

PULLMAN E-NEWS

Volume 24 No. 2

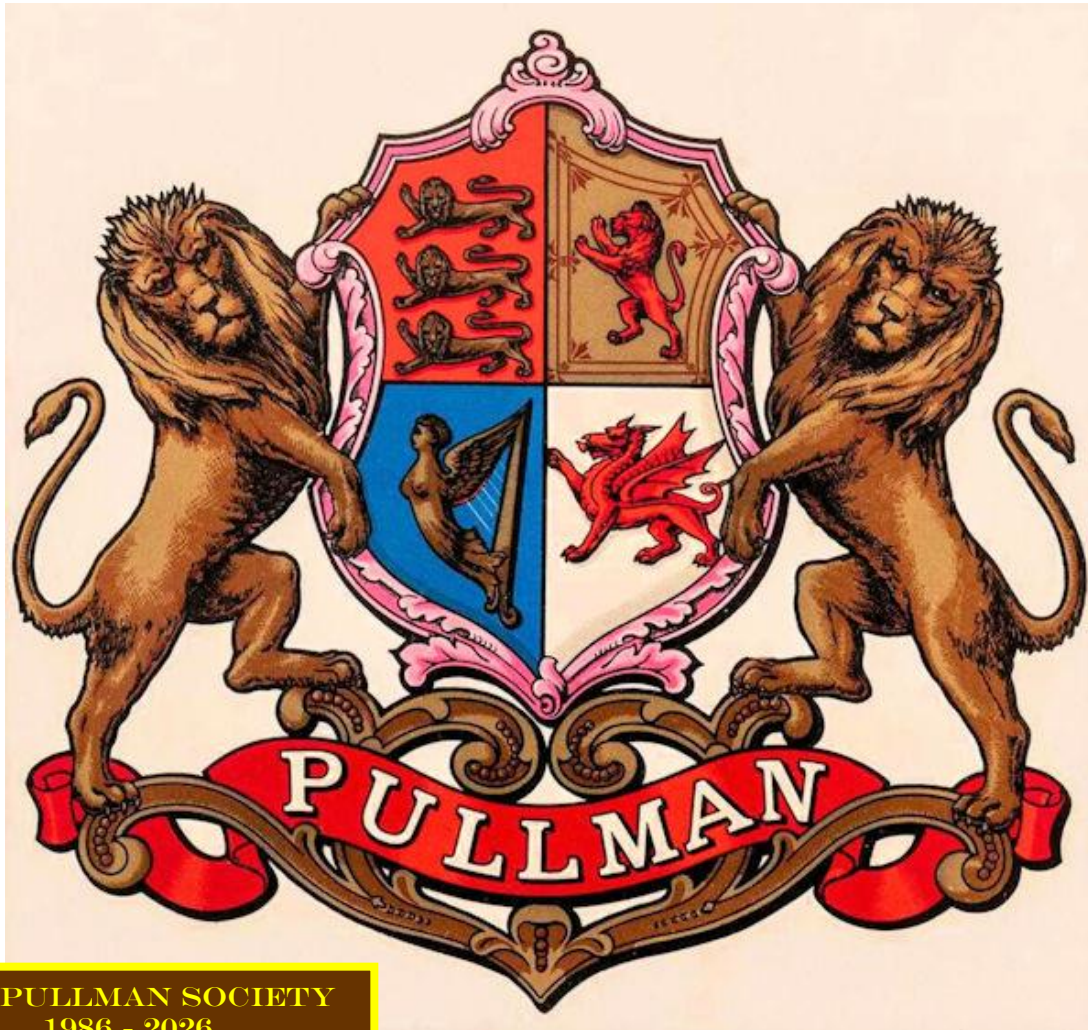
(86) - March & April 2026

THE BRIGHTON BELLE

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THE PULLMAN SOCIETY
1986 - 2026
40TH ANNIVERSARY

THE SOUTH WALES PULLMAN

TWENTY-THREE YEARS OF FREE PULLMAN NEWS.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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

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 Tuesday April 28th, with the scheduled publication on Friday May 1st, 2026.

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

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

Changing your Email address, or wish to be removed from the mailing list, please send an e-mail to t.bye2@outlook.com with your request, it is as simple as that.

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.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 2 of 87

Editors Acknowledgements.

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

Dr A. Ford. T. Knox. R. Barber. G. Pierson. W. S. Sellar. C. Lade. N. Lade. F. Pragnell. D. Jones. G. Moon. M. Morant. J. Lloyd. K. Gray. D. Whitfield. S. Morris. N. Hyde. S. Maitland-Cumbor. G. Behrend. S. Widdowson. N. Hyde. T. Marsh. J. Wheller. C. Wilson. J. Scrace. J. Kent. S. Turner. R. J. E. Bayliff. T. Robbins. C. Perkin. Dr S. Sherwood.

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

Pullman in Europe. Pullman Profile No. 1. Pullman Profile No. 2. Railway World. Trains Illustrated. RCTS. Bluebell Railway. The Pullman Society. Southern Railway E-Mail Group. G. Moon Collection. Six Bell Junction. Scot Rail. 5BEL Trust. C. Lade Archives. Hornby. Bachmann. G W Railwayana Auctions. The Bluebell Railway Museum Southern Railway Archive. The Smithsonian Institution Pullman Palace Car Company Photographic Archive. Belmond British Pullman. Historic Pullman Foundation. Brighton Toy & Model Museum. Sugar Express, Clewiston. Sea Containers. C.P.S.

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

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

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

E-mail t.bye2@outlook.com

Pullman E-News Readership

Welcome aboard.

Current registered Readership Worldwide: **492**

The annual audit of the readership being undertaken on November 1st.

I have adjusted to readership total figure as above. The reduction is solely due to the listed e-mail addresses supplied advising that they are longer available to receive my e-mails.

Edition Contents.

Page/s.	Details.
1	Cover.
2	From the Coupé.
3	Editors Acknowledgement.
4	Edition Contents.
5-9	Pullman Car History - CAR No. 64 Third Class.
10	Southern Railway E-Mail Group - Pullman Special Editions, Coupé News, Pullman & CIWL News, Pullman E-News Archive & Southern Railway E-Mail Group.
11	Free Internet Newsletters, Magazines & Web Sites.
12-13	Look Back at Pullman.
14-20	LNER Pacific's - Tommy Knox.
20	Photograph of Pullman Car 'ARCADIA'.
21-24	The Christopher Lade Archive - Courtesy of Nick Lade.
25	The Christopher Lade Photographic Archive - Courtesy of Nick Lade.
26-29	Richard Barber Photographic Archive.
30-40	Pullman Reports.
30-31	Pullman Report - The Bluebell Railway - David Jones
32-35	Pullman Report - British Pullman - Fred Pragnell.
36	Pullman Report - Kent & East Sussex Railway - John Wheller.
37	Pullman Report - Keighley & Worth Valley Railway - Nigel Hyde.
38-40	Pullman Report - CAR No. 79 - Sam Maitland-Cumbor.
40	Photograph - September 18th, 1994 - NYMR Grosmont Station - Schools Class 4-4-0 No. 30926 REPTON prior to departure with the 'THE MOORLANDER' Dining Train.
41-44	Steve Widdowson Photographic Archive.
45	The 5BEL Charitable Trust - Photograph Archive.
46	George Moon - Photograph Archive.
47-50	The Pullman Society -The Golden Way.
51-52	Pullman Sales & Requested Items.
53-56	Bluebell Railway Museum Southern Railway Archive.
57	Mail.
58-59	Historic Pullman Foundation - Hotel Florence Restoration.
60-72	Pullman Model Scene.
60-71	Hornby 2026 Catalogue.
72	Bachmann 2026 Catalogue.
73	Brighton Toy & Model Museum.
74-76	Belmond British Pullman - 'CELIA'.
77-80	Pullman Car No. 7505 'CLEWISTON'.
81-82	Pullman Palace Car Company - The Smithsonian Institution Pullman Palace Car Company Photographs Archive - Instruction to Pullman Porter - Tom Marsh.
83-85	GW Railwayana Auctions Ltd - March Auctions.
86	Robert Peter Timmins (Bob) - 19th, May 1935 to 13th, December 2025.
87	Tail Lamp.

PULLMAN CAR HISTORY

CAR No. 64 THIRD CLASS.

Current known history of the car: -

1. Pullman Identity:	CAR No. 64 THIRD CLASS.
1. Type of Car:	Parlour - Prior to entry into traffic remodeled to Restaurant).
1. Into Service:	1928.
2. Builder:	Midland Carriage & Wagon Company, Birmingham.
3. Pre-1960 Schedule No:	216.
1. Post 1960 Schedule No:	219.
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:

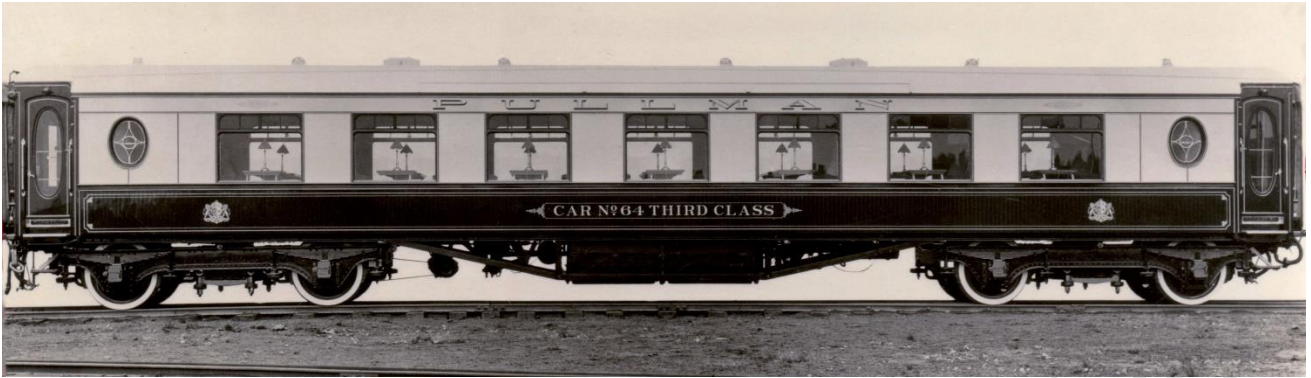
Entries such as -/H indicate that the car was not originally given a Type letter, but was Classified as Type H after 1932. Entries such as (A)/G indicate that the car was originally (old) type A, and was re-classified as Type G about 1932. Entries such as (D) indicate that the car was originally (old) 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.



5. © G. Moon Collection - B4 - 035.

CAR No. 64 THIRD CLASS.



2. © Dr A. Ford Collection.

1927 Interior photograph of CAR No. 64 THIRD CLASS.

2. Table Lamp.



Type 'G'

© 2. Dr A. Ford.

Known Operational History.

- 2. 1928 May 1st. Allocated to the Great Northern Section of the LNER.
- 2. 1928 July. Withdrawn from allocation to the the Great Northern Section of the LNER.
- 2. 1928 to circa 1936. Transferred the Great Eastern Railway service. As non-supplement Second-Class Dining car for both the Harwich boat -trains and or the Eastern Belle.
- 3. 1929 During Year. Repairs, Renovation of the car at Preston Park Works. Cost recorded as £77 19s ¹/₂p.
- 2. 1936 Reverted to Third-Class.
- 2. 1951 to 1958. With CAR No. 63 allocated to the "Queen of Scots Pullman"

2. Circa 1956.

The Type "G" table lamps were replaced with Type "J".



Type 'J'

© 2. Dr A. Ford.

2. 1961 March.

Noted within the formation of the 'Bournemouth Belle'.

2. 1963 January 1st to June 10th.

Renovated at the Pullman Car Company Preston Park Works, Brighton.

2. 1964 April.

Noted within the formation of the 'Regency Belle'.

2. 1967 July 9th.

Within the formation of the final "Bournemouth Belle" service.

2. 1967 July 9th.

Withdrawn from service.

Preservation.

3. 1968

Sold to H.P.Bulmer.
On completion of refurbishment the car is renamed CHRISTINE.

3. 1971 October 2nd,

'BR Return to Steam' GWR King Class No.6000 King George V, hauling the 5 x Bulmer ex-Pullman Cars & 2 x BRMk1 Coaches.

3. 1986

Sold to Sea Containers (VSO-E).

3. 1986

May 28th Moved from Bulmer's Hereford to Swindon Works No.19 Shop for storage.

3. 1987

May Moved from Swindon Works No.19 Shop to VSO-E Stewarts Lane Depot.

3. 1987

Purchased by the Horsted Keynes Pullman Car Group, Bluebell Railway.

4. 1987 to 1999. Although CAR No. 64 was the fourth of the Pullmans to arrive on the Bluebell, being in such good condition that it became the first to enter service. The car retained the identity of CAR No.64, but later renamed CHRISTINE. Remaining in operational service until the end of 1999 when withdrawn for major work.
4. 2000 Autumn. A contract and volunteer team repaired the worst part of the east side and patched the roof, and some of the seating was re-trimmed, enabling it to re-enter service.
2. Early 2004 to 2006. Withdrawn from service on the Bluebell Railway for a recorded "Heavy Overhaul".
2. 2006 December 1st. Returned to operational service on the Bluebell Railway.

Information Sources.

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

2. Dr A. Ford & 5. *George 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.*
4. *The Bluebell Railway Web Site.*
5. *George Moon Collection.*

**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 E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 10 of 87

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.

1831 - 195 Years Ago.

March 3rd. George Mortimer Pullman born.
(Information Source - PCS-Archive).

1876 - 150 Years Ago.

April 25th & 26th. A special inspection train of the Settle to Carlisle Railway includes new Pullman Parlour car 'VENUS' within the train's formation.
(Information Source - PCS-Archive).

1936 - 90 Years Ago.

April 15th. Pullman Funeral train for the late German Ambassador ran from London Victoria station to Dover. The train formation consisting of Pullman cars MARJORIE, LEONA (II), three 4-wheel vans for wreaths and bogie van for the coffin.
(Information Source - RCTS Railway Observer).

April 21st. Epsom Race Special from London Victoria station to Tattenham Corner Station.
Pullman car allocated JUNO, CORUNNA, AURORA, TOPAZ, LEGHORN & MALAGA.
(Information Source - RCTS Railway Observer).

1946 - 80 Years Ago.

April 13th. Press preview run of the 'Golden Arrow'.
(Information Source - PCS-Archive).

April 15th. The post second world war operation of the 'Golden Arrow' commences.
(Information Source - PCS-Archive).

April 24th. Noted working a Victoria to Brighton service 1 x 5Bel set with either a 4Cor or 6Pul set.
(Information Source - PCS-Archive).

1956 - 70 Years Ago.

- April 22nd. Britannia Class Pacific No.70014 'William Shakespeare' noted hauling the 'Down' Working of the 'Golden Arrow'. The services was routed via Otford due to Sunday engineering work.
(Information Source - PCS-Archive).
- April 23rd to May 4th. British Industries Fair at Castle Bromwich, Birmingham. Pullman Cars No.15, 16, 31, 61, 132, 166, 167 & Buffet Car No.5 (ex Trianon Bar).
(Information Source - PCS-Archive).
- April 27th. The State Visit of Marshall Nikolai Bulganin & Premier Nikita Krushchev of the Soviet Union. A total of seven Pullman cars were allocated for the journey from Portsmouth to London Victoria. Pullman cars MINERVA, ARIES, PERSEUS (Principals), IBIS, ADRIAN, CARINA & ISLE OF THANET.
(Information Source - PCS-Archive).

