



Pullman Car Services

# Coupé News

“The Quality of Service is Remembered Long After The Price is Forgotten”

**October 2005      No:32**

**Editorial:**

Welcome to Coupé News No: 32.  
Your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been included within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by e-mail or printing a copy, to any one you may know who will be interested.

**Information is for sharing - not gathering dust.....**

If you have any material for inclusion in No.33, please forward by October 28<sup>th</sup>. Coupé News No.33 will be published on November 1<sup>st</sup>.

**Editorial Address:**

Have you missed a copy of Coupé News, or changing your e-mail address, or wish to be removed from the mailing list. Please e-mail to the address below with your request, it's as simple as that.

Terry Bye  
Pullman Car Services  
Email: [pullmancarservices@yahoo.co.uk](mailto:pullmancarservices@yahoo.co.uk)

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### **PULLMAN OF THE MONTH.**

In response to last months Photograph of an ex-Midland Railway Pullman body at Hellifield, I have received the following, my thanks to those readers who have taken the time to respond: -

#### **Reader David Bate responds,**

The photo from Robin Lush in Coupe News 31 interested me and I can shed some light on it. During my school days I was familiar with such grounded bodies at Forster Square and Skipton, I did not know that there was also one at Hellifield. The one at Skipton was to the North-East of the station, roughly where Morrison's car park now is, and remained there at least until the late 1960's. I think I am right in saying that these were quite historic items, being part of the first Pullman set in the UK as placed in service on the Midland railway in the 1870's. I seem to remember the one at Skipton was painted ochre, and the one at Forster square, in the goods yard was light blue. As can be seen, they reflected American styling and practice - in fact the prototype car *Midland* was shipped over from the USA and assembled at Derby in 1874.

Coincidentally, I was at the Midland Railway Centre at Butterley last week (late August), and was intrigued to find two grounded Pullman bodies, looking rather sorry for themselves, in the yard. Unfortunately they were not really in a photographable position. One of them had a (not original I'm sure) notice 'Attendant Service' on the door. I assumed that these were the Bradford & Skipton duo, but the existence of a third one raises other possibilities!

#### **Reader Chris Leigh responds,**

I was looking at a couple of very ancient Pullmans at Butterley only a few weeks ago.

#### ***Editors Response: -***

*At the Midland Railway Trust, three early Midland Railway Pullman car bodies reside.*

- 1. The two grounded bodies at Butterley station yard came from Bradford Forster Square yard in 1975. These two bodies are believed to be two of an original eight cars from Pullman Palace Car Company workshops in Detroit USA, Shipped in parts Derby for re-construction in 1874. The cars were allocated numbers 1 to 8. Being withdrawn from 1888 to 1900, and at least four of the eight entered departmental service.*
- 2. The third body originally located at Skipton, was found to be the first Pullman car "MIDLAND" of January 1874. In 1970 the body was purchased for £65.00 and re-located to Normanton Barracks in Derby. In September 1981 the body*

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*Was relocated to the MRT and positioned on the platform at Butterley station.  
In January 1993 the body was lifted and placed on a temporary chassis.*

*The identity and outcome of the body at Hellified at this moment in time is  
unknown, normally these would have been burnt-out on site.  
But no proof has come to light to so far to confirm the burning of this car body.*

**Reader John Lloyd responds: -**

This is known to have been an early Sleeping Car, Terry. I know your Granny can suck eggs, but I'll enumerate what we can be certain of, after adopting the premise that it has to have been a Midland Railway vehicle. The early sleepers known to have remained on the Midland are as follows:

Midland	1874	51ft 6in - known to be at Butterley so can be discounted
Exelsior	1874	51ft 6in
Enterprise	1874	51ft 6in - destroyed by fire 1882 so can be discounted
Princess	1875	52ft 0in
St George	1875	52ft 0in
Transit	1875	52ft 0in
Saxon	1875	52ft 0in
Scotia	1876	52ft 0in
Norman	1876	52ft 0in

So we have 7 candidates, but without a body to measure we're unlikely to get much further.

That said, how about this for a final thought - I don't have a diagram for the 52ft vehicles, but if they were to have a different window layout that would instantly determine that the Hellifield body HAD to have been Exelsior. I shan't hold me breath!

## PULLMAN OF THE MONTH.

Your chance to share your Pullman related photograph with fellow readers. If you wish to share your photograph within Coupé News, forward as attachment to the editorial address.

