



Pullman Car Services - Archive

Pullman & CIWL News



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



February & March 2012 Edition No.05.

Cover Photograph - ©Hornby Hobbies Limited.

Hornby Brighton Belle Unit No.2051 as depicted as an operational 5Bel unit from June 29th 1934 until to the beginning of 1937. (Please note the production models will not have roof mounted air horns).

Note.

From January 1st 1933 to June 28th 1934 the service carried the name 'Southern Belle'.

From the beginning of 1937 the 5Bel units were re-numbered from 2051, 2052 & 2053 to 3051, 3052 & 3053.

From The Coupé.

Welcome aboard edition number five of your bi-monthly Pullman & CIWL Newsletter.

To build on the success of the previous four editions, I remain dependent on readers contributing news, articles and photographs, in the form of all aspects of Pullman and CIWL operations both past, present and future and of course aspect of both within the model railway interests.

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, please send an Email to the editorial address with your request, it's as simple as that.

In the past some readers have failed to receive their 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.

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

Editors Acknowledgement.

My thanks to the following readers for their continued support by the way of either articles and or images, Without you contributions this edition would not have been published.

S.Kohler, A.M.Ford, R.Degruter, G.Behrend, G.J.Child, M.Katai, J.McFarlane, J.Stangroom, J.Morel, R.W.Kidner, B.Kaye, T.Knox, C.Hanley, H.Sprenger, M.Miller, P.O'Connor, T.Mallinson, D.Jones, S.Doughty, S.Middleton, T.Mulligan, K.Bunker, N.Marshall, T.Teague, T.Sullivan, R.Salmon, D.Clark, D.Lindsay, L.Chen & G.Oliveto.

“Information is for sharing - not gathering dust”

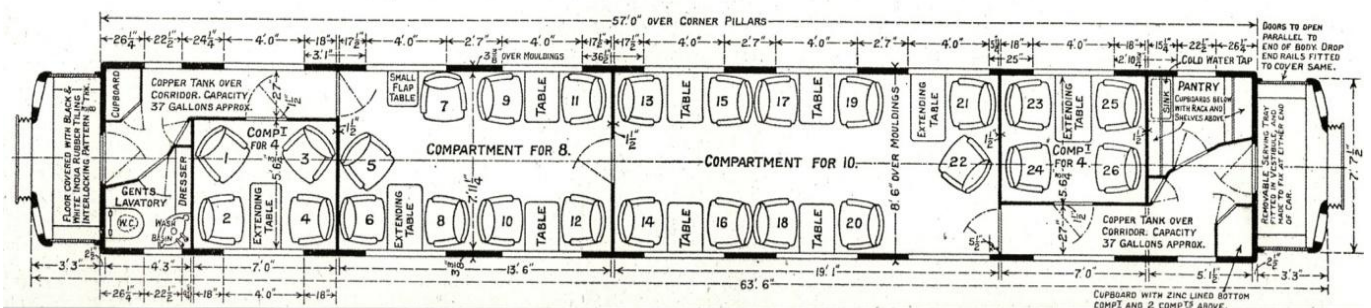
Pullman Car History.

Pullman Name: PADUA.
Type of Car: Parlour First Class.
Into Service: October 1920.
Original Builder: Birmingham Carriage & Wagon Company.
Pre 1960 Schedule No: 99.
Post 1960 Schedule No: 99.
Tare: 40t.
Seats: 26, 1946 = 38 & 1947 = 36.
Bogies: 2 x 6 wheels.
Interior: Inlaid mahogany in the Sheraton style, the carpets and upholstery being light green.



©J.Howard-Turner Collection - Antony M Ford Collection.

PADUA as photographed by BRC&W Co Ltd on Completion prior to delivery.



©Antony M Ford.

Seating Plan PADUA - 1920.

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. 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 remaining six cars CADIZ (PF), SUNBEAM (PF), SYLVIA (PF), MALAGA (KF), NEPTUNE (KF) & MONACO (KF) were constructed by the Pullman Car Company at its Longhedge Works in South London. 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.

1921 February 1st. *PADUA attached to the 10.54 a.m. London Victoria station to Dover boat train for specially invited guests of the Pullman Car Company presided over by the Chairman Mr Davidson Dalziel.*

1921 to 1939. *Regularly used in the London to Dover boat trains and potentially within the formations of Kent coast services.*

1923 May. *PADUA PALMYRA within the Royal train formation conveying King George V and Queen Mary from London Victoria to Dover Marine.*

1927-1928. *Operating within the Eastern Section of the Southern Railway and retaining the SE&CR Crimson livery.*

1944 February 28th. *Noted stored at Horsted Keynes in the company of cars SYLVIA, CADIZ & SUNBEAM.*

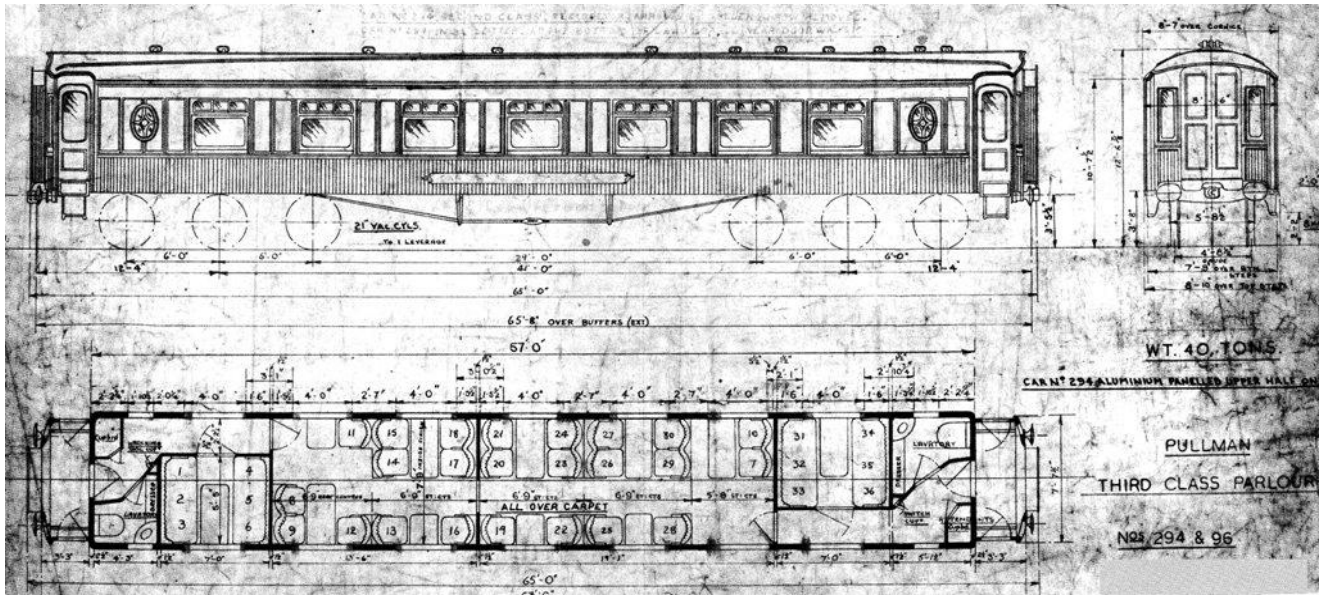
1946. *Noted at the Southern Railways Lancing Carriage & Wagons Works.*

1948. *Remodeled to Third Class Parlour CAR No.99. One toilet compartment removed to allow the installation of a 'Guard's compartment'.*



©J.Howard-Turner Collection - Antony Ford Collection.

CAR No.99 with 'Bournemouth Belle' roof boards.



©Antony M Ford.

Drawing of CAR No.294 & 96. The only difference with regard to CAR No.99 being the removal of one toilet compartment and replaced by a Guards Compartment.

1949 to 1950. Allocated to the 'Golden Arrow' service.

1951. Reclassified to 'Third Class'.

1952 October 5th & 19th. Within the all Pullman train formation RCTS Brighton Works Centenary. The formation consisting of CAR No.99, 61, 98, 17, 35, 31, 60 & 208.



©J.Howard-Turner Collection - Antony Ford Collection.

CAR No.99.

1947 to 1961. During this period of time allocated to the 'Bournemouth Belle' service.

1961 Withdrawn.
Sold to British Railways for conversion to a Pullman Camping Coach. Drawing No.P-154. Allocated to BR Southern Region and allocated the identity of No.P59. (Source: G J.Child).

1963. *Allocated to Littleham March 5th 1962, joining P58 (HAWTHORN) February 7th 1962.*

1970. *Noted at Radyr in use as BR Staff Mess Coach.*

1972 March 30th. *Noted as DW150430 at Cardiff.*

1972 December. *Condemned.*

1973 October. *Noted in the company of cars ZENA and ROSALIND on the High Dyke branch. All three cars at this time were owned by Flying Scotsman Enterprises.*

1974. *Noted in the Down siding south of Grantham Station in a mixed formation of vintage rolling stock that includes ZENA & ROSALIND. The formation being enroute from the closed High Dyke branch to Carnforth.*

1975 May. *Noted at Steamtown Carnforth.*

1980. *Reported as sold to the Venice Simplon Orient- Express for potential restoration and inclusion in what became the British Pullman fleet. Reported that due to the stringent Safety & Fire Standards for operation of British Rail restoration is not commenced.*

c1988. *Both PADUA and ROSALIND purchased by Mr D Lewthwaite.*

1988. *Both cars relocated to Seaburn on the North East Coast just north of Sunderland. Pullman car SAPPHIRE also arrives at Seaburn.*

1988-9. *Restoration both internally and externally is undertaken on all three cars. PADUA remodeled internally to Cocktail and Reception car.*

1989 July. *Puffing Billy's complex opened which includes a Motel.*

1990. *Puffing Billy's Complex put up for Auction.*

1992 February. *Puffing Billy's Complex purchased by Mr D.Hardy.*

1992-2011. *Puffing Billy's complex in this period has been re-sold and has also seen the cars put up for disposal.*

2012 January. *Puffing Billy's remains operational with all three cars.*

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.