1961 - 65 Years Ago.

- April 10th. The 'Queen of Scots Pullman' allocated the new BR Mk1 Pullman cars. This being the final East Coast Main Line service to have new cars allocated.
(Information Source - The Railway World July 1978).
- April 19th & 21st. 5Bel unit No.3051 chartered by Unilever for a Conference special. Running from London Blackfriars Station to Eastbourne via Tulse Hill & Coulsdon North. Returning on April 21st. 5Bel unit No.3051 chartered by Unilever for the returning Conference special, from Eastbourne to London Victoria Station.
(Information Source - Trains Illustrated June 1961).

1976 - 50 Years Ago.

- April 30th. The final operation of the Tees Tyne Pullman.
(Information Source - PCS-Archive).

1996 - 30 Years Ago.

- April 12th. Henry W.A.Maxwell passes away. Mr Maxwell purchased Pullman Car TOPAZ and had the car restored prior to giving the car to what became the National Collection.
(Information Source - PCS-Archive).



Tommy Knox.

LNER PACIFICS

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

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

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

The Queen of Scots Pullman - March & April 1936 - 90 years ago.

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

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

36.03.03	60056	Up Queen of Scots from Leeds - Kings Cross
36.04.11	60082	Up Queen of Scots Pullman from Newcastle

The Queen of Scots Pullman - March & April 1956 - 70 years ago.

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

56.03.01	60081	58 Dn Queen of Scots
56.03.01	60086	131 Up Queen of Scots from Newcastle from 60507
56.03.01	60507	131 Up Queen of Scots into Newcastle - 60086 on
56.03.03	60074	142 09.15 Dn North Briton into Newcastle 60135 on / 131 10.50 Up Queen of Scots from Newcastle from 60507
56.03.03	60133	58 Dn Queen of Scots from Kings Cross
56.03.03	60507	131 Up Queen of Scots into Newcastle 60074 on / 52 Kings Cross - Glasgow from Newcastle from 60115
56.03.06	60126	Kings Cross - Newcastle TCQ (Fred Olsen Line into Newcastle / 58 Dn Queen of Scots from Newcastle
56.03.07	60010	131 Up Queen of Scots from Leeds - Kings Cross
56.03.09	60081	131 Up Queen of Scots from Newcastle - Leeds from 60507
56.03.09	60507	131 Up Queen of Scots into Newcastle - 60081 on
56.03.10	60081	142 09.15 Dn North Briton into Newcastle 60016 on / 131 10.50 Up Queen of Scots from Newcastle from 60507

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 14 of 87

The Queen of Scots Pullman - March & April 1956 - 70 years ago.

Date:	Locomotive:	Working:
56.03.10	60507	131 Up Queen of Scots into Ncle 60081 on / 52 Kings Cross - Glasgow from Newcastle from 60005
56.03.14	60051	58 Dn Queen of Scots / Up Bradford Flyer
56.03.15	60051	58 Dn Queen of Scots / Up Bradford Flyer
56.03.16	60051	58 Dn Queen of Scots / Up Bradford Flyer
56.03.17	60051	58 Dn Queen of Scots
56.03.17	60081	142 09.15 Dn North Briton into Newcastle - 60005 on / 131 10.50 Up Queen of Scots from Newcastle from 60081
56.03.17	60127	Kings Cross - Newcastle TCQ arr 14.05 / 58 Dn Queen of Scots from Newcastle
56.03.17	60507	131 Up Queen of Scots into Newcastle - 60081 on / 52 Kings Cross - Glasgow from Newcastle from 60151
56.03.20	60058	34 07.50 Dn Bradford Flyer / 131 Up Queen of Scots from Leeds - Kings Cross
56.03.20	60117	58 Dn Queen of Scots / Leeds - Kings Cross
56.03.21	60127	58 Dn Queen of Scots from Newcastle
56.03.24	60074	142 09.15 Dn North Briton into Newcastle/131 10.50 Up Queen of Scots from Newcastle from 60507
56.03.24	60507	131 Up Queen of Scots into Newcastle - 60074 on / Kings Cross - Glasgow from Newcastle 15.50 from 60137 (6,8)
56.03.26	60008	58 Dn Queen of Scots / Up Bradford Flyer failed at Peterborough - 60826 on
56.03.29	60074	142 Dn North Briton into Newcastle 60016 on / 131 Up Queen of Scots from 60507
56.03.29	60117	58 Dn Queen of Scots from Kings Cross - Leeds / Up Bradford Flyer failed at Doncaster
56.03.29	60134	131 Up Queen of Scots
56.03.29	60507	131 Up Queen of Scots into Newcastle 60074 on / 52 Kings Cross - Glasgow from Newcastle from 60115
56.04.03	60507	on Haymarket shed (6) / 131 Up Queen of Scots into Newcastle
56.04.04	60029	131 Up Queen of Scots into Kings Cross
56.04.04	60053	58 Dn Queen of Scots
56.04.04	60539	58 Dn Queen of Scots from Newcastle - Edinburgh 73108 on
56.04.06	60074	131 Up Queen of Scots from Newcastle from 60507
56.04.06	60507	131 Up Queen of Scots into Newcastle - 60074 on/52 Kings Cross - Glasgow from Newcastle 15.50
56.04.07	60074	09.15 Dn North Briton into Newcastle 60135 on / 131 10.50 Up Queen of Scots from Newcastle from 60507
56.04.07	60507	Up Queen of Scots into Newcastle - 60074 on / 52 Kings Cross - Glasgow from Newcastle from 60924
56.04.10	60130	131 Up Queen of Scots from 64921/64821 at Leeds

The Queen of Scots Pullman - March & April 1956 - 70 years ago.

Date:	Locomotive:	Working:
56.04.10	60524	131 Up Queen of Scots from Newcastle failed at Harrogate 64921/64821 on to Leeds - 60130 on
56.04.11	60522	131 Up Queen of Scots from Leeds
56.04.13	60522	131 Up Queen of Scots from Leeds
56.04.13	60539	58 Dn Queen of Scots from Newcastle
56.04.14	60086	142 09.15 Dn North Briton into Newcastle - 60143 on / 131 10.50 Up Queen of Scots from Newcastle from 60507
56.04.14	60507	131 Up Queen of Scots into Newcastle - 60086 on / 52 Kings Cross - Glasgow from Newcastle from 60089
56.04.17	60141	131 Up Queen of Scots into Kings Cross
56.04.18	60117	58 Dn Queen of Scots from Kings Cross - Leeds
56.04.21	60086	142 09.15 Dn North Briton into Newcastle 60135 on /131 10.50 Up Queen of Scots from Newcastle from 60507
56.04.21	60507	131 Up Queen of Scots into Newcastle - 60086 on / 52 Kings Cross - Glasgow from Newcastle from 60124
56.04.23	60148	131 Up Queen of Scots
56.04.24	60148	131 Up Queen of Scots
56.04.26	60051	131 Up Queen of Scots
56.04.27	60123	34 07.50 Dn Bradford Flyer / 131 Up Queen of Scots
56.04.28	60507	131 Up Queen of Scots into Newcastle/ 52 Kings Cross - Glasgow from Newcastle from 60121
56.04.28	60522	142 09.15 Dn North Briton into Newcastle - 60115 ob / 131 10.50 Up Queen of Scots from Newcastle from 60507
56.04.30	60123	131 Up Queen of Scots

The Yorkshire Pullman - March & April 1936 - 90 years ago.

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

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

36.03.02	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.03	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.04	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.05	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.06	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.07	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman 9on
36.03.09	60060	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.10	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.11	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.12	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.13	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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The Yorkshire Pullman - March & April 1936 - 90 years ago.

Date:	Locomotive:	Working:
36.03.14	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.16	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.17	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.18	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.19	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.20	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.21	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.23	60098	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.24	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.25	60098	548 Up Yorkshire Pullman arr 14.40 9on / 595 16.45 Dn Yorkshire Pullman 9on
36.03.26	60048	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.03.27	60098	548 Up Yorkshire Pullman arr 14.40 9on / 595 16.45 Dn Yorkshire Pullman 9on
36.03.28	60048	548 Up Yorkshire Pullman arr 14.40 9on / 595 16.45 Dn Yorkshire Pullman 9on
36.03.30	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman 9on
36.03.31	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.01	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.02	60039	548 Up Yorkshire Pullman arr 14.40 9on / 595 16.45 Dn Yorkshire Pullman 9on
36.04.03	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.04	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.06	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.07	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.08	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.09	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.11	60044	548 Up Yorkshire Pullman arr 14.40
36.04.11	60060	595 16.45 Dn Yorkshire Pullman
36.04.14	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.15	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.16	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.17	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.18	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.20	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.21	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.22	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.23	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.24	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.25	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.27	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.04.29	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

36.04.30 60098 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

The Yorkshire Pullman - March & April 1956 - 70 years ago.

Date:	Locomotive:	Working:
56.03.17	60117	19 Up Yorkshire Pullman
56.03.19	60003	971 09.50 Leeds - Kings Cross arr 13.40 / 84 Dn Yorkshire Pullman
56.03.26	60003	971 09.50 Leeds - Kings Cross / 84 Dn Yorkshire Pullman
56.03.27	60026	19 Up Yorkshire Pullman ran into buffers at KX
56.03.28	60003	971 09.50 Leeds - Kings Cross / 84 Dn Yorkshire Pullman
56.03.29	60022	84 Dn Yorkshire Pullman
56.04.07	60015	84 Dn Yorkshire Pullman
56.04.09	60015	84 Dn Yorkshire Pullman
56.04.11	60015	84 Dn Yorkshire Pullman
56.04.13	60015	84 Dn Yorkshire Pullman
56.04.23	60017	84 Dn Yorkshire Pullman
56.04.24	60028	84 Dn Yorkshire Pullman
56.04.25	60017	84 Dn Yorkshire Pullman
56.04.26	60028	84 Dn Yorkshire Pullman
56.04.27	60017	84 Dn Yorkshire Pullman
56.04.28	60028	84 Dn Yorkshire Pullman
56.04.30	60028	84 Dn Yorkshire Pullman

The Harrogate Sunday Pullman - March & April 1956 - 70 years ago.

Date:	Locomotive:	Working:
56.03.04	60030	84 Dn Harrogate Sunday Pullman
56.04.08	60025	84 Dn Harrogate Sunday Pullman
56.04.08	60139	on Copley Hill shed / Up Harrogate Sunday Pullman
56.04.15	60148	on Kings Cross shed / 84 Dn Harrogate Sunday Pullman
56.04.29	60130	84 Dn Harrogate Sunday Pullman / on Copley Hill shed

The Tees Tyne Pullman - March & April 1956 - 70 years ago.

Date:	Locomotive:	Working:
56.03.01	60003	145 Up Tees Tyne Pullman arr 13.55
56.03.02	60003	82 Dn Tees Tyne Pullman
56.03.05	60003	145 Up Tees Tyne Pullman arr 13.55
56.03.06	60022	145 Up Tees Tyne Pullman arr 13.55
56.03.07	60022	82 Dn Tees Tyne Pullman failed at Darlington
56.03.07	60074	82 Dn Tees Tyne Pullman from Darlington
56.03.08	60075	145 Up Tees Tyne Pullman from Darlington
56.03.15	60015	145 Up Tees Tyne Pullman arr 13.55

The Tees Tyne Pullman - March & April 1956 - 70 years ago.

Date:	Locomotive:	Working:
56.03.16	60003	82 Dn Tees Tyne Pullman
56.03.19	60025	82 Dn Tees Tyne Pullman
56.03.20	60025	145 Up Tees Tyne Pullman
56.03.20	60033	773 07.25 Grantham - Kings Cross / 82 Dn Tees Tyne Pullman
56.03.21	60025	82 Dn Tees Tyne Pullman
56.03.22	60015	936 Kings cross - Leeds / 777 Nottingham - Kings Cross / 82 Dn Tees Tyne Pullman
56.03.22	60025	145 Up Tees Tyne Pullman arr 13.55
56.03.23	60034	82 Dn Tees Tyne Pullman
56.03.28	60017	145 Up Tees Tyne Pullman
56.03.29	60033	82 Dn Tees Tyne Pullman
56.04.03	60026	145 Up Tees Tyne Pullman
56.04.04	60017	145 Up Tees Tyne Pullman
56.04.05	60017	82 Dn Tees Tyne Pullman
56.04.06	60017	145 Up Tees Tyne Pullman 10on arr 13.55
56.04.06	60028	82 Dn Tees Tyne Pullman
56.04.09	60006	82 Dn Tees Tyne Pullman
56.04.09	60026	54 10.20 Kings Cross - Leeds to Grantham / 82 Dn Tees Tyne Pullman
56.04.09	60032	145 Up Tees Tyne Pullman arr 13.59
56.04.10	60006	145 Up Tees Tyne Pullman arr 13.55
56.04.10	60008	82 Dn Tees Tyne Pullman
56.04.11	60006	82 Dn Tees Tyne Pullman
56.04.11	60008	145 Up Tees Tyne Pullman
56.04.12	60006	145 Up Tees Tyne Pullman arr 13.55
56.04.13	60006	82 Dn Tees Tyne Pullman
56.04.16	60008	145 Up Tees Tyne Pullman arr 13.55
56.04.19	60032	145 Up Tees Tyne Pullman arr 13.55
56.04.23	60008	145 Up Tees Tyne Pullman / 896 Kings Cross - Peterborough
56.04.23	60026	82 Dn Tees Tyne Pullman
56.04.24	60026	145 Up Tees Tyne Pullman
56.04.24	60034	82 Dn Tees Tyne Pullman
56.04.25	60026	82 Dn Tees Tyne Pullman
56.04.25	60034	145 Up Tees Tyne Pullman arr 13.55
56.04.26	60008	82 Dn Tees Tyne Pullman
56.04.26	60026	145 Up Tees Tyne Pullman arr 13.55
56.04.27	60008	145 Up Tees Tyne Pullman
56.04.27	60026	82 Dn Tees Tyne Pullman
56.04.30	60008	82 Dn Tees Tyne Pullman
56.04.30	60105	145 Up Tees Tyne Pullman arr 13.55

[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.



© PCS-A / AY1306 / J. Lloyd Collection.

Pullman First-Class Buffet 'ARCADIA' built by Clayton Waggon Limited at Lincoln in 1920 for operation on the Great Eastern Railway from November 11th, 1920. 1924 with the extension of the 'Harrogate Pullman' service to Newcastle-upon Tyne, 'ARCADIA' being one of four cars converted by the Birmingham Railway Carriage & Wagon Co., Limited, into First-Class Brake & Luggage cars retaining the identity of 'ARCADIA'. In 1934, remodelled to THIRD CLASS CAR No. 95. 1946 transferred to the Southern Railway for operation within the 'Bournemouth Belle' until withdrawn in 1961. Sold to British Railways and converted to Camping Coach and numbered 'SC50' and allocated to the Scottish Region in 1963 and located 1963 to 1967 at Carnoustie then withdrawn and scrapped.



The Christopher Lade Archive.
(Courtesy of Nick Lade)
November 9th & 11th, 1969.
Special Train Working
DECCA-RADAR International Conference

My thanks to Nick Lade for this article.

