



Pullman Car Services - Archive

# Pullman & CIWL News



**"The Quality of Service is Remembered Long After The Price is Forgotten"**



## August & September 2011 Edition No.02

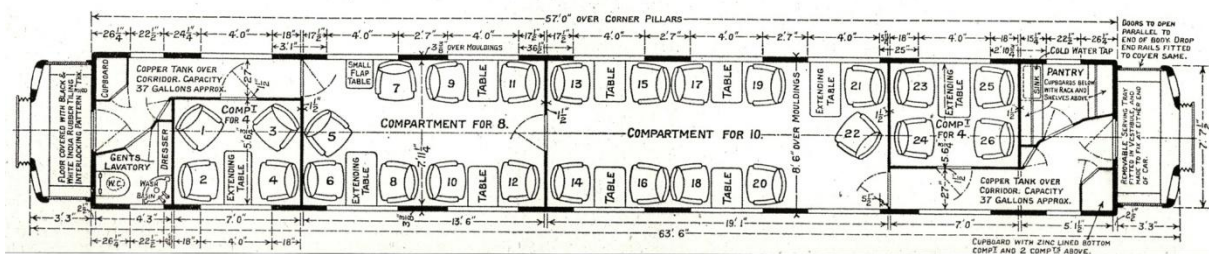
**Cover Photograph** © Mike Martin.

Pullman car "DOVER HARBOR" having arrived from Washington is seen parked at King Street station, Seattle. Having arrived on time and on schedule, June 18<sup>th</sup>.

Pullman "DOVER HARBOR" the restored classic American sleeper-lounge-buffet railroad car is the *only* heavy weight Pullman revenue passenger car still operating in unrestricted train service on the main lines of America.

**Pullman Car History.**

**Pullman Name:** SYLVIA.  
**Type of Car:** Parlour First Class.  
**Into Service:** April 1921.  
**Original Builder:** Pullman Longhedge Works.  
**Pre 1960 Schedule No:** 96.  
**Post 1960 Schedule No:** 96.  
**Tare:** 39t.  
**Seats:** 27.  
**Bogies:** 2 x 6 wheels.



©Antony M Ford.

**Seating Plan SYLVIA - 1921.**

One car of an order placed in 1919 for a total of twelve cars (Six Parlour First & six Kitchen First) for use on the South Eastern & Chatham Railways Dover & Folkestone Continental Boat Train Services. SUNBEAM (PF) was one of six cars CADIZ (PF), SUNBEAM (PF), MALAGA (KF), NEPTUNE (KF) & MONACO (KF) constructed by the Pullman Car Company at its Longhedge Works in South London. The remaining six cars (PADUA (PF), PORTIA (KF), CALAIS (PF), MILAN (PF), PALMYRA (KF) & ROSALIND (KF), were constructed by the Birmingham Railway Carriage & Wagon Company Limited at its Smethwick Works. The livery applied by the Pullman Car Company was as applied to the South Eastern & Chatham Railways operational Pullman cars of Crimson Lake (as applied presently to Pullman car TOPAZ within the National Collection at the NRM York). Allocated the name located in the normal location for car name and numbers mid lower panel on both sides.

- 1924. Allocated to the Continental Express (SECR).
- 1932. Fitted with a small pantry.
- 1944. Stored at Eardley Road Sidings with cars PEARL, GROSVENOR, MYRTLE, SAPPHO, MONACO, ANACONDA.

1947. Remodelled to Third Class Parlour CAR No.96. Seating 36.  
1947 September. Allocated to the Bournemouth Belle.  
1948 September. Allocated to the Bournemouth Belle.  
1950 September. Allocated to the Bournemouth Belle.  
1952 September. Allocated to the Bournemouth Belle.  
1958 September. Allocated to the Bournemouth Belle.  
1959 September. Allocated to the Bournemouth Belle.  
1961 January. Withdrawn from service.

Sold to British Railways for £1,276 and converted to a Pullman Camping Coach.

Drawing No.P-146. Allocated to BR Southern Region and allocated the identity of No.P48.  
(Source: G J.Child).

1961 April 12<sup>th</sup>. Noted at Tipton St John's, Devonshire.

1961. Located at Morar.

c1968. Scrapped.

Information Sources: -

Pullman Car Services - Archive.

Pullman in Europe - G.Behrend 1962 - ISBN Not registered.

Pullman Profile No.1 - The 12-Wheel Cars - Antony M Ford - ISBN 978-1-906419-00-4 - Noodle Books.  
G J.Child.

**Pullman & CIWL News - Passengers Reservations List.**

**304 x First Class Passengers.**

**2 x Web Sites - Passenger Numbers Unknown.**

**Welcome aboard to the following joining passengers: -**

**David Sharpe, John Oliver.**

## **FREE INTERNET NEWSLETTERS, MAGAZINES & WEB SITES.**

### **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.

<http://www.brightonbelle.com>

### **BritPull.**

Pullmans in Britain. An opportunity to discuss all aspects of Pullman vehicles and their workings in Britain.

<http://finance.groups.yahoo.com/group/BritPull/>

### **Blue Pullman.**

A group for anyone interested in the British Rail Blue Pullman sets which operated between London and Manchester / Birmingham / South Wales.

[http://finance.groups.yahoo.com/group/blue\\_pullman/](http://finance.groups.yahoo.com/group/blue_pullman/)

### **Pullman Company Researchers.**

A friendly discussion group for anyone with a genealogical or historical interest in the Pullman Company and their ancestors who were associated with it. Includes Pullman Company, Pullman Car Works, Pullman Palace Car Company, Pullman porters etc. and the town of Pullman near Chicago built for Pullman employees.

<http://finance.groups.yahoo.com/group/PullmanCompanyResearchers/>

### **Mre Mag.**

Model Railway Express - Britain's leading FREE online magazine for railway modelers with thrice weekly news and readers' discussion. Also, model and book reviews, classified ads, etc. Over 1,000 readers and published every Monday, Wednesday & Friday by Pat Hammond.

Visit [www.mremag.com](http://www.mremag.com) for further detail and information.

### **Raildate.**

The weekly newsletter produced and also published by Howard Sprenger every Friday covering general railway subjects with links to sites for further information visit: -

<http://groups.yahoo.com/group/RAILDATE/>

Where you can sign up to access the weekly newsletter.

### **Railway Herald.**

Railway Herald is a colour magazine that covers today's railway scene in the UK.

Please note this magazine has been updated into a new format, I recommend if you have yet to view this magazine you do so now.

Visit [www.railwayherald.co.uk](http://www.railwayherald.co.uk) for further detail and information.

**Advance Notification.**

**PULLMAN PROFILE No.3 – All Steel ‘K Type’ Cars.  
By Antony M Ford – Noodle Book.**

**Scheduled arrival September 2011.**

**Advance Notification.**

**International Railway Preservation Society  
75 Anniversary of The Night Ferry - 75 ème anniversaire du Night Ferry**

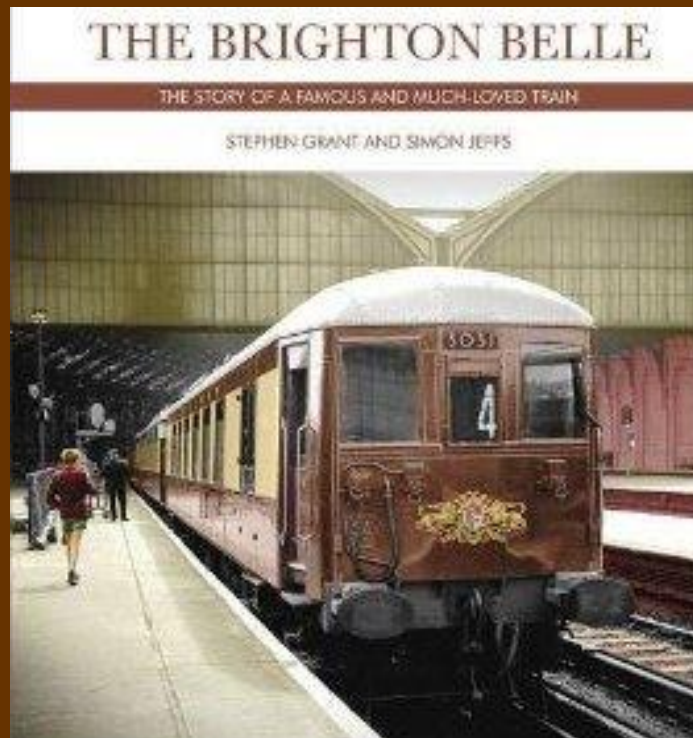
**The train that carried you asleep from London to Paris and Brussels  
1936 – 1980.**

**The book to be published in English and in French will include new unpublished  
texts, photographs and railway memorabilia.**

**Compiled by the team who have published books on The Compagnie des  
Wagons-Lits and French Local Railways Together with substantial contributions  
from historians in Dunkerque, Calais and Paris, it promises to be an important  
addition to the history of this famous train, which offered a form of travel well  
before the Channel Tunnel was planned and built.**

**To secure your copy at the pre-publication price of £10.00 plus £3.00 p&p (after  
publication £17.99 plus £3.00 p&p ) please detail the following your name, your  
address, number of copies of IRPS Night Ferry book you require, your telephone  
number and E-mail address (if you have one).**

**Finally please make your cheque payable to Nene Valley Railway Wansford  
Station, Stibbington, Peterborough PE8 6LR.**



**The Brighton Belle  
The Story of a Famous and Much-loved Train.  
By Stephen Grant & Simon Jeffs.**

At last we have a well researched history covering the life of the World famous Brighton Belle. Stephen and Simon have produced a book worthy of addition to any railway enthusiast collection. Within the covers of this book you will encounter 96 pages of which a total of 20 chapters, 4 Appendices, bibliography and sources are detailed. This is further enhanced by good selection of black & white and colour photographs collated from a number of private collections and seen for the first time.

The text content covers initially Brighton's railway history and by doing so explains how Pullman travel enhanced patronage from and to the seaside resort from London. From the Pullman cars that originated from Pullman Town in Chicago USA in 1873 to the construction and introduction of the all electric 'Southern Belle' in 1932, until its withdrawal in May 1972 is covered in some detail. A chapter also covers the unique Composite cars which were also introduced in 1932. A history of each car is detailed, and in addition a chapter covers the 5Bel Project.

Now 39 years after withdrawal, the Brighton Belle has arrived in style in with its own dedicated life story a worthy effort by both Stephen Grant and Simon Jeffs. Don't miss the train order a copy now.

**Available from Amazon.co.uk at £14.95 with free delivery with Super Saver Delivery.**

## MODEL RAILWAY NEWS.



### The Cleveland Model Railway Club - 2011 Exhibition

Saturday August 6th - 10am to 5pm.

Sunday August 7th - 10am to 4pm.

Redcar & Cleveland College - Corporation Road (A1085)- Redcar.

**The Chosen Charity for this year's exhibition is the "MacMillan Nurses"  
(In memory to David Jackson, club member who lost his fight with cancer in 2010).**



**Western Region DMU Pullman set on a rare trip to Jowett Junction**

©Terry Bye 2010(c/o Cleveland Model Railway Club).

### List of Exhibitors, Demonstrators & Traders.

1. Conistone - **Exhibitor**
2. Lookout Lake BC Canada - **Exhibitor**
3. T for Three - **Exhibitor**
4. St Georges Quay - **Exhibitor**
5. Eskborough - **Exhibitor**
6. Witton - **Exhibitor**
7. Juner Junction - **Exhibitor**
8. Bassenthwaite Lake - **Exhibitor**
9. Goose Lake - **Exhibitor**
10. Farkham - **Exhibitor**
11. RCTS - **Demonstrator/Society**

12. Jowett Junction - **Exhibitor**
13. BR Lines - **Trader**
14. Layouts4U – **Trader**
15. K & M Models - **Trader**
16. D & E Videos - **Trader**
17. The Model Tree Shop - **Trader**
18. Modelex - **Trader**
19. Darlington Railway Modelling - **Trader**
20. Finishing Touches - **Trader**
21. Durham Trains - **Trader**
22. Teds Trees - **Demonstrator/Society**
23. The Pullman Society - **Demonstrator/Society**
24. Demo by DB - **Demonstrator/Society**
25. Sarah Joates - **Artist**
26. Thomas - **Demonstrator/Society**
27. David Lloyd Demo - **Demonstrator/Society**
28. Martin Smith Demo - **Demonstrator/Society**
29. CIMM Information - **Demonstrator/Society**
30. MacMillan Nurses Stand – **Nominated Charity**
31. CMRC Sale Stand
32. Raffle Prize Stand
33. Redcar & Cleveland College Stand
34. Notice Table

## **MODELZONE EXCLUSIVE - ADVANCE SALES INFORMATION**

**Bachmann Pack of 2 BR (Ex Pullman) Open Firsts BR Blue/Grey Livery**



Product Code: BC39-001Z  
 Scale: 00  
 Advised Retail Price: £71.99

For further information and details on how to place an advance order visit the Model Zone web site t  
<http://www.modelzone.co.uk>

## **The Past Remembered.**

### **1936 - 75 Years Ago.**

August 15<sup>th</sup>. Pullman Kitchen First 'RAINBOW (II)' Schedule Number 176 of January 1927 introduction and built by Metropolitan Carriage Wagon & Finance Co. Whilst in the formation of an 'Up' afternoon 'Channel Islands Boat Train', the car is involved in a fire, which has spread from an attached coach. The train is stopped at Micheldever and the car and other coaches in the formation detached from the train. the car is completely burnt-out. The following 'Up' train which is the 'Bournemouth Belle' is rerouted at Eastleigh via Salisbury to Waterloo. The chassis of the burnt out Pullman car is returned to Pullman, insurance value of the car was determined at £3,700.00. The chassis will eventually be used in the construction of Pullman car PHOENIX in 1952. And remains today in main line operational use within the VSO-E British Pullman car fleet based at Stewarts Lane, London. (Information Source PCS-Archive).

### **1951 - 60 Years Ago.**

August 8<sup>th</sup>. The 'Devon Belle' stock used on excursion London Victoria to Canterbury. (Information Source Greg Child).

August 22<sup>nd</sup>. The 'Devon Belle' stock used on excursion London Waterloo to Yeovil, and then the passengers taken by road to Wells Cathedral. (Information Source Greg Child).

### **1961 - 50 Years Ago.**

August 5<sup>th</sup>. Battle of Britain Pacific No.340889 '602 Squadron' hauls a 'Royal Train' from Waterloo to Southampton Docks. The train consist includes ISLE OF THANET, ORION, NIOBE and BR General Utility Van. (Information Source PCS-A).