A.M.Ford.

G J.Child.

Pullman & CIWL News - Passengers Reservations List.

310 x First Class Passengers.

2 x Web Sites - Passenger Numbers Unknown.

Welcome aboard to the following joining passengers: -

I.Hatton, H.Plugge, C.Duffell, F.Gilbert.

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/

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 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.

MODEL RAILWAY NEWS.



©John McFarlane.

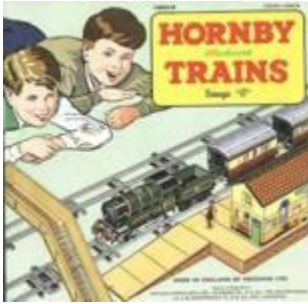
John McFarlane's BR Observation Car No.SC281.

Further to the image in the last edition, John has forwarded the above image

John advises, I thought you may be interested in a bit of detailing I have done.

The signal box is the new Bachmann Caledonian model, giving the picture the authentic Oban line feel for the livery.

I intend to build a 'Pass of Brander' diorama, to be used in place (and alternation with) of my 'Hewish Crossing'.



2012 Pullman Cars

All Images Copyright Hornby Hobbies Limited

The Brighton Belle.



©Hornby Hobbies Limited.

**The Umber and Cream liveried 5-Bel set No.2051 will consist of the following Pullman cars.
Motor Brake Third Class Parlour CAR No.88 and 89 (Without the roof mounted air horns).
Third Class Parlour No.86.
First Class Kitchen cars Hazel and Doris.**

The 5 Bel set produced covers the period of operation from June 29th 1934 until the beginning of 1937.

By the removal of the "Brighton Belle" roof boards the period of operation can be extended to commence as of January 1st 1933 until the unit renumbering at the beginning of 1937.



R4512 Brighton Belle Pullman - 'CAR No. 86 THIRD CLASS'.



R4513 Brighton Belle Pullman First Class Kitchen - 'DORIS'.



R4514 Brighton Belle Pullman First Class Kitchen - 'HAZEL'.

The BR Blue and Grey 5-Bel Set No.3053 will consist of the following Pullman cars.
Motor Brake Second cars S292S (Ex CAR No.92) and S293S (Ex CAR No.93).
Second Class Parlour S285S (Ex CAR 85).
First Class Kitchen S281S (Ex GWEN) and S283S (ex MONA).



R4527 Brighton Belle Pullman Second Class Parlour - S285S.



R4528 Brighton Belle Pullman First Class Kitchen - S283S.



R4529 Brighton Belle Pullman First Class Kitchen - S281S.

Pullman Train Packs.

R3093 Tornado Pullman Train Pack - Special Edition 2000



Their dream was to build a new Peppercorn Class A1 locomotive, a task that took them nearly 20 years to complete but eventually in 2008 their dream came true when 60163 "Tornado" moved under steam for the first time. This pack is inspired by the numerous special and charter trains that "Tornado" has pulled since 2008 and none can be more special than the Pullman charters that bring an air of opulence and nostalgia for those lucky passengers who not only enjoy the exquisite interior of these cars but also the superb cuisine that is offered on such trips.

'The Tornado Pullman' pack will contain Tornado in early BR green livery with three 'train set' Pullman cars (Minerva, Agatha and Car No.92).

R3134 Northern Belle Train Pack.



Echoing the luxury of train travel of yesteryear the Northern Belle is well known for its exquisite scenic journeys and the excellent cuisine served to the lucky travellers. This Hornby train pack seeks to try and capture some of the eloquence and style of the full size train with the careful and considerate livery application to both the Class 47 locomotive and coaches.

The 'Northern Belle' train pack will consist ex-Lima Class 47 No.47790 'GALLOWAY PRINCESS' and three ex-Airfix Mk2D coaches in Pullman livery CHATSWORTH, BELVOIR & CAR No.17167.

Coach Packs.

R4539 Northern Belle Coach Pack.



To

extend the Northern Belle train pack, there will be a coach pack with three more Mk2 coaches in Pullman livery consisting of GLAMIS, WARWICK & HARLECH.

Diesel & Electric Locomotives.

R3137 Pullman livery Bo-Bo Electro Diesel Class 73 – No.73101 'Brighton Evening Argos'.



RailRoad Locomotives.

Ex-Lima Class 47 Northern Belle liveried No.47862 in Pullman livery

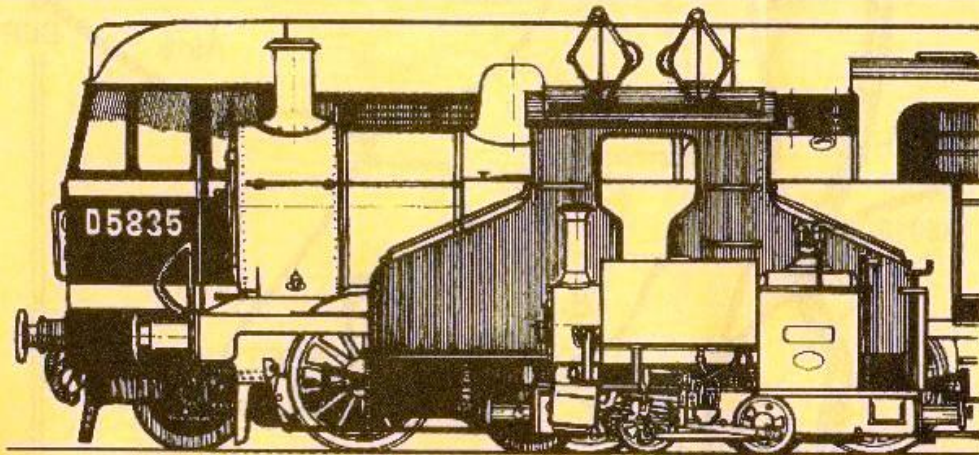
Steam Outline Locomotives.

Another limited edition, this time of 1500, will be a 'Golden Arrow' boat train 'Britannia' Class No.70004 William Shakespeare.

Please note there will be no new named or numbered locomotive hauled Pullman car models in 2012.

My thanks to both Pat Hammond and Simon Kohler for their kind assistance in the formation of this article.

STAFFORD MODEL RAILWAY EXHIBITION



2012

**Entry Fees held
• at previous
year's rates •**

Saturday 4th Feb
(10am to 5pm)

Sunday 5th Feb
(10am to 5pm)

All 3 halls: *Prestwood, Argyle & Sandylands Suites*

Stafford County Showground

ST18 0BD - Situated on the A518, 3 miles East of Stafford Town Centre - AA signed

Adults £7.00 • Children £4.00 • Senior £6.00 • Family £18.00

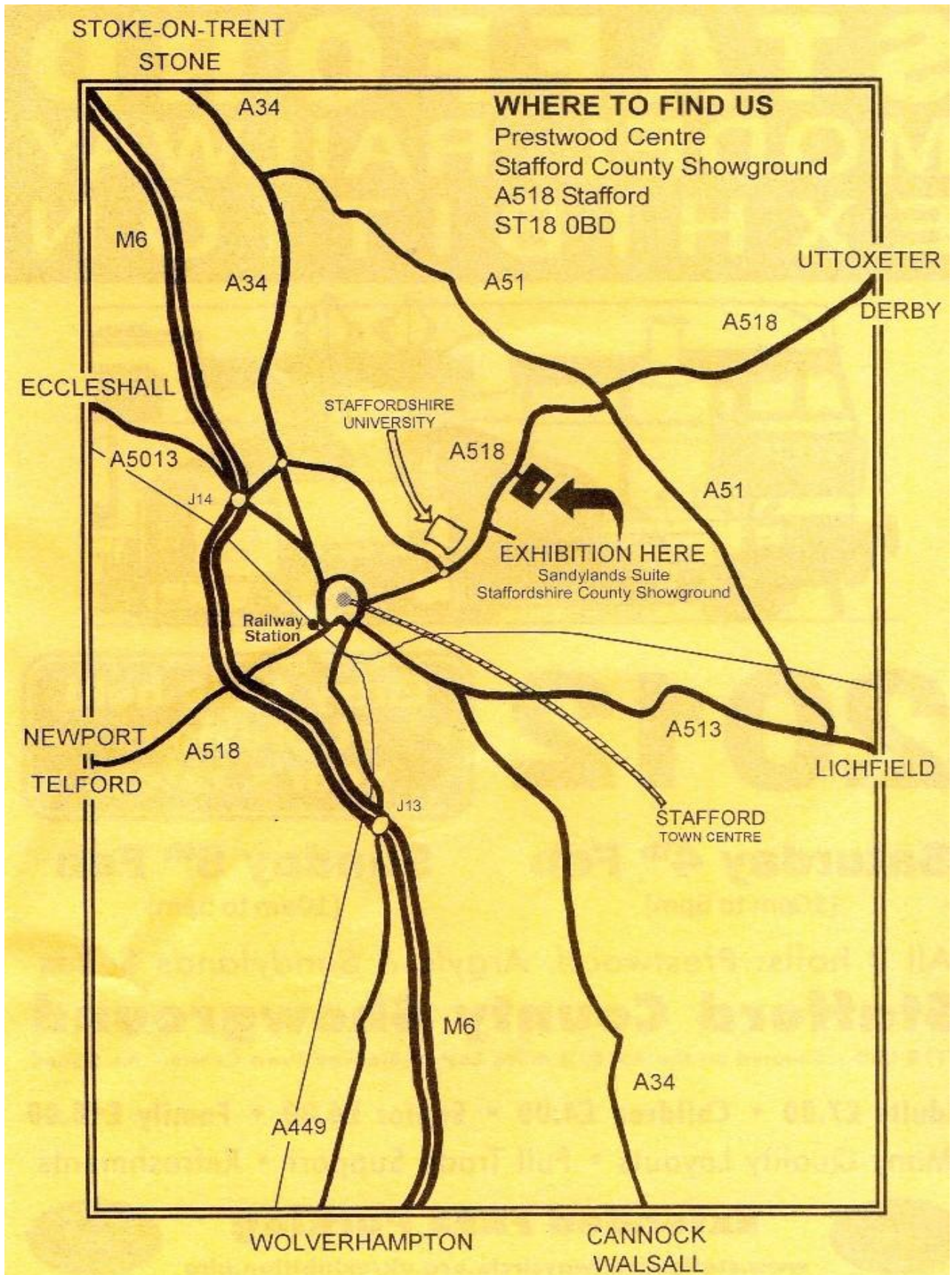
Many Quality Layouts • Full Trade Support • Refreshments