31st October 1969

SPECIAL TRAIN WORKING 980/W/1

REGION: SOUTHERN

NAME OF PARTY DECCA-RADAR INTERNATIONAL CONFERENCE
Outward - Sunday, November 9th 1969

R.C.S. TIMINGS 0825 I.N.
10.40 Gatwick Airport/Brighton 11.25
15.00 Victoria/Brighton 16.25

NUMBERS 200

FORMATION 9 Car Belle Unit

LOADING Whilst in regular service

REQUIREMENTS 10.40 Gat/B'ton Party to be served Champagne only together with Cigarettes and Schimmelpenndick Cigars. Bourbon to be carried.
15.00 Vic/B'ton Party require full service of alcoholic drinks and Tea and Biscuits. Cigarettes and Schimmelpenndick Cigars. Bourbon to be carried. Selection of soft drinks.

SPECIAL NOTES Supplies of Cigarettes and small carton of Schimmelpenndick Cigars to be placed on large tables. Champagne to be Most & Chandon non-vintage @ 45/- per bottle, this will be served on a sale or return basis. Party stipulate, care to be taken to avoid their being debited with full cost of bottles only partially used. Carry 12 dozen. Drinks and Light-Refreshment at tariff prices. This party will smoke wherever seated, please provide ashtrays throughout the train. Ensure Ice is carried.
In the event of fog and the Gatwick train being cancelled the special would then run 16.25 ex Victoria/Brighton, maintaining the Champagne service as for the Gatwick special.

ACCOUNT TO Be outstanding to Divman, Croydon Ref.F.P.4061/2
Drinks, I/R etc., @ tariff prices, plus 10% staff gratuities.

STAFF

Chf. Lade	Chf. Bishop
Chf. Anderson	Chf. Atkinson
Chf. Andrews	Chf. Andrews
St. Hendricks	St. Robson
St. Wilson	St. Stevens
St. Punter	St. Langston
St. Payne	St. Chapman
St. Edwards	St. Simpson

Signing on time 0736
Signing off time
Staff travelling
THIS PARTY WILL RETURN ON THURSDAY, NOVEMBER 13TH - SEPARATE WORKING REFERS.

© Chris Lade - CLA75.

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

Page 21 of 87

In the event of diversion, the most probable alternative Airport is Manchester, and Decca have arranged in this case for coaches to bring the delegates to London and the 10 40 ex Gatwick will be cancelled. The second train at 15 00 will run as booked and on arrival at Brighton at 16 25 the public address system will be dismantled, the side boards and special Decca labels will be removed from both sides of the train and the stock cleaned as far as practicable before going back into the booked Belle service at 17 45. The normal Belle services will operate for the remainder of the day. My earlier advice that these would be formed of CIG BIG CIG stock are cancelled.

To convey those delegates who should have arrived at Gatwick in the morning from London to Brighton, a train of 8 Big stock tabled throughout will run empty from Brighton at 16 47 arriving Victoria 17 50.

As the catering staff will have to change from the 16 25 arrival at Brighton into the 16 47 empty stock, it is essential the latter is held if the former runs late. The two trains should be platformed adjacent at Brighton to facilitate the staff change over.

The second special will be timed as follows:-

Victoria dep. 18 25 Platform 16
Brighton arr. 19 24 Platform 7

Control will, if necessary, hold the stock should Decca advise the Area Manager, Victoria during the afternoon that the party will not reach Victoria in time. In the event of this second train from London being needed, portage will be required at both Victoria and Brighton, to handle the baggage. The latter would have otherwise been conveyed by road from Gatwick direct to the Brighton hotels.

On notification being received that the Gatwick train is not required in the morning, local arrangements should be made to platform the Belle stock in order that certain Catering stores may be transferred into the Big stock, (also to be platformed), before the empty Belle departs at 12 22 for Victoria. Will the S.M. Brighton please arrange for the Catering staff to have assistance if required. Police supervision of the Big stock has been arranged whilst it is at Lovers Walk on the Sunday, should the train be required. The Police will, in any case, maintain a watch on the Belle during Saturday night/Sunday morning.

Directional posters for the special trains are being prepared by Decca and will be delivered direct to Victoria and Gatwick. Please ensure these are suitably displayed.

On Tuesday, 11th November, 140 wives of delegates will make a single journey to London, travelling in the 09 25 booked Belle service from Brighton. Coaches F, G, H and J have been allocated.

On Thursday, 13th November, all delegates will return by a special train of BIG, CIG, BIG stock, timings as follows:-

Brighton dep. 09 52
Victoria arr. 10 52.

This train is to be tabled throughout, as special catering is again being arranged.

Continued

The delegates luggage will be brought to Brighton by special vans. Each item will bear a white label with a number in one of four columns. The luggage should be sorted in the colours and loaded as shown below:-

Green and Blue - Front Brake.
Red - Middle Brake.
Brown - Rear Brake.

The green labelled luggage is for delegates travelling to London Airport and must be kept separate from the blue labelled luggage. At Victoria the baggage should be off-loaded onto the platform, keeping the same colour numbered pieces separate to facilitate owners claiming it. Specimen labels have been sent to Victoria and Brighton.

A paper ticket covering the total charter hire of the three special trains will be held by Mr. Flanagan. Separate charter control tickets will not be issued to the individual delegates.

The majority of the arrangements outlined have already been the subject of separate correspondence, but I shall be glad if you will acknowledge receipt of this letter, and, should you have any query, please phone Extension 2608 as soon as possible.

For P. Harrison
Divisional Manager



(Signed) J. H. Maydow,
Passenger Officer.

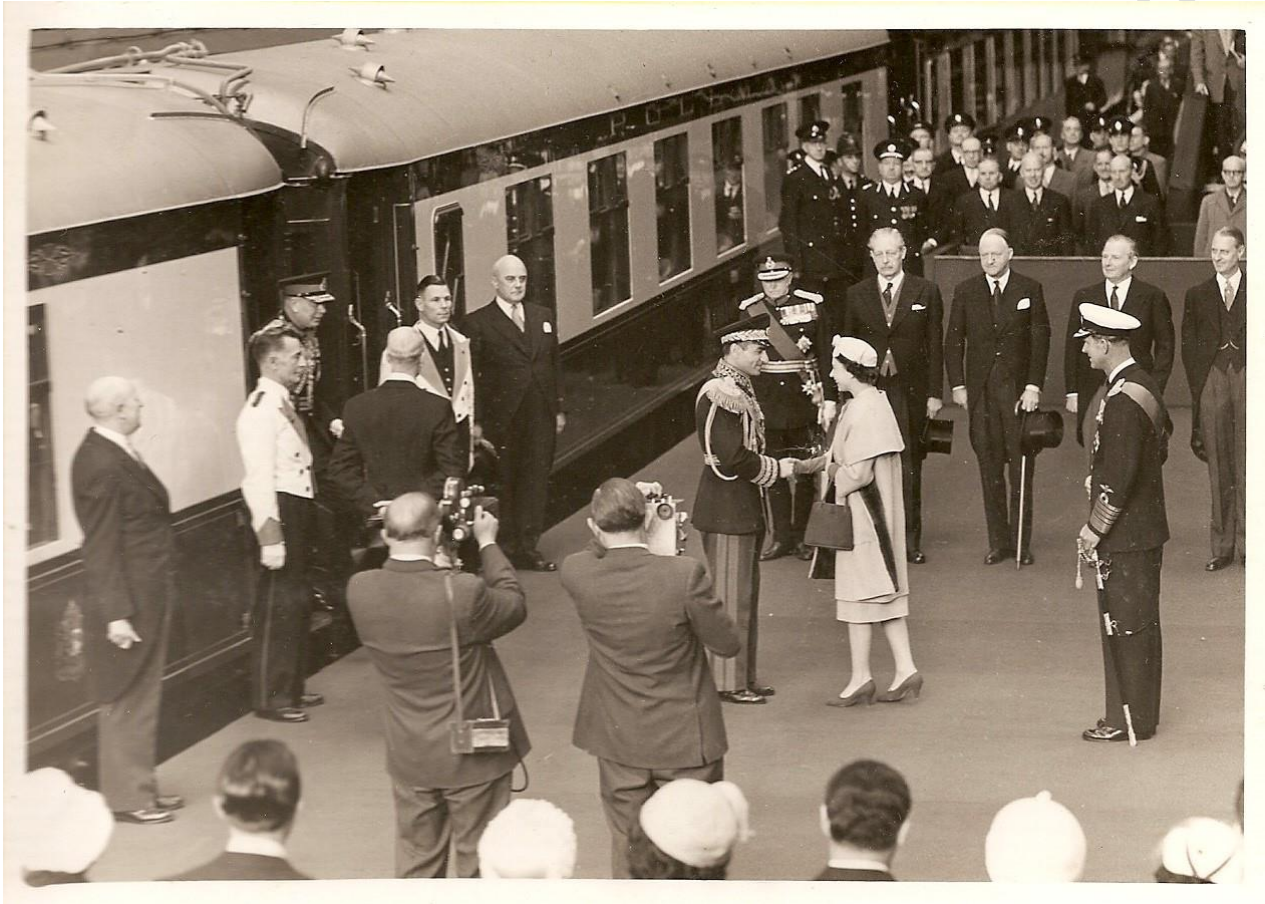
Distribution:- Chief Trains Clerk & Chief Controller }
Deputy Chief Controller }
Head of Section, Special Traffic }
" " " " (Timings) }
" " " Passenger Rolling Stock }
" " " Movements & Punctuality }

ESSEX HOUSE (ST Pad 31)
" (ST/RE 19)

Area Manager, Victoria (T.9)
Station Manager, Brighton
Station Manager, Gatwick Airport.
Manager, British Rail Catering, Room 162, St. Pancras Chambers, N.W.1.
Field Manager, South/Western Regions, Restaurant Car Dept., Waterloo.
Chief Mechanical & Electrical Engineer, Southern House (62-1-4 (M3-MU)
Area Traction Engineer, C.M. & E.E. Dept., Brighton.
Inspector Shed Foreman, C.M. & E.E. Dept., Brighton.
Yard Inspector, Lovers Walk.
Rail Hepsters' Supervisor, Victoria.
Assistant (Public Relations), P.R. & P.O., Waterloo.
Police Dept., Victoria.
Police Dept., Brighton.

Christopher Lade Photographic Archive. (Courtesy of Nick Lade)

My thanks to Nick for this article.



© Chris Lade - PA016.

May 5th, 1959, at London Victoria Station Platform 2.
The State Visit of The Shahanshah of Iran.



Richard Barber Photographic Archive

My thanks to Richard for the photographs.



© Gerry Pierson Collection 260 / Richard Barber Photographic Archive - RB001-26.

**1936 at Wormald Green near Ripon LNER A3 Pacific No. 2507 'SINGAPORE'
with the 'QUEEN OF SCOTS PULLMAN'.**

Built by LNER Doncaster Works Introduced December 1934.

1934 to 1945 LNER No. 2507 - 1945 to 1948 LNER No. 42 - 1948 to 1964 BR No. 60042.

Known Shed Locations - 1934 Gateshead - 1963 April from Heaton (52B) to Aberdeen Ferryhill,
- 1963 October to St Margaret's.

Withdrawn July 1964.

Additional Information Source: <http://www.scot-rail.co.uk/page/LNER+Class+A3>

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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

Page 26 of 87



© W. S. Sellar 536 / Richard Barber Photographic Archive - RB002-26.

April 18th, 1955, SC21X at BR St Rollox works, Springburn, Glasgow.

1921 Birmingham Railway Carriage & Wagon Company as Smethwick, built 10 x 12-wheel cars for service on the Great Eastern Railway.

Consisting of 5 x First Class Kitchen cars ALBION, ALEXANDRIA, ATLANTA, COLUMBIA & NEVADA. Each seating 21 x First Class, and 5 x Third Class Kitchen cars CAR No. 40, 41, 42 43 & 44. Each seating 47 Third Class.

1927 April, cars ATLANTA, COLUMBIA & NEVADA were withdrawn from Great Eastern Railway service. All three cars were remodelled at the Pullman Car Company works at Longhedge to Composite Dining cars with 2 x 1 seating, the seating increased from 21 to 27. The three cars transferred to the London Midland & Scottish Railway (ex Caledonian) in Scotland. The cars were renamed DIANA VERNON (ATLANTA), JEANNIE DOWNS (COLUMBIA), JENNY GEDDES (NEVADA).

1933, All three cars sold to the LMS and identified as No. SC213, SC211, SC212. Withdrawal by the Midland Railway No. SC213 in March 1955, No. SC211 in August 1948, No. SC212 in May 1955.

Additional Information Source: [Pullman Profile No. 1 THE 12-WHEEL CARS - Dr A. Ford.](#)

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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

Page 27 of 87



© Ken Gray 906 / Richard Barber Photographic Archive - RB003-26.

May 9th, 1964, A4 Pacific No. 60009 'UNION OF SOUTH AFRICA' Departing Newcastle Central station south bound to Doncaster with the 'PEGLER'S PULLMAN'.

The train formation consisted of the 'MASTER CUTLER' stock with 'CAR No. 79' directly attached to No. 60009 'UNION OF SOUTH AFRICA'.

The train originated at Doncaster with A3 Pacific No. 4472 'FLYING SCOTSMAN' running via York, Stockton on Tees, Newcastle to Edinburgh.

(No. 4472 'FLYING SCOTSMAN' was going to Scotland to work other railtour work and whilst there was posed on the Forth Bridge, for a painting by Terence Cuneo. Returning south light engine on May 18th, 1964).

The returning 'PEGLER'S PULLMAN' being hauled by A4 Pacific No. 60009 'UNION OF SOUTH AFRICA' Via the East Coast Mainline to Doncaster.

Additional Information Source: <http://www.sixbellsjunction.co.uk/>



© D. Whitfield (3) / Richard Barber Photographic Archive - RB004-26.

February 18th, 2006, Hertfordshire Rail Tours 'BLUE PULLMAN' Severn Valley Railway Gala at Kidderminster.

Locomotives Used: 47709 'DIONYSOS' & 47712 'ARTEMIS'.

Stock Used: 9513+3350+3392+1961+3278+3352+3313+1657+3431+3326.

Train Reporting No: '1Z57' Kings Cross to Kidderminster

Train Reporting No: '1Z58' Kidderminster to Kings Cross

Locomotive & Route: '1Z57' 47712 'ARTEMIS'.

London Kings Cross - Finsbury Park - Alexandra Palace - Potters Bar - Stevenage - Huntingdon - Peterborough - Stamford - Melton Mowbray - Syston South Jn - Leicester - Hinckley - Nuneaton - Abbey Jn - Water Orton - Landor Street Jn - Proof House Jn - Birmingham New Street - Soho South Jn - Galton Jn - Rowley Regis - Stourbridge Junction - Kidderminster

Locomotive & Route: '1Z58' 47709 'ARTEMIS'.