August 27<sup>th</sup>. Empty Coaching Stock movement. Western Region Blue Pullman set ran Wolverhampton to Shrewsbury to turn the formation after repair. The set was stabled at Wolverhampton over the weekend. (Information Source Trains Illustrated November 1961).

September 11<sup>th</sup>. The spare Western Region Blue Pullman set allocated to the South Wales Pullman service taking over from locomotive hauled and older Pullman cars. The set is Swansea based. (Information Source Julian Morel).

September 12<sup>th</sup>. Privately purchased by Henry Maxwell Pullman car TOPAZ is handed over to the National Collection at the then British Transport Museum at Clapham, London. (Information Source Railway Magazine – November 1961 - Pages 771 & 792).

September 25<sup>th</sup>. GWR King Class No.6020 'KING HENRY IV' noted hauling the 'Up' Birmingham Pullman service.  
(Information Source PCS-A).

September 26<sup>th</sup>. The Western Regions Blue Pullman standby train of locomotive Pullman cars and consisting of five Pullman cars and two BR Mk 1 First Opens (In a reported Umber & Cream livery). Was noted for the first time in operational use passing Acocks Green.  
(Information Source Trains Illustrated November 1961).

### **1971 - 40 Years Ago.**

August 24<sup>th</sup>. BR Mk1 Pullman car 'CAR No.340' still in Pullman umber & Cream livery was noted in a excursion train formation originating from the Western Region to Ramsgate.  
(Information Source PCS-A).

### **1981 - 30 Years Ago.**

September 10<sup>th</sup>. Withdrawn Mk2 1966 Pullman cars No.580, 542, 541, 547 & 585 noted being moved from Salisbury 'Fisherton Yard' (Originally set aside for a Private Purchaser). Hauled by Class 33/1 No.33117 to Temple Mills via Basingstoke, Woking, Staines, Kew East Junction and Victoria Park Junction.  
The Pullman cars were enroute to Kings Yard at Snailwell Junction, Newmarket for disposal due to 'Asbestos' content with each.  
(Information Source Railway World December 1981).

### **1991 - 20 Years Ago.**

August 3<sup>rd</sup>. The British Pullman cars of the VSO-E.  
Hauled by Class 73 No.73210 from Waterloo to Southampton Docks for Cunards 'Queen Elizabeth Second'.  
(Information Source PCS-A).

August 18<sup>th</sup>. The British Pullman cars of the VSO-E.  
Cars PHOENIX, AUDREY, MINERVA and BAGGAGE CAR No.7 attend the BR Open day at Old Oak Common.  
It was reported as serving coffee to the general public and later used for a private lunch party.  
(Information Source PCS-A).

September 4<sup>th</sup>. The British Pullman cars of the VSO-E.  
Charter to Bristol and noted at Bath Spa hauled by Class 47 No.47825 hauling Pullman cars ZENA, IONE, IBIS, LUCILLE, VERA, PERSEUS, AUDREY, PHOENIX and BAGGAGE CAR No.7.  
(Information Source PCS-A).

- September 14<sup>th</sup>. The new Manchester Executive Railways liveried ex-BR Mk2 Pullman cars undertake their inaugural run, consisting of eight of the ten vehicles owned. Hauled by Class 47 No.47974 from Wakefield to Kings Cross. (Information Source PCS-A).
- September 21<sup>st</sup>. The British Pullman cars of the VSO-E. Provide a 'Brighton Belle' service at £70 per ticket. Also Class 73 No.73101 appears in fully lined out Pullman livery to match the train. (Information Source PCS-A).
- September 25<sup>st</sup>. The British Pullman cars of the VSO-E. The scheduled Wednesday 'Circular' working Victoria, Hollingbourne, Ashford, Victoria noted hauled by Pullman liveried Class 73 No.73101. (Information Source PCS-A).



©Alan Vacani

**DBS Class 67 No.67006 heading the '1Z30' 08.45 Victoria - York VSOE charter approaching Welwyn Garden City at 10.13 on Wednesday 6 July 2011.**

**As ever when the sun shines these workings make a very pleasing spectacle, the train consisted in the following order behind 67006, 6313 (Mk1 Generator Van), LUCILLE, VERA, MINERVA, PERSEUS, PHOENIX, CYGNUS, GWEN, IBIS, ZENA and Mk1 Support Car 'Baggage Car No 11' (ex BSK 35466 / 80207).**

### **Birthday on Board the British Pullman Train - Tod Sloan.**

As promised, I write to tell you of our trip on the Orient Express on June 3rd, as part of my 65th birthday celebrations.

The reason for doing this trip has been a pipe dream since becoming interested in all things Pullman, but limited funds made it very unlikely.

In May 2010 I was awarded £500 worth of Thomas Cook vouchers, from a scratch card at my place of work, for assisting a disabled customer. Helping all customers was part of my duties and I was surprised that she wrote a very complimentary letter. A scratch card is regularly given, to colleagues who have been similarly nominated, but the value I received surprised everyone, being so high, a jackpot indeed!

A visit to the travel agents provided a brochure revealing trips on the Orient Express.

Too late to book a date for my birthday 2010, so my wife, Heather, sensibly suggested using the vouchers for my 65th. Why didn't I think of that!? A check of schedule dates nearest my actual birthday (June 5th) was the 3rd and so the booking was made. I'm sure many readers have experienced "The O.E.", but to those who haven't, to say it was fantastic is an understatement.



©Tod Sloan - June 3<sup>rd</sup> 2011.

**London Victoria Station Tod & Heather Sloan prepare to board Pullman Car CYGNUS.**

(Editors Note - Car CYGNUS celebrated 60 years in service in June 2011).

We, suitably attired, (a complete new outfit for her ladyship of course!), travelled to London Victoria, making our way to the reception and then to our designated carriage, 1st Class Parlour car "Cygnus". Once seated, champagne poured, our train glided out of the station into the South London's busy rail system. We toasted each other, (and absent friends, passing commuters etc....) and sat back to soak up the ambience, sheer luxury and more champagne, of course!

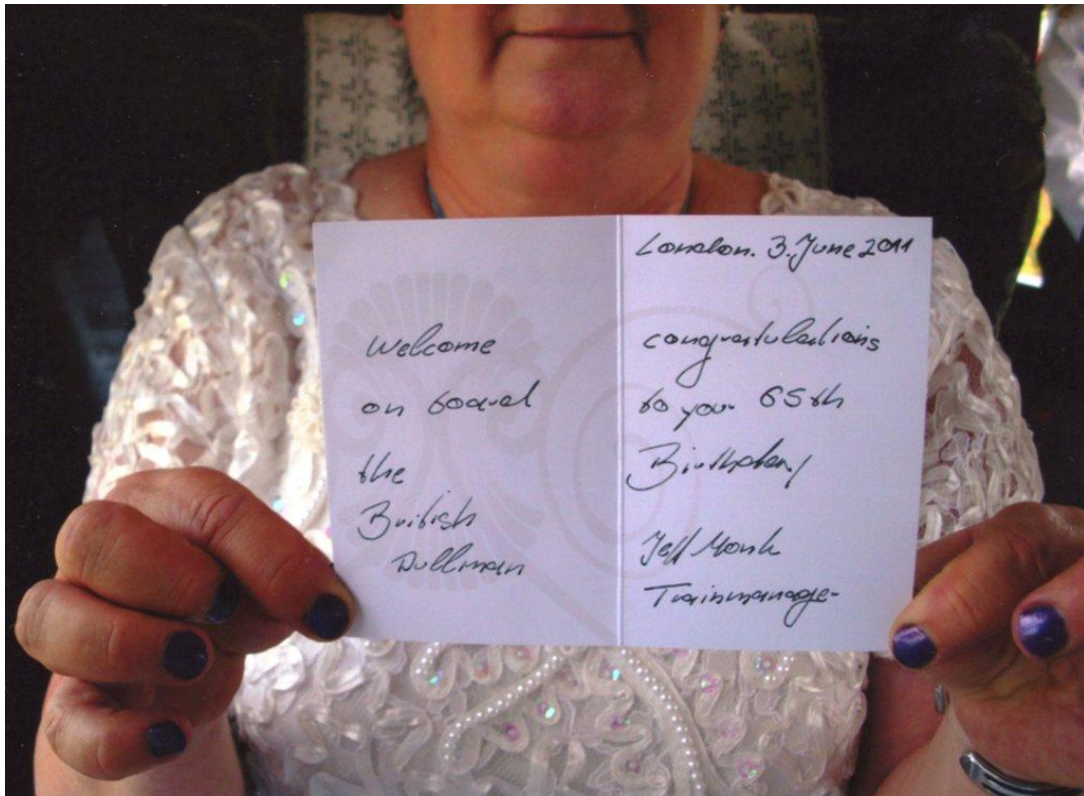


©Tod Sloan - June 3<sup>rd</sup> 2011.

#### Table Setting within Pullman Car CYGNUS.

Everything was even better than I imagined the decor, the food, the onboard actors in period costume, regaling tales of Pullman travel of yesteryear; we hardly had time to gaze upon the Kent countryside bathed in glorious sunshine. We did indulge in more champagne (well you must, mustn't you?), we bought a couple of bottles including one to take home, which, now that we are poor people again, has been put away for another special occasion....

And so on we travelled via a very brief stop at Ashford International to continue our journey to Whitstable, where we were **forced** out of our luxurious comfort zone, on to the platform, given **more** champagne! oysters thrust upon us, a jazz band and dancing on the platform, whatever next? You guessed it more champagne!! It gets better.



©Tod Sloan - June 3<sup>rd</sup> 2011.

**That Personal Touch – Heather holds up the ‘Welcome on Board’ from Train Manager Jeff Monk.**

The Train manager, Jeff Monk, had been informed of my Pullman Society membership and we got delayed in re-boarding the train, discussing his interest in "Ursula". He had with him Antony Ford's book of the "K" class. So of course it being a 1928 steel car, he would have to wait, like many of us, for the forthcoming book on the 1928 cars (September hopefully). We were interrupted by a chap, wearing a high viz vest, waving arms and somewhat concerned about us not being on the train and we were behind his schedule! Obviously he hadn't had any champagne, otherwise he wouldn't have bothered that there was some lesser train heading our way!! Escorted back on board, re-united with an enquiring wife, we continued the last part of the 5-course lunch, followed by some much needed coffee, and the final part of the journey back to Victoria.

What a truly wonderful experience of a lifetime. Surprisingly my wife even suggested that we could "do this again" for our 40th wedding anniversary in 2013!!!

Must have been the champagne talking....maybe not, I think I could be persuaded... don't you?

Since returning home I did some research of Ursula and have emailed Jeff the details and references that I have access to. Antony's next book will be a great addition to my ever growing library of all things Pullman.



©Tod Sloan - June 3<sup>rd</sup> 2011.

**A 65<sup>th</sup> Birthday Toast within Pullman Car CYGNUS.**

Our grateful thanks to all the Orient Express staff, especially Artur, our steward who looked after us so well. To Jeff our man in charge, the engine crew, sorry for the slight delay and anyone else behind the scenes who made our day so special. I mustn't forget our chef, who made sure my special dietary needs were catered for. Thank you

Tod Sloan  
June 25<sup>th</sup> 2011.

*Editors Note- On behalf of the readership belated Birthday Wishes to you Tod, and thank you for sharing your memorable day with us.*

## **PRESERVATION NEWS.**

### **Sunbeam Comes to Hildene: The Story.**

Paula Maynard Press Director Hildene, The Lincoln Family Home.



**©Hildene, the Lincoln Family Home.**

### **Searching for Sunbeam.**

For more than two decades the Friends of Hildene explored bringing a Pullman car to the 412 acre Vermont estate that was home to Robert T. Lincoln, president of the Pullman Company from 1897 to 1911 and chairman of the board until 1924. Perhaps better known as the only child of President Abraham Lincoln and wife Mary to survive to adulthood, Robert was a successful lawyer, statesman and captain of industry, a powerful man in his own right. The thinking has always been that the complex and lesser known story of his life could best be told, and receive the attention it deserved, with the addition of a very tangible part of history, one not only linked to Robert's past, but to the historic site's future as well.

Finding and bringing such a rail car to the estate that had been home to Lincolns for 70 years, became one of the primary objectives of a capital campaign initiated by Hildene in 2005. The consensus was that having "the best restored wooden Pullman palace car in the world" on site would move the popular cultural heritage site ever closer to one of its important benchmarks. The goal: When added to the already existing historic home, gardens, exhibits and schoolhouse, welcome center, agricultural center and farm, the Pullman would provide the critical mass necessary for guests to spend an entire day at Hildene.

Guided by the basic criteria that the car must be wooden and have been built during Robert Lincoln's tenure as president of Pullman, the search for the right car began that same year. Like many a modern day search it began on the internet, where a network of resources was quickly discovered, accompanied by a cadre of railroading fans and aficionados eager to help Hildene connect the dots that would lead them to the right car. As it turned out, one man's name appeared consistently during this exploratory phase and this well-known restorer, Bob Willetts, would remain an integral part of the Pullman project from beginning to end. Willetts oversees the Luxury Rail Car Shop at the Lancaster and Chester Railway Company.

Informed by the advice and suggestions of experts in the field, including Willetts, Hildene Executive Director, Seth Bongartz, and Deputy and Creative Director, Laine Dunham, embarked on a nationwide search from as far east as New Hampshire to Oregon on the west coast. Ultimately with the field narrowed to four cars that fell within acceptable parameters, the choice was made. Sunbeam was wood and the least altered, thus the most original. Having come off the line in 1903, it also met the criteria of being built during Robert Lincoln's tenure as president of Pullman. It was the perfect match for Hildene. Adding to Sunbeam's allure was the fact that research indicates that this car was a witness to history certainly in the lives of two, and possibly three U. S. presidents.

Once purchased from its owner in 2007, the Pullman was moved from Parkville, South Carolina to Lancaster, South Carolina and was placed in the care of the Lancaster and Chester Railway Company's rail car restoration service. Capably led by Bob Willetts, a remarkable crew of technicians and craftspersons would commit to this significant preservation project. Back home in Manchester, the campaign to bring the 65' executive Pullman car to Hildene was put on track and the necessary fundraising continued in earnest. With the goal of complete restoration and Sunbeam's eventual journey to The Lincoln Family Home in Manchester, Vermont in mind, a wall size graphic, depicting the trip in miles and dollars per segment, went up that year in Hildene's historic carriage barn Welcome Center.