Extended FREE Parking

www.staffordrailwaycircle.org.uk/exhibition.php





The Past Remembered.

1887 – 135 Years Ago.

February 1st. New Pullman service commences Leeds to Birmingham and Bristol. Service withdrawn October 1st 1878. (Information Source PCS-A).

1907 - 105 Years Ago.

Ex Pullman car COLUMBIA ex East Coast Joint Stock No.233 now North Eastern Railway No.2966. Converted to Third class saloon and used to convey Newcastle United Football Club to away matches until withdrawn on November 3rd 1910. (Information Source Railway World June 1978).

Five Pullman cars return to the London Brighton & South Coast Railway from the London & South Western Railway that have been in use on the Waterloo to Bournemouth services. (Information Source PCS-A).

Financier Davison Alexander Dalziel (1854 to 1927) later Sir Davison and then Lord Dalziel of Wooler. Purchases the British Pullman Car Company. (Information Source PCS-A).

Pullman cars BALMORAL & DUNROBIN placed in reserve from service on Highland Railway. (Information Source PCS-A).

1917 - 95 Years Ago.

Due to the First World War Pullman cars withdrawn from service with the exception of three First and five Third Class cars. Service will not resume until October 1st 1917. (Information Source PCS-A).

1922 - 90 Years Ago.

Pullman car services commence operation between London and Hastings via Tunbridge Wells. (Information Source J.Morel).

1937 - 75 Years Ago.

March. Alexandra Palace Station March 1st to 6th and 8th to 13th. London & North Eastern Railway Demonstration Train Exhibition. The exhibition includes a Pullman Third Class Kitchen car (Identity unknown) as used on the Queen of Scots Pullman. (Information Source LNER Study Group).

1942 - 70 Years Ago.

The NAAFI hire Pullman cars, the cars are uniquely numbered for this service. (Information Source PCS-Archive)

1947 - 65 Years Ago.

February 14th. Noted at the Pullman Company Workshops Preston Park Brighton. Pullman car ZENA (Green livery), PRINCESS ELIZABETH (Red lead livery) and CAR No.26 as LNER No.489. (Information Source R.W.Kidner).

March. The Fuel crisis due to the ongoing severe winter leads to the following Pullman services being withdrawn 'Yorkshire Pullman' & 'Bournemouth Belle'. (Information Source PCS-A).

1952 - 60 Years Ago.

February 16th. Special Pullman train London Victoria to Dover in connection with the State funeral of King George VI. (Information Source Railway Magazine June 1952).

1962 - 50 Years Ago.

February 26th. The Bristol Pullman (Blue Pullman set) withdrawn for overhaul. Service replaced by use of the locomotive hauled Pullman car set. This operation remains in force until March 12th when the Blue Pullman set re-enters traffic.

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

For further information visit the Pullman Society web site

www.thepullmansociety.org.uk



LN~~E~~R Pacif~~i~~cs

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'.

Queen of Scots Pullman.

Feb/Mar 1952

52.03.05 60081 131 Up Queen of Scots from Newcastle failed at Bilton
52.03.15 60512 Queen of Scots past Darlington
52.03.20 60036 131 Up Queen of Scots from Newcastle - Leeds

Feb/Mar 1962

62.02.03 60148 1S57 Dn Queen of Scots from kings Cross
62.02.05 60118 1S57 Dn Queen of Scots from kings Cross
62.02.09 60148 1E14 Up Queen of Scots into Kings Cross
62.02.10 60027 1E14 Up Queen of Scots into Newcastle
62.02.10 60086 on Gateshead shed / 1E14 Up Queen of Scots from Newcastle - Leeds
62.02.17 60082 1E14 Up Queen of Scots from Edinburgh - Newcastle / 1V22 19.05 Newcastle - Bristol
62.02.17 60084 on Gateshead shed / 1E14 Up Queen of Scots from Newcastle
62.03.03 60538 1E14 Up Queen of Scots into Newcastle - still on at Darlington
62.03.05 60538 1S57 Dn Queen of Scots into Newcastle /serviced on Gateshead shed
62.03.06 60074 1S57 Dn Queen of Scots into Newcastle / serviced on Gateshead shed
62.03.07 60120 1E14 Up Queen of Scots into Kings Cross
62.03.10 60003 1S57 Dn Queen of Scots from Kings Cross
62.03.12 60025 serviced on Gateshead shed / 1E14 Up Queen of Scots into Kings Cross
62.03.14 60020 1S57 Dn Queen of Scots from Kings Cross
62.03.14 60141 1E14 Up Queen of Scots into Kings Cross
62.03.17 60134 1S57 Dn Queen of Scots at Grantham
62.03.21 60115 1E14 Up Queen of Scots into Kings Cross
62.03.24 60060 serviced on Gateshead shed /1E14 Up Queen of Scots from Newcastle

Tees Tyne Pullman.

Feb/Mar 1952

52.02.11	60025	145 Up Tees Tyne Pullman
52.02.12	60022	145 Up Tees Tyne Pullman
52.02.20	60017	145 Up Tees Tyne Pullman

Feb/Mar 1962

62.02.14	60003	1A50 Dn Tees Tyne Pullman
62.03.12	60021	1A50 Dn Tees Tyne Pullman
62.03.13	60026	1A50 Dn Tees Tyne Pullman
62.03.30	60014	1A15 Up Tees Tyne Pullman

Yorkshire Pullman.

Feb/Mar 1952

52.02.11	60014	84 Dn Yorkshire Pullman
52.02.11	60114	19 Up Yorkshire Pullman
52.02.12	60141	19 Up Yorkshire Pullman

Feb/Mar 1962

62.02.03	60120	1E08 Up Yorkshire Pullman
62.02.07	60118	1E08 Up Yorkshire Pullman
62.02.26	60046	1N24 Dn Yorkshire Pullman from Grantham
62.03.10	60081	1E08 Up Yorkshire Pullman / 18.20 Kings Cross - Leeds
62.03.12	60007	1E08 Up Yorkshire Pullman
62.03.13	60130	1E08 Up Yorkshire Pullman 11on
62.03.14	60003	1E08 Up Yorkshire Pullman
62.03.15	60020	1E08 Up Yorkshire Pullman

Harrogate Sunday Pullman.

Feb/Mar 1952

52.02.03	60120	84 Dn Harrogate Sunday Pullman
52.03.02	60118	on Copley Hill shed / 19 Up Harrogate Sunday Pullman

Feb/Mar 1962

62.02.18	60120	1N07 Dn Harrogate Sunday Pullman past Lincoln
62.02.18	60145	1E14 Up Harrogate Sunday Pullman past Lincoln
62.02.25	60120	Harrogate Sunday Pullman past Lincoln (
62.03.04	60071	on Kings Cross shed at 08.30 / 1N07 Dn Harrogate Sunday Pullman
62.03.25	60145	1N07 Dn Harrogate Sunday Pullman
62.03.25	60148	1E14 Up Harrogate Sunday Pullman

Can you help Tommy.

I am putting on about 1,000 workings per month on to the database and it now stands at over 750,000 Pacific and V2 workings. I would be grateful if readers who were spotting in steam days could look through their notebooks and if they find any information to contact me.

My email address is Tommy@lner-pacifics.me.uk.

I am also happy to answer any reasonable enquiries if I can.

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

Mail Bag 08/2011.

Bachmann Blue Pullman.

Bachmann at present will be producing the Blue Pullman formation as a the six car all First Class 'Midland Pullman' in two liveries.



31-255DC - Midland Pullman 6 Car unit in Nanking Blue - (DCC Installed).

31-256DC - Midland Pullman 6 Car unit in Nanking Blue - (DCC Installed).

As you will note both units will come DCC fitted.

I like many others placed an order for a unit on the publication by Bachmann of the planned production.

