25	60108	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman 9on
35.10.26	60062	548 Up Yorkshire Pullman	n arr 14.40 / 595 16.4	5 Dn Yorkshire Pullman 9on
35.10.28	60062	548 Up Yorkshire Pullman	n arr 14.40 9on	
35.10.28	60111	595 16.45 Dn Yorkshire P	ullman 9on	

35.10.29	60097	548 10.48 Up Yorkshire Pullman 9on / 595 16.45 Dn Yorkshire Pullman
9on		
35.10.30	60054	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman 9on
35.10.31	60054	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

The Yorkshire Pullman - September & October 1955 - 70 years ago.

Date:	Locomoti	ive: Working:
55.09.03	60029	84 17.30 Dn Yorkshire Pullman
55.09.15	60034	84 Dn Yorkshire Pullman
55.09.19	60007	53 Sunderland - Kings Cross / 84 Dn Yorkshire Pullman
55.09.20	60022	84 Dn Yorkshire Pullman
55.09.21	60034	84 Dn Yorkshire Pullman
55.10.10	60134	19 Up Yorkshire Pullman
55.10.24	60008	84 Dn Yorkshire Pullman
55.10.25	60028	971 09.50 Leeds - Kings Cross arr 13.40 / 84 Dn Yorkshire Pullman

The Harrogate Sunday Pullman - September & October 1955 - 70 years ago.

Date:	Locomotive:	Working:
55.09.11	60118 123 Up	Harrogate Sunday Pullman
55.09.25	60130 84 Dn I	Harrogate Sunday Pullman
55.10.02	60006 Harrog	ate Sunday Pullman
55.10.09	60058 on King	gs Cross shed / 84 Dn Harrogate Sunday Pullman 10on
55.10.16	60053 84 Dn I	Harrogate Sunday Pullman

The Tees Tyne Pullman - September & October 1955 - 70 years ago.

Date:	Locomot	ive: Working:
55.09.01	60006	145 Up Tees Tyne Pullman failed at Retford (hit a Hay Cart and front end
damaged	l) 61126 on	
55.09.01	60010	82 Dn Tees Tyne Pullman
55.09.02	60010	145 Up Tees Tyne Pullman
55.09.08	60006	145 Up Tees Tyne Pullman
55.09.09	60021	82 Dn Tees Tyne Pullman
55.09.12	60006	145 Up Tees Tyne Pullman arr 13.57
55.09.13	60006	82 Dn Tees Tyne Pullman
55.09.13	60026	145 Up Tees Tyne Pullman

The Tees Tyne Pullman - September & October 1955 - 70 years ago.

Date:	Locomot	ive: Working:
55.09.14	60006	145 Up Tees Tyne Pullman
55.09.15	60029	145 Up Tees Tyne Pullman arr 13.57
55.09.16	60033	145 Up Tees Tyne Pullman
55.09.19	60008	82 Dn Tees Tyne Pullman
55.09.19	60014	145 Up Tees Tyne Pullman
55.09.20	60008	145 Up Tees Tyne Pullman arr 13.55 / 108 20.20 Dn from Kings Cross
55.09.20	60026	82 Dn Tees Tyne Pullman
55.09.21	60008	145 Up Tees Tyne Pullman arr 13.55
55.09.22	60008	82 Dn Tees Tyne Pullman
55.09.23	60008	145 Up Tees Tyne Pullman
55.09.23	60017	82 Dn Tees Tyne Pullman
55.09.29	60005	109 Up Night Scotsman / 82 Dn Tees Tyne Pullman
55.09.30	60115	109 Up Night Scotsman / 82 Dn Tees Tyne Pullman
55.09.30	60151	145 Up Tees Tyne Pullman arr 13.55 / 110 Dn Night Scotsman
55.10.03	60033	82 Dn Tees Tyne Pullman
55.10.04	60033	145 Up Tees Tyne Pullman
55.10.05	60033	82 Dn Tees Tyne Pullman
55.10.06	60033	145 Up Tees Tyne Pullman
55.10.07	60033	82 Dn Tees Tyne Pullman
55.10.13	60013	145 Up Tees Tyne Pullman arr 13.55
55.10.14	60021	82 Dn Tees Tyne Pullman
55.10.17	60014	82 Dn Tees Tyne Pullman
55.10.17	60029	145 Up Tees Tyne Pullman
55.10.18	60014	145 Up Tees Tyne Pullman arr 13.55
55.10.18	60029	82 Dn Tees Tyne Pullman
55.10.19	60014	82 Dn Tees Tyne Pullman
55.10.19	60029	145 Up Tees Tyne Pullman
55.10.20	60014	145 Up Tees Tyne Pullman arr 13.55
55.10.20	60029	82 Dn Tees Tyne Pullman
55.10.21	60014	82 Dn Tees Tyne Pullman
55.10.21	60029	145 Up Tees Tyne Pullman
55.10.24	60013	82 Dn Tees Tyne Pullman
55.10.24	60014	145 Up Tees Tyne Pullman
55.10.25	60013	145 Up Tees Tyne Pullman
55.10.25	60021	82 Dn Tees Tyne Pullman
55.10.26	60013	82 Dn Tees Tyne Pullman
55.10.26		145 Up Tees Tyne Pullman
55.10.27		82 Dn Tees Tyne Pullman
55.10.27		145 Up Tees Tyne Pullman arr 13.55
55.10.28	60021	145 Up Tees Tyne Pullman
55.10.28		82 Dn Tees Tyne Pullman
55.10.31	60034	145 Up Tees Tyne Pullman arr 13.55

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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@Iner-pacifics.me.uk.

THE TEES TYNE PULLMAN



© Ian Stewart Carr / Richard Barber April 2010.