### **Sunbeam has history ... She's more than meets the eye!**

Four years later on June 4, 2011, that wall size graphic showed that the fundraising was complete and the excitement in the air that day was palpable, signaling that Sunbeam's journey to Vermont was also complete. On that beautiful spring day the public got its first look at the long awaited Pullman palace car, in a celebratory welcome parade through Manchester Village and home to Hildene.

The palace car's restored beauty belies a history spanning more than 50 years of service, two reconfigurations and three names. Whether some called her Ortega, Sunbeam or 100, her legacy includes travel over thousands of miles of rail, innumerable views of spectacular American landscapes, countless pampered passengers from professionals to presidents and thousands of workers dedicated to serving those passengers: Sunbeam has a story steeped in history to tell and is more than meets the eye. To understand why, it's best to go back to the car's beginning.

Sunbeam was built by the Pullman Company as a 10-section luxury car in June 1888. The car, built for the Pullman Southern Pacific Association, was originally named Ortega. The interior included a drawing room, smoking room, dining room and sleeping berths, a car fit for a president. In fact, Ortega was used by 25th U.S. President, William McKinley until his death in 1901.

These earlier Gilded Age cars were rich in handcrafted Victorian cabinetry and ornamentation. This is not surprising given that Pullman Company founder, George Pullman, himself a trained cabinetmaker, held the practitioners of the art of marquetry in high regard. In addition to the magnificent wood carving and finish on everything from ceilings to sleeping berths, richly upholstered furniture, velvet draperies, stained glass windows and gilding were commonplace.

Upon the death of George Pullman in 1897, Robert Lincoln took the helm as president of the Pullman Company. Under his stewardship it became the world's largest manufacturing company. Leaving his own mark, the dark interiors and furnishings that characterized the cars of the late 19th century gradually gave way to slightly brighter colors with the furnishings becoming more conservative. *The Cars of Pullman*, an authoritative resource book on these architecturally amazing rail passenger cars, notes that, "This trend seemed to accelerate after Robert T. Lincoln ... succeeded George Pullman ... the company's aggressive promotion of tourism, especially in the West, prompted construction of high-capacity 14 and 16 section cars with less ornamentation for this economy minded clientele."

During this period in June 1903 and during Robert's tenure as president, the Ortega was reconfigured as a private car for Pullman's charter service. These "hotel cars on wheels" were built to last and it was not uncommon for them to be reconfigured several times for different uses and needs. When a rail company purchased a car, it typically renamed it. Such was the case with Ortega, which was renamed Sunbeam. The interior changed as well to include a kitchen with crew quarters, a dining/lounge area, a bathroom, two private rooms, an observation room and enough sleeping berths and convertible bench seats to sleep 18 passengers and 2 crew members. This is the configuration that Hildene visitors will see when they board Sunbeam, opening to the public in August 2011.

It is often during the restorative process of peeling layers of history from artifacts, that important discoveries are made. Such was the case with Sunbeam. During the project, workers discovered visual clues on the car that authenticated the various names for the car. The earliest name, Ortega, was found on the bottom of the refrigerator door, located at the crew end of the car. The restoration team was carefully sanding layers of paint from the surface on the end wall again at the crew end which revealed the stenciled letters PV 100 and C & WC 100 giving testimony to Sunbeam's later years as car 100. Hildene staff was already in possession of photos of the Pullman car over the years during her time as Sunbeam and 100, but finding the primary source evidence provided solid confirmation. It affords those visiting the car the opportunity to see the physical proof that authenticates the scholarly research. The restoration process has been recorded by a video crew and will become a full length documentary.

Sunbeam's history with U.S. presidents soon picked up where Ortega left off. Theodore Roosevelt, President of the United States from 1901 to 1909, used Sunbeam for correspondents accompanying him as he traveled between Chicago and Milwaukee in October 1912 at the height of his third campaign for the presidency, this time on the Bull-Moose ticket. It was on this tour that Roosevelt was shot in Milwaukee, fortunately surviving his wounds.

Four years later in June 1916, the car was sold to the North Western (or Northwestern) RR of South Carolina, which was controlled by the Atlantic Coast Line. The Northwestern line was largely abandoned in the 1930's. In the 1920's Sunbeam, then known as car 100 went to Charleston & West Carolina. Charleston and West Carolina was also controlled by the Atlantic Coast Line.

Research is currently under way to verify Sunbeam/100's place in yet another U.S. president's history. While the Pullman car was owned by the Charleston and Western Carolina, there is some evidence that it may have been part of Franklin Delano Roosevelt's funeral train traveling between Warm Springs and Hyde Park in April of 1945. Sunbeam/100 was taken out of service in the late 1940's.

In the 50's the Pullman was given to a Charleston and Western Carolina employee who had requested the car. The company obliged thereby honoring her years of service. Her family brought Sunbeam to their property in Parksville, South Carolina where they built a pole barn to protect it. Sunbeam remained there until being discovered by Hildene in 2007. Looking beyond the weathered façade of the car, Hildene knew the search was over. Hildene bought Sunbeam that summer and the restoration effort began soon after.

As the project's leader, Bob Willetts, has overseen Sunbeam's restoration from the moment she arrived at his shop at the Lancaster and Chester Railway Co. in Lancaster, South Carolina. He remained with the car until the day she came to reside at Hildene, The Lincoln Family Home on June 4, 2011, the town turned out to welcome her with a celebratory parade through the village. This event culminated a 1,000 mile journey by the 65' long Pullman palace car atop a flatbed truck from South Carolina to Vermont. Sunbeam had company on her trip. In addition to Willetts, the dedicated team of craftspersons who painstakingly returned the car to her original glory was with her as well.



**©Hildene, the Lincoln Family Home.**

### **The Whys and Wherefores .... Sunbeam's impact past and future.**

Once the Sunbeam and her restoration team arrived at Hildene and the car rolled safely down the temporary track to her permanent home at the station in a wooded clearing, anticipation turned to excitement. Attention then focused on the whys and wherefores of the project. The remarks that regional and state leaders made at the June 4 welcome celebration attested to what bringing this amazing railroad artifact to Hildene would mean to the historic site and The Shires of Vermont region in the years to come.

Hildene's Pullman story has been unfolding for nearly two decades. The leadership, staff and volunteers at the non-profit, long believed that bringing a Pullman car to Hildene was essential to telling the Lincoln family's story as it relates to Robert Lincoln's chapter. It has been, until now, the missing piece that can connect father, Abraham Lincoln, to his son Robert, via the railroad, connect Robert to the Gilded Age and then to the building of Hildene during his tenure as president of Pullman, and connecting the estate and all it represents to this era in U.S. history with all its social complexities.

Over these same two decades, across the country it had become clear that historic sites were experiencing a dramatic decline in visitation. Hildene was no exception until in 2005 Hildene's leaders and trustees, informed with the knowledge that the "do not touch" days of museums were over and visitors were looking for new experiences where they could interact with their environment, Hildene sought to use one of its great assets, its entire 412 acres of beautiful and diverse land. By 2006 they had reversed the decline and put forward a vision that included the creation of multiple destinations on the estate that would combine walking or riding to see the property, encouraging future guests to turn a one hour stay into a full day or a return visit.

These distinct stops would include the main house, formal garden, Welcome Center and The Museum Store, cutting and kitchen gardens, farm and cheese making operation, 1832 schoolhouse, the meadows and wetlands bordering the Battenkill, a maple sugar house and the Sunbeam, when the Pullman palace car opens to the public in August 2011.

Such development has increased visitation and has created opportunities for Hildene's educational programs, a top priority. Sunbeam is an important teaching tool: It will make tangible the connection between Robert T. Lincoln and the Pullman Company and it will provide a vehicle to teach about the corporation and the society of the day, as well as the Pullman porters and the rise of the black middle class. It will serve as a window to an exciting period in American history, the Gilded Age.

Hildene is open daily, year round, 9:30 am to 4:30 pm. To learn more, visit [www.hildene.org](http://www.hildene.org) or find us on Facebook.

**National Railway Museum York - Rail Festival June 2<sup>nd</sup> to 10<sup>th</sup> 2012.**

As reported in the June edition of 'The Railway Magazine' on page 8 & 65.

The National Railway Museum is planning to stage a Rail Festival between June 2<sup>nd</sup> to 10<sup>th</sup> 2012. It is hoped to be Britain's largest event, and the NRM hope to exceed the size and success of the 2004 Railfest.

Further details <http://www.nrm.org.uk/railfest2012>

**PULLMAN HEAVYWEIGHTS IN AUSTRALIA - By Jeff Dorman and Andrew Reynolds.**



©Andrew Reynolds

**MACEDON - With exterior complete and decals applied.**

In Melbourne, Australia the rebuild of a heavyweight Pullman carriage imported from the United States is well underway with the goal of running in 2012 on a preserved railway in Victoria.

It may come as a surprise to Pullman aficionados to learn that in 1928, three Pullman heavyweight cars (2 x 10 compartment sleepers and 1 x dining car) were imported into Australia from the Pullman Car Company of Chicago by the state run railways of South Australia & Victoria for use on the overnight 'Overland' express service between Melbourne & Adelaide, a distance of nearly 500 miles. There had been several wooden bodied Pullman cars imported to New South Wales in the late 19<sup>th</sup> century but the 1928 batch were the only steel cars from Pullman, and possibly the only heavyweights outside of the Americas.

The three cars were ordered from Pullman at the urging of then South Australian Railways Commissioner Mr William A Webb. Webb, born in Ohio in 1878 later began a railroad career with several US railroads including the Missouri, Kansas & Texas. In 1922 Webb accepted an offer from the South Australian State Government for the position of Railways Commissioner to manage the rehabilitation of the South Australian Railways (SAR).

The SAR had been suffering from incompetent management for many years and its rising traffic levels in the 1920s could barely be handled by the small English style locomotives and antiquated rolling stock and work practices. All of this was fertile ground indeed for Webb who set about transforming the SAR in a very American way.

The three Pullman cars were built in Chicago in 1928 (Plan 7143 for the sleepers and Plan 7144 for the dining car) and Webb intended that they would set new standards for Australian passenger rolling stock and act as prototypes for future cars to be built locally. The interiors of the 10 compartment sleeping cars were an unusual design for North America, although familiar to Australian passengers. The twin berth cabins had their own washbasins, wardrobes, hot and cold water, fan, chair, and a shoe locker that opened to the corridor. Each berth had a personal toilet. Pullman constructed only 19 cars for American use under Plans 2505 & 2505A. In appearance, the Australian cars were very similar to their American counterparts except the SAR required slightly reduced dimensions (including length, width & height) to comply with the more restrictive Australian loading gauge requirements. Also, the cars were fitted with English style screw couplers (auto-couplers not being introduced to Australia until the mid 1930s). They were carried on standard Pullman six wheel trucks except that the gauge was 5'3" (Irish gauge as used by SAR and Victorian Railways) instead of the more common standard gauge.



©Andrew Reynolds

**MACEDON - As acquired in 2006 taken at Newport in Melbourne.**

Having completed the order, Pullman moved the cars on temporary bogies to New York for loading onto ships bound for Australia. Whether the cars were transported from Chicago by Pennsylvania Railroad or the New York Central is not known to the author but it would be certainly interesting if a photo was taken of the event! After loading, the ships eventually made landfall in Melbourne and Adelaide after their transit of the Panama Canal and long crossing of the Pacific Ocean. Because the Overland ran through 2 states the cars used on the service were joint stock i.e. owned jointly by the 2 railway administrations. Generally this worked well in practice but did result in one each of the sleepers having to be landed in both Adelaide and Melbourne. The 2 sleepers were named *Mt Lofty* and *Macedon*. *Mt Lofty* (the South Australian car) is named after a station and mountain at the summit of the climb inland by train from Adelaide. Curiously the name of the Victorian car *Macedon* is a station and a mountain on the Bendigo line, a track that the Pullmans would never have travelled even had they been successful in Victoria. The naming of the dining car *Adelaide* needs no explanation and it was operated entirely in South Australia travelling from Adelaide to the border in the evening serving dinner and returning next morning serving breakfast. Although the cars were jointly owned parochial rivalries still intruded in their operation with refreshment services operated by the respective state railway whilst running on their section of track.



©Andrew Reynolds

**MACEDON - As stores van at Port Augusta in South Australia after conversion for "Tea and Sugar" train.**

They immediately entered service on the *Overland* express service and were favorably received by the travelling public of the day. A supplement was charged for their use resulting in 3 classes of travel on these trains; sitting, sleeping and Pullman.

The cars had a troubled career in Australia, as they were soon withdrawn from use during the Great Depression from 1930 to 1935 and finally placed into storage in 1940 after the outbreak of the Second World War on account of their weight. They were the heaviest passenger carriages ever used in Australia. Locally made wooden bodied sleepers weighed only 45 tons as opposed to the Pullman sleeper's weight of 76 tons). Steep grades out of both Adelaide and Melbourne severely curtailed the loads for all trains and the big heavyweight sleepers (as well as the diner) were an extravagant luxury. The supplementary fare charged did not make up for the extra weight. It was not until the early 1950's with the development of lightweight cars using corten steel and less luxurious (heavy) fittings that the old wooden bodied sleepers could finally be relegated to lesser duties. A dining car, however, never reappeared on the train.



©Andrew Reynolds

**MACEDON - The interior ready for fitting out.**

In 1950 the 2 sleepers were sold to the Commonwealth Railways, the massive and unique 6 wheel Pullman bogies were converted to standard gauge and the cars used as sleepers on secondary services on the Transcontinental railway to Kalgoorlie en route to Perth (Western Australia) and later, after partial conversion of the narrow 3'6" gauge line, towards Alice Springs on The Ghan route in Australia's famed outback. Initially used as a first class sleeping car the lack of air conditioning and age resulted in *Macedon* ending its days as a dormitory car for drivers of road trucks being piggybacked across the Nullarbor desert. By 1973 it was out of service. Then, surprisingly, in 1979 it was returned to service on its old route across the Transcontinental railway but in a totally new role.