In early December (2011) I noted within Pat Hammond's most informative Model Railway Express web site reference to the sets use on non DCC layouts.

I have a non DCC layout with control by Gaugemaster and this includes 'TypeHF2 Deluxe Electronic Track Cleaner'.

I Emailed the Service Team at Bachmann Europe plc with regard to the use of the track cleaner and what effect it would have on the operation of the Blue Pullman unit sets operation and the potential to cause the failure of the electronics within the unit.

I received the following response:

"Thank you for your enquiry. Yes; there may be damage as the track cleaner will probably destroy the decoder as well as possibly eating away pickups of models".

Preservation News.

BALMORAL - Stephen Middleton - December 2011.



©Stephen Middleton.

Restoration progress on car BALMORAL can clearly be seen.

The roof is about ready for canvassing, half the bulkheads are fitted, other half being repaired and to be fitted shortly, beads fitted one side and both ends, the cill and beads to fit shortly on other side.

Doors fitted and as you can see original livery retained in parts to give a guide when painting.

It is now a very solid car.

The Oldest Operational Pullman Car in the World - T.Bye, T.Mulligan & K.Bunker.

In response to a question asked by Stephen Middleton.

“Once the car BALMORAL is operational will she be the oldest running Pullman in the World”.

I initially Emailed both Terence Mulligan and Kevin Bunker, both of whom are my American correspondents for matters relating to Pullman within the United States of America (USA),
In the hope they would be able to assist me on the matter of the oldest operational Pullman car in the World.

My terminology of operational covers Pullman cars that operate (by movement, not stationary) on preservation railway lines or sites, and on the Main line within the USA (Amtrak) etc.

Within the United Kingdom (UK) we have at present two Pullman cars identified that operate, one on a Preserved line and one on the main line (Network Rail).

1. Currently the oldest Pullman Car in operational service (On a preserved line) within the UK is 1921 built ex-Devon Belle Observation car ‘CAR No.13’.
2. The oldest Pullman car in main line operational service (Network Rail) within the UK is 1925 built car ‘IBIS’ which is one of the cars within the Venice Simplon Orient - Express, British Pullman train formation.

At this moment in time BALMORAL is being restored for operation on a preserved railway line in the UK, it is not the oldest Pullman car preserved within the UK, but on completion of its restoration it will be the oldest operational Pullman car in the UK.

BALMORAL is one of a batch manufactured by Pullman in the USA, then crate packed and shipped to The UK for construction at Derby. The car entered UK operational service in January 1883.

T.Mulligan (New York) Responded;

I will check around to make sure, but probably the oldest that moves in the USA is a completely restored wooden parlor-observation car currently named "Gertrude Emma," operating daily on North Conway Scenic RR excursions in New Hampshire.



©North Conway Scenic Rail Road. GERTRUDE EMMA.

This is really the Pullman "Veritas," ? (or that is the name of the sister car, will check), built in 1898 for the premier NY-Chicago "Pennsylvania Limited." It is a miracle of survival - for ages a cafe-lounge, then work train car in Maine where age means nothing.

Amtrak is easier. No wooden car bodies, no friction bearing trucks. The earliest steel cars began to be mass produced by Pullman in 1910. The oldest steel *private* Pullman allowed by Amtrak is "Federal," from February 1911. Based in Arizona. But there is a sleeper from 1910 itself, the "Abraham Lincoln," or something like that. I will have to look it up.

K.Bunker (Oregon) Responded;

It appears that the UK's Balmoral will likely be the oldest *operational* Pullman car *anywhere* when its restoration is completed and certified.

In the USA, we are -- dare I say it, hampered -- by a wealth of federal restrictions preventing operation of any wood-framed or composite frame passenger (or freight) car over mainline rails.

Furthermore, no car or other rolling stock with all friction bearings may roll, without special dispensation from the authorities.

Most mainline railroad companies likewise refuse even local moves of friction-bearing-equipped stock or motive power without major dialogue and contractual arrangements between the equipment owner(s), the railroads operational and legal departments, and insurance companies.

The problem was already well in place in the 1950s when Lucious Beebe and Charles Clegg were forced to retire and replace their ex-Central of Georgia p.v., what they called the "Gold Coast" (ex-C of G No.100/ C of G No.99) and find a suitable substitute, a steel heavyweight which became known as "Virginia City." I think that was in 1951 or '52 if memory doesn't entirely fail me.

To run on any US mainline, *any* active passenger rolling stock must meet these criteria and also be authorized by Amtrak rules, subject to their independent inspection, and must be equipped with full FRA-mandate buffing and compression strength laws, full steel frames and have 27-pin electric HEP equipment and self contained potable water *and* waste retention tanks.

Back when I worked for California State Railroad Museum, getting locomotives and vintage cars to one or another of the periodic Railfairs was made ever harder by such rules. Nine out of ten times we either trucked something in by road, or if it was too large and heavy, it circuitously rolled in by rail with railroad highest-ranking executives' approvals for special, limited moves over their main lines or through interchanges between one or another railroad.

That said, I know of nothing even close in age to the Balmoral over here that is technically roadworthy.

The recent extensive renovations (I'm still not comfortable with using the term restoration for this one) of the Pullman P.V. "Sunbeam" is lovely but it's not going anywhere soon.

There are other "heavyweight" private cars in captive charter service that had either been Pullmans or were built by Pullman Company and have remnant bits of original superstructural components, but all of these have been heavily rebuilt and therefore are compromised. Dover Harbor is lovely but is also much modernized, having latter-day trucks, roller bearings, HEP, retention tanks, etc., and compared to something like Balmoral, it doesn't even come close.

So, I know of nothing from US 19th century or even very early 20th century Pullman heritage that can physically challenge or compete in this question.

T.Mulligan (New York) Responded;

Oldest Pullman. There seems to be a sweepstakes for "oldest" allowed on Amtrak, and car owners hedge. The oldest Pullman-*built* car is now named "Abraham Lincoln." Constructed 1910, first year of steel cars being mass produced by Pullman. But as built by Pullman, this was a coach, not a first-class car. It had a number, not a name, initially. In 1929, the Rio Grand Railroad in the west, which owned this Pullman-built coach, rebuilt it in their shops to an "office" car - in other words a luxurious private car for railroad officials, with a couple of bedrooms, dining room, railed observation platform and so forth. It operates currently on Amtrak. I guess its mixed history makes it a mongrel, and not what you are searching for.

Oldest existing steel Pullman *first class - as built* - is "Superb." 1911. One of the very rare Pullman "rental" cars, which the well-to-do could request and have attached to nearly any US train going anywhere. Almost identical to an "office" car. President Woodrow Wilson rode in "Superb," President Harding may have died in it, coming home from a speaking tour to Alaska, in 1923. This car sits in a museum outside Atlanta, GA and is not allowed on Amtrak.

I have not exhausted all resources. Another "office" car, currently named the "Francis L. Suter," was built by Pullman in 1914 for Pennsylvania RR officials, and named "Harrisburg." That is the real name of the car. "Suter" is a make believe name cooked up by the current owner. This car is allowed on Amtrak up to 110 miles an hour. Candidate for oldest + built as first class (though not for the public) + Amtrakable.

I mentioned hedging on the part of car owners. Probably there is a Pullman built earlier than the Suter, but limited by its trucks to *90 miles an hour* on Amtrak. I am searching for such a car. There are two categories of privately owned cars allowed on Amtrak: 90 mph (bolted trucks) and 110 mph (integral cast trucks), both must have roller bearings.

What is the oldest steel Pullman, now on Amtrak, built for the public to ride? You have to jump over a decade. "Dover Harbor" and "Kitchi Gammi Club," both 1923, both available for private charters on Amtrak, plus anybody can buy tickets to ride the "Dover Harbor" when its trips are advertised to the public. "Kitchi Gammi Club" operates only as a private charter car, no public tickets.

The historian's hurdle here is that there are numerous Pullman steel heavyweights built before or right after the First World War, which are privately owned, not listed on any web site and which hardly anybody knows about. They dash by in the night on the tail of an Amtrak train, and you always thought that car had been scrapped. Example, the Pullman heavyweight parlor car "John Hancock" just appeared out of nowhere, and is about to be professionally restored in New Jersey. Nobody knew it still existed.

Based on the information supplied, once BALMORAL has been restored to operational standard she will be the oldest operational Pullman car in the World, unless you know otherwise?



PULLMAN

THE BRIGHTON BELLE

RESTORING BRITAIN'S UNIQUE, ALL-ELECTRIC PULLMAN TRAIN



©Pamlin Prints M579.

The 5 Bel Unit 2053 c1932

The Brighton Belle Project - Neil Marshall, 5BEL Trust - January 2012.

The 5BEL Trust is making solid progress with the refurbishment and re-engineering of the Brighton Belle five car set. The work is now largely centred on the dedicated project shed at Barrow Hill, where specialists Rampart and Pindari have integrated their teams to minimise vehicle movements to and from other sites and to pool engineering knowledge.

Looking back on 2011, it was something of a testing year. We always anticipated that we would be on a very steep learning curve, as we have clearly entered new restoration territory. The challenge to meet the requirements for mainline running for a train of this vintage has been significantly harder than we initially envisaged and – inevitably - the costs of the project have risen. We have also missed our very ambitious target of completing the programme within a three year timeframe.

On the plus side, we now have complete certainty over the re-engineering elements for our mainline ticket and we have amassed a great deal of technical knowledge which will benefit the other heritage EMU projects that will hopefully follow us. The team at Barrow Hill has been bolstered by five new and experienced engineers; this should ensure that we will definitely see this wonderful old girl back working the mainline next year - not bad for an 81 year old!