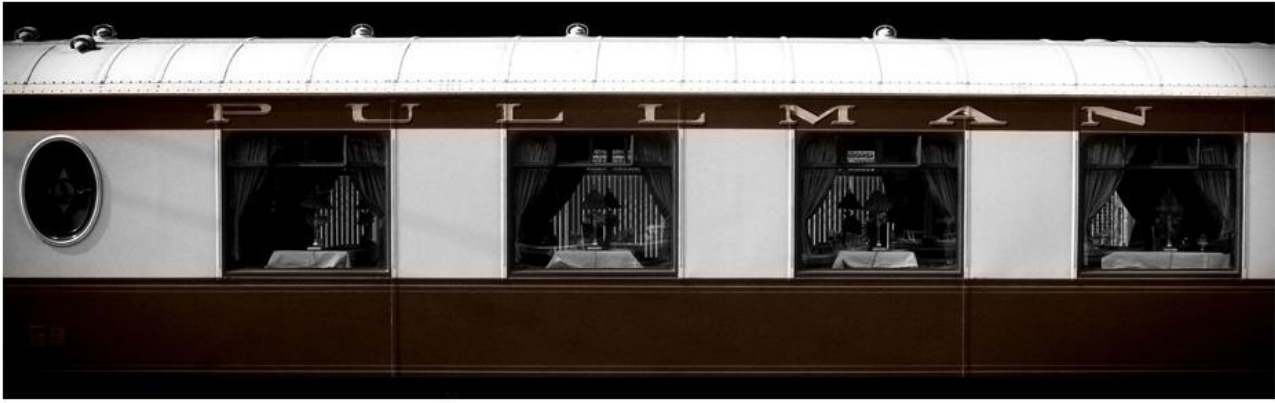
Kidderminster - (reverse of outward route) - London Kings Cross.

Additional Information Source: <http://www.sixbellsjunction.co.uk/>

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 29 of 87



Pullman Reports.



**Pullman Report
The Bluebell Railway
David Jones
February 2026**

My thanks to David Jones for this report.



© D. Jones / DJ003-26.

Sheffield Park Station - GWR Modified Hall - 4-6-0 No. 6989 'WIGHTWICK HALL' in the Harry Potter livery with the empty coaching stock for the Valentine Day Pullman service.

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Page 30 of 87




BOOK NOW!





**Luxury Dining
Timeless Journeys**

GOLDEN ARROW
FINE PULLMAN DINING ON THE BLUEBELL RAILWAY
2026 DINING TRAINS AVAILABLE TO BOOK

Book your place onboard The Bluebell Railway's premier dining service.

Step into a world of timeless elegance aboard the Golden Arrow Dining Trains at the Bluebell Railway and enjoy a truly memorable fine dining experience on the move.

Choose from refined Luncheon Trains or atmospheric Evening Dining Services, with both 2-course and 3-course menus carefully prepared and served at your table as steam-hauled trains carry you through the beautiful Sussex countryside.

From the moment you take your seat in Pullman-style surroundings, you'll be immersed in classic railway glamour, attentive service and exceptional cuisine.

Perfect for celebrations, special occasions, or simply creating unforgettable moments with friends and family, the Golden Arrow offers more than a meal - it's an occasion in itself.

Make memories in style.

Book your place and let the journey be as exquisite as the dining, 2026 Prices: -

Golden Arrow Luncheon from £125 per person.

Golden Arrow Two Course Dining from £99 per person.

Golden Arrow Three Course Dining from £125 per person.

For further details <https://www.bluebell-railway.com/whats-on/>

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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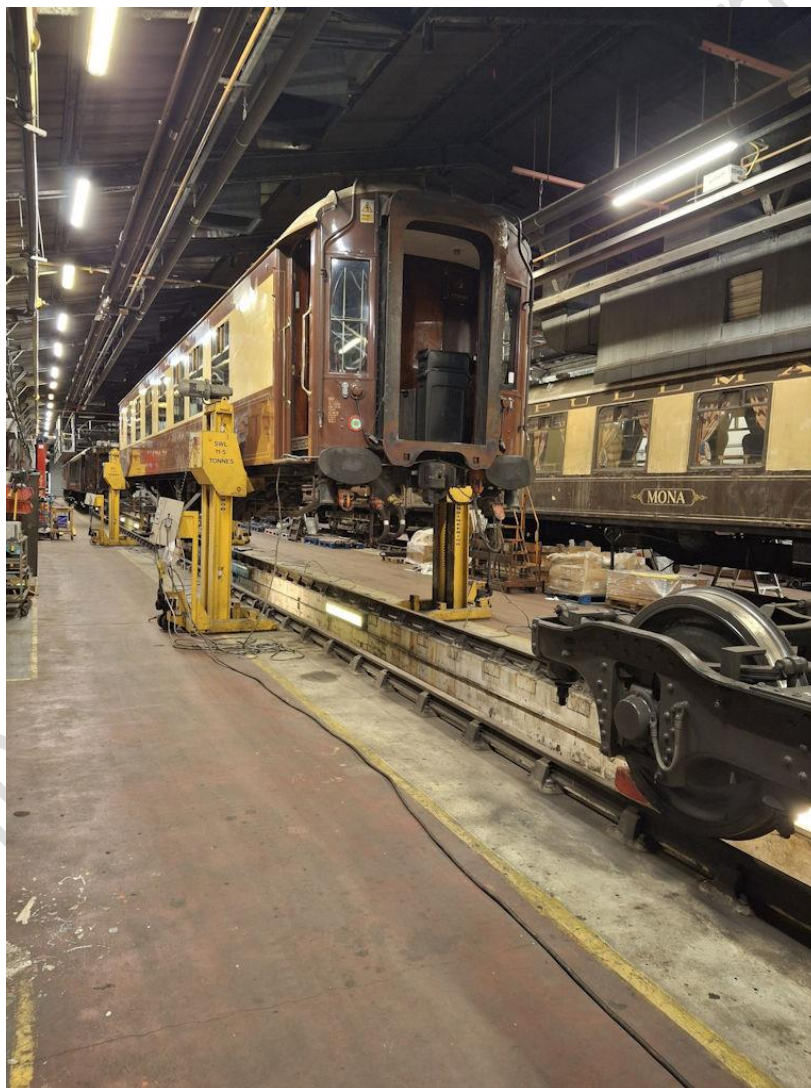
Page 31 of 87



Pullman Report The Belmond British Pullman Fred Pragnell February 2026.

My thanks to Fred Pragnell for this report.

The Belmond British Pullman Stewarts Lane Depot.



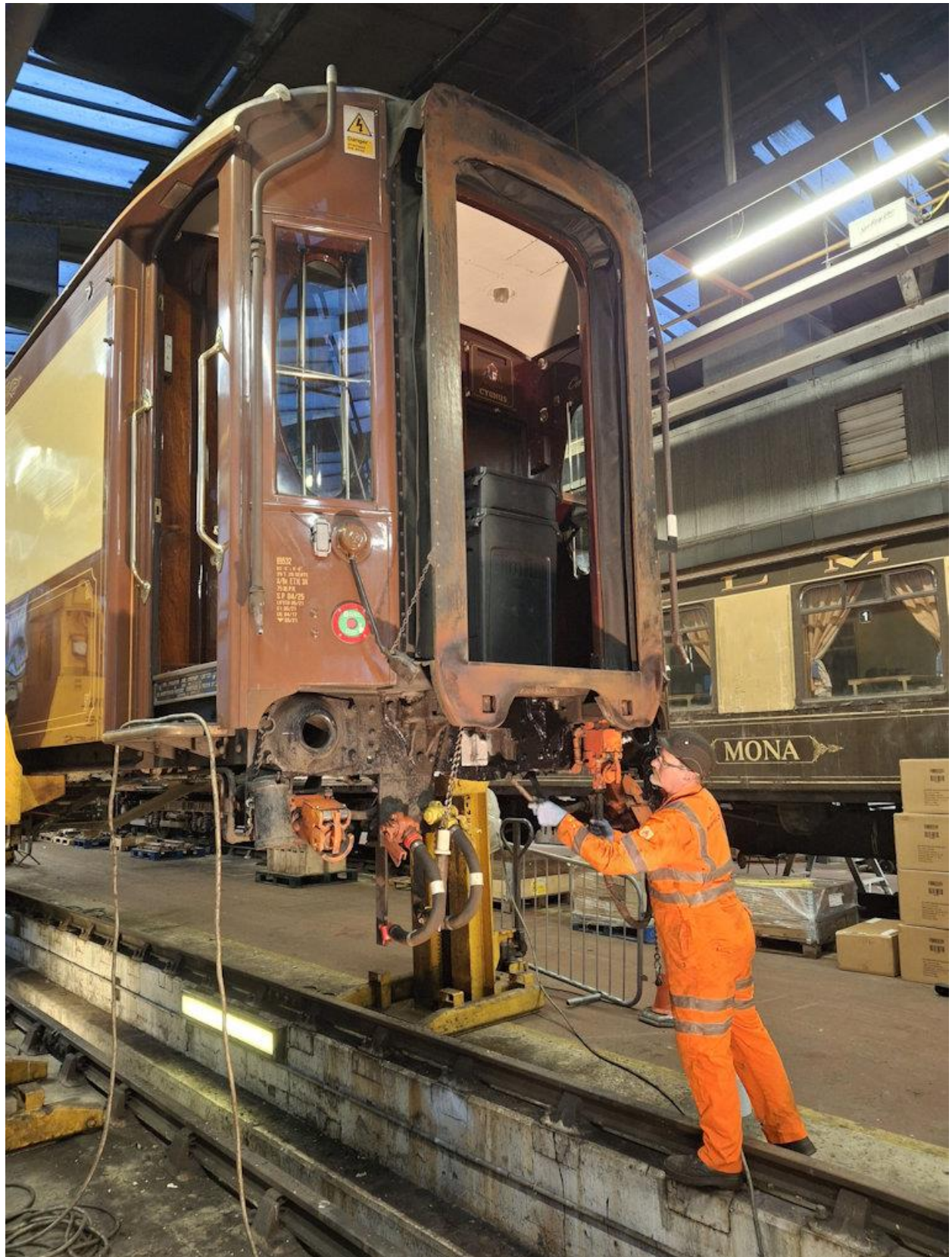
© F. Pragnell - AFP001-26.

CYGNUS & MONA - CYGNUS undergoing a C4 process where all the running gear is renewed, and the underframe is cleaned and painted. (Underneath is actually painted white).

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Page 32 of 87



© F. Pragnell - AFP002-26.

CYGNUS & MONA - CYGNUS and Steve Morris attending to the head stock.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

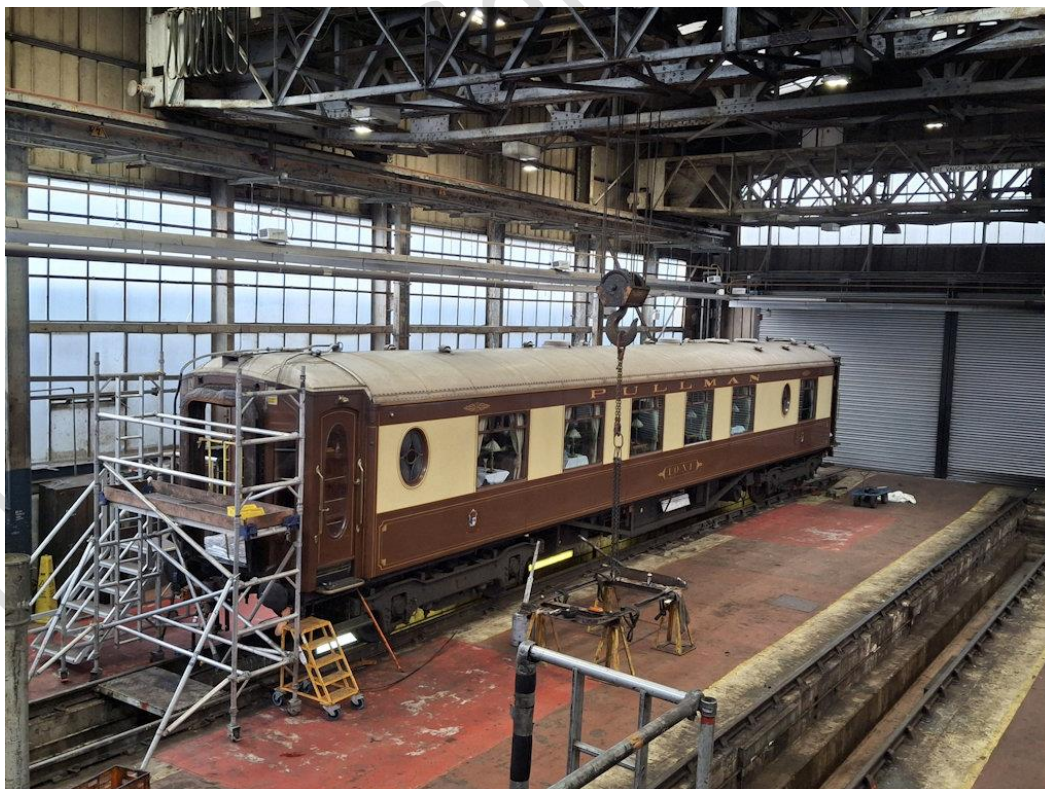
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Page 33 of 87



© F. Pragnell - AFP003-26.

PERSEUS - Saloon Interior following fitting of new carpet.



© F. Pragnell - AFP004-26.

IONE - Receiving some gangway attention in the crane bay.



© S. Morris - AFP005-26.

IONE & Fred Pragnell.



© F. Pragnell - AFP006-26.

CYGNUS & 35028 CLAN LINE

Both receiving work to make them ready for this next Golden Arrow runs together.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 35 of 87



Pullman Report The Kent & East Sussex Railway John Wheller February 2026.

My thanks to John Wheller for this report.

The Wealden Pullman Dining Train.

This is the quiet period for the dining train crew as the first train of 2026 is not until Mothering Sunday the 15th, March. The vehicles forming the train have no major works programmed this winter and all will be available following routine pre-service safety checks.

The bookings for 2026 are progressing well and can be booked on line at: -

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

Maunsell NBO 4443 (KESR No 54).

The Dining train NBO returned to the shed in the new year to complete the platform side lining which we were unable to complete by the end of November. While back in the shed some of the time expired ceiling sections were replaced which has really improved the internal appearance of the coach. Meg Gooch completed the lining, and it was given a coat of varnish before leaving the shed mid-February.

Carriage and Wagon Shed.

As always, the shed is very busy with restorations and routine repairs and maintenance. Our main focus this winter is the rebuild of Mark 1 BCK W21245 which will be in the shed for at least the next 18 months. Progress is slow at the present time as internal work is suspended until all the asbestos has been removed. Work is therefore restricted to repair and restoration to the aluminium windows and access doors.

Pullman Car ISLE OF THANET.

The car is currently in our Carriage Storage Shed (CSS) at Rolvenden awaiting its turn, but I have been advised that it is proposed that it comes into the C & W shed this time next year so work can start on its restoration. In the meantime, any missing items will be sourced.

Pullman Car ARIES.

ARIES is also currently stored in the CSS but there is no planned timescale for its restoration, the main stumbling block being the asbestos content within the structure of the coach.



**Pullman Report
Keighley & Worth Valley Railway
Nigel Hyde
February 2026.**

My thanks to Nigel Hyde for this report.



© P. Eastham - PCS-A.

ANN at Oxenhope Yard - March 28th, 2009.

I was out with RSO on Saturday 14th, February on a special party and has also been out as cover on the service trains. at the minute.

Pullman car 'ANN' will be out offering Cream Teas.

Pullman car 'MARY' remains on exhibition within the Museum at Oxenhope.

The 'JUBILEE BAR' is currently undergoing a big revamp at the minute and I believe will return to traffic at the end of next month.