Described by Commonwealth Railways as a "marketing van for Ausrail retailers" it was in fact a mobile shop. The Transcontinental railway line across the Nullarbor desert (Latin for no trees) incorporates the longest straight stretch of railway line (297 miles) in the world. There is no parallel road and no intermediate towns of any note. However the Commonwealth Railways had numerous settlements along the route for railway employees who looked after the permanent way as well as loco servicing facilities. The only contact with the outside world was via a train colloquially known as the "Tea and Sugar". It had a leisurely weekly run from Port Augusta (the CR headquarters) in South Australia to Kalgoorlie in Western Australia and back. All supplies as well as medical facilities and even a mobile cinema and an annual visit by Father Christmas were provided for by this train



©Andrew Reynolds

**MACEDON - At Newport showing rebuilt end prior to adding false rivets.**

The conversion of both *Macedon* and *Mt Lofty* was extensive. The interiors were totally gutted and all windows replaced by steel panels. Thus *Macedon* was converted to a refrigerator car cum shop. At one end an on board diesel generator was provided for power for the freezer units. Several small berths and staff rest area were provided but the bulk of the car comprised huge walk in refrigerator/freezer units. The other sleeper *Mt Lofty* suffered a similar fate being also totally gutted and converted into a stores cum shop

Meanwhile the Pullman dining car *Adelaide* fared much better. Withdrawn from service in 1938 it was then used only spasmodically on departmental and official trains as well as latterly on enthusiast specials. Eventually it was placed in Adelaide's splendid and comprehensive National Railway Museum, where it can be seen today. The car is considered to be the most original Pullman dining car in existence as it is thought to be the only remaining example, in the world, of a Pullman dining car in original "as-built" condition with wood stoves, ice-chests, original interior paint work and fittings. The interior is not open to the general public and anyone entering it must wear surgical slippers to help protect the flooring.

Eventually mechanised track maintenance and changed work practices meant the Commonwealth Railways did not need to maintain the isolated settlements across the Nullarbor and they were gradually closed down. In 1997 the "Tea and Sugar" ran for the last time and the 2 Pullman cars placed into storage for eventual disposal.



©Andrew Reynolds

**MACEDON - (Corridor side) as in Commonwealth Railways service on original bogies converted from 5' 3" gauge to standard gauge.**

In 2004 the authors purchased *Macedon* in derelict condition. No longer able to be moved by rail it was transported the 600 or so miles from Port Augusta to Melbourne by road. We then commenced the long task of rebuilding the car.

It is to be configured as a private vehicle with lounge and dining facilities to seat about 45 people with a small kitchenette and toilet. Although neither of these cars was built in this layout the refurbishment will be in the art deco style of the American Pullman lounge cars of the era with timber panelled walls and plenty of chrome fittings including authentic lighting. The overall décor is designed to be reminiscent of a gentleman's club of the 1930's.

After some delays including finding suitable broad gauge bogies work has now commenced in earnest. Firstly the interior was again gutted there being absolutely no trace of any of the original Pullman interior left. Then extensive sheet metal work was required to remove the steel plates welded into the original window frames, cover over side panels where CR had cut out large sections for extra windows and doors as well as huge doors and panelling and soundproofing in the end housing the diesel generator. With replacement of external steel mouldings and several hundred false rivets the exterior is now as original except for the modification of some window openings to suit the new role for the car. Replacement windows have been fitted and the interior fit out is well under way. It is hoped to be finished in late 2011.

It is intended to run *Macedon* on the Victorian Goldfields Railway a 10 mile long steam operated tourist railway running between Castlemaine and Maldon some 80 miles north of Melbourne. The authors already supply two cars (including ironically one of the wooden body cars that the Pullmans were to replace) to operate a first class service on the railway. The success of this up market option will only be enhanced by the addition of *Macedon*. When *Macedon* is ready to enter service we will provide an update to *Coupe News* readers.

### **Editorial Error.**

I publish again (below) the photograph of Sir Nigel Gresley's High Pressure Compound No.10000. But now with the correct copyright details.



©W.Rodgerson and the Armstrong Trust collection - R.Barber April 2011.

My apologies to Richard Barber for my error in crediting I.S.Carr.



# LN~~E~~R Pacifics

## The Eastern Region of British Railways Pacific Class Locomotive Pullman Workings - Tommy Knox.

My thanks to Tommy Knox for the following information on the East Coast Main Line.

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

### The "Queen of Scots" Pullman.

August & September 1951.

August 1 <sup>st</sup> .	60074	131 Up Queen of Scots from Newcastle.
August 3 <sup>rd</sup> .	60100	131 Up Queen of Scots from Edinburgh - Newcastle.
August 15 <sup>th</sup> .	60081	131 Up Queen of Scots from Newcastle.
August 18 <sup>th</sup> .	60080	58 Down Queen of Scots from Newcastle.
August 18 <sup>th</sup> .	60084	Down North Briton from Leeds - Newcastle / 131 Up Queen of Scots.
August 18 <sup>th</sup> .	60152	131 Up Queen of Scots into Newcastle.
September 14 <sup>th</sup> .	60536	noted on Queen of Scots in Edinburgh Waverley Station.
September 18 <sup>th</sup> .	60134	58 Down Queen of Scots from Kings Cross.
September 29 <sup>th</sup> .	60117	58 Down Queen of Scots from Kings Cross.
September 30 <sup>th</sup> .	60134	58 Down Queen of Scots / on Ardsley shed.

August & September 1961.

August 10 <sup>th</sup> .	60130	1S57 Down Queen of Scots from Leeds – Newcastle.
August 19 <sup>th</sup> .	60086	Down North Briton into Newcastle 9on / 1E14 Up Queen of Scots.
September 2 <sup>nd</sup> .	60522	1E14 Up Queen of Scots from Edinburgh – Leeds.
September 9 <sup>th</sup> .	60007	serviced on Gateshead shed / 1E14 Up Queen of Scots from Newcastle - Leeds (85).
September 9 <sup>th</sup> .	60032	1E14 Up Queen of Scots Edinburgh - Newcastle / serviced on Gateshead shed.
September 12 <sup>th</sup> .	60141	1E14 Up Queen of Scots into Kings Cross.
September 22 <sup>nd</sup> .	60004	1E14 Up Queen of Scots into Newcastle / serviced on Gateshead shed.

Note.

On the September 9<sup>th</sup> Kings Cross A4s worked both legs - Edinburgh - Newcastle and Newcastle - Leeds. A4 No.60007 had worked an overnight express from London covering for a Gateshead pacific and 60032 had been borrowed by Gateshead for a turn to Edinburgh the previous day. Also on the September 2<sup>nd</sup> 60522 worked through from Edinburgh - Leeds which was also very unusual.

## The "Tees Tyne Pullman".

August & September 1951.

August 3 <sup>rd</sup> .	60076	145 Up Tees Tyne Pullman
August 11 <sup>th</sup> .	60072	145 Up Tees Tyne Pullman
August 15 <sup>th</sup> .	60109	145 Up Tees Tyne Pullman
August 16 <sup>th</sup> .	60105	145 Up Tees Tyne Pullman
September 15 <sup>th</sup> .	60066	145 Up Tees Tyne Pullman

August & September 1961.

August 1 <sup>st</sup> .	60007	1A50 Down Tees Tyne Pullman / serviced on Gateshead shed.
August 2 <sup>nd</sup> .	60025	serviced on Gateshead shed / 1A15 Up Tees Tyne Pullman.
August 4 <sup>th</sup> .	60003	1A73 Edinburgh - Kings Cross / 1A50 Down Tees Tyne Pullman / serviced on Gateshead shed.
August 4 <sup>th</sup> .	60830	1A15 Up Tees Tyne Pullman into Kings Cross.
August 14 <sup>th</sup> .	60034	1A15 Up Tees Tyne Pullman.
August 16 <sup>th</sup> .	60029	1A15 Up Tees Tyne Pullman.
August 21 <sup>st</sup> .	60033	Serviced on Gateshead shed / 1A15 Up Tees Tyne Pullman.
August 23 <sup>rd</sup> .	60028	1A50 Down Tees Tyne Pullman.
August 25 <sup>th</sup> .	60003	1A50 Down Tees Tyne Pullman.
August 28 <sup>th</sup> .	60028	Serviced on Gateshead shed / 1A15 Up Tees Tyne Pullman.
August 29 <sup>th</sup> .	60003	1A50 Down Tees Tyne Pullman / serviced on Gateshead shed.
August 31 <sup>st</sup> .	60003	1A50 Down Tees Tyne Pullman.
September 1 <sup>st</sup> .	60014	1A50 Down Tees Tyne Pullman.
September 1 <sup>st</sup> .	60028	1A15 Up Tees Tyne Pullman.
September 4 <sup>th</sup> .	60029	1A50 Down Tees Tyne Pullman.
September 5 <sup>th</sup> .	60007	1A50 Down Tees Tyne Pullman / serviced on Gateshead shed.
September 6 <sup>th</sup> .	60033	1A50 Down Tees Tyne Pullman / serviced on Gateshead shed.
September 6 <sup>th</sup> .	60034	1A15 Up Tees Tyne Pullman.
September 7 <sup>th</sup> .	60030	1A50 Down Tees Tyne Pullman / serviced on Gateshead shed .
September 10 <sup>th</sup> .	60048	1A50 Dn Tees Tyne Pullman.

## The "Yorkshire Pullman".

August & September 1951.

August 11 <sup>th</sup> .	60118	19 Up Yorkshire Pullman.
August 18 <sup>th</sup> .	60133	19 Up Yorkshire Pullman.
August 20 <sup>th</sup> .	60030	84 Down Yorkshire Pullman.

August & September 1961.

August 1 <sup>st</sup> .	60118	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross - Leeds.
August 2 <sup>nd</sup> .	60118	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.
August 3 <sup>rd</sup> .	60067	1E12 Leeds - Kings Cross / 1N24 Down Yorkshire Pullman.
August 3 <sup>rd</sup> .	60118	1E08 Up Yorkshire Pullman.
August 4 <sup>th</sup> .	60062	1N24 Down Yorkshire Pullman.
August 4 <sup>th</sup> .	60133	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.
August 5 <sup>th</sup> .	60067	Up pass into Kings Cross / 1N24 Down Yorkshire Pullman.

August 5 <sup>th</sup> .	60133	1E08 Up Yorkshire Pullman.
August 11 <sup>th</sup> .	60067	1N24 Down Yorkshire Pullman 10on / 1N26 Down West Riding.
August 12 <sup>th</sup> .	60158	1N24 Down Yorkshire Pullman.
August 17 <sup>th</sup> .	60141	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.
August 18 <sup>th</sup> .	60067	1N24 Down Yorkshire Pullman.
August 9 <sup>th</sup> .	60039	1N24 Down Yorkshire Pullman 11on.
August 19 <sup>th</sup> .	60141	1E08 Up Yorkshire Pullman 11on / 1N26 Down West Riding 13on.
August 22 <sup>nd</sup> .	60141	1E08 Up Yorkshire Pullman / 1N24 18.12 Kings Cross – Leeds.
August 23 <sup>rd</sup> .	60039	1B04 08.40 Grantham - Kings Cross / 1N24 Down Yorkshire Pullman.
August 25 <sup>th</sup> .	60109	1A09 08.10 Newcastle - Kings Cross into Kings Cross / 1N24 Down Yorkshire Pullman.
August 26 <sup>th</sup> .	60153	Up pass into Kings Cross / 1N24 Down Yorkshire Pullman.
August 28 <sup>th</sup> .	60103	1N24 Down Yorkshire Pullman.
August 28 <sup>th</sup> .	60123	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross - Leeds.
August 29 <sup>th</sup> .	60123	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.
September 1 <sup>st</sup> .	60008	1N24 Down Yorkshire Pullman.
September 6 <sup>th</sup> .	60008	1N24 Down Yorkshire Pullman.
September 7 <sup>th</sup> .	60141	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.
September 8 <sup>th</sup> .	60044	1N24 Down Yorkshire Pullman.
September 9 <sup>th</sup> .	60067	1N24 Down Yorkshire Pullman.
September 9 <sup>th</sup> .	60141	1E08 Up Yorkshire Pullman / 1N26 Down West Riding.
September 16 <sup>th</sup> .	60118	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.
September 25 <sup>th</sup> .	60003	1E08 Up Yorkshire Pullman / 1N25 18.12 Kings Cross – Leeds.

### The “Harrogate Sunday Pullman”.

September 1951.

September 9<sup>th</sup>.           60117 Harrogate Sunday Pullman.

August & September 1961.

August 13 <sup>th</sup> .	60033	1N07 09.45 Down Harrogate Sunday Pullman / 1E13 16.55 Leeds – Kings Cross.
August 13 <sup>th</sup> .	60117	1E14 15.40 Up Harrogate Sunday Pullman.
August 20 <sup>th</sup> .	60063	1N07 09.45 Down Harrogate Sunday Pullman / 1E13 16.55 Leeds – Kings Cross.
August 27 <sup>th</sup> .	60108	1N07 09.45 Down Harrogate Sunday Pullman / 1E33 16.55 Leeds - Kings Cross.
August 27 <sup>th</sup> .	60148	1E14 15.40 Up Harrogate Sunday Pullman.
September 3 <sup>rd</sup> .	60017	1N07 09.45 Down Harrogate Sunday Pullman.
September 10 <sup>th</sup> .	60006	1N07 09.45 Down Harrogate Sunday Pullman / 1E13 16.55 Leeds – Kings Cross .
September 10 <sup>th</sup> .	60141	1E14 15.40 Up Harrogate Sunday Pullman.
September 17 <sup>th</sup> .	60120	1E14 15.40 Up Harrogate Sunday Pullman.

If you have any questions please contact Tommy via his web Site address below.

[www.lner-pacifics.me.uk](http://www.lner-pacifics.me.uk)

*My thanks to Tommy for his continued support with his bi-monthly historical review, for further information on LNER Pacific's visit Tommy's website as detailed above.*

**INTERESTED IN MATTERS PULLMAN and/or CIWL.**

**THE PULLMAN SOCIETY**

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.

The society journal “The Golden Way” is published FOUR times a year and this will include a separate Newsletter of breaking news.

For further details including Membership please contact  
Alan Wood - Email [awood17166@aol.com](mailto:awood17166@aol.com)

For further information visit the Pullman Society web site

[www.thepullmansociety.org.uk](http://www.thepullmansociety.org.uk)

**THE INTERNATIONAL RAILWAY PRESERVATION SOCIETY**

Established at the Nene Valley Railway, Wansford, England in November 2007, the principal purposes of the society are to:

Support the restoration of rolling stock of The Compagnie Internationale des Wagons-Lits et des Grands Express Europeens, owned by and based at the Nene Valley Railway, currently restaurant car 2975 and sleeping car 3916, both practically and financially.

Promote and develop a Museum facility, to be called the 'Night Mail' to display the carriages and associated artefacts, in conjunction with the Nene Valley Railway TPO group.

Collate both historical and current day information on the company Wagons-Lits, its carriages and artefacts, making the information freely available on the web site, in publications and in the future museum facilities.

Promote the world wide preservation of historically important railway rolling stock and artefacts.

The society journal “les Grands Express Européens” is published twice a year.