Motor brake Car 91 has been the test bed for the underframe grafts necessary to allow the cars to use 1960s stock bogies – BR Mk 6 for the motor thirds and SR B5s for the trailers. Visitors to Barrow Hill will have seen some highly detailed measurements being taken, then re-checked and checked again.



©SBEL Trust.

With CAR No.91 in the background we meet some of the engineering team. Trust Chairman Denis Dunstone discusses progress with Paul Ramsden, Ian Marlow and Simon Hartshorne.

Each car is 'bespoke' from a dimensional standpoint. The distance between the centre pivots on BEL units and on 1963-stock differs nominally by around 280mm. As the original centre distance must be retained to maintain gauging limits, each CIG underframe has to be lengthened between the centre pivot and the bufferbeam by this amount before they can be grafted to the BEL car.

Currently the rear (toilet) end is complete, with the design drawings awaited for the new spine framework which will strengthen and stiffen the body, an essential requirement for buckeye couplings. These rely on the ability of the underframe to carry both traction and braking forces through the centre longitudinals, rather than through the centre and the solebars as built. This work has to be completed, along with the fitment of replacement sole bars and the integration of new end crash pillars, before the car can be lifted again to graft in the forward (cab) underframe.

The cab controls - transplanted as a complete unit from the CIG - will also shortly be integrated; this will require modifications to the driver's doors, which will no longer be operable. Head and tail lights, TPWS, OTMR and certain other sensible modern-day requirements will then be fitted. The revised braking system is conventional, with Westinghouse two-pipe automatic air overlaid with a two-wire electro pneumatic system for normal use. In an emergency, there is an automatic changeover from electrically controlled to air controlled braking.

All of this work, and the need to increase maximum line speed from the 1932 spec, is required for mainline operation. The approach adopted seems to fit precisely with historical 'Southern' practice.



©5BEL Trust.

The modified underframe section over the BR Mk 6 bogie.

The same process has commenced for Car 85, which now sits on her new bogies. The new headstocks and drag boxes are already welded in place, as well as new end sections on every sole bar. A new steel floor plate and crash pillars are also in position, as is the framework for the revised gangway needed to accommodate the kitchen. Gas containers and water tanks are also in place. In the coming couple of weeks we will a new roof tank and the windows re-fitted.

Car 85 will be moved to Derby in March to have a new galley fitted, as well as creating a new section of corridor. Much of the interior woodwork of this car was damaged – some elements irreparably – because of sustained water ingress while in storage before she was purchased by the Trust. When Car 88 takes her place in March, the time required for the engineering stages for the final three cars will be significantly reduced.

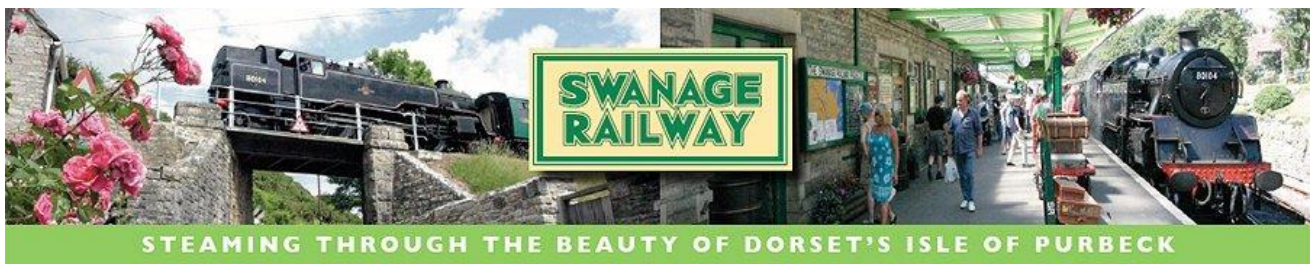
The 5BEL Trust will be exhibiting once more at Brighton Modelworld, which runs from 24-26 February – details on www.brightonmodelworld.com – this time without one of our cars stopping the traffic on the seafront! We will also be welcoming visitors to our project shed during the 'Fab Four' event at Barrow Hill, which runs from 13-15 April.

And a restored Car 88 will also be waving the flag for heritage electric traction at Railfest 2012, which runs from 2-10 June.

We face several anniversaries this year. On 30 April Buckingham Covers will launch a first day cover to mark the 40th anniversary of the Belle's withdrawal from service. In the autumn we will mark a more important moment in the train's history - the 80th anniversary of this Art Deco icon's production by Metropolitan-Cammell at their Saltley Works. And we are currently working hard to link the Queen's Diamond Jubilee in June with the Belle's use as a royal train.



The 5 BEL Trust Registered Charity No. 1133545 www.brightonbelle.com



Stephen Doughty - December 2011.

Pullman Observation CAR No.14 has arrived back to the railway following work undertaken by Ramparts at Derby, this includes a new interior scheme at the Observation end of the car.

The Churchill van S2464S is now located in the old good yard at Corfe Castle station, the vehicle has been externally restored and on display. S2464S is also being used as the support vehicle for the internal restoration of Bulleid CK5761.



David Jones.



Busy Pullman week on the Bluebell Railway.

The first week in January was a busy one as far as Pullman Cars were concerned, which may be surprising as no 'Golden Arrow' services run that month, being reserved for maintenance on the Cars. The answer was a large filming contract using Cars 'Lilian' and 'Doris', plus the arrival of 'Carina' for storage.

The film is Stephen Poliakoff's 'Dancing on the Edge', a five part 1930s drama for BBC2 due to be screened in early 2013. It required a special train consisting of U Class No. 1638 hauling Pullman Car 'Lilian', the LNWR semi-Royal saloon No. 806 and the recently out shopped SECR Birdcage Brake with a Queen Mary brake van bringing up the rear, mainly to carry the electricity generator for the lighting.



©David Jones.

Line side filming in progress.

Although 'Lilian' will be seen as part of this private train, the internal scenes required space for a piano (it will all become clear when you see the series!), which would not have been possible in a 42 seat third class Car. Therefore 'Doris' was used, as the armchairs could be moved around to accommodate the said piano. They also wanted a more luxury feel to the art deco interior so single first class armchairs were better. The only problem was the 1969 grey check moquette which was considered too dull and not representative of the period. Although the chairs from 'Fingall' were available, as this is currently stripped for overhaul, they can only be swapped with those in Doris by removing one of its windows, which would involve a great deal of effort so was declined. The film company therefore spent a reluctant day covering all the chairs with a red velvet material, which in the end looked quite impressive.



©David Jones.

The saloon interior of ex Brighton Belle Kitchen First DORIS with seat covering in place.

A whole day was spent filming the interior scenes in 'Doris', and as this was to take place at night, Horsted Keynes Station had to be completely blacked out with huge black sheets to keep out the sunlight.

The interior of the semi-Royal saloon was to be used for a 'picnic' so nearly all the chairs and tables had to be removed from this carriage, requiring the removal of a door, and replaced with large cushions for the cast to laze about on having their food and drinks. Interestingly this was properly cooked in the attendant's compartment at the end of the carriage, so the smell lasted for several days afterwards.



©David Jones.

LNWR semi-Royal saloon No. 806.

The last day of the week was allocated to returning everything to normal, and one must admit that, like other filming jobs on the Bluebell of which there are many, one would never know of the intense activity involving 94 staff and many vehicles, at the station the previous week.



©Tony Mallinson.

**CARINA at Passing through the town of Forest Row enroute to the Bluebell Railway.
Pullman & La Compagnie Internationale des Wagons-Lits et des Grand Express Européens News
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Fortunately, the arrival for storage of Car 'Carina' took place at Sheffield Park, well away from the filming. Arriving from the North Yorkshire Moors Railway on Thursday January 5 at about 10.00 am it was left on the 'tramway' unloading point where it received much comment from volunteers on its derelict condition.



©David Jones.

CARINA now back on rails following being safely unloaded from the road transport trailer.

'Carina' is really just a shell, the result of many attempts by different past owners at restoration, but at least it can be restored to the Bluebell's requirement from this 'clean sheet' condition. This, of course is the responsibility of the present owners, the 5BEL Trust who will have to make a decision on where it will be tackled. Once completed it will be swapped for Car 'Doris' which will join the others in the Brighton Belle set, with 'Carina' becoming a second kitchen car on the Bluebell.

The Bluebell Railway - 2012 'Golden Arrow' Timetable.

Saturday Evenings depart at 7.30pm from Sheffield Park returning at 11.00pm.

Sunday Lunches depart at 12.30pm from Sheffield Park returning at 4.00pm.

February: Tuesday 14th: Valentines Special & Sundays: 12th, 19th, 26th.

March: Saturdays: 10th, 31st & Sundays: 4th, 11th, 18th, 25th.

April: Saturdays: 7th, 14th, 21st, 28th & Sundays: 8th, 15th, 22nd, 29th.

May: Saturdays: 5th, 12th, 19th, 26th & Sundays: 6th, 13th, 20th, 27th.

June: Saturdays: 2nd, 9th, 16th & Sundays: 3rd, 10th, 17th.

July: Saturdays: 7th, 14th, 21st, 28th & Sundays: 8th, 15th, 22nd, 29th.

August: Saturdays: 4th, 11th, 18th, 25th & Sundays: 5th, 12th, 19th, 26th.

September: Saturdays: 1st, 8th, 15th, 22nd, 29th & Sundays: 2nd, 9th, 16th, 23rd, 30th.