My thanks to Richard Jones for this report.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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

Page 37 of 87



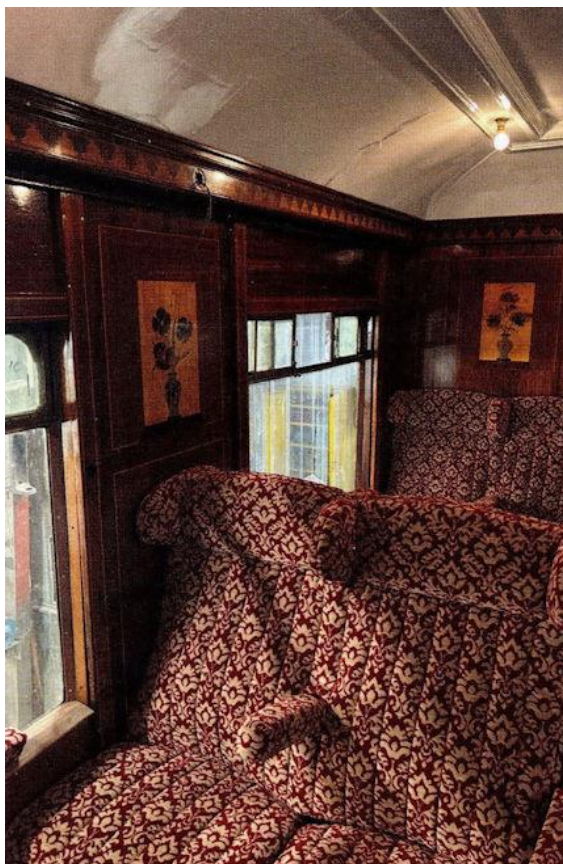
© T. Bye / AY2183

**Pullman Report
CAR No. 79
Parlour Brake Second
Sam Maitland-Cumbor
February 2026**

My thanks to Sam Maitland-Cumbor for this report.

CAR No. 79.

Outlining the intricacies of work - and cost - of the team's latest major restoration project.



© Sam Maitland-Cumbor.



© Sam Maitland-Cumbor.

"Built in 1928 by the Metropolitan Carriage Wagon and Finance Company of Birmingham, CAR No. 79 was part of an order for 29 cars - the first British Pullmans of all-steel construction for use on the LNER.

Until 1965, CAR No. 79 ran on various Pullman services out of Kings Cross, including the Yorkshire Pullman and Tees-Tyne Pullman, as well as the Queen of Scots.

CAR No. 79 was donated to the South Yorkshire Area Group of the NYMR in 1973 when the long task of restoration began.

The Car came to the NYMR in May 1990, and the 20-year task of restoring it to its former glory was completed at Goathland."

CAR No. 79 - being the only original surviving Pullman Parlour Brake car and has been out of service for a number of years, but it's great to report that work is progressing well, and we're aiming for it to be back for the new season in March 2026.

It's one of those projects that's been hit by funding and 'as and when', so it had the roof repairs done about four years ago, and now we've been able to bring it in and really start progressing on the interior.

Projects like this are costly - you're usually talking between £70-120,000 - but this will probably approach £150,000 by the end. Often, we have to pick and choose the safety critical stuff first, and then things like upholstery we have to stagger when moneys tight.

CAR No. 79 stopped being used in traffic about six years ago for roof repairs; it was also very tired, and the interior needed doing.

It's progressed quite well - we've now done the marquetry, fitted new carpets and had the seats re-upholstered - but the thing that will stop it coming back into traffic is it needs work on the vacuum cylinders that operate the brakes. I am currently working on finding someone who can undertake the work, as we really struggle to find one-off components, and there's the cost element of buying replacements too, especially if they're a one-off like this is.

DID YOU KNOW? THE REPAIR COSTS FOR CAR No. 79 INCLUDE:

Two new draw hooks -	£7,000 each
Carpet -	£2,000
Bogie overhaul -	£10,000 each
Set of new tyres -	£26,000
Roof repairs -	£55,000
Upholstery -	£22,000
Marquetry -	£6,000

The other bit is it needs two new draw hooks, which connect it to the loco and carriages -they're life expired and they're coming out at seven grand a piece; it's specialist pieces like these that really add up.

We tend to use Torrington Upholstery who are the leading specialists in railway upholstery. We use heritage appropriate cloth where we can, so this has First Class seating in there. For the carpet, we've gone to the local carpet shop to try and keep costs down but match it as closely as we can.

We often pull in favours from other railways to keep costs down, and we are very grateful and lucky that the marquetry was done by Neil Cawthorne, a volunteer who helps out at the LNERCA and did this at cost for us as a project. It cost £6,000 in materials alone, but he didn't charge us for his labour, so it made a massive difference to the cost of what was a very detailed job; we didn't realise there were so many colours in the woodwork until he restored it!

Information Sources.

Author: Sam Maitland Cumbor.

Publication: NYMR MOORS LINE - No. 229 Winter 2025/26 - Page 57 & 58.



© T. Bye / AY1801.

September 18th, 1994 - NYMR Grosmont Station.

Schools Class 4-4-0 30926 REPTON prior to departure with the 'THE MOORLANDER' Dining Train. Entered service on the Southern Railway in May 1934 and numbered and named '926 REPTON'. Withdrawn by British Railways December 1962 and stored at Fratton (Portsmouth) then moved to Eastleigh in 1964. Sold in 1966 and overhauled then shipped to Steamtown USA at Vermont. 1989 Purchased by Clifford Brown and shipped by to England and delivered to the NYMR.



For further details visit <https://www.nymr.co.uk/>

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 40 of 87



**Steve Widdowson
Photographic Archive
February 2026**

My thanks to Steve for the photographs.

A series of images taken on September 18th, 1994, at Evesham with Class 47/7 No. 47701 with the then VSO-E Pullman cars with the Worcester Shrub Hill station to London Victoria station. The train stopped at Evesham station to pick-up passengers, note the coaches in station carpark. I believe that some of the passengers had taken a trip to Gloucester & Warwickshire Railway.



© S. Widdowson / SW001-26.



© S. Widdowson / SW002-26.



© S. Widdowson / SW003-26.



© S. Widdowson / SW004-26.



© S. Widdowson / SW005-26.

Crossing the Evesham River Avon Bridge.

Carlisle station on April 23rd, 1988.

National Railway Museum Class 9F 2-10-0 No. 92220 'EVENING STAR' with 'PENNINE LIMITED' Carlisle to York railtour.



© S. Widdowson / SW007-26.



© S. Widdowson / SW006-26

Flying Scotsman Services BR Mk1 Second Class Parlour car, one six Pullman cars in the Formation.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 44 of 87



BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

The 5BEL Charitable Trust Photograph Archive.



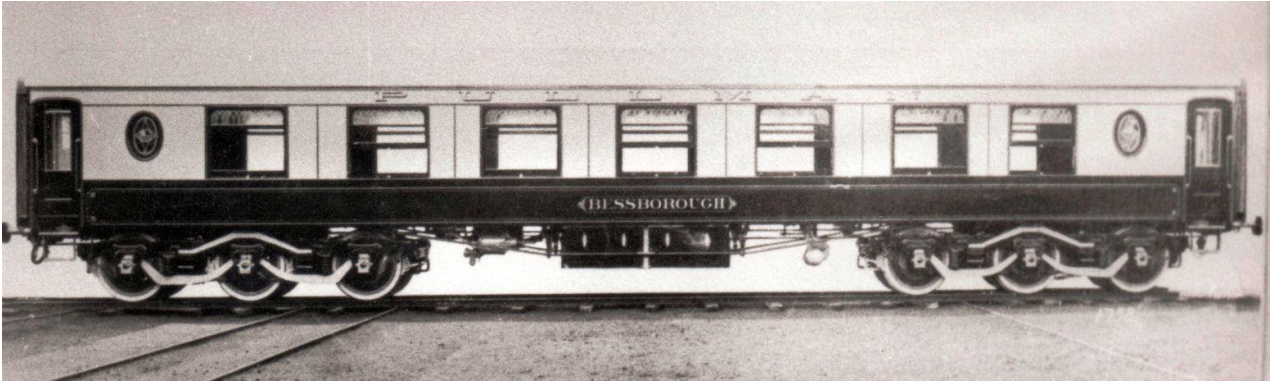
© PCS-A / AY1870 - (5BEL Photograph Archive F6-3-00263).

Ex Brighton Belle Kitchen First Class 'MONA'
April 1995, The Brighton Belle Inn, Winsford, Cheshire.

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

George Moon Photographic Archive.

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



© G. Moon Collection - B1-027.

No Date of Location - Parlour First "BESSBOROUGH".
Built November 1908 & Condemned October 19th, 1935.



© G. Moon Collection - B1-028.

No Date of Location Brake First "ALBERTA".
Built November 1908 & Condemned August 8th, 1934.

THE PULLMAN SOCIETY
1986 - 2026
40TH ANNIVERSARY

ISSN 1740-5785

The Golden Way



The Journal of

THE PULLMAN SOCIETY

Issue No 146

2026/1

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 47 of 87

The Golden Way

THE PULLMAN SOCIETY

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

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

<i>The Golden Way</i>	Issue No 146	Contents 2026/1
The 100 Anniversary of the Milan-San Remo-Nice Pullman		4
The 'Torquay Belle' September 2025		9
The Construction of Cultural Distinctions		18
Pullman Entrepreneurship		24
Pullman and Perfection		27
Preservation Notes		28

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

THE PULLMAN SOCIETY

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

MEMBERSHIP FORM

I wish to apply for membership of the Society and enclose cash/cheque payable to
THE PULLMAN SOCIETY

Current subscription * £25 per annum / Overseas * £35 per annum

Five year membership is available for *£110 / £150 *delete as applicable.

Name:

Address:

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Postcode:

* Phone:

* E-mail:

* Where did you hear of the Society? (For advertising purposes).

.....

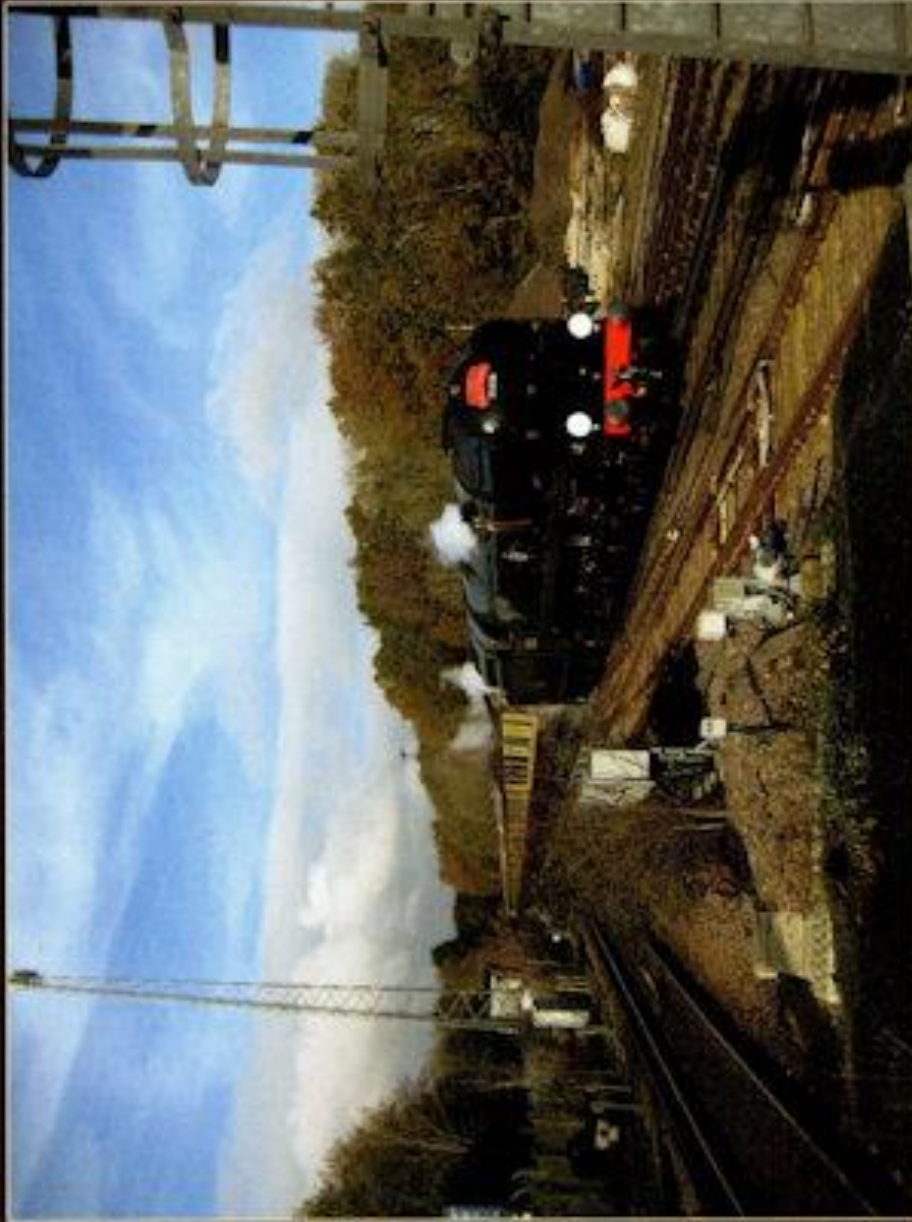
.....

* Optional information.

I understand that my name and address will be held on a secure database purely to facilitate the distribution of the Society journal and other official communications. I further understand that these personal details will not be divulged to any commercial organization or any other third party without my express authority.

Signature:

Please complete and return to the Membership Secretary:
Phil Evans, 11 Petworth Drive, Burgess Hill, RH15 8JT. Tel: 01444 241733.



Above: The UK Railtours 'Portsmouth Pullman' comprising the Belmond British Pullman train, hauled by 35028 *Clan Line*, is seen approaching Fareham at around 12:20 on Saturday 15 November 2025. *Phil Evans*

Published by The Pullman Society, January 2026
Produced by Peterborough Printing Services Ltd, tel: 01733 349881

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.

All requests for inclusion to be forwarded to t.bye2@outlook.com by the editorial deadline date.

Sale Items.

S001/26.

**THE PULLMAN SOCIETY
1986 - 2026
40TH ANNIVERSARY
THE PULLMAN SOCIETY.**

PULLMAN MUG.



PULLMAN MUG @ £5.00 PLUS POSTAGE.

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Page 51 of 87

PULLMAN COASTER.



**PULLMAN COASTER @ £3.00 EACH PLUS POSTAGE OR
4 FOR £10.00
PLUS POSTAGE**

**NO MINIMUM ORDER AND ALL PROCEEDS GO TO THE
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**DETAILS CAN BE SOURCED FROM THE PULLMAN SOCIETY
SALES OFFICER EMMANUEL LANNE
EMMANUEL.LANNE@BTINTERNET.COM**

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The Bluebell Railway Museum Southern Railways Archive

My Thanks To Chris Wilson.

The Bluebell Railway Museum - Southern Railways Archive holds a large number of photographs with over 30,000 images now available on the website and many more being added on a regular basis.



CW002-26 - BR(S) 'Brighton Belle' 5-BEL No. 3051 passing East Croydon with 11.00am Victoria to Brighton, on 5 September 1968. John Scrace / Bluebell Railway Museum SR Archive [084047].