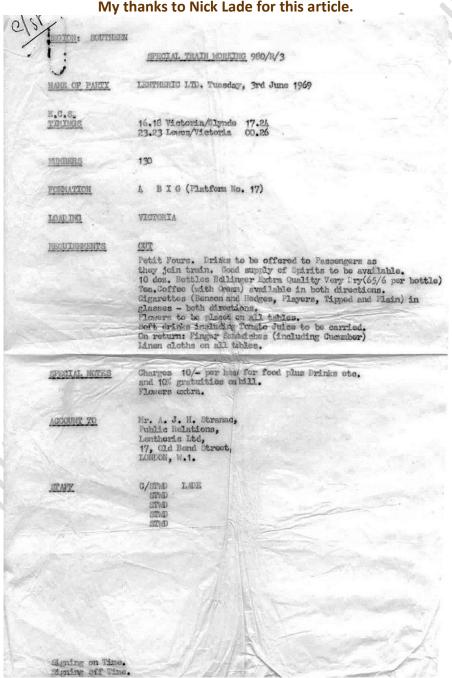
A late afternoon departure from Kings Cross for Newcastle upon Tyne in 1959. The 'Tees Tyne Pullman' hauled by Class A4 Pacific 4-6-2 No. 60007 'SIR NIGEL GRESLEY'.

The identity of the Pullman car as clearly seen is 'CAR No. 65' a Pullman Brake second class. Originally built as a Third-Class Parlour Car of 1925 seating 42 in 2 x 1 layout. Rebuilt in 1937 to Brake Third Class.



The Christopher Lade Archive. (Courtesy of Nick Lade) Tuesday June 3rd, 1969. "Special Train Working - 980/R/3" 16.18 Victoria to Glynde & 23.23 Lewes to Victoria.

My thanks to Nick Lade for this article.



© Chris Lade Archive - Page 1 - F072.

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Christopher Lade Photographic Archive. (Courtesy of Nick Lade)

My thanks to Nick for this article.



© Chris Lade - PA013.

1962 Public Relations Pullman Standards.



Richard Barber Photographic Archive

My thanks to Richard for the photographs.



© Richard Barber Photographic Archive - RB024-25 - (R F Payne - 025/040).

Circa 196X - Tweedmouth Station D9020 NIMBUS with the Queen of Scots Pullman.



© Richard Barber Photographic Archive - RB025-25 - (R F Payne - 062/069).

Circa 1960 Durham Station A3 Pacific 4-6-2 No. 60069 SCEPTRE with a Pullman service passes

English Electric Type 4 - 1CO-CO1 - No. D277 with a service train.



© Richard Barber Photographic Archive - RB026-25 - (Gerry Pierson Collection 151/156). 1953 - Class D49 No. 62740 THE BEDALE Passing South Park Road West Harrogate.



Pullman Reports.





Pullman Report
The Bluebell Railway
David Jones
August 2025

My thanks to David for his report.

A short ceremony took place at Sheffield Park Station on Sunday July 27th, to recognise the achievements of winning Heritage Railway Association awards for Pullman CAR No. 54 and the Brighton Atlantic 'BEACHY HEAD' back in February at Newcastle.

Both the locomotive and Pullman were therefore positioned together at the south end of platform 1 and key personnel from the two new build/restoration teams that were responsible assembled. A thank-you speech was then given by Roy Watts, Chairman of the Bluebell Railway Preservation Society.

The awards themselves were displayed on a table positioned on the platform,



© David Jones - DJ011-25.

The Heritage Railway Association Awards.

In addition glasses of Bucks Fizz given out to those able to be present. All were pleased to reflect on their achievements and the fact that recognition came from the main Heritage Railway organisation.



© David Jones - DJ012-25.

Complimentary drinks for those present.

PULLMAN E-NEWS - Edition No. 83 - September & October 2025 "Information is for sharing and not gathering dust and lost forever" Page 29 of 73 The following month the Bluebell's Pullman cars were much in evidence over the weekend of the 65th Anniversary event, August 8th to 10th when 'FINGALL' and 'CHRISTINE' were included in one of the carriage sets mainly travelling between Horsted Keynes and East Grinstead and serving refreshments.

CAR No. 54, meanwhile, was stationed in the dock siding at Sheffield Park serving cream teas during all three days attracting many visitors, some for the first time in Pullman luxury.



© David Jones - DJ013-25.

Sheffield Park Station and stationary CAR No. 54 offering cream teas.

CAR No. 36.

Parts continue to be acquired for CAR No. 36, the latest being two spun brass covers for the ventilation assemblies in the ceiling, courtesy of the Kent and East Sussex Railway for which thanks are due. The new embarkation lights are still awaited from Anvil in Wales where problems with the casting process have delayed manufacture but has now been resolved.





For details of services provided by the Bluebell Railway visit the web site

https://www.bluebell-railway.com/

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Pullman Report The Belmond British Pullman Fred Pragnell August 2025

My thanks to Fred for his report.

The Belmond British Pullman Stewarts Lane Depot.



© Fred Pragnell - AF015-25.

August 2025 - Pullman Car 'AGATHA' being shunted at Belmond Stewarts Lane Depot.

The external livery applied is 'Britannic Explorer Blue'.

The Cream of Devon.



© Fred Pragnell - AF016-25.

August 2025 - Pullman Car 'LYDIA' at the South Devon Railway, Carriage Shed at Buckfastleigh.



© Fred Pragnell - AF017-25.

August 2025 - Pullman Car 'ORION' at Pecorama, Beer, East Devon.

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© Ben Wetherall - AFP018-25.

The recent Bogie exchange on Pullman Car 'IBIS' at Belmond Stewarts Lane Depot.

1

BELMOND LUXURY RAIL TRAVEL

BELMOND BRITISH PULLMAN

For Details Visit https://www.belmond.com/trains/europe/uk/belmond-british-pullman/

BELMOND BRITANNIC EXPLORER.

