

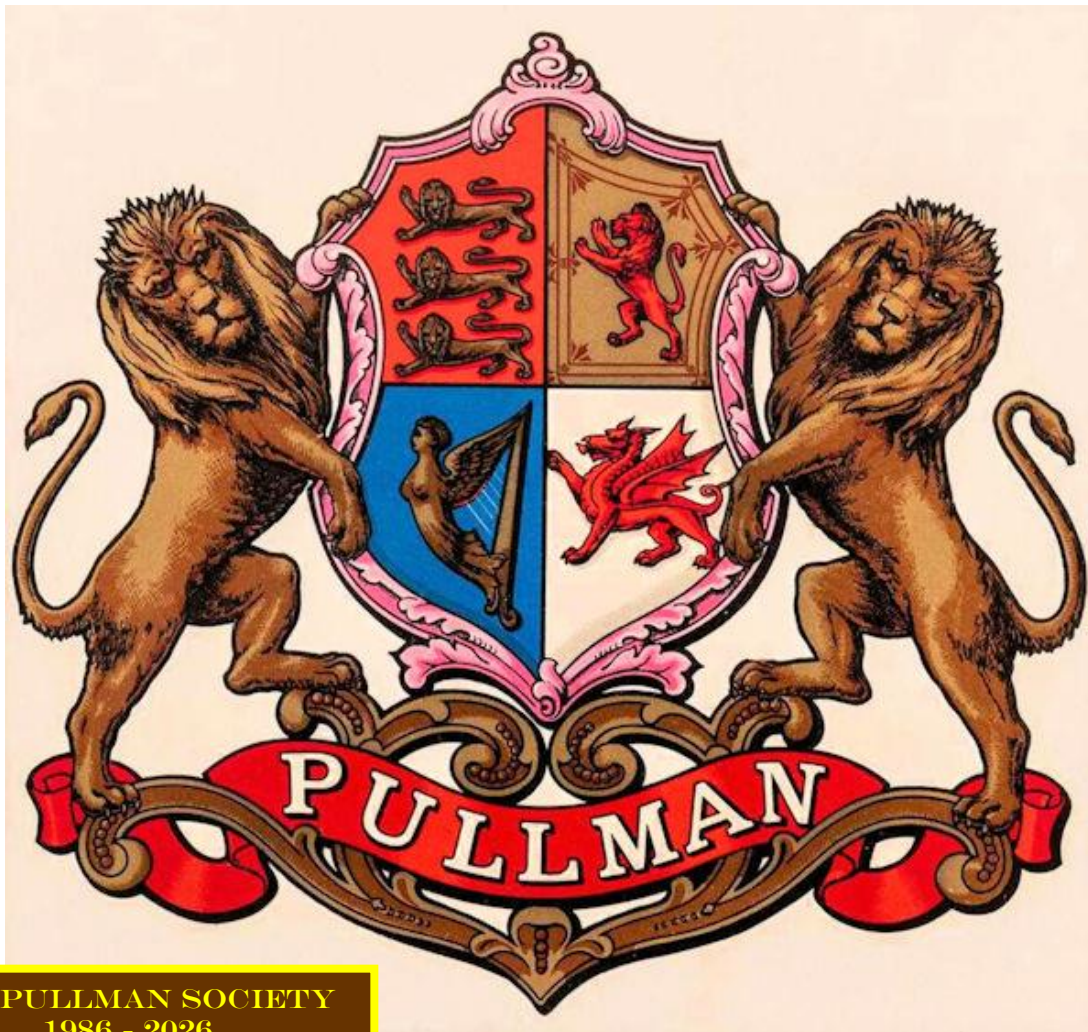
# PULLMAN E-NEWS

Volume 24 No. 3

(87) - May & June 2026

## THE BRIGHTON BELLE

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THE PULLMAN SOCIETY  
1986 - 2026  
40<sup>TH</sup> ANNIVERSARY

## THE SOUTH WALES PULLMAN

TWENTY-THREE YEARS OF FREE PULLMAN NEWS.

PULLMAN E-NEWS - Volume 24 - No. 3 - (Edition No. 87) - May & June 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 1<sup>st</sup> of January, March, May, July, September, and November.

The next edition editorial deadline date will be Sunday June 28<sup>th</sup>, with the scheduled publication on Wednesday July 1<sup>st</sup>, 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](mailto: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.*

## 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. G. Behrend. T. Knox. R. Barber. F. Mallon. C. A. Davies. J. Archer. C. Lade. N. Lade. F. Pragnell. D. Jones. G. Moon. N. Hyde. S. Maitland-Cumbor. S. Widdowson. T. Marsh. C. Wilson. J. Kent. C. Baker. J. Bergman. S. Turner.*

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

*Pullman in Europe. Pullman Profile No.3 'THE ALL-STEEL 'K TYPE CARS'. RCTS. Bluebell Railway. The Pullman Society. Southern Railway E-Mail Group. G. Moon Collection. SBEL Trust. C. Lade Archives. Hornby. G W Railwayana Auctions. The Bluebell Railway Museum Southern Railway Archive. The Smithsonian Institution Pullman Palace Car Company Photographic Archive. Belmont British Pullman. Railway Magazine. Cleveland Model Railway Club.*

**“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.by2@outlook.com](mailto:t.by2@outlook.com)**

### **Pullman E-News Readership**

Welcome aboard.

T. Curry.

Current registered Readership Worldwide: **491.**

The annual audit of the readership being undertaken on November 1<sup>st</sup>.

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.

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# PULLMAN CAR HISTORY

## CAR No. 67 THIRD CLASS.

Current known history of the car: -

1. Pullman Identity:	CAR No. 67 THIRD CLASS.
1. Type of Car:	Kitchen.
1. Construction:	All Steel.
1. Into Service:	1928.
2. Builder:	Metropolitan Carriage Wagon & Finance Company.
3. Pre-1960 Schedule No:	217.
1. Post 1960 Schedule No:	220.
1. Tare:	41t.
1. Seats:	30.
1. Seating Configuration:	2 x 1.
1. Bogies:	2 x 4 wheels.
3. Track Gauge:	4' 8 <sup>1</sup> / <sub>2</sub> ".
3. Brake:	Vacuum.
1. Length (over Vestibules):	63' - 10".
1. Extreme Width:	8' - 7".
1. Roof:	Ellongated.
2. Table Lamps Type:	-.
1. Type 1932 List:	-/K.
1. Route Restriction (SR):	-.
2. Cost per Car:	£5,412.

### 1. Type 1932 List:

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

### 1. Route Restriction (SR):

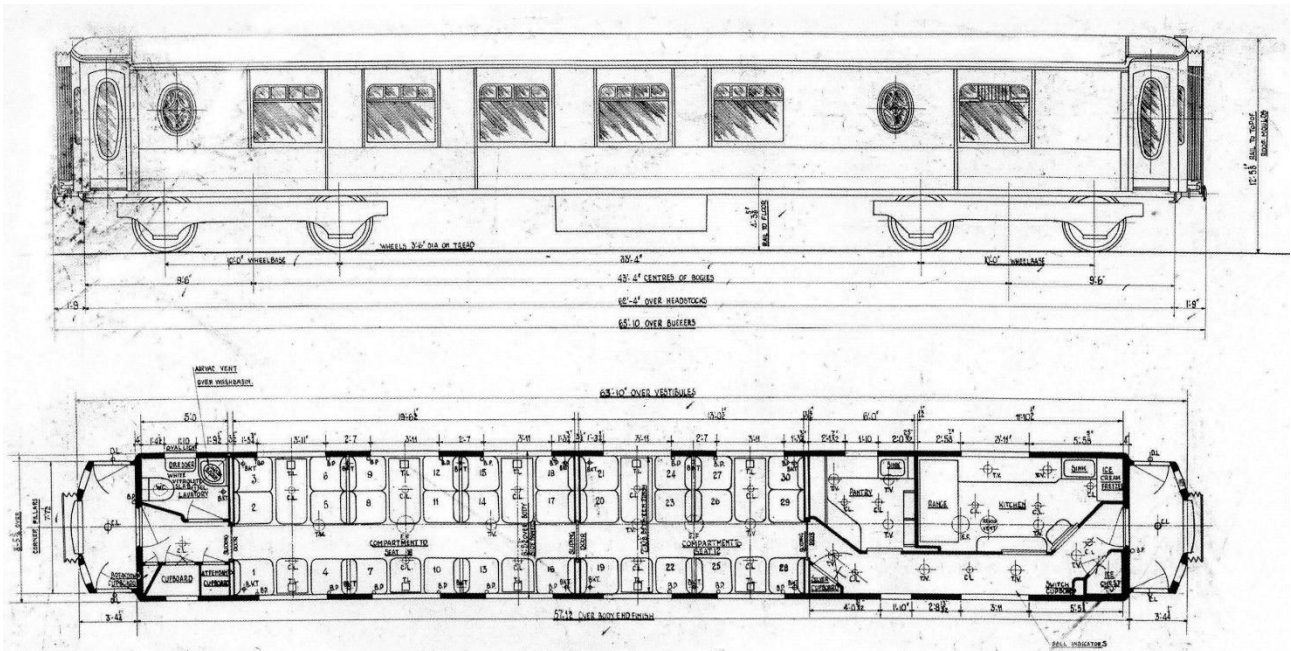
Entries such as (I) indicate that the car concerned would have been Restriction (I) had it been allocated to the S.R. when the latter's scheme of Route Restrictions was compiled.

Entry (4) for the 1960 cars (Schedule Nos. 311 to 354 inclusive) is the B.R.(S.) equivalent of the British Railways Standard Restriction 'CI'. Entries such as 6/2A indicates that the car concerned was originally Restriction 6, and S.R. Route Restriction 2A.