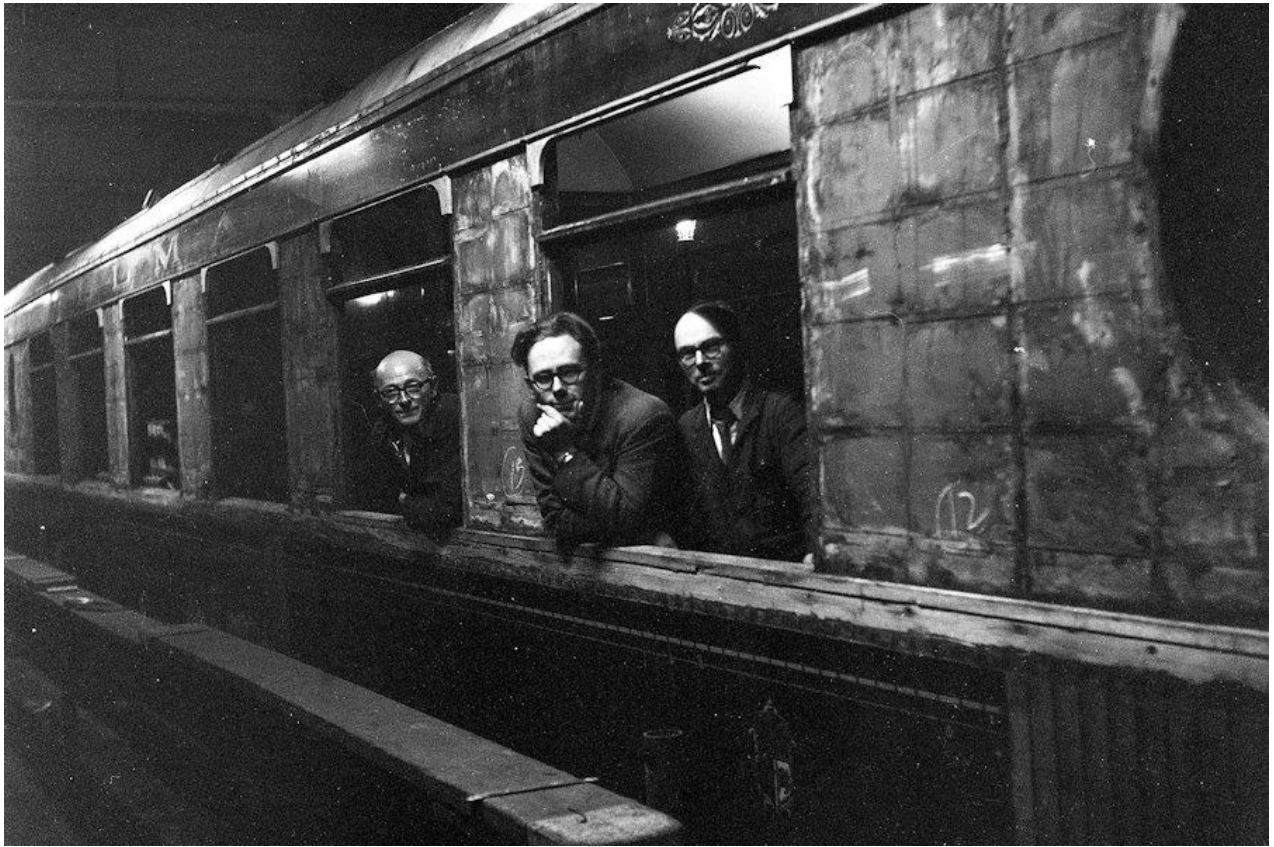
CW003-26 - BR(S) 'Brighton Belle' 5-BEL No. 3052 on the Quarry Line with 11.00am Victoria to Brighton, on 8 February 1969. John Scrace / Bluebell Railway Museum SR Archive [084059].



CW004-26 -First Class Pullman Kitchen Car 'Regina' outside Preston Park Pullman Works, on 1st December 1958. Joe Kent / Bluebell Railway Museum SR Archive [092206].

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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CW005-26 - Pullman workers inside Car No. 60 at Preston Park Pullman Works, on 1st December 1958. Joe Kent / Bluebell Railway Museum SR Archive [092221].

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



CW006-26 - Pullman worker F. Townsend in Preston Park Pullman Works, on 1st December 1958. Joe Kent / Bluebell Railway Museum Archive [092222].

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MAIL.



© Clive Hanley.

M01-26 - Subject: The number of the BSK looked familiar.

R. J. E. Bayliff.

The State visit on Tuesday 15th, July 1969 of the President of The Republic of Finland, as published within Pullman E-News Volume 24 No.1 (85) - January & February 2026.

Checking my listings of Locomotive hauled stock derived from my Guard's Books, I found that I had used this vehicle working a train on Tuesday 30th, September 1986.

The working being the 17.13hrs papers empties from Gillingham Up Sidings to London Bridge (Central), headcode "08".

The train consisted only of Class 73 No. 73117, BSK S34925, and NJV 93525 rather than being a Class 31 with the BSK, two Pullmans, the Royal Saloon, and a Pullman.



HISTORIC PULLMAN FOUNDATION

HOTEL FLORENCE - February 24th, 2026.



© T. Bye / CH0206.

'HOTEL FLORENCE' - March 27th, 1997.

Hotel Florence will undergo a \$100 million revitalization at the Pullman National Monument and State Historic Site, restoring the historic 1881 hotel into a boutique hotel, dining destination and cultural hub by early 2027.

The project leverages \$21 million in state funding to unlock more than \$83 million in private investment through a public-private partnership.



© T. Bye / CH0231.

Hotel Florence - March 27th, 1997.

My wife and I have visited Pullman in 1997, 1998, 2000 & 2008 and each visit has seen improvements in the town of Pullman. The first visit in 1997 we enjoyed a Sunday Brunch within the Hotel Florence Restaurant followed by a tour of the hotel.

We then had a walking tour of Pullman during which we observed the different types of housing from the Management to the workers.

Alas some of buildings and parts of the Pullman works have been demolished, but what remains is a unique view of a town built by George Pullman to build Pullman cars and other related railroad items and house the employees. I count myself lucky to have seen the original clock tower prior to it being destroyed by fire, but since rebuilt.

With the restoration of the Hotel and an early 2027 opening, a long overdue return visit is now a possibility for us both.



Pullman Model Scene.



© Hornby Hobbies.

R8166 2026 Hornby Catalogue Edition Seventy-Two.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 60 of 87

Hornby Product Key System.

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



2026 - '00' Gauge Pullman Cars Available.



© Hornby Hobbies.

R4312 - First Class Parlour Car - ROSEMARY - Era 3.



© Hornby Hobbies.

R4313 - Second Class - Brake Parlour Car - CAR No. 65 - Era 3.

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Page 61 of 87

2026 - '00' Gauge LSL 'MIDLAND PULLMAN' (Mk 3).

Mk3 Trailer Coaches.



© Hornby Hobbies.

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

R40167 - Midland Pullman - Mk3 First Open - M41183 - Era 11.

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

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

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

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

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

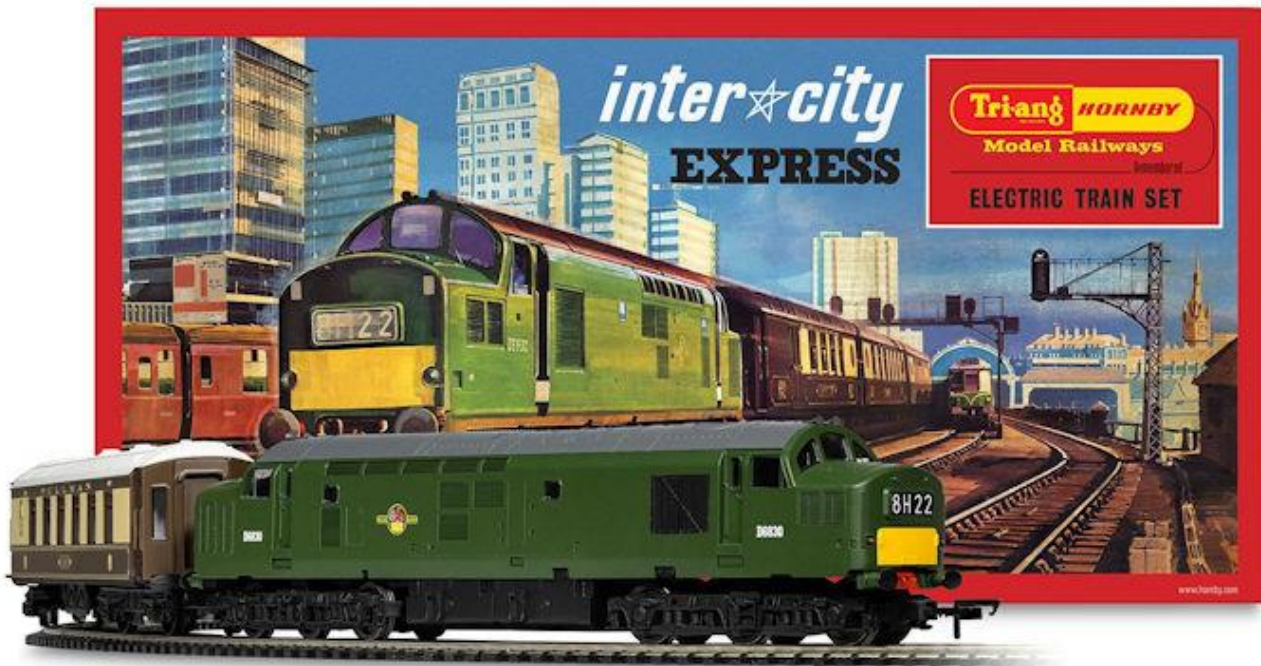


© Hornby Hobbies.

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

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

R1290 Tri-ang Railways Remembered: RS9 'Inter City Express' Train Set.



'Tri-ang Hornby Remembered' set recreates the nostalgia of the original, using the same artwork on the box lid, and includes 1963 BR green liveried Vulcan Foundry English Electric Type 3 - No. D6830 (later No. 37130 & 37681). RailRoad Non-Lighting Pullman Cars - Parlour First Class JANE, RUTH & Brake Parlour Second Class CAR No. 7.

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

Historically Tri-ang train sets didn't include a controller and therefore this collectable re-creation of the historic train set also doesn't contain a controller. If you wish to run this, you will also need to purchase our R7229 Analogue Controller and P9000 wall plug transformer or our R8012 HM2000 Analogue Controller.

For further information visit Hornby's web site

<https://uk.hornby.com/>

R1295 TXSSM Sovereign Pullman Train Set.



A masterpiece of British steam engineering reimagined for the modern railway enthusiast. This premium OO gauge train set captures the elegance and power of the legendary A4 Class locomotive, complete with authentic sound, illuminated headlamps and a realistic steam generator.

Paired with three exquisitely detailed Pullman coaches featuring interior lighting and glowing table lamps, the set evokes the golden age of luxury rail travel. A double-circuit track layout with siding gives you room to expand, while mains power and Bluetooth control via the free Hornby HM7000 app delivers smooth, intuitive operation from your smartphone or tablet.

This is a statement set for those who value heritage, detail and cutting-edge control.

Please Note: This set requires the use of the HM7000 free to download APP for control.

Set Features.

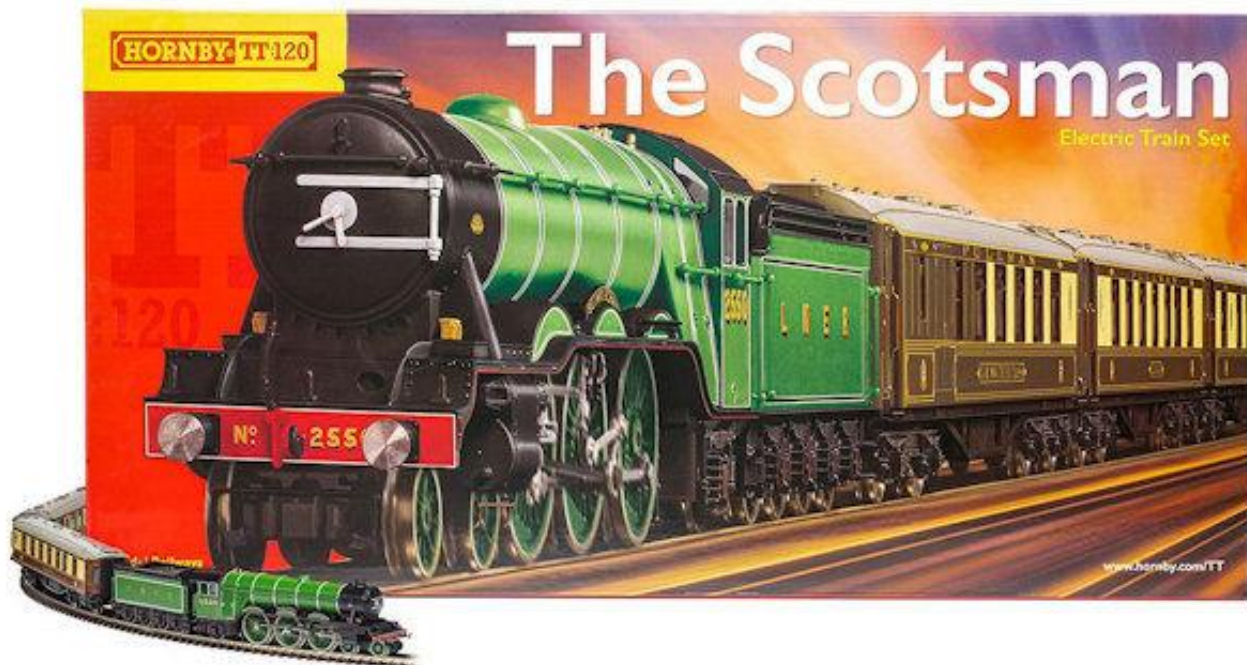
A4 Locomotive - No. 60007 "Sir Nigel Gresley" - Livery - BR Pussian Blue - Corridor tender
All steel K-Type First Class Pullman Cars - IONE (Kitchen), LUCILLE (Parlour) & ZENA (Parlour).

For further information visit Hornby's web site

<https://uk.hornby.com/>

TT120.

TT1001TXSM The Scotsman Digital Train Set with Sound.



Since 1862, The Scotsman has been Britain's most famous express train, a symbol of speed, luxury, and engineering excellence. Racing from London to Edinburgh non-stop, this legendary express train revolutionised rail travel, setting records and capturing hearts. More than just a train, The Scotsman is a moving piece of British history, representing a golden era of steam travel.

A Journey fit for a King.

