

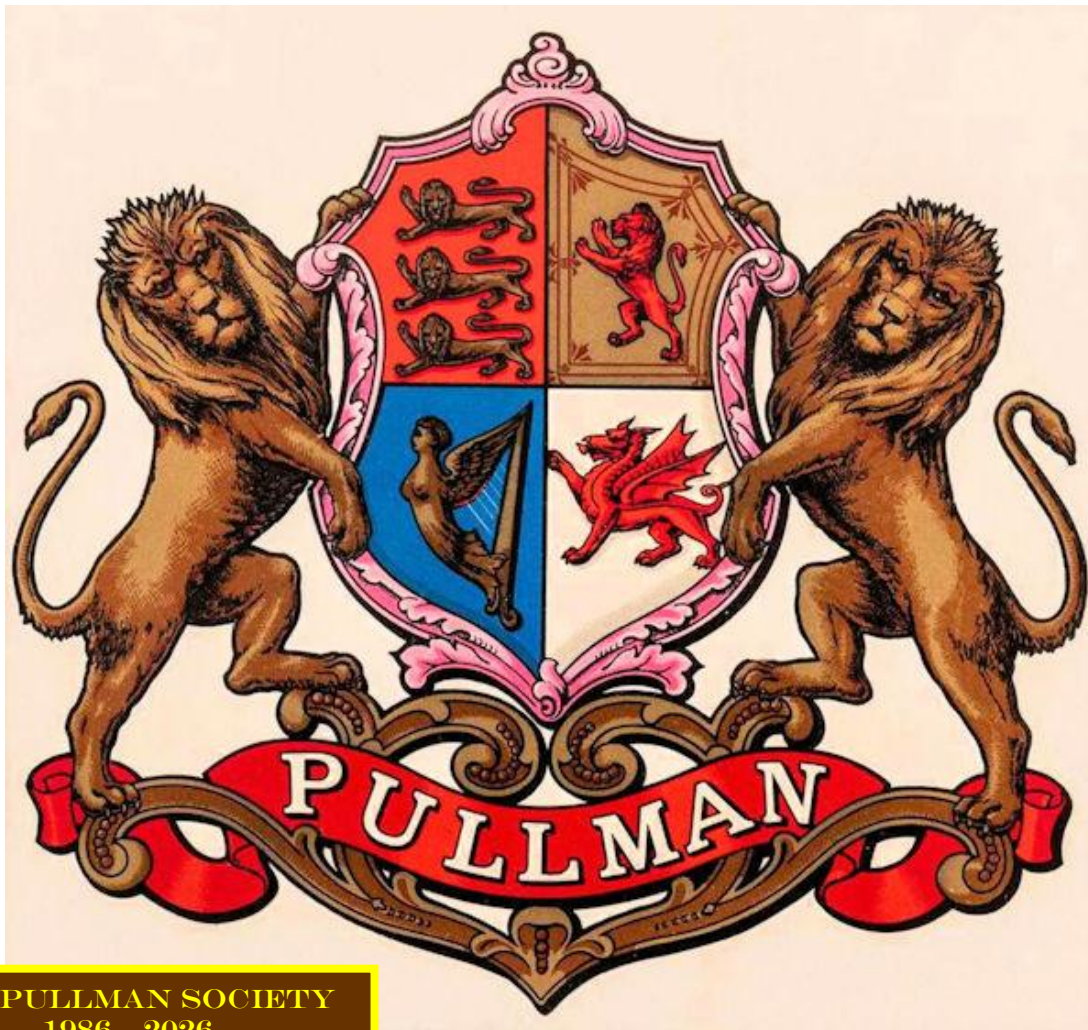
# PULLMAN E-NEWS

Volume 24 No. 4

(88) - July & August 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. 4 - (Edition No. 88) - July & August 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 Friday August 28<sup>th</sup>, with the scheduled publication on Tuesday September 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.

### Your 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. 4 - (Edition No. 88) - July & August 2026**

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

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## 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. M. Morant. T. Knox. R. Barber. C. A. Davies. J. W. Hague. J. Archer. C. Lade. N. Lade. F. Pragnell. D. Jones. D. Richard., G. Moon. N. Hyde. D. Winters. P. Eastham. R. Jones. S. Widdowson. I. Brown. C. Hanley. F. V. D. Lubbe. T. Marsh. C. Wilson. J. Kent. P. Tantram. P. Evans. T. Mulligan. F. Phillips. S. Turner. P. Richards, J. Morel.*

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'. 5BEL Trust. Southern Railway E-Mail Group. G. Moon Collection. C. Lade Archive, C. Lade Photograph Archive. G W Railwayana Auctions. The Bluebell Railway Museum Southern Railway Archive. The Smithsonian Institution Pullman Palace Car Company Photographic Archive. Belmond British Pullman. Railway Magazine. Historic Pullman Foundation. G. Pierson Archive.*

### **“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](mailto:t.bye2@outlook.com)**

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

Welcome aboard.

Mike Smith, Peter Woolhouse.

Current registered Readership Worldwide: **491.**

An annual audit of the readership being undertaken on November 1<sup>st</sup>.  
In the period between each audit, I adjust the readership total for each E-News published.

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# PULLMAN CAR HISTORY

## CAR No. 68 THIRD CLASS.

Current known history of car: -

1. Pullman Identity:	CAR No. 68 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:	221.
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 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.

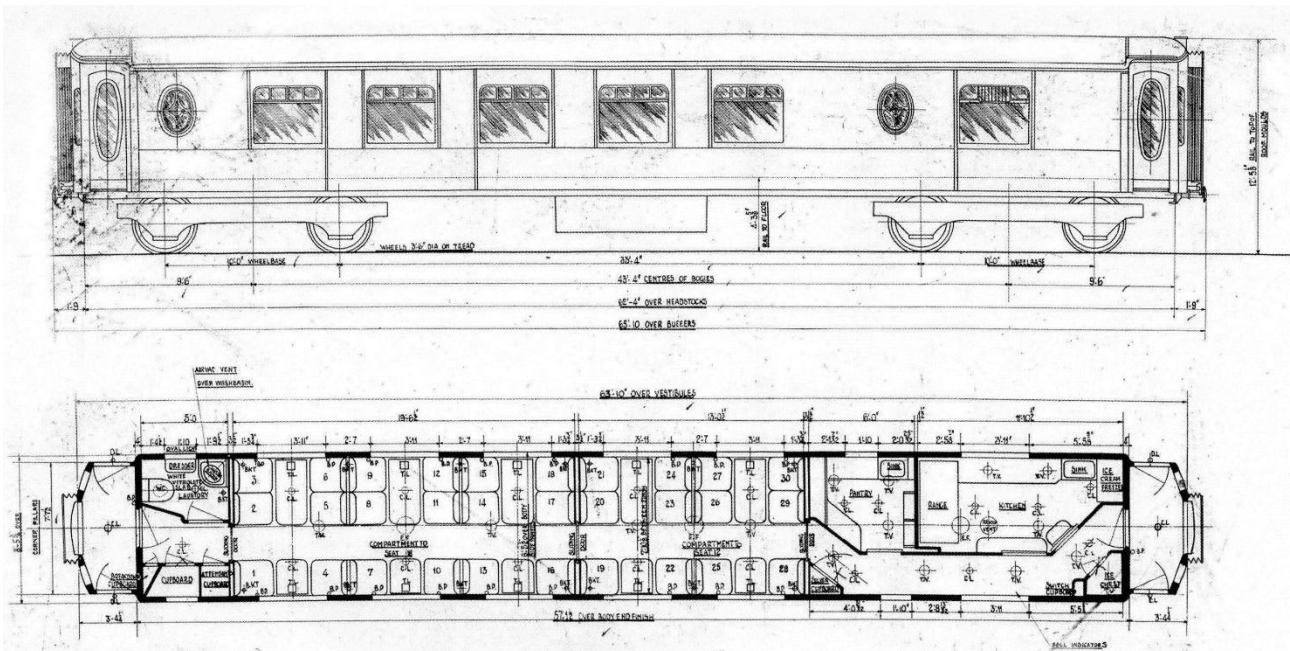
## 2 Interior Decoration.

Festoons of natural flowers and drapery in laid on finely-veneered mahogany panelling.

The frieze is of geometric design in colours of yellow and blue.

The seat coverings are black, pink and blue moquette.

The flooring is covered with rubber in tones of red, green and black.



2 © Dr. A. Ford.

### Elevation & Plan.



2 © Dr. A. Ford.

### CAR No. 69 THIRD CLASS.

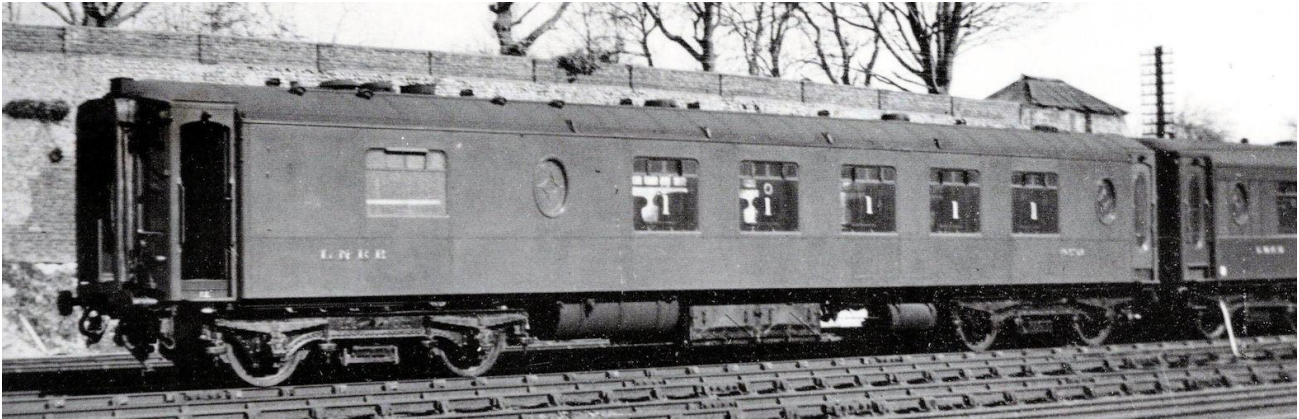


<sup>2</sup> © Dr. A. Ford.

### The 1928 Interior of CAR No. 68.

#### 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. 472.
- <sup>2</sup> Circa 1942. Additional luggage racks fitted.
- <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.

**(CAR No. 68) as LNER No. 472 at Preston Park March 1948.**

- <sup>2</sup> 1954 November.      Noted within the formation of the 'Queen of Scots Pullman'.
- <sup>2</sup> 1955 August.        Noted within the formation of the 'Tees Tyne Pullman'.
- <sup>2</sup> 1957 February.      Noted within the formation of the 'Queen of Scots Pullman'.
- <sup>2</sup> 1959 May.            Remodelled to Second Class Brake Parlour.
- <sup>2</sup> 1961.                 Allocation North Eastern Region.
- <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.

**Withdrawn.**

- <sup>2</sup> 1965 March          Withdrawn.

**Disposal.**

- <sup>2</sup> 1965 May 29th.      Sold to Slag Reduction Co.

## 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.*
- 

Pullman Car Services-Archive

**Pullman Special Editions.  
Southern Railway E-Mail Group  
Coupé News, Pullman & CIWL News, Pullman E-News.**

**SOUTHERN RAILWAY E-MAIL GROUP**



**Enthusiasts, Historians and Modellers of the Southern Railway,  
including its predecessors and successors, corresponding over the Internet.**



© Mike Morant.

Within the many pages of the site will be found much information concerning the Southern - Railway, its predecessors and successors. Please use the menu bar to navigate around the site, which is expanding all the time as more information becomes available. If there is something you are looking for, and cannot find, please e-mail webmaster and we will try to add it to the site.

*My thanks to Peter Richards for his continued support in making all PCS-A publications available.*

<https://sremg.org.uk/coach/coupe/index.shtml>

## 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.

### 1921 - 105 Years Ago.

July 10<sup>th</sup>. Inaugural day of service of the 'Sunday Thanet Pullman Limited'. Operating from London Victoria to Ramsgate. (Information Source - PCS-Archive).

### 1931 - 95 Years Ago.

July 5<sup>th</sup>. Inaugural day of service of the 'Bournemouth Belle'. Pullman cars within the consist included CAR No.40, 84, 82, 60, FLORA, MONTANA, AURELIA, CAR No.81, 83 & 84. (Information Source - PCS-Archive).

July 6<sup>th</sup>. Opening of the new Hastings Station. Special train for the opening includes two unidentified Pullman cars within the consist. (Information Source - Railway Magazine August 1981).

### 1936 - 90 Years Ago.

August 15<sup>th</sup>. Whilst within the consist of working a 'Channel Islands Boat Train' from Southampton Docks to Waterloo service. Pullman car RAINBOW catches fire and is detached from the train at Micheldever. The car is burnt out, and the bogies and main frame rescued and stored until rebuilt as car PHOENIX. (Information Source - PCS-Archive).

### 1956 - 70 Years Ago.

July 3<sup>rd</sup>. 2 x 5BEL units chartered by 'The Machine Tool Trades Association'. London Victoria to Hove. (Information Source - Julian Morel).

August. The first meeting is held between the Pullman Car Company, British Railways Planners & the Metropolitan Cammell Carriage & Wagon Company to discuss the Blue Pullman diesel multiple sets. (Information Source - Julian Morel).



**Tommy Knox.**

# LNER PACIFICS

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

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

Within the text reference is made to 'Up' and 'Dn' workings. These relate thus, an 'Up' working is a service to London Kings Cross, and 'Dn' is a 'Down' working from Kings Cross.

I.e., All lines to any of London's terminals are classified as the 'UP Line.'

## Queen of Scots Pullman July & August 1936 (90 Years ago).

36.07.07          60070 710 Up Queen of Scots from Glasgow - Leeds / 17.00 Liverpool - Newcastle arr 21.13

36.07.08          60070 710 Up Queen of Scots from Glasgow - Leeds / 17.00 Liverpool - Newcastle arr 21.13

36.07.22          60073 710 Up Queen of Scots from Glasgow - Leeds - 60104 on / 17.00 Liverpool - Newcastle arr 21.13

36.07.22          60104 710 Up Queen of Scots from Leeds (from 60073) - Kings Cross arr 19.05 (62)

36.07.23          60104 364 Dn Queen of Scots from Kings Cross - Leeds

36.07.25          60073 710 Up Queen of Scots from Glasgow - Leeds

36.07.30          60073 710 Up Queen of Scots from Glasgow - Leeds / 17.00 Liverpool - (Leeds 19.40) - Newcastle

36.08.21          60072 710 Up Queen of Scots from Glasgow - Leeds / 17.00 Liverpool - Newcastle arr 21.13

Queen of Scots Pullman July & August 1956 (70 Years ago).

56.07.03          60133 58 Dn Queen of Scots

56.07.03          60537 131 Up Queen of Scots into Newcastle - 60963 on

56.07.03          60963 131 Up Queen of Scots from Newcastle from 60537

56.07.05          60074 131 Up Queen of Scots Newcastle - Leeds from 60535 - 60117 on

56.07.05          60117 131 Up Queen of Scots from Leeds - Kings Cross from 60074

56.07.05          60535 131 Up Queen of Scots - Edinburgh - Newcastle - 60074 on

56.07.07          60036 142 Dn North Briton into Newcastle - 60129 on / 131 10.50 Up Queen of Scots from Newcastle from 60078

56.07.07          60078 131 Up Queen of Scots into Newcastle - 60036 on

56.07.07          60131 58 Dn Queen of Scots from Kings Cross

56.07.07          60141 950 Dn White Rose / 131 Up Queen of Scots from 60036 at Leeds

56.07.09          60537 58 Dn Queen of Scots from Edinburgh - Glasgow

56.07.10          60036 131 Up Queen of Scots from Newcastle from 60101

56.07.10          60057 58 Dn Queen of Scots from Edinburgh - Glasgow

56.07.10          60101 131 Up Queen of Scots into Newcastle - 60036 on

56.07.11          60012 58 Dn Queen of Scots from Edinburgh from 60127 - Glasgow

56.07.11          60127 58 Dn Queen of Scots from Newcastle - Edinburgh 60012 on

56.07.12          60037 58 Dn Queen of Scots from Edinburgh - Glasgow

56.07.13          60024 131 Up Queen of Scots into Newcastle - 60036 on / Kings Cross - Glasgow from Newcastle

56.07.13          60036 131 Up Queen of Scots from Newcastle - from 60024

56.07.14          60036 142 Dn North Briton into Newcastle / 131 Up Queen of Scots from Newcastle - Leeds

[Queen of Scots Pullman July & August 1956 \(70 Years ago\).](#)

56.07.14 60084 58 Dn Queen of Scots from Leeds - Newcastle from 60141 / Q/S from Edinburgh - Glasgow 61344

56.07.14 60123 131 Up Queen of Scots from Leeds - Kings Cross

56.07.14 60141 58 Dn Queen of Scots from Kings Cross - Leeds - 60084 on

56.07.19 60120 131 Up Queen of Scots into Kings Cross

56.07.21 60037 131 Up Queen of Scots into Newcastle - 60976 on

56.07.21 60123 58 Dn Queen of Scots from Kings Cross - Leeds - 60961 on

56.07.21 60130 131 Up Queen of Scots from Leeds - Kings Cross

56.07.21 60961 58 Dn Queen of Scots from Leeds - Newcastle

56.07.21 60976 131 Up Queen of Scots from Newcastle from 60037 - Leeds - 60130 on at Leeds

56.07.25 60509 noted on 131 Up Queen of Scots in Edinburgh Waverley stn

56.07.28 60074 131 Up Queen of Scots from Newcastle 14.17 from 60160

56.07.28 60133 58 Dn Queen of Scots from Kings Cross

56.07.28 60160 131 Up Queen of Scots into Newcastle 60074 on

56.08.02 60116 58 Dn Queen of Scots from Newcastle

56.08.03 60036 131 Up Queen of Scots from Newcastle from 60535

56.08.03 60117 58 Dn Queen of Scots

56.08.03 60141 131 Up Queen of Scots from 60036 at Leeds

56.08.03 60535 131 Up Queen of Scots into Newcastle - 60036 on / 52 Kings Cross - Glasgow from Newcastle 15.50 from 60074

56.08.04 60036 131 Up Queen of Scots

56.08.04 60131 58 Dn Queen of Scots

Queen of Scots Pullman July & August 1956 (70 Years ago).

56.08.04          60141 950 Dn White Rose / 131 Up Queen of Scots

56.08.07          60117 34 07.50 Kings Cross - Leeds at Doncaster / 131 Up Queen of Scots

56.08.07          60131 58 Dn Queen of Scots

56.08.10          60117 131 Up Queen of Scots from Leeds

56.08.11          60027 131 Up Queen of Scots from Edinburgh - Newcastle - 60086 on

56.08.11          60084 58 Dn Queen of Scots from 60120

56.08.11          60086 131 Up Queen of Scots - from 60027

56.08.11          60120 58 Dn Queen of Scots from Kings Cross - Leeds - 60084 on

56.08.14          60004 131 Up Queen of Scots into Newcastle / 52 10.10 Kings Cross - Glasgow  
from Newcastle 15.37 from 60016

56.08.17          60074 131 Up Queen of Scots from Newcastle

56.08.17          60081 58 Dn Queen of Scots into Newcastle

56.08.18          60074 131 Up Queen of Scots from Newcastle from 60135 - 60131 on at Leeds

56.08.18          60120 58 Dn Queen of Scots

56.08.18          60127 58 Dn Queen of Scots from Newcastle - Edinburgh

56.08.18          60131 131 Up Queen of Scots from 60074 at Leeds

56.08.18          60135 131 Up Queen of Scots into Newcastle - 60074 on

56.08.20          60120 131 Up Queen of Scots from Leeds - Kings Cross

56.08.21          60117 131 Up Queen of Scots from Leeds - Kings Cross

56.08.21          60123 58 Dn Queen of Scots from Kings cross - Leeds / Q/S from Edinburgh -  
Glasgow was 44820

56.08.22          60894 on Haymarket shed / 58 Dn Queen of Scots from Edinburgh - Glasgow

56.08.23          60848 58 Dn Queen of scots from Edinburgh - Glasgow

### Queen of Scots Pullman July & August 1956 (70 Years ago).

56.08.24 60123 131 Up Queen of Scots from Leeds - Kings Cross  
56.08.24 60882 58 Dn Queen of Scots from Edinburgh - Glasgow  
56.08.25 60036 142 Dn North Briton / 131 Up Queen of Scots from Newcastle from 60129  
56.08.25 60129 131 Up Queen of Scots into Newcastle - 60036 on  
56.08.28 60123 X208 Leeds portion of 131 Up Queen of Scots from Leeds - Kings Cross  
56.08.29 60152 131 Up Queen of Scots from Edinburgh - Newcastle via Carlisle  
56.08.31 60117 131 Up Queen of Scots from Leeds - Kings Cross

### Yorkshire Pullman July & August 1936 (90 years ago).

36.07.01 60092 548 Up Yorkshire Pullman arr 14.40 / 605 17.00 KX - P'boro/Cambridge /  
840 Aberdeen - KX Meat  
36.07.01 60098 595 16.45 Dn Yorkshire Pullman  
36.07.02 60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.03 60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.04 60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.06 60112 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.07 60113 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.09 60113 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.10 60093 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.11 60113 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.13 60039 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.14 60093 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.07.15 60039 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

Yorkshire Pullman July & August 1936 (90 years ago).

36.07.16	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.17	60039	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.18	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.20	60104	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.21	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.22	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.23	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.24	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.25	60045	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.27	60108	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.28	60044	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.29	60093	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.30	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.07.31	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.01	60093	Up Yorkshire Pullman into Kings Cross - Query
36.08.01	60112	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.04	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.05	60089	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.06	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.07	60111	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.08	60097	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman
36.08.10	60113	548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

[Yorkshire Pullman July & August 1936 \(90 years ago\).](#)

36.08.11        60111 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.13        60113 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.14        60108 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.15        60112 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.17        60112 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.18        60039 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.19        60060 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.22        60039 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.24        60048 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.25        60044 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.26        60045 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.27        60102 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.28        60045 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.29        60049 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman  
36.08.31        60089 548 Up Yorkshire Pullman arr 14.40 / 595 16.45 Dn Yorkshire Pullman

[Yorkshire Pullman July & August 1956 \(70 years ago\).](#)

56.07.07        60017 84 Dn Yorkshire Pullman  
56.07.07        60133 19 Up Yorkshire Pullman  
56.07.10        60015 84 Dn Yorkshire Pullman  
56.07.21        60117 19 Up Yorkshire Pullman  
56.08.03        60030 84 Dn Yorkshire Pullman

[Yorkshire Pullman July & August 1956 \(70 years ago\).](#)

56.08.04        60120 Up Yorkshire Pullman  
56.08.07        60120 Up Yorkshire Pullman  
56.08.11        60030 84 Dn Yorkshire Pullman  
56.08.17        60007 84 Dn Yorkshire Pullman  
56.08.21        60006 84 Dn Yorkshire Pullman  
56.08.25        60006 84 Dn Yorkshire Pullman  
56.08.25        60134 19 Up Yorkshire Pullman

[Tyne Tees Pullman July & August 1956 \(70 Years ago\).](#)

56.07.04        60025 Tees Tyne Pullman past Grantham  
56.07.06        60003 Dn Tees Tyne Pullman  
56.07.10        60014 145 Up Tees Tyne Pullman 9on  
56.07.10        60022 Dn Tees Tyne Pullman  
56.07.12        60022 145 Dn Tees Tyne Pullman  
56.07.20        60028 145 Up Tees Tyne Pullman arr 13.59  
56.07.26        60026 145 Up Tees Tyne Pullman arr 13.59  
56.07.31        60028 Up Tees Tyne Pullman  
56.08.02        60008 82 Dn Tees Tyne Pullman  
56.08.07        60030 Up Tees Tyne Pullman  
56.08.10        60007 145 09.25 Up Tees Tyne Pullman  
56.08.10        60013 Dn Tees Tyne Pullman  
56.08.15        60034 145 Up Tees Tyne Pullman arr 13.59

**Tyne Tees Pullman July & August 1956 (70 Years ago).**

56.08.21	60017	82	16.45	Dn Tees Tyne Pullman
56.08.22	60032	145	Up Tees Tyne Pullman	
56.08.24	60007	145	Up Tees Tyne Pullman	arr 13.59
56.08.28	60010	145	Up Tees Tyne Pullman	arr 13.59
56.08.31	60017		Dn Tees Tyne Pullman	8on

**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)  
Saturday July 18<sup>th</sup>, 1970.  
Good Securities - Victoria to Borough Green.**

My thanks to Nick Lade for this article.

7. 7. 70

REGION: SOUTHERN.

SPECIAL TRAIN WORKING. 980/0/2

NAME OF PARTY. GROVEMOOD SECURITIES (BRANDSMATCH)  
SATURDAY JULY 18th 1970  
*09/05 Lovers Walk - Jia 1012*

E. O. S. TIMINGS. 10.22 VICTORIA/BOROUGH GREEN 11.10 } *11/13 B.B. - Inclusion E*  
18.03 BOROUGH GREEN/VICTORIA 18.45 } *ex 1741*

NUMBERS. *18/54 Jia - L. Walk 2021.*  
APPROX 150

FORMATION. 5 BELLE UNIT.

LOADING. VICTORIA TO BE ARRANGED LOCALLY

REQUIREMENTS. LIGHT REFRESHMENTS. ASSORTED FINGER SANDWICHES.  
CANAPES, BISCUITS. OVERALL CHARGE AT £150  
*12/10*  
AMPLE SUPPLY OF CHAMPAGNE TO BE CARRIED  
CHARGED @ 45/- per BOTTLE.

SPECIAL NOTES. O/S A/C CHARGED @ £300 MINIMUM GUARANTEE.  
GRATUITIES TO BE DISPENSED AT TIME BY ORGANISER  
IN THE EVENT OF THE GRATUITIES FALLING SHORT OF 10% OF THE ACCOUNT.  
MR. SIMPSON'S OFFICE TO BE NOTIFIED.

ACCOUNT TO. DIVISIONAL MANAGER, SOUTHERN EASTERN DIVISION, BECKENHAM.  
REF: PT5/5663/187

STAFF.  
*Chf. P. Duke*  
*Chf. V. Andrews*  
*A/c Chf. Chapman*  
*St. Wharmin*  
*St. Jordan*  
*St. W. Bradley*  
*Cook Evans*

SIGNING ON TIME. *80*  
SIGNING OFF TIME.  
STAFF TRAVELLING. *2620*

© Chris Lade Archive / 077.

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

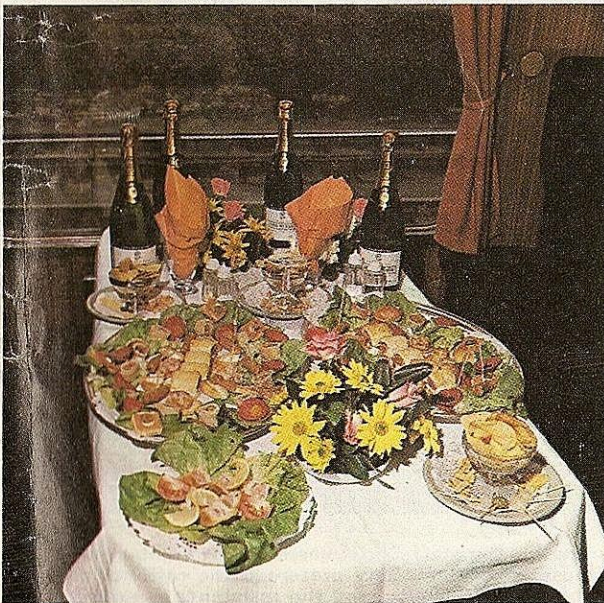
My thanks to Nick for this article.

**October 30<sup>th</sup>, 1974  
The Max-Factor Party  
As detailed within  
BTH Enterprise - Volume 5 - No.1.  
The Staff Newspaper of British Transport Hotels Limited,  
Published February 1975 - Magazine Photographs.**

SOUTHERN region train catering came up trumps when they ran two special trains between Waterloo and Bournemouth to convey a Max Factor party on a visit from West Germany. Each had 110 guests, the majority of whom were prominent owners of perfumeries, drugstores, boutiques, with cosmetic buyers and fashion journalists. The first special ran in September and so glowing was the client's testimonial that "BTH Enterprise" editor was on the scent, and aboard the October 30 train. It was another winner! Service had to be rapid with a journeying time of 1½ hours in each direction. Rapid it was—guests were plied with canapes, bridge rolls, various sandwiches, pork pies, champagne, normal bar stock, tea, coffee . . . a dovetailed concentration of teamwork. Fresh posies graced the occasion. Masterly touch, Germanic plaudits: "Mein Gott! They even have flowers in the loo's!"

© Chris Lade Photograph Archive / 022.

# MAX. MARKS FOR T-F FACTOR



© Chris Lade Photograph Archive / 022.

Max Factor bouquet to: standing, Arthur Browning, reg. trn catrg mngr; Chris Lade; Fred Collins; seated: Bert Wheatley; Frank Smith; Dave Arnold; Ron Trower (c/steward i/c); Bert Viney; Brian Langston. Harry Steel was also in the crew.

No time for an elaborate meal but an effective simple presentation.

Ron Trower serves champagne to Herr Fred Ehren, managing director, West Germany, and his associates. Prost! ALLAN TAYLOR PICTURES.



## Richard Barber Photographic Archive

My thanks to Richard for the photographs.



© C. A. Davies / Richard Barber Photographic Archive - RB014-26.

September 10<sup>th</sup>, 1966 - Ravenglass - Camping Coaches ELMIRA & MAID OF KENT.

Photograph No:	Date Registered:	Copyright:	Date Taken:	Details:
RB014-26	01-06-2026	C. A. Davies	10-09-1966	R&ER Pullmans Elmira and Maid of Kent at Ravenglass (51)
RB015-26	01-06-2026	C. A. Davies	31-08-1969	A3 No. 4472 - Norton South Jct - FSE-LNER Soc - Last run before USA (251)
RB016-26	01-06-2026	(JWH) – Gerry Pierson Coll	No Date	LNER A1 No. 2580 'SHOTOVER' Up Queen of Scots at Ripon (298)



© C. A. Davies / Richard Barber Photographic Archive - RB015-26.

**August 31<sup>st</sup>, 1969 - A3 No. 4472 'FLYING SCOTSMAN' at Norton South Junction with the Flying Scotsman Enterprise & LNER Society.**

**Kings Cross to Newcastle (via Sunderland) & Newcastle to Kings Cross via ECML  
This being the final run of 4472 before departure to the USA.**



© J. W. Hague / G. Pierson Collection / Richard Barber Photographic Archive - RB016-26.

LNER Class A1 No. 2580 'SHOTOVER' with the Up 'Queen of Scots' at Ripon.

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## National Railway Museum Sales.



© R. Barber / RB018A.

## Pullman - Vanilla Fudge - £10.

*My thanks to Richard for advising of this Pullman Delight.*

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## Pullman Reports.



## Pullman Report The Bluebell Railway David Jones June 2026

My thanks to David for this report.

### Bluebell Pullman Report.

The Bluebell Railway was host to the Belmond British Pullman train on Tuesday May 26 when the whole rake of ten cars visited Horsted Keynes station for a fashion photo shoot on behalf of a well-known magazine.

The fashion models boarded the train in London and travelled down in the Pullmans hauled by diesel locomotive 67 021 of the DB fleet, joining Bluebell metals via the main line connection at East Grinstead, and then on to Platforms 4 & 5 at Horsted Keynes for the filming.

Most shots took place in the interiors including the recently introduced ex-Brighton Belle motor brake second Car No. 93, now named 'Celia' and distinctly different from its previous interior layout. The new design includes panoramic windows at the end where the motorman would have been, and associated lounge seating in the form of a crescent with decorative features apparently intended to reflect a 'midsummers night dream'.

There had been a notice posted on the Bluebell Railway website that Horsted Keynes station would be closed to the public on that day due to a private function, but no details were given. Trains hauled by BR Standards 80151 and 73082 'Camelot' were in service but only briefly stopped at Horsted with no disembarkation. As this is the normal crossover point when two trains are running, passing had to be done elsewhere such as at Kingscote.

All went well and the Pullmans left Horsted Keynes at about 4.15 pm. However, following arrival at Imberhorne Viaduct at about 5 pm a problem with the communications in the north end cab occurred which resulted in the train not being able to access the Network Rail main line system and had to be shunted into the Bluebell platform at East Grinstead for most of the evening. The communication problem could not be resolved immediately so arrangements were made to transfer the fashion models back to London using a fleet of taxis. Eventually the Pullman set was taken away using a second diesel of Class 66 quite late in the evening.

In other Pullman News, the ex-LMS BGZ six-wheeler, which for many years has acted as a pantry/support vehicle in the 'Golden Arrow' set is due to leave the railway for pastures new. The private owner wishes it to revert to its original LMS maroon livery which will be undertaken at Horsted Keynes before departure.



© D. Jones / DJ006-26.

**Bluebell Chris Cooper washing the BGZ.**

Its place in the Pullman train has been filled by one of the Wealden Rambler carriages, Restaurant Buffet Car S1674, recently extensively refurbished bodywork, internal overhaul, rewired and repainted and now known as 'White Horse'. This includes seating as well as kitchen facilities. One of the first 'Golden Arrow' lunch trains to include this new addition was on June 14, the second day of the High Weald Steam rally enabling passengers an extensive view of the busy activities adjacent to the railway. Visitors at the steam rally also had good photo opportunities of the 'Golden Arrow' and the other service trains on the Bluebell in glorious sunny weather.



© D. Jones / DJ008-26.

**Train Manager Sarah unlocks the new addition to the Pullman service.**

**Type:** Restaurant-Buffer (Refurbished) - RBR, Diagram 33  
**Built:** December 1961, by Pressed Steel (Lot 30628) as Restaurant-Buffer,  
**Diagram:** 24  
**Original No:** 1674  
**Seating:** 23 loose dining seats as RB, 23 fixed (second class) seats as RBR, 20 loose seats in current configuration  
**Length:** 64' 6" over body  
**Weight:** Originally 38 Tons, subsequently 39 Tons  
**To Bluebell:** 21 April 2011  
**Owner:** Private

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© D. Jones / DJ007-26.

June 14<sup>th</sup>, 2026 - The Bluebell 'Golden Arrow' service passing Steam Rally.



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

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## David Richards.



© David Richards.

It is with regret that I advise that David Richards passed away on April 18<sup>th</sup>.

David has been a regular contributor to both the Pullman E-News and PCS-Archive since his initial e-mail in 2014 advising of the family link with the Pullman Car Company and the Brighton Composite cars.

David's Father Ron Richards being the attendant in charge of car 'GRACE'.

His godfather Bill Newman being the attendant in charge of car 'PEGGY'.

Jack Amiet, attendant in charge of car 'RUTH'.

Johnny Cooper Pullman car allocation 'GRACE'.

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David commissioned a model of composite car 'GRACE' and later commissioned model figures of his father Ron Richards and uncle Johnny Cooper.



© David Richards.



© David Richards.

With condolences to Davids family and friends.



## Pullman Report The Belmond British Pullman Fred Pragnell June 2026.

My thanks to Fred for his assistance in the production of this Special Edition.



### PULLMAN CAR SERVICES-ARCHIVE

The Quality of Service is Remembered Long after the Price is Forgotten

### SPECIAL EDITION No. 32.

### BELMOND BRITISH PULLMAN CAR "CELIA".



© F. Pragnell / AFP021-26.

April 22<sup>nd</sup>, 2026 - CELIA.

Arrival at Belmond's British Pullman Depot at Stewarts Lane, London  
from at Arlington Fleet Group Works at Eastleigh.

Pullman Car Services-Archive - Belmond British Pullman Car "CELIA" - Issue 1 - June 2026  
"Information is for sharing and not gathering dust and lost forever".

You can source a free copy of this special edition from

<https://sremg.org.uk/coach/coupe/index.html>

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**Pullman Report  
Keighley & Worth Valley Railway  
Nigel Hyde & Daniel Winters  
June 2026.**

**My thanks to Nigel for this report.**



© P. Eastham - PCS-A.

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

'ANN' has been in use on the cream tea service attached to the RSO. The cream tea service has currently finished for a short period and have done well for the K&WVR. What is most pleasing is the fondness of Pullman Cars by the passengers. When you explain to them about them people seem to think it was not the best idea in the world to withdraw the services by British Rail. Today people will throw money at a Pullman. Recent work by the C&W Department has been the fitting of new flooring in the toilet,

'MARY' it is hoped that the car will have the asbestos as identified within the vestibule bellows addressed shortly.

The 'JUBILEE BAR' following restoration by the KWVR C&W Dept stands in Oxenhope carriage sidings awaiting to reenter service.



© D. Winters /DW001-26.

## AFTERNOON TEA.

Step aboard for a relaxing journey through the Worth Valley while enjoying a traditional Afternoon Tea served at your table.

As steam-hauled trains roll through the Yorkshire countryside, tuck into a selection of freshly prepared sandwiches, savoury treats, cakes and sweet delights, all accompanied by unlimited tea and coffee.

Priced from £35.00 per person, including a Day Rover for the day of your booking.

[Keighley & Worth Valley Railway - Keighley & Worth Valley Railway](http://www.keighleyandworthvalleyrailway.co.uk)

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**Pullman Report  
LYDIA  
Kitchen First  
Richard Jones  
June 2026**

My thanks to Richard for his report.

The two brass Motor Covers for the Stones ceiling fans were made by 'The Anvil' in Wales. These were cast as opposed to spinning and are superb.



© R. Jones / RJ002-26.



© R. Jones / RJ002-26.

They have been fitted and secured with specially made brass holding nuts/caps by Sam in the C&W workshop.



© R. Jones / RJ007-26.

In addition, Gavin completed fitting and wiring up the 4 x Embarkation lights.

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© R. Jones / RJ006-26.

**One of the Embarkation lights as fitted above the vestibule access door.**

Finally, through the kind help of Antony Ford, I now have an example of the Hat (luggage) Rack that was once fitted to car 'LYDIA', and enquiries will be made to get this reproduced.



© R. Jones / RJ008-26.

And finally, the roof has also been given another coat of special paint.

Pullman Car Service



**Steve Widdowson  
Photographic Archive  
June 2026**

My thanks to Steve for the photographs.

**South Devon Railway Saturday June 6<sup>th</sup>, 2026.**



© S. Widdowson / SW015-26.

**GWR 4575 Class 2-6-2T No. 5526 - Departing Buckfastleigh station  
with the 10.30 to Totnes Riverside.**



© S. Widdowson / SW016-26.

Pullman Car LYDIA - Serving afternoon Tea departs Buckfastleigh with the 10.30 to Totnes Riverside.



© S. Widdowson / SW017-26.

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# BRINGING BACK THE BRIGHTON BELLE

## Britain's unique, all-electric Pullman Train

### The 5BEL Charitable Trust - Update June 2026.



© 5BEL Charitable Trust Photograph Archive / LSL / F6-3-01169.

#### 4BEL set No. 3101 at LSL Crewe.

The train remains all set for commissioning, prior to the fitting of Selective Door Opening (SDO) and LSL have arranged for this next stage to be done at Alstom's Litchurch Lane facility in Derby with measurements undertaken by Hitachi.

LSL are still awaiting the necessary documentation from Network Rail to be able to haul the train to Derby. Hoping that this is resolved soon.





# BRINGING BACK THE BRIGHTON BELLE

## Britain's unique, all-electric Pullman Train

### The 5BEL Charitable Trust - Photograph Archive.



© 5BEL Charitable Trust Photograph Archive / F6-3-01047.

**5BEL Unit No. 2052 CAR No. 91.**

**The interior of the Guard & Luggage Compartment of Pullman Third Class Motor Brake.**

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 / B1-030.

No Date - No.101 Instruction Car (Ex-EMERALD (1)) at Stewarts Lane.



© G. Moon Collection / B1-031.

No Date - No.101 Instruction Car (Ex-EMERALD (1)) at Stewarts Lane.

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## MAIL.



© Clive Hanley.

**M02-26 - Subject:** Model Pullman Cars.

**Author:** Fred van der Lubbe, Netherlands.

As I collect model Pullman cars in many gauges/scales I made a video about the 00-gauge Pullman cars I have collected over the years.

This video shows 00 Gauge Pullman car made by the makers Graham Farish, Hornby, Hornby Dublo, Hornby Railways, Lima, Triang and Trix (and Merco).

As far as I thought it is complete, i.e., it shows all the different cars made by these makers and there were no 00-gauge ready-to-run Pullman cars made by other makers.

The video however does not show all the different names, number and liveries of the models.

Hornby for instance has made many different cars based on the same models but just with another name as you also have shown in a special issue you have made.

The video can be seen here : <https://youtu.be/PB6vVjHQnwM>

Pictures of all my 00-gauge, but also of model Pullman cars in other gauges, can be seen in an e-book I made, see : <http://snCF231e.nl/non-ciwl-luxury-trainssmall/>



# 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.



CW011-26 - May 30<sup>th</sup>, 1951 - Pullman 5-BEL 3052 passing Preston Park Pullman Car Works, with an up Brighton Belle service - © Joe Kent / Bluebell Railway Museum SR Archive [091372].



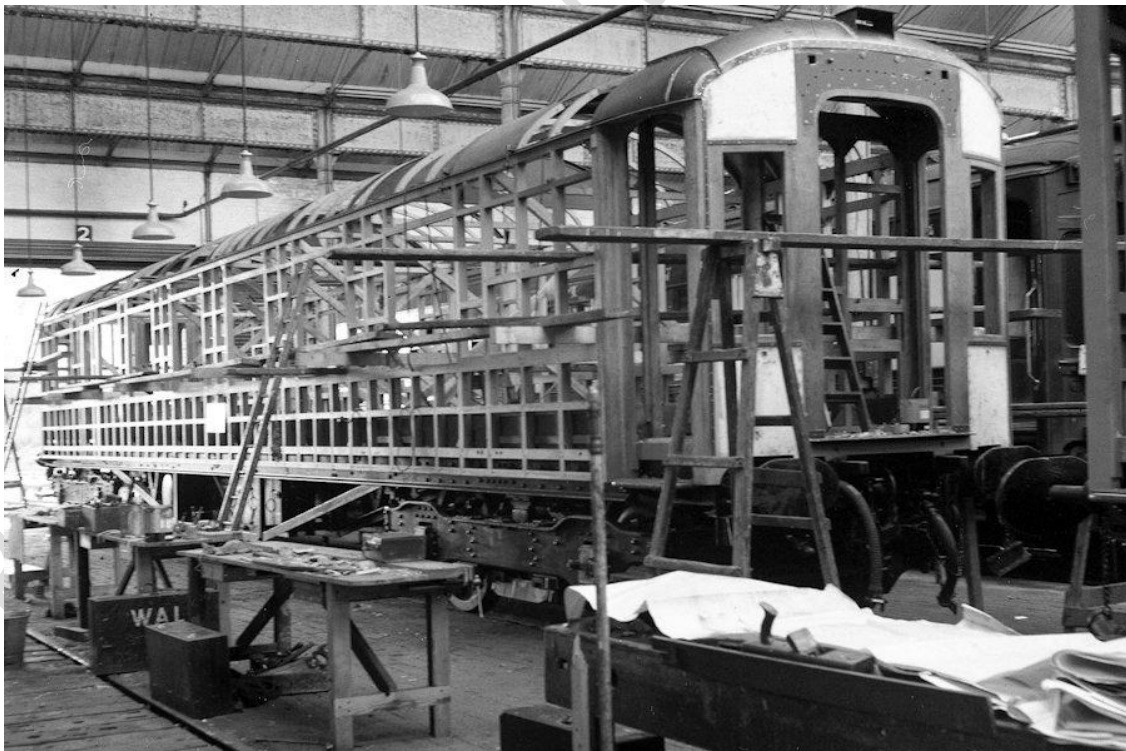
**CW012-26 - June 1951 - Pullman Dining 'Car No. 47' at Preston Park Pullman Car Works -  
© Joe Kent / Bluebell Railway Museum SR Archive [091408].**



**CW013-26 - July 1951 - BR(E) N2 class 69512 at London Kings Cross station, with Pullman Empty Stock -  
© Joe Kent / Bluebell Railway Museum SR Archive [091455].**



CW014-26 - May 30<sup>th</sup>, 1951 - Pullman 1st Class Kitchen Car 'ARIES' under construction at Preston Park Pullman Car Works - © Joe Kent / Bluebell Railway Museum SR Archive [091373].



CW015-26 - July 13<sup>th</sup>, 1951 - ARIES was the last traditional Pullman Car built at the Preston Park and this photograph shows the progress made just over six weeks later - © Joe Kent / Bluebell Railway Museum SR Archive [091483].

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

## “Pullman Lineside”

Welcome to what I hope will be the first of many readers “Pullman Lineside”.

My thanks to Peter Tantram for the two images of the Midland Pullman on his ongoing layout construction.



© P. Tantram / PT001-26.

The Midland Pullman emerging from Rushy Tunnel.



© P. Tantram / PT002-26.

The Midland Pullman at the Vale of Rushy.

## The Blue Pullman on a Modern Digital Railway. Peter Tantram.

One of the great pleasures of railway modelling is being able to recreate some of the most iconic trains from Britain's railway history and operate them in a realistic setting. For me, few trains are more distinctive than the Blue Pullman.

My OO gauge layout is a fully digital railway controlled by an ESU ECoS command station and iTrain computer software. Rather than simply watching trains circle the layout, my aim has always been to reproduce realistic railway operation. Passenger, freight and engineering trains all share the railway, with computer control managing routing, signalling, train movements and block occupancy.

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The layout is divided into detection sections that continuously report train locations back to iTrain. Each locomotive is individually speed profiled so that acceleration, braking and stopping can be controlled accurately. This allows trains to operate automatically while still exhibiting realistic driving characteristics.

The Blue Pullman is one of the stars of the fleet. The model is the Bachmann six-car Midland Pullman set, fitted with ESU sound decoders in both power cars. Considerable time has been spent configuring the train so that the two power cars work together smoothly and realistically. Once speed profiled in iTrain, the train accelerates away from stations in a controlled manner and glides to a gentle halt at platforms, creating an impression very similar to that of the prototype.

One of the most satisfying aspects of operating the Blue Pullman is seeing it run automatically through the layout while the sound functions reproduce the atmosphere of a busy diesel-hydraulic express. The combination of sound, realistic train handling and computer control creates a level of operation that would have been almost unimaginable to railway modeller's only a few decades ago.

The layout itself incorporates a variety of scenic settings including stations, tunnels, bridges, industrial areas and rural scenes. These provide numerous photographic opportunities and allow the Blue Pullman to be captured in a range of environments. Care has been taken to create scenes that complement the train without distracting from its elegant design and distinctive livery.

Although the layout contains many different classes of locomotive and multiple units, the Blue Pullman remains one of the most admired trains on the railway. Its unique appearance, luxurious image and important place in British railway history ensure that it always attracts attention when visitors see it in operation.

Having grown up during the era when the Blue Pullman represented the very latest in modern rail travel, I have always had a particular affection for the train. Recreating it on the layout has been one of the most rewarding modelling projects I have undertaken. Modern digital control systems such as ECoS and iTrain make it possible not only to model these remarkable trains but also to operate them in a manner that captures something of the character and prestige of the original services.

I hope that the accompanying photographs convey some of that atmosphere and demonstrate how today's technology can bring a classic train of the 1960s to life once again.

-----  
*My thanks to Peter for the glimpse and detail regarding his ongoing construction of what I am sure will be a great layout to watch lineside.*

-----  
Would you like to share your "Pullman Lineside" within Pullman E-News.  
Contact me at [t.bye2@outlook.com](mailto:t.bye2@outlook.com)



# Phil Evans Lineside Collection

My thanks to Phil for sharing his photographs.



© Phil Evans / 9127 / PE004-26.

May 14<sup>th</sup>, 2026. Belmond Pullman charter 'The Lady Mayor's Pullman' which started from Cannon Street and was heading for a lunch / afternoon tour of Kent. The train was powered by Electro-Diesels NSE-liveried 73128 and 73119 awaiting departure from Platform 7 at Cannon - Street. (The first Pullman Car being AUDREY).



© Phil Evans / 9131 / PE005-26.

May 14<sup>th</sup>, 2026. Lewisham looking both rather wet and gloomy as 73128 with the charter 'The Lady Mayor's Pullman' heading for New Beckenham and then Beckenham Junction.



© Phil Evans / 9134 / PE006-26.

May 14<sup>th</sup>, 2026. Lewisham with 73119 on the rear of the train (The rear car being IBIS).

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© Phil Evans / 9157 / PE007-26.

May 28th, 2026. Victoria Station Platform 2 - 67021 & CELIA - Pre departure to Oxford.



© Phil Evans / 9161 / PE008-26.

May 28th, 2026. Victoria Station Platform 2 - CELIA & 67021 - Pre departure to Oxford.

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© Phil Evans / 9159 / PE009-26.

May 28<sup>th</sup>, 2026. Victoria Station Platform 2 - 67024 Pre departure to Oxford.



© Phil Evans / 9165 / PE010-26.

May 28<sup>th</sup>, 2026. Victoria Station Platform 2 - The 'Britannic Explorer' with 66744 & No. 99110 Observation Saloon (Open First) on arrival with a Welsh Excursion.

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May 28th, 2026. Victoria Station Platform 2 - The 'Britannic Explorer' with  
66748 'St Michaels Mount' on arrival with a Welsh Excursion.



Oval shape USA Pullman platters and the meals served on them.  
By Terence Mulligan & Fran Phillips.



© T. Mulligan / TM006-26.  
Terence Serving Plates within  
Pullman Car Dover Harbour.



© T. Mulligan / TM007-26.  
Fran - hors d'oeuvres within  
Pullman Car Dover Harbor kitchen.

### Pullman Oval Plates.

From 1923 until the end of Pullman dining service in 1968, quick but notable meals aboard restaurant-sleepers, restaurant-parlors and languorous social sit-downs on private cars came to the table on a multitude of colorful “Indian Tree” pattern chinaware.



© T. Mulligan / TM001-26.

Smallest was a 3” butter chip for everyman, largest a massive 18” turkey platter to serve moguls and the President in a handful of private cars, and all sorts of unusual shapes and sizes in between. The majority were manufactured by rivals Syracuse China and Buffalo China, the most exotic and collectible shapes appeared and disappeared in the 1920s.

Pullman favourites on these plates for decades were chilled salmon, the double English lamb chop, chicken pie, turkey on holidays, fish on Friday.

President Franklin Roosevelt's standby when out whistle-stopping the country aboard PV "Robert Peary" or "Ferdinand Magellan" was the Pullman cold lunch tongue plate.

How did expert waiter John Tibbs welcome diners on public cars just before the War?

"I greeted each passenger, showed them to a table, and gave them each a menu. I told them to please write their orders on the meal check, except if they were our New York to Philadelphia regulars, they already knew that. I poured ice water for each person and asked them if they'd like a drink before dinner."

Commissaries and cars until the 1950s stocked mostly round "Indian Tree" pattern plates for numerous specific uses spelled out minutely by the company, but of particular interest to USA collectors are the five oval shapes. The meals below were popular 1932-1956.

**Smallest. 8¼" oval platter.** Exclusively for potatoes, mainly hashed browns. Stacked in the galley of all food service cars, the only oval platter in use on private cars, where hashed browns were occasionally served.

**Medium. 10½" oval.** Ham & eggs at breakfast. Then moderate quick meals at lunch and dinner, such as corned beef hash with poached egg; veal cutlet; buck rarebit, steak (8 oz) sandwich with grilled onion and roasted potato. Caviar and sardine open faced sandwiches. "Some people" said Tibbs, "ate sandwiches with a knife and fork, thought it wasn't polite to pick up a sandwich."

**Serious diners. 12 ½" platter.** The 12-ounce charcoal broiled boneless sirloin served with peas, half tomato on crisp lettuce, hashed browns. The double English lamb chops with vegetables (allow 15 minutes), often numerous small plates with vegetables, applesauce and other side dishes surrounding this main platter, whatever the passenger ordered.

In the 30s, the steak itself appeared on a silver-plated meat platter, transferred by the waiter to a china platter at table. Not just Pullman, but USA railroads traditionally put out a dizzying array of plates and bowls at a setting for the passenger's enjoyment.

An historical holdout of this pattern can still be found on the tables of roadside diners all over the USA.

Listed for decades on printed commissary manifests but very rare today.

The 15” “Family platter. Exact usage unknown. Specified for decades for use on public restaurant-sleepers and restaurant-parlors. Of all senior Pullman chefs and waiters interviewed thirty years ago and more, none mentioned this large platter – which may have been made to pass hors d’oeuvres.

The Captain Nemo of platters. The vast 18” Pullman turkey platter. At least a dozen are accounted for. Private cars only. One per car. Turkey, roasts, duck, fish, vegetables, occasionally sandwich halves if a casual gathering, usually a political campaign. PVs had a single dining table which sat anywhere from four to a dozen elite passengers. The meal came from the galley on this large platter, the waiter dispensed the meal onto round 10” dinner plates and left the platter on the table or the nearby buffet.



© T. Mulligan / TM002-26 - Lotos Club Dining Room.



© T. Mulligan / TM003-26 - Lamb with Polenta Dover Harbor.



© T. Mulligan / TM005-26 - Fran Made Lunch on Oval Platter.



HISTORIC  
**PULLMAN**  
FOUNDATION

## RAILROAD DAYS

Railroad Days at Pullman National Historical Park!

**Electrifying**  
fun at Pullman National Historical Park

Pullman Railroad Days  
July 25-26

PRESENTED BY  
**ALSTOM**

**Metra**  
ILLINOIS RAILWAY MUSEUM  
FRIENDS OF PULLMAN NATIONAL HISTORICAL PARK  
NATIONAL PARK SERVICE

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One hundred years ago, the Illinois Central Railroad and the Pullman Company reshaped Chicago forever.




Join us as we share this long-forgotten story! When the switch was flipped in 1926, Chicago's who's who of civic and business leaders celebrated with one of the largest multi-day events in the city's history. And they had good reason.

The electrification put Daniel Burnham's lakefront vision into action, cleaned Chicago's air, moved commuters faster and more safely than ever, and transformed South Shore service for riders coming in from Northwest Indiana. The Pullman-built cars that powered this new system didn't just change transportation - they sparked explosive real estate development across the South Side and southern suburbs, turning prairies into thriving communities.

This July, in cooperation with Metra and the Illinois Railway Museum, these historic cars are coming home.

Railroad Days at Pullman National Historical Park – July 25 & 26, presented by Alstom – is two days of history you can touch, hear, and feel. Step aboard the iconic cars and walk through a century of story. Chicago broadcasting legend Geoffrey Baer talks about his new program, “Riding the Rails” (Sunday only). Explore the deeper Pullman story, venture beyond the tracks on walking tours, and dive into a STEAM fair celebrating a century of electric innovation. There's live music sponsored by Goodman Theatre, rides on CPKC's Pufferbelly, face painting, and plenty more to discover.

It's electrifying! And we'd love to see you there.

-  Buy Tickets – rail cars and walking tours; STEAM Fair and programming are free!
-  Volunteer – Enthusiasm is all you need.
-  Spread the Word – bring a friend, neighbor, or history lover.

Information on tickets for this centenary event

<https://www.eventbrite.com/cc/pullman-railroad-days-3194039>



## Pullman Palace Car Company

The Smithsonian Institution

Pullman Palace Car Company Photographs Archive

My thanks to Tom Marsh.

### Three Classes for Nacional de Mexico.

By Tom Marsh

For this issue of PULLMAN E-NEWS, the Smithsonian's Pullman Palace Car Company Photographs Archive has presented us with an opportunity to study three coach service levels, Primera Clase (First Class), Segunda Clase (Second Class) and Tercera Clase (Third Class). The three coaches were built by The Pullman Company in 1906 for the Ferrocarril Nacional de Mexico, which in early 1909 became the primary component of the nationalized Ferrocarriles Nacionales de México.

Nacional de Mexico Primera Clase coach No. 3002.



TM004-26 / NdeM-3002-1.png.

No. 3002 poses for the company photographer on the transfer table at Pullman's Chicago shops.

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Nacional de Mexico Primera Clase coach No. 3002.



TM005-26 / NdeM-3002-2.png

The first-class interior features thinly padded, upholstered walkover seats.

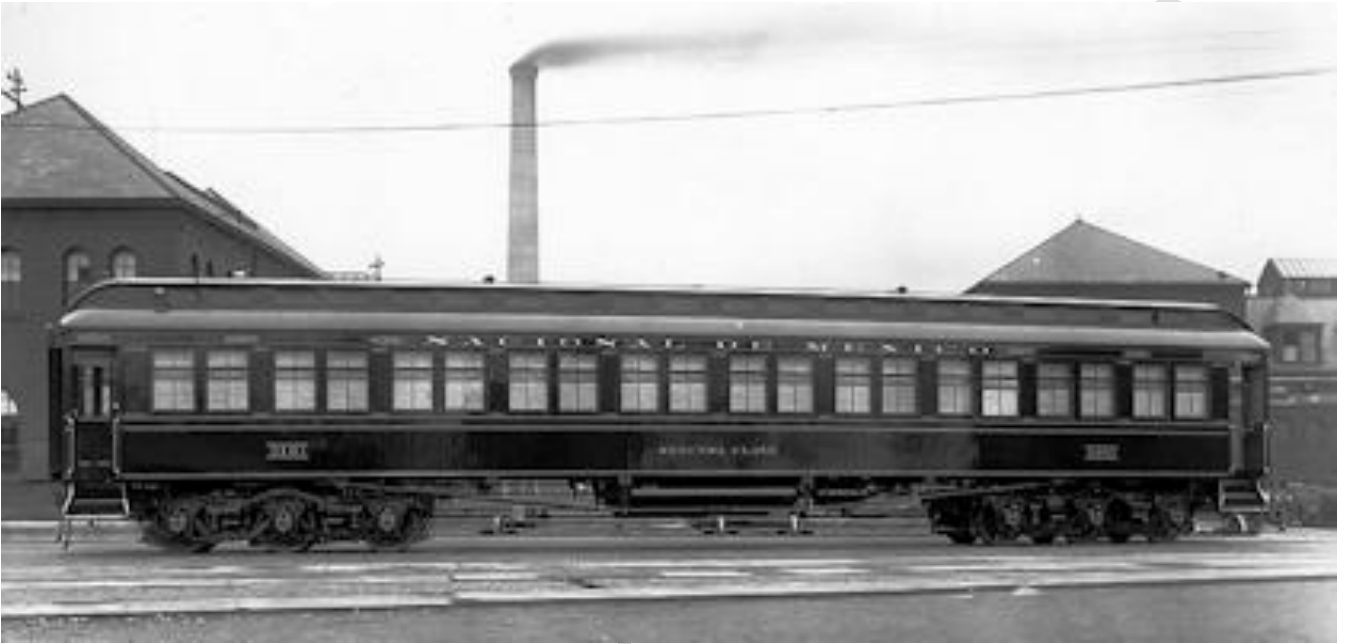
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## Segunda Clase coach No. 3101.

Differences between No. 3101 and the first-class car include the upholstery and seating capacity, the latter indicated by the number of windows. The second class car has 20 windows per side, whereas the first class car has 18. More windows means more seats, and less legroom.



TM006-26 / NdeM-3101-1.png.

Segunda Clase coach No. 3101 at the Pullman Chicago shops.

Segunda Clase coach No. 3101.



TM007-26 / NdeM-3101-2.png.

Along with less legroom compared to first-class, second-class  
Passengers sit on wood slat walkover seats. No upholstery here.

Tercera Clase coach No. 3217



TM008-26 / NdeM-3217-1.png

Tercera Clase coach No. 3217 is posed on the Chicago transfer table for its official portrait. In this case, windows are no indicator of the third-class car's capacity.

Tercera Clase coach No. 3217.



TM009-26 - NdeM-3217-2.png

Pullman has maximized capacity in third-class No. 3217. Wood benches line both sides of the car, while a row of fixed wood double seats fill the center of the car.

*The images of the NdeM cars are courtesy of the Smithsonian Institution's National Museum of American History, Archives Center, Pullman Palace Car Company Photographs: <https://sova.si.edu/record/nmah.ac.1175/ref14278>. See THE PULLMAN NEWS - Edition No. 75, page 83 for more information about the Smithsonian archive.*

## **RAILWAY MEMORABILIA & RAILWAYANA AUCTION.**

**18th & 19th July 2026 Auction Preview for our  
RAILWAY MEMORABILIA & RAILWAYANA AUCTION.  
LIVE ONLINE ONLY RAILWAY MEMORABILIA & RAILWAYANA AUCTION**

**Lots 1 - 547      Saturday 18th July Starts 9.30am Prompt**

**Lots 548 - 1000    Sunday 19th July Starts 10.00am Prompt**

**1000 Lots of Quality Railwayana including a world record amount of 125 BR Totem Signs, 51 Posters, 69 Steam, Diesel & Electric locomotive nameplates and an Important collection of London Underground signage.**

**Hopefully something to suit everyone and keeps us firmly at the front of Worldwide Railwayana Auctions.**

Lot: 217.



LBSCR glass paperweight reverse engraved underneath LONDON BRIGHTON & SOUTH COAST RAILWAY THE SOUTHERN BELLE LIMITED PULLMAN THE LAST WORD IN LUXURIOUS TRAVEL. VICTORIA & BRIGHTON 60 MINUTES EACH WAY WEEKDAYS & SUNDAYS. In very good condition with slight defects to one edge but no glass missing, measures 4.25in x 3in x 0.875in.

Lot No. 966.

Poster BR(S) NIGHT FERRY by P.Dullous issued in 1959. Double Royal 25in x 40in. In very good condition mounted on card.



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#### Contact Details.

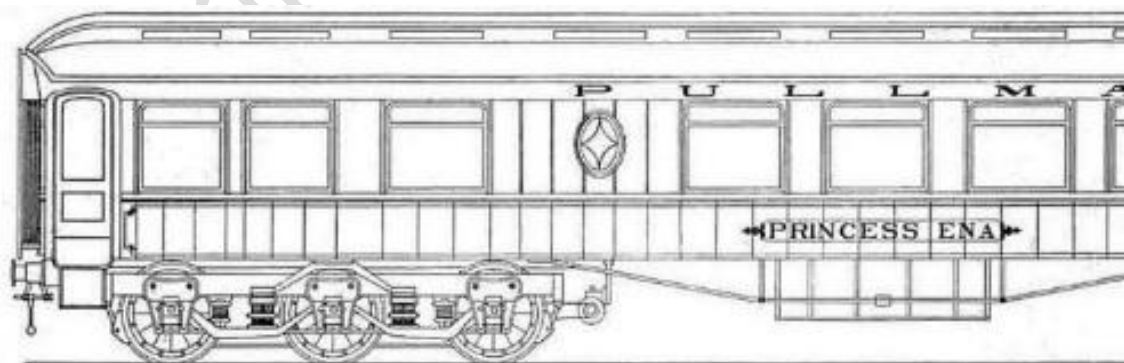
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# Tail Lamp



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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