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

## 2 Interior Decoration.

Finely veneered mahogany panelling inlaid with sprays of flowers in soft natural tones on sycamore ground. The frieze is inlaid in geomatric design in two tones. The seats are covered in fawn, blue and black moquette. The floorcovering is of rubber in tones of blue, gold and black.



2 © Dr. A. Ford.

Elevation & Plan.



2 © Dr. A. Ford.

THIRD CLASS CAR No. 67.

May 1948 outside the Pullman Car Company Works at Preston par, Brighton.  
Following Restoration from LNER Service 1941 to 1948.

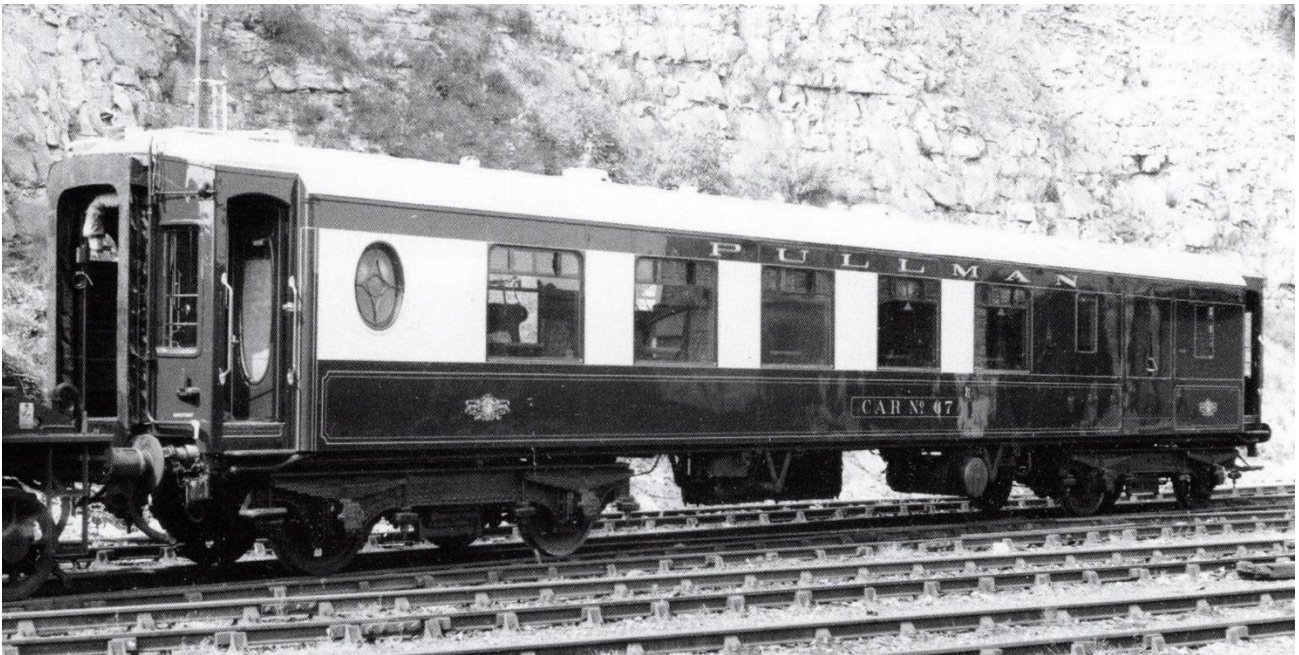


<sup>2</sup> © Dr. A. Ford.

### THIRD CLASS CAR No. 67 Saloon Interior.

#### Known Operational History.

- <sup>2</sup> 1928 July. Entered operational service on the 'Queen of Scots Pullman'.
- <sup>2</sup> Mid 1930's. As well as allocation to the 'Queen of Scots Pullman' the kitchen cars were also noted within the formation 'Yorkshire Pullman', 'Harrogate Sunday - Pullman' and sporadically the Eastern Belle.
- <sup>2</sup> 1941 to 1948. One of 20 cars loaned to the London North Eastern Railway for use as First-class, externally painted all over Brown and identified as LNER No. 470.
- <sup>2</sup> 1948. Following restoration at the Pullman works at Preston Park, Brighton, returned to Pullman service on the LNER.
- <sup>2</sup> 1948 April. Noted within the formation of the 'Queen of Scots Pullman'.



<sup>2</sup> © Dr. A. Ford.

**May 15<sup>th</sup>, 1961, CAR No. 67 on completion of remodelling to Brake Parlour.**

- <sup>2</sup> 1960. Remodelling to Second Class Brake Parlour.
- <sup>2</sup> 1961 May 15<sup>th</sup>. Conversion completed from a Kitchen car to a Brake Parlour car. Weight reduced from 41t to 39t. The new elongated coat of arms applied, In line to operate on the East Coast Mainline with the new Mk I Pullman cars.
- <sup>2</sup> 1965 June. Noted within the formation of the 'Master Cutler'.
- <sup>2</sup> 1965 July. Still in service.

**Withdrawn.**

- <sup>2</sup> 1966 April. Withdrawn.

**Disposal.**

- <sup>2</sup> Sold to King & Son, Norwich.

**Information Sources.**

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

2. Dr A. Ford.

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

1. *Pullman in Europe.* G.Behrend. ISBN not registered.
2. *Pullman Profile No.3 'THE ALL-STEEL 'K TYPE CARS'.* Antony M Ford. ISBN 978-1-906419-57-8.
3. *Pullman Car Services-Archive.*

Travel by the

# "BRIGHTON BELLE"

ALL-PULLMAN ELECTRIC EXPRESS  
**LONDON—BRIGHTON**  
IN ONE HOUR



**Week-days**

		a.m.	p.m.	p.m.
VICTORIA	dep.	11 0	3 0	7 0
BRIGHTON	arr.	12 0	4 0	8 0
		p.m.	p.m.	p.m.
BRIGHTON	dep.	1 25	5 25	9 25
VICTORIA	arr.	2 25	6 25	10 25

**Sundays**

		a.m.	p.m.
VICTORIA	dep.	11 0	7 0
BRIGHTON	arr.	12 0	8 0
		p.m.	p.m.
BRIGHTON	dep.	5 25	9 25
VICTORIA	arr.	6 25	10 25

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GREEN PEA SOUP  
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## SOUTHERN ELECTRIC

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**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.*

## 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](mailto: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](mailto:elliott-chris@gmx.com)

## LOOK BACK AT PULLMAN.

### 1876 - 150 Years Ago.

May 1<sup>st</sup>. The Settle to Carlisle railway line is officially opened, train services From London St. Pancras station to Glasgow St. Enoch Station and include both Parlour and Sleeper services.  
*(Information Source - PCS-Archive).*

### 1901 - 125 Years Ago.

June. Cars 'COLUMBIA' and 'IONA' withdrawn from ECJS and transferred to North Eastern Railway.  
*(Information Source - PCS-Archive).*

### 1926 - 100 Years Ago.

June. Pullman cars No.100, 101, 102 & 103 arrive in Ireland, to commence a ten-year contract between the Pullman Car Company and Great -Southern Railway.  
*(Information Source - PCS-Archive).*

June 29<sup>th</sup>. Demonstration run of the new Irish Pullmans, out and return working From Dublin Kings Bridge station to Ballybrophy Station.  
*(Information Source - PCS-Archive).*

### 1931 - 95 Years Ago.

May 10<sup>th</sup>. Nottingham an LNER exhibition of rolling stock currently in operation on the London North Eastern Railway this includes an unidentified Pullman car.  
*(Information Source - PCS-Archive).*

June 6<sup>th</sup>. An excursion from Brighton to the Cadbury's works at Bourneville, the consist includes an unidentified Pullman kitchen car.  
*(Information Source - Railway Magazine - August 1931 Page 151).*

### 1941 - 85 Years Ago.

May. The number of Pullman cars in service on the Southern Railway, forty-eight on the Central and twenty-two the Eastern Divisions.  
*(Information Source - Railway Magazine - July 1941 Page 331).*

### **1946 - 80 Years Ago.**

- June 5<sup>th</sup>. Royal Train working for the first post war Derby, within the consist unidentified Pullman cars.  
*(Information Source - RCTS - Railway Observer).*
- June 16<sup>th</sup> to 26<sup>th</sup>. The 6<sup>th</sup> Imperial Press Conference.  
The train consist for the tour includes Pullman cars 'MEDUSA', 'IBIS', 'LYDIA', CHLORIA, and seven non Pullman sleeping coaches.  
The tour took delegates to the Midlands, the North West of England and Scotland to tour various Industries.
- June 17<sup>th</sup> Coventry,  
June 18<sup>th</sup> Manchester,  
June 20<sup>th</sup> Liverpool,  
June 21<sup>st</sup> Glasgow,  
June 23<sup>rd</sup> Edinburgh,  
June 24<sup>th</sup> Birmingham,  
June 25<sup>th</sup> Liverpool,  
June 26<sup>th</sup> Arriving back in London.  
*(Information Source - PCS-Archive).*

### **1951 - 75 Years Ago.**

- June 11<sup>th</sup>. The new 'Golden Arrow' service commences with the all-new 1951 constructed 'U' Class Pullman cars constructed by the Birmingham Railway Carriage & Wagon Company of Smethwick. The inaugural service departed London Victoria station at 11 a.m.  
*(Information Source - PCS-Archive).*

### **1956 - 70 Years Ago.**

- June. Third class travel abolished both in Europe and Great Britain.  
*(Information Source - PCS-Archive).*

### **1961 - 65 Years Ago.**

- June 11<sup>th</sup>. Rebuilt Bulleid West Country Pacific No.34100 'APPLEDORE' hauls the final steam hauled 'Golden Arrow' service.  
*(Information Source - PCS-Archive).*
- June 12<sup>th</sup>. The first electric locomotive hauled 'Golden Arrow' Hauled by E5015 – (74001).  
*(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.'