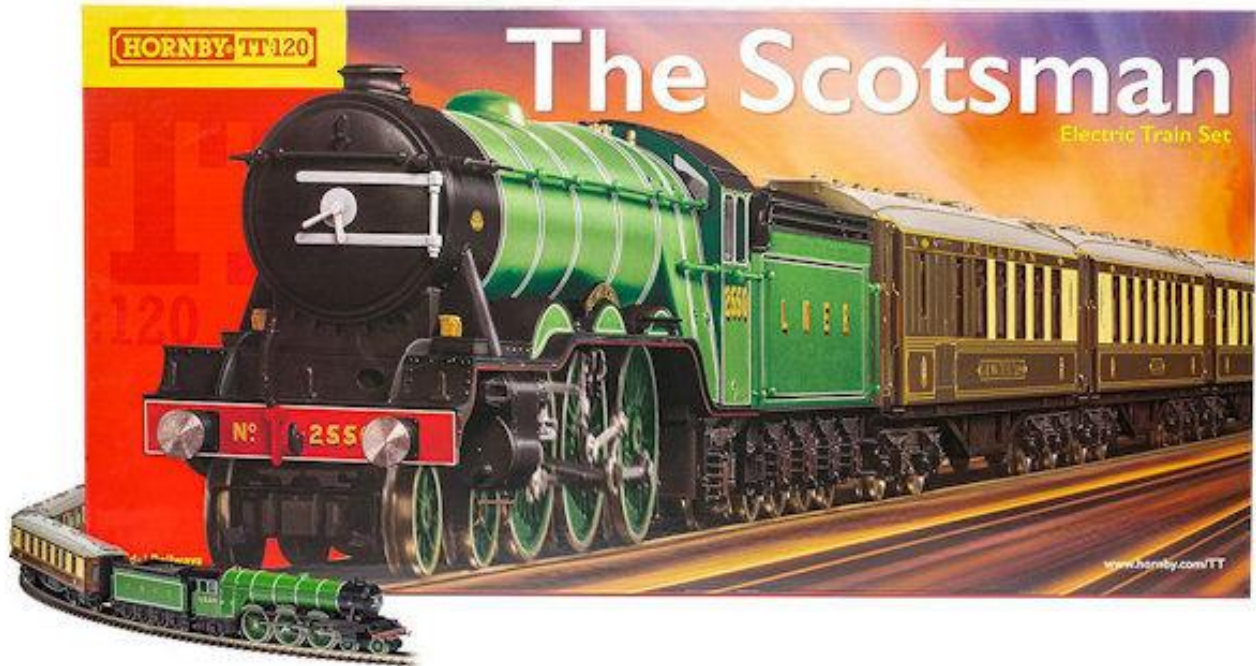
Steam locomotives hauled the London to Edinburgh East Coast Mainline route for almost a century, starting with Stirling 'Singles', followed by Ivatt Class C1's before Sir Nigel Gresley's A1, A3 and A4 Pacific's powered the service. The model included in this train set is A1 Class 'Blink Bonny' carrying the glorious apple green LNER paint scheme, named after a thoroughbred racehorse famous in the 1850's.

Blink Bonny is paired with three Pullman Kitchen Dining Cars named 'CECILIA' and 'CHLORIA', a 'Third Brake Parlour No. 64'. These magnificent Cars would have provided a dining experience worthy of the first-class traveller of the era.

For further information visit Hornby's web site

<https://uk.hornby.com/>

TT1001AM The Scotsman Train Set.



Since 1862, The Scotsman has been Britain's most famous express train, a symbol of speed, luxury, and engineering excellence. Racing from London to Edinburgh non-stop, this legendary express train revolutionised rail travel, setting records and capturing hearts. More than just a train, The Scotsman is a moving piece of British history, representing a golden era of steam travel.

A Journey fit for a King.

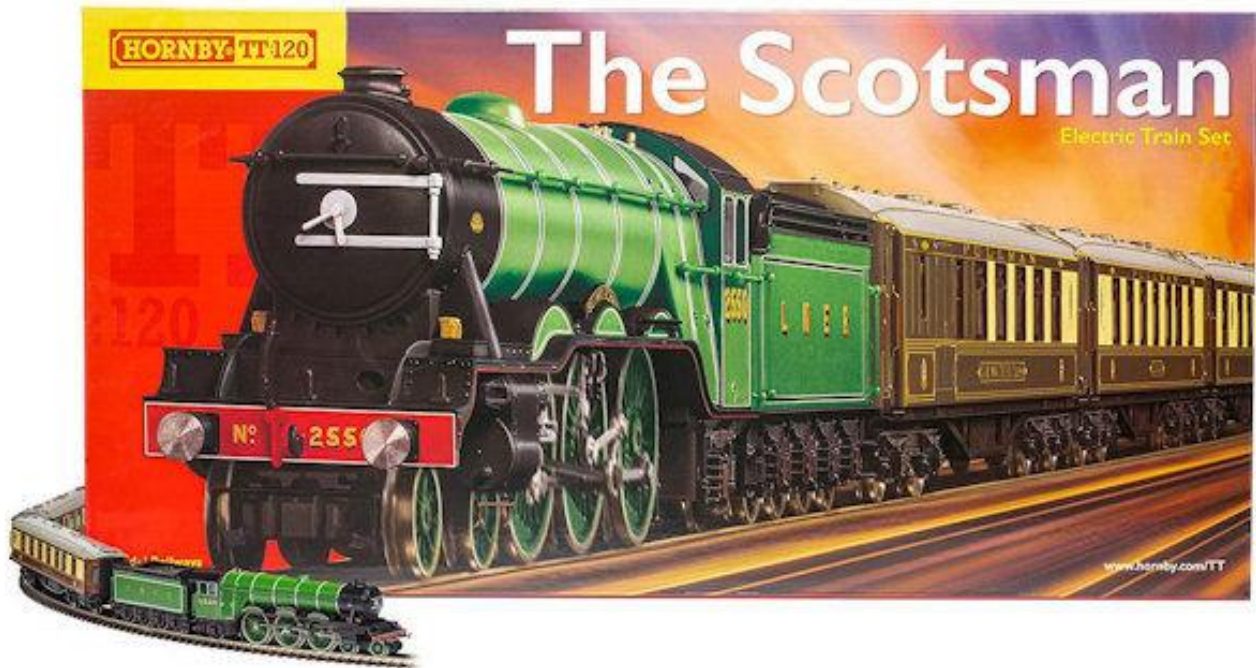
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For further information visit Hornby's web site

<https://uk.hornby.com/>

TX1001TXSMP The Scotsman Digital Train Set with Sound (EU Plug).



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A Journey fit for a King.

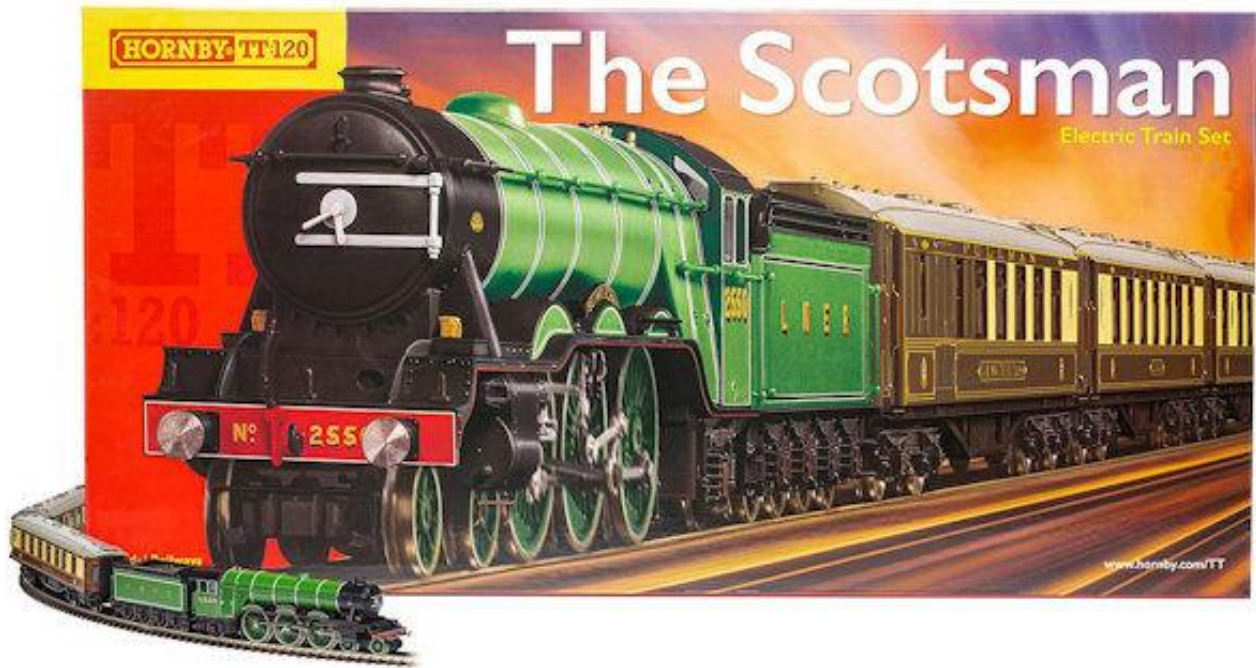
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For further information visit Hornby's web site

<https://uk.hornby.com/>

TT 1001 AMP The Scotsman Train Set (EU Plug).



Since 1862, The Scotsman has been Britain's most famous express train, a symbol of speed, luxury, and engineering excellence. Racing from London to Edinburgh non-stop, this legendary express train revolutionised rail travel, setting records and capturing hearts. More than just a train, The Scotsman is a moving piece of British history, representing a golden era of steam travel.

A Journey fit for a King.

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For further information visit Hornby's web site

<https://uk.hornby.com/>

Catalogue Number	Locomotive	Pullman Cars	Pullman Livery	Hornby Era	Availability
TT1001AM (Analogue)	LNER A1 Pacific No. 2550 'BLINK BONNY'	CHLORIA - Kitchen First CECILIA - Kitchen First CAR No. 64 - Brake Third	Umber & Cream	3	2022-2026
TT1001TXSM (DCC & Sound Fitted)	LNER A1 Pacific No. 2550 'BLINK BONNY'	CHLORIA - Kitchen First CECILIA - Kitchen First CAR No. 64 - Brake Third	Umber & Cream	3	2023-2026
TT1001AMP (EU Plug)	LNER A1 Pacific No. 2550 'BLINK BONNY'	CHLORIA - Kitchen First CECILIA - Kitchen First CAR No. 64 - Brake Third	Umber & Cream	3	2026
TT1001TXSMP (DCC & Sound Fitted EU Pug)	LNER A1 Pacific No. 2550 'BLINK BONNY'	CHLORIA - Kitchen First CECILIA - Kitchen First CAR No. 64 - Brake Third	Umber & Cream	3	2026

2026 - 'TT:120' Gauge Pullman Cars Available.

First Class Kitchen.



© Hornby Hobbies Limited.

Catalogue Number	Car Identity	Livery	Hornby Era	Availability
TT4003	OCTAVIA	Umber & Cream	3	2022-2024
TT4003A	PLATO	Umber & Cream	3	2022-2024
TT4003B	ZENOBIA	Umber & Cream	3	2022-2024
TT1001AM TT1001TXSM TT1001AMP TT1001TXSMP	CHLORA CECILIA	Umber & Cream	3	2022-2026
TT4003C	MEDUSA	Umber & Cream	3	2025-2026
TT4003D	IOLANTHE	Umber & Cream	3	2025-2026
TT4003E	CYNTHIA	Umber & Cream	3	2026
TT4003G	ROSAMUND	Umber & Cream	3	2026

Third Class Brake.



© Hornby Hobbies Limited.

Catalogue Number	Car Identity	Livery	Hornby Era	Availability
TT4004	CAR No.65 THIRD CLASS	Umber & Cream	3	2022-2024
TT4004A	CAR No.162 THIRD CLASS	Umber & Cream	3	2022-2025
TT1001AM	CAR No.64 THIRD CLASS	Umber & Cream	3	2022-2026
TT1001TXSMP	CAR No.64 THIRD CLASS	Umber & Cream	3	2026
TT1001TXSM	CAR No.64 THIRD CLASS	Umber & Cream	3	2026
TT1001AMP	CAR No.64 THIRD CLASS	Umber & Cream	3	2026
TT1001TXSM	CAR No.3 THIRD CLASS	Umber & Cream	3	2023-2025
TT1001AMP	CAR No.3 THIRD CLASS	Umber & Cream	3	2025
TT4004BA	CAR No.54 THIRD CLASS	Umber & Cream	3	2026

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

For further Information on all Hornby products visit

<https://uk.hornby.com/>



Bachmann Europe Combined Volume 2026 Announcements

The cover features the Bachmann logo and the following text: **BACHMANN EUROPE**, **MODEL RAILWAY**, **COMBINED VOLUME 2026**. Below this, it lists featured brands: **FEATURING: Graham Farish, Bachmann Narrow Gauge, Thomas & Friends™, Bachmann Branchline, Scenecraft, EFE Rail, EFE Road & ModelMaker**. A vertical label on the right side reads: **N, 009, 00, NG7, 0, 16mm & G Scales**. The cover is divided into six panels: 1. **EFE Road**: Two buses, one red and one blue. 2. **GRAHAM FARISH by BACHMANN**: A blue locomotive pulling a train. 3. **BACHMANN BRANCHLINE**: A green freight train. 4. **BACHMANN NARROW GAUGE**: A blue and red narrow gauge train. 5. **SCENCRAFT**: A steam locomotive pulling a train. 6. **THOMAS & FRIENDS**: The character Thomas the Tank Engine pulling a train. The website **bachmann.co.uk** is printed at the bottom.

Alas no Pullman related train sets or individual Pullman cars.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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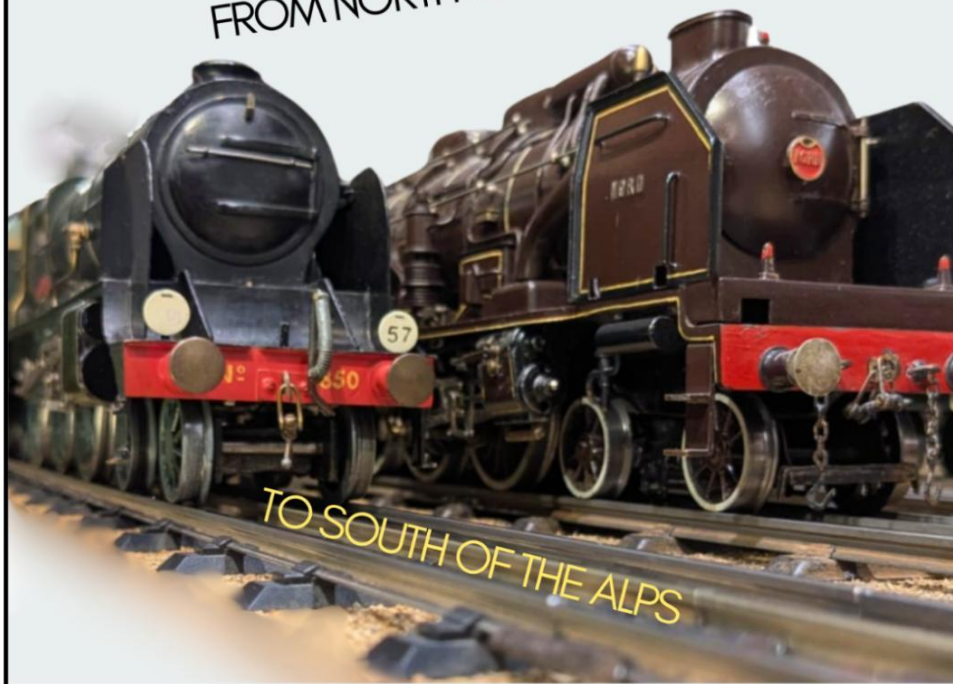
Page 72 of 87

BRIGHTON TOY and MODEL MUSEUM

REGISTERED CHARITY NO: 1001560



FROM NORTH OF THE BORDER



TO SOUTH OF THE ALPS

Saturday, 7th March, 2026

Museum opens

from

10:30 - 5:00pm

Admission

Adult: £12 Child: £6

Family £25

**Vintage Train Running Day - North of the Border to South of the Alps.
Saturday March 7th, 2026.**

We are delighted to announce the return of our much-loved Train Running Day, a special public event where visitors can experience the Museum's magnificent 1930s Gauge 0 model railway in full operation. This themed event celebrates the golden age of international rail travel, taking visitors on a journey from Britain into Europe. The day will feature iconic LMS and LNER trains, the Southern Railway, and a scenic route across France and into Italy, with locomotives and rolling stock rarely seen in public operation. Visitors will see locomotives that haven't been run for many years, including beautiful French and Italian engines, Märklin trains, Wagons-Lits, sleeping cars and more. The atmosphere is intended to feel like a long-distance journey - from Edinburgh through to destinations such as Venice or Milan.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 73 of 87

BELMOND BRITISH PULLMAN

'CELIA'

(Formally Brighton Belle Motor Brake Second CAR No. 93).