For Details Visit https://www.belmond.com/trains/europe/uk/britannic-explorer

BELMOND ROYAL SCOTSMAN

For Details Visit https://www.belmond.com/trains/europe/scotland/belmond-royal-scotsman/



AFTERNOON TEA - PULLMAN CLASS.



© T. Bye.

A traditional Prosecco Afternoon Tea will be served at your seat aboard Pullman Car 'LYDIA' on the 15.45 train from Buckfastleigh. The train will return at 17.00 and the experience will end at 17.15.

You will be welcomed with a complimentary glass of Prosecco or Elderflower Presse.

A selection of sandwiches, savouries and cakes are made using fresh local ingredients. Certain special dietary requirements can be catered for if specified at the time of booking. Additional drinks are available to purchase from the at-seat bar service.

Please note that we are unable to cater for individuals who have a Gluten Free as well as a Vegan diet.

The Experience lasts for one and a half hours and is the ideal way to indulge in traditional West Country delicacies whilst enjoying the beautiful Devon scenery.

For Further Details Visit the SDR Web Site.

https://sdr.hops.org.uk/tickets/dining-experiences/pullman-afternoon-tea? gl=1*qx2qhg* ga*MTUyOTkxMTExOC4xNzU2MDI3NDkx* ga 45JM4GLTD5*czE3NTYwMjc 0OTAkbzEkZzEkdDE3NTYwMjc2NDkkajYwJGwwJGgw



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

The 5BEL Charitable Trust

August 8th, 2025 - Donors Day.

We held the first of two Donors' Days at Locomotive Services Limited's premises at Crewe on 8 August. Donors were able to see the completed four-car Brighton Belle train prior to its commissioning. Those who attended had a very informative and enjoyable day. All were impressed by the quality of the work done by Locomotive Services.

The second donor event is set for Friday 22 August.

There are a small number of spare places.

If you have not registered but would like to come to see the train that you have supported, please let us know at admin@brightonbelle.com

Everybody who has seen the train loves it despite the trials and tribulations of the past seventeen years!



© 5BEL Trust - F6-3-01203.

August 8th, 2025 - On the right 5BEL Trust Chairman Ian Brown.

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© 5BEL Trust - F6-3-01204.

August 8th, 2025 - The Driver's Control Desk.

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© 5BEL Trust - F6-3-01205.

August 8th, 2025 - Steam Boiler.



BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

The 5BEL Charitable Trust Photograph Archive.



© T. Bye - AY204 - (5BEL Photograph Archive F6-3-00179).

May 4th, 1985 - Photographed from a passing service train at Wansford Station on the Nene Valley Railway - Motor Brake Parlour CAR No.90.

CAR No. 90 was initially purchased by British Transport Hotels and departed Brighton on November 26th, 1972, for restoration at British Rails Wolverton Works in Buckinghamshire. Between 1980 and 1990 the car was located at the Nene Valley Railway and was used in passenger service. On occasions the car was paired with the Southern Electric Group's 4 COR EMU unit No. 3142. Eventually the CAR No. 90 was sold and initially moved to Padiham power station near Burnley. The cars condition deteriorated rapidly. Bill Black and Peter Watkinson purchased the car in April 1991. The car was moved to Carnforth for a five-year project to restore the car as a locomotive-hauled Pullman Parlour Brake. During the renovation the car suffered a severe fire. The car now a burnt-out shell was moved to the East Lancashire Railway at Bury. Eventually the car was scrapped in 1995.

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

Pullman Car 'MAID OF SOMERSET'. Pat O'Connor.



© Pat O'Connor - PO013-25.

Kitchen side view of 'MAID OF SOMERSET'.

I recently visited 'The Creamery' at Castle Cary and had the opportunity to see the changes made to FORMOSA, now renamed 'MAID OF SOMERSET', in preparation for her new role as part of the restaurant/brasserie facilities on the site.

At the moment, the Pullman is only open for afternoon teas.

As the former owner of FORMOSA, it would be inappropriate for me to comment on the changes made to the car.

Whilst I was striving to renovate the car in as authentically 'Pullman' a way as possible, the new owners have other factors to consider if 'MAID OF SOMERSET' is to be a commercial success. So, I will confine myself to outlining the main changes made and the reader can form their own opinions based on the images to follow.

- * The former pantry and kitchen area has been completely re-modelled as a 'cocktail bar' entailing removal of the kitchen corridor partitions.
- * In the process, a new ceiling has been fitted and there are new chequered black and white floor tiles.
- * Internally, the former pantry and kitchen window lights have been blanked off to take bar accoutrements. They remain visible externally.
- * In the adjacent saloon, the panelling and door (below the clock) have been removed to link the seating area with the bar.
- * The low back Pullman chairs have been uniformly recovered in dark green leather (in similar manner to the 1910 'buffet' cars).
- * The high back chairs have switched saloons with the low back chairs

So, this long-lived Pullman now embarks on a new role.

- * The former lavatory area has a new ceiling and seems to be used as a cloakroom and serving area.
- * Externally, the car has been repainted with transfers applied but no lining out.
- * During the move from Portsmouth Arms to Castle Cary, one of the main fan cowls and kitchen cowls were torn off the roof. Whilst this was repaired, the roof has been covered with fibre glass and painted grey. This may now preclude the fitting of the set of roof ventilators that accompanied the car.

Despite my original remarks about not to comment, I think the changes made have been a mixed success. I was sorry to see removal of the partition below the clock and blanking off of the kitchen and pantry window lights. I think there were other ways of doing this.

I would also have avoided the mixing of woods and styles in the new bar area.

Conversely, the difficult kitchen ceiling area works well, set off by the concealed lighting.

The green leather chairs and chequered flooring both echo former Pullman practice.

I can only wish 'MAID OF SOMERSET' bon voyage on her latest journey.