## Queen of Scots Pullman May & June 1936 (90 Years ago).

36.05.02	60083	Dn Queen of Scots from Leeds - Glasgow
36.05.09	60071	Up Queen of Scots from Glasgow - Leeds
36.05.09	60080	Dn Queen of Scots from Leeds - Glasgow
36.05.11	60044	Dn Queen of Scots to Leeds / Up Queen of Scots
36.05.12	60044	Dn Queen of Scots to Leeds / Up Queen of Scots
36.05.13	60044	Dn Queen of Scots to Leeds / Up Queen of Scots
36.05.14	60044	Dn Queen of Scots to Leeds / Up Queen of Scots
36.05.15	60044	Dn Queen of Scots to Leeds / Up Queen of Scots
36.05.16	60044	Dn Queen of Scots to Leeds - 60080 on / Up Queen of Scots
36.05.16	60080	Dn Queen of Scots from Leeds - Glasgow from 60044
36.05.23	60081	Up Queen of Scots from Glasgow - Leeds
36.06.13	60081	Dn Queen of Scots from Leeds - Glasgow
56.05.01	60123	131 Up Queen of Scots from Leeds
56.05.01	60507	131 Up Queen of Scots into Newcastle / 52 Kings Cross - Glasgow from Newcastle 15.50
56.05.02	60133	131 Up Queen of Scots
56.05.02	60522	142 Dn North Briton into Newcastle / 131 10.50 Up Queen of Scots from Newcastle 14.17
56.05.03	60133	131 Up Queen of Scots
56.05.04	60133	131 Up Queen of Scots

## Queen of Scots Pullman May & June 1956 (70 Years ago).

56.05.05	60123	58 Dn Queen of Scots
56.05.05	60133	40 Kings Cross - Newcastle TCQ / 131 Up Queen of Scots from Leeds (from 60522) - Kings Cross

## Queen of Scots Pullman May & June 1956 (70 Years ago).

56.05.05 60522 142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle from 60537 - 60133 on at Leeds

56.05.05 60535 131 Up Queen of Scots from Glasgow - Edinburgh banked up Cowlairs by 69188 - 60537 on at Edinburgh

56.05.05 60537 131 Up Queen of Scots from Edinburgh (from 60535) - Newcastle 60522 on / 52 Kings Cross - Glasgow

56.05.07 60141 131 Up Queen of Scots

56.05.08 60123 131 Up Queen of Scots

56.05.09 60081 58 Dn Queen of Scots into Newcastle

56.05.09 60123 131 Up Queen of Scots

56.05.10 60134 131 Up Queen of Scots from Leeds from 64821/64942

56.05.10 60524 131 Up Queen of Scots failed at Ripon - 64821/64942 on - 60134 on

56.05.12 60036 142 09.15 Dn North Briton into Newcastle 60137 on / 131 10.50 Up Queen of Scots from Newcastle from 60537

56.05.12 60537 131 Up Queen of Scots into Newcastle 60036 on / 52 Kings Cross - Glasgow

56.05.14 60133 34 Dn Bradford Flyer / 131 Up Queen of Scots

56.05.15 60140 58 Dn Queen of Scots from Kings Cross - Leeds

56.05.16 60130 34 Dn Bradford Flyer / 131 Up Queen of Scots

56.05.17 60123 131 Up Queen of Scots

56.05.18 60029 58 Dn Queen of scots from Kings Cross

56.05.18 60123 34 Dn Bradford Flyer / 131 Up Queen of Scots

56.05.19 60036 08.55 Newcastle - Liverpool / 58 Dn Queen of Scots from 60141 at Leeds

56.05.19 60074 09.15 Dn North Briton into Newcastle 10on 60002 on/131 Up Queen of Scots from Newcastle from 60509

56.05.19 60141 58 Dn Queen of Scots - 60036 on at Leeds

56.05.19 60509 Up Queen of Scots into Newcastle - 60074 on / Kings Cross - Glasgow from Newcastle from 60138

56.05.23 60029 58 Dn Queen of Scots failed at Newark - 61763 on to Newark 61126 on to Leeds

56.05.25 60036 131 Up Queen of Scots from Newcastle from 60097

56.05.25 60097 131 Up Queen of Scots into Newcastle - 60036 on

56.05.26 60036 142 Dn North Briton into Newcastle 60145 on / 131 10.50 Up Queen of Scots from Newcastle from 60509

56.05.26 60509 131 Up Queen of Scots into Newcastle 60036 on / 52 Kings Cross - Glasgow from Newcastle from 60001

56.05.28 60123 34 Dn Bradford Flyer / 131 Up Queen of Scots

56.05.29 60141 131 Up Queen of Scots

56.05.30 60036 131 Up Queen of Scots from Newcastle from 60043 - 60123 on at Leeds

56.05.30 60043 131 Up Queen of Scots into Newcastle - 60036 on

56.05.30 60123 131 Up Queen of Scots from Leeds from 60036

56.05.31 60123 34 Dn Bradford Flyer / 131 Up Queen of Scots

56.06.01 60118 131 Up Queen of Scots from Leeds - Kings Cross

## Queen of Scots Pullman May & June 1956 (70 Years ago).

56.06.02 60036 142 Dn North Briton into Newcastle - 60115 on / 131 Up Queen of Scots from Newcastle from 60160 - 60118 on

56.06.02 60081 58 Dn Queen of Scots from Leeds - Newcastle from 60141

56.06.02 60118 950 Dn White Rose / 131 Up Queen of Scots from 60036 at Leeds

56.06.02 60141 58 Dn Queen of Scots from Kings Cross - Leeds - 60081 on

56.06.02 60148 58 Dn Queen of Scots / 17.50 Leeds - Doncaster

56.06.02 60160 131 Up Queen of Scots into Newcastle - 60036 on / 52 Kings Cross - Glasgow from Newcastle from 60151

56.06.04 60117 131 Up Queen of Scots into Kings Cross

56.06.05 60077 131 Up Queen of Scots into Newcastle 60081 on

56.06.05 60081 131 Up Queen of Scots from Newcastle - Leeds 60133 on

56.06.05 60133 131 Up Queen of Scots from Leeds from 60081

56.06.09 60036 142 Dn North Briton into Newcastle 60020 on / 131 Up Queen of Scots from Newcastle - Leeds - 60131 on

56.06.09 60081 58 Dn Queen of Scots from Leeds (from 60118) - Newcastle

56.06.09 60118 58 Dn Queen of Scots from Kings Cross - Leeds - 60081 on

56.06.09 60131 131 Up Queen of Scots from Leeds from 60036

56.06.13 60081 58 Dn Queen of Scots from Leeds from 60123 - Newcastle - 60511 on

56.06.13 60123 58 Dn Queen of Scots from Kings Cross - Leeds - 60081 on

56.06.13 60511 58 Dn Queen of Scots from Newcastle from 60081

56.06.15 60074 142 Dn North Briton / 131 Up Queen of Scots from Newcastle

56.06.15 60511 58 Dn Queen of Scots from Newcastle - Edinburgh

56.06.16 60074 142 Dn North Briton into Newcastle/131 Up Queen of Scots from 60137

56.06.16 60137 131 Up Queen of Scots into Newcastle - 60074 on

56.06.18 60126 58 Dn Queen of Scots from Newcastle from 60868

56.06.18 60868 58 Dn Queen of Scots into Newcastle - 60126 on

56.06.19 60081 58 Dn Queen of Scots into Newcastle 60127 on

56.06.19 60127 58 Dn Queen of Scots from Newcastle from 60081

56.06.21 60081 58 Dn Queen of Scots into Newcastle - 60127 on

56.06.21 60127 58 Dn Queen of Scots from Newcastle from 60081

56.06.22 60036 131 Up Queen of Scots from Newcastle - Leeds 60133 on

56.06.22 60074 58 Dn Queen of Scots from Leeds from 60120 - Newcastle

56.06.22 60120 58 Dn Queen of Scots from Kings Cross - Leeds - 60074 on

56.06.22 60133 Dn White Rose / 131 Up Queen of Scots from Leeds from 60036

56.06.23 60002 131 Up Queen of Scots into Newcastle - 60036 on

56.06.23 60036 142 Dn North Briton into Newcastle/131 10.50 Up Queen of Scots from Newcastle from 60002

56.06.23 60120 58 Dn Queen of Scots

56.06.23 60133 131 Up Queen of Scots from 60036

56.06.25 60036 58 Dn Queen of Scots into Newcastle 60132 on

56.06.25 60132 58 Dn Queen of Scots from Newcastle from 60036

56.06.26 60118 131 Up Queen of Scots from Kings Cross

### Queen of Scots Pullman May & June 1956 (70 Years ago).

56.06.29 60117 131 Up Queen of Scots into Kings Cross  
56.06.30 60036 142 Dn North Briton into Newcastle - 60129 on / 131 Up Queen of Scots  
from 60154/60117 on Leeds  
56.06.30 60081 08.55 Newcastle - Liverpool / 58 Dn Queen of Scots from Leeds from  
60118 - Newcastle  
56.06.30 60117 Dn White Rose / 131 Up Queen of Scots from 60036  
56.06.30 60118 58 Dn Queen of Scots from Kings Cross - Leeds 60081 on  
56.06.30 60154 131 Up Queen of Scots into Newcastle - 60036 on  
56.06.30 60530 58 Dn Queen of Scots from Edinburgh - Glasgow