Courtesy of D.Alexander, who in May of this year visited the Keith & Dufftown Railway in Northern Scotland.

It would seem the railway has a liking for 3<sup>rd</sup> rail electric stock, as the two Belle cars have been joined by a class 73.

For more information on the Far North Preservation line:-

[www.keith-dufftown.org.uk](http://www.keith-dufftown.org.uk)



cD.Alexander

S/No.291 CAR No.91 Third Class Motor Parlour Brake (5 Bel) Set 3052.  
Behind this car can be seen S/No.287 CAR No.87 Third Class Parlour also from (5 Bel) Set 3052.

Photographed on May 2<sup>nd</sup> 2005 in the platform at Dufftown Station.  
Arriving on the K&DR in June 2002 on a 5 year loan.

## **Look Back at Pullman:**

### **1875.**

October 26<sup>th</sup>, Parlour Car **MARS** enters service on the London Brighton & South Coast Railway. Operating to Brighton, the service was operated as a single car up to 1881.

### **1920.**

October, Clayton Waggon Limited of Lincoln visited by "Colonial Railway Officers including Pullman Car Company Chairman Davison Dalziel. A photograph is taken of the visitors in front of car **ARCADIA**. The party traveled up to Lincoln from Kings Cross departing at 08.30am of a train formed of Pullman Cars.

### **1930.**

October 27<sup>th</sup>, GNR No.2992 ex- Pullman car **IONA** withdrawn from service and relocated to Lincoln to become a grounded body to serve as the "Mutual Improvement Class" meeting room for Great Northern MPD. The car was finally broken up c1970.

### **1940.**

October 9<sup>th</sup>, Brighton Belle set 3052 is heavily damaged at Victoria station during an air raid. The decision is made to cease the "Brighton Belle" service until the official re-introduction on October 12<sup>th</sup> 1946. Set 3052 is placed in store, restoration would not commence until after the end of the Second World War.

### **1945.**

October, Merchant Navy Class Pacific No.21C2 is noted hauling a Pullman car train consisting of 10 cars from London to Dover.

### **1965.**

October 17<sup>th</sup>, Pullman charter. 10.25am Paddington to Falmouth "SS NEVASA" an ex-troopship converted to an Educational Cruise Ship. The train consists of Cars **100, 154, 155, 156, 340, 352, 354**. Hauled by D854 "TIGER" to Plymouth North Road station, then D858 "VALOROUS" hauled the train to Falmouth arriving at 5.38pm (43 minutes late).

October 27<sup>th</sup>, The Crown Prince of Japan has use of an un-identified Pullman car between Liverpool Street station and Harwich.

## **1980.**

October 4<sup>th</sup>, The Bulmer's Pullman Train in use with ex- GWR King Class No.6000 King George V. The train headboard identified the train as the "Deeside Venturer".

October 31<sup>st</sup>, The CIWL "Night Ferry" service is withdrawn from operation.

### **Attendants Mail Box:**

#### **MB 1.**

Jonathan Stangroom advises of an article within "BACK TRACK" Volume 19, Number 9. Covering the "Harrogate Pullman".

#### **MB2.**

A request for help in the identification of an ex-Pullman Car in 1969 from reader John Oakes.

I wonder if anyone could help identifying a Pullman car I photographed in March 1969. It was at Llantrisant in South Wales in use as a store or staff van under the goods shed.

It had two six wheel bogies and was still in Pullman livery, but no name or number.

The axle boxes were BRCW Smethwick but variously dated 1913, 1926 & 1929. I would be grateful for any information.

## **Model Railway**

### **The Blue Pullman.**

*Brian Scales has e-mailed me on the matter of the Blue Pullman, it seems his original e-mail failed to arrive in response to the article within Coupe News 30.*

I would love to be able to buy an OO 6-car Blue Pullman! I only ever rode on a Blue Pullman once - from Snow Hill to Paddington on a Saturday when as a B.R. employee I could ride it on a pass, a First in my case. The train was almost empty, so I travelled in the trailing power car initially in order to check on the ride quality. This was a second class car, so the Conductor reminded me that I was in a second class car with a first class pass! I told him my reason for being in that particular car, at least for a few miles. We soon moved into a first class car, where the crew kept my children amply supplied with cakes, etc., and my wife and I replenished with tea. I believe we were the only passengers in that car! It was a very pleasant train trip. We had started from Derby, so we had to walk from New Street to Snow Hill with two small children. It did not seem a problem at that time.