© 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.**

On May 12th, 2025, CAR No. 93 was moved from Belmont'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.

(Currently no internal or external photographs of car being available and currently the car's location is believed to be Arlington Fleet Services).

CELIA: PRIVATE DINING IN MOTION.

The exclusive carriage for life's celebrations.

CELIA is an extraordinary new dining and events carriage imagined and designed by global visionary filmmaker Baz Luhrmann, together with Oscar-winning costume and production designer, Catherine Martin.

Set within an original 1932 Pullman carriage, CELIA features a personal cocktail bar, lounge, dining and entertainment area, offering up to 12 guests the most intimate and cinematic way to experience one of Britain's most storied trains, and the chance to create bespoke events and private dining moments.

From £15,000 for exclusive use of the CELIA carriage for up to 12 guests. Please note that the Celia carriage is available on all journeys from 15 May 2026 onwards.

A DEDICATED GUEST EXPERIENCE CURATOR.

Upon reservation, the Guest Experience Curator will plan every detail of your journey with you.

PRIVATE LUXURY TRANSFERS.

Private luxury transfers within Greater London to and from London Victoria

PRIVATE CHEF, BUTLER AND STEWARD.

Exclusive use of Celia, with your own personal chef, butler and steward.

CELIA-EXCLUSIVE MENUS.

Curate your own brunch, lunch and dinner menus from a selection of exquisite dishes, showcasing the finest British provenance.

WELCOME DRINKS AND EXPERT WINE PAIRINGS.

Begin your journey with a seasonal cocktail or champagne reception in your private onboard lounge, followed by expertly selected wine pairings to complement each lunch and dinner course.

EXCLUSIVE BESPOKE ACTIVITIES.

Enhanced excursion itineraries, including private transfers and a personal host.

Once your booking is confirmed, your personal Guest Experience Curator will introduce themselves and begin thoughtfully planning your journey with you.

What is included in the carriage booking?

The entire CELIA carriage is exclusively yours for up to 12 guests. Ahead of your celebration, your personal Guest Experience Curator will work with you to tailor every detail of the experience.

On the day itself, a private transfer will collect you from the London hotel or accommodation of your choice and take you to London Victoria Station. You will be greeted by your butler and will access the train directly with priority boarding.

Throughout your journey, indulge in fine dining and expertly paired wines, prepared in your private onboard kitchen by your dedicated Chef.

On journeys that include an excursion, you will also enjoy bespoke itineraries planned with your Guest Experience Curator.

Can I book Celia for less than 12 people?

You can. Celia can be booked for any group size from 1 to 12 guests. Please note that the price remains the same regardless of party size, as the carriage is offered on an exclusive-use basis.

Can I book individual seats or share the Celia carriage?

Please note that Celia is available exclusively for private hire and cannot be shared – it's not possible to book individual tables within the carriage. For those who still want to book individual seats or tables onboard the British Pullman, please browse and book our signature itineraries.

Internet Links.

<https://www.instagram.com/reels/DUnya9EDEQQ/>

Reservations

Belmond Reservations: 0800 058 1237 - **Belmond Phone:** +44 (0) 204 525 1139.

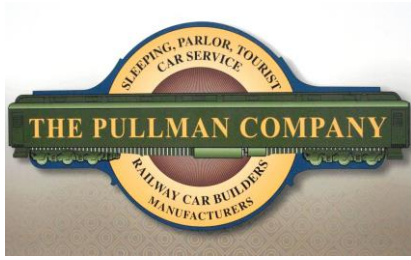
Information Source.

https://www.belmond.com/trains/europe/uk/belmond-british-pullman/celia?srsItd=AfmBOor7jQ0aATDF1_zx2w5ODILBtnQ6BrrNiFC4ukJo93edTAtIjItO

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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

Page 76 of 87



PULLMAN CAR No. 7505 - MARYLAND - CLEWISTON.



© Sugar Express.

Sugar Express are proud to announce that our Pullman car "CLEWISTON" has officially entered service and that it is available for group charters aboard our Lake Placid Limited trips!

Built in April 1911 by the legendary Pullman Company, Car No. 7505 began its life on the mighty Pennsylvania Railroad - a rolling office suite for the railroad's top brass. In those days, managers didn't just answer telegraphs and shuffle papers. They crisscrossed the system in style, riding from division points to big-city terminals in their own traveling headquarters to settle problems, strike deals, and occasionally remind everyone who actually ran the railroad.



© Sugar Express.

The Pennsylvania had a simple philosophy: if you were important, you got the newest toy. When steel passenger cars debuted, the top managers got the shiny steel upgrades, and the junior managers inherited the wooden hand-me-downs.

Each new wave of luxury meant another reshuffling of names, roles, and creature comforts. Somewhere in this dance of promotions and reassignments, Car No. 7505 was christened “MARYLAND” in 1929 and assigned to the General Manager of the Eastern Region - a pretty plush gig based out of Philadelphia.

From 1929 to 1960, the car steadily worked its way down the management ladder, from general managers to superintendents to local area bosses, until finally landing in Maintenance-of-Way service — the railroad equivalent of retirement with chores.

After clocking out service on the Pennsylvania in 1960, the car eventually found new life in private hands, lovingly restored by James H. Clement, son of Pennsylvania Railroad president Martin Clement, before being donated to the Galveston Railroad Museum.

Today, this well-travelled veteran goes by the name “CLEWISTON”, paying tribute to the town that made U.S. Sugar possible. After more than a century on the rails, it’s still ready for company - now available for private charters and unforgettable journeys of your own. This car seats approximately 15 guests and features solarium lounge seating, a dining room, and private suites.



© Sugar Express.

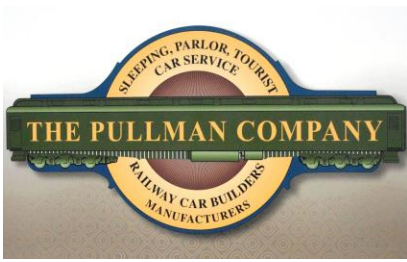


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For Further Information.

<https://sugarexpress.com/>

<https://www.facebook.com/SugarExpressFL>



Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive

My thanks to Tom Marsh.

INSTRUCTIONS TO PULLMAN PORTERS.

By Tom Marsh



TM001-26 / Undated Image / National Museum of American History, Archives Center, Pullman Palace Car Company Photographs:

Two Pullman porters preparing sleeping car berths.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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

Page 81 of 87

This undated image of two Pullman porters preparing sleeping car berths is from the Smithsonian Institution's National Museum of American History, Archives Center, Pullman Palace Car Company Photographs.

The first paragraph in the Pullman Company's March 1935 edition of its "Instructions to Porters" states: "The regulations contained herein are general in character and should be observed in a manner that will not defeat their purpose, which is to **make the service popular.**" The bold emphasis on the last four words is Pullman's.

To "make the service popular", Pullman devised instructions covering just about every aspect of customer service. This publicity photo illustrates just one of the precise actions Pullman expected from its employees. The sections of "Instructions to Porters" covering berths include "Preparing Berths", "Putting Away Berths" and "Care of Linen, Blankets and Pillows", and these occupy 20 of the 6-in. by 4-in. manual's 105 pages.

Among the instructions:

1. Pull upper berth down. (Use a soft cloth; do not put bare hand on berth front when opening and closing.)"
2. "Pillows should be placed on the bed crosswise, with the closed ends meeting in center. When putting pillows into the slips do not hold them with teeth or under the chin." Six of the pages have photos illustrating some of the berth preparation instructions. Covering all possibilities, one of these illustrated pages instructs as follows:
3. "In cold weather spread two blankets full length of berth, touching partition at head, with word PULLMAN at the head, and tuck in at back and foot."
4. "In moderate weather spread one blanket only. Spread second blanket on third sheet with upper edge eight inches from partition at head, fold back at foot even with the section partition, tuck in on wall side and then roll from front to back, placing roll snugly in crotch between mattress and wall of car."
5. "Summer bed, in hot weather when only the sheet is required, roll one blanket on top of second sheet and store second blanket in upper berth."

The "Instructions to Porters" stresses the role of the employee in making the service popular, stating: "The most important feature of a porter's duties at all times and under any conditions is to please and satisfy passengers." Modern travel only rarely reaches these heights.

RAILWAY MEMORABILIA & RAILWAYANA AUCTION.

Saturday March 14th at 09.30 am Prompt - Lot Nos 1 to 566.
Sunday March 15th at 10.00 am Prompt - Lot Nos 567 to 995.



496.

Pullman Table from Third class motor brake parlour car No 93 which was built in 1932 for the Brighton Belle 5-BEL unit 2053 later 3053. Mahogany with original glass inlaid top and the brass brackets stamped PULLMAN and the folding leg stamped 5-293. In very good condition, measures 39in x 22in.



507.

Pullman car brass step tread THE BIRMINGHAM RAILWAY CARRIAGE & WAGON Co LIMITED BUILDERS 1923 SMETHWICK. Cast brass in original condition measures 25in long.

CAR N^o 503

509.

Pullman car board CAR No 503.

Originally Brake First AURORA. Converted to Camping Coach 9873. Located at Fowey in 1963, then at Marazion from 1964. Partially burnt-out January/February 2002 and scrapped in 2003. In good condition measures 75in x 10in.



656.

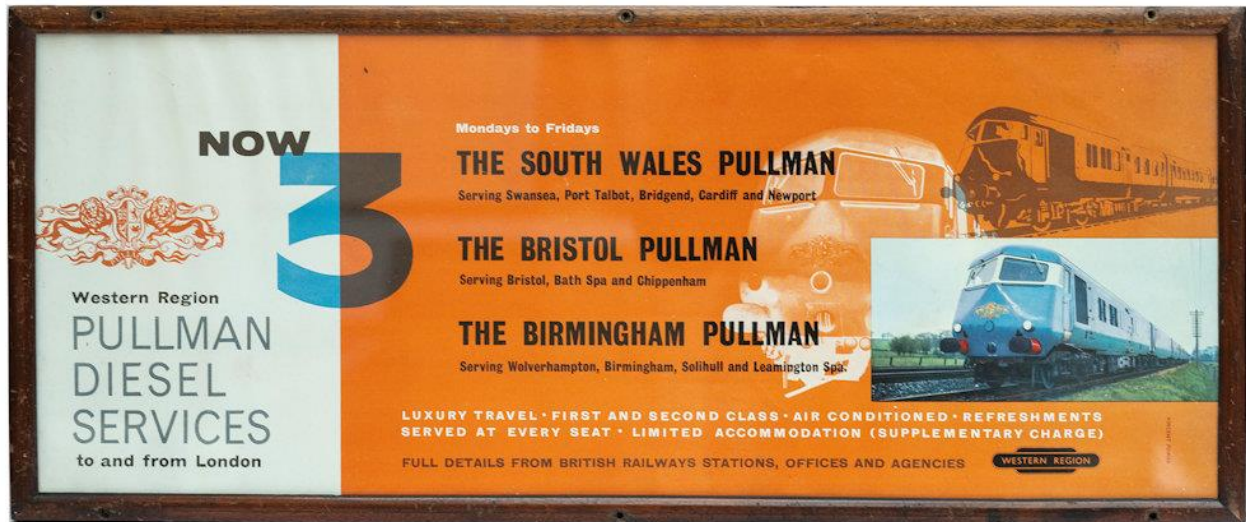
BR(W) FF enamel railway sign PULLMAN CAR E.

In very good condition measures 14.5in x 12in. As used at stations served by the Western Region Blue Pullman, like Birmingham Snow Hill etc.



834.

Pullman silverplate collection consisting of a Egg Cup marked PULLMAN CAR COMPANY LIMITED with Coat Of Arms, Gravy Boat marked PULLMAN CAR COMPANY LIMITED with Coat Of Arms base marked Martin Hall & Co and a tea spoon marked PULLMAN CAR COMPANY LIMITED with Coat Of Arms an Mappin & Webb. All three items in very good condition. (3 items)



918.

Carriage print BR(W) NOW 3 WESTERN REGION PULLMAN DIESEL SERVICES TO AND FROM LONDON. THE SOUTH WALES PULLMAN. THE BRISTOL PULLMAN. THE BIRMINGHAM PULLMAN by Vincent Power. In original glazed frame, print measures 25in x 10in. In excellent condition. A rare print seldom seen.

Contact Details.

GW Railwayana Auctions Ltd
 The Willows, Badsey road, Evesham, Worcs. WR11 7PA
 T: 01386 760109
 M : 07718 211445
 E: simon@gwra.co.uk
 Website www.gwra.co.uk

Robert Peter Timmins (Bob)
19th, May 1935 to 13th, December 2025.



© Sea Containers / Chris Perkin.

My thanks to Alan Pragnell for advising that Bob Timmins passed away in December 2025.

My own knowledge of Bob came to light when reading Dr Shirley Sherwood book "Venice Simplon Orient-Express".

The photograph above recording Bob undertaking his highly skilled work on car 'IONE' at Carnforth, one of a number of cars being prepared for introduction in May 1982 of the inaugural Venice Simplon Orient-Express.

In addition, Bob's painting and sign-writing skills was clear to be seen with the unique 'BAGGAGE CAR No. 7'.

Bob remained responsible for the regular programme of repainting the Pullman car fleet and thus keeping the Pullmans in immaculate condition at Stewarts Lane Depot.

In 1986, Bob was joined by his son Ralph as an apprentice, and since then Ralph learnt all the skills allied to his craft and has matured into a master craftsman in his own right.

In 2002, Bob retired, and Ralph (C.P.S) took on the responsibility for the painting of the then VSOE Pullman fleet.

Bob's Funeral was held on 16th January 2026.

My thanks to A. Pragnell. T. Robbins. Chris Perkin. Dr S. Sherwood & C.P.S.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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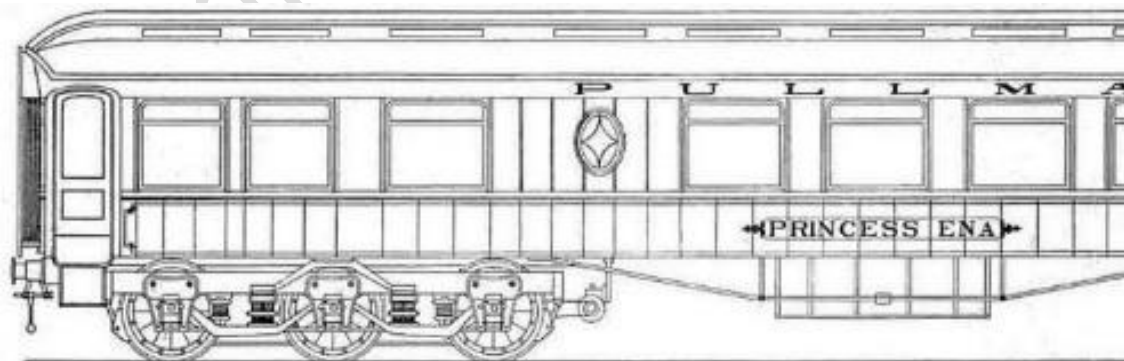
Page 86 of 87

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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TWENTY-THREE YEARS OF FREE PULLMAN NEWS.

PULLMAN E-NEWS - Volume 24 - No. 2 - (Edition No. 86) - March & April 2026

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Page 87 of 87