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Saloon adjacent to Coupé.

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© Pat O'Connor - PO015-25.

Saloon next to Cocktail Bar.

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© Pat O'Connor - PO016-25.

The new Cocktail Bar.

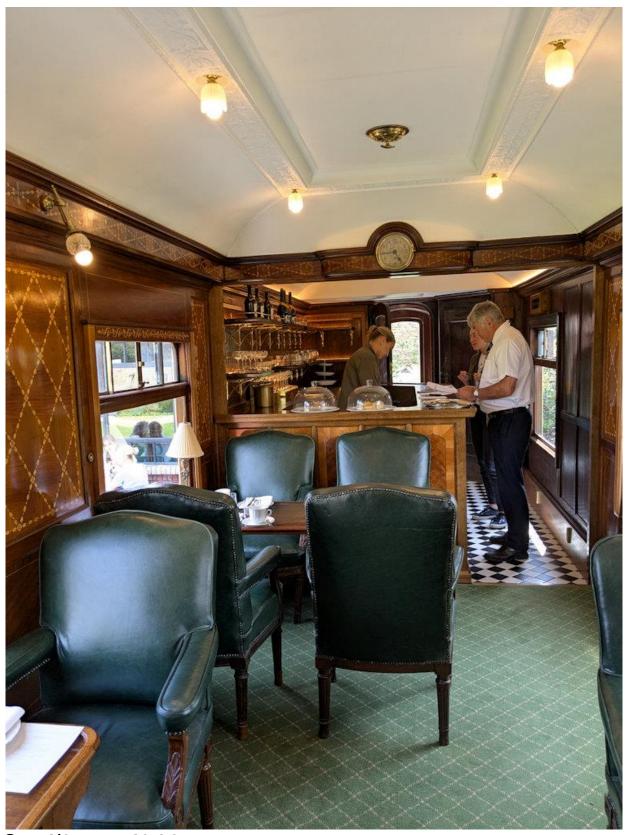
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Cocktail Bar working area.

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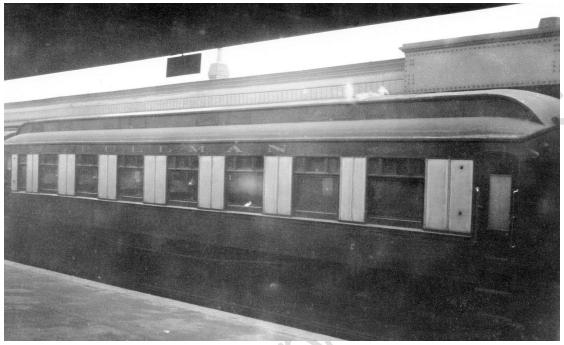
© Pat O'Connor - PO018-25.

View of Saloon and Cocktail Bar.

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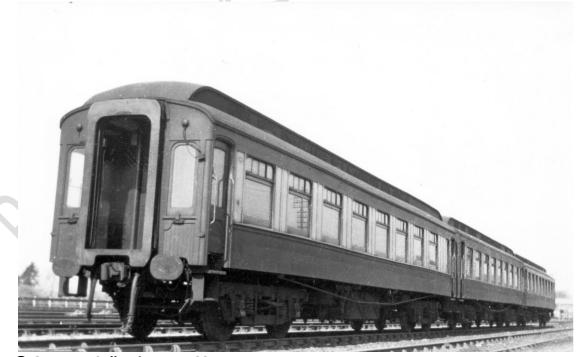
George Moon Photographic Archive.

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



© G. Moon Collection - B1-020.

Circa 1930 - At Sutton - Ex-London Brighton & South Coast Railway Pullman car 'PAVILION'. (The final LB&SCR American Pullman cars).



© G. Moon Collection - B1-021.

No Date - No Location - Southern Railway 3rd Class American Pullman cars.

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The Golden Way



The Journal of
THE PULLMAN SOCIETY

Issue No 144

2025/3

The Golden Way

THE PULLMAN SOCIETY

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

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

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The Society is dedicated to the study of all aspects of Pullman operations in the British Isles and Continental Europe - and in the United States where the first cars were built and services began.

It aims to:

- gather information about, and record details of, the use of the Pullman name and ideals wherever they are found
- disseminate this information to the membership through the Society's journal The Golden Way and other publications
- attend exhibitions and display items of Pullman interest to members of the public
- hold occasional exhibitions at which the Society's collection of Pullman artefacts can be displayed to the public

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THE PULLMAN SOCIETY

Associated with The Pullman State Historic Site, Chicago, Illinois,

M EMBERSHIP FORM

I wish to apply for membership of the Society and enclose cash/cheque - payable to THE PULLM AN SOCIETY.

	ubscription: *£25 per annum/Overseas *£35 per annum membership is available for *£110/£150 <i>*delete as applicable</i>
Name:	
Address:	
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*Where d	id you hear of the Society? (For advertising purposes)
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*optional	information
facilitate ti I further	nd that my name and address will be held on a secure database purely to he distribution of the Society's journal and other official communications. understand that these personal details will not be divulged to any al organization or any other third party without my express authority.
Signature	9:
Phil Evan	omplete and return to the Membership Secretary: s, 11 Petworth Drive, BURGESS HILL, RH15 8JT Tel. 01444 241733

https://www.thepullmansociety.org.uk/

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THE PULLMAN SOCIETY - SALES

SOMETHING FOR A BIRTHDAY OR SPECIAL OCCASION THE FOLLOWING ITEMS ARE NOW AVAILABLE.

PULLMAN MUG.



PULLMAN MUG @ £5.00 PLUS POSTAGE.

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PULLMAN COASTER.



PULLMAN COASTER @ £3.00 OR 4 FOR £10.00 PLUS POSTAGE.