For membership details and information relating to CIWL visit the IRPS web site

[www.irps-wl.org.uk](http://www.irps-wl.org.uk)



## "NIGHT MAIL" PROJECT

- The Night Mail is a project whose aim is to build a museum on Nene Valley Railway land at Ferry Meadows, opposite the station building.
- The museum will complement the existing mailbag exchanges that operate at Nene Valley Railway.
- It is a unique project that will evoke the life and times of the men working on the mail trains as described in the poem that inspired its title.
- It is intended that, in visiting the museum, people will experience what it was like to work on a Travelling Post Office.
- The museum will provide a valuable educational resource for children and adults alike with classroom and display areas.
- The museum will hold the most comprehensive collection of historic Travelling Post Office carriages in the world.
- It will also display carriages of the Wagons-Lits, a company that, in its early days, as part of its activities, was employed in the transport of mail across Europe.
- The museum will house carriages in the setting of a night-time station scene, again enabling visitors to gain a flavour of that life.
- Visitors will have the opportunity to watch the overhaul and maintenance of the coaches. It is intended that this facility will also offer training facilities for schools and colleges.
- There will be full access for the disabled visitor.
- Fund-raising for the "Night Mail" project has already started.

For further details on this project visit [www.irps-wl.org.uk](http://www.irps-wl.org.uk)

## **MARATHON U.S.A. PULLMAN TRIP - - - CHEF'S VIEW - By Fran Phillips.**

In June, to attend the NRHS (National Railway Historical Society) convention near Seattle, a group of eight passengers travelled across the entire USA aboard completely restored 1923 Pullman restaurant-sleeper *Dover Harbor*. The trip began at Amtrak's classical revival Washington DC Terminal on the east coast and ended at King Street Station, Seattle on the chilly upper Pacific shore, 4465 miles. Three Amtrak trains brought us there.

The plan nearly derailed. A few days before leaving, the worst floods in the Midwest in 120 years closed all east-west Amtrak lines in the upper USA, including our first choice route, the *California Zephyr*, directly west to San Francisco. Sandbags blocked the rails in Omaha. Even later than the last minute, giant wildfires in New Mexico suddenly erupted, threatening our "Plan B" route southwest to Los Angeles. Our first segment, the line to Chicago, at any rate, is open.

I was the on-board chef on this dicey charter---a woman---working in a 1934 one-man kitchen, determined to cook all meals for a week from scratch, without supermarket access except in Chicago; to bring oohs and aahs from my passengers.

Weeks before our departure on June 12<sup>th</sup>, the *Dover Harbor* is checked over stem to stern by mechanics from the club which owns this venerable car---DCNRHS in Washington. Retention toilets are working, shower full pressure, every lid and latch and berth and door functioning. AC OK. Electric OK. All surfaces sparkle, dust free. The six sleeping rooms are immaculate; their individual nickel sinks and oval mirrors shine. Sheets, pillow slips, four types of towels, a multitude of hotel items are loaded. The night before departure from Washington, all meats, fish, perishable foods and condiments and six sleeves of ice to chill my historic ice box are delivered. All drinkables aboard. Volunteers show up with ready hands to assist.

The morning of departure, Mike Martin, my ingenious steward, brings on New York, Washington and national newspapers for readers in the lounge. Mike is in full Pullman uniform. My travelling mechanic, Joe Banas, is aboard and will ride the whole trip. This is the dream crew, professional, resourceful. More ice appears. In mid-afternoon, a red cap trucks passenger's luggage up to the car steps, followed by the passengers themselves, ushered up from the vast catacombs of the terminal by Mike.



©Mike Martin - Our crew (l to r): Mike Martin, Fran Phillips, Joe Banas, in uniform, Los Angeles.

At 4:05pm, our vestibule doors slam. Curtain! To welcome everyone, strawberries stuffed with feta cheese and marinated in balsamic vinegar, crackers with artichoke spread and shaved parmesan are arranged on silver trays on a mahogany table in the lounge. I hear the pop of a champagne cork and excited chatter. I stop for a moment to welcome passengers who nod at the kitchen door. Some I recognize from other trips. The car moves.



© Joe Banas - *Capitol Limited*, ready to leave Washington DC with *Dover Harbor*.

Amtrak's Capitol Limited, which will take us as far as Chicago, overnight, briskly leaves town with the Dover Harbor on the rear, so our passengers can view the passing world from our back platform. As soon as our long double-deck express reaches track speed, 79 mph, strangers out on the line film our almost 90-year old dowager of a Pullman, and within hours, Dover Harbor is on YouTube.

(YouTube: <http://www.youtube.com/watch?v=zpx0MNzlt5M> )

Before planning menus, a month earlier, I skimmed the 146 page loose-leaf Pullman chef's cookbook, first issued by the company in 1936. By and large, the recipes are short order meals from long before the USA foodie revolution. So I tilt toward more contemporary fare and gourmet surprises which an enterprising host might serve at home.

For our first dinner out, for example, at 7pm, we served steelhead salmon fillet, egg noodles with butter and fresh dill, and Moroccan carrot salad with dried cranberries and pecans atop a bed of arugula. Dessert was pound cake with apricot jam, ginger whipped cream, sprinkled with candied ginger and a triple ginger snap decoration. Drinks of all kinds.



© Fran Phillips - Hors d'oeuvres, first evening out.



© Fran Phillips - Cucumber cups with whitefish salad and crisped onions

Dinner dishes are washed thoroughly, but frugally, by hand. They are reproduction Pullman pattern "Indian Tree", made in 1999 for the car by Syracuse China, Pullman's original supplier.

At Pittsburgh at 1:30am, our passengers asleep in their rooms, I lug aboard ice, Joe in his hard hat tops off the 250 gallon water tank from the track hydrant. Passenger showers were already depleting our supply. Regardless of the hour, we make it a point to never pass up the opportunity to take on water or ice, or have the tanks pumped.



© Mike Martin - Shades block desert sun, New Mexico.

Except for layover days in Chicago and Los Angeles, my kitchen has a similar rigor. Up at 5:30 each morning, making coffee for passengers rising early, who can't miss a beat, but drink it hot on the roaring, windy rear platform or in the lounge. I'm chopping, cutting, cooking the breakfast choices, deciding how to stage it on the plates, occasionally glimpsing out my now-lightening window misty fields, villages, crossing flashers and cars waiting for us to pass. I dimly hear our engine's horn far ahead. This is my morning world. Mike rings the breakfast chimes at 7:30, having made sure the daisies are perky on the dining tables and all is easy luxury before anyone is seated. Then comes a light lunch. Then happy hour. Then dinner.

Past Chicago our Amtrak *California Zephyr* to San Francisco is annulled due to the biblical Midwest floods. Amtrak offers a substitution that will take us further south to Los Angeles via the *Southwest Chief*. This follows much of the former route of the Santa Fe Railway 1930s-1960s *Super Chief*, famous for its all – Pullman equipment, its extra fare, its Hollywood star clientele, Fred Harvey dining service and all-night chef and waiter team on duty, should a starlet or tycoon suddenly become peckish.

I usually go to bed around midnight after a few quiet minutes out on the platform watching towns pass in the starry dark.

I inhabit my kitchen. My passengers, however, pass through or explore some of the greatest cities in the country: Chicago, Kansas City, Los Angeles, Sacramento; noting and photographing farms, swamps, golf courses, amusement parks, airports, junk yards, factories, grain silos, cemeteries, stadiums, railroad yards, mountain ranges, deserts, coal mines, corn fields, rivers, most of the Wild West, plus the coiling, cool Pacific coast. They are a convivial bunch and range in age from 43 to 88, and, I am happy to report, all members of the "Clean Plate Club".



© Joe Banas - New Mexico desert, nothing but hot for miles.

My shiny Monel metal kitchen is sandwiched between the sleeping half of the car and the dining/lounge half, and was installed in a major reconfiguration in 1934. There are two refrigerators for perishable meats, vegetables, dairy products and a smaller one for chilled beverages. There is a coal range made by Winberg in Chicago, the oven large enough to roast a small turkey, the top with four stove lids. There are two charcoal grills, an ice cream well, a deep double sink, modest prep space, electric cookers of different kinds, a microwave, a small window, a mighty exhaust fan that's also mighty loud, and lots of cabinets with footholds and grab bars that allow access to even the topmost units. There is a pie cabinet. Liquor storage. A zinc lined cigar humidor. And a locked cash drawer---as the car was built for the ticket-buying public who paid cash in Pullman days for their comestibles. A movable shelf clicks into place across the kitchen doorway for waiters to whisk away plated meals and return the remnants. You can see the kitchen here:

<http://www.youtube.com/watch?v= OX-nlOLAhU>

We break at Chicago for a day. I get out and take photos of the city's array of great buildings. Crew has lunch out at the celebrated diner, White Palace Grill. After that, I'm off to Dominick's Supermarket to restock perishables, and Whole Foods for bakery breads, interesting wines, chocolates, sea salt and lime taco chips.

*Dover Harbor* departs town on Tuesday afternoon for LA on the *Southwest Chief* via BNSF/Metra triple track Chicago-Aurora raceway, the second heaviest travelled rail line in the country.

Happy hour and our departure coincide and a cheese and fruit platter lures the passengers in from the vestibule. Arranged on one of those Swedish wagon-wheel sized rusks are greve (Sweden), manchego (Spain), double cream brie (France), vibrantly colored mimolette (France), an artisanal salami spiked with pinot grigio (USA) and beautifully dark black mission figs (California).

Just before the key detour which saves this trip, we stop at jazz capital Kansas City---from which also sprang Harry Truman---but at Newton Kansas, after dark, left the normal *Southwest Chief* path and diverted to the BNSF transcon freight line to avoid the raging fires east of Raton Pass in New Mexico. Our train only returned to the normal route at Belen, New Mexico. This allowed us to take on water and ice at Albuquerque. (Thank heavens!)



© Fran Phillips - Snow in June, Northern California

Two other historic Pullmans ride with us from Chicago to LA: Boston & Maine 1954 sleeper *Salisbury Beach* and Southern Pacific *City of Angels*. Friend Javier Garza is heading their crew. Temporary neighbors, he buzzes me later and borrows a berth key. He's dressed in his tux when he returns it later in the evening. The NRHS convention is drawing many other restored Pullmans from around the country, each car and crew with its own personality.

Note: Los Angeles has almost no food shopping near the rail yard, but the terminal has a dedicated yard, referred to as "The Garden", of privately owned historic first class railroad cars.

After LA, our third Amtrak train, the magnificent *Coast Starlight*, begins its march northward. The *Coast Starlight* proved to be 36 hours of spectacular scenery. It ran the gamut from hot in LA to snow and mist in the mountains of northern California. The roiling Pacific in Santa Barbara and deep green forests in Oregon. Great cities like San Francisco and Seattle, and tiny towns whose names we struggled to glimpse in passing. And always, often in the most unexpected places, railfans waving us on.

One thousand three hundred and seventy seven miles later, we arrive at King Street station, Seattle. In spite of fire and flood, we arrive on time and on schedule, June 18<sup>th</sup>. This master stroke is due to days of fast action on the part of Kevin Tankersley, *DH's* boss, dealing with Amtrak from his office near Washington.

Best dessert of the trip? "Coupe Brazil"---strawberries and mango chunks steeped in dry sherry and elderflower syrup, served in a wine glass with a madeleine perched on top. Most interesting wine---"Field of Dreams" a 2009 moscato from South Australia. Sweet, floral, with a hint of effervescence. A fine companion to the almond thins and salted caramels that ended our last meal together.

Half of our passengers left at Tacoma for convention doings, including the steam excursion pulled by the mighty SP4449. The remainder departed us in Seattle.

Amtrak crews were gracious and helpful all along the way. Amtrak's ticket agent at Eugene, Oregon even brought us 5 bags of ice from her local supermarket to tide us over till Seattle.

Monday we slept in. Over the next few days, we deal with 5 sacks of first class Pullman laundry, untold bags of ice, curious visitors from Amtrak's crews and Sound Transport folk. We gawk at the two magnificent stations across the tracks from each other, one fully restored and the other having a half-century's accretions peeled away to uncover its 1909 splendor beneath.

We ride the light rail, the Sounder, the ferry to nearby Bainbridge Island. Visit the Pike Place Market, part serious market with fresh fish and picture-perfect fruits and vegetables, part tourist trap. And we ready the car for the new crew who will bring the *Dover Harbor* home with a new set of passengers. Chef Scarlett Wirt arrives and after discussing the kitchen and Seattle's food shopping options, I leave to fly home.



© Fran Phillips - Arrival King Street Station, Seattle, right day, right time!

*Dover Harbor* at Portland, Oregon, June 26: <http://www.youtube.com/watch?v=Khq6MMfAWec>

**MAILBAG.**



©Clive Hanley.

Mailbag is your opportunity to ask and also respond to questions and queries as raised. Send your Email questions, queries and responses to [pullmancarservices@yahoo.co.uk](mailto:pullmancarservices@yahoo.co.uk)

**Mail Bag 04/2011.**

**The Pennine Limited - April 26<sup>th</sup> 1958 - David Flatman.**



The above photograph shows myself, on the far right, taken through the window by my uncle, with my cousin next to me and my father behind. I think the location was Stafford, but I am not sure about this. Can any reader identify which of the two ex-Devon Belle Observation cars this happens to be.

**UNION PACIFIC'S "FEATHER RIVER" - Barry Newman - Wall Street Journal.**



The luxury Feather River railroad car is reserved for top executives of the Union Pacific, the biggest freight hauler in the country. WSJ's Barry Newman got a peek inside.

**ON THE LITTLE ROCK EXPRESS**—If corporate jets are your idea of sky's-the-limit business travel, try riding a corporate train.

Every big American railroad has one for its bosses: a string of sleepers, dining cars, theater cars, gym cars and—bringing up the rear—a private "office car." They date to streamliner days when the freight lines still hauled passengers. Now they haul executives.

The railroads don't brag about these trains. "It might be seen as a luxury," says an official at one.

A Norfolk Southern spokesman: "We're not interested in making it public." Tom Lange, spokesman for the Union Pacific: "It's not mysterious—just not accessible."

Which made it all the more incredible to Jim O'Connor that he was in one. He was seated on the green plush couch of the Feather River, a Union Pacific private office car—one of eight the railroad owns—at the end of this special express heading west past Dexter, Mo., and on toward Poplar Bluff.

It's a fair bet that Jay Gould passed this way 130-odd years ago, when he owned the Missouri Pacific, nibbling ladyfingers baked by his French chef. Mr. O'Connor had a coffee in a paper cup.