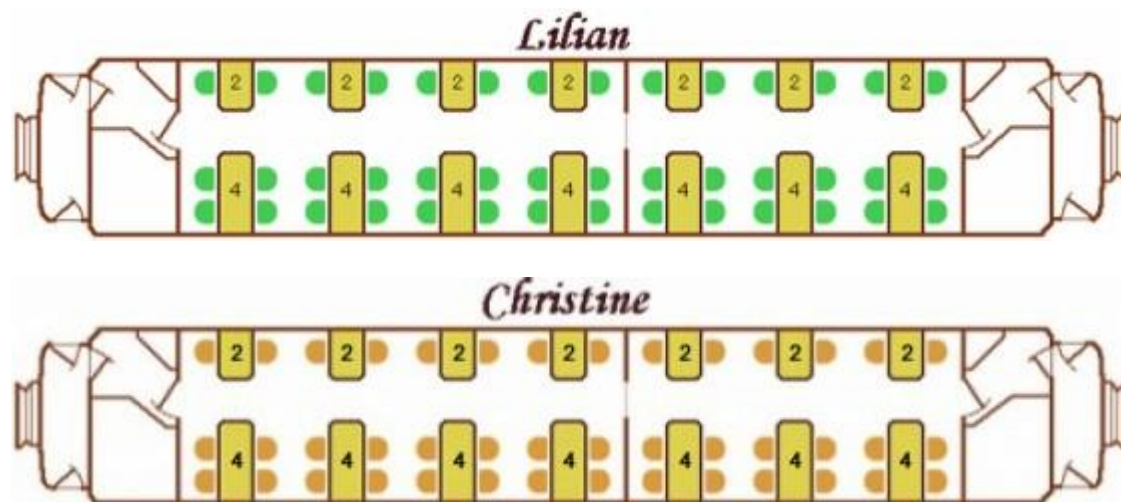
October: Saturdays: 13th, 27th & Sundays: 7th, 14th, 21st, 28th.

November: Saturdays: 3rd, 17th & Sundays: 4th, 11th, 18th, 25th.

December Christmas Specials: Evenings: 1st, 7th, 8th, 15th, 21st, 22nd, 23rd. Sunday Lunches: 2nd & 30th.

New Year's Eve: December 31st.

Pullman car Seating plans.



For further General Enquiries 01825 720800. Email: info@bluebell-railway.co.uk
The Bluebell Railway, Sheffield Park Station, East Sussex TN22 3QL



©David Jones.

The ongoing Interior restoration of car FINGALL in mid January 2012.



Richard Salmon.



The Bluebell Railway's Pullmans.

The Bluebell Railway's Pullman fleet represents the fulfillment of a long-held Bluebell aspiration, which also provide the Railway with highly marketable product, the [Golden Arrow dining train](#) the revenue from which now covers the relatively large costs of maintaining such a train. It should not be forgotten, however, that the current fleet of Pullmans represents a vast investment of time and effort by many people in the Bluebell's [Carriage & Wagon department](#), and of money from both the Horsted Keynes Pullman Car Group and the Railway.

FINGALL.



©R.Salmon.

FINGALL Saloon interior.

Pullman Schedule No: 175

Type: Kitchen First

Built: (Birmingham Railway Carriage and Wagon Co.) 1924

Seating: 22 1st class

Built for the *Yorkshire Pullman*, it was however put to use on the *White Pullman* which, in 1929, was named the *Golden Arrow*. After the war it saw further use on the Southern Region, including the *Bournemouth Belle*.

On withdrawal it was sold to Lord Montagu, forming, with the locomotive "Stowe" and two other Pullmans, a static exhibit at his motor museum at Beaulieu. When no longer required there in 1972 it was sold to the Isle of Wight Steam Railway, for use as a static catering facility. For many years the Bluebell had been looking for a suitable "flagship" Pullman vehicle, and so Fingall became the first Pullman to arrive.

Its restoration was started by the volunteers of the Horsted Keynes Pullman Car Group in 1985. Much money was raised by the group to progress the work, partly through the volunteer-operated Bluebell Cutler dining train.

With the arrival of "Car No.64" in 1987, it was agreed that the HKPCG would finance and make this latter vehicle available for service as the work required was minimal, in exchange for the Railway taking on responsibility for Fingall's overhaul. The comprehensive nature of the work, involving complete renewal of the vestibules at each end (£5,000 worth of new timber), as well as two sections of bodyside and the complete re-construction of the interior, dragged on for several more years. With the completion of the kitchen (which absorbed much of the estimated £200,000 cost of the project) 1992 finally saw a car emerge, equipped for service as the kitchen on the Pullman train.



©David Clarke.

FINGALL Saloon interior

After 19 years in service, water penetration in the roof and gutter area has caused the car to re-enter the Bluebell's workshops for an intermediate repair, mainly involving the rebuilding of the kitchen wall in the area of the pantry cathedral light (*as above*), and the replacement of the cantrail on the other side of the car. This work is being done in-house, and is expected to be completed before the end of this year.

CAR No.64 ("CHRISTINE").



©R.Salmon.

CHRISTINE.

Pullman Schedule No: 219

Type: Pullman Second Class Restaurant Car, later Parlour Third

Built: (Midland Railway Carriage & Wagon, Birmingham) 1928

Named: "Christine" (on the Bulmer's Cider Train, and from Dec 2006)

Seating: 42 3rd class

Built as a Second Class Restaurant car for the London-Harwich boat trains, it was rebuilt in 1937 as a third class parlour car. It ran on many different trains, including, in the 1960s, the short-lived private venture, the *Regency Belle*. Although this train usually used the 5-BEL electric Pullmans, it was formed of conventional cars when required to run off the electrified system during engineering work on the Brighton Line. It ended its days on the *Bournemouth Belle* in 1967.

On withdrawal it became one of five Pullmans in the *Bulmer's Cider Train*, being named "Christine", and toured the country for promotional purposes, as well as being in the historic train hauled by King George V which ended the BR steam ban. In 1985 the entire train was sold to the VSO-E, who were immediately keen to dispose of those vehicles which they did not require. Car 64, the most complete of the vehicles, was offered for sale and the Horsted Keynes Pullman Car Group had to move rapidly to purchase it.

Although it was the fourth Pullman to arrive on the Bluebell, in view of its satisfactory condition, it was fit to run almost immediately, and so became the first of the four to enter service, after some remedial work. The Bluebell's dining train, the *Bluebell Cutler*, was renamed the *Regency Belle* at that time.

It was always acknowledged that its condition was such that it could only run for a few years before major repairs became necessary. During the Autumn of 2000, a contract and volunteer team repaired the worst part of the East side and patched the roof, and some of the seating was re-trimmed, enabling it to re-enter service for Christmas, but this was only a temporary respite.

In early 2004 it was stripped down and sent away to VSO-E's workshops for a full overhaul of the body structure, whilst the Railway undertook the interior refurbishment. It returned to traffic on 1st December 2006, and is running again in the *Golden Arrow* Pullman Dining Train.

CAR No.76 ("LILIAN").



©Linda Chen

Pullman LILIAN at Sheffield Park on May 8th 2010

Pullman Schedule No: 229

Type: Parlour Third

Built: ((Metropolitan Carriage, Wagon & Finance) 1928

Seating: 42 3rd class

Although built in the same year as Car 64, this was one of the all-steel cars built for the *Queen of Scots* service run by the LNER. Like Car 64, it came to the Bluebell via Bulmers of Hereford, and the VSO-E.

It has received considerable cosmetic and bodyside repairs to keep it in operating condition, initially as a temporary replacement for Car 64.

Some of the interior now fitted to this car (mainly seating, tables and brasswork) was recovered from the remains of Car 105, part of the body of which was used until 1995 as a small restaurant at the back of a shop in Kensington High Street. Other components have had to be made a-new, to restore an authentic interior to this car, which had been stripped internally to form an exhibition space on Bulmer's Cider Train.

It is now named "Lilian" in honour of the late wife of Bluebell Railway President, Bernard Holden MBE.

CAR No.54.



©Doug Lindsay.

CAR No.54 THIRD CLASS outside the Pullman Works at Preston Park, Brighton.

Pullman Schedule No: 157

Type: Kitchen Third, later Parlour Brake Third

Built: (Clayton, Lincoln) 1923

Other No: LNER 490 (1942-6)

Seating: 33 3rd class

This car, originally built as a Kitchen Third by Claytons, was rebuilt in 1937 as a Parlour Brake. For the period 1942-6 when Pullman services were withdrawn, it entered ordinary service as a first class coach as LNER No.490. After the war it ran on such trains as the *Devon Belle* (1948-50) and in 1960, the *South Wales Pullman*, ending its days on BR as part of the Western Region's spare set for the *Blue Pullman*.

On withdrawal it moved, first to the Dart Valley Railway, and then to the Birmingham Railway Museum in 1970. It subsequently found its way to Carnforth, where it was stripped in preparation for restoration to traffic for the Orient Express. It was laid aside however, and offered for sale. It was thought that such a high-capacity car, including the useful guard's accommodation, would be a worthwhile addition to the Bluebell's growing fleet of Pullmans, and it was purchased in 1984 by a member of the Horsted Keynes Pullman Car Group with this in mind, but continuing in storage at Carnforth for another couple of years.

It is still in the condition in which it arrived from Carnforth, essentially a kit of parts. It probably requires work of similar magnitude to that expended on the restoration of Fingall, including the inevitable replacement of the entire end-structure.

Whoever puts it together will also have the experience somewhat akin to making a jigsaw, where only 90% of the pieces are present, and where, to confuse matters, there are other pieces in the box which do not belong to this puzzle. For example, Car 54 came with a fine collection of Pullman Lavatory doors. It is not known which door belongs with the coach out of the many that were removed from the refurbished VSOE cars (which, one assumes, must have received replacement doors).

DORIS.



©R.Salmon.

DORIS at Horsted Keynes.

Pullman Schedule No: 282

Type: Kitchen First

Built: (Metropolitan-Cammell Carriage Wagon & Finance Co.) 1932

5-Bel Set No: 2051 (later 3051)

Seating: 20 first class

This Pullman Car, formerly located at Finsbury Park, was purchased by the Bluebell in 2006, and was intended for use as part of the Railway's Golden Arrow Pullman Dining Train. In the interim, since it was internally in very presentable condition, it has been used occasionally as a static catering outlet for cream teas.

Subsequently, the 5BEL Trust was established to restore a 5-car BEL electric set for main-line operation, and "Doris" was the only first-class car which could be available to them, so a deal was struck where they would exchange steam-hauled kitchen car "Carina" for Doris. "Carina" is attractive to the Bluebell because it should be easier to maintain in the longer term than an all-steel Belle Car, and also because, like "Fingall", it was used on the *Golden Arrow* service. Because "Carina" is incomplete, the deal includes work to bring "Carina" up to a similar level of completeness as "Doris".

CARINA.



©Tony Sullivan

CARINA after arrival at the Blubell Railway on January 5th 2011.

Pullman Schedule No: 307

Type: Kitchen First

Built: (Birmingham Railway Carriage & Wagon) 1951

Number (from November 1968): S307S

Seating, as built: 22 first class; as remodelled: 28 first class

Current Owner: 5 BEL Trust

The 1951 Golden Arrow cars had been planned before the second world war. The timing of their eventual completion in 1951 ensured they were associated with the "Festival of Britain" that year, "Carina" being one of the cars forming a short VIP train prior to the reformation of the *Golden Arrow* using the new cars, and others rebuilt to match, on 11 June. Distinctive due to their cleaner, more modern interiors, and particularly their rectangular rather than oval lavatory and pantry windows, they were the last "traditional" Pullman design to be constructed before the takeover of the Pullman Car Co. by the BTC in 1954. Subsequent designs were based on BR's standard rolling stock.

"Carina" achieved fame when on 30 January 1965 it was one of the Pullman Cars forming the funeral train of Sir Winston Churchill. From 14 June 1965 Pullman cars just provided the first-class accommodation on the *Golden Arrow* train, with second class passengers travelling in ordinary carriages. In November 1968 "Carina" was remodelled with 2+1 seating, but still as first class, losing its name and "Pullman" branding, numbered as S307S and carrying BR corporate livery (in a Southern Region adaptation, which was used for the Brighton Belle and Golden Arrow Pullmans), applied in November 1968.

After withdrawal, in March 1973 it became a static restaurant at the Hotel Mercure, Dardilly near Lyon in France. It was recovered from there in 1980, being intended for use on the VSO-E, and was partially stripped, with new end timbers prepared for it, before plans changed, and after many years of storage at Carnforth, Swindon and then from 1987, Stewarts Lane, it was sold and moved to the North Yorkshire Moors Railway in May 2002.

As described above, the SBEL Trust have obtained "Carina" (which arrived on the Bluebell on 5 January 2012) for a future exchange with the Bluebell-owned "Doris".

South Eastern Railway Drawing Room Car 33 (Hastings Car Train)

Built: (Gilbert Car Co.) 1891.

Rebuilt in 1919 as Pullman Kitchen First "CONSTANCE".



©R.Salmon.

CONSTANCE.

Pullman Schedule No: 89

Seating: 20 First Class, as Pullman

In 1891 the South Eastern Railway assembled at Ashford Works six "Gilbert Cars" built at Troy, USA, to form the "Hastings Car Train". These six cars were rebuilt in 1896, and in fact were then advertised to the press as brand-new for the second time! The rebuilding included enclosing the vestibules at the ends of the coaches and the fitting of gangway connectors and Stones Electric Lighting in place of the original accumulator system.

In 1919 the Pullman Car Company found itself committed to running new Pullman Trains on both the SECR and the GER. New vehicles under construction could cope with the GER traffic, but to service the Boat Trains for the SECR the Pullman Company purchased the six "Hastings Cars" along with the contemporary "Folkestone Cars". All were rebuilt and turned out in Pullman/SECR Lake Livery (not umber and cream) for the SECR services, and ran until the late 1920s.

The other similar kitchen car, "Carmen", was destroyed as a result of the Sevenoaks derailment of 1927. After withdrawal, the body of Constance was cut in half, and incorporated in a domestic building. However, the body is generally in excellent condition, still with 25-Tons Tare plates on both ends, and with much of the marquetry panelling still intact inside. It has been placed on an ex-SR Bulleid underframe temporarily, and has been tarpaulined over. Its restoration would probably involve the replacement of the current wooden integral underframing with conventional bottom-sides and a steel underframe. The body still shows signs of the 1920s all-over lake livery, complete with the Pullman lining and crests.

When eventually restored it might act as part of a historic train of SECR vehicles, and when required as maintenance cover for the Bluebell's Dining Train. It is not thought feasible to back-convert it to its SER configuration, which would require the replacement of the current marquetry interior, so it would be restored as Pullman Car "Constance".

There have been two other Pullmans operated on the Bluebell. The first was privately owned SR-electric 6 Pul composite car "**Bertha**", which arrived on the Bluebell in 1982 (Schedule No.278, Built 1933).



©R.Salmon.

BERTHA at Horsted Keynes.

Its owner, Ray Martin, had spent some twelve years reconstructing the partially stripped out interior at various preservation sites before coming to the Bluebell. In addition to repairs to the marquetry panelling, this work included the casting and finishing of about 200 brass components, and tracking down replacements for all the seats. The Bluebell's volunteers then helped with bodywork repairs and the conversion from EMU trailer to use a 24 volt battery/dynamo electrical system, with gas for cooking, refrigeration, steam heating and vacuum braking, with replacement gangway connectors and wheelsets.

Upon completion, it won the 1990 ARPS Coach of the Year Award, and for the next ten years it was heavily used on the Bluebell's *Golden Arrow* and lunchtime dining trains. It also had the distinction of being the longest and heaviest coach running on the Bluebell!

Following the conclusion of its ten-year loan agreement with the Bluebell it was sold to a new owner in 2000, and moved from the Bluebell to the Swanage Railway, and is now at Carnforth pending a major overhaul.

The second, which effectively replaced "Bertha", providing pantry facilities on the Bluebell's train between 2000 and 2008 was the NRM-owned Met-Cam 1960-built Mk.I Car, Kitchen First "Eagle" (schedule number 311).



©R.Salmon.

EAGLE at Sheffield Park.

It was never popular with the public on the Bluebell's dining train because, whilst it had been built with separate arm chairs, it was preserved in its later condition with more modern seating and a greenish-painted finish internally over the original material. Moving from the Bluebell to the Mid Hants Railway in 2009, it is now at Tyseley, for use on their main-line trains after receiving an overhaul.

The Cream of Devon at Portsmouth Arms Station - January 2012 Update - Pat O'Connor.

We return to Devon for an update on the restoration of 1952 'U' Class Kitchen First ARIES.



©Pat O'Connor

The Kitchen end, the Kitchen was located on the left of the image above.

The winter period being the ideal time of the year to undertake restoration work within the car, so over the past few months, I have concentrated on fitting the missing flooring areas at the kitchen end of the car.



©Pat O'Connor

The Kitchen end, looking towards the saloon, the Kitchen was located on the right of the image above.

Readers will recall that ARIES was unique amongst the 'U' Type First Class Kitchen cars constructed for 'Golden Arrow' operation, in that with sister car Kitchen Second Class CAR No.303 the two of the three cars built at Preston Park in 1952 received larger kitchen and pantry areas that occupied a third of the vehicles interior.

Alas little now remains of the original kitchen facilities, as the illustrations show, apart from the vestibule ends and one side of the kitchen corridor.



©Pat O'Connor

With the Kitchen area behind us, we look down the saloon. Beyond the end partition is the Coupe area which seats 4 passengers.



©Pat O'Connor

The interior side of one of the four vestibule doors.

The above vestibule entrance doorway had been boarded over, but the fitting of the refurbished door has been completed.



Ecclesbourne Valley Railway



The Ecclesbourne Valley Railway - 2012 Pullman Operations Update. Howard Sprenger, Martin Miller & EVR.

As reported in the last newsletter (No.4) the Ecclesbourne Valley Railway has been granted by the BRB Residuary permission, without charge, to use the Pullman Coat of Arms (Crest) on its buffet facilities and two Mk2f carriages.



©Martin Miller.

Ex-Gatwick Express GLV No.9107 being shunted back into the platform by the EVR Class 20. D8001.

The image above is of the first of the three carriages that will be branded as Pullmans on the EVR. The external painting of No.9107 into umber and cream is now complete, and the carriage has been positioned back at the platform where it will ultimately be available for refreshments along with the other two Mk2f carriages.

Lettering and crests, etc, will be addressed when all three carriages are complete, as the priority is to repair and paint them before the season opens again. The lining will be hand painted, and they are currently researching how to apply the Pullman Coat of Arms (Crest).

This vehicle was built as a "2HAP" Motor Brake Second Coach at Eastleigh in Hampshire by British Railways and delivered in August 1959 for phase 1 of the Kent Coast Electrification.

It went directly into service based at Ramsgate Depot, and was numbered 61292 as part of unit 6094. It ran in green livery, later with a small yellow panel on the cab end from about 1964 until being painted blue with yellow ends by about 1970. From late 1980, 2HAP units began being painted blue and grey and 6094 was also done. It was used on all the routes in Kent covered by the South Eastern Division of British Railways but probably also roamed much further afield as 2HAP units were frequently loaned between the three Southern Region Divisions at times of stock shortages. Unit 6094 was withdrawn from traffic on 15 May 1982 and after a short period in use as an additional load for driver's training trips, was stored at Eastleigh Marshalling Yard awaiting rebuilding in the works as a Gatwick Luggage Van. This took place from 24 May 1983, the coach being out-shopped on 24 March 1984, completely rebuilt as GLV 68506. It was then based at Stewarts Lane Depot for use on the rail-air service between London Victoria and Gatwick Airport (Gatwick Express) until withdrawn from that front line service in May 2002.

This vehicle was kindly donated to the Ecclesbourne Valley Railway by the Porterbrook Leasing Company in March 2003 and has been in our care since that date. It has been converted into a static catering buffet car and has been rebranded as the Pullman Buffet in time for the 2012 season, receiving a repaint into the Pullman colours of umber and cream.

Builder:	British Railways Eastleigh Works	Built:	1959 (rebuilt 1983)
Class or Type:	GLV	Works No:	
Weight:	38 T	Running No:	9107
Brake Type:	Air	Operational Status:	Static
Owner:	WyvernRail PLC	Arrived:	--/02/03
Remarks:	Pullman Buffet		

There's no further progress on this vehicle as the carriage & wagon department are waiting on milder and better weather before applying the "Branding", and then all three carriages will be undertaken together. However, a second carriage (a BR Mk2f TSO No.72617) is currently being repainted.

The other two carriages to be rebranded to Pullman status Ex-BR Mk2f TSO 72617 & Mk2f FO 72501.

Pullman Buffet Car



New for the 2012 season, our Pullman Buffet car at Wirksworth offers teas, coffees, cold drinks, hot and cold food, cakes and bacon rolls on operating days, all served to your on board table.

For Groups and Parties

Have your group dine in style in our Pullman Buffet Car and Coaches with or without your own private charter train.

We have the following options available for groups and parties:

Option 1

Fruit Juice, a freshly made sandwich platter, cakes or biscuits and a bottomless pot of tea or coffee.
£7.95 a head

Option 2

Fruit Juice, a freshly made sandwich platter, our speciality giant fruit scones with clotted cream and jam, and a bottomless pot of tea or coffee.
£11.95 a head

Option 3

Full buffet meal including freshly made sandwiches, a selection of savouries, cheese and meat platters, quiches, followed by dessert and limitless tea and coffee.
£17.95 a head

Please note there is a supplement of £50.00
for use of the Pullman Buffet Car and Coaches after 18:00.

For further information please take time to visit the Ecclesbourne Valley Railway web site.

www.e-v-r.com

My thanks to Howard Sprenger, Martin Miller and the Ecclesbourne Valley Railway.

Pullman Christmas Party - December 18th 2011 - Terence Mulligan.

Both Fran Phillips and I were invited for a drinks and hors d'oeuvres party aboard restored 20th Century Ltd. Pullman observation car "Hickory Creek," parked in the New Jersey Transit Freight Yard, Boonton, New Jersey.

A modest party, then as more than a few invitees accepted, we were asked instead to work the car as uniformed Pullman style chef and waiter, to get out the ten different hors d'oeuvres, one after another hot out of the oven + drinks.

Two versions of the Pullman cocktail napkin were being printed up, Pullman trays and full dress parade.



RailPictures.Net - Image Copyright © Gerald Oliveto

©Gerald Oliveto.

New York Central observation HICKORY CREEK.

Then as the list of acceptances zoomed toward 70 people, we were asked to find another chef and another waiter, plus a Pullman style bartender, we did.

This was a call to the colours for Pullman enthusiasts. Since by now the "Hickory Creek" would be jammed like a commuter train in India, another car was coupled to it for the party, New York Central full lounge car No.43, also totally restored.

Built by Budd in 1947, one of 13 lounges ordered by the Central for their long distance fleet. Do it again? Absolutely. Next year!

the on board train crew consisted of Hans Plugge, Terence Mulligan, Sam Levenberg, Fran Phillips and Suzy Kass. Pullman observation/lounge HICKORY CREEK and NEW YORK CENTRAL No.43, a tavern/lounge car, both restored by StarTrak and owned by URHS. The party being hosted by Bill McKelvey.

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

Venice Simplon Orient - Express - July 6th 2000 - Tony Teague

For my 50th birthday (now already more than 10 years ago!) my lovely wife indulged me with a trip to Venice. We flew there 3 or 4 days prior to my birthday.

We stayed in luxury at an excellent hotel before returning on the VSOE on our birthday itself.

It was truly the trip of a lifetime, an incredible dining experience, and one which it will remain difficult to beat or even equal.

My only regret is that by the time we boarded the British Pullman I was so 'relaxed' that I did not find the time or energy to take pictures of the Pullman cars.



©Tony Teague.

Coat of Arms.



©Tony Teague.

Builder's plate located at each vestibule door step.

Note the year of the cars construction has been removed after the word 'ENGLAND'.



©Tony Teague.

VSO-E Bar Car No.3674 at Venice St Lucia.



©Tony Teague.

VSO-E Car No.4095 at Venice St Lucia.



©Tony Teague.

VSO-E Bar Car No.4110 at Venice St Lucia.



©Tony Teague.

VSO-E Car No.3473 at Innsbruck.



©Tony Teague.

CIWL Sleeper Car No.3473 with compartment doors closed.

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©Tony Teague.

CIWL Sleeper Car No.3473 with compartment doors open.

WP No.4032 - Rik Degruyter.

CIWL Pullman car type Flèche d'Or with kitchen, No. 4032D (80 81 973 2 928-3).

1927 Built by Ateliers Saint-Denis.,

Allocated to Flèche d'Or Paris – Boulogne service.

1934 Rebuilt into dining-car and allocated to Paris to Cherbourg services.

1955 Allocated to Brussels and Amsterdam services.

1957 Allocated to services between München and Bolzano/Bozen,

1964 Sold to Jenny & Schindler (Telfs),

1986 Sold to ÖBB and refurbished for the 150-year jubilee.

Operated by ÖBB ErlebnisBahn.

2011 Now withdrawn from service and given to the Heizhaus Strasshof near Vienna and stored under cover.



©Michael Katai.

WP No.4032 was photographed on June 17th 2007 on a Wien Westbahnhof.



©Rik Degruyter.



©Rik Degruyter

Above - Exterior views at Heizhaus Strasshof near Vienna and stored under cover.



©Rik Degruyter

The interior of the main saloon.



©Rik Degruyter

Above - Main saloon marquetry.



©Rik Degruyter.

Window of Opportunity.

Please note that the space made available within 'Window of Opportunity' is made free of any charge for the sale or exchange of items related to Pullman & CIWL.

I am not the seller or purchaser of any of the offered items and as such I cannot be held responsible for descriptions of the items featured.

I hope that there will be no problems, but in the event of any dispute this will be directly resolved between the two parties concerned.

PULLMAN ITEMS FOR SALE.

Brian Kaye offers for sale the following selection of Pullman items, all are 100% genuine.

Due to a house move these and further items may be offered later, including further Brighton Belle items and ephemera.

Prices do not include postage, which will be charged at cost.

Contact Brian on 01926 810303 or 07920 788660 or by Email briankaye@btconnect.com

1. Table lamp from Pullman Car - Car No.6.



Lovely condition and fully tested and working on 240v.

No original shade. Lamp is marked VI inside.

CAR No. 6 was built in 1917, by Pullman, Longhedge, as Third Class Kitchen car.

Withdrawn in 1962.

Lamp is very elaborate for 3rd class, with much engraving, unlike later 3rd class lamps. **£1,100**

2. Victualling/Supply box from Pullman Car - CASSANDRA.



Marked on outside "Pullman" and "Cassandra" Measures H53cm x W48cm x D30cm Hinged lid with 2 x steel handles on ends, and hasp and staple for locking.
Excellent condition. Makes a nice feature or coffee table in a house.
CASSANDRA was built in 1926 by Met Cam, Wagon and Finance, as First Class Kitchen car.
Withdrawn circa 1963. **£150**

3. Fixed table lamp from an unknown Pullman Car of the 1960/1 Met Cam BR Mark 1.



With original or early, fluted glass shade. Made of aluminium, and complete with electric plug on back of fixing, ready to be wired.

Requires a brass securing nut to hold shade on, easily found on an old brass lamp fitting. **£50**

4. Pullman Car Toilet paper holder, from either Brighton Belle or Composite Car.



Made of satin silver plated steel. Marked "Pullman, J&F Ltd" inside. Perfect condition. **£50**

From The Fourgon:

I trust that you will have found at least something of the content within this edition of interest. I am as always indebted to those readers who have taken time out to produce either an article or image for inclusion, rest assured without your contributions this edition would not have been published.

For those readers considering advising me with regard to news, articles and images I can advise you that the next edition is due for publication on April 1st and 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 - February & March 2012.