NO MINIMUM ORDER AND ALL PROCEEDS GO TO THE PULLMAN SOCIETY. FURTHER DETAILS CAN BE SOURCED FROM THE PULLMAN SOCIETY SALES OFFICER EMMANUEL LANNE AT

emmanuel.lanne@btinternet.com

POSTAL CHARGES:

COASTER ONE: £2.00 - UP TO FOUR: £3.60

MUGS UP TO FOUR £4.05

PAYMENT BY BANK TRANSFER PREFERABLE, OTHERWISE PLEASE ASK.

THE PULLMAN SOCIETY
ACCOUNT 63145588
SORT CODE 60-22-05

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Pullman Model Scene.

Revolution

trains

New 'K' Type Pullman cars in 'N' Gauge.



© Revolution Trains.

PULLMAN E-NEWS - Edition No. 83 - September & October 2025 "Information is for sharing and not gathering dust and lost forever" Page 52 of 73 The first engineering prototype samples of Revolution Trains 'N' Gauge new Pullman car range of 'K' Type Pullman cars have arrived for assessment.

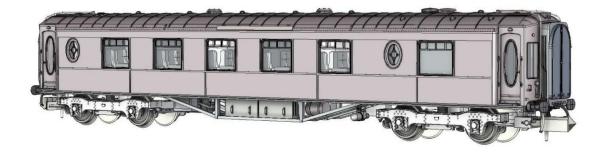
The 'K' Type Pullman cars will offer five individual car variations consisting of Kitchen First, Parlour First, Kitchen Third/Second, Parlour Third/Second and Parlour Brake Third/Second.

The initial samples being the 1928 era Parlour First and Third, along with a refurbished First Kitchen; these representing the cars as they appear today and correctly features an altered underframe and Gresley bogies, as opposed to standard Pullman bogies.

The cars will feature switchable table and saloon lights as standard and full interior detail, plus kinematic NEM close couplings and will offer white or grey roofs and with early or late Pullman crests.

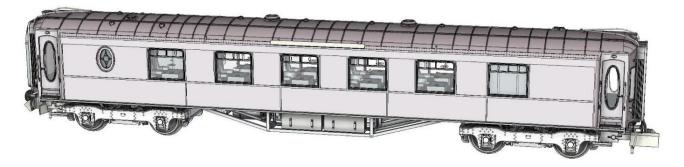
A total of nine packs will be offered as follows.

1. Venice-Simplon Orient Express (VSOE) / British Pullman pack. Pack of three cars: First Kitchen, First Parlour, First Parlour.



© Revolution Trains.

VSOE / BELMOND - Rebuilt First Class Kitchen.



© Revolution Trains.

VSOE / BELMOND - Rebuilt First Class Parlour

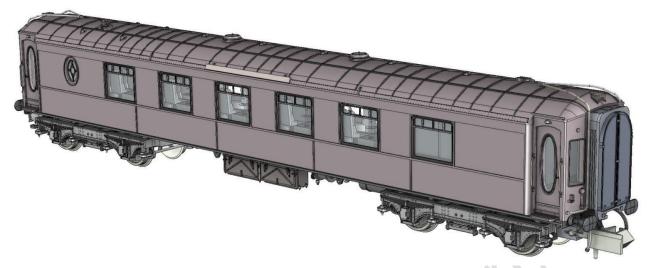


© Revolution Trains.

Third/Second Class Parlour Brake.

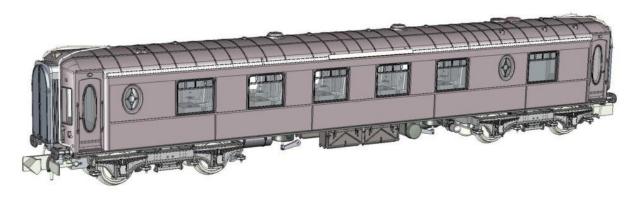
- 2. BR (E) ECML brake twin pack. Pack of two cars: Brake, Brake.
- 3. BR (S) Bournemouth Belle pack 'A'.
 Pack of four cars: Second Parlour, First Parlour, First Kitchen, Second Parlour.
- 4. BR (S) Bournemouth Belle pack 'B'.
 Pack of four cars: First Parlour, First Parlour, First Kitchen, Second Parlour.
- 5. BR (E) ECML 1950s pack.
 Pack of four cars: Third Brake, Third Brake, Third Kitchen, Third Brake.
- 6. GWR or SR pack 'A'.

 Pack of four cars First Kitchen, First Kitchen, First Parlour, First Parlour.
- 7. SR pack 'B'.
 Pack of four cars: Third Kitchen, Third Kitchen, Third Parlour, Third Parlour.
- 8. Queen of Scots pack 'A'.
 Pack of four cars: Third Brake, Third Kitchen, Third Parlour, First Kitchen.
- 9. Queen of Scots pack 'B'.
 Pack of four cars: First Parlour, Third Parlour, Third Kitchen, Third Brake.



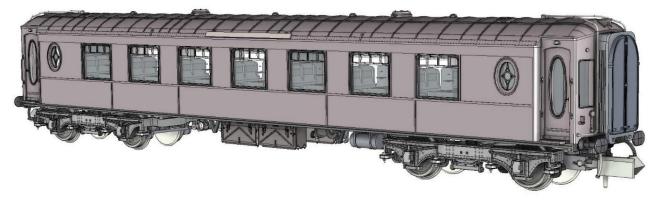
© Revolution Trains.

First Class Parlour.



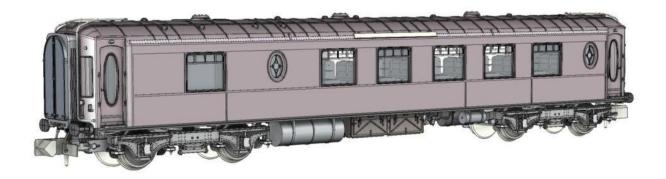
© Revolution Trains.

First Class Kitchen.



© Revolution Trains.

Third/Second Class Parlour



© Revolution Trains.

Third/Second Class Kitchen

Current Prices.

Two car packs £129.99 (£104.99 when purchased direct through Revolution Trains).

Three car packs £179.99 (£157.99 when purchased direct through Revolution Trains).

Four car packs £239.95 (£209.95 when purchased direct through Revolution Trains).

Availability.

Models are due to arrive in Spring 2026.

Order and Information.

To order and further information on the range offered visit Revolution Trains web site at https://revolutiontrains.com/?s=pullman&post_type=product

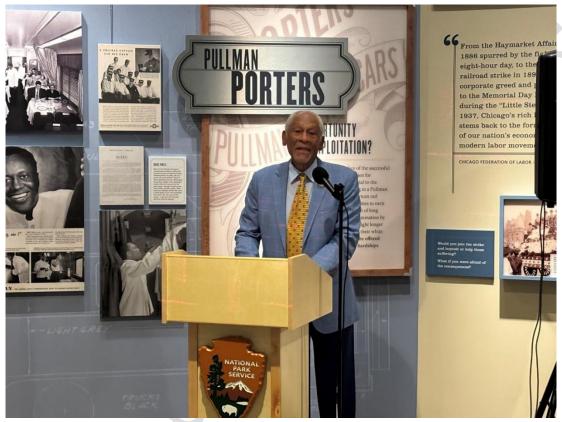
Information Sources.

Revolution Trains Web Site.

Hornby Magazine / Key Publishing Limited.



Centenary of the Brotherhood of Sleeping Car Porters.



© Historic Pullman Foundation.

Ken Webb delivering his speech at the NPS Event.

On Thursday August 21st, we came together to celebrate the upcoming 100th anniversary of the Brotherhood of Sleeping Car Porters, kicking off a year-long commemoration here at the park. Our goal is to ensure this vital story continues to be recognized.

The Brotherhood's victory as the first Black-led union to secure a collective bargaining agreement with a major corporation not only transformed labor equity in America but also helped pave the way for the modern Civil Rights Movement.

We were proud to welcome members of the press and our partners into the Visitor Center to hear inspiring speakers reflect on what the Pullman Porters' story means to this community. Among them was Ken Webb, whose father was a Pullman Porter, offering a deeply personal perspective on this legacy.

CBS had the chance to interview Mr. Webb following the event, if you'd like to hear some of his reflections, you can watch it here: https://www.cbsnews.com/.../chicago-institution.../



Pullman Palace Car Company

The Smithsonian Institution
Pullman Palace Car Company Photographs Archive

My thanks to Tom Marsh.

Pullman Sleeper Lounge 'CHIEF BAPTISTA'.

By Tom Marsh

Here's another gem from the Smithsonian Institution's archive of Pullman Palace Car



P34970 / L6338 / 05-04-1930 - CHIEF BAPTISTA - Body Side.

Body side of sleeping car Chief Baptista, built by Pullman in early 1930 for service on the North Coast Limited, Northern Pacific Railway's premier Chicago to Seattle train.

Seen here is Chief Baptista, a 10-1-1 (10 sections/1 drawing room/1 compartment) Pullman sleeping car built for service on the Northern Pacific Railway's premier Chicago to Seattle train, the North Coast Limited.



P34954 / L6338 / 05-04-1930 - CHIEF BAPTISTA - Body Side.

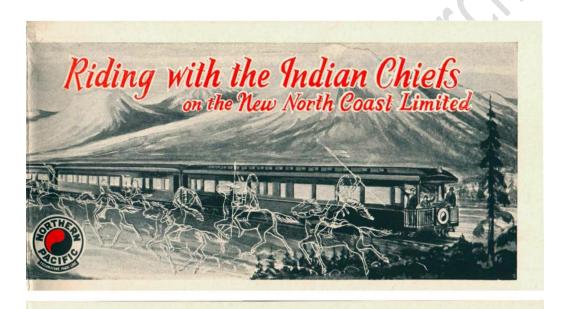
PULLMAN E-NEWS - Edition No. 83 - September & October 2025 "Information is for sharing and not gathering dust and lost forever" Page 58 of 73 The car was one of 41 identical sleeping cars built by Pullman from March to May 1930 to Pullman Plan 3973A in Lot 6338. Thirty-seven of the cars were delivered to Northern Pacific carrying names of Native American Chiefs, while the remaining four, named for various lakes, went to the Chicago, Burlington & Quincy Railroad.



P34969 / L6338 / 27-03-1930 - CHIEF BAPTISTA - External End.

End view of Chief Baptista. The car name is on the door. Note the unusual small wood-body car in the background at left.

In the late 1920s, NP needed seven consists to provide daily service on the North Coast Limited's 2,331 mile route between Chicago and the Pacific Northwest. With the 1930 deliveries, each train carried five of the Chief cars. The arrival of new Pullman cars in 1930 prompted the railroad to promote the train as the "Newest of New Trains in America". For a brief period from 1929, the train was all-Pullman and during this time the railroad published a 30-page brochure titled "Riding with the Indian Chiefs on the New North Coast Limited" to promote the new sleeping cars. The brochure boasts, "The North Coast Limited is the only All-Pullman Train in the Northwest". A PDF of the brochure can be found on the Streamliner Memories website https://streamlinermemories.info/?p=4395



his title, privileges of land grant and pensions, Arlee took precedence over him. Charlot with 200 followers remained in the Bitter Root Valley until 1901, when driven by privation they followed their tribesmen to the Jocko reservation.

Head chief and "grand old man" of the Flat-BAPTISTA heads. As noble as he was great, Baptista, for many years, counseled and prevailed upon his people to bow to the inevitable. The white man's civilization encroached upon them again and again until the land of their fathers had been absorbed, their small reservation reduced to nothing and their tribe diminished to a dozen tepees, yet the expedition of Lewis and Clark (1804-1806) would have been a dismal failure had it not been for the unfeigned friendship of Chief Baptista and his people.

Page 7

(Shahaka, meaning "Coyote"). A Mandan chief of Lewis and Clark's time, he was com-BIG WHITE monly known as La Gros Blanc or "Big White."



INDIAN CHIEFS BROCHURE.

Cover and Chief Baptista entry from Northern Pacific brochure promoting the railway's premier train, the North Coast Limited.

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The brochure contains brief biographies of 35 of the 37 chiefs for which the cars were named. Chief Sitting Bull is probably the best known of the 35 chiefs profiled. For some reason, Chief Big Medicine and Chief Sword were not included in the brochure. According to Wayner (see print sources), all of the Chief cars survived into the mid-to-late 1950s, with 16 of the cars even in service (or at least not scrapped) into the 1960s. Chief Big White was the last to be withdrawn; it went to scrap in 1967. Chief Baptista, Chief Big Medicine, Chief Good Lance, Chief Little Raven, Chief Many Horns and Chief Seattle were removed from passenger service in 1958 and transferred to NP's maintenance of way department for use as dormitory sleeping cars.

The Pullman builder photos of Chief Baptista 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_ref308). See THE PULLMAN NEWS - Edition No. 75, page 83 for more information about the Smithsonian archive.

A note on the photos: The organization/identification of the archive's photos seems haphazard at best. The Lot 6338 photos shown here are from a group of 14 images gathered under the URL indicated above ending in "ref308". Of the 14 photos, only seven are of cars from Lot 6338. Of the seven, only the three exterior shots can be identified as Chief Baptista, as the car name is visible in all three.

The interior shots are a different matter as they are clearly taken in two different cars, based on the carpet pattern and other key features. One of the interiors seems more plush than the other. However, all of the interior shots are identified as Lot 6338 cars. Given that the cars were built for service on two different railroads, it seems likely that the interior photos represent both the NP and CB&Q cars. It also seems likely that, given their specific assignment to NP's premier all-Pullman train, the more plush vehicle is a North Coast Limited car, although it may or may not be Chief Baptista.



P34958 / L6338 / 27-03-1930 - CHIEF BAPTISTA - Internal.

Interior view of one of the Lot 6338 cars looking through the sections to the open door of the drawing room. Compare the details, including carpet and decoration, with the similar view taken in another Lot 6338 car below. It seems likely this view is of one of the North Coast Limited cars.



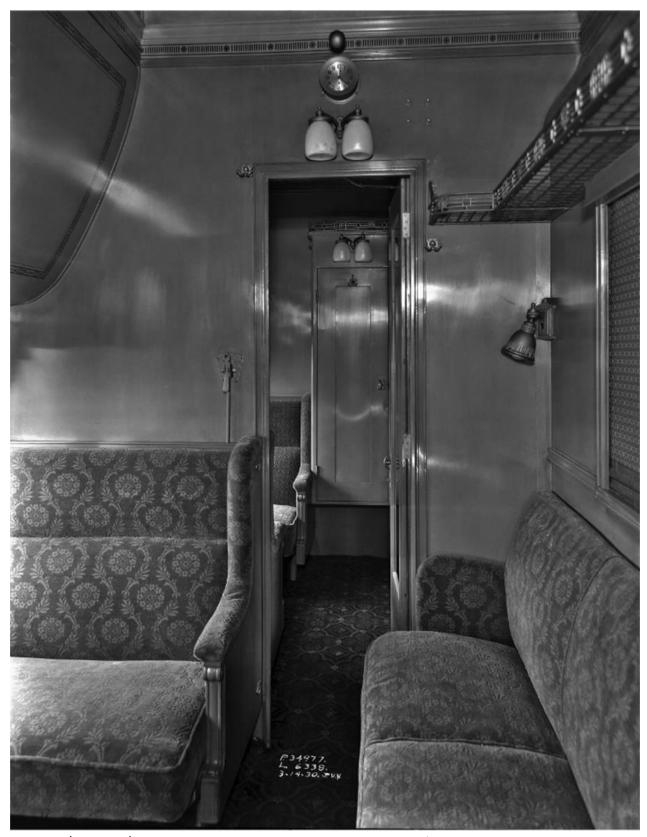
P34957 / L6338 / 27-03-1930 - CHIEF BAPTISTA - Internal

Another view in the same Lot 6338 car shown above, taken the same day. This is the compartment; the door between the sink and the settee opens to the drawing room.



P34971 / L6338 / 14-03-1930 - CHIEF BAPTISTA - Internal.

View as above looking through the sections to the open drawing room door, although a different Lot 6338 car. Compare the details with the view above. It seems likely that this less-plush decoration is in one of the CB&Q cars.



P34971 / L6338 / 14-03-1930 - CHIEF BAPTISTA - Internal.

View of the drawing room in the same Lot 6338 car. The connecting door to the compartment is open.

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Print Sources:

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 Catalog Pullman Operated Equipment 1912-1949, Kratville Publications, 1968.

The Pullman Company Descriptive List of Cars, March 1961.

The Official Register of Passenger Train Equipment, March 1963.

Online Sources:

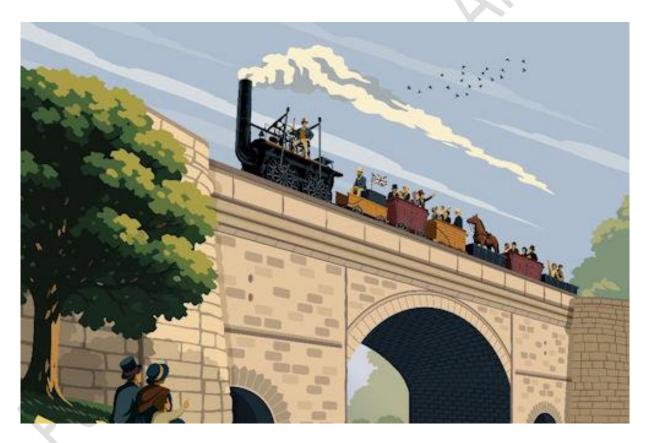
Streamliner Memories - https://streamlinermemories.info/?p=4395

Trains and Railroads - https://www.trains-and-railroads.com/north-coast-limited

Wikipedia (https://en.wikipedia.org/wiki/North_Coast_Limited);

The Pullman Project Pullman Car Construction Record Database http://pullmanproject.com/Database.htm





The S&DR200's festival is unveiling a week of unmissable spectacles that will celebrate the region and its historic legacy. This highly ambitious project - five years in the making - centres around the newly restored replica of Locomotion No. 1, accompanied by the passenger carriage Experiment and traditional coal waggons.

Over three days (26, 27 and 28 September 2025), the replica engine will run on sections of the original Stockton & Darlington Railway line, cheered on by thousands of spectators along the route.

There will be a number of designated locations to safely view the engine on its journey, and spectators are reminded to act responsibly and not trespass on the railway to view the engine outside of the designated locations.

Spectators will also be able to enjoy a specially curated cultural and historical programme which includes a series of unique commissioned events, performances, and activities for all ages, taking place at key points along the journey. In addition, exhibitions will be held across the region's museums, offering even more opportunities to explore and celebrate.

The inaugural journey of Locomotion No. 1 on the Stockton & Darlington Railway in 1825 represented a major turning point in history, and two hundred years later, visitors will be able to take part in S&DR200's special festivities marking this extraordinary milestone.

The Stockton & Darlington Railway was established as a 26-mile-long mainline to transport coal and other mixed goods from the mines of south Durham to the River Tees at Stockton, via Shildon, Darlington and Yarm. The first steam locomotive to run on the line was called Locomotion No. 1. The key figures of the Stockton & Darlington Railway included investors and company directors Edward Pease, a retired wool merchant from Darlington, his son Joseph Pease and Jonathan Backhouse from the Darlington bank of the same name and leading engineers of the time George Stephenson and Timothy Hackworth.

ANNIVERSARY JOURNEY.

S&DR200 celebrations will include a re-enactment of the first journey on the S&DR, taking place on 26, 27 and 28 September 2025. A newly restored replica of Locomotion No. 1 will run on sections of the original Stockton & Darlington Railway line between Shildon, Darlington and Stockton over three days. Spectators will be able to see the train at designated locations.

The final leg of the Anniversary Journey, from Darlington to Stockton, is not yet confirmed. S&DR200 is working with colleagues at Network Rail to resolve technical and timetable challenges. We hope to be able to confirm the full plan in the coming weeks.

HOW TO BOOK TICKETS FOR THE ANNIVERSARY JOURNEY.

There are multiple official viewing points along the 26-mile route over the 3 days for visitors to see Locomotion No. 1. To ensure a great visitor experience for everyone, access to two designated viewing locations will require tickets. These locations are Locomotion on Friday and Hopetown on Saturday.

In Stockton-on-Tees, the official public viewing locations are expected to include Rochester Road, Roseworth and Stillington, but planning for this part of the journey has not yet been finalised. No tickets are required for these areas as the viewing points are large enough to welcome a significant number of visitors.

Tickets for Locomotion and Hopetown viewing can be booked here. https://www.sdr200.co.uk/article/17840/Anniversary-Journey-1825-2025



JULY 19TH, 2025 RAILWAY MEMORABILIA & RAILWAYANA AUCTION REALISATIONS.



Lot No. 93 - REALISATION £6,000

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 60.5 in x 29.5 in.



Lot No. 153 - THE BRIGHTON BELLE with PULLMAN Crest Lot No. 93. REALISATION £1,300

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.



Lot No. 264 - LNER Pullman Table Lamp Lot No. 93 - REALISATION £180

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.



Lot No. 381 - Pullman Car PHOENIX Table lamp. Lot No. 93 - REALISATION £380

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.



Lot No. 482 - MERSEYSIDE PULLMAN Lot No. 93 - REALISATION £240

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.

Contact Details.

E-mail: simont@gwra.co.uk

Telephone: 01386 760109

Mobile: 07718 211445

Web Site: https://www.gwra.co.uk/

Office: GW Railwayana Auctions Ltd

The Willows, Badsey Road

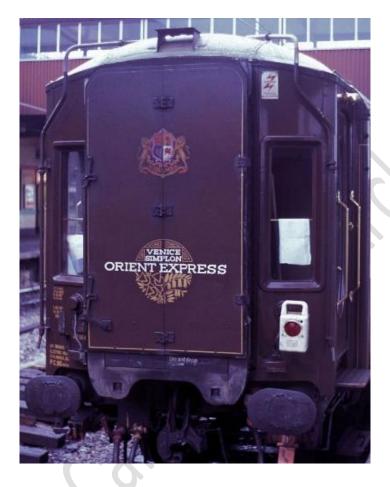
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Worcestershire WR11 7PA United Kingdom

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Tail Lamp

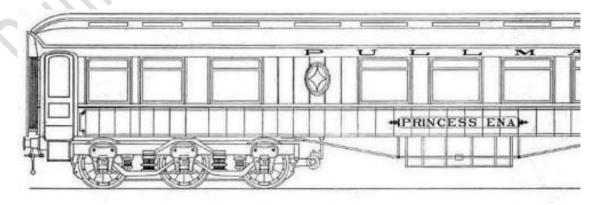


My thanks to both the regular contributors and those readers who have taken time out to contribute both photograph and information to this edition of your newsletter.

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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