"A lot of high-level business is conducted here," he said, watching the tracks recede. "You can sit out there on the platform and smoke your cigar so the ladies with you won't complain."

His teenage son, Mike, stuck his head into the living room and said, "Dad, I'm taking a shower."

Mr. O'Connor, 55 years old, fixes radiators at O'Hare Airport in Chicago. In his other life, he's a railroad romantic. Not long ago, he competed in a Union Pacific social-media contest and won a five-day ride from St. Louis to Little Rock behind a steam locomotive. He didn't know that the UP had decided, at long last, to let a few humble rail fans make the run in a car with a permanent "private" sign on its door.

Neither did Skip Waters, who was sitting on a Chippendale chair at the Feather River's dining-room table. Mr. Waters, 48, gives toy-train rides to kids in Dallas. A trip on this train got him down on one knee to propose to Cindy Collins, his guest and girlfriend.

"He popped the question," she said, holding up a ring. Said Mr. Waters, "This here's a mansion on wheels. Pullman treatment!"

George Pullman laid out his "palace cars" of the 1890s exactly like this one: galley, dining room, staterooms with full beds and baths, living room and porch. All gilt, crystal and inlaid mahogany, a private Pullman was the "grandest property to which any American could aspire," as rail historian Lucius Beebe put it in 1961.

Rail barons, and presidents, had to have one. Franklin Roosevelt logged 243,827 train miles, mostly aboard the armor-plated U.S. No. 1. Harry Truman washed out his socks on it.

Campaign rules have since turned whistle stops into photo ops, though Barack Obama did travel to his inauguration aboard the Georgia 300, a palace car given new life by Jack Heard, a Florida mortician.

Barbara Bush horrified fans when she called her husband's 1992 campaign car a "caboose." But "palace" didn't sit well with politicians or executives, so the railroads settled for "business car" or "office car," terms Mr. Beebe, the historian, classified under "evasive euphemism."

Business does get done on office cars. In 1989, Mike Haverty, then president of the Atchison, Topeka & Santa Fe, took J.B. Hunt, the trucking magnate, for a friendly ride out of Chicago.

"We paralleled I-55, and it was plugged with traffic," Mr. Haverty says. "Before long, we hit 70 miles an hour. By the time we got to Galesburg, Ill., we shook hands and had a deal."

Mr. Hunt had agreed to ship truck trailers on flatbed cars—one of the biggest railroading coups since the Golden Spike.

Every so often, Union Pacific executives go on a town-by-town tour to meet and greet politicians. In Eugene, Ore., councilwoman Andrea Ortiz had this to tell them: "Can't you be better neighbors and clean your yard?" The executives said they could be, and have since tidied up. They also gave Ms. Ortiz a peek inside chief executive James Young's single-stateroom office car, the St. Louis. "Wood-paneled walls," she recalls. "Not ostentatious. Old money."

Freight executives rarely use their cars to just go someplace, not even to the office. (Amtrak's chief does use his, a spokesman says, to set a rail-travel example.) Office trains do stop at such business venues as the Kentucky Derby. The stated purpose is hospitality, not leisure, though not all railroaders have seen it that way.

"People used them to go to golf courses," says Hays Watkins, 85, who mothballed most of the Chessie System's office cars when he was its president back in the 1970s. "They'd entertain their friends and their wives' bridge clubs," he says. "I'm no fan of office cars."

On the Little Rock Express, lingering at Poplar Bluff to let the locals gawk, the office-car's fans entertained themselves.

"In Pullman Palace days, porters served meals right here," Mr. Waters was saying. He had a ham sandwich in a box, provided by Union Pacific. Mike O'Connor said, "But they had tablecloths." He found the service bell and pushed it. Nobody came.

They retired to the living room for fruit salad and power bars. The train swung south, into Arkansas, pausing on Front St. in Walnut Ridge. Jim O'Connor went out onto the porch in the afternoon heat.

"What's it cost to ride that thing?" a man in the crowd yelled. Mr. O'Connor said, "Can't pay.

Got to be invited." The man held up a camera and took a picture. "Guess I never will be," he said.

The train moved on, along the White River. Pickup trucks chased it. A crop duster buzzed it. Mike stretched out for a nap, but gave up. "It's like trying to fall asleep on Christmas Eve," he said.

Bald Knob was the day's last stop. Union Pacific wouldn't let its rail fans spend the night, dreaming of Pullman treatment, in the Feather River's staterooms. The four of them slept in a Hampton Inn. A day later, they were rolling into Little Rock, grabbing taxis to the airport, and catching their flights home.

**PULLMANS IN HOLLAND - FIRST and SECOND CLASS LUXURY OF WAGON-LIT - By Otto Dijkstra.**

Translation and make-up Jos Geilen, June 2011.



© Collection W.A.C. Wendelaar.

*The Étoile du Nord is on its way from Amsterdam to Paris. Train P 198 is hauled by a Jumbo taken over from the former State Railways, which will run out at Roosendaal and be replaced by a steam locomotive of the Belgian Railways. The Étoile du Nord consists of a fourgon (luggage van), a first class Pullman of the Flèche d'Or type and a couplage of second class Étoile du Nord cars. Roosendaal, late 1930's.*

**The Compagnie Internationale des Wagons-Lits et des Grands Express Européens, curtly the Wagons-Lits (CIWL), was founded in 1867. From the very first moment the CIWL did start the exploitation of their own sleeping-, restaurant-, saloon- and Pullman trains as well as separately running cars in (inter-)national trains on the European continent. But the company also rose to the occasion in the Middle-East, Northern- and Western Africa, Russia and China. Consulted European time-tables and instructions of the CIWL mention sounding names of famous trains like the Train Bleu, Sud-Express, Flèche d'Or, Étoile du Nord, Oiseau Bleu and Edelweiss. Three of the before mentioned trains did even run in the Netherlands. Shortly a HO-scale model of the Dutch steam locomotive series NS 3700 will come out. Its great example did pull the Pullman trains in the western part of the Netherlands, properly called Holland. Reasons just to get these trains and cars in big and small before the footlights.**

The Wagons-Lits did regularly distinguish in their official records between saloon and Pullman cars. Saloon cars were sometimes furnished with a kitchen and/or sleeping compartments. These wooden cars were individuals or did form part of numberless small series with different serial numbers. Similar cars built in the

1920's were all-steel and did belong to the series 2737-2748 and 2839-2841, better-known as the type Sud-Express.

In the CIWL only the cars of the series 51-60, 103-106, 2914-2917, 4001-4176 were exclusively counted as Pullmans. As cars 51-60 were hired British Pullmans, 103-106 did belong to the Swiss MOB, 4165-4170 served exclusively in Spain and 2914-2917 plus 4171-4176 did land in Egypt, we leave these cars out of consideration. They are so far as our country is concerned not under discussion. In the past cars of the type Sud-Express and all the others were indeed to be seen in Holland.



© J.J.B. Vellekoop, Collection W.A.C. Wendelaar.

*Because the "Luchtspoor" south of Rotterdam DP (Delftsche Poort) and the bridges across the Moerdijk did not allow 3700's, the traction for the Étoile du Nord, Oiseau Bleu and Edelweiss usually was formed by the so-called "Blikken Tinussen" of the former HSM (NS-series 2100). NS 2109 with train P 198, Étoile du Nord, The Hague, 9 June 1934.*

### **Numbering.**

The CIWL did start the numbering of their rolling-stock with number 1. As this numbering was continuous, it gave rise to different series and even individuals for the same type of cars and wagons in the course of time. That is why this numbering was so chaotic for the outsider. When in 1968 all the railway stock was labelled with new UIC-registrations (computer numbers), the CIWL did maintain just like the Belgian railways their old car numbers. The CIWL did so because these computer numbers continuously changed. For instance in case the steam heating was taken off, the number did change and so did the control number. If a CIWL car switched to the sleeping car pool or the national stock of a country the computer number had to be adjust again. Because a car administration requires a steady reference, the old number now crossed out stayed in use. The CIWL numbers in fact had the same functions as the body codes of the NS, the Dutch railways.

## **Pullman trains.**

No less than three Pullman trains did run in the Netherlands before 1940-45. Even in the boat-train Amsterdam - Flushing v.v. luxury in the form of separately running Pullmans was to be found: a couplage first and second class or a combination of two Pullman cars with and without kitchen did form part of this boat-train in 1931.

After the Second World War these famous names did return, that is true, but the trains themselves were composed of cars of all classes.

Henceforth Pullman cars merely did form part of the bigger whole. Only with effect from the summer-service of 1957 one could speak again of exclusivity for then the TEE's did appear with the same names and almost the same luxury like it was offered by CIWL in the past.



© Collection W.A.C. Wendelaar.

*In the late 1920's, NS 3500 locomotives were to be found before the Étoile du Nord. This train is composed of a luggage van, a first class Pullman car (FdO) and two second class Pullmans (EdN) of which the first is furnished with a kitchen for the benefit of the first and second class travellers. Amsterdam CS, late 1920's. Collection W.A.C. Wendelaar*

### 1<sup>st</sup> and 2<sup>nd</sup> class Pullman cars on 1-1-1932

Type	Series	Class	Numbers	Manufacturer	Seats	In service
Sud Express	VSP*	1	2737-2742	Lorraine	24	1926
„	VSPC*	1	2743-2748	„	18	„
„	VSPC*	1	2839-2841	Dyle & Bacalan	30	„
Flèche d'Or	VSPC	1	4001-4015	Birmingham	24	„
„	VSP	1	4016-4030	Midland	32	„
„	VSPC	1	4031-4040	CGC	24	1927/28
„	VSP	1	4041-4050	„	32	„
„	VSPC	1	4051-4065	Leeds	24	1926/27
„	VSP	1	4066-4080	„	32	„
„	VSPC	1	4081-4085	Birmingham	24	„
„	VSP	1	4086-4090	Metropolitan	32	„
Etoile du Nord	VSPC	2	4091-4110	Birmingham	36/38	1927
„	VSP	2	4111-4130	Metropolitan	49/51	„
Côte d'Azur	VSPC	1	4131-4147	EIC	20	1929
„	VSP	1	4148-4164	EIC	28	„

\* saloon cars

#### Distribution of cars in winter-service 1932-1933

Cars destined for Amsterdam - Flushing v.v., at Amsterdam

VSPC1: 4063

For the Étoile du Nord, Amsterdam - Paris v.v. (P198/P199), at Paris

VSP1: 4048, 4050, 4073, 4075-4076, 4086

VSPC2: 4091, 4093, 4099-4101, 4103

VSP2: 4113, 4122, 4123

D: 1186-1187, 1212-1214

For the Edelweiss, The Hague HS - Basel/Zürich v.v. (P56/P57), at Bruxelles

VSPC1: 4131-4134

VSP2: 4114, 4116, 4126-4129

#### Type Sud-Express (SE).

After the First World War the CIWL did realize that their teak-wooden saloon cars from the nineteenth century had had their best times. Wagons-Lits decided to have new Pullman cars designed after British example. Before building this material a trial train was composed in 1925. This train did consist of cars of the British Pullman Car Company, slightly adapted to the European standards, the before mentioned numbers 51-60. The train did run from Milan to Nice v.v. The result was to their entire satisfaction. After this trial six all-steel saloon cars with and six without kitchen were bought from the Société Lorraine des Anciens Ets de Dietrich in Lunéville for the benefit of the Sud-Express. In the same year this series of cars was followed up by an additional delivery of three specimen with kitchen. They were built at Dyle & Bacalan SA (Bordeaux and Paris). Two excepted all saloon cars were rebuilt as restaurant car. Car 2748 did land in the Netherlands and was rebuilt as Royal Train saloon car Sr 7.

#### Type Flèche d'Or (FdO) or Golden Arrow (GA).

The CIWL did order in 1926 from two other manufacturers - namely the Birmingham Railway Carriage & Wagon Co. Ltd. (Smethwick, Birmingham) and the Midland Railway Carriage and Wagon Co. (Shrewsbury) - thirty luxurious first class Pullman cars. The kitchen cars were furnished with 24 comfortable chairs. The cars without kitchen (saloon cars) had 32 of them, the things mentioned in favour of the rich of this world. Thanks to this material delivered during 1926, CIWL was able to put their Flèche d'Or Paris - Calais on the service in 1927.

The ordered Pullman cars were delivered with the registrations VSPC1 4001-4015 DE (with kitchen) and VSP1 4016-4030 E (without kitchen). One can recognize them by their six windows at the kitchen side, the other side has eight. After this type once more sixty Pullman cars did follow (4031-4090).

These cars were put on the service as single cars or in couplages and triplages in miscellaneous trains on the European continent.

In 1932 eight cars from the first series were rebuilt as second class Pullmans. After that did follow the transformation of eighteen specimen from the first series into an ordinary restaurant car with 36, 40 or 41 seats in the mid and end of the 1930's. Car 4006 was first rebuilt as restaurant car and later in 1954 as bar express. Two of these rebuilt second class Pullman cars were transformed as restaurant car in 1953. Finally only two real first class Pullmans of the first series without kitchen did remain, namely car 4029 and 4030.

41 specimen of the additional series of Pullman cars were rebuilt as restaurant car in the course of the 1930's. Three cars did change into restaurant car with bar and sixteen cars were left as authentic first class Pullman till they were taken out of the service. The remaining FdO-cars without kitchen did take care of the desired provision of first class accommodation.



© H.G. Hesselink, Collection W.A.C. Wendelaar.

*Early in the 1930's a couplage of a first class Pullman car with kitchen VSPC1 4063 (FdO) and a second class Pullman car without kitchen VSP2 4116 (EdN) was in service for the boat-train Amsterdam – Flushing v.v.*

#### Distribution of cars in winter-service 1938-1939

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Amsterdam - Flushing v.v. (435/77, 78/436), at Amsterdam

VSC1: 2747, 2748

Étoile du Nord, Amsterdam - Paris v.v. (P198/P199), at Paris (reserve at Amsterdam)

VSP1: 4026-4030, 4073

VSPC2: 4100,4103-4105

VSP2: 4122-4124

D: 1214-1215, 1219, 1224

L'Oiseau Bleu, Amsterdam - Paris v.v. (P188/P189), at Amsterdam

VSPC1: 4141

VSP1: 4075

VSPC2: 4101

VSP2: 4125

D: 1218, 1223

Edelweiss, Amsterdam - Basel/Zürich v.v. (P56/P57), at Brussel

VSPC1: 4131-4134

VSP2: 4114, 4116, 4126-4129

#### **Type Étoile du Nord (EdN).**

The Étoile du Nord, the luxury train from Paris via Bruxelles to Amsterdam visa versa, was inaugurated on 5 May 1927. That was a very important event for the Netherlands and Belgium. The particularity of this train was the possibility for wealthy but thrifty Dutch and Belgian travellers of taking possession of a Pullman seat in the less luxurious and therefore less expensive second class. By building second class Pullmans the CIWL took into consideration the reputation of the miserly Dutch and Belgians. Their device was and still is: luxurious travel, with pleasure, but not at any price. The common and less poor people had to cross the border sitting on honest wood in the third class, assuming that even if they would be able to travel abroad. Third class Pullmans never appeared in the Netherlands.