### Yorkshire Pullman May & June 1936 (90 years ago).

36.05.02 60112 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.04 60044 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.05 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.06 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.07 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.08 60044 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.09 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.11 60048 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.12 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.13 60048 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.14 60098 548 Up Yorkshire Pullman arr 14.40  
36.05.14 60102 595 16.45 Dn Yorkshire Pullman  
36.05.15 60048 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.16 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.18 60108 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.19 60086 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.20 60112 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.21 60039 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.22 60108 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.23 60086 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.25 60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.26 60092 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.27 60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.29 60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.05.30 60092 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.06.02 60086 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.06.03 60113 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.06.04 60045 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.06.05 60113 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.06.06 60112 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.06.08 60104 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

### Yorkshire Pullman May & June 1936 (90 years ago).

36.06.09	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.10	60104	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.11	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.12	60104	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.13	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.15	60060	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.16	60092	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.17	60060	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.18	60092	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.19	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.20	60060	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.22	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.23	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.23	60048	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.24	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.25	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.26	60086	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.27	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.29	60092	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.06.30	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

### Yorkshire Pullman May & June 1956 (70 years ago).

56.05.01	60006	84 Dn Yorkshire Pullman
56.05.02	60028	84 Dn Yorkshire Pullman
56.05.03	60006	84 Dn Yorkshire Pullman
56.05.04	60028	84 Dn Yorkshire Pullman
56.05.07	60006	84 Dn Yorkshire Pullman
56.05.08	60015	84 Dn Yorkshire Pullman
56.05.09	60006	84 Dn Yorkshire Pullman
56.05.10	60015	84 Dn Yorkshire Pullman
56.05.14	60015	84 Dn Yorkshire Pullman
56.05.15	60008	19 Up Yorkshire Pullman
56.05.15	60014	84 Dn Yorkshire Pullman
56.05.16	60015	84 Dn Yorkshire Pullman
56.05.17	60014	84 Dn Yorkshire Pullman
56.05.18	60015	84 Dn Yorkshire Pullman
56.05.19	60014	84 Dn Yorkshire Pullman
56.05.23	60026	84 Dn Yorkshire Pullman
56.05.23	60141	19 Up Yorkshire Pullman / 968 Kings Cross - Leeds
56.05.24	60044	19 Up Yorkshire Pullman
56.05.28	60003	84 Dn Yorkshire Pullman
56.05.29	60021	84 Dn Yorkshire Pullman

### Yorkshire Pullman May & June 1956 (70 years ago).

56.05.30	60003	84 Dn Yorkshire Pullman
56.05.31	60022	84 Dn Yorkshire Pullman
56.05.31	60131	19 Up Yorkshire Pullman
56.06.01	60131	84 Dn Yorkshire Pullman
56.06.02	60022	84 Dn Yorkshire Pullman
56.06.04	60022	84 Dn Yorkshire Pullman
56.06.05	60007	84 Dn Yorkshire Pullman
56.06.06	60022	84 Dn Yorkshire Pullman
56.06.14	60025	84 Dn Yorkshire Pullman
56.06.16	60006	08.50 Newcastle - Kings Cross / 84 Dn Yorkshire Pullman
56.06.23	60006	84 Dn Yorkshire Pullman
56.06.23	60123	19 Up Yorkshire Pullman / 962 Dn West Riding
56.06.27	60130	84 Up Yorkshire Pullman
56.06.30	60123	84 Up Yorkshire Pullman

### Harrogate Sunday Pullman May & June 1936 (90 Years ago).

36.05.10	60044	Up Harrogate Sunday Pullman
----------	-------	-----------------------------

### Harrogate Sunday Pullman May & June 1956 (70 Years ago).

56.05.13	60141	Dn Harrogate Sunday Pullman
56.05.27	60123	Dn Harrogate Sunday Pullman
56.05.27	60148	Up Harrogate Sunday Pullman

### Tyne Tees Pullman May & June 1956 (70 Years ago).

56.05.01	60008	145 Up Tees Tyne Pullman
56.05.01	60026	82 Dn Tees Tyne Pullman
56.05.02	60008	82 Dn Tees Tyne Pullman
56.05.02	60026	145 Up Tees Tyne Pullman arr 13.55
56.05.03	60008	145 Up Tees Tyne Pullman arr 13.55
56.05.03	60026	82 Dn Tees Tyne Pullman
56.05.04	60008	82 Dn Tees Tyne Pullman
56.05.04	60026	145 Up Tees Tyne Pullman
56.05.07	60008	145 Up Tees Tyne Pullman
56.05.07	60022	82 Dn Tees Tyne Pullman
56.05.08	60022	145 Up Tees Tyne Pullman
56.05.08	60034	82 Dn Tees Tyne Pullman
56.05.09	60030	82 Dn Tees Tyne Pullman
56.05.09	60034	145 Up Tees Tyne Pullman arr 13.55
56.05.10	60008	82 Dn Tees Tyne Pullman
56.05.10	60030	145 Up Tees Tyne Pullman

## Tyne Tees Pullman May & June 1956 (70 Years ago).

56.05.14	60007	82 Dn Tees Tyne Pullman
56.05.14	60026	145 Up Tees Tyne Pullman
56.05.15	60007	145 Up Tees Tyne Pullman
56.05.15	60026	82 Dn Tees Tyne Pullman
56.05.16	60007	82 Dn Tees Tyne Pullman
56.05.16	60026	145 Up Tees Tyne Pullman arr 13.55
56.05.17	60007	145 Up Tees Tyne Pullman
56.05.17	60026	08.26 Grantham - Peterborough 10on / 82 Dn Tees Tyne Pullman
56.05.18	60007	82 Dn Tees Tyne Pullman
56.05.18	60026	145 Up Tees Tyne Pullman
56.05.23	60007	145 Up Tees Tyne Pullman 8on
56.05.24	60022	145 Up Tees Tyne Pullman
56.05.25	60025	82 Dn Tees Tyne Pullman
56.05.28	60013	145 Up Tees Tyne Pullman
56.05.28	60026	82 Dn Tees Tyne Pullman
56.05.29	60025	82 Dn Tees Tyne Pullman
56.05.29	60026	145 Up Tees Tyne Pullman arr 13.55
56.05.30	60025	145 Up Tees Tyne Pullman arr 13.55
56.05.30	60026	82 Dn Tees Tyne Pullman
56.05.31	60021	969 07.50 Leeds - Kings Cross / 82 Dn Tees Tyne Pullman
56.05.31	60026	145 Up Tees Tyne Pullman
56.06.01	60017	82 Dn Tees Tyne Pullman
56.06.01	60021	145 Up Tees Tyne Pullman
56.06.04	60017	145 Up Tees Tyne Pullman
56.06.04	60028	82 Dn Tees Tyne Pullman
56.06.05	60153	145 Up Tees Tyne Pullman past Peterborough
56.06.08	60032	82 Dn Tees Tyne Pullman
56.06.11	60028	82 Dn Tees Tyne Pullman
56.06.12	60028	145 Up Tees Tyne Pullman arr 13.59
56.06.14	60010	145 Up Tees Tyne Pullman
56.06.15	60006	82 Dn Tees Tyne Pullman
56.06.18	60030	145 Up Tees Tyne Pullman arr 13.59
56.06.26	60022	145 Up Tees Tyne Pullman arr 13.59
56.06.27	60007	82 Dn Tees Tyne Pullman

## Can you help Tommy?

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



The Christopher Lade Archive.  
(Courtesy of Nick Lade)  
July 1<sup>st</sup>, 1970.  
Special Train Working Allan Harvey & Ross Ltd

My thanks to Nick Lade for this article.

22. 6. 70

REGION: SOUTHERN.

SPECIAL TRAIN WORKING 9802/1

NAME OF PARTY. ALLAN HARVEY & ROSS LTD.,  
FRIDAY JULY 1st 1970.

E. C. S. TIMINGS. 18.09 VICTORIA/HOVE 19.44

NUMBERS. 100

FORMATION. 5 BELLE

LOADING. VICTORIA TO BE ARRANGED LOCALLY

REQUIREMENTS. DINNER. CHOICE OF FRUIT JUICE, ROAST CHICKEN & BACON,  
MENU. BREAD SAUCE, VEGETABLES, FRUIT SALAD, & CREAM,  
CHEESE BOARD, COFFEE.

CHARGED @ 30/- per head, PLUS DRINKS, PLUS 10% staff gratuities)

SPECIAL NOTES. TRAIN WILL BE PLATFORMED 25 MINUTES BEFORE DEPARTURE, SO  
THAT PARTY MAY HAVE A DRINK SERVICE BEFORE THE MEAL.

ACCOUNT TO. DIVISIONAL MANAGER, CENTRAL DIVISION, ESSEX HOUSE, CROYDON.  
REF:PF/1785/1  
(GUARANTEES 85 PASSENGERS MINIMUM)

STAFF. Col' Lade  
Chs' Nunnell  
Chs' Kimber  
Chs' The Lunn  
St Chapman  
Arnold  
Rulson

SIGNING ON TIME. 1500  
SIGNING OFF TIME.  
STAFF TRAVELLING. 0830

© Chris Lade Archive / 076.

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

My thanks to Nick for this article.



© Chris Lade Photograph Archive / 017.

The 'ROYAL TRAIN' - The interior of the 'QUEENS SALOON No. 396'.

ECJR LNER Royal Saloon Coach No. 396, built for Queen Alexandra at York in 1908.  
In 1925, rebuilt for day use only for the Queen, and in this condition continued in service till 1978  
and is now preserved.



## Richard Barber Photographic Archive

My thanks to Richard for the photographs.



©Frank Mallon / Richard Barber Photographic Archive - RB005-26.

June 15<sup>th</sup>, 1960, A3 Pacific No. 60084 'TRIGO' Passing through Croft Spa Station  
with the 'UP' Working of the Queen of Scots Pullman.



©C. A. Davies / Richard Barber Photographic Archive - RB009-26.

May 25<sup>th</sup>, 1968 - On Stockton Bank A3 Pacific No. 4472 'FLYING SCOTSMAN' with the Stephen Locomotive Society 'FLYING SCOTSMAN' Charter from Darlington to Inverkeithing via the coast route from Darlington to Newcastle. BR Mk1 Kitchen and the HADRIAN BAR.



©Frank Mallon / Richard Barber Photographic Archive - RB006-26.

April 10<sup>th</sup>, 1965, South of Croft Spa Station A3 Pacific No. 4472 'FLYING SCOTSMAN' with the North Road Works Alan Pegler Thankyou Charter for North Road Works staff.

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

## The Alan Pegler Works Charter.

Following restoration of No. 4472 'FLYING SCOTSMAN' at the British Railways Works at Darlington. Alan Pegler Chartered the weekday 'Tees Tyne Pullman Set' and ex Devon Belle Observation Car No. 13 / BR SC280M as a thank you to the staff at the works.

ROUTE AND TIMETABLE  
FLYING SCOTSMAN PULLMAN SPECIAL  
10TH APRIL, 1965  
(PRIVATE EXCURSION)

RAILWAY ENTHUSIASTS AND PHOTOGRAPHERS WHO WANT TO SEE THE  
'FLYING SCOTSMAN' MAY BE INTERESTED IN THE FOLLOWING TIMETABLE:-

	A.M.
<u>DARLINGTON</u>	10.20 DEPART
<u>NORTHALLERTON</u>	10.37 ARRIVE, 10.45 DEPART
THIRSK	10.55
YORK	11.14
SELBY	11.29
SHAFTHOLME	11.44
DONCASTER	11.51
	P.M.
RETFORD	12.10
NEWARK	12.26
BARKSTON STH. JCT.	12.38
GRANTHAM	12.42
<u>PETERBOROUGH NORTH</u>	1.09 ARR., 1.25 DEP. (STOP FOR WATER)
PETERBOROUGH EAST	1.30
MARCH W. JCT.	1.50
WHITEMOOR JCT.	1.51
<u>GRASSMOOR JCT.</u>	1.53 ARR., 1.55 DEP.
SPALDING	2.20
<u>SLEAFORD</u>	2.44 ARR., 2.50 DEP. (STOP FOR WATER)
HONINGTON	3.13
BARKSTON EAST JCT.	3.16
BARKSTON NORTH JCT.	3.18
NEWARK	3.26
RETFORD	3.45
<u>DONCASTER</u>	4.06 ARR., 4.08 DEP.
SHAFTHOLME	4.15
SELBY	4.28
YORK	4.44
THIRSK	5.06
<u>NORTHALLERTON</u>	5.14 ARR., 5.15 DEP.
<u>DARLINGTON</u>	5.35

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STATIONS IN CAPITALS AND UNDERLINED  
INDICATE STOPPING PLACES

©PCS-Archive

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©Frank Mallon / Richard Barber Photographic Archive - RB007-26.

April 10<sup>th</sup>, 1965, South of Croft Spa Station A3 Pacific No. 4472 'FLYING SCOTSMAN' with the North Road Works Pegler's thank you special with Ex Devon Belle Observation Car No. 13.



©J. Archer / Richard Barber Photographic Archive - JA3-098.

April 10<sup>th</sup>, 1964, - A3 Pacific No. 4472 'FLYING SCOTSMAN' arriving at Northallerton.

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## Pullman Reports.



### Pullman Report The Bluebell Railway David Jones April 2026

My thanks to David Jones for this report.

Not a lot to report from the Bluebell at the moment except that during the Spring Steam Gala both 'FINGALL' and 'CHRISTINE' were in use on some of the trains for breakfast and afternoon tea. This created an opportunity for the public to enjoy Pullman luxury at the reasonable price of a £15 supplement on top of the normal fare, which a lot of visitors did.



© D. Jones / DJ004-26.

A Pullman Breakfast.



© D. Jones / DJ005-26.

The new welcome mats in their brighter colour, this one being for CAR No. 54.



## **Pullman Report The Belmond British Pullman Fred Pragnell April 2026.**

My thanks to Fred Pragnell for this report.

### **The Belmond British Pullman Stewarts Lane Depot.**



© F. Pragnell - AFP014-26.

**April 2<sup>nd</sup>, 2026 - Ghost fleet cars L to R 'MONA' & 'RUTH'  
being prepared for the Pullman Society site visit on April 13<sup>th</sup>.**



© F. Pragnell - AFP015-26.

March 30<sup>th</sup>, 2026 - 'MINERVA'

Having been removed from the British Pullman set for a body lift and 'C4' Maintenance.



© F. Pragnell - AFP016-26.

April 16<sup>th</sup>, 2026

MINERVA - C4 work - On temporary B5 bogies to allow movement down the workshop.

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© F. Pragnell - AFP017-26.

April 20<sup>th</sup>, 2026.

MINERVA - C4 work - Pre underframe before painting white.

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© F. Pragnell - AFP018-26.

April 20<sup>th</sup>, 2026.

MINERVA - C4 work - Underframe after painting white.

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© F. Pragnell - AFP019-26.

April 21<sup>st</sup>, 2026.

MINERVA - C4 Work - Resting on Jack's before reassembly.



**BELMOND**

**Contact.**

Reservations · 0845 0772 222

**Email.**

[reservations.europe@belmond.com](mailto:reservations.europe@belmond.com) (Hotels).

[reservations.uk@belmond.com](mailto:reservations.uk@belmond.com) (Trains & River Cruises).

**Address.**

Shackleton House, 4 Battle Bridge Lane, London, SE1 2HP.

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

My thanks to Nigel Hyde for this report.



© P. Eastham - PCS-A.

**ANN at Oxenhope Yard - March 28<sup>th</sup>, 2009.**

In the period since the update.

**RSO.**

Has been used in various roles in service.

**Jubilee Bar.**

Has been totally internally gutted and is currently in the Exhibition shed at Oxenhope being worked on and painted, I am led to believe it needs to be out quickly.

**Pullman Cars.**

'ANN' is currently as far as known is being worked on for the forthcoming operations.

'MARY' awaits the removal of Asbestos.



© T. Bye / AY2183

**NYMR  
Pullman Report  
Sam Maitland-Cumbor  
C&W Manager  
April 2026**

**My thanks to Sam Maitland-Cumbor for this report.**

## **CAR No. 79.**

Information Source - NYMR MOORS LINE - No. 230 Spring 2026 - Page 52.

At this time of year, the major projects take a bit of a backseat but have still been progressing. CAR No. 79 interior is nearly finished thanks to the hard work of the volunteer team working on it.

## **ROBIN.**

Information Source - NYMR MOORS LINE - No. 230 Spring 2026 - Page 52.

2026 April - Moors Line - Spring 2026 - No. 230 Page 52. Robin is also in for repairs to the bodywork and repaint. Once it was found that it would be a longer job in the shed than planned originally, we took the opportunity to remove all the interior and seats. The carpet has now been replaced and the interior refreshed. The seats whilst out have been sent to an upholsterer. This will result in Robin looking like new inside and out for the start of the season.



© Sam Maitland-Cumbor / SMC003-26.

The saloon Interior of ROBIN.

For further information on the NYMR visit <https://www.nymr.co.uk/>



**Steve Widdowson  
Photographic Archive  
April 2026**

My thanks to Steve for the photographs.

## **NORTHERN BELLE CHELTENHAM GOLD CUP - FRIDAY MARCH 13<sup>TH</sup>, 2026.**



© S. Widdowson / SW008-26.

**Class 47/4 No. 47812 Approaching Evesham Station, Class 57 No. 57314 at the trains rear.**

There is no better way to experience a day at the races than on board the Northern Belle. The glamour, thrill and excitement commence on seeing the train at London Paddington where the journey to Cheltenham Racecourse begins.

Liveried stewards await with a red-carpet welcome and shown a plush armchair seat. Intricate marquetry, hand sewn fabrics and mosaic floors make this train a moving piece of art. From the comfort of the exquisitely decorated Pullman type carriage, (*Note the carriages are not original Pullman cars*) gliding across country, enjoying the finest food, wines and Champagne. Enjoy a Bellini Brunch, study the form, and enjoy the views from your picture window as the journey to the market town of Evesham, located in the heart of the Cotswolds.



© S. Widdowson / SW009-26.

Class 47/4 No. 47812 arriving at Evesham Station.



© S. Widdowson / SW011-26.

**Passengers de-train for the road coach connection.**

On arrival, road coaches await for the short journey to Broadway Steam Railway Station for boarding steam train which will embark on a journey through the beautiful Cotswolds, Malverns and Vale of Evesham.

The train arrives at Cheltenham Racecourse Station and located directly to the back of the main Grandstand at Cheltenham Racecourse.

The station is just a furlong from the Paddock in unique and nostalgic fashion.



© S. Widdowson / SW014-26.

### **Passengers de-train for the road coach connection.**

The package includes a Club Enclosure admission ticket which is the premium entry ticket at Cheltenham giving access to the prime viewing lawns located by the winning post, Parade Ring and various bar facilities.

After an action-packed day's racing and witnessing the 2026 Cheltenham Gold Cup. Re-join the steam train for a stress-free journey back to Broadway. Once back at Broadway, the road coach transfer will be on hand to return to Evesham to re-join the majestic Northern Belle luxury vintage train for the journey to Paddington.

A delicious five course meal paired with specially selected wine awaits. With Champagne in hand, sit back, relax and raise a glass to a very memorable day at the races.



© S. Widdowson / SW013-26.

**Class 57/3 No. 57314 'CONWY CASTLE'  
With the Empty Coaching Stock '5Z25' 11.15 Evesham to Honeybourne Sidings.**

**NORTHERN BELLE LUXURY TRAIN JOURNEY PACKAGE INCLUDED.**

Round trip travel aboard the Northern Belle luxury train to Gold Cup Day of the 2026 Cheltenham Festival (from London Paddington).

Red carpet welcome at London Paddington and a sparkling Bellini cocktail welcome drink Delicious Bellini three course brunch on the outward journey followed by morning tea, coffee and Racing Post.

Coach transfers to/from Evesham Station to Broadway Steam Railway Station.

Return steam train transfer to/from Broadway to the back of the main Grandstand at Cheltenham Racecourse.

Club Enclosure admission badge to Cheltenham Racecourse.

Champagne reception on the Northern Belle in the evening.

Sumptuous four course dinner, bottle of wine per couple.

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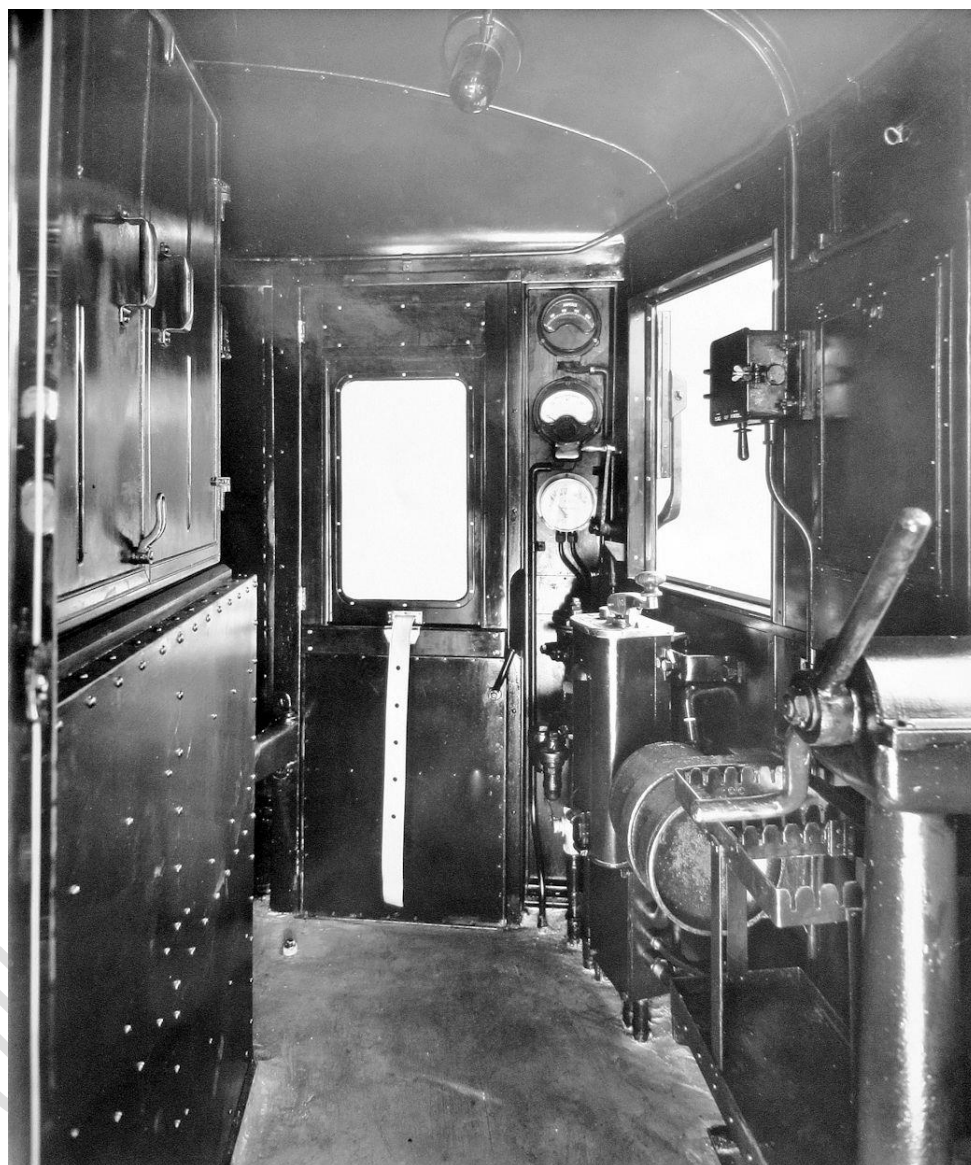
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# BRINGING BACK THE BRIGHTON BELLE

Britain's unique, all-electric Pullman Train

## The 5BEL Charitable Trust Photograph Archive.



© 5BEL Charitable Trust Photograph Archive / F6-3-01046.

### The interior of a 5BEL Unit Drivers Cab.

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, that you would consider donating a copy in 'jpg' format to be added to the archive, please forward to [t.bye2@outlook.com](mailto:t.bye2@outlook.com)

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## George Moon Photographic Archive.

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



© G. Moon Collection / B1-028.

1959 - 'GROSVENOR' at Hassocks (Roof Board - London Paris Newhaven Dieppe).



© G. Moon Collection / B1-029.

September 4<sup>th</sup>, 1947 - 'GROSVENOR' at Newhaven.

ISSN 1740-5785

# *The Golden Way*



*The Journal of*

**THE PULLMAN SOCIETY**

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Issue No 147

2026/2

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THE PULLMAN SOCIETY  
1986 - 2026  
40<sup>TH</sup> ANNIVERSARY

*The Golden Way*

**THE PULLMAN SOCIETY**

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

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

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

It aims to:

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

# 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: .....

.....

.....

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: BS-SR 5-BEL 3053 approaches Clapham Junction en route Victoria to Brighton 4 April 1964

*Roger Price*

Published by The Pullman Society, April 2026  
Produced by Peterborough Printing Services Ltd, Tel: 01733 349881



# 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. The Bluebell Railway Museum – Southern Railways Archive has a new website that includes information about the Archive, the collections we hold, and how you can visit and support us. You can explore it at: <https://southern-railways-archive.com/>

There are over 30,000 photographs currently available to purchase which can be viewed in our Archive Online Store: <https://southern-railways-archive.com/shop/>

There are various ways to search for images on the new website, including a quick search that looks across the photograph description. There are also more specific search options for class, number, name, location and date, together with filters for photographer and tag. Tags include coaches, Pullmans, signals and signal boxes, stations, and many other subjects. Every photograph sold directly helps the Photograph Archive, providing much-needed funds for conservation and storage materials.



CW007-26 - Pullman ParLOUR Car 'Hercules' at Preston Park Pullman Car Works, on 30 July 1952.  
Joe Kent / Bluebell Railway Museum SR Archive [090396].

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**CW008-26 - Pullman Observation Cars 13 & 14 at Preston Park Pullman Car Works, in October 1952 Joe Kent. Bluebell Railway Museum SR Archive [090667].**



**CW009-26 - BR(S) E5X class 32401 with Pullman Car 'Hawthorn' at Preston Park Pullman Car Works, on 17 October 1952. Joe Kent / Bluebell Railway Museum SR Archive [090675].**



CW010-26 - Pullman Kitchen Car 'Regina' at Preston Park Pullman Car Works, on 29 October 1952. Joe Kent / Bluebell Railway Museum SR Archive [090696].

To view and order go to [www.brm-archive.co.uk](http://www.brm-archive.co.uk)



Discover the magic of Bluebell Railway  
Embark on a journey filled with adventure, history, and excitement.  
Discover the scenic route, enjoy our events, or simply stop for coffee and ice cream at one of our stations.

Unforgettable day out  
The Stations  
Explore what's on

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

## Pullman Model Scene.



© T.Bye / H027.

R230 - Available 1975 to 1978 'GOLDEN ARROW' Pullman Car No. S309S.



## Hornby TT 120 - Two New Pullman Cars.



TT4003H 'FINGALL' First Class Kitchen Car.



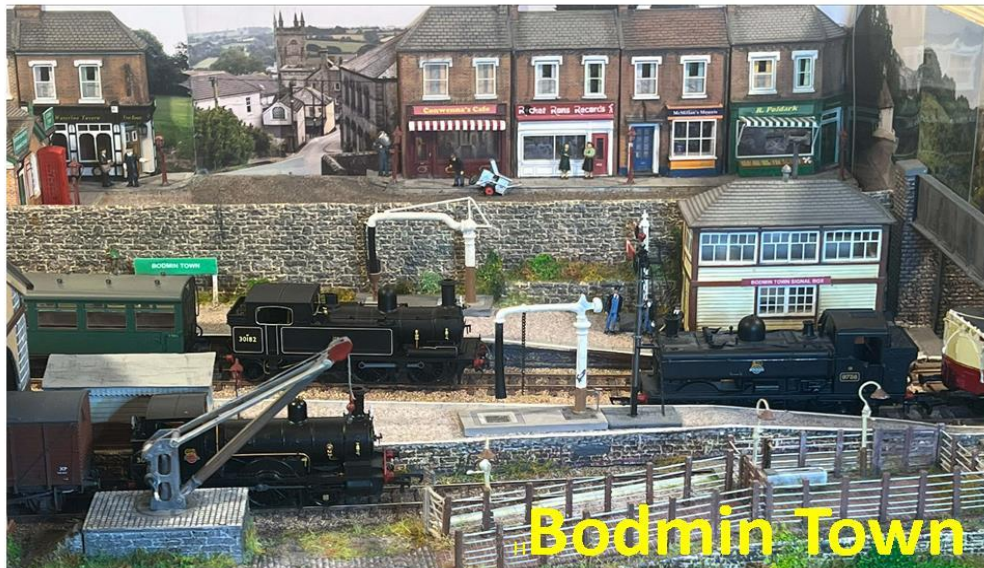
TT4004C 'CAR No. 209 THIRD CLASS' Pullman Brake.

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# Cleveland MRC



## Open Day 2026 Mon 4th May

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

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

[See us on Facebook.](#)

<http://www.clevelandmrc.co.uk/index.html>

# REDCAR MODEL RAIL 2026



Will be held at

## REDCAR & CLEVELAND COLLEGE

Sat Nav Postcode – TS10 1EZ

**Saturday, 1st August (10am to 4pm)**

**Sunday 2nd August (10am to 4pm)**

### LAYOUTS IN A VARIETY OF SCALES

**Demonstrations, Trade Stands, Tea & Coffee**

**Adult-£6 Child-£4 Family-£18 (2+2)**

**IN 2026 CLEVELAND MODEL RAILWAY CLUB IS AGAIN PLEASED TO SUPPORT**



**victoriaswish**

Victoria's Wish is a Charity that works with children who have Cancer or other life threatening illnesses by providing recreational events, short family breaks and wish granting.



Cleveland Model Railway Club

<http://www.clevelandmrc.co.uk/index.html>



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# BELMOND BRITISH PULLMAN

## 'CELIA'

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



© Chris Baker / CB001-26.

Thursday April 23<sup>rd</sup>, 2026 - 'CELIA' at Belmond Stewarts Lane Depot.



© Chris Baker / CB004-26.

Friday April 24<sup>th</sup>, 2026 - 'CELIA' within the British Pullman formation  
at Belmond Stewarts Lane Depot.

  
**BELMOND**

**Contact.**

Reservations · 0845 0772 222

**Email.**

[reservations.europe@belmond.com](mailto:reservations.europe@belmond.com) (Hotels).

[reservations.uk@belmond.com](mailto:reservations.uk@belmond.com) (Trains & River Cruises).

**Address.**

Shackleton House, 4 Battle Bridge Lane, London, SE1 2HP.

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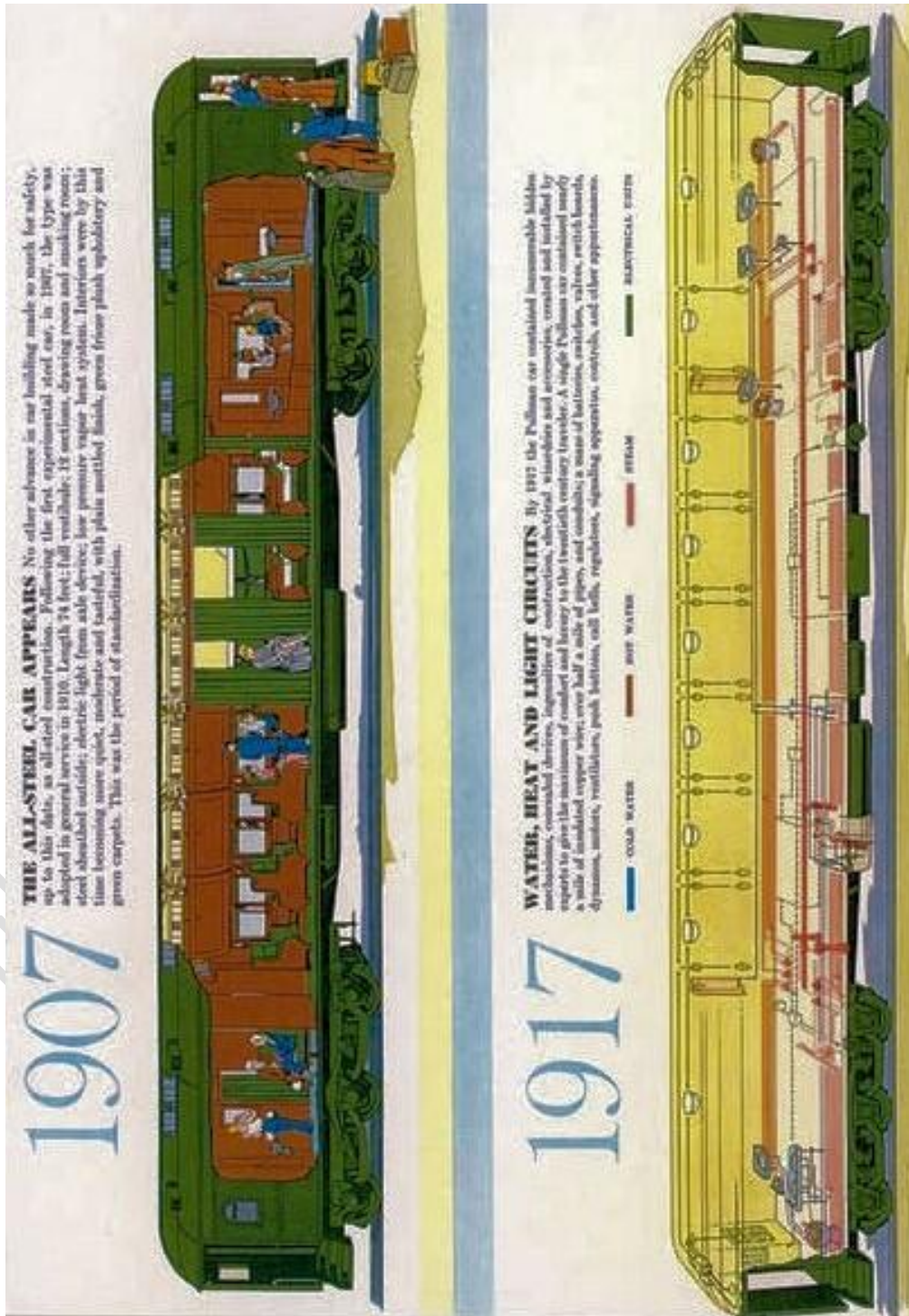
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# PULLMAN HISTORY

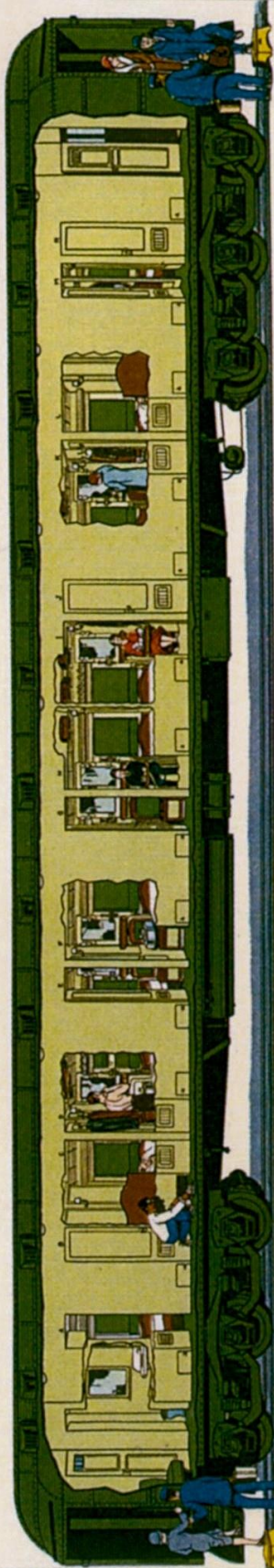
1907 THE ALL-STEEL CAR APPEARS & 1917 WATER, HEAT & LIGHT CIRCUITS.



## 1927 SINGLE ROOM CAR & 1929 AIR-CONDITIONING SYSTEM.

# 1927

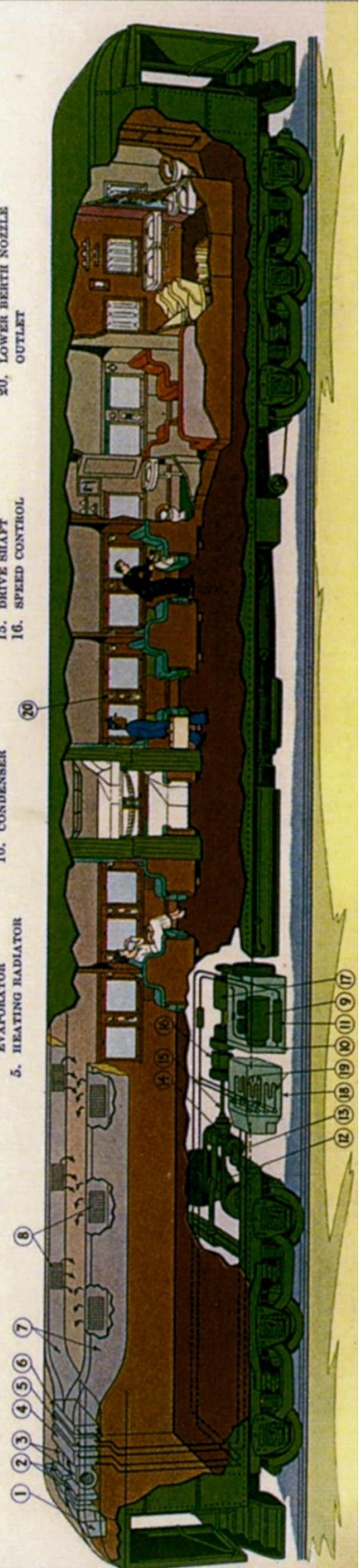
**THE SINGLE ROOM CAR** The single room car, for over-night journeys, is a particular luxury to a large class of travelers. It contains 14 rooms, each for a single passenger, with full toilet facilities, stationary bed across the car, folding washstand with mirror and side lights above; drop shelf for writing or serving meals. Luggage space under bed, and in roomy racks. Cheval mirror inside door. Air intake in door, electric fan, thermos water bottle, individual heat control. The bed has box springs and spring mattress. Two or more rooms can be used *en suite* if desired.



# 1929

**AIR-CONDITIONING SYSTEM** With the introduction of the first successfully operated air-conditioned sleeping car in 1929, the Pullman Company rapidly added this innovation in travel comfort to its equipment and by 1937 operated over 50% of all the air-conditioned passenger cars in the United States. The mechanical devices employed in air-conditioning indicated in the car are as follows:

- |                     |                    |                     |                        |
|---------------------|--------------------|---------------------|------------------------|
| 1. INTAKES          | 6. HOLDOVER COIL   | 11. RECEIVING TANK  | 17. STANDBY MOTOR      |
| 2. FILTERS          | 7. DUCTS           | 12. DOUBLE FULLEY   | 18. TANK FOR AUXILIARY |
| 3. BLOWERS          | 8. GRILLED OUTLETS | 13. DRIVE BELTS     | HOLDOVER SYSTEM        |
| 4. COOLING COIL OR  | 9. COMPRESSOR      | 14. BEVEL GEAR UNIT | 19. COOLING COILS      |
| EVAPORATOR          | 10. CONDENSER      | 15. DRIVE SHAFT     | 20. LOWER BERTH NOZZLE |
| 5. HEATING RADIATOR |                    | 16. SPEED CONTROL   | OUTLET                 |





## Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive

My thanks to Tom Marsh.

Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive.

Casting light on Pullman private cars:

Rainbow, Starlight, Sunbeam, Sunset and Twilight.

By Tom Marsh.

Most people interested in the North American operations of the Pullman Company know that in addition to being the largest builder of railroad passenger cars in the world, the company was the premier builder of business and private passenger cars for railroads, corporations, and wealthy individuals.

However, many do not know that Pullman built and maintained a fleet of private cars for charter use by individuals and businesses only occasionally needing private cars.

This was a different business model than the more common charter of multiple standard Pullman sleeping, lounge and dining cars for use on special or regularly scheduled passenger trains.

The Pullman private cars were intended for more discerning, well-to-do traveler's who valued their privacy - as the name implies - and comfort while travelling.



TM002-26.

Starlight is one of five Pullman pool private cars rebuilt from older Pullman cars in 1903. The image of Starlight is courtesy of the National Museum of American History, Archives Center, Pullman Palace Car Company Photographs:

[https://edan.si.edu/slideshow/viewer/?eadrefid=NMAH.AC.1175\\_ref5756](https://edan.si.edu/slideshow/viewer/?eadrefid=NMAH.AC.1175_ref5756).

See THE PULLMAN NEWS - Edition No. 75, page 83 for more information about the Smithsonian archive.

The photograph above being **Starlight**, one of five private cars rebuilt in 1903 from Plan 445 cars built in 1887 and 1888 as 10 sections/one drawing room/buffet cars.

According to Barger (see Sources below), the 1903 rebuilds saw the cars reconfigured with a typical business/private car layout. Starting from the front and moving back through the cars, passengers would have found the kitchen, pantry, and general toilet, then two open section sleeping spaces with upper and lower berths, one section on each side of the car.

Carrying on, passengers would move through the dining room with seating for eight at an extension table, and then past another section sleeping space.

Then the aisle shifts to the right giving passage past two private bedrooms. Next were the observation room, which incorporated a sofa that could be reconfigured as an upper berth, and finally the open observation platform, seen in the photo.

The cars were named after phenomena associated with the sky and light: **Rainbow**, **Starlight**, **Sunbeam**, **Sunset**, and **Twilight**. The list below, based on Barger, provides brief, partial service histories and first dispositions of the five cars.

**Rainbow:**

Plan 1920 Lot 1361; rebuilt 1903 from 1888 Plan 445E Castano; sold 1916 to Western Union.

**Starlight:**

Plan 1920 Lot 1298; rebuilt 1903 from 1887 Plan 445B Los Alamos; wrecked on CB&Q October 1905.

**Sunbeam:**

Plan 1920 Lot 1415; rebuilt 1903 from 1888 Plan 445F Ortega; sold 1916 to NWRR of South Carolina.

**Sunset:**

Plan 1920 Lot 1297; rebuilt 1903 from 1887 Plan 445B Santa Rosa; sold 1916 to Western Union.

**Twilight:**

Plan 1920 Lot 1361; rebuilt 1903 from 1888 Plan 445E Venadito; sold 1917 to H/B & Co.



003-26 © Jeff Bergman.

Sunbeam, one of five 1903 Pullman private car rebuilds carrying "sky and light" inspired names, is preserved. The car is displayed at Robert Todd Lincoln's Vermont estate.

But the story does not end here. Remarkably, one of these 120-plus year old cars is preserved. **Sunbeam**, beautifully restored in 2011, is a major exhibit at Hildene, the Vermont estate of Robert Todd Lincoln, son of President Abraham Lincoln.

Robert Todd Lincoln became general counsel for the Pullman Company in 1893 and became chairman of Pullman upon the death of founder George M. Pullman in 1897.

#### Sources:

A Century of Pullman Cars Volume I Alphabetical List, Ralph L. Barger, Greenberg Publishing Co. 1988; A Century of Pullman Cars Volume II The Palace Cars, Ralph L. Barger, Greenberg Publishing Co. 1990; Hildene estate website: <https://hildene.org/>;

Robert Todd Lincoln biographical notes from multiple online sources.

## 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.

### AUCTION REALISATIONS.



**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.

**Realization £350**



**507.**

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

**Realization £100**

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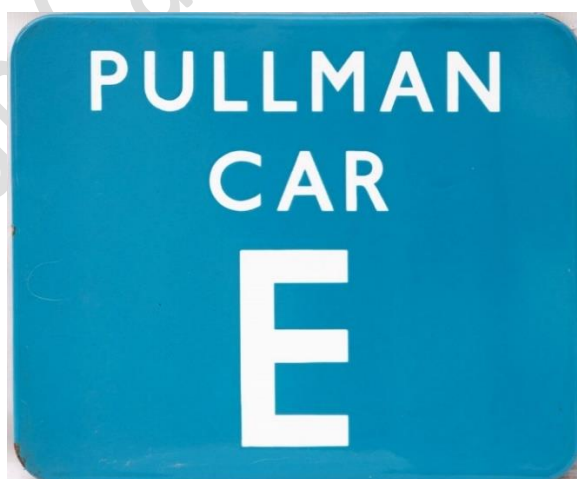
**509.**

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.

**Realization £650**

---



**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.

**Realization £340**

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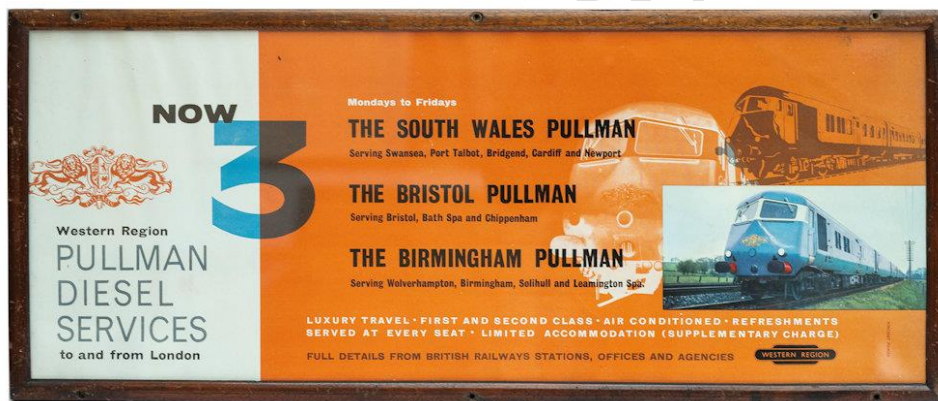
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**834.**

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)

**Realization £80**



**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.

**Realization £420**

**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](mailto:simon@gwra.co.uk)  
 Website [www.gwra.co.uk](http://www.gwra.co.uk)

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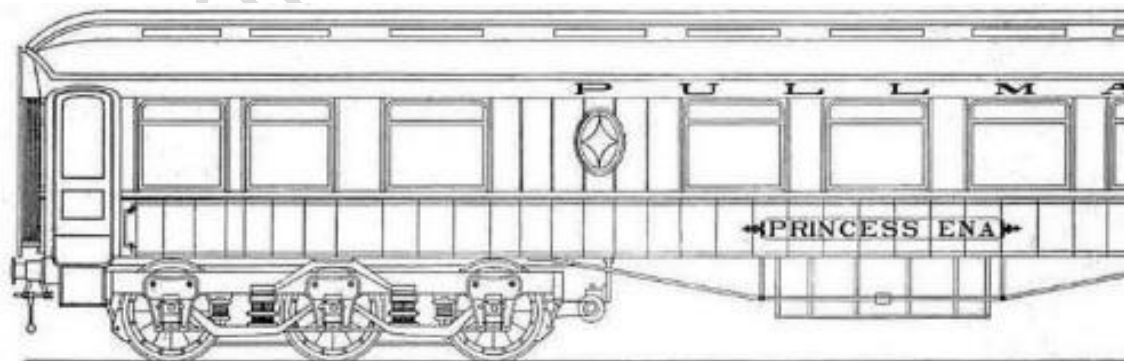
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# Tail Lamp



My thanks to both the regular contributors and those readers who have taken time out to contribute both photograph and information to this edition of your newsletter. Rest assured that without their support this edition would not have been published. I trust that some if not all the content of this edition has proved of interest to you.

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



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**TWENTY-THREE YEARS OF FREE PULLMAN NEWS.**

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