*Another reader Howard Strongitharm writes: -*

I've just found your web site and noted your request for information as to whether £200 was a fair price for the Triang model of the Blue Pullman.

I have during the last six months or so, purchased three of the parlour cars off E-bay to make up a six car set. I can advise that each one cost me in the region of £30-£35 including postage. Therefore, the value of a six car set, power car and dummy driving trailer + four parlours would work out in the region of £200-£230. This of course will be in good condition, not mint and not boxed.

Of course there are three versions of the Triang/Hornby model. The early livery in Nanking Blue without yellow ends and the later version with yellow ends, plus the blue/grey version.

All three versions would attract different values of course. I have also seen someone selling a parlour car converted into a kitchen car which went for about £70-£80.

*Reader Michael Pearce of North Queensland writes: -*

I would be interested in an 8 car high quality "Western Blue Pullman" set for OO gauge as was used on the midday to Oxford for a short time. I would also like to subscribe to your newsletter. I model the Oxford area in OO in the 50s to 60s including the Morris Cowley branch.

*It would appear the Blue Pullman interest has not waned, as a number of web sites still contain regular e-mails on the subject of a wanted new production.*

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### **Improving Hornby Pullman Cars.**

Brian Scales also advises on improvements he has undertaken to his models.

I have a fairly large collection of Hornby Pullman Cars, which I have improved a great deal. The early 223 and 233 cars have been fitted with Bachmann Gresley bogies and Buckeye couplers and appropriate names or numbers. These changes turn a toy into a realistic model. The new cars have been improved by the addition of Buckeye couplers and the buffers set to the retracted position by the use of plastic horse-shoe washers placed over the buffer spindles behind the head-stocks. These changes turn a nice model into a work-of-art. The Buckeye couplers MUST be at the prototypical height to give the correct impression. Since the couplers are somewhat over-size, I make the top of the coupler to be at the proper height. The eye does not seem to notice that the bottom of the couplers is a little closer to the rails than it should be. If you are interested, perhaps I could send you some photographs of my improved Pullman cars so you can see for yourself.

### **Bachmann “Branchline Coaches” - New Mk1 Pullman Cars.**

The following information has been obtained from the Bachmann web site.

<b>Avail</b>	<b>Cat No</b>	<b>Description</b>	<b>Price</b>
<b>Nov/Dec</b>	39-280	BR Mk1 FK Pullman Kitchen (with Lighting)	£ 25.95
<b>Nov/Dec</b>	39-290	BR Mk1 FP Pullman First (with Lighting)	£ 25.95
<b>Nov/Dec</b>	39-300	BR Mk1 SK Pullman Kitchen Second (with Lighting)	£ 25.95
<b>Nov/Dec</b>	39-310	BR Mk1 SP Pullman Parlour Second (with Lighting)	£ 25.95
<b>Nov/Dec</b>	39-320	BR Mk1 BSP Pullman Bar Second (with Lighting)	£ 25.95

For further details visit Bachmann's web site at <http://www.bachmann.co.uk>

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Sheffield Railwayana Auctions Limited.

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Saturday 17th September 2005**

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**PULLMAN CAR ITEMS REALISATIONS**

**Saturday September 17<sup>th</sup> 2005. LOTS 43-45**



43 \* **PULLMAN 1<sup>st</sup> CLASS ARMCHAIR** from SR composite car '*Iris*' of 1932. In light green moquette in excellent condition together with original 'Pullman' antimacassar. Pullman Composite Car '*Iris*' was built by Metropolitan Cammell & Wagon Co at Birmingham in 1932 for the Brighton Electrification. Formed in SR electric unit No. 2016 (later 3016). A contemporary description states that the car was distinguished by the

use of 'very beautiful veneers of rosy tones with enrichments of an English garden. Richly coloured blossoms on holly were predominant.' Chair dimensions: 28" x 30" x 45". 'Iris' was withdrawn from service on 18 June 1966 and sold for scrap to A King & Sons Ltd, Norwich.

**Realisations £500.00**

- 44 \* **PULLMAN CAR SQUARE BASE TABLE LAMP** in the ornate Arcadian style of swags and rams heads, complete with matching pink shade. No car identity noted, but a typical style that was predominant in many Pullmans from 1923. No base. Good ex-vehicle condition.

**Realisations £500.00**

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- 45 \* **PULLMAN CAR BRASS CASED CLOCK.** A rare brass clock from *Third class kitchen car No 8* of 1917. 8½" diameter with satin grey face and unusual Roman numerals and second hand. Glass opens to facilitate winding (no key). An inscription reading "Third Class 8" can be found around the inside rim of the clock face. Good ex-car condition and highly sought after, since most clocks had Arabic numerals. 12-wheeled Pullman kitchen car No 8 was built at Longhedge in November 1917 and used principally on South Coast services, including the 'Southern Belle', boat trains and latterly the "Bournemouth Belle" in the 1950s and early 1960s. The clock was removed in 1955 and replaced by a plaque. Car No 8 was withdrawn from service in May 1961 and became "Holiday Coach No. P56". It was finally broken up in 1968.

**Realisations £1,000.00**

### **Pullman Book List:**

Following the publication of the list last month, three readers have forwarded details of further books and booklets, which I have now added to the list. My thanks to Terence Mulligan, Norman Allum and Doug Lindsay for forwarding the information to share with us. I re-publish the updated list.

## **Pullman Book List**

Books published covering Pullman Operations/History

<b>Title:</b>	<b>Author:</b>	<b>Publisher:</b>	<b>ISBN:</b>
The American Pullman Cars of the Midland Railway.	J.B.Radford.	Ian Allan.	0-711-1387-X
Pullman in Europe.	George Behrend.	Ian Allan (1962).	
The Golden Arrow.	A.Hasenson.	Howard Baker.	09-304810-6
Pullman.	Julian Morel.	David & Charles.	0-7153-8382-5
Pullman –Travelling in Style.	Brian Haresnape.	Ian Allan.	0-7110-1648-8
Pullmans of the Venice Simplon ORIENT-EXPRESS.	Shirley Sherwood.	The Illustrated London News	0-950-63261-9

		Group.	
British Railway Carriages of the 20 <sup>th</sup> Century – Volume 2: the years of consolidation, 1923-53.	David Jenkinson.	Patrick Stephens Limited.	0-85059-912-1
Pullman Cars on the Southern 1875-1972.	R.W.Kidner.	The Oakwood Press.	0-85361-356-7
Pullman Trains in Britain.	R.W.Kidner.	The Oakwood Press.	0-85361-531-4
British Pullman Trains.	Charles Fryer.	Silver Link Publications.	0-947971-78-5
Pullman Craftsmen.	Don Carter, Joe Kent & Geoff Hart.	QueenSpark Book.	0-904733-305

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<b>Title:</b>	<b>Author:</b>	<b>Publisher:</b>	<b>ISBN:</b>
Pullman Attendant.	Bert Hollick.	QueenSpark Market Books 1991.	
British Railways Camping Coach Holidays (part one).	Andrew Mcrae.	Foxline Publishing.	1-8701-1948-7
British Railways Camping Coach Holidays (part two).	Andrew Mcrae.	Foxline Publishing.	1-870119-53-3
Tramcar. Carriage and Wagon Builders of Birmingham.	J.H.Price.	Nemo Productions.	0-903479-18-4
Metro-Cammell 150 years of craftsmanship.	Keith Beddoes, Colin & Stephen Wheeler.	Runpast Publishing.	1-870754-46-8
Birmingham Railway Carriage & Wagon Company- a century of achievement 1855-1963.	John Hypher, Colin & Stephen Wheeler.	Runpast Publishing.	1-870754-34-4
Clayton Wagons Ltd – Manufacturer of Railway Carriages & Wagons 1920 to 1930.	J.G.Ruddock & R.E.Pearson.	J.W.Ruddock & Sons Limited Lincoln.	0-904327-06-X
London to Paris a journey in pictures.	George C. Drury.	Ian Allan (1946).	
Pullman & Perfection.	F.Burt & W.Beckerlegge.	Ian Allan (1948).	
ORION and the Golden Arrow – the story of a Pullman Car.	Geoffrey Kichenside.	Sidmouth Printing Works (1978).	0-900586-50-8
Blue Pullman.	Kevin Robertson	Kestrel Railway Books	0-954485963
The Brighton Belle (First Print) 1972	Nicholas Owen	Southern Electric Group	No ISBN.
The Brighton Belle (Second Print) ?	Nicholas Owen	Southern Electric Group	No ISBN.
The Brighton Belle (Third Edition) 1981.	Nicholas Owen	Southern Electric Group	0 906988
Brighton in One Hour by “Pullman Limited”.	Published c1910-12	LBSCR	No ISBN
The Peak of Pullman Opulence - The Bournemouth Belle.	Published c1980's	The Big Four Museum	No ISBN
The Golden Arrow.	Alan Anderson	Brockhampton	No ISBN

	c1954	Press of Leicester	
Gateway To The Continent.	E.W.P.Veale C1955	Ian Allan	No ISBN
Boats Trains & Channel Packets.	Rixon Bucknall 1957	Vincent Stuart Publishers	No ISBN

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### **CIWL & Pullman Booklist**

Books published in the UK covering CIWL & Pullman Operations/History

<b>Title:</b>	<b>Author:</b>	<b>Publisher:</b>	<b>ISBN:</b>
The History of Wagon Lits 1875 - 1955.	George Behrend.	Modern Transport Publishing (1959).	
Night Ferry.	George Behrend & Gary Buchanan.	Jersey Artist.	0-901845-13-2
Venice Simplon ORIENT- EXPRESS The worlds most celebrated train.	Shirley Sherwood.	L.E.G.O. ITALY.	0-297-83035-X
Orient Express – The life and times of the world's most famous train.	E.H.Cookridge.	Allen Lane.	0-7139-1271-5
The Orient Express – The history of the orient express service from 1883 to 1950.	Anthony Burton.	David & Charles.	0-7153-1185-9
The Orient Express – a century of railway adventures.	Jean Des Cars & Jean-Paul Caracalla.	Bloomsbury Books.	1-870630-42-4
Luxury Trains – from the orient express to the TGV.	George Behrend.	The Vendome Press.	0-86565-016-0
Luxury Trains of the World.	George Freeman Allen.	Bison Books Limited.	0-86124-020-0
Dream Voyages.	Gary Buchanan.	Jersey Artists Ltd.	0-901845-13-2
The Belle Epoch of the Orient Express	M.Wiesenthal 1979	Geocolor Sa	8474240840
History of Trains Deluxe from Orient Express to the HST	George Behrend	Transport Publishing Company	0903839-45- 8 also 0901845-12-4
Pullman and the Orient Express	George Behrend		0901845191

### **Books published in the United States of America covering Pullman Operations/History.**

<b>Title:</b>	<b>Author:</b>	<b>Publisher:</b>	<b>ISBN:</b>
Pullman - an experiment in industrial order and community planning 1880-1930.	Stanley Buder.	Oxford University Press USA.	0-19-500838-3
Images of America Chicago's	Frank Beberdick.	Arcadia USA.	0-7385-0029-1

Historic Pullman District.			
Those Pullman Blues.	David D. Perata.	Twayne USA.	0-8057-4520-3
The History of the Pullman Car.	Joseph Husband.	Black Letter Press USA.	0-912382-16-3
Palace Car Prince – a biography of George Mortimer Pullman.	Liston Edington Leyendecker.	University Press of Colorado.	0-87081-337-4
Rising From The Rails.	Larry Tye.	Henry Holt & Company, LLC.	0-8050-7075-3
Travel by Pullman, A Century of Service.	Joe Welsh & Bill Howes (2004)		0-7603-1857-3

Note, this is not a definitive list, and if you have knowledge of any book not listed, I would appreciate an e-mail giving details so I can to the list.

**cPullman Car Services September 2005.**

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**S/No.156 – MONTANA – March 1923 BRC&WCo.**



C.A.R. Services. (UK) Ltd are proud to have been asked to arrange the sale of an original classic Pullman Car. This is only the second occasion that a "proper" Pullman has become available in the last ten years. Pullman car "Montana" is now offered for sale. Built by Birmingham Carriage & Wagon Company in 1923 as a Parlour with guard's compartment. Operated on the Thanet Belle, Golden Arrow and Devon Belle. Withdrawn in 1960 and converted to Camping Coach by BR.

Fitted with small kitchen. Carpeted throughout, original panelling and marquetry. Four wheel SR bogies. Roof and wooden body and frame in very good condition. Ideal for use as a restaurant, bar, camping coach or for restoration to its former glory. This a unique opportunity which is unlikely to repeated for a considerable time. Montana is stored on a private site in Cambridge.

All arrangements to view must be made through C.A.R. Services. (UK) Ltd.  
16 Peverel Drive Whittington Oswestry Shropshire SY11 4PN  
Tel. No. 01691-681090 07714 981376



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## THE PULLMAN SOCIETY

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Affiliated to the Historic Pullman Foundation, Chicago, USA.

### AIMS OF THE SOCIETY

To promote the History and Preservation of the PULLMAN 'Ideal' through Research, Exhibitions and the Society's own Journal and Newsletter publications to members.

The name PULLMAN first appeared on the Midland Railway in June 1874, when the inaugural service departed Bradford for London St.Pancras. The Pullman cars had been constructed in the Pullman Workshops in Detroit USA. Packed into crates of parts, and shipped to Liverpool, then onward for final construction at Derby, within a leased workshop.

Always known as cars, never coaches, the early cars were easily recognisable from other UK built coaches, with their American influence and roof design. Research has highlighted that George Mortimer Pullman visited Saltier during 1873, whilst attending the Midland Railway AGM at Derby. Being impressed with Saltier, in respect of a town planned and built for employees as a company town, he returned to Detroit and began plans to build Pullman Town. In later years the cars imported into the UK came from Pullman Town, located to this day 12 miles South of down town Chicago.

Over the years that followed the introduction of Pullman Services on the Midland Railway, other railway company's followed suit in the South of England.

The American Pullman Palace Car Company suffered a major labour dispute towards the end of the 19<sup>th</sup> Century. This was to become known as the Pullman Strike. The American Government decreed that the company be broken up. And from that period the company concentrated on building cars for the markets within the USA.

The UK interest was sold in 1908. The Pullman Car Company was formed and operated until 1<sup>st</sup> January 1963. From that date the British Railways Board took over ownership.

Pullman brought at seat quality service of meals and drinks, the car interiors with individual marquetry inlays, added to the umber and cream with lining, car name or number exterior.

Pullman introduced to the United Kingdom the first meal cooked and served to passengers, the first electrically lit interior.

One aspect of Pullman operations being of interest, is to the model railway enthusiast who now has a greater interest in the types of car, formation of trains, and operations. The Society has a Modelling Specialist to help with the answers.

For further information on the benefits of being a Society member contact: -  
Alan Wood, 140 St Helens Down, Hastings, East Sussex TN34 2AR  
E-mail: [awood17166@aol.com](mailto:awood17166@aol.com)

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### **Tail Lamp:**

Coupé News is only as good as the information received, and published within. So why not share your news / material / information with fellow Pullman connoisseurs.

A rare opportunity on page 13, a chance to purchase a piece of Pullman history in the form of car MONTANA.

A unique car that since withdrawal as a Camping Coach has remained in the ownership of one family.

Considering the age of the car the present owners have for nearly forty years undertaken TLC on the car to the standard shown in the photographs.

Have you placed your order at your local model shop for any of the eagerly awaited Bachmann Mk1 Pullman cars. The potential for East Coast Pullman operations on model railway layouts is getting ever closer.

But don't forget you may wish to purchase two or more of the Hornby Parlour Brake cars to complete your train formation.

Also remember the 'Pullman Coat of Arms' applied to the refurbished parlour brakes was the post 1960 version, to match those applied to the Mk1 cars.

My interest in Pullman is just one part of my general interest in the subject of railways as a hobby and also my work. Since 1972 I have collected sound recordings, vinyl (for those of who can remember such things) in the form of "EP" (extended play), "LP" (long play), then moving into "Audio Cassettes" and the present format of "CD". I recently purchased three CD's; one of these was mainly recorded at Southampton Central in 1965.

Being a Bulleid man the content is pure nostalgia for me, combined with actually being a train spotter in the same period as the recordings were made at Southampton Central and Eastleigh. The highlight of the day was the "Down" and "UP" working of the Bournemouth Belle. At Southampton Central the water stop allowed the young train spotter to collect the car names and numbers, at the vestibule door see these smart men in uniform helping the passengers on and off the train. Catch the aroma of lunch as you passed the Kitchen cars, then looking

through the windows at the crisp white table linen, table lamp and the passenger finishing lunch. Or after bunking Eastleigh sheds, make your way back to the station to watch the "Down" Belle rock and roll over the points and crossings at the London end of the station. If only we could turn back the clock.

Well the "CD" is the nearest I can get to turning the clock back, one track in particular The "Down" Belle hauled by 35017 'Belgian Marine' on a wet Saturday June 12<sup>th</sup> 1965, the Merchant Navy restarts the train and takes a full four minutes to get the train away due to the wet and greasy rail. But to the locos credit the recording of its departure on the "Up" Belle at 5.20pm is perfect.

"MEMORIES ARE MADE OF THIS".

**Remember - "Information is for Sharing – Not gathering Dust".**

T.Bye October 1<sup>st</sup> 2005.