The second class Pullman cars were built with tables for two and four persons which did offer seats totalling 51 rich in the cars without kitchen. In the cars with kitchen 38 better-offs could find a seat. These cars did belong to the series VSPC2 4091-4110 and VSP2 4111-4130. They were built in 1927 by BRC&W and Metropolitan-Cammell Carriage & Wagon Co. Ltd. (Saltley, Birmingham). These cars were in service in the Oiseau Bleu, Edelweiss Express and in the boat-train Amsterdam - Flushing, but naturally also in other trains where second class Pullman luxury had been necessarily evident.

The cars of this type are recognizable by nine windows on the non-kitchen side and seven windows on the kitchen side. Seventeen of the forty second class Pullman cars were rebuilt as restaurant car after 1937. Three specimen were furnished as bar-dancing. During this rebuilding nails, that had to hold the contemporary wall-covering of orange painted fibreboard, were put right across the dear objects of art by various artists.

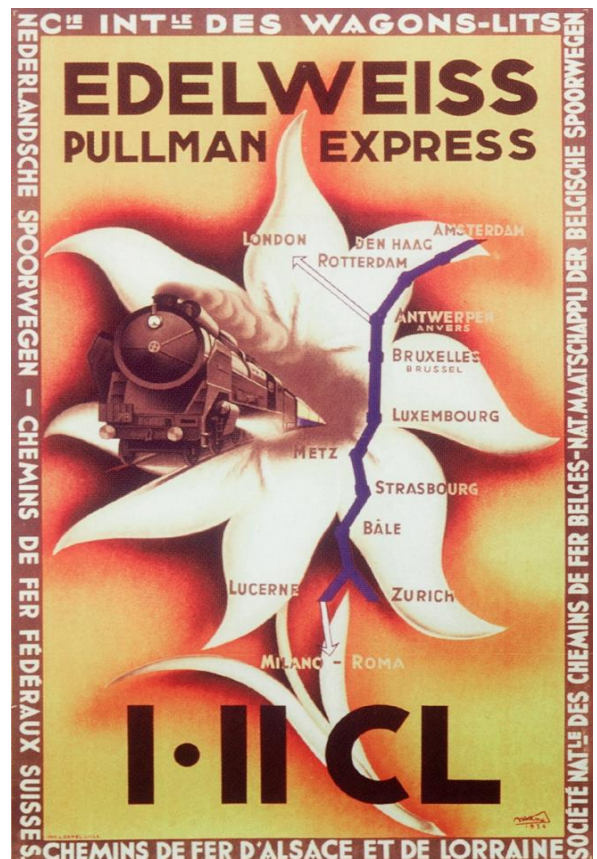
Such was modernization, it had its costs...

The last Pullman car rebuilt as running restaurant was car 4099. The existence of this restaurant car was even a mystery for the insiders. Research proved irrefutable that the rebuilding actually had taken place early 1957 and was recorded in the official "Repartition" (distribution of cars).



© Collection W.A.C. Wendelaar.

Second class Pullman car VSP2 4127 (EdN) ready for service in the North Star (EdN) or Blue Bird (OB). Amsterdam Oostelijk Eiland, March 1952.



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## Pullman trains and cars till 3 September 1939

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- P 198/199, Étoile du Nord, Amsterdam - Paris vice versa, 1927-1939
- P 56/57, Edelweiss, Amsterdam - Basel/Zürich vice versa, 1929-1939
- P 188/189, l'Oiseau Bleu, Amsterdam - Paris vice versa, 1936-1939
- various train numbers, boot-train, Amsterdam - Flushing vice versa, 1931-1939 (only in summer and in winter 1932-'33)

### **Type Côte d'Azur (CdA).**

In 1929 a series of cars did follow which are considered to be among the most beautiful and luxurious ones. These cars did belong to the series VSPC1 4131-4147 and VSP1 4148-4164 and were built by the Entreprise Industrielles Charantaises (EIC), Aytré. The interiors of cars VSPC1 4141-4147 and VSP1 4158-4164 were furnished with objects of art by glass artist René Lalique, the other cars fit up by cabinet maker René Prou. The chairs of the Flèche d'Or type with their rather vertical backs were replaced by Dalziel type ones: wider and with a handle to adjust the back. One of the cars of this series was rebuilt as restaurant car and four were changed into bar-dancing. This was a rebuilding during which actually only the chairs did disappear and a gramophone was installed in the small luggage room. Six cars were found in Italy in the 1950's. One of them, car 4148, has commuted as last of all Pullmans between Rom and Milan till 1971. Afterwards the inventory of bar-dancing car 4018 is placed into this car. Car 4018, completely brought back in original condition, had to take the place of the unfortunately burned-out 4029 in the railway museum of Mulhouse. The complete interior of car 4029 was preserved as it was removed from the car as restoration started. Cars of the CdA-type are recognizable by seven windows on the non-kitchen side and five on the kitchen side.

### **Edelweiss and Oiseau Bleu.**

After the Étoile du Nord very soon a second Pullman train, the Edelweiss, did follow in Holland. This train ran from Amsterdam CS via The Hague HS, Rotterdam DP, Bruxelles, Luxembourg and Strasbourg to Basel and was put on the service on 15 June 1928. This train did exist, depending on the season - short in winter and long in summertime - of first and second class Pullmans of the series VSPC1 4051-4065 (FdO), VSPC2 4091-4110, VSP2 4111-4130 (EdN) and one of the cars of series VSPC1 4131-4147 and VSP1 4148-4164 (CdA). The FdO-cars were in service just for a couple of years and did so in a combined circulation from Paris via Amsterdam to Basel and farther. The third Pullman train ran for the first time on the section Paris – Bruxelles - Antwerp on 15 May 1929. In 1936 this section was extended with the part Antwerp -Amsterdam. This train did bore the name l'Oiseau Bleu (Blue Bird) as homage to Maeterlinck, the great Belgian poet who received once the Nobel prize for literature. Series VSPC1 4081-4090 (FdO), VSPC2 4091-4110 and VSP2 4111-4130 (EdN) supplied the necessarily stock for this train.



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*1<sup>st</sup> class Pullman car with kitchen (recognizable by the small windows) VSPC1 4135 (CdA) being part of a couplage. The next car is the before portrayed VSP 4127 (EdN). Amsterdam Oostelijk Eiland, March 1952.*

### Pullman cars on 1-1-1957

Type	Series	Numbers
Sud Express	VSP	2740
Flèche d'Or	VSPC	4002-4003
„	VSP	4018-4019
„	VSP	4029-4030
„	VSPC	4058-4061, 4063-4064
„	VSP	4072, 4074-4075, 4077
„	VSPC	4085
„	VSP	4089-4090
Étoile du Nord	VSPC	4098, 4103
„	VSP	4111, 4115, 4118-4123, 4125-4130
Côte d'Azur	VSPC	4131-4143, 4145-4147
„	VSP	4148-4153, 4155-4159, 4161, 4163

14 of these cars were put up at Villeneuve and Ostend.

### Telegraphic abbreviations and CIWL-codes

NS	CIWL	UIC
SAk	VSPC1	WSPc1
SA	VSP1	WSP1
SBk	VSPC2	WSPc2
SB	VSP2	WSP2
WR/R	VR	WR
WLAB,C	VL	WLAB,C
D	F	D (at DB till 1954: Pw)

CIWL-code (behind the car number):

DE VSPC1/2, Voiture Salon Pullman Cuisine 1<sup>st</sup>/2<sup>nd</sup> class

E VSP1/2, Voiture Salon Pullman 1<sup>st</sup>/2<sup>nd</sup> class

D VR, Voiture Restaurant

A/B VL, Voiture Lits

L/M F, Fourgon

AP Ancien Pullman

### Colours of Pullman cars and luggage vans

SE: brown-cream till 1932, after that blue-cream (also some luggage vans / fourgons)

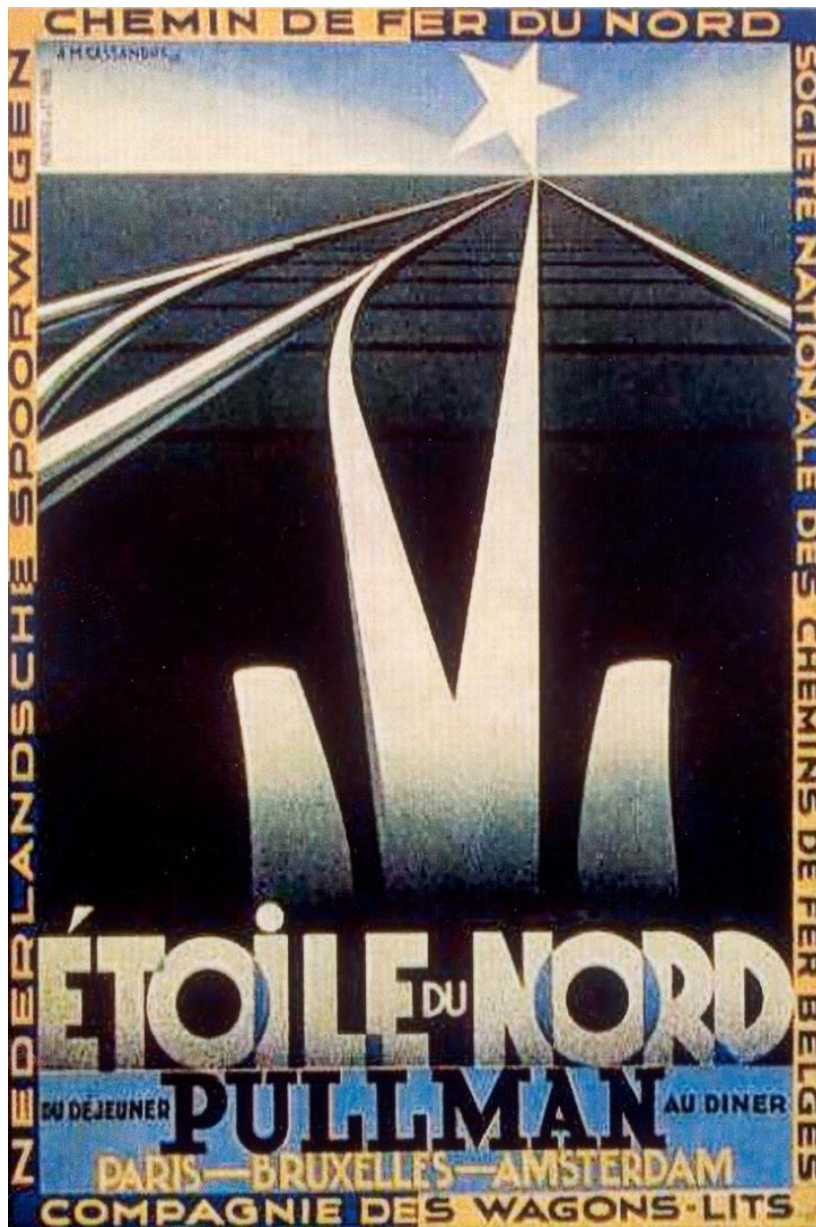
FdO: brown-cream till 1932, after that blue-cream (also baggage container trucks)

VSPC1 4081-4085 en VSP1 4086-4090 were already blue-cream at delivery

EdN: blue-cream, TEE-reserve in 1957 completely blue

CdA: blue-cream, bar-dancing cars completely blue

Luggage vans after 1934: completely blue



**Pullman-express 56** 1e en 2e kl. naar **Basel S.B.B.** en **Zürich.**



© Stichting Rail Publicaties.

The NS time-table of summer 1932 shows Pullman Express 56 to Basel and Zürich. The time-table did not mention the name of this train, Edelweiss.

## Ancien Pullman (AP).

In 1930 the economic recession started, rung in by the New York stock crash of October 1929. The transport request knew after this a gradual decline by which means the number of cars in miscellaneous trains could be reduced. One of the consequences for the still-running Pullman trains was that the interest in luxurious travel in second class Pullman cars immediately decreased. From that moment the CIWL was obliged to rebuild hundred first and second class Pullmans with and without kitchen as restaurant cars. They were called henceforth VR-AP (Ancien Pullman).

In consequence of the outbreak of World War II all Pullman trains were discontinued from 3 September 1939 on. After the war they did not return anymore. Instead of them more individually running Pullman cars did appear. The airplane had won the battle for luxurious travel on long distances that started before the war. On short distances however the train still did dominate.

On 9 January 1946 for the first time a Pullman car was included in the morning train from Bruxelles to Amsterdam, and on 15 May that same year the Étoile du Nord did return. This time the train was composed of three Pullmans, one first and two second class, and ordinary cars. The Oiseau Bleu, put on the service two years later, did look almost the same. Just one Pullman car for Bruxelles was attached to the common cars of that train.



©Collection W.A.C. Wendelaar.




*In the summer of 1957 Pullman cars VSP 4121, VSPC 4103 and luggage car 1273 were put up as TEE-reserve on the Oostelijk Eiland in Amsterdam. As in international connections the first class was definitively abolished from 3 June 1956 on and the second and third class were renamed in the new first and second, the inscriptions on the Pullmans disappeared and all was literally and figuratively first class. Qua chairs, lay-out and space the difference between the old first and second class Pullmans still did exist. The TEE-excess fares, raised on top of the D-train fares, did actual revive the old first and second class Pullman tariffs. Amsterdam Oostelijk Eiland, August 1957.*

**TEE.**

The change-over to the system of two classes dated from 3 June 1956 had as consequence that the inscriptions which did accentuate the difference between the first and second class Pullmans definitively were replaced by the simple inscription Pullman. Pullman cars were anyway already first class plus. Just fancy that the mob from the new second class - that is the old third class - would get in a second class Pullman car...

Differentiation has and will be there and stay for ever.

The Edelweiss did not return before 1957. That year did mean actually the end for almost all the Pullman trains and cars still in use all over Europe. The Pullman services were then taken over by the TEE, but in the Burgundian Belgium and France they maintained for a couple of years. In Belgium one Pullman car continued to run between Bruxelles and Paris since the summer time-table of 1957. That car was included in an anonymous afternoon and evening train. It did ride along with this train till the summer-service of 1963, the very moment of readiness of the electrification of the Bruxelles - Paris line. At that time the TEE trains did appear with bi-current locomotives and Inox cars and those were luxuriously enough. This did drawn the Pullmans in our regions to a definitive close and with them the touch of 1920's luxury, the "roaring twenties", disappeared. Only in Italy this luxury remained till 1971, as noticed before.

Trein.	S A M E N S T E L L I N G.	Opmerkingen.
P 198 Asd.—Esn.	<u>199 Asd.</u>  —D <sup>IV</sup> —SA <sup>d</sup> —SA <sup>k</sup> d <sup>1</sup> )—SB <sup>k</sup> d—SB <sup>d</sup> <u>Parijs</u>	1) Alleen op nader order (alsdan SB <sup>k</sup> d achteraan).
P 199 Esn.—Asd.	<u>Parijs</u> <u>SA<sup>d</sup>—SA<sup>k</sup>d<sup>1</sup>)—SB<sup>k</sup>d—SB<sup>d</sup>—D<sup>IV</sup></u> —  <u>Asd. 198</u>	1) Alleen op nader order (alsdan SB <sup>k</sup> d achter D <sup>IV</sup> ).
201 Zl.—Lw.	<u>1601 Ah.</u> <u>C<sup>12</sup>c—BC<sup>9</sup>c—AB<sup>8</sup>c—D<sup>IV</sup></u> —  <u>Lw. 354</u>	<b>68.</b>

*In the Netherlands the compositions of all passenger trains are laid down in the instructions concerning the use of passenger (later traveller) rolling stock, called VPM (VRM). The stands and run of the rolling stock, individual cars, mail and luggage vans that form a train together, as well as the company that delivers the cars, and but also the assignment of course signs per car are included in the VPM (VRM).*

## **NIOE, VSOE and POE.**

The network of luxurious Pullman trains knew its zenith about 1930. In spite of the economic crisis it did almost stand firm, but still went through a relapse in the period 1936-40. After the Second World War the luxurious travel did revive a little bit, but alas with the loss of all autonomy because the Pullmans were included in trains composed of common first, second and third class cars. In our regions came an end to all this beauty in 1963 and in Italy in 1971.

Since the 1980's luxurious travel is rediscovered and back again in interest. Initiative takers like Albert Glatt (Intraflug) with his Nostalgic Istanbul Orient Express (NIOE), James Sherwood (Sea-Containers) and his Venice-Simplon Orient Express and the CIWL with their own Pullman-Orient Express (POE) have raised yesterday's travels to an art. And, so it has been evident, the fortunate fellow-man is quite willing to spend money freely to enjoy this art. The stock of the NIOE stays at this moment partly in Russia and Switzerland at the TEAG (Transeurop Eisenbahn AG). The POE, operated by the French railways SNCF, is unfortunately taken out of the service in 2008.

Orient Express, the wielded conception by these organisations, however is an inaccurate synonym for the luxurious train as it is operated nowadays by the VSOE. The stock of this organisation has nothing to do with the real Orient Express. Logically if you do consider the possibility of travelling with such a train from Calais to Istanbul (Byzantium, Constantinopel or Stambul). For in making such a journey you won't prefer sitting in a chair at night, how luxurious this might be, but rather sleeping in a bed. And this again not too expensive, so the luxurious Pullman but also the Lx-type sleeping cars did not appear between Calais and Istanbul.



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*WR 4099 was the last Pullman rebuilt as restaurant car. Amsterdam, May 1958.*



© Collection W.A.C. Wendelaar.

*VSP2 4121 and VSPC1 4085 form part of train PD 120, the Étoile du Nord. This train leaves at 07.10 from Amsterdam CS. Two so-called BN'ers (well-known Dutchmen) Wim Kan and Corry Vonk, say good-bye to a traveller. Amsterdam CS, spring 1952.*

### Preserved cars.

Many cars are preserved by various museums, travelling organisations, foundations and societies. The Ancien Pullmans among them did often more or less become real Pullman cars again after rebuilding. Bar car 4018 is brought back into original condition with the help the inventory of the VSP1 4029, lost by fire in 1975, and now exhibited in the French Railway museum in Mulhouse. At the moment VSP2 4129 is restored at ZLSM in Simpelveld (NL); VSP1 4158 is in Japan in connection with an exhibition of the French glass-artist Lalique.

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- Archives Jos Geilen and Kees Wijn Nobel

## CIWL CAR PRESERVATION NEWS.

The following information regarding CIWL cars in preservation has been received since the publication of the Preservation List on June 1<sup>st</sup>.

The following information has been kindly supplied by Christopher Elliott, Rik Degruyter, Brendan Martin, Alex Bettaney & Steffen Dresler.

Car No	Type	Location/Operating base	Country	Latest information
1283	Fourgon	Krefeld werk 201006	Germany	2010/06/26
1286	Fourgon	Terespol PL near Belarus border - on 1520mm rails	Poland	2010/06/05
2741	WR	Stored Weinfelden 2006	Switzerland	2007/06/12
3354	WR	Krefeld werk	Germany	2010/06/26
3472	WL Lx	Stored Wien Sud?	Austria	2007/06/12
3475	WL Lx	Stored Wien Sud?	Austria	2007/06/12
3480	WL Lx	Stored Wien Sud?	Austria	2007/06/12
3487	WL Lx	Stored Wien Sud?	Austria	2007/06/12
3537	WL Lx	Stored Wien Sud?	Austria	2007/06/12
3542	WL Lx	Terespol PL near Belarus border - on 1520mm rails	Poland	2010/06/05
3551	WL Lx	Stored Wien Sud?	Austria	2007/06/12
3851	WL Y	Stored Wien Sud?	Austria	2007/06/12
3909	WL Y	Stored Wien Sud?	Austria	2007/06/12
3922	WL Y	Terespol PL near Belarus border - on 1520mm rails	Poland	2010/06/05
4080	WSP	Krefeld	Germany	2010/06/26
4149	WSP	Terespol PL near Belarus border - on 1520mm rails	Poland	2010/06/05
4158	WSP	Hakone, Japan (Rene Lalique glass museum)	Japan	2005/02/08
4161	WSP	c/o VDM Etwilen-Singen (nr Schaffhausen, since 2006?)	Switzerland	2007/06/12
4164	WSP	Terespol PL near Belarus border - on 1520mm rails	Poland	2010/06/05
4777	WL MU	Stored Wien Sud?	Austria	2007/06/12
4782	WL MU	Stored Wien Sud?	Austria	2007/06/12

Car No	Type	Location/Operating base	Country	Latest information
1140	exDSG/Mitropa - Fourgon	Stored Wien Sud?	Austria	2007/06/12
3012	Fourgon	Krefeld	Germany	2010/06/26
24506	exDSG/Mitropa	Stored Wien Sud?	Austria	2007/06/12
24507	exDSG/Mitropa	Stored Wien Sud?	Austria	2007/06/12
30007	exOBB? Kuchewagen	Krefeld	Germany	2010/06/26
70011	WR Aquitaine ex SNCF	Krefeld	Germany	2010/06/26

Please note the Information as detailed above is not complete - for example Wien Sud storage site has been cleared as a result of the redevelopment Wien Hbf - since late 2009.

If the event that you can update the information as detailed above, please Email to the editorial address.

**Car No.3792 VLF** - This car was relocated from the National Railway Museum at York to the Locomotion at Shildon, County Durham in late May early June 2011.

**Cars No.3898 VL YU & No.4229 VR** - Having been procured by Conifer, and both cars departed Sospel on May 6<sup>th</sup> by rail for restoration.

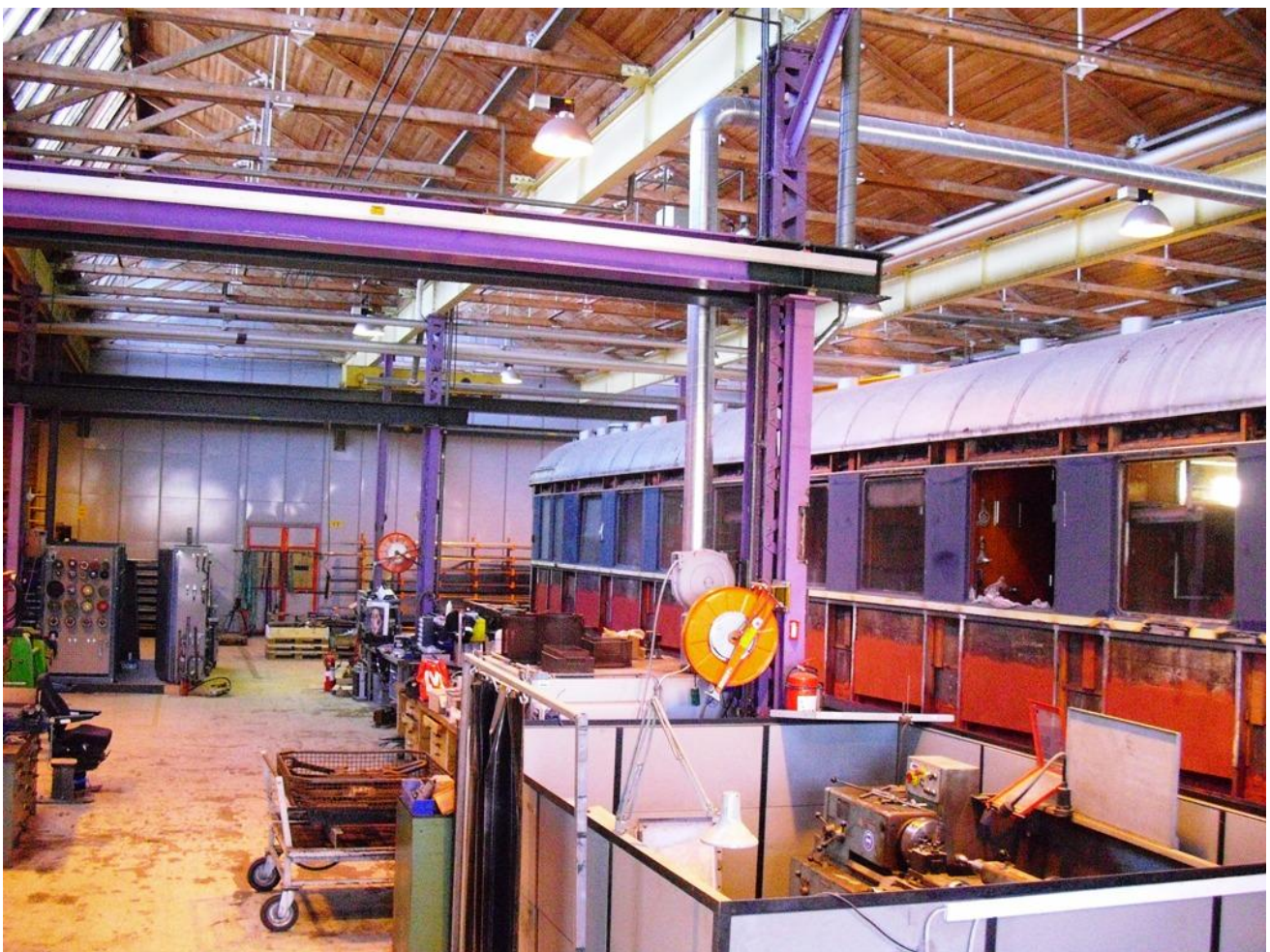
On completion the cars will reappear on the tourist railway in Les-Hôpitaux-Neufs (Jura, F) situated in de Doubs valley between Pontarlier and Vallorbe.

**CIWL No.4247 WR** - Was purchased from CIWL (CIWL repair works, Ostende/Belgium) by the Danish Railway Museum and brought by rail in a normal freight train to the railway museum in Odense, Denmark in April 1998. The car is in running condition.

**CIWL No.3929 YT** - Was purchased from SEG at Schönberger Strand in Germany in September 2010 by the Danish Railway Museum and transported by road on November the 3rd 2010 to the Danish State Railway and Danish Railway Museum repair works in Copenhagen for restoration.

The car is restored to "running condition" and expected to leave the repair works in August 2012.

Together with the WR, the WL will be a part of a major CIWL exhibition at the museum. Both cars will occasionally be used for "specials".



©Steffen Dresler

**CIWL No.3929 YT within the repair works in CPH on July 7<sup>th</sup> 2011.**



©Steffen Dresler

CIWL No.3929 YT within the repair works in CPH on July 7<sup>th</sup> 2011.

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**CIWL Car No.2757 When at Denham near to Denham Green, Buckinghamshire.**



©Clive Warneford.

CIWL Car No.2757 photographed around 1969 on a very wet day.

This Wagon-Lits Restaurant Car No.2757 was situated adjacent to the "Denham Express" Public House, near to Denham Railway Station.

The car was eventually sold to Southall Railway Centre, who stored it out in the open for many years.

It was sold to a Dutch Railway Installation and moved to Holland in 2004.

Currently Stoomtrein Goes- Boersele Goes West Holland.

### **From The Fourgon:**

Welcome aboard the second edition of your bi-monthly Pullman & CIWL Newsletter.

I am indebted to those readers who have taken time out to produce an article or images for inclusion within this edition, rest assured without your contributions this edition would not have been published.

My thanks to those readers who Emailed with thanks and comments following the publication of the first edition, I am only too glad that the return to publication has been received so well.

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 also be interested in reading about matters Pullman & CIWL.

Changing your Email address, or wish to be removed from the mailing list, then Email to the editorial address with your request, it's as simple as that.

Also as in the past some readers may not receive copies as published for one reason or another, I do get bounce backs advising that an e-mail address no longer exists or the mail box full.

In the event by the second Monday of each publication month (June, August, October, December, February & April) your copy fails to arrive, please Email the editorial address and I will forward to you the missing edition.

### **Information Required.**

I will welcome any information relating to matters Pullman and CIWL, including any information on both individual Pullman & CIWL cars located on your local preserved railway, museum or in use as a static Restaurant, for inclusion within Pullman & CIWL News and also to add to the Pullman Car Services - Archive.

For those readers considering advising me with regard to news, articles and images I can advise the next edition due for publication on Saturday October 1<sup>st</sup> is at present is a blank page.



**“Information is for sharing and not for gathering dust, it costs nothing to share knowledge”.**

**Pullman & La Compagnie Internationale des Wagons-Lits et des Grand Express Européens News**

T.Bye - ©PCS-A - August & September 2011.

The views and articles within this publication are not necessarily those of